



**LAKE HAVASU METROPOLITAN
PLANNING ORGANIZATION (LHMPO)
EXECUTIVE BOARD MEETING AGENDA
Tuesday, October 11, 2016, 2:00 PM**

One or More Executive Board Members May Attend Telephonically

- 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. Your comments SHALL be limited to five (5) minutes or less. Please be advised that Executive Board Members may not respond to comments or questions brought up during call to the public.
- 5. CONSENT AGENDA**
 - 5.1** Approve the Executive Board Meeting Minutes of July 19, 2016
(Task #100)
- 6. ANNOUNCEMENTS, COMMUNICATIONS, UPDATE REPORTS**
 - 6.1** ADOT Northwest District Update Report
 - 6.2** LHMPO Manager Report
 - 6.2** Kevin Adam, Rural Transportation Advocacy Council
- 7. PUBLIC HEARINGS**
 - 7.1** Discussion and Possible Action to Approve the 2017 Executive Board Meeting Schedule
(Task #102)
 - 7.2** Discussion and Possible Action to Authorize the Chairman to issue a Letter to Customs and Border Protection
(Task #102)
 - 7.3** Discussion and Possible Action to Adopt the Strategic Transportation Safety Plan
(Task # 601)
- 8. FUTURE AGENDA ITEMS**

9. UPCOMING MEETING SCHEDULE

- LHMPO TAC Meeting: **October 19, 2016, 1:30 PM**, 900 London Bridge Rd, Bldg. B, Lake Havasu City, AZ 86404
- State Transportation Board Meeting: **October 21, 2016, Wickenburg, AZ**
- Executive Board Regular Meeting: **November 8, 2016**, Lake Havasu City Police Facility Meeting Room, 2360 McCulloch Boulevard N, Lake Havasu City, AZ 86403

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 Jeanette Buckley, Lake Havasu MPO at (928) 453-2823 at least 48 hours prior to the meeting so that accommodations may be arranged.

Agenda Item # 5.1

**LAKE HAVASU MPO
REQUEST FOR ACTION
OCTOBER 11, 2016**

SUBJECT: ACTION TO APPROVE THE CONSENT AGENDA

SUBMITTED BY: Jean Knight, MPO Manager

AGENDA TYPE: CONSENT AGENDA

ATTACHMENTS:

Executive Board Meeting minutes of July 19, 2016

SUMMARY/BACKGROUND:

Attached are the minutes from the Executive Board meeting held July 19, 2016

ACTION OPTION:

Motion to approve the Consent Agenda

OR

Motion to approve the Consent Agenda, with the noted changes

RECOMMENDATION:

Motion to approve the Consent Agenda

Mark Nexsen - Chair
Buster Johnson – Vice Chairman
Don Callahan – Secretary/Treasurer
Donna Brister-McCoy – Board Member
Deanna Beaver – Board Member



Lake Havasu City Police Facility
Meeting Room
2360 McCulloch Boulevard N.,
Lake Havasu City, AZ 86403
www.LHMPO.org

**LAKE HAVASU METROPOLITAN
PLANNING ORGANIZATION (LHMPO)
EXECUTIVE BOARD MEETING MINUTES
Tuesday, July 19, 2016, 2:00 PM**

One or More Executive Board Members May Attend Telephonically

1. CALL TO ORDER

Chairman Nexsen called the meeting to order at 2:00 p.m.

2. PLEDGE OF ALLEGIANCE

Chairman Nexsen led the Pledge of Allegiance.

3. ROLL CALL

The roll call was performed by Jeanette Buckley:

Present: Mark Nexsen, Deanna Beaver, Donna Brister-McCoy; Buster Johnson participated telephonically. Donna Brister-McCoy arrived at 2:12 p.m.

Absent: Don Callahan

4. CALL TO THE PUBLIC:

There were no public comments.

5. CONSENT AGENDA

5.1 Approve the Executive Board Meeting Minutes of June 21, 2016

MOTION

Vice-Chairman Johnson presented a motion to approve the Consent Agenda as presented.

Motion was seconded by Member Beaver.

VOTE ON MOTION

The vote on the motion was unanimous.

6. ANNOUNCEMENTS, COMMUNICATIONS, UPDATE REPORTS

6.1 ADOT Northwest District Update Report

Alvin Stump, ADOT Northwest District reported on the following:

- I-40 bump repairs have been pushed back until July 29th; westbound repairs will be completed first; and, later this year the east bound side will be repaired
- Announced the District will be performing its annual site visits of State Routes to inspect pavement condition to prioritize for road maintenance work.

6.2 LHMPO Manager Report

Jean Knight reported on the following:

- Strategic Transportation Safety Plan Public Meeting is August 4, 2016, 5:00 p.m.-7:00 p.m. at Lake Havasu City Aquatic Center, Relics and Rods Hall

- Mohave County Public Works Department sent pictures of the bike striping on London Bridge Road to Lake Havasu MPO
- Lake Havasu MPO posted the Mohave County (LHMPO Region) bike striping pictures on Facebook and 2382 people were reached; and, a lot of positive comments received.

7. PUBLIC HEARINGS

7.1 Discussion and Possible Action to Approve Addendum No. 1 to the Lake Havasu Metropolitan Planning Organization Manager Contract

Kelly Garry, Lake Havasu City Attorney, advised the Executive Board that in accordance with the Employment Contract, the LHMPO Manager was evaluated on June 21, 2016, and the Executive Board increased the annual compensation based upon finding of acceptable performance. A change to the Employment Contract requires an Addendum. The LHMPO Manager's salary adjustment is retroactive to July 1, 2016.

MOTION

Member Beaver made a motion to approve Addendum No. 1 to the Lake Havasu MPO Manager Contract. Motion was seconded by Vice-Chairman Johnson.

VOTE ON MOTION

The vote on the motion was unanimous.

7.2 Discussion and Possible Action to Approve the Title VI Plan and Limited English Proficiency Plan (LEP)

Jean Knight advised the Executive Board that the Title VI Plan has been revised due to ADOT Title VI department requiring changes this year. The primary changes were more specific demographic information which was available from Maricopa Association of Governments (MAG).

Member Beaver asked if the Title VI has been reviewed by legal counsel. Jean Knight responded that it was not reviewed by legal counsel; however, the Title VI was reviewed a number of times by the ADOT Title VI group. The ADOT Title VI group informed Jean Knight what changes needed to be made to the Title VI to meet their requirements.

MOTION

Vice-Chairman Johnson made a motion to approve the Title VI Plan and Amended LEP. Motion was seconded by Member Beaver.

VOTE ON MOTION

The vote on the motion was unanimous.

7.3 Discussion and Possible Action to Approve the FY16 – 20 Transportation Improvement Program (TIP)

Jean Knight advised the Executive Board that this is milestone for the Lake Havasu MPO to have their first Transportation Improvement Program (TIP). Since the document went out to the Executive Board there has been notification from ADOT that there some FTA 5310 participants receiving grants. Havasu Mobility, Achieve, and New Horizons received FTA Vehicle Awards in the amount of \$269,896. Havasu Mobility requested four new vans and received two new vans.

Chairman Nexsen questioned why the bike striping and signage was not showing funding available. Jean Knight explained that at this time Transportation Alternative funding is not available. It stays on the Mid-Term project list until funding is available. Chairman Nexsen asked where the bike striping cost came from; Jean Knight indicated that the figures were a

recommendation from a consultant. The cost includes signage and striping and is on the high side; taking into consideration that federal project costs are usually higher.

MOTION

Member Beaver made a motion to approve the FY16-20 Transportation Improvement Program with noted changes. Motion was seconded by Vice-Chairman Johnson.

VOTE ON MOTION

The vote on the motion was unanimous.

8. FUTURE AGENDA ITEMS

No future agenda items were given.

9. UPCOMING MEETING SCHEDULE

- LHMPO TAC Meeting: **August 16, 2016, 1:30 PM**, 900 London Bridge Rd, Bldg. B, Lake Havasu City, AZ 86404
- State Transportation Board Meeting: **July 15, 2016, Camp Verde, AZ**
- State Transportation Board Study Session: **August 30, 2016, Phoenix, AZ**
- State Transportation Board Meeting: **September 16, 2016, Bullhead, AZ**
- Executive Board Regular Meeting: **TBD**, Lake Havasu City Police Facility Meeting Room, 2360 McCulloch Boulevard N, Lake Havasu City, AZ 86403

10. ADJOURNMENT

Motion was presented by Member Beaver to adjourn and seconded by Member Brister-McCoy. Vote on the motion was unanimous. Meeting adjourned at 2:22 p.m.

Agenda Item # 7.1

**LAKE HAVASU MPO
REQUEST FOR ACTION
OCTOBER 11, 2016**

**SUBJECT: DISCUSSION AND POSSIBLE ACTION TO APPROVE THE 2017
EXECUTIVE BOARD MEETING SCHEDULE**

SUBMITTED BY: Jean Knight, MPO Manager

AGENDA TYPE: PUBLIC HEARING

ATTACHMENTS:

2017 Meeting Schedule

SUMMARY/BACKGROUND:

The 2017 Executive Board Meeting Schedule is attached for review and approval by the Board. The date and room are reserved; however, if a meeting is not scheduled the Board and others are notified.

ACTION OPTION:

Motion to approve the 2017 Executive Board Meeting Schedule

OR

To be determined from discussion

RECOMMENDATION:

Motion to approve the 2017 Executive Board Meeting Schedule

**LAKE HAVASU METROPOLITAN
PLANNING ORGANIZATION (LHMPO)
EXECUTIVE BOARD
2017 MEETING SCHEDULE**

**The following is the 2017 meeting schedule for the Lake Havasu Metropolitan
Planning Organization (LHMPO) Executive Board**

MEETINGS –SECOND (2ND) TUESDAY OF THE MONTH

January 10	July 11
February 14	August 8
March 14	September 12
April 11	October 10
May 9	November 14
June 13	December 12

LOCATION OF MEETING: Lake Havasu City Police Facility Meeting Room
2360 McCulloch Boulevard N, Lake Havasu City, AZ 86403

TIME: 2:00 PM

All meeting times and location are subject to change with adequate notice given

Adequate notice will be provided if a scheduled meeting is cancelled

LHMPO endeavors to make all public meetings accessible to persons with disabilities. Please call (928) 453-2823 or e-mail buckleyj@lhcaz.gov, 72 hours prior to the meeting to request a reasonable accommodation to participate in this meeting.

**LAKE HAVASU MPO
REQUEST FOR ACTION
OCTOBER 11, 2016**

SUBJECT: DISCUSSION AND POSSIBLE ACTION TO AUTHORIZE THE CHAIRMAN TO ISSUE A LETTER TO CUSTOMS AND BORDER PROTECTION

SUBMITTED BY: Jean Knight, MPO Manager

AGENDA TYPE: PUBLIC HEARING

ATTACHMENTS:

Draft letter to Customs and Border Protection

SUMMARY/BACKGROUND:

Maricopa Association of Governments (MAG) has taken the lead regarding the economic impact due to limiting Mexican citizen's travel to 75 miles from the border. In 2015 University of Arizona conducted an economic impact analysis of Mexican spending by expanding the travel zone for tourism and shopping to statewide and the estimated spending for 2016 could have generated \$181 million, bringing the total projected spending of Mexican visitors to Arizona to nearly \$3.1 billion. These totals could grow each year.

MAG is requesting all MPOs issue a letter to Customs and Border Protection supporting the expansion of the Border Zone. The Mexican citizens applying for the Border Crossing Card (BCC) must receive clearance before the cards are issued and it is anticipated that less than 1% do not abide by the rules. Currently Mexican citizens are not allowed to use their Visa to travel beyond the 75-mile limit.

ACTION OPTION:

Motion to authorize the Chairman to sign the Travel-Zone letter to Customs and Border Protection

OR

To be determined after discussion

RECOMMENDATION:

Motion to authorize the Chairman to sign the Travel-Zone letter to Customs and Border Protection



**Lake Havasu Metropolitan
Planning Organization**
900 London Bridge Road, Bldg. B
Lake Havasu City, AZ 86404
(928) 453-2823

October 11, 2016

Honorable R. Gil Kerlikowske
Customs and Border Protection
1300 Pennsylvania Ave. NW
Washington, DC 20229

Dear Commissioner Kerlikowske:

On behalf of Lake Havasu MPO, I write to request your consideration for initiating a rule-making process to extend the 75 mile travel zone within the State of Arizona for Mexican citizens with Border Crossing Cards (BCC) to permit travel throughout Arizona.

Mexican citizens who apply for the BCC are carefully vetted; they have a nearly flawless record of abiding by the rules of their visa, with the lowest overstay rate of any visa card group (less than one percent). Furthermore, BCC holders who wish to visit beyond the 75-mile limit are required to stop to obtain an I-94 visa. Extending the BCC zone would eliminate this bureaucratic step and potentially free resources to other needed areas, such as improving border security, since the BCC holder has already undergone a screening process more rigorous than the I-94 visa requirements.

The current 75-mile limitation on travel inside Arizona has been in effect since 1999. At that time, the travel zone was extended from the original 25-mile area—enabling Mexican citizens to travel and shop as far north from the border as Tucson. Currently, these visitors are not allowed to use this visa to travel to the state's largest metropolitan area, Phoenix, or to enjoy the beauty of Sedona or the Grand Canyon, or to experience the cultures of our many Native American Indian communities. With tourism as one of Arizona's largest economic sector, with 171,500 jobs statewide and an economic impact of \$20.9 billion, the economic impact from BCC holders could yield a substantial and positive outcome for our state.

A recent study by the University of Arizona estimates that extending the tourism and shopping zone for BCC holders would generate approximately \$181 million in additional spending by Mexican visitors to Arizona, increasing the spending total to nearly \$3.1 billion with an impact of 31,766 jobs. Through this extension, all of Arizona's businesses would benefit and allow visitors from Mexico with BCCs to experience the beauty of the entire state.

We hope you will give this request favorable consideration and that you will initiate a rule-making process for this change.

Sincerely,

Mark S. Nexsen
LHMPO Chairman

**LAKE HAVASU MPO
REQUEST FOR ACTION
OCTOBER 11, 2016**

SUBJECT: DISCUSSION AND POSSIBLE ACTION TO ADOPT THE STRATEGIC TRANSPORTATION SAFETY PLAN (STSP)

SUBMITTED BY: Jean Knight, MPO Manager

AGENDA TYPE: PUBLIC HEARING

ATTACHMENTS:

DRAFT STRATEGIC TRANSPORTATION SAFETY PLAN (STSP)

SUMMARY/BACKGROUND:

The Draft STSP has been out for public comment since September 9, 2016 and no comments were received. The TAC reviewed and discussed on September 20, 2016 and is recommending the Executive Board Adopt the current Draft. Within the next two months, the TAC will finalize and make a recommendation for future projects and staff will present to the Board for final approval. Highway Safety Improvement Program (HSIP) funding as well as Lake Havasu City CIP will be utilized for the programmed projects.

Mike Blankenship, Amec Foster Wheeler, will present the highlights of the STSP.

ACTION OPTION:

Motion to adopt the Strategic Transportation Safety Plan

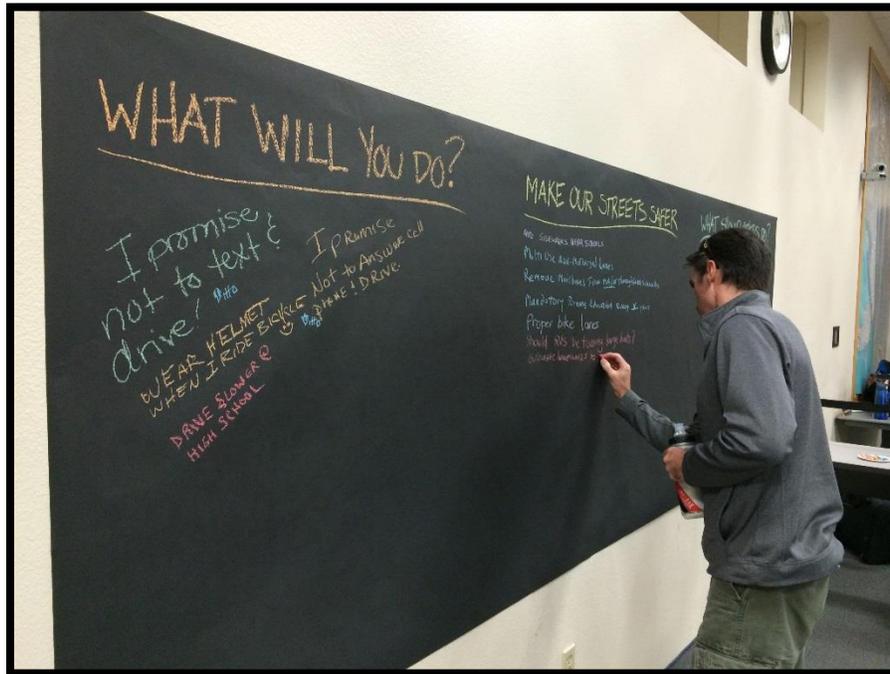
OR

Motion to adopt the Strategic Transportation Safety Plan with the noted changes

RECOMMENDATION:

Motion to adopt the Strategic Transportation Safety Plan

Lake Havasu Metropolitan Planning Organization Strategic Transportation Safety Plan



PREPARED BY:



PREPARED FOR:



September 2016

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1 EXECUTIVE SUMMARY

With the population growth in the Lake Havasu City region, development of a Strategic Transportation Safety Plan (STSP) has become necessary to reduce fatal and injury traffic crashes in the region. Over the past 10 years (2005-2014), the region experienced 6,275 crashes, including 30 fatal crashes. State Route 95 had the highest number of total (1,234) and fatal (11) crashes in the region. The most common crash type in the region was rear end (1,624), and the highest fatal crash type was pedestrian crashes (10). The Lake Havasu Metropolitan Planning Organization (LHMPO) led the development of this STSP to identify traffic safety issues and to better position the region to obtain funding to improve safety in the region.

The LHMPO STSP vision is “Toward Zero Deaths by Reducing Crashes for a Safer Lake Havasu Region” and the STSP goal is “Reduce the number of fatalities and serious injuries in the Lake Havasu region by 3 to 7 percent during the next 5 years”. The vision and goal were developed with stakeholder input, and were inspired by the Federal Highway Administration’s (FHWA) vision “Towards Zero Deaths” and Arizona’s vision “Toward Zero Deaths by Reducing Crashes for a Safer Arizona”.

Emphasis areas for the LHMPO region were based on the emphasis areas identified in the 2014 Arizona Strategic Highway Safety Plan (SHSP); these areas contribute the most to overall crashes and/or fatal crashes. The 11 emphasis areas for the region are:

- Impaired Driving
- Pedestrians
- Older Drivers
- Bicyclists
- Occupant Protection
- Lane Departure
- Speeding and Aggressive Driving
- Young Drivers
- Distracted Driving
- Intersection
- Motorcyclists

Safety strategies were generated for each emphasis area based on the 4 E’s of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

The FHWA established five safety performance measure requirements for state DOTs and MPOs: fatalities, fatality rate, serious injuries, serious injury rate, and number of combined non-motorized fatalities and serious injuries. These performance measures will be used to set targets and evaluate year to year increase or reduction in crashes.

Network screening was conducted to determine which intersections and segments are priority locations for future safety projects. Using crash frequency, rate, and severity, prioritized lists of unsignalized intersections, signalized intersections, and segments were created. Corridors with multiple highly ranked intersections and segments were identified as locations for pursuing federal safety funds. These included corridors and systemic projects as shown in Figure 1-1.

Figure 1-1: Potential Safety Projects

Project Name
Pedestrian Systemic
Bicycle Systemic
SR 95
Acoma Blvd
McCulloch Blvd, Mesquite Ave & Swanson Ave
McCulloch Blvd (East)
Palo Verde Blvd
Kiowa Blvd & Bermuda Ave
London Bridge Rd

2 INTRODUCTION

This safety plan represents the first Strategic Transportation Safety Plan (STSP) for the Lake Havasu Metropolitan Planning Organization (LHMPO) region. This plan establishes a vision, goal, emphasis areas, strategies, network screening methodology, and potential safety projects for the region, consistent with those set forth by the Arizona State Highway Safety Plan (SHSP). The purpose of this safety plan is to reduce the risk of death and serious injury to all transportation users in the LHMPO region.

The project benefitted greatly from oversight and guidance provided by the LHMPO Technical Advisory Committee along with participation from law enforcement, bicycle, and pedestrian safety specialists, among other key stakeholders. The group was challenged to build a transportation safety culture that includes a broad range of experts and user groups across the four E's of safety (engineering, enforcement, education, and emergency services). Continuation of this group and growth of a transportation safety culture in the implementation phase of this Plan will be essential to achieving lasting impacts in transportation safety. The stakeholders group participated in project workshops and meetings at key points during the project. This safety plan was developed based on:

- State crash data analysis
- Stakeholder input
- Public input
- Coordination with the Arizona Strategic Highway Safety Plan

The LHMPO STSP will serve as a tool for recommending projects for inclusion in the Transportation Improvement Program and in future updates to the Regional Transportation Plan.

3 PUBLIC INVOLVEMENT

Public involvement was key in getting stakeholder and community feedback to address safety issues and concerns. Several opportunities were provided to facilitate participation in the safety plan development, including two public meetings, two stakeholder workshops, and an online survey and mapping tool. These meetings and workshops provided opportunities to obtain input for the plan development, to educate on traffic safety issues, and to solicit cooperation in implementing the safety plan, both on an agency and an individual basis.

Public Meetings were held on the following dates:

- October 8, 2015 – Preliminary Findings
- August 4, 2016 - Recommendations

Appendix A summarizes the public outreach results.



4 SAFETY SYSTEM PERFORMANCE

Crash data was obtained from the Arizona Department of Transportation’s (ADOT) Accident Location Identification and Surveillance System (ALISS) database. The most recent 10 years of crash data (2005-2014) was analyzed to determine existing crash performance (experience), comparison to state data, and identify crash hot spots in the region. Key findings from the crash data analysis include:

- 33% of fatal crashes were pedestrians
- 23% of fatal crashes were single vehicle crashes
- 54% of fatal crashes occurred at night/dawn/dusk
- 63% of fatal crashes involved an impaired driver
- 30% of fatal crashes involved an older driver (65 and older)
- 37% of fatal crashes occurred on SR 95

Figure 4-1 through Figure 4-14 summarize this data.

Figure 4-1: Crash Severity by Year

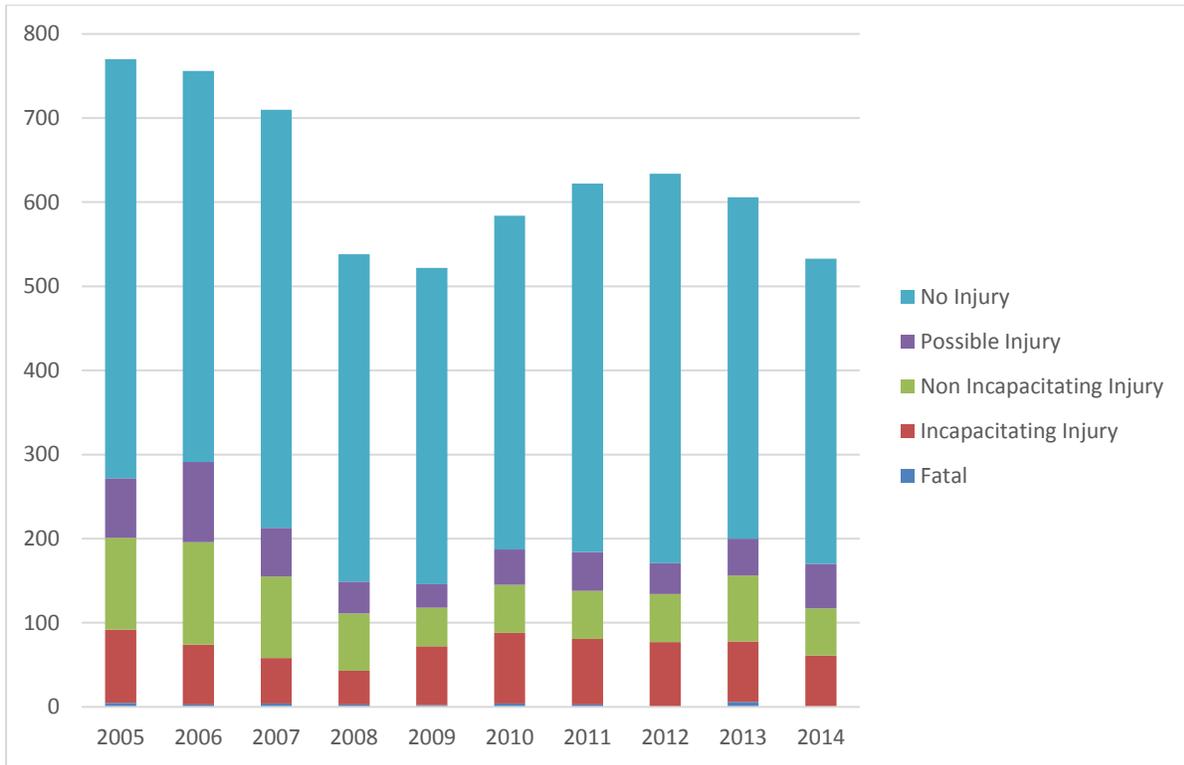


Figure 4-2: Crashes by Month

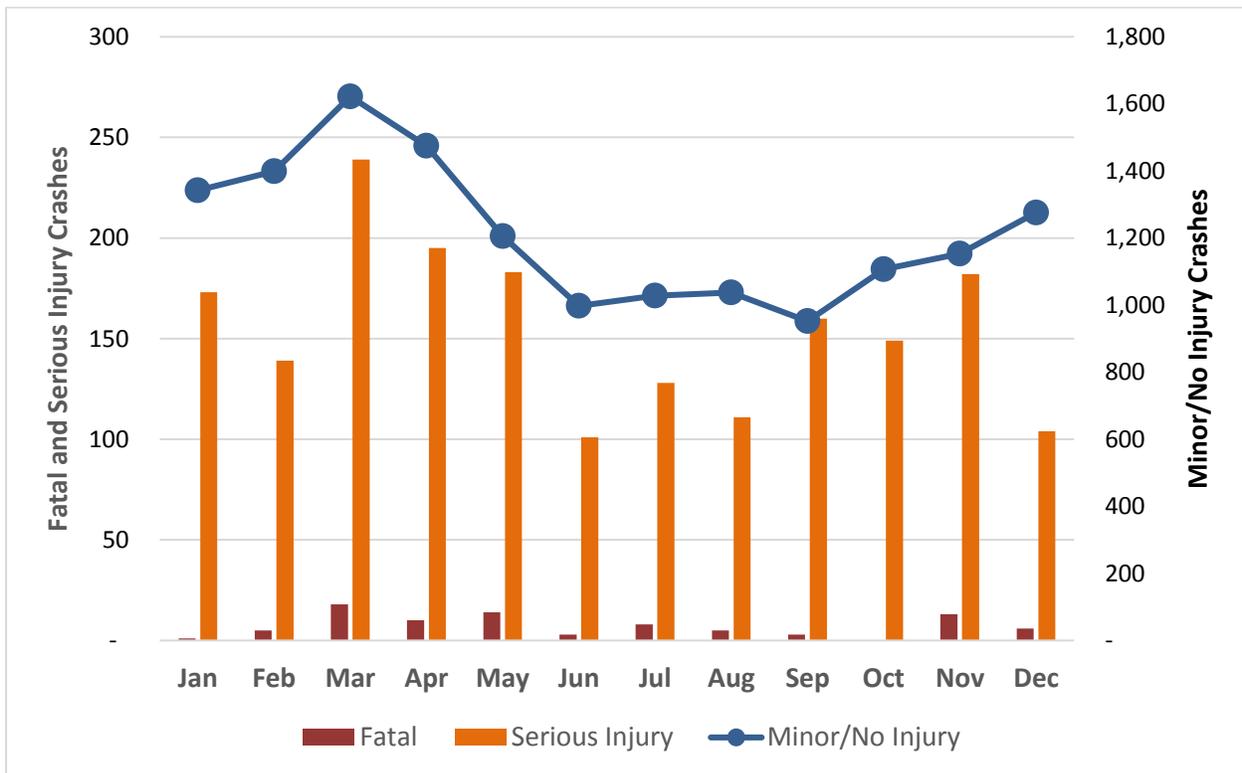


Figure 4-3: Crashes by Day of Week

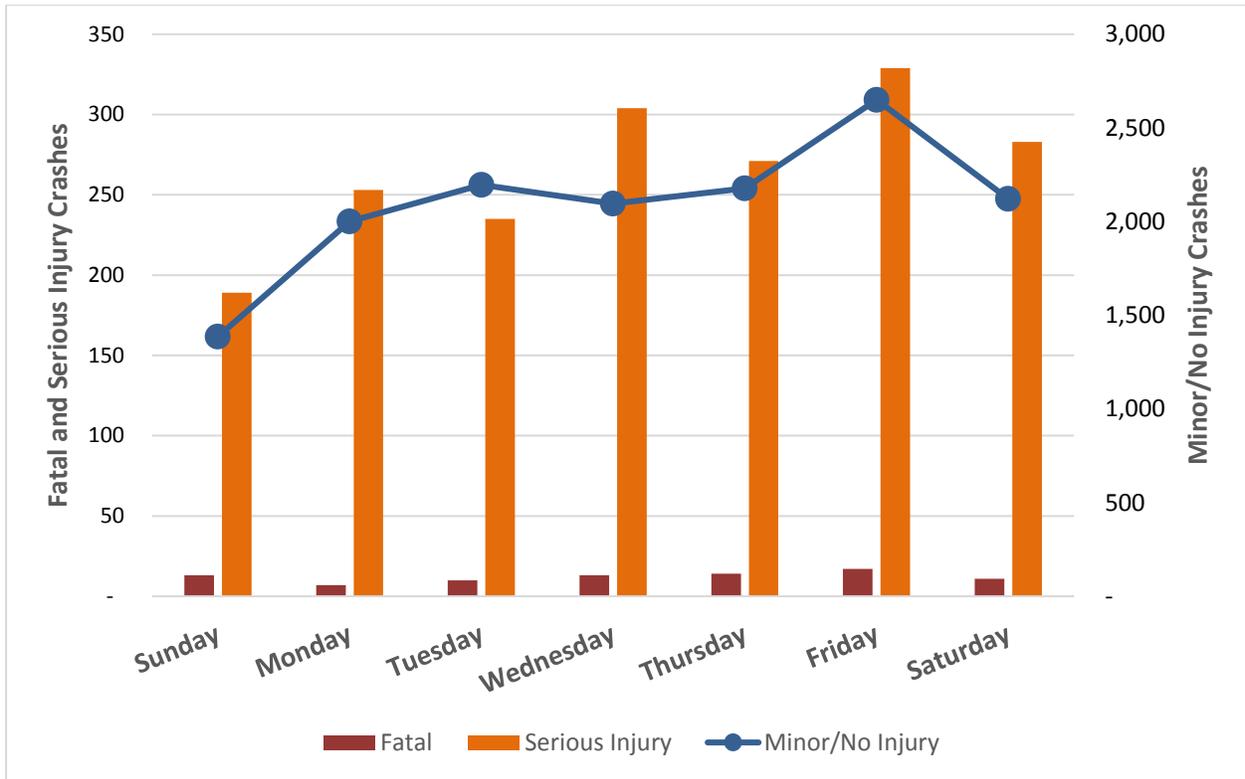


Figure 4-4: Crashes by Hour of Day

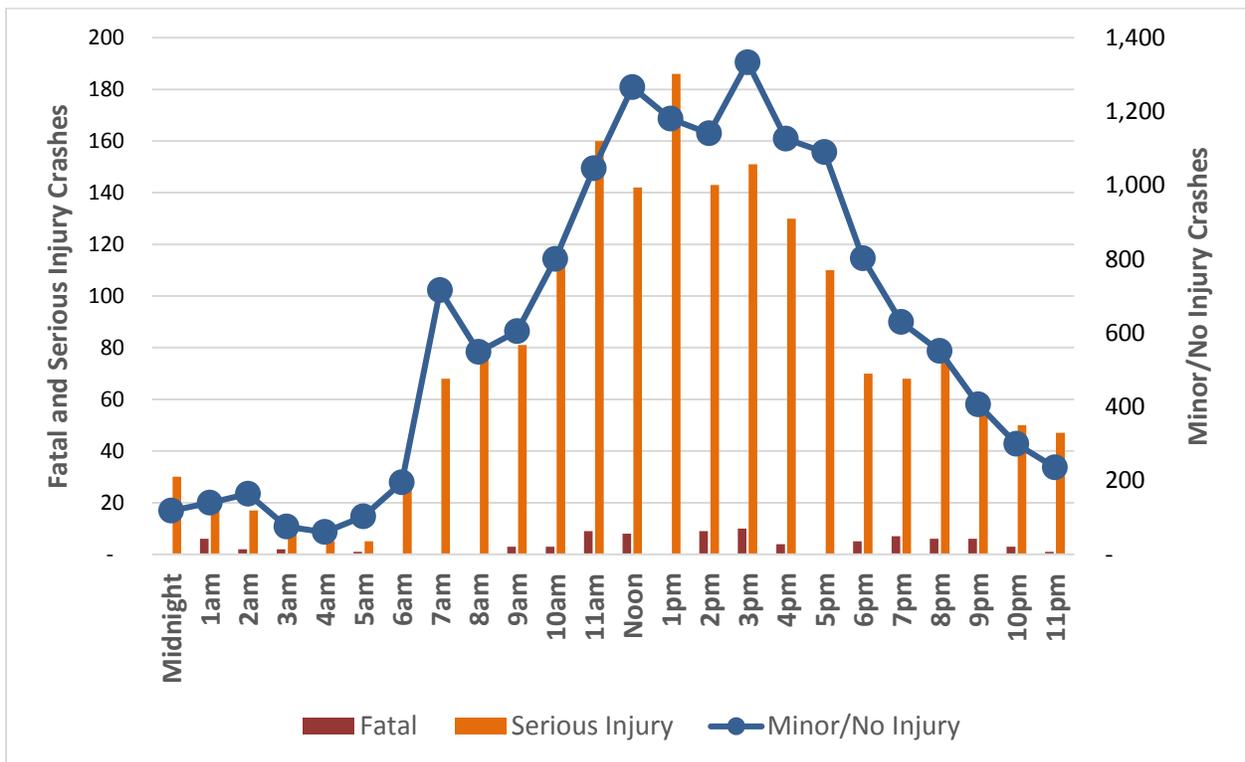


Figure 4-5: Crash Violations

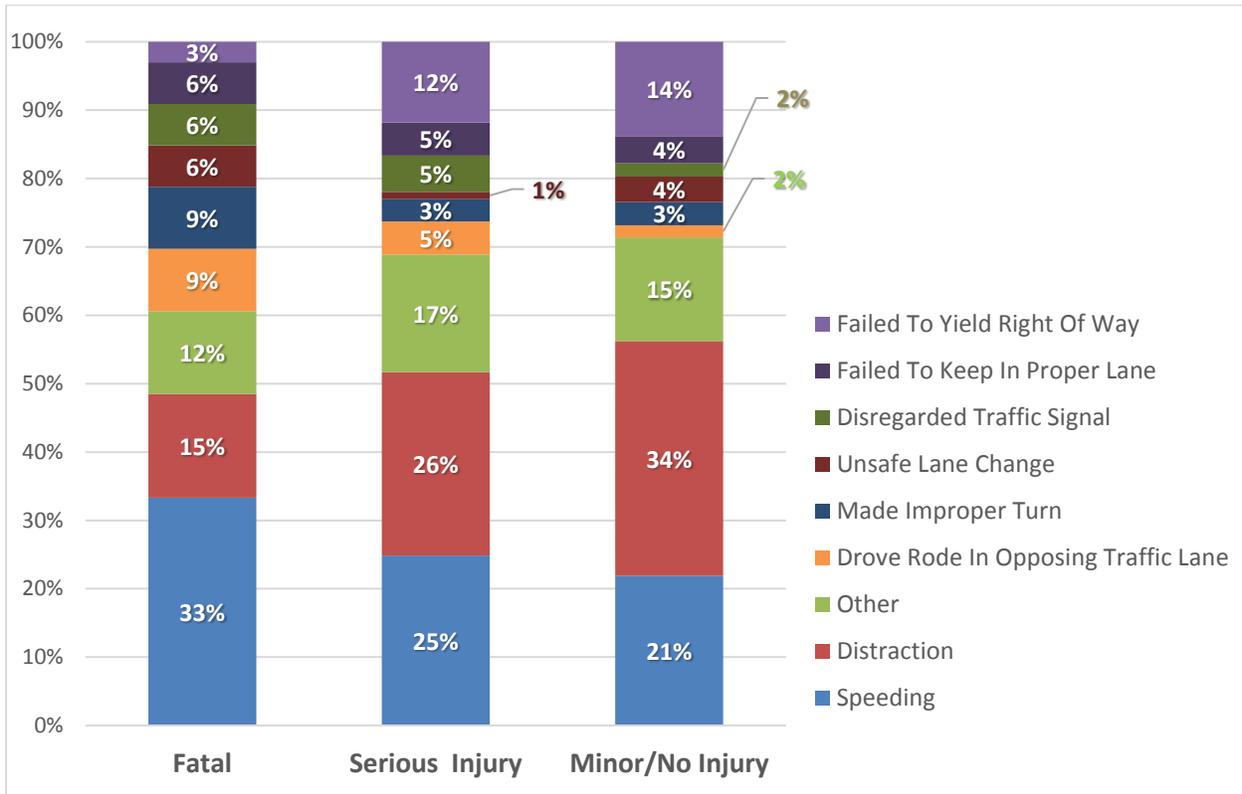


Figure 4-6: Impaired Driver Crashes

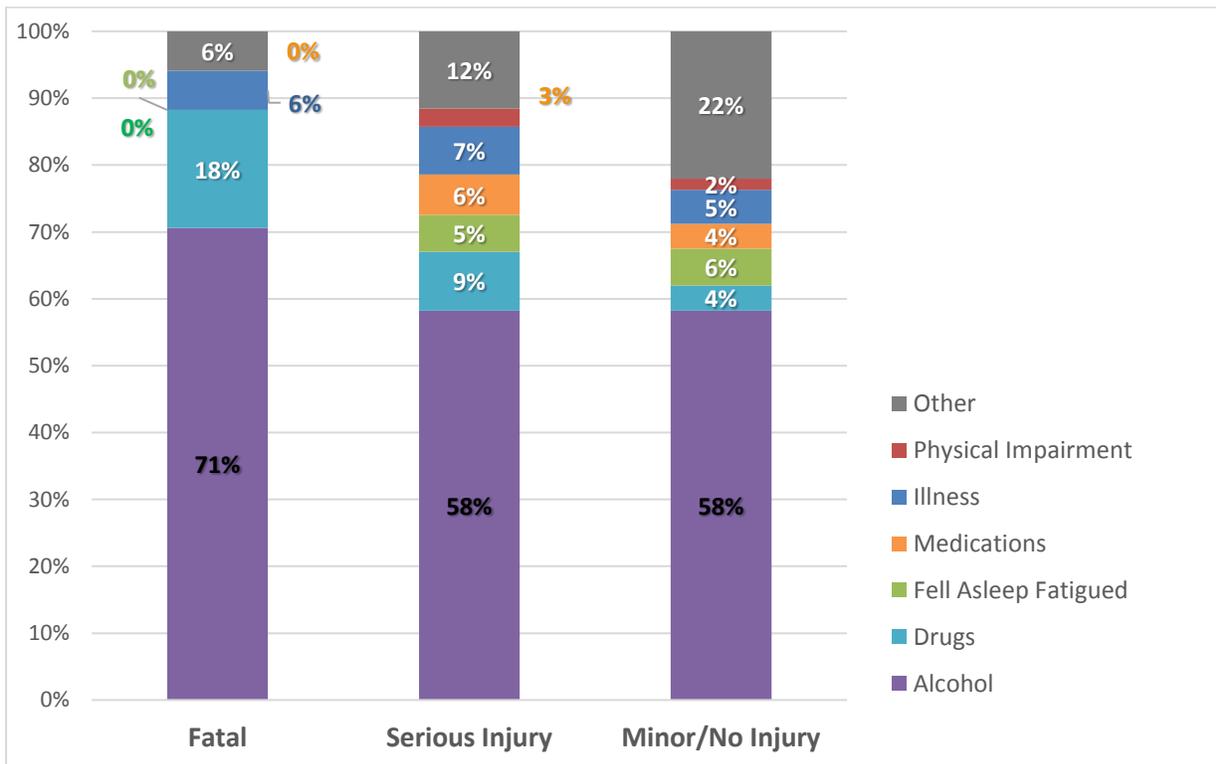


Figure 4-7: Speeding and Distraction Crashes

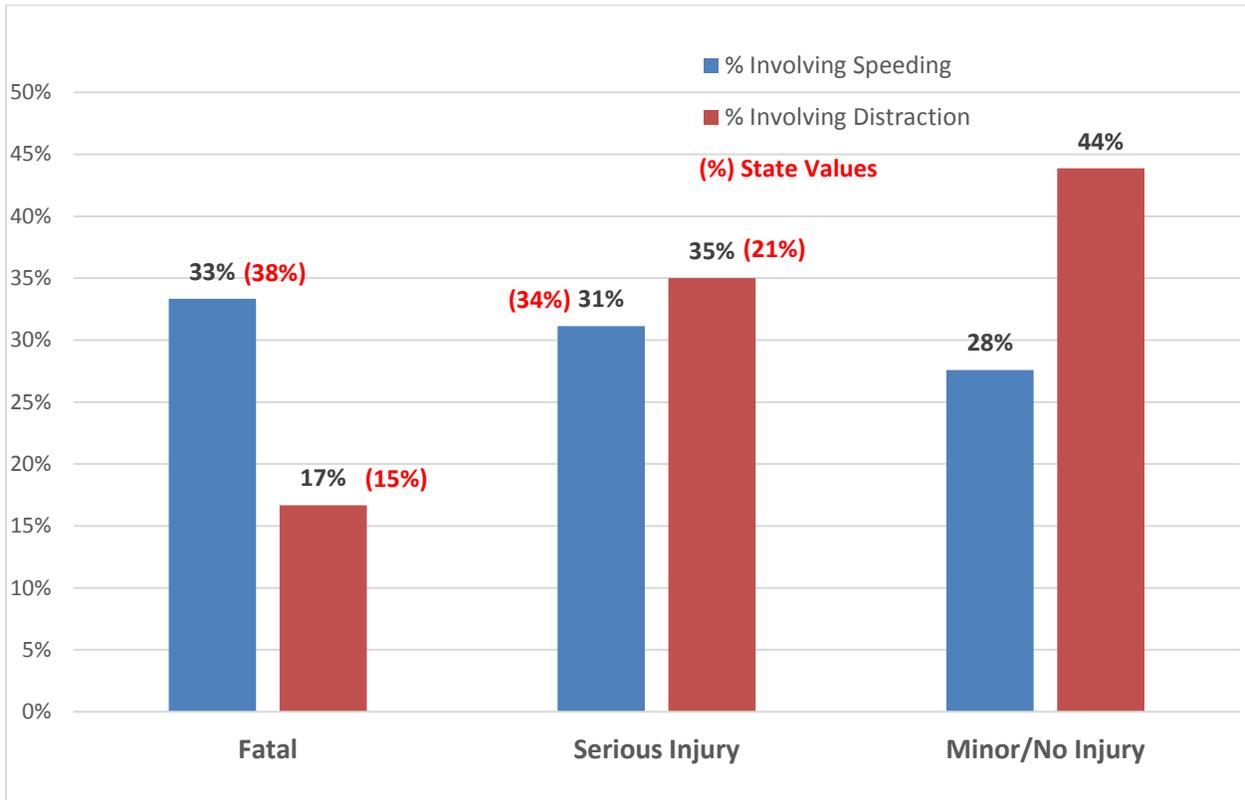


Figure 4-8: Crashes with At Least One Impairment

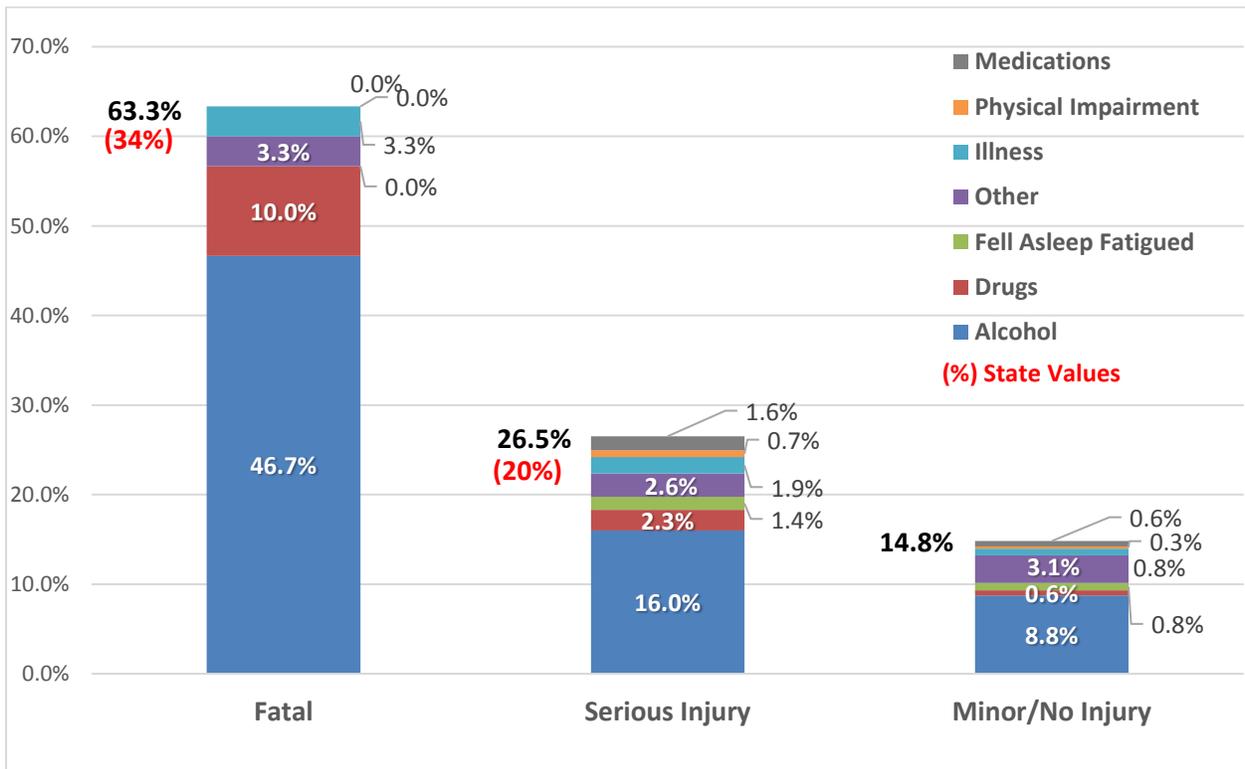


Figure 4-9: Unrestrained Occupants

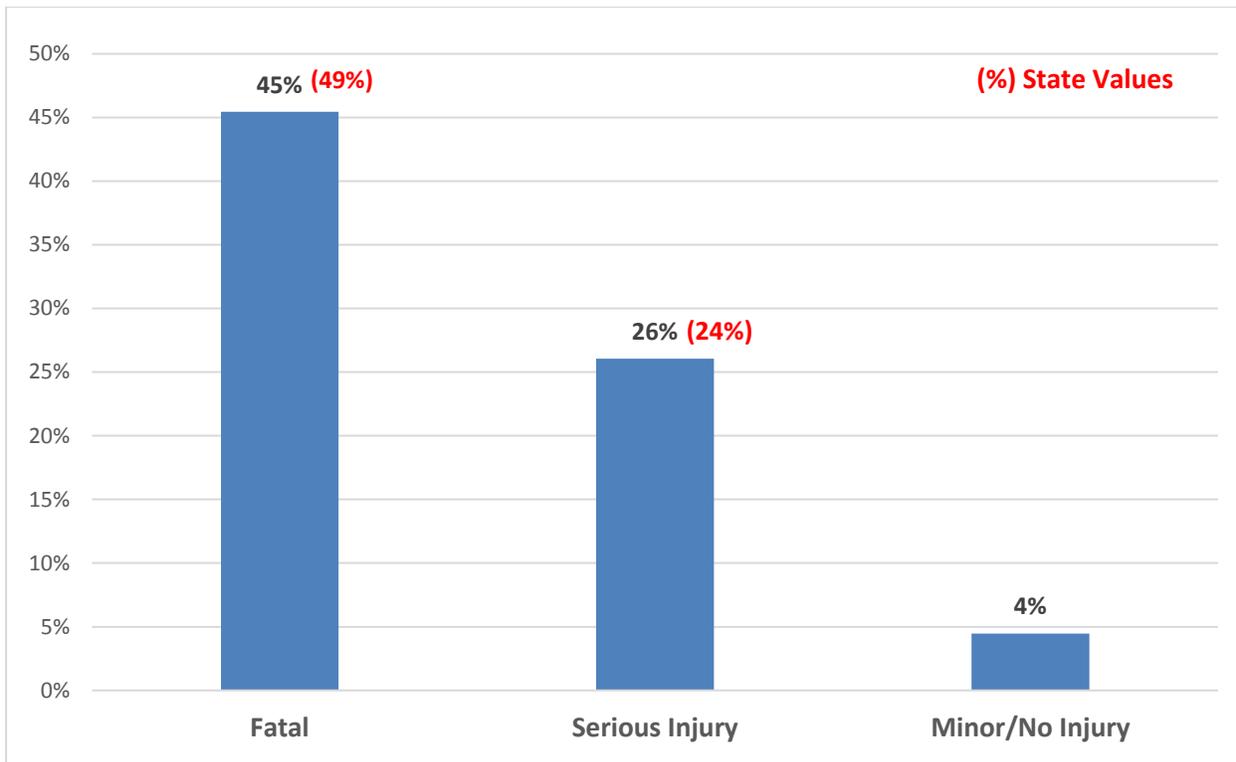


Figure 4-10: Crashes by Driver Age

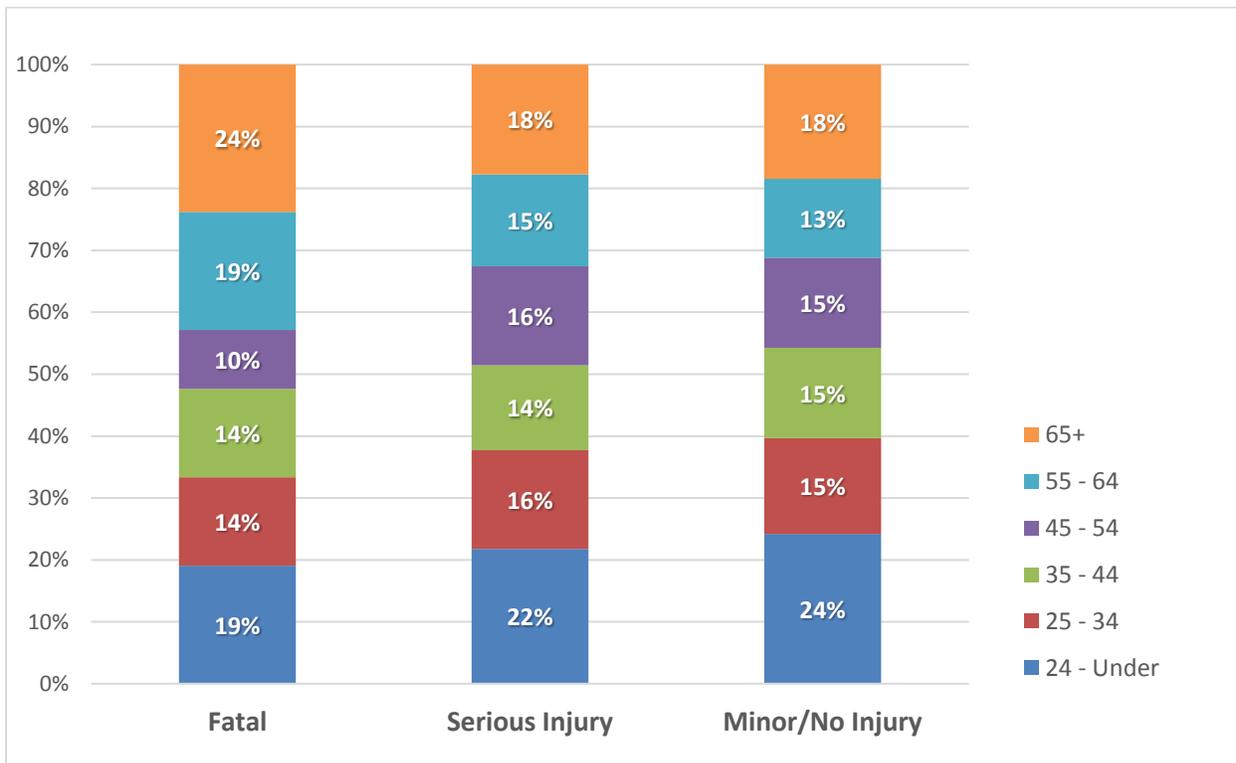


Figure 4-11: Crashes with at Least One Driver in Age Group

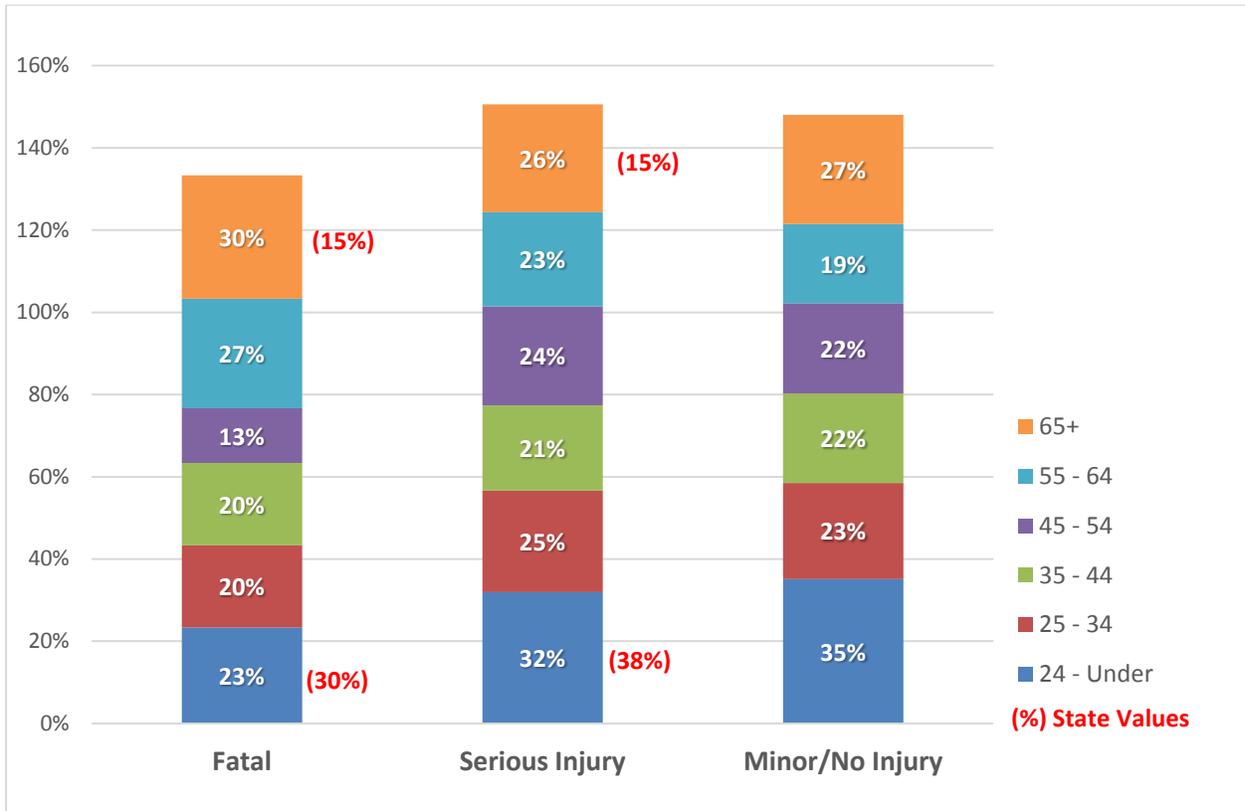


Figure 4-12: Crashes by Light Condition

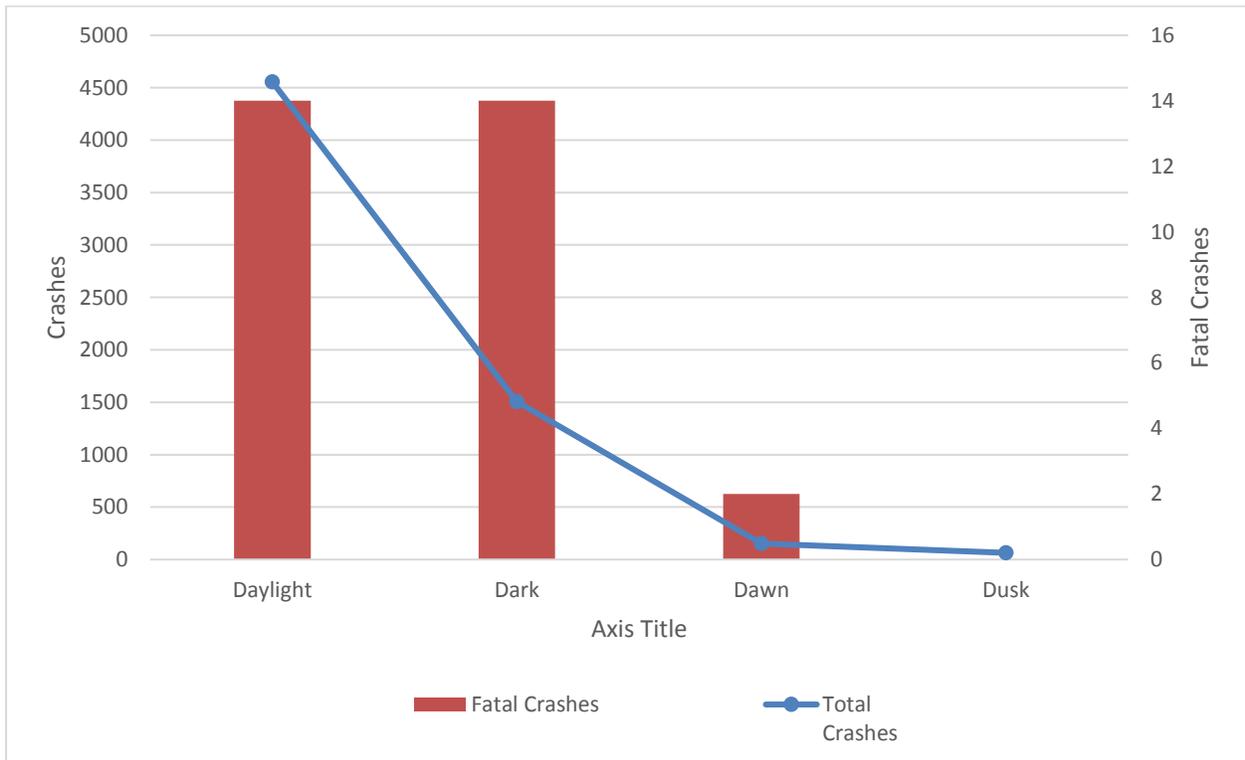


Figure 4-13: Crashes by Collision Manner

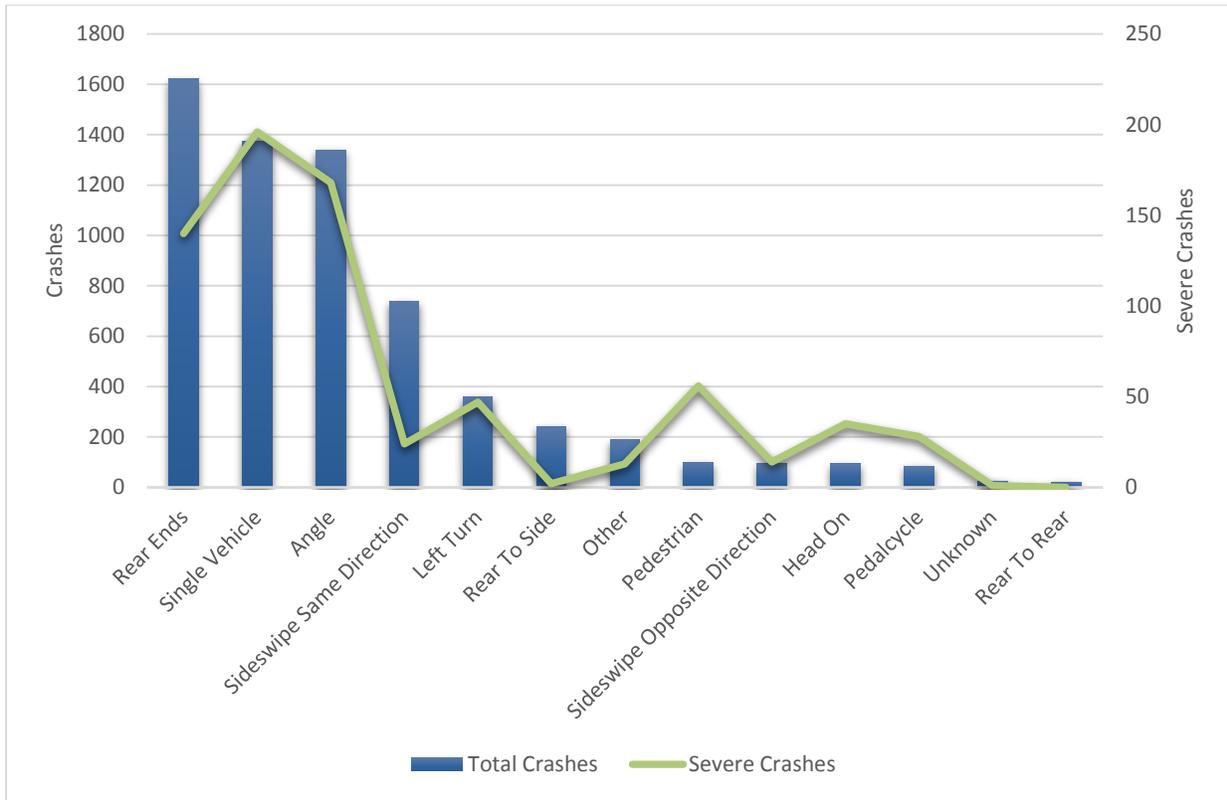


Figure 4-14: LHMPO and Arizona Fatalities, Serious Injuries and Injuries Comparison

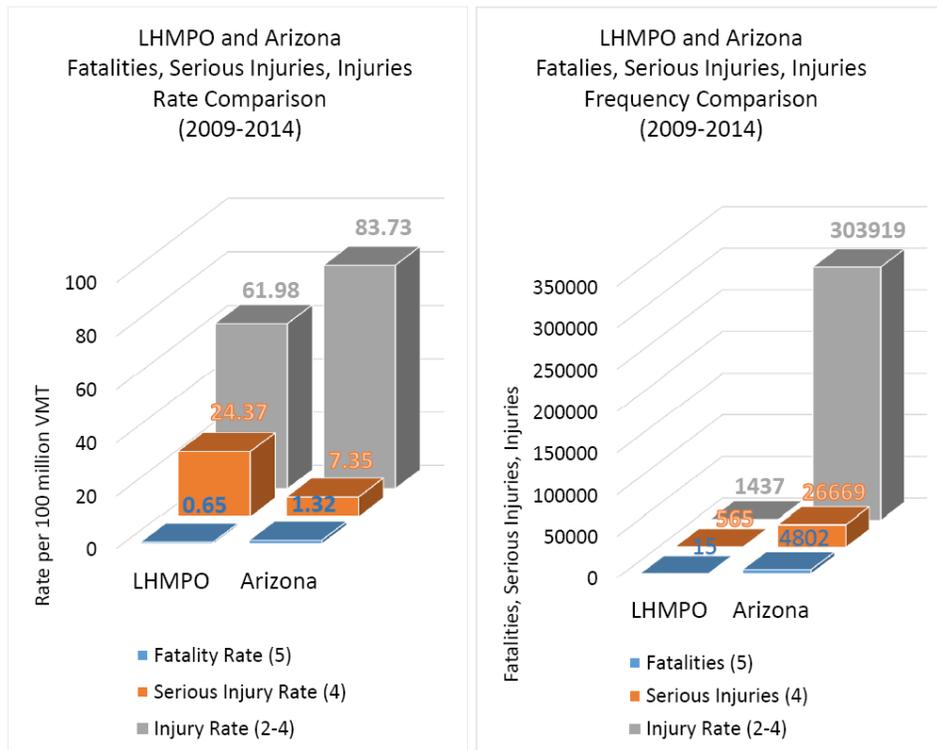


Table 4-1 shows all roads with a fatal crash during the 10 year analysis period, with SR 95 and McCulloch Boulevard having the highest frequency of fatal crashes, serious injury crashes, and all crashes.

Table 4-1: Fatal and Serious Injury Crashes by Corridors with Fatal Crashes

Corridor	Fatal	Fatal + Serious Injury	Total
State Route 95	11	186	1234
McCulloch Blvd	6	81	686
Palo Verde Blvd	2	22	315
Acoma Blvd	1	56	533
Beachcomber Blvd	1	6	15
Beverly Glen Dr	1	1	1
Coral Dr	1	3	6
Daytona Ave	1	4	66
Kiowa Blvd	1	28	168
Lake Havasu Ave	1	48	535
Silver Saddle Dr	1	2	10
Swanson Ave	1	15	156
Thistle Dr	1	1	12
Winterhaven Dr	1	2	4

The maps in Figure 4-15 through Figure 4-17 show locations of all crashes, fatal and serious injury crashes, and pedestrian and bicyclist crashes.

Figure 4-15: Crash Locations – All Crashes

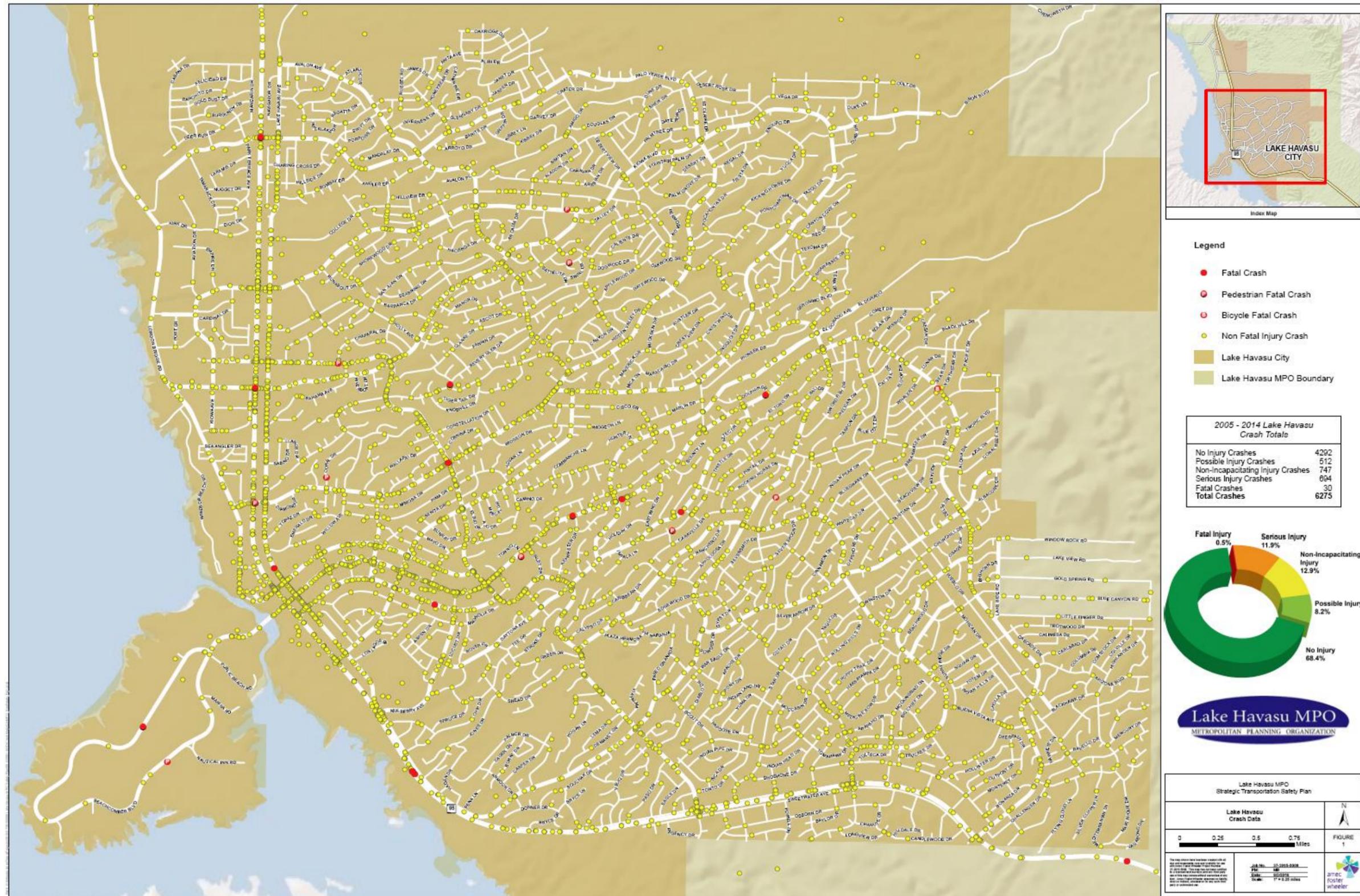


Figure 4-16: Crash Locations – Fatal and Serious Injury Crashes

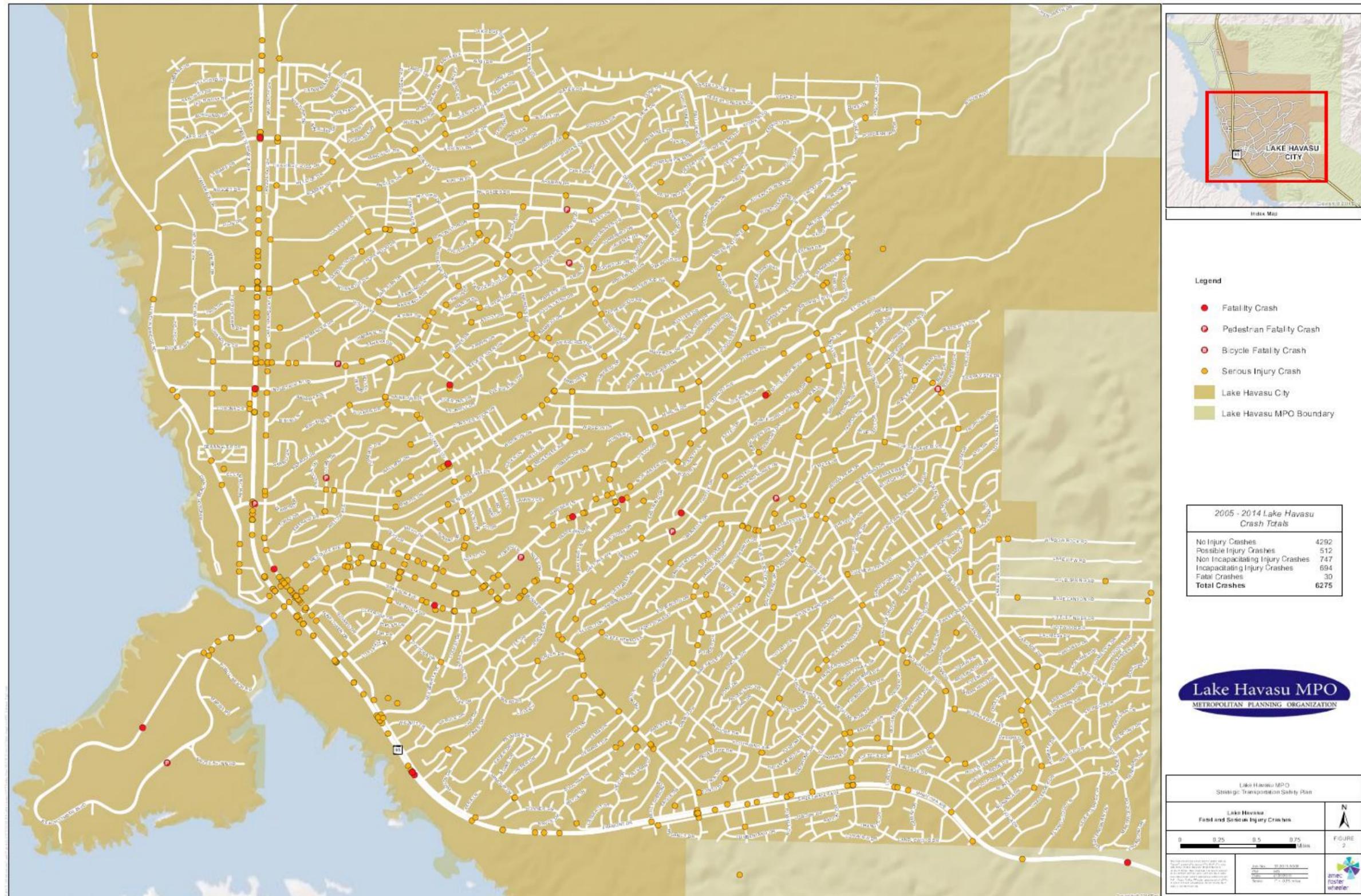
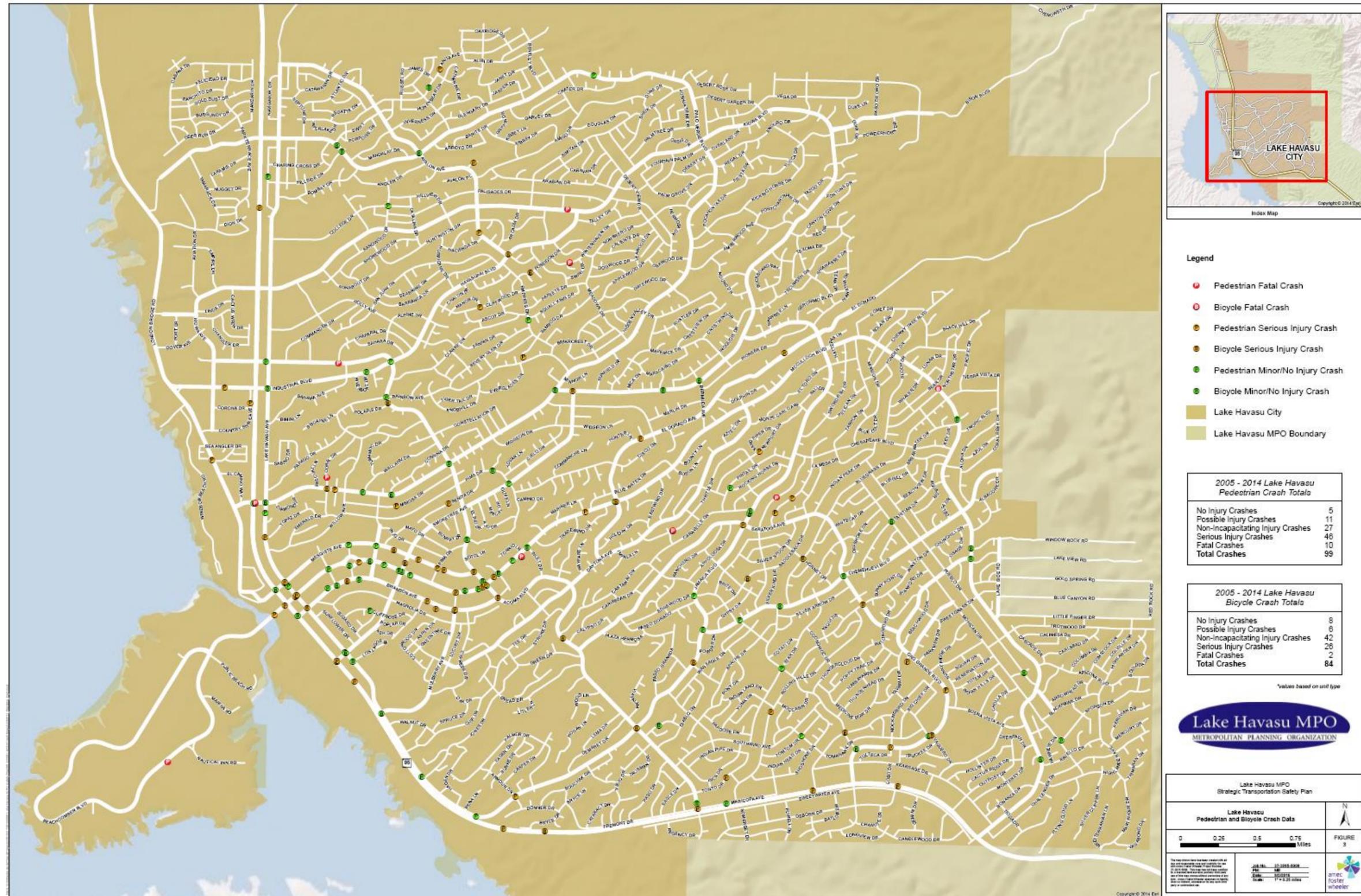


Figure 4-17: Crash Locations – Bike and Pedestrian Fatal and Serious Injuries



5 FUNDING AND SAFETY RESOURCES

5.1 TRAFFIC SAFETY FUNDING

The Highway Safety Improvement Program (HSIP) is a core federal aid program administered by ADOT with Federal Highway Administration (FHWA) oversight. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The federal legislation states that “a highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.” Candidate projects submitted by local agencies for HSIP funding can address spot locations or systemic treatments. Potential projects are prioritized based on Benefit/Cost ratio, potential crash reduction for fatal and incapacitating injury crashes, and consistency with the state’s SHSP emphasis areas.

Currently, local agencies can use HSIP applications to pursue both the ADOT statewide HSIP apportionment and the regional apportionment to develop safety projects. Arizona HSIP funds are approximately \$42,000,000 each year and the LHMPO is approximately \$493,000 per year. Beginning in fiscal year 2019, these sub-allocations to COGs and MPOs will be discontinued, and all agencies will compete for the statewide HSIP funds. This STSP will position LHMPO and its member agencies to better compete for the statewide HSIP funds by identifying and justifying worthy safety projects through a data-driven process. HSIP funding can only be used for infrastructure projects and some safety studies; with passage of the Fixing America’s Surface Transportation (FAST) Act, HSIP funds can no longer be used for non-infrastructure projects.

The FAST Act replaced the MAP-21 Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. Approximately \$7,000,000 in transportation alternatives funding is available annually in Arizona for local agencies (excluding MAG and PAG regions, which have an additional set-aside). STBG transportation alternatives funds are allocated through a statewide competitive process.

The Governor’s Office of Highway Safety (GOHS) administers National Highway Traffic Safety Administration (NHTSA) funding through grant applications. Typical projects include law enforcement activities such as targeted DUI checkpoints and improvements to crash data collection. Annual funding available through GOHS is approximately \$8,000,000 in Arizona.

The state of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to the cities, towns, and counties and to the State Highway Fund. These taxes represent a primary source of revenues for highway construction, improvements, and other transportation related expenses. In fiscal year 2016, Mohave County received approximately \$12,000,000 and Lake Havasu City received approximately \$4,700,000 of HURF funds.

5.2 TRAFFIC SAFETY PROGRAMS

Several local and state safety programs are available to LHMPPO and its member agencies. The following programs are intended to be a resource to allow collaboration among the various agencies across the region regarding safety strategies.

Arizona Bicycle and Pedestrian Program

ADOT maintains a website dedicated to providing bicycling and walking information. Resources such as maps, safety tips, organizations/programs, commuting information, walking and biking to school resources, as well as the Statewide Bicycle and Pedestrian Plan, are included at this website. More information can be found at the ADOT Bicycle and Pedestrian Program webpage (<http://www.azbikeped.org/>).

Arizona Road Safety Assessment Program

ADOT manages the Arizona Road Safety Assessment (RSA) Program, a free service to public agencies in Arizona. An RSA is a formal examination of user safety of a roadway by an independent multidisciplinary audit team. The RSA team identifies safety issues and appropriate countermeasures for the specific location. (<https://www.azdot.gov/business/engineering-and-construction/traffic/traffic-safety/road-safety-assessments>).

Arizona Strategic Highway Safety Plan

The Arizona Strategic Highway Safety Plan (SHSP) was developed through a data-driven, collaborative approach among Arizona's safety stakeholders. The SHSP represents the Arizona state safety goal statement and identifies the Emphasis Areas that the state will focus on to achieve its goal. The SHSP is an overarching strategic statewide safety document to guide safety planning and programming processes; facilitate implementation of recommended safety strategies and action steps or countermeasures through existing plans and programs; and modify current planning processes over time to adopt and institutionalize a change in Arizona's transportation safety culture. The plan can be accessed through the Arizona SHSP webpage (<https://azdot.gov/about/transportation-safety/arizona-strategic-highway-safety-plan>).

Mohave County Traffic Safety Committee

The Mohave County Traffic Safety Committee consists of representatives from the Sheriff's Office, Risk Management, and Public Works. This multi-disciplinary committee meets monthly to review recent serious traffic crashes and requests for traffic control devices.

6 REGIONAL VISION AND GOAL

FHWA has adopted the vision "Towards Zero Deaths" with the goal of zero fatalities across the nation's highway system. In its 2014 SHSP, the state of Arizona adopted this vision to be "Toward Zero Deaths by Reducing Crashes for a Safer Arizona", with a goal to reduce fatalities and serious injuries by 3-7% over the next 5 years (2014-2018).

The LHMPO STSP safety vision and goal were developed based on input from the LHMPO Technical Advisory Committee (TAC) and stakeholders attending the September 17, 2015 STSP workshop and to be consistent with the vision and goal in the Arizona SHSP.

The safety vision for the LHMPO region is,

“Toward Zero Deaths by Reducing Crashes for a Safer Lake Havasu Region”

The regional goal for traffic safety is,

“Reduce the number of fatalities and serious injuries in the Lake Havasu region by 3 to 7 percent during the next 5 years”

7 EMPHASIS AREAS AND SAFETY STRATEGIES

7.1 EMPHASIS AREAS

In the 2014 Arizona SHSP, 12 emphasis areas and two support areas were defined for improving safety on roadways throughout the state. Five of the 12 emphasis areas were selected as Top Focus emphasis areas based on the highest number of fatalities and serious injuries. The top focus emphasis areas in the state’s plan are: 1) Speeding and Aggressive Driving, 2) Impaired Driving, 3) Occupant Protection/Restraint (seat belts, child safety seats, and helmets), 4) Motorcycles, and 5) Distracted Driving.

The additional emphasis areas in the state plan include: 6) Roadway Infrastructure and Operations (Lane Departure, Intersections), 7) Age Related (Young – Under 25, Older – Over 64), 8) Heavy Vehicles/Buses/Transit, 9) Non-Motorized Users (Pedestrians, Bicyclists), 10) Natural Risks (Weather, Animals), 11) Traffic Incident Management, and 12) Interjurisdictional. The support areas are Data Improvements, which includes improving and sharing safety data, and Policy Initiatives, which includes providing direction on proposed changes to policies, procedures, or laws.

Using these statewide emphasis areas as a framework to identify potential emphasis areas for the LHMPO region, regional crash data were analyzed for each emphasis area in the Arizona SHSP. From the analysis, emphasis areas that contributed significantly to the fatal crashes, or were comparable to the statewide fatal crashes were considered as an emphasis area for the region. Table 7-1 shows the emphasis areas chosen for the LHMPO region and the fatal crash comparison to the statewide fatal crashes. Emphasis areas that had a significantly higher percentage of fatal crashes than is seen statewide were identified as priority emphasis areas (impaired driving, pedestrians, older drivers, and bicyclists).

Table 7-1: Emphasis Areas

Priority Emphasis Areas	LHMPO Fatal Crashes	Statewide Fatal Crashes
Impaired Driving	63%	34%
Pedestrians	33%	15%
Older Drivers	30%	15%
Bicyclists	7%	2%
Additional Emphasis Areas	LHMPO Fatal Crashes	Statewide Fatal Crashes
Occupant Protection	45%	49%
Lane Departure	43%	53%
Speeding	33%	38%
Young Drivers	23%	30%
Distracted Driving	17%	15%
Intersection	17%	23%
Motorcyclists	13%	15%

7.2 SAFETY STRATEGIES

Strategies to improve the safety performance in the Emphasis Areas are listed below. The list is not comprehensive, but is provided as a toolbox of ideas which stakeholders may draw from when considering safety improvements.

7.2.1 Impaired Driving

- Education
 - Improve public awareness of and access to alternate forms of transportation, especially during special events
 - Develop materials for educating target groups for impaired driving including mass-media campaigns on DUI dangers and penalties
 - Utilize Dynamic Message Signs for safety messages
- Enforcement
 - Conduct high visibility DUI saturation patrols

7.2.2 Pedestrians

- Engineering (Planning/Policy):
 - Encourage submittal of TIP projects that include safety elements for all modes by including safety as an explicit project evaluation criteria
 - Promote the use of “best practices” that integrate safety analysis and design throughout the planning process
 - Identify high risk locations for potential implementation of enhanced pedestrian crossings
 - Develop a system to evaluate whether certain midblock and/or multi-lane uncontrolled crosswalks should remain, be improved, or be removed
 - Develop an ADA Transition Plan
 - Develop and implement a Complete Streets program
- Engineering (Design/Implementation)
 - Evaluate and install controlled pedestrian crossings

- 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
- Enforcement
 - Increase enforcement of existing laws designed to promote pedestrian safety, such as jaywalking and vehicles failing to stop for pedestrians at pedestrian crossings

7.2.3 Older Drivers

- Engineering (Design/Implementation)
 - Improve visibility of traffic control devices
- Education
 - Increase awareness about and availability of alternative transportation options
 - Initiate a safe driving campaign targeted at elderly drivers (including snow birds)
 - Utilize Dynamic Message Signs for safety messages

7.2.4 Bicyclists

- Engineering (Planning/Policy)
 - Encourage submittal of TIP projects that include safety elements for all modes by including safety as an explicit project evaluation criteria
 - Promote the use of “best practices” that integrate safety analysis and design throughout the planning process
 - Identify high risk locations for potential implementation of enhanced pedestrian or bike crossings
 - Develop and implement a Complete Streets program
 - Develop a Bicyclist Safety Assessment (BSA) program
 - Seek funding to support safety programs for improving bicycle safety
- Engineering (Design/Implementation)
 - 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
- Education
 - 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
- Enforcement
 - Increase enforcement of existing laws designed to promote bicycle safety, such as wrong-way riding and vehicles encroaching on bicycle facilities

7.2.5 Occupant Protection

- Education
 - Utilize Dynamic Message Signs for safety messages
- Enforcement
 - Conduct high visibility, saturated seat-belt enforcement campaigns

7.2.6 Lane Departure

- Engineering (Design/Implementation)
 - Use traffic control devices to better delineate the edge of the roadway (i.e. signs, RPMs, edgelines, rumble strips)
 - Construct roadway infrastructure improvements (i.e. paved/graded shoulders, gradual side slopes, etc.)
 - Minimize potential for overturning or colliding with another object for vehicles which run off the road
- Education
 - Increase public education on corrective roadway departure driving techniques
 - Utilize Dynamic Message Signs for safety messages

7.2.7 Speeding

- Engineering
 - Install speed feedback signs
 - Install traffic calming to reduce speeds
- Education
 - Utilize Dynamic Message Signs for safety messages
- Enforcement
 - Targeted enforcement in school zones and locations with speeding related crashes

7.2.8 Young Drivers

- Education
 - Identify best practices for promoting and/or implementing Safe Driving pledge campaigns
 - Strengthen driver education
 - Promote stronger parental/guardian education and engagement in the licensure process for young drivers
 - Enhance outreach campaigns to young drivers and their families about safe driving behavior and programs, e.g. the Tucson Police Department's START (Safe Teen Accident Reduction Training) Program
 - Develop public relations campaigns highlighting the risks of distracted driving
 - Promote insurance and other incentives for safe driving
 - Conduct mock crash demonstrations for high school students
 - Promote technology which monitors young driver behavior
 - Utilize Dynamic Message Signs for safety messages

7.2.9 Distracted Driving

- Education
 - Initiate/strengthen distracted driving campaigns
 - Utilize Dynamic Message Signs for safety messages
- Enforcement
 - Implement local ordinance banning texting while driving
 - Provide information to City Council on crash reductions associated with banning texting while driving, societal costs of these crashes

7.2.10 Intersection

- Engineering
 - To reduce conflicts and crash severity, require alternative intersection consideration in the project assessment phase (e.g. roundabouts, indirect left turns, etc.) by 2020
 - By 2018, update signal timing on a regular schedule and implement adaptive signal control and centralized control to improve intersection operations and safety
 - Adopt consistent signal timing practices (e.g. left-turn phasing, clearance intervals, etc.) in metro areas by 2018 to eliminate driver confusion
 - Increase coordination between state and local signals by 2018 to improve operations and reduce driver frustration
 - Consider adding dilemma-zone detection at intersections with a high frequency of speed-related crashes by 2020
- Education
 - By 2018, create radio and/or television public service announcements on red light running and air them 4 times per year
- Enforcement
 - Focus on speed and red light running enforcement

7.2.11 Motorcyclists

- Engineering (Design/Implementation)

- Improve infrastructure features to help reduce the number and severity of motorcycle crashes
- Education
 - Improve public awareness, education and training for motorcyclists, motorists, and all safety stakeholders to promote safer driving behaviors
 - Enhance rider training programs to improve motorcycle safety
 - Promote use of helmets
 - Utilize Dynamic Message Signs for safety messages

8 NETWORK SCREENING AND SAFETY NEEDS PRIORITIZATION

Network screening of a roadway system is the data-driven analysis of the intersections and segments within the system. The process utilizes spatial analysis of crash data and is used to determine high priority locations that may require safety improvements. Crashes are spatially attributed to individual intersections and segments in order to facilitate network analysis.

The goal of network screening is to develop a list of specific sites that are ranked by priority. Priority is typically developed from crash frequency, rate, and severity, but other crash factors can be incorporated into the analysis as appropriate. This priority list is then used to plan and implement safety projects at individual locations or at the system-wide level. The list can also serve as a resource for local governments when applying for state or federal traffic safety funding.

A Priority Index (PI) ranking was used to screen intersections, and a combination of PI ranking and sliding window analysis was used to screen segments. The PI ranking system has been used successfully in Arizona by the Pima County DOT, PAG, and Yuma MPO to identify high-risk locations and is recommended for use by the LHMPO based on:

- Minimal data requirements (traffic volumes, crash frequency, and crash severity)
- Reliability in identifying high-risk locations
- Flexibility (agencies can adjust the importance of the 3 crash factors used to calculate the PI)

The PI rankings developed for this STSP gave equal weighting to crash frequency, crash severity, and crash rate.

8.1 INTERSECTION PRIORITY INDEX RANKING

The resulting lists of signalized and unsignalized intersections are intended to provide LHMPO with a guideline in determining locations that may require a closer examination for safety improvements. Individual priority ranking lists were developed for signalized and unsignalized intersections. Traffic volumes were assigned to intersections using the ADOT and LHMPO Transportation Data Management System databases. The top 20 signalized intersection priority ranking is shown in Table 8-1. The top 20 unsignalized intersection priority ranking is shown in Table 8-2.

Table 8-1: Top 20 Signalized Intersections

Intersection	ADT	Crash Frequency	Crash Rate	Severity Index	PI Rank
SR 95 & Kiowa Blvd	26481	103	1.07	1.89	1
SR 95 & Acoma Blvd South	19898	76	1.05	1.97	2
SR 95 & Mesquite Ave / London Bridge Rd	20909	126	1.65	1.58	3
Lake Havasu Ave & McCulloch Blvd	23312	101	1.19	1.62	4
Lake Havasu Ave & Mesquite Ave	23980	129	1.47	1.47	4
SR 95 & Palo Verde Blvd North	21345	69	0.89	1.98	6
Acoma Blvd & McCulloch Blvd	22514	99	1.20	1.46	7
Acoma Blvd & Palo Verde Blvd South	21198	74	0.96	1.71	8
SR 95 & Mulberry Ave	21308	66	0.85	1.85	8
SR 95 & Palo Verde Blvd South	24834	76	0.84	1.72	8
SR 95 & Oro Grande Blvd	19349	72	1.02	1.66	11
SR 95 & Swanson Ave	23410	71	0.83	1.82	12
McCulloch Blvd & Smoketree Ave	18530	66	0.98	1.60	13
Lake Havasu Ave & Swanson Ave	18042	73	1.11	1.36	14
SR 95 & Smoketree Ave	21530	60	0.76	1.83	14
SR 95 & Industrial Blvd	27822	44	0.43	1.90	16
McCulloch Blvd & Riviera Blvd	12649	20	0.43	2.11	17
Lake Havasu Ave & Mulberry Ave	9583	28	0.80	1.49	18
SR 95 & Acoma Blvd West	23390	48	0.56	1.59	18
SR 95 & London Bridge Rd	18937	7	0.10	3.06	20

Table 8-2: Top 20 Unsignalized Intersections

Intersection	ADT	Crash Frequency	Crash Rate	Severity Index	PI Rank
Acoma Blvd S & Swanson Ave	19304	38	0.54	2.19	1
Mesquite Ave & Riviera Blvd	14489	40	0.76	1.85	2
Acoma Blvd W & Lake Havasu Ave N	9210	43	1.28	1.70	3
Lake Havasu Ave N & Kiowa Blvd N	14856	34	0.63	1.80	4
Swanson Ave & Mulberry Ave	9110	20	0.60	2.01	5
McCulloch Blvd N & el Dorado Ave S	13613	21	0.42	2.70	6
Lake Havasu Ave N & N Palo Verde Blvd	14493	24	0.45	2.01	7
Acoma Blvd W & Havasupai Blvd	11406	26	0.62	1.78	8
Kiowa Blvd N & Avalon Ave	7846	13	0.45	2.26	9
Saratoga Ave & Jamaica Blvd S	6541	14	0.59	1.97	10
Daytona Ave & Mulberry Ave	3783	9	0.65	1.87	11
Jamaica Blvd S & McCulloch Blvd	8973	23	0.70	1.47	12
Mesquite Ave & Smoketree Ave N	12621	26	0.56	1.48	13
Smoketree Ave N & N Acoma Blvd	16893	23	0.37	1.77	14
McCulloch Blvd S & Chemehuevi Blvd	9092	10	0.30	2.08	15
Palo Verde Blvd S & Kiowa Blvd S	14952	16	0.29	1.98	15
Kiowa Rd & Bermuda Ave	10111	17	0.46	1.62	15
Acoma Blvd S & Daytona Ave	18372	31	0.46	1.28	15
Acoma Ln W & Kiowa Ave	2307	6	0.71	1.97	19
McCulloch Blvd & Bermuda Ave	13850	21	0.42	1.70	19

8.2 SEGMENT PRIORITY INDEX RANKING

Priority Index values were generated for segments using a sliding window analysis. This analysis excluded intersection crashes to focus on crashes on just the segments. PI values were calculated for a segment length of 0.3 miles. This window is incrementally moved by 0.1 miles along each corridor. This is repeated until the entire road has been analyzed by 0.3 mile segments. The 0.3-mile long windows with the highest PI values are the segments identified as high crash risk locations. Results of the segment analysis are highlighted in Figure 8-1.

8.3 DRIVER VIOLATION NETWORK SCREENING

Heat maps were created for major driver violations associated with crashes and crash severity. The violations included exceeding the lawful speed, speed too fast for conditions, impaired driving, and not wearing a seat belt. These heat maps, shown in Figure 8-2 through Figure 8-5, are useful for law enforcement to conduct targeted enforcement and education campaigns.

Figure 8-1: Priority Segments



Figure 8-2: Unlawful Speeding Heat Map

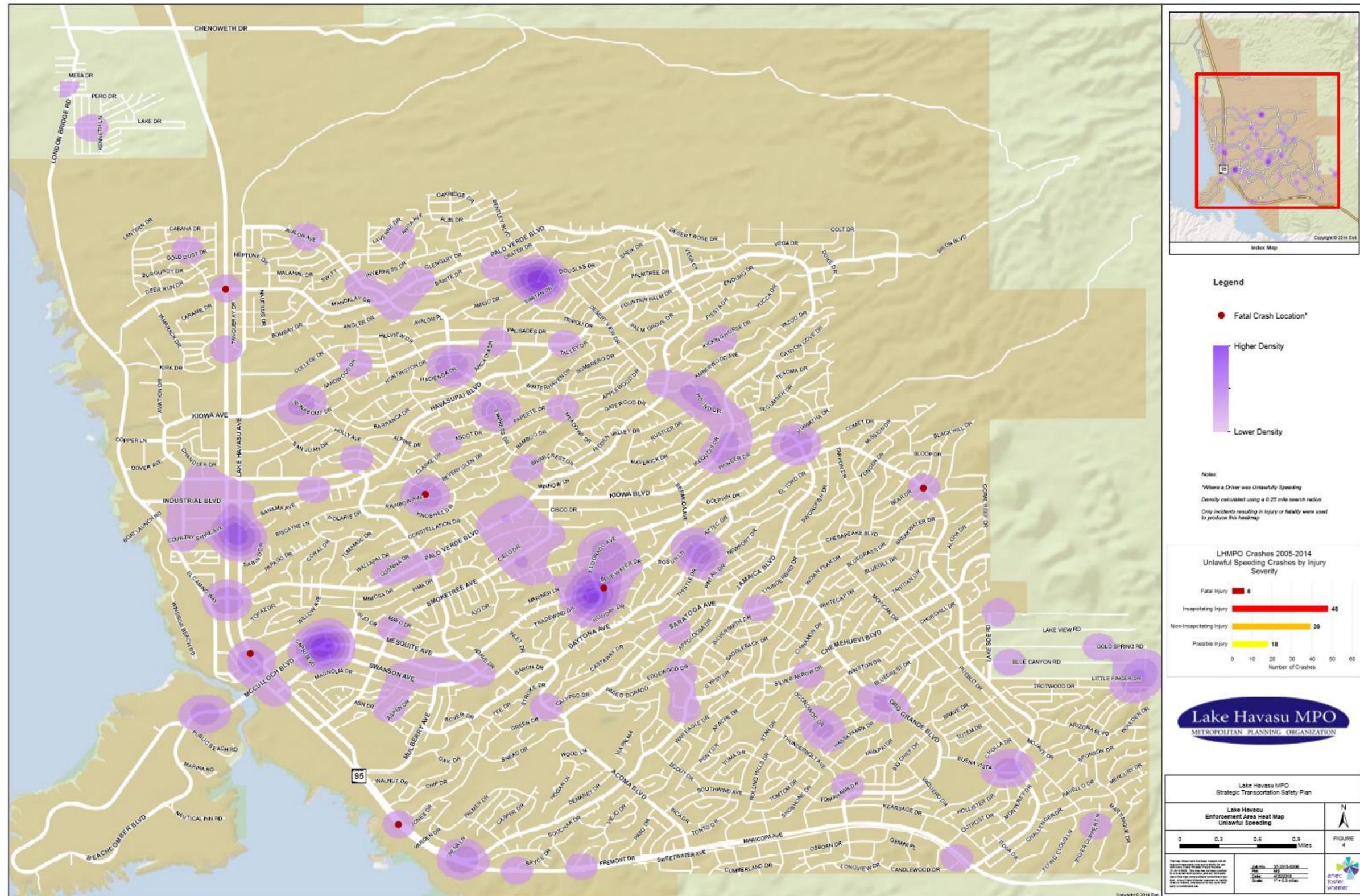


Figure 8-3: Speed Too Fast for Condition Heat Map

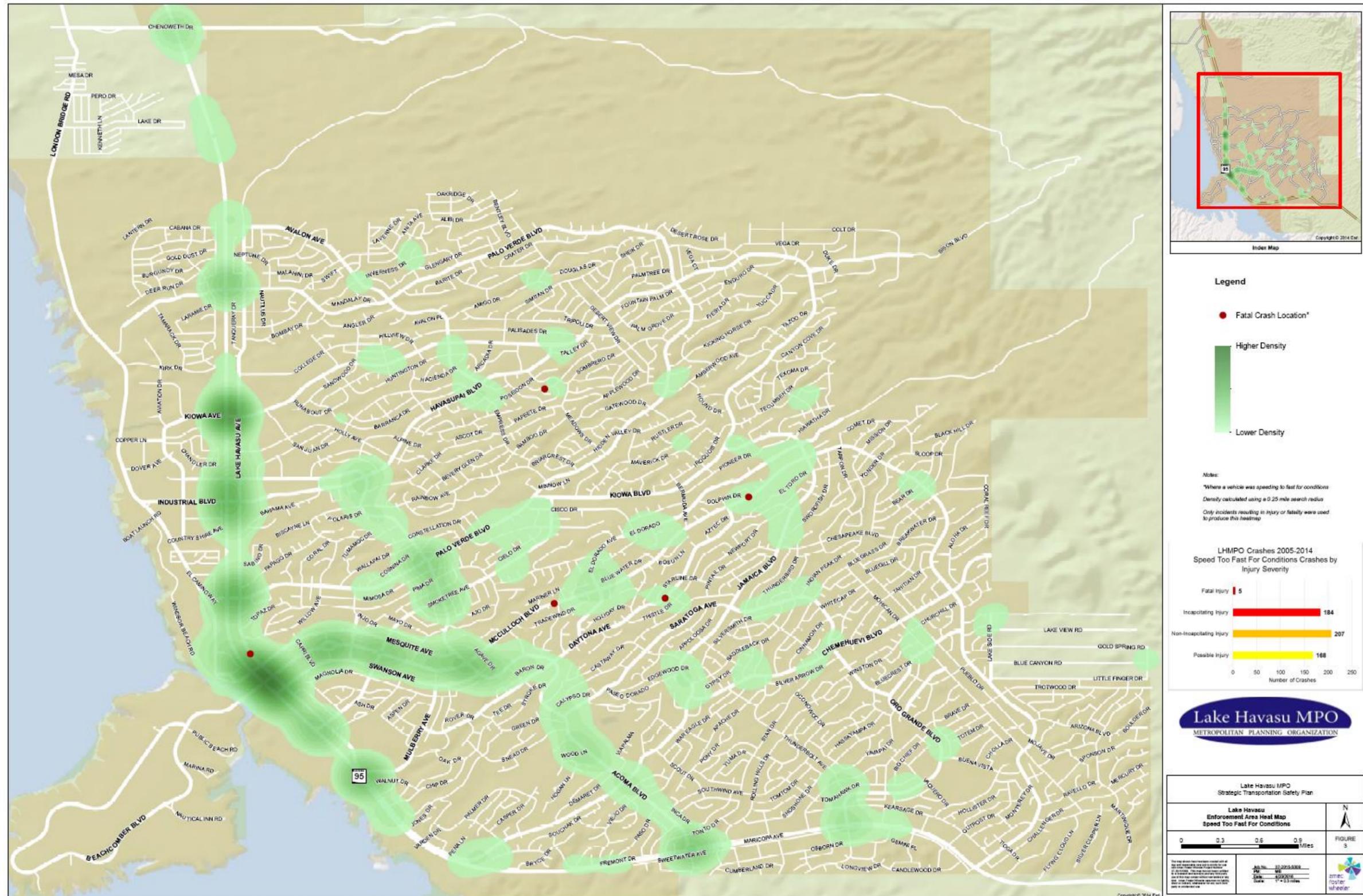


Figure 8-4: Driver Impairment Heat Map

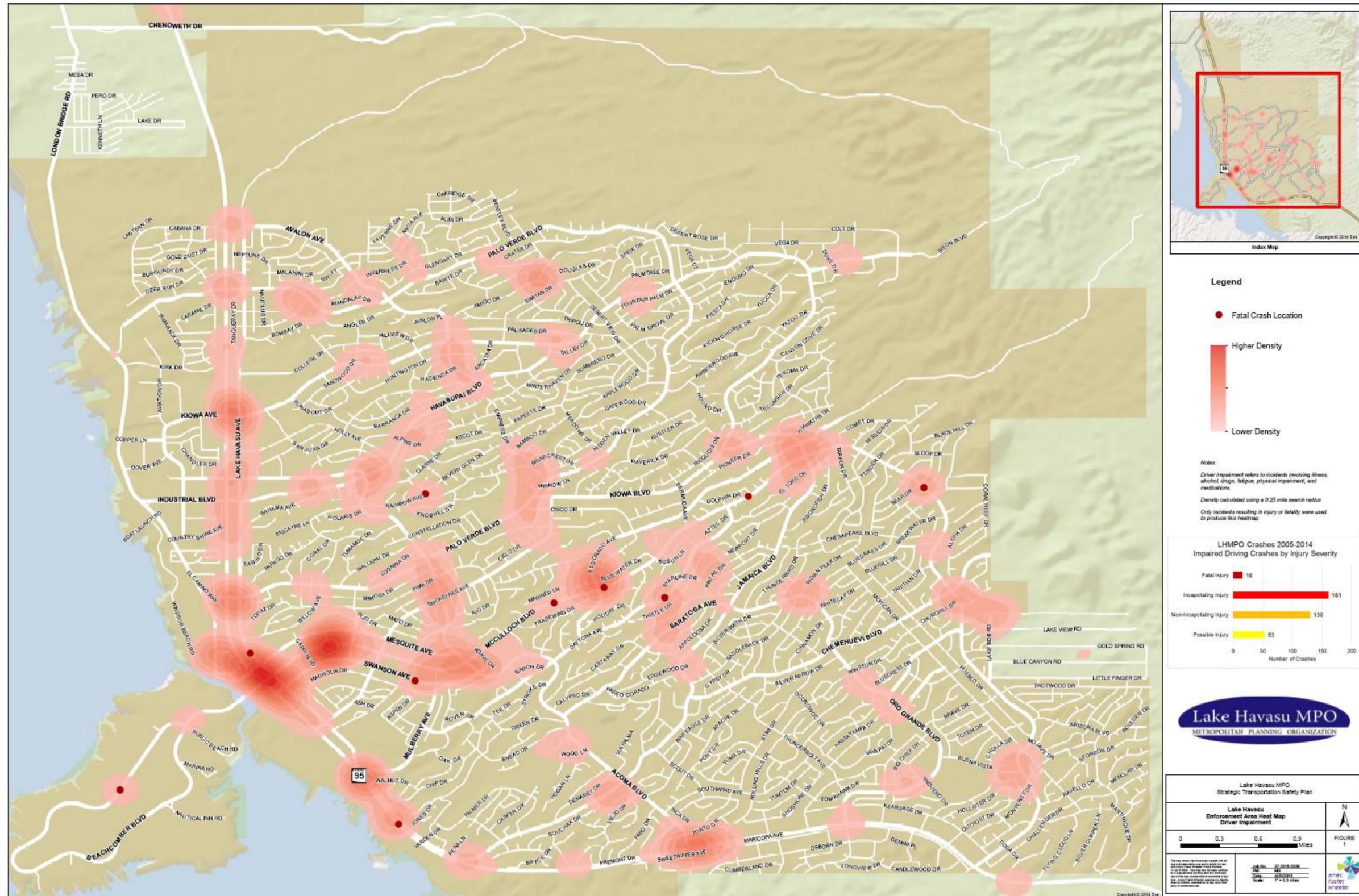
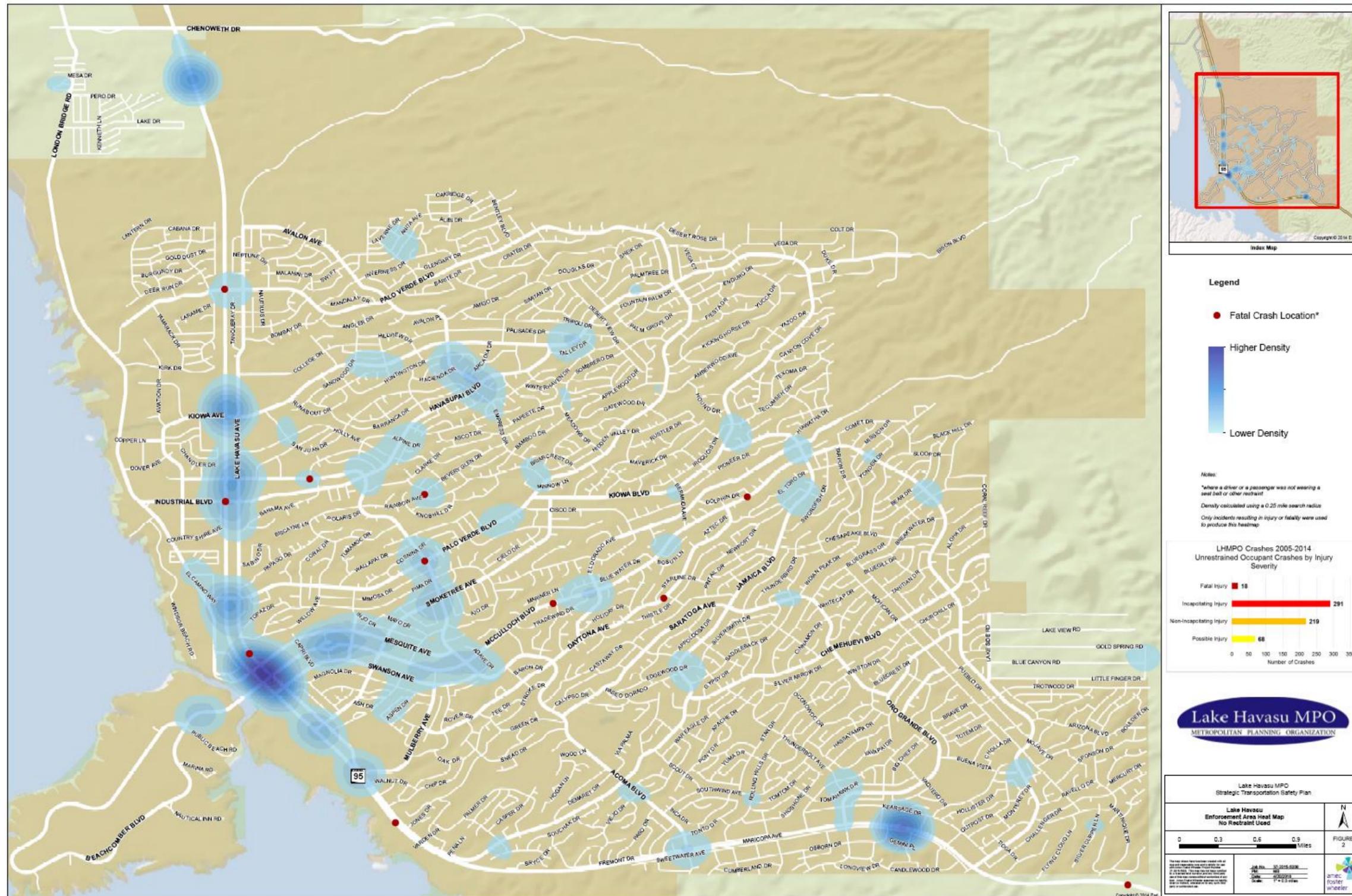


Figure 8-5: Unrestrained Motorist Heat Map



9 SAFETY ENHANCEMENTS IN PROJECTS

Safety is often viewed as an “extra” or “add-on” or even a nuisance to incorporate into a project, when in fact it should be mainstreamed and explicitly considered on every project.

Traffic safety programs, projects, and policies included in the Transportation Improvement Program (TIP) have a higher likelihood of being implemented. The following should be considered for inclusion in the future TIPs and Regional Transportation Plan updates:

- Develop evaluation criteria to explicitly consider safety in project programming
 - Give higher priority to projects that address STSP Emphasis Areas
 - Give higher priority to locations experiencing fatal and serious injury crashes
- Include systematic safety improvements in projects, e.g. shoulders, bike lanes, sidewalks, lighting
- Conduct Road Safety Assessments (RSA) during:
 - Project design stage submittals
 - Evaluation of high priority locations

10 ROAD SAFETY PERFORMANCE REPORTING

On April 14, 2016, the FHWA final rule for “National Performance Management Measures: Highway Safety Improvement Program” went into effect. This rule established the procedures, data, reporting requirements, and potential consequences for safety performance at State DOT and MPO levels. In general, this rule is designed to further the use of data to better inform transportation planning and programming with the aim of reducing fatalities and serious injuries. Key provisions in the rule include:

- 5 Performance Measures are required:
 1. Number of Fatalities
 2. Rate of Fatalities per 100 million vehicle miles traveled (VMT)
 3. Number of Serious Injuries
 4. Rate of Serious Injuries per 100 million VMT
 5. Number of Non-motorized Fatalities and Serious Injuries
- Annual update frequency
- A target must be set for each of the 5 performance areas by February 27, 2018
- 5-year rolling averages are used to soften variability in data
- States have “met” or “made” significant progress if four out of five targets are met, or performance is better than baseline
- MPOs are to report their targets to the State in an agreed upon manner
- Fatality Analysis Reporting System FARS is to be used for fatal data
- State crash database is to be used for serious injury data

Figure 10-1 through Figure 10-5 provide crash performance for the most recent crash data to provide an example of how these performance measures can be utilized.

Figure 10-1: Fatalities Performance



Figure 10-2: Fatality Rate Performance

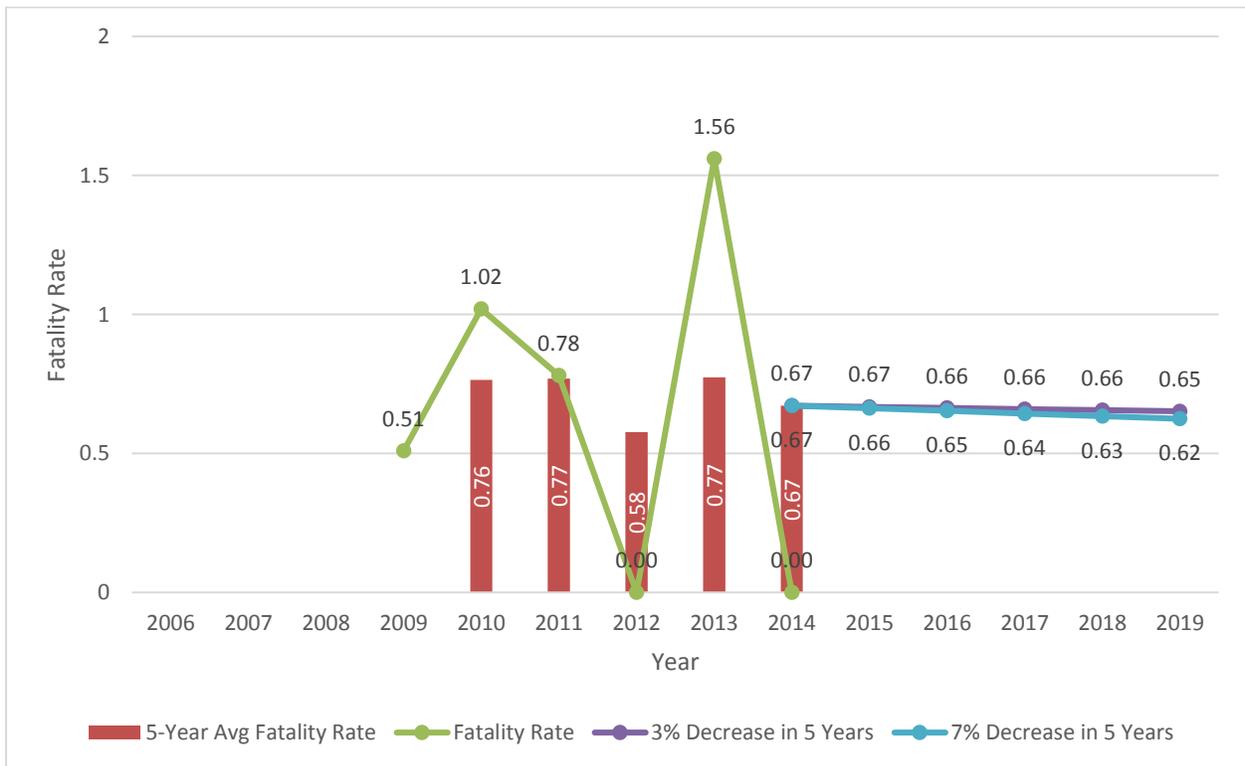


Figure 10-3: Serious Injuries Performance

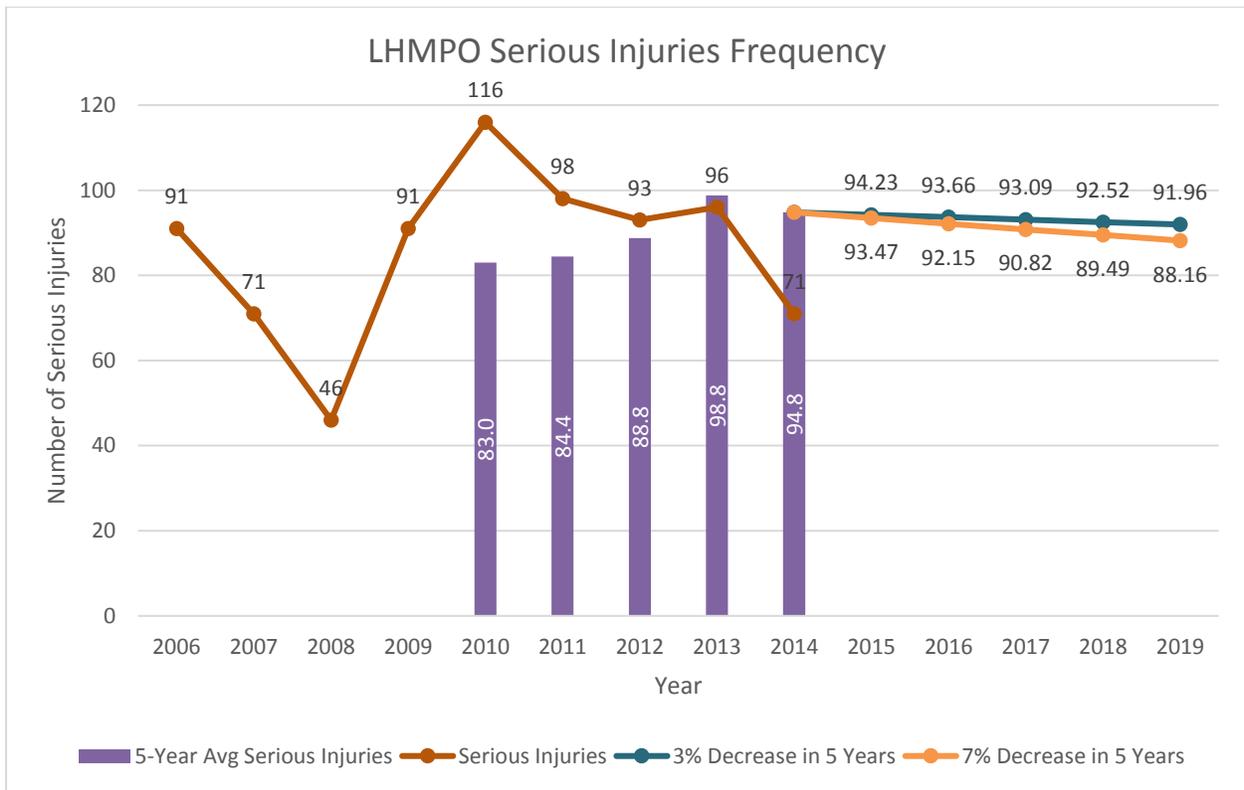


Figure 10-4: Serious Injury Rate Performance

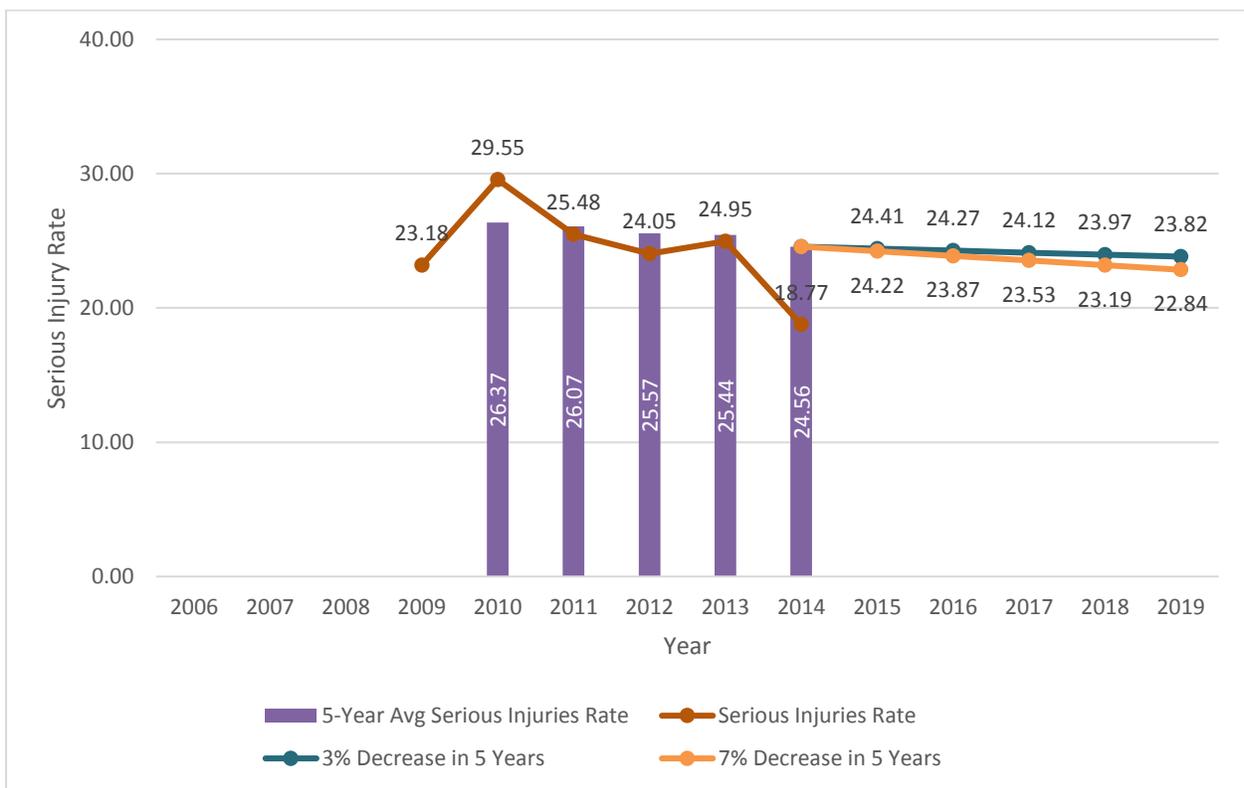
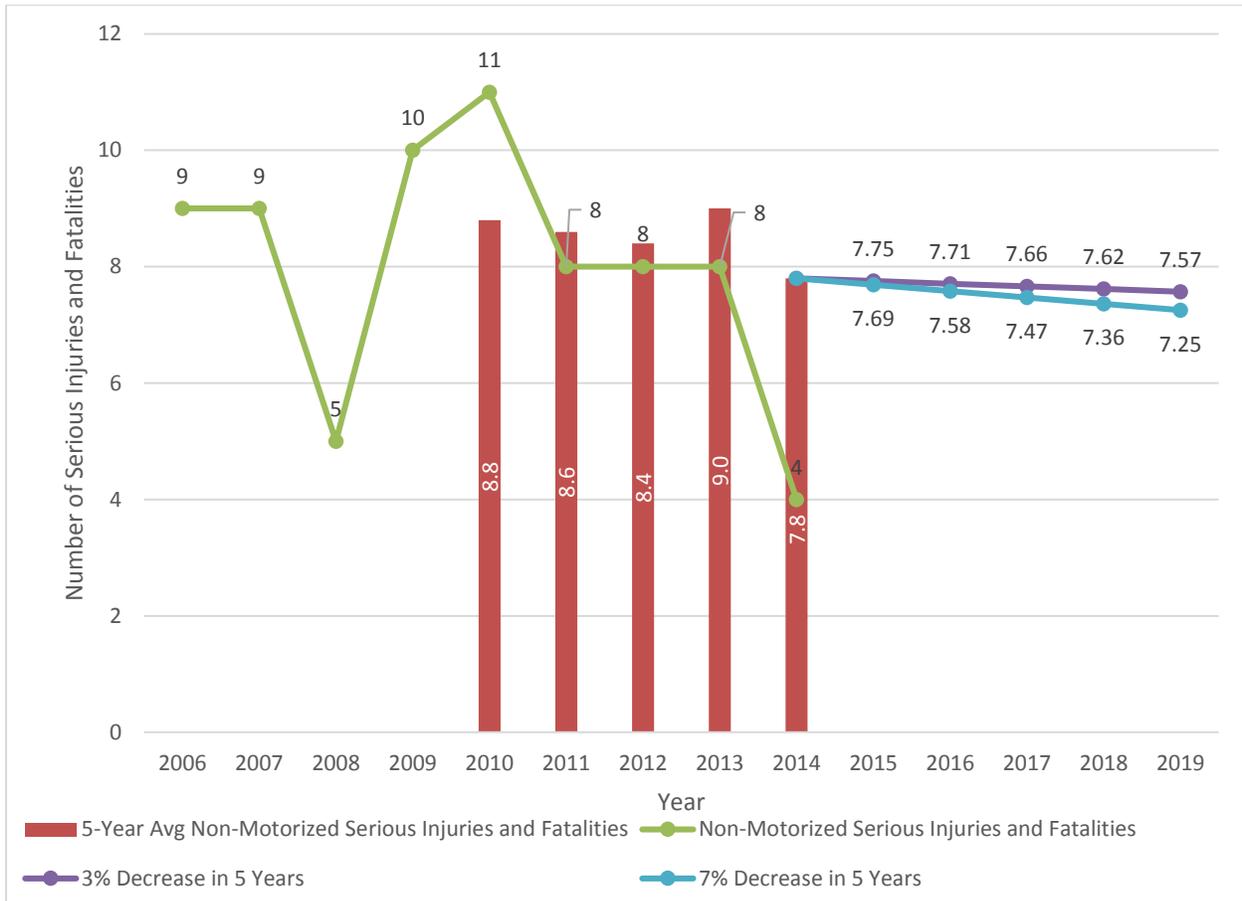


Figure 10-5: Non-Motorized Serious Injuries & Fatalities Performance



In addition to the required performance measures, LHMPD may also want to track output performance measures, examples of which include number of:

- High-visibility enforcement campaigns
- Public Service Announcements
- Cost spent on safety projects
- Intersections with improved pavement markings
- Miles of rumble strips installed
- Miles of bike lanes installed
- Before/After safety evaluations
- Total design and existing RSAs conducted

11 IMPLEMENTATION PLAN

11.1 CANDIDATE HSIP PROJECTS

Beginning in 2019, HSIP funds will no longer be allocated to the MPOs and COGs in Arizona; all agencies will compete statewide for HSIP funding for safety projects. It will be difficult for spot improvement

projects to generate a sufficiently high benefit/cost ratio due to not experiencing enough fatal and serious injury crashes. To improve the odds of receiving these federal funds that flow through ADOT, LHMPPO should focus on corridor or systemic projects that have a significant number of fatal and serious injury crashes. Systemic projects address a particular crash type or road user, for example pedestrian crashes or road departure crashes. ADOT's updated HSIP guidelines include the following requirements for a project to be considered for HSIP funds:

- Minimum benefit/cost ratio of 1.5
- Only fatal and serious injury crashes can be used to calculate benefits
- Minimum project cost of \$250,000
- Most recent 5 years of crash data must be used
- Project must address emphasis area(s) in the state SHSP

High priority intersections and segments identified in the network screening analysis were combined to develop candidate HSIP projects in the region, with added weigh given to locations with multiple fatal and/or serious injury crashes. TAC members reviewed the projects and provided input on existing conditions, safety concerns, and suggestions for alternative or additional corridors. Figure 11-1 shows the HSIP corridors for the region. Projects analyzed for potential HSIP funding requests included:

- Corridors
 - Acoma Boulevard (Kiowa Ave to SR 95 south)
 - Bermuda Avenue & Kiowa Boulevard (Palo Verde Blvd S to Driftwood Dr)
 - London Bridge Road through LHMPPO region
 - McCulloch, Mesquite & Swanson (SR 95 to Acoma Blvd)
 - Palo Verde Boulevard South (SR 95 to Sunfield Dr)
 - McCulloch Boulevard East (Acoma Blvd to SR 95 south)
 - SR 95 through LHMPPO region
- Systemic
 - Pedestrian
 - Bicycle

Figure 11-1: Potential HSIP Projects



Crash data for 2015 became available in June 2016; therefore, the most recent 5 years of data used in the ADOT HSIP benefit/cost analysis was 2011-2015. Fatal and serious injury crashes were analyzed based on location, crash type, lighting conditions, and driver violations to determine appropriate safety countermeasures. A summary of the crash data for the potential HSIP projects is provided in Table 11-1.

Table 11-1: Crash Data for Potential HSIP Projects

Corridor/Systemic Project	Fatal Crashes	Serious Injury Crashes	Most Common Crash Type
Acoma Blvd	1	15	Angle 35%
Bermuda Ave & Kiowa Blvd	0	9	Angle 33%
London Bridge Road	0	8	Single Vehicle 62%
McCulloch, Mesquite & Swanson	0	56	Angle 31%
Palo Verde	2	17	Angle or Rear End 32%
McCulloch Blvd East	2	30	Angle 31%
SR 95	9	101	Angle 31%
Pedestrian	3	15	-
Bicycle	2	13	-

The ADOT Crash Modification Factors (CMF) from the Application for HSIP Projects were primarily used to determine appropriate countermeasures that address specific problems within the study areas. The FHWA CMF Clearinghouse website was used to determine CMFs for countermeasures not included in the ADOT application. Only CMFs with a 4 or 5 star rating were used in the development of Benefit/Cost ratios. It should be noted that CMFs obtained from the CMF Clearinghouse website must be approved by ADOT TSS prior to submitting an application for funding.

If multiple countermeasures were applicable to one crash, then a combined CMF was used to determine the Benefit/Cost ratio. Once each specific project Benefit/Cost ratio was calculated, then one overall corridor Benefit/Cost ratio was determined by using the total cost for all improvements within the corridor and one CMF that was developed by determining the number of reduced crashes per year based on the project CMFs and calculating the corridor CMF as the number of reduced crashes divided by the average number of crashes per year of severity 4 or 5 within the corridor.

Table 11-2 summarizes the benefit/cost analysis for each corridor. Detailed summaries of the preliminary planning level cost estimates and BC Ratio Worksheets are included in Appendix B.

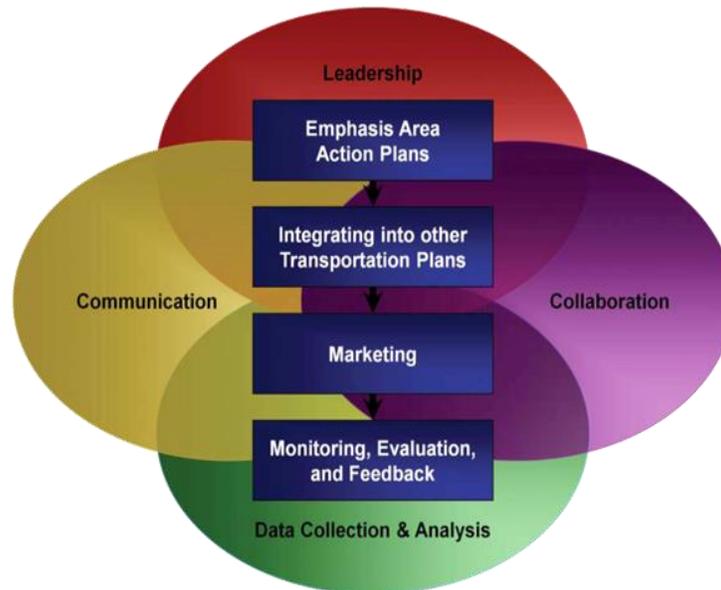
Table 11-2: Benefit/Cost Analysis Summary

Project Name	Project Number	Improvements	Total Cost	B/C Ratio
State Route 95	1a	Improve Signal Visibility	\$82,130.16	6.8
	1b	Install dynamic signal warning flashers	\$52,987.20	19.3
	1	1a, 1b	\$135,117.36	11.1
	2	Improve Signal Visibility	\$87,649.66	2.1
	3	Improve Signal Visibility	\$87,649.66	1.6
	4a	Install Median	\$1,517,862.50	11.6
	4b	Add Street Lighting	\$162,273.30	78.1
	4	4a, 4b	\$1,680,135.80	14.8
	5	Add passing lanes	\$1,942,864.00	5.6
	6	Street Lighting	\$324,546.60	8.5
Total			\$4,257,963.00	7.6
London Bridge Road	1a	Install centerline and shoulder rumble strips	\$96,874	9.4
	1b	Install wider markings without resurfacing	\$342,496	3.0
	1c	Street Lighting	\$630,800	2.3
	1	1a, 1b, 1c	\$1,070,170	1.0
	2	Automated Speed Enforcement System	\$325,400	0.5
Total			\$1,428,240	1.0
Bermuda Avenue and Kiowa Boulevard	1	4-way stop - improve sight visibility	\$69,930	78.0
	2	Provide flashing beacon at stop controlled intersection	\$101,550	9.7
	3	Install wider markings without resurfacing	\$179,790	1.9
Total			\$341,840	3.0
Acoma Boulevard	1	Traffic Signal	\$426,800	4.3
	2	Dilemma Zone Protection Using Actuated Advance Warning System	\$79,050	3.2
	3	Traffic Signal	\$426,800	1.8
	4	HAWK	\$150,600	8.0
	5	HAWK	\$150,600	3.2
	6	Install wider markings without resurfacing	\$247,150	3.7
	7	Street Lighting	\$478,100	2.8
	8	Automated Speed Enforcement System	\$317,900	7.6
Total			\$2,388,000	8.3
McCulloch, Mesquite, and Swanson	1	Traffic Signal	\$427,800	4.3
	2	Install dynamic signal warning flashers	\$95,050	2.9
	3	Dilemma Zone Protection Using Actuated Advance Warning System	\$79,050	1.0
	4	Install raised medians	\$484,100	5.2
	5	Lengthen left turn storage	\$137,400	6.8
	6	Traffic Signal	\$426,800	2.1
	7	Street Lighting	\$768,500	2.1
Total			\$2,506,900	3.4
Palo Verde Boulevard	1	Improve Signal Visibility	\$137,325	1.0
	2	Install Raised Medians	\$3,144,000	0.6
Total			\$3,290,400	0.7
McCulloch Boulevard East	1	Dilemma Zone Protection Using Actuated Advance Warning System	\$91,550	2.4
	2	Traffic Calming	\$418,000	12.8
	3	Automated Speed Enforcement System	\$330,400	7.0
Total			\$836,000	11.2
Bicycle Systemic	1	Restripe for Bike Lanes	\$191,375	6.4
	2	Restripe for Bike Lanes	\$301,200	15.8
	3	Restripe for Bike Lanes	\$53,275	11.2
	4	Restripe for Bike Lanes	\$53,275	11.2
Total			\$599,125	7.9
Pedestrian Systemic	1	Add Sidewalks	\$381,700	1.4
	2	Street Lighting	\$277,800	0.9
	3	HAWK	\$134,825	8.5
Total			\$803,400	1.3

11.2 IMPLEMENTING AN EFFECTIVE STSP

An effective strategic transportation safety plan is feasible, living, and regularly updated and embraced by safety stakeholders. Figure 11-2 highlights FHWA's eight elements of a STSP Implementation Process Model.

Figure 11-2: STSP Implementation Process Model, FHWA



These elements and the following components are key factors in the Implementation Plan:

- Document measurable objectives and performance measures for each emphasis area
- Determine the data requirements for each performance measure
- Identify the required resources and action steps for implementing each countermeasure
- Identify a process to track countermeasure and action step implementation
- Integrate the STSP with other transportation safety plans
- Market STSP through branding, news events, web sites, and newsletters
- Track regularly the extent to which emphasis area strategies are being implemented

The owner and main point of contact for the STSP is the LHMPO Director/Manager. In addition to the LHMPO Director/Manager, the following will also need to be involved in tracking and implementing the STSP recommendations:

- Lake Havasu City Assistant Engineer
- Lake Havasu City Operations Director
- Mohave County Engineer
- Mohave County Public Works Director

Recommendations to encourage stakeholder support and participation in implementing the plan include:

- Form a STSP Champions Working Group of key safety stakeholders to identify issues affecting the implementation of the plan, celebrate successes, and identify emerging safety issues and discuss new safety strategies will help ensure the STSP is continually employed in the region

- Host an annual Regional Traffic Safety Conference to promote traffic safety for all stakeholders
- Form a fatal crash investigation team of engineering, law enforcement, and risk management to analyze fatal crashes in the region, similar to the Mohave County Traffic Safety Committee
- Update the STSP on a regular cycle, e.g., every 3 to 5 years

Appendix A: Public Involvement

This report documents the community input received during the October 2015 public meeting and online engagement.

LHMPO Strategic Transportation Safety Plan

Phase One: Public Outreach Report

November 20, 2015

Prepared for:

Lake Havasu Metropolitan
Planning Organization

Prepared by:

GCI

On Behalf of:

AMEC Foster Wheeler

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Appendix 19



1.0 Overview

A public outreach program was conducted in September and October 2015 to support the data collection phase for the Lake Havasu MPO Strategic Transportation Safety Plan (STSP) and help better understand the locations where community members feel unsafe traveling on local roadways in the region, the unsafe behaviors residents are observing on roadways and factors they perceive are causing crashes, as well as what they believe is most important in reducing crashes. This input will be used to help identify action areas the community should focus on to improve transportation safety.

A total of 231 community members participated in outreach activities, which included:

- A public meeting on October 8, 2015 (26 participants)
- An online safety survey conducted in September and October 2015 (205 participants)

More details about these activities are provided below.

1.1 Key Issues Identified

- Residents generally believe the roadways in the region are safe for drivers. However they don't believe roads are safe for other more vulnerable users, such as pedestrians, bicyclists, the elderly, and disabled.
- Distracted driving – primarily cell phone usage – is viewed as a primary factor in crashes. Other key factors cited include: speeding, elderly drivers, impaired drivers, reckless or aggressive drivers, and failure to stop/yield at signals and stop signs.
- Community members believe additional enforcement is the best strategy to make the roads safer. More bike lanes and pedestrian connections signal improvements, driver education, and updating laws to ban texting and require more frequent driver testing are also believed to be important in reducing the number of crashes.
- Residents feel most unsafe on highways and major arterial roadways. Safety issues in school zones were also frequently mentioned as a concern.

2.0 Online Survey

An online survey of community members in the Lake Havasu region was conducted to better understand the unsafe behaviors observed on roadways, perceived unsafe locations to travel in the area by various modes.

The survey was conducted between September 22 and November 3, 2015. A total of **205 survey responses** were received. Survey responses are summarized in this report. A copy of the survey results are also appended to this document.

2.1 Perception of Safety Traveling on Regional Roads

Resident generally feel safe traveling in the region, with 68% indicating they feel safe or very safe doing so, and 32% indicating they feel unsafe or very unsafe.

Residents believe the streets are relatively safe for drivers, with 79% of respondents indicating they believe the roads are safe or very safe. However, **residents don't believe roads are safe for more vulnerable users**, including bicyclists (77% unsafe/very unsafe), elderly or the disabled (64% unsafe/very unsafe), and pedestrians (58% unsafe/very unsafe). Residents are split on whether motorcyclists are safe or unsafe on local roads (51% said they are unsafe/very unsafe and 48% said they are safe/very safe).

Figure 1. Perception of Safety in Region

How safe do you feel traveling through the Lake Havasu region?

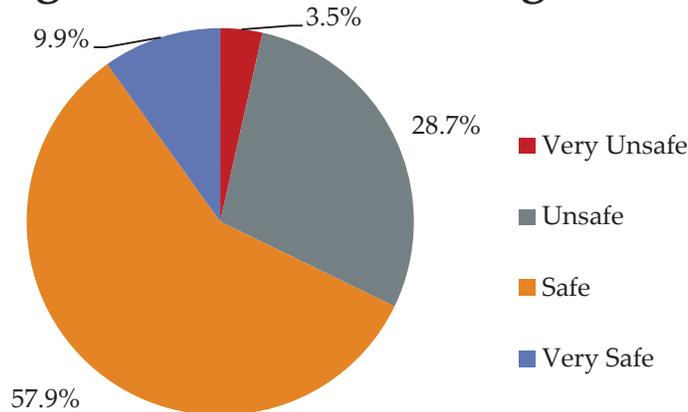
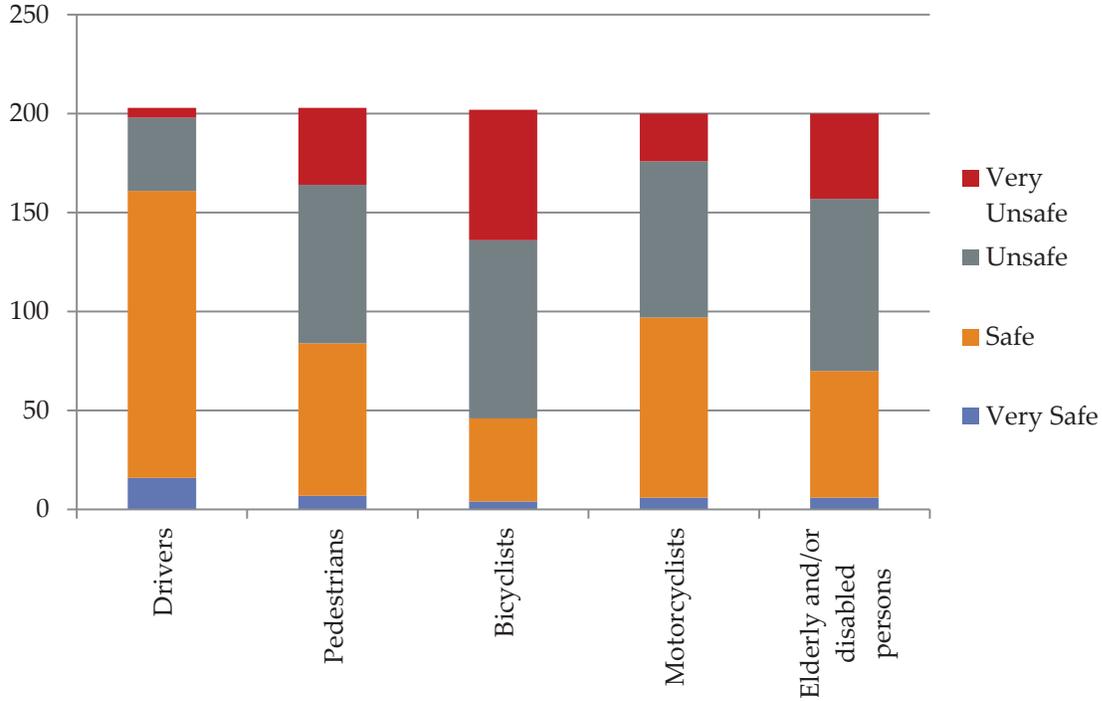


Figure 2. Perception of Safety by User Type

How safe is it on the streets for the following people?



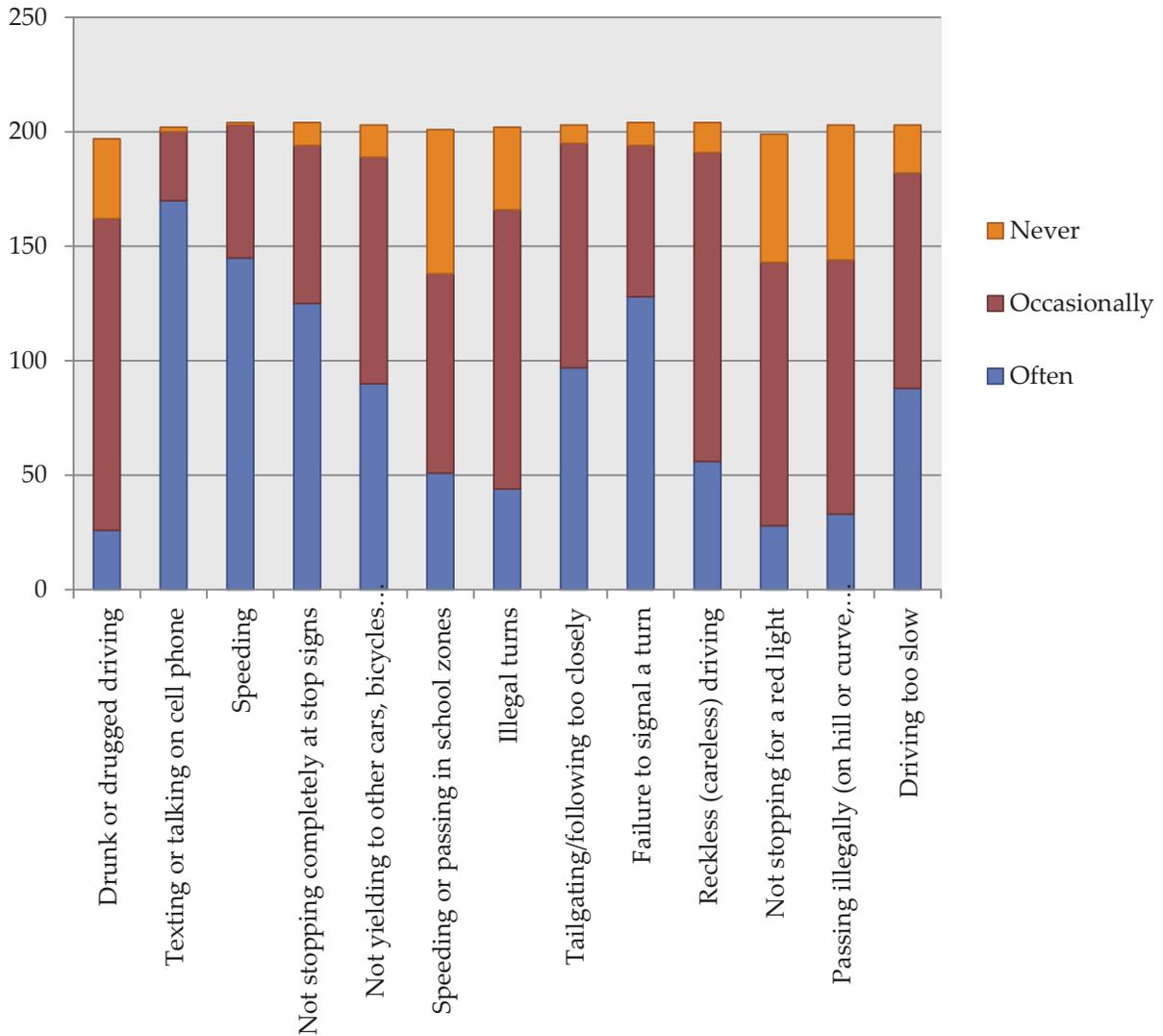
2.2 Unsafe Behaviors Observed

Residents indicated they observe the following unsafe behaviors most frequently:

- Texting or talking on cell phone (83% often and 15% occasionally observed)
- Speeding (71% often and 28% occasionally observed)
- Failure to signal a turn (63% often and 32% occasionally observed)
- Not stopping completely at stop signs (61% often and 34% occasionally observed)

Figure 3. Unsafe Behaviors Observed

How frequently have you observed drivers doing the following?



2.3 Other Unsafe Behaviors Observed

Inattention

- Not paying attention
- Not just "texting" but actually going into the oncoming lane for extended periods of time until someone honks!
- The other hazard is unsecured loads. There is always debris in the roadways and blowing off rigs; especially the landscapers and contractors.

Speeding

- Speeding on Applewood a big problem.
- 95 and Mculloch. On Mculloch, they turn on Mculloch and floor it. It is dangerous for my kids in the front yard.

Reckless/Careless Driving

- I've had more than one driver pass me on the right in crazy and very unsafe places. Never mind that it's illegal!
- Cutting corners so tight they are in the on-coming traffic lane
- Cutting in front – often.
- Driving with dog in lap, turning widely as dog blocks view- often.

Elderly Drivers/Snowbirds

- Old people are completely oblivious. They'll run you right off the road and even when you pull up next to them honking the horn they still don't notice.
- A lot of the senior drivers causing traffic a lot, driving 15-20 in 25-35 zones which causes tailgating.
- The snowbirds cause 85% of accidents.

Bicycling Safety

- Not providing 3-ft passing zone to cyclists
- Crowding bicycles when there isn't a bike lane
- Bicyclists not following rules of the road.
- I thought I'd be able to ride my bike around town in the "bike lanes" - that is a joke. The parked vehicles just mean that you have to weave in and out. I've almost hit seasoned cyclists numerous times due to this early in a.m.; none of us exceeding speed limit, it's just flat dangerous conditions = set up for continuous disasters.
- Bicyclists use little caution.

Sidewalks

- The sidewalks are almost impossible to navigate due to all the obstacles, especially the mailboxes. Very difficult for anyone visually impaired or in wheelchair, even wheeled strollers. The skateboarders cannot use the "lanes" either, they have to continually zag out into traffic.

Roadway Configuration/Geometry

- Blind curve on Rainbow Ave N. and Beverley Glenn

Stop Signs/Signals

- Most everyone speeds on the highway but cross traffic turns onto the 95 like it's a side street. Side street traffic doesn't stop for stop signs.
- The 4-way stops are ludicrous: evidently most drivers are not aware of protocol; the worst are those thinking they are being "polite" and refuse to take their turn.
- When the snowbirds come into town they specifically do not know how to use a 4-way stop. This creates jams, clogs intersections, and creates unsafe conditions where drivers are uncertain when a car will go or not.
- Not going in order at a stop sign.
- Stopping over the limit line at a light or stop sign.

Crosswalks

- Not waiting for pedestrians to cross at a stop sign.
- No respect for pedestrians/bicyclists in crosswalk.

Other

- I just want to note that all of these poor driving habits are evident everywhere people drive, not just in Havasu.
- Our PH does the same.
- I have a concern about walking in my neighborhood because there is a man in a truck that will pass me several times during my walk every day. He is just driving around going nowhere between Acoma, Lake Havasu Avenue, Kiowa, and Havasupai. Mostly on San Juan, Baranca, Seabring and Hurricane area. I am not the only one that is bothered by him. He has been witnessed between 5 am thru 7am.

2.4 Primary Cause of Crashes

Respondents indicated the following factors are the most common cause of crashes in the region. The most common response was distracted driving, primarily due to cell phone use or texting. Many respondents indicated a combination of factors, such as speeding along with driver inattention, contribute to most crashes.

- Distracted Driving/Inattention/Cell Phone Usage (102 comments)
- Speeding (36 responses)
- Elderly Drivers (31 responses)
- Impaired Driving (25 responses)
- Careless/Reckless/Aggressive Driving (17 responses)
- Failure to Stop/Yield at Intersections (15 responses)
- Not Obeying Traffic Laws (9 responses)
- Lack of Driver Education (10 responses)
- Lack of Enforcement (6 responses)
- Youth Drivers (6 responses)
- Signals/Signage/Traffic Control (5 responses)
- Poor Signage (4 responses)
- Visitors (4 responses)
- Inconsistent Travel Speeds (3 responses)
- Lack of adequate sidewalks (3 responses)
- No Bike Path/Lane (3 responses)
- Tailgating (3 responses)
- No Shoulders (2 responses)
- Road Conditions/Configurations (2 responses)
- Roadway Lighting (2 responses)
- Other (4 responses)
 - Confused drivers
 - Lack of public transportation
 - Falling asleep at the wheel for those accidents that happen north and south of the city on Hwy 95
 - Very small amount of crashes for population.
- No Opinion

2.5 What Needs to Be Changed to Make It Safer?

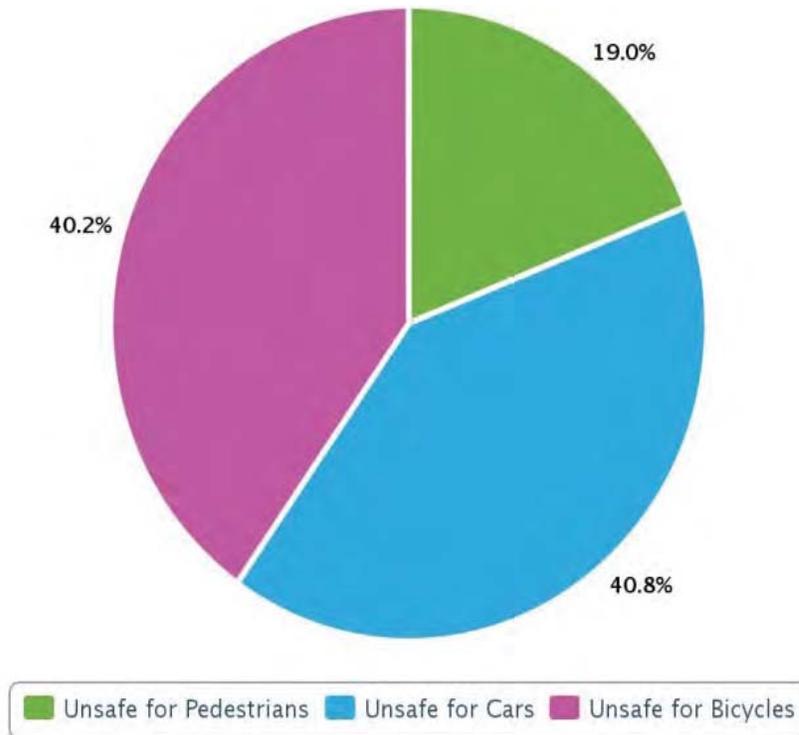
Respondents believe additional enforcement is the top thing the region can do to improve safety, followed by improvements for bicyclists and pedestrians, signal or signage improvements, and driver education and awareness to change unsafe behaviors.

- Additional enforcement (60 responses)
- New Bike Lanes/Paths (37 responses)
- New Signals/Signage (28 responses)
- More sidewalks/pedestrian paths (26 responses)
- Education/Awareness (23 responses)
- Update Laws/Testing (e.g., driver license renewal, ban on cell phone use/texting) (18 responses)
- Improve Road Conditions/Maintenance (8 responses)
- Reduce Speed Limits (7 responses)
- Change the Roadway Configuration – e.g., add/reduce lanes (6 responses)
- Improve Street Lighting (6 responses)
- Install Speed Bumps (4 responses)
- Alternate Route/Bypass (3 responses)
- More Public Transportation (2 responses)
- Reflective Gear for Pedestrians and Cyclists (2 responses)
- Increase Speed Limits (1 response)
- Keep Speed Limits Consistent on Highway (1 response)
- Add Shoulders (2 responses)
- Nothing/Unsure (8 responses)
- Other (4 responses)
 - Encourage more development at the edges of town because there's far too much winter traffic downtown.
 - Tip line to report aggressive driving.
 - Overpasses at major highway intersections or a highway bypass around the City.
 - A couple of intersections that I would be curious about the accident history are 95/Maricopa and South Oro Grand, and the intersection of College Street and Lake Havasu Avenue (hill makes blind). Those two intersections are the ones that I have directed my teen driver to avoid.

2.6 Unsafe Locations to Drive, Bicycle, or Walk

At the end of the survey, respondents were able to link to an online map of the Lake Havasu region and identify specific locations on the map where they currently feel unsafe driving, walking, or riding a bicycle, along with a comment for each location. Respondents could also tag comments according to several categories, including a high-accident location, lack of appropriate signage, bike path, driveway issue, intersection issue, maintenance issue, pedestrian crossing or sidewalk, safety hazard, stop sign/signal, visibility, etc. A total of 185 unsafe locations were identified. A map and listing of individual comments for these locations (with map coordinates) is included in the report Appendix.

Figure 4. Unsafe Locations for Cars, Pedestrians, and Bicyclists



2.6.1 Drivers

A total of **75 unsafe locations for cars were identified**. Comments varied on the reasons for lack of safety and included: failure of other drivers to yield/stop at intersections, inadequate signage, traffic congestion, speeding, unusual lane markings, too many driveways on major

arterials, roadway geometry, poor pavement conditions, speed limits too high, and the need for better controlled intersections.

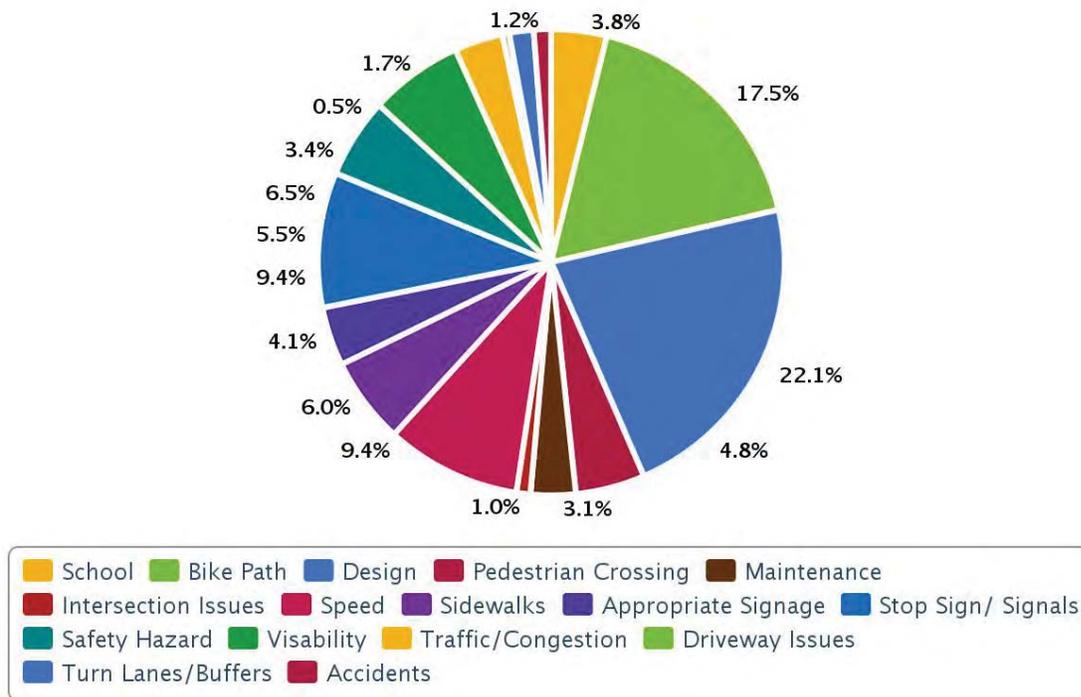
2.6.2 Pedestrians

A total of **35 unsafe locations for pedestrians were identified**. Most comments were related to lack of continuous sidewalks or pathways, poor condition of sidewalks or paths, safety of children walking to and from school, poor lighting conditions, and unsafe driver behaviors particularly at crosswalks (e.g., failure to yield to pedestrians, inattention, speeding, etc.).

2.6.3 Bicyclists

A total of **74 unsafe locations for bicyclists were identified**. Most comments were related to the lack of bike lanes/facilities or shoulders and the desire for dedicated bike lanes. Some comments related to traffic congestion, lane markings, walls or other sight obstructions, multiple driveways, or lack of road maintenance that make travel by bicycle difficult.

Figure 5. Issues Identified on Map



Maps of the locations identified and comments are included in the Appendix.

2.7 Respondent Demographics

Survey respondents were generally older residents, with 16% 35-44 years old, 49% 45-64 years old, and 21% 65 or older. Fourteen percent of respondents were 34 or younger. Sixty-one percent were female and 39% were male.

Figure 7. Respondent Age

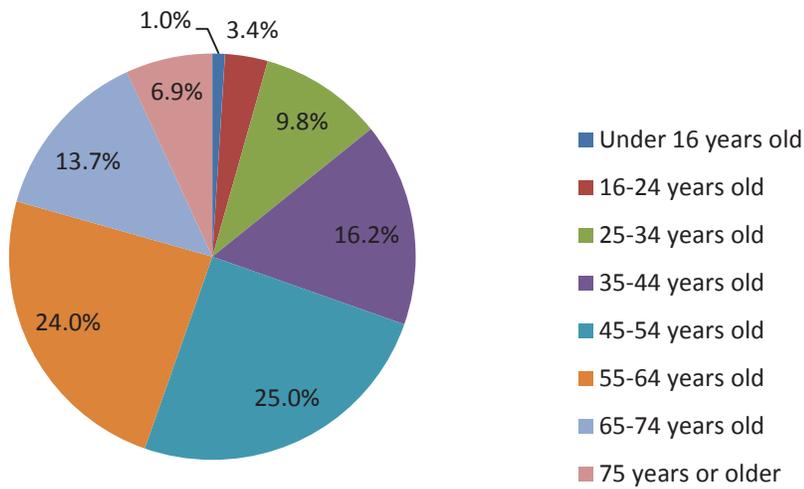
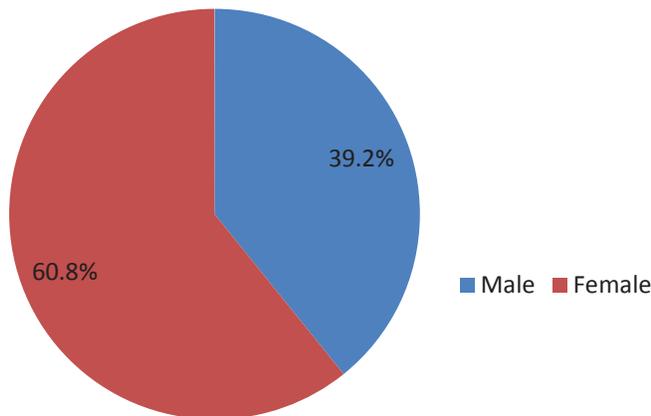


Figure 8. Respondent Gender



3.0 Public Meeting Summary

3.1 Overview

The meeting was held October 8, 2015, 3:30.–5:30 p.m. at the Lake Havasu Police Station, 2360 McCulloch Blvd, North, Lake Havasu City.

The purpose of the meeting was to share information about the purpose of the Strategic Transportation Safety Plan and regional crash data, and seek the community's input on the locations they feel unsafe traveling in the Lake Havasu region and their priorities for reducing crashes.

3.2 Meeting Format

A series of two consecutive open houses and formal presentations were provided to accommodate participants' schedules. Attendees arrived and were provided with a meeting agenda and evaluation form. During the open house portion of the meeting, prior to and following the formal presentation, attendees were able to visit five stations to get information and provide their input.



Residents listen to the meeting presentation.

- Station #1 – Crash Location Maps. Participants could mark locations on large maps of the study area where they have observed crashes or where they believe the road is unsafe
- Station #2 – Impaired Driving. Participants could try on goggles that simulate driving while impaired.
- Station #3 – Nevada DOT Video. An educational video was shown about people's perceptions about the importance of road safety and reducing fatalities among the general population versus their own family.
- Station #4 - Graffiti Wall. Participants could write what they would personally do to be safer when traveling on local roads, and what they would like others to do.
- Station #5 – Kids Table/Survey. Participants could take online or printed versions of the survey study, if they had not already done so. Coloring supplies were also provided for kids.

The project team gave a presentation provide information about the purpose of the Strategic Transportation Safety Plan, crash data statistics for the region, and potential strategies to reduce crashes focusing on the four E's (Engineering, Education, Enforcement, and Emergency Response).

During the presentation, participants were asked a series of questions about their awareness of and tolerance to crashes in the LHMPO region.



3.3 Graffiti Wall

The following comments were placed on the graffiti wall.

What will you do?

- I promise not to text and drive
- Wear helmet when I ride bicycle
- Drive slower at high school
- I promise to walk my bike across crosswalks
- I promise not to answer cell phone! Drive.

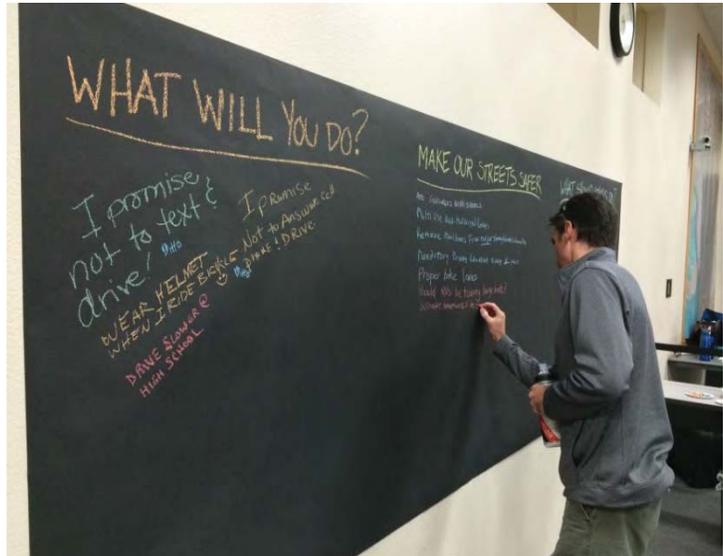
Attendees try special beer goggles to see how drinking impairs driving. LHPD officers administered field sobriety tests while residents were wearing the goggles.

Make our streets safer

- Add sidewalks near schools
- Multi use non-motorized lanes
- Remove mailboxes from major thoroughfare sidewalks
- Mandatory driving evaluation every X years
- Proper bike lanes
- Should RVs be towing large boats?
- Encourage homeowners to clean debris in front of their homes –Ped/Cyclist
- Improve pedestrian crossings
- Mandate trash can removal after pickup

What should others do?

- Pay attention, no distracted driving
- Not text and drive
- Put down your phone and drive
- No phones, food, makeup... while driving
- Motorcyclists should wear helmets and proper attire



Residents write on a graffiti wall to say what they would commit to doing to be safer and what they would like others to do.

3.4 Preferred Strategies

Attendees were also given three coins and asked to place them in boxes of strategies they believe would make the

most difference in reducing crashes in the Lake Havasu region. The following responses were recorded:

- | | |
|-------------------------------------------------------------|----|
| • Install bicycle/multi-use lanes where appropriate | 16 |
| • Conduct Safe Routes to School assessments | 10 |
| • Install enhanced pedestrian crossings where needed | 7 |
| • Conduct targeted alcohol and drug impairment checkpoints | 6 |
| • Install sidewalks where needed | 6 |
| • Safe driving campaign for elderly and snow birds | 6 |
| • Distracted driving campaign in high schools | 6 |
| • Install traffic signal pre-emption for emergency vehicles | 3 |
| • Adjust traffic signal timing and coordination | 3 |
| • Conduct targeted speed enforcement, e.g. in school zones | 3 |
| • Consolidate and/or remove driveways | 1 |

3.5 Crash Location Maps

The following unsafe locations and other comments were provided on the maps:

- Southbound Javelina
- Blind spot at Javelina
- Need No Parking Zone in the area so no obstruction in bike lane

- MPO has bike lane route map
- [The references to ‘proximate intersections’ refer to the fact that intersections formed by the streets that are parallel with SR95 are extremely close to the SR95 intersections. The crash data seem to support the characteristic that the proximate intersections cause driver confusion.]
- Mulberry [should be Maricopa] is not a ‘true’ street. It was the access road during construction of SR95. Locals began using it regularly, and it later became signalized.
- Riviera at Pima – Bike (blind corner); needs sign and/or mirror
- Acoma Street width is too narrow
- 5-lane section, no bike lanes
- Potential . . . widen street 6’ each side; add bike lanes
- Full length at Acoma
- Remove sidewalks
- Wide 8-10’ path (surfaced) each side

3.6 Questions/Comments

- Were the fatalities Arizona residents or out of town visitors?
- Pedestrian close calls on right turn on red light and driver running red light
- Is Drivers Ed required in schools?
- Strategies:
 - Red light cameras—reduced numbers
 - Pass legislation banning use of cell phones while driving
 - Keep debris off the road
 - Helmets for bicycles and motorcycles
 - Concern about condition of vans being used for shuttle services (bad times—black vans not white)



Attendees drop coins in a cup to indicate their priorities for safety improvements.

3.7 Meeting Evaluation

A total of 17 participants returned a meeting evaluation form. The following table summarizes those responses. The event was rated as excellent by 15 attendees. Most agreed the meeting was a valuable use of their time, open house stations were fun and informative, they were able to

fully participate and share ideas, their input will make a difference in the development of the STSP, and they have a better understanding of the impact of crashes on the community,

What was the best thing about today?

- Presenters did a great job
- Awareness for pedestrian and cyclist is a priority and a necessity
- Brought up a lot of ideas that had not previously occurred to me
- That there is interest in improving safety on our streets for bicycles, pedestrians and cars
- That there was an interest in improving community for alternate transportation
- Very productive use of statistics
- Good info
- Stats
- Allowing our input to help solve a problem

Other Comments:

- A little paint will go a long way in reminding drivers that there are people sharing the roads using other forms of transportation
- The crash map was excellent
- Unsure if expected outcome/results of this meeting from organizers
- Honestly surprised by low public attendance
- Would like to know what strategies will be implemented and when (timeframe)
- This city is not bike friendly
- No turn on right signals
- Slow zone on Acoma near golf course and senior center
- I'm 16 and the event was interesting for all age groups
- Vicki Warner via email to Jean Knight:
 - I gave up trying to pinpoint safety issues as it was way too cumbersome the way the program is set up = each individual icon takes you through numerous time-consuming steps.
 - At the meeting, I again gave up trying to add "pinpoints" to the maps as the maps were a congregating place for discussion and not even accessible without physically trying to "move someone over". There were only a few citizens from the "community" so if the meeting had been more crowded it would have been impossible to even view the maps adequately. So, we just "discussed."
 - Those few of us that talked about the meeting afterward all had same thought: we came for info, and it seemed there was not much info being put out so basically, we were confused as to the intent of the meeting itself.

- We all believe this is very important for the community and hope something moves forward with "Multi-Use Non-Motorized" lanes (not just designated "Bike Lanes" unless they are also to be considered "Multi-Use Alternate Transportation Lanes").

4.0 Public Outreach Notification

The following methods were used to notify residents about the public meeting and online survey:

- 500 postcards were distributed at businesses and public buildings.
- Flyers were also distributed via email.
- A news release about the survey was distributed to local media. Articles about the study and opportunities for residents to participate were printed in the *Havasu News* on 9/18/15 and in the *News-Herald* on 10/22/15.
- A link to the survey was posted on the LHMPO, City, and other local websites.
- Three emails were sent to 110 local community organizations and key stakeholders to ask them to forward to their members.
- Information about the survey was posted on local social media.
- The survey was available online and in a printed format at the October 8 and October 22 Regional Transportation Plan public meetings.

Appendix

- Online Survey Questionnaire
- Survey - All Open Ended Responses
- Map Locations and Comments
- Public Meeting Handout
- Public Meeting Presentation
- Public Meeting Evaluation
- Public Meeting Attendees
- Public Meeting Sign-In Sheets
- News Release
- Havasu News Article
- Flyer
- Postcard



Lake Havasu Regional Safety Survey

Welcome

Do you feel safe driving in the Lake Havasu Region area?

Is it safe to ride your bicycle?

Are you concerned about walking in the community?

The Lake Havasu MPO is preparing a transportation safety plan and needs your input on the unsafe travel behaviors you have witnessed and the locations in the region where you feel unsafe to travel.

1. How frequently have you observed drivers doing the following?

	Never	Occasionally	Often
Drunk or drugged driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Texting or talking on cell phone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speeding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not stopping completely at stop signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not yielding to other cars, bicycles and pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speeding or passing in school zones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Illegal turns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tailgating/following too closely	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Failure to signal a turn	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reckless (careless) driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not stopping for a red light	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Passing illegally (on hill or curve, across double yellow line, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driving too slow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

2. How safe is it on the streets for the following people?

	Very Unsafe	Unsafe	Safe	Very Safe
Drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Elderly and/or disabled persons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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3. How safe do you feel traveling through the Lake Havasu region?

- Very Unsafe
- Unsafe
- Safe
- Very Safe

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4. What do you think is the primary cause of crashes in the Lake Havasu Region?

5. What do you think needs to be changed to make it safer to travel in the Lake Havasu Region?

6. What is your age?

- Under 16 years old
- 16-24 years old
- 25-34 years old
- 35-44 years old
- 45-54 years old
- 55-64 years old
- 65-74 years old
- 75 years or older

7. What is your gender?

- Male
- Female

Other (please specify)

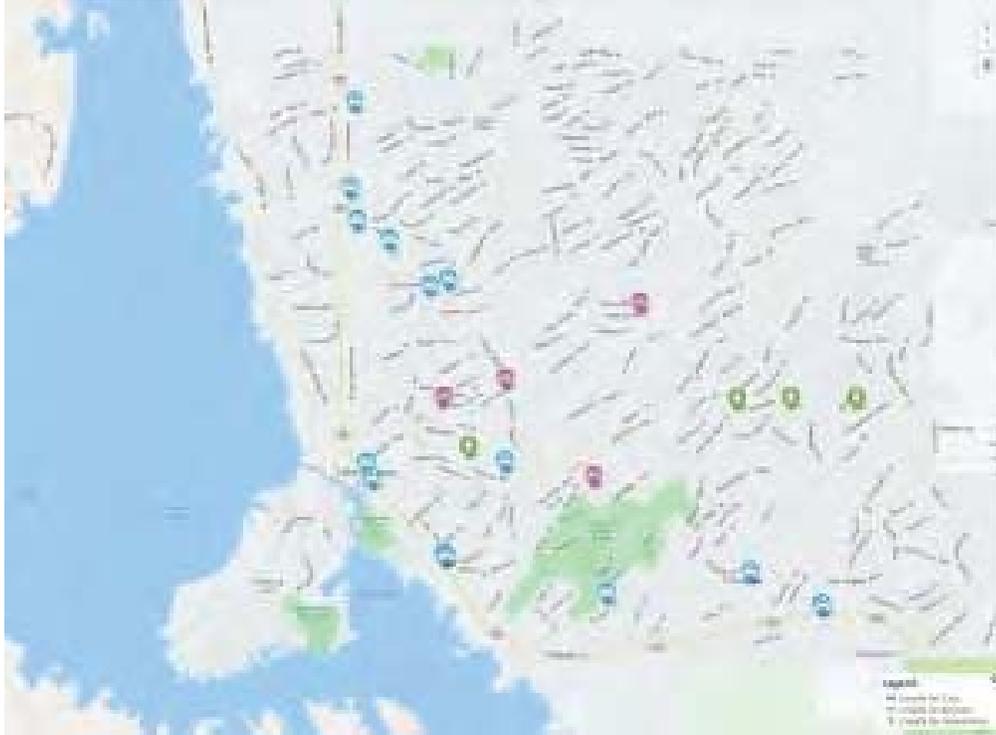
Unsafe Places to Drive, Bicycle or Walk

Next step is to identify unsafe locations on a map of the Lake Havasu Region. Click on the link below.

You can add as many locations to the map as you want. When you are finished you can close the window!

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[Click here to identify unsafe travel locations in the Lake Havasu Region.](#)



Have more to share? Come to the public meeting!

Thursday, October 8, 3:30 - 5:30 pm

Lake Havasu City Police Facility Meeting Room

2360 McCulloch Blvd., North

Lake Havasu City, AZ

Thank you for your participation. Be sure to share the link with your friends and colleagues and ask them to participate.

If you have any questions regarding this study, please call Jean Knight, Manager, Lake Havasu MPO, knightj@lhcaz.gov, 928-453-2824.

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Q1 How frequently have you observed drivers doing the following?

Answered: 204 Skipped: 1

	Never	Occasionally	Often	Total
Drunk or drugged driving	17.77% 35	69.04% 136	13.20% 26	197
Texting or talking on cell phone	0.99% 2	14.85% 30	84.16% 170	202
Speeding	0.49% 1	28.43% 58	71.08% 145	204
Not stopping completely at stop signs	4.90% 10	33.82% 69	61.27% 125	204
Not yielding to other cars, bicycles and pedestrians	6.90% 14	48.77% 99	44.33% 90	203
Speeding or passing in school zones	31.34% 63	43.28% 87	25.37% 51	201
Illegal turns	17.82% 36	60.40% 122	21.78% 44	202
Tailgating/following too closely	3.94% 8	48.28% 98	47.78% 97	203
Failure to signal a turn	4.90% 10	32.35% 66	62.75% 128	204
Reckless (careless) driving	6.37% 13	66.18% 135	27.45% 56	204
Not stopping for a red light	28.14% 56	57.79% 115	14.07% 28	199
Passing illegally (on hill or curve, across double yellow line, etc.)	29.06% 59	54.68% 111	16.26% 33	203
Driving too slow	10.34% 21	46.31% 94	43.35% 88	203

#	Other (please specify)	Date
1	Not paying attention	10/23/2015 11:57 AM
2	I've had more then one driver pass me on the right in crazy and very unsafe places. Never mind that it's illegal!	10/21/2015 5:45 PM
3	Cutting corners so tight they are in the on-coming traffic lane	10/9/2015 1:02 PM
4	You can not correct an errors and you have to do the survey over again for each area. What a pain	10/8/2015 8:27 PM
5	Old people are completely oblivious. They'll run you right off the road and even when you pull up next to them honking the horn they still don't notice.	10/8/2015 2:54 PM
6	not providing 3 ft passing zone to cyclists	10/7/2015 3:59 PM
7	Crowding bicycles when there isn't a bike lane	10/6/2015 8:09 PM
8	Blind curve on Rainbow Ave N. , and Beverley Glenn	10/6/2015 1:18 PM
9	most everyone speeds on the highway but cross traffic turns onto the 95 like it's a side street. side street traffic doesn't stop 4 stop signs	10/6/2015 10:34 AM

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10	Not just "texting" but actually going into the oncoming lane for extended periods of time until someone honks! The 4Way stops are ludicrous: evidently most drivers are not aware of protocol; the worst are those thinking they are being "polite" and refuse to take their turn. I THOUGHT I'd be able to ride my bike around town in the "bike lanes" - that is a joke. The parked vehicles just mean that you have to weave in and out. I've almost hit seasoned cyclists numerous times due to this early in a.m.; none of us exceeding speed limit, it's just flat dangerous conditions = set up for continuous disasters. The sidewalks are almost impossible to navigate due to all the obstacles, especially the mailboxes. Very difficult for anyone visually impaired or in wheelchair, even wheeled strollers. The skateboarders cannot use the "lanes" either, they have to continually zag out into traffic. The other hazard is unsecured loads. There is ALWAYS debris in the roadways and blowing off rigs; especially the landscapers and contractors.	10/5/2015 4:52 PM
11	bicyclists not following rules of the road	9/25/2015 10:04 AM
12	Speeding on Applewood a big problem.	9/25/2015 10:01 AM
13	When the snowbirds come into town they specifically do not know how to use a 4 way stop. This creates jams, clogs intersections, and creates unsafe conditions where drivers are uncertain when a car will go or not.	9/24/2015 4:48 PM
14	A lot of the senior drivers causing traffic a lot, driving 15-20 in 25-35 zones which causes tailgating. Bicyclists use little caution	9/24/2015 3:35 PM
15	Cutting in front - often	9/24/2015 10:52 AM
16	I have a concern about walking in my neighborhood because there is a man in a truck that will pass me several times during my walk everyday. He is just driving around going no where between Acoma, Lake Havasu Avenue, Kiowa, and Havasupai. Mostly on San Juan, Baranca, Seabring and Hurricane area. I am not the only one that is bothered by him. He has been witnessed between 5am thru 7am	9/23/2015 10:30 AM
17	Driving with dog in lap, turning widely as dog blocks view- OFTEN	9/23/2015 9:16 AM
18	stopping over the limit line at a light or stop sign	9/23/2015 9:16 AM
19	Not going in order at a atop sign. Not waiting for pedestrians to cross at a stop sign.	9/23/2015 8:57 AM
20	I just want to note that all of these poor driving habits are evident everywhere poeple drive, not just in Havasu.	9/23/2015 8:16 AM
21	The snowbirds cause 85% of accidents	9/23/2015 7:51 AM
22	95 and mcculloch on mcculloch, they turn on mculloch and floor it. It is dangerous for my kids in the front yard.	9/23/2015 7:24 AM
23	Our PH does the same	9/23/2015 7:13 AM
24	No respect for pedestrians/bicyclists in crosswalk.	9/22/2015 1:11 PM

Q2 How safe is it on the streets for the following people?

Answered: 204 Skipped: 1

	Very Unsafe	Unsafe	Safe	Very Safe	Total
Drivers	2.46% 5	18.23% 37	71.43% 145	7.88% 16	203
Pedestrians	19.21% 39	39.41% 80	37.93% 77	3.45% 7	203
Bicyclists	32.67% 66	44.55% 90	20.79% 42	1.98% 4	202
Motorcyclists	12.00% 24	39.50% 79	45.50% 91	3.00% 6	200
Elderly and/or disabled persons	21.50% 43	43.50% 87	32.00% 64	3.00% 6	200

Q3 How safe do you feel traveling through the Lake Havasu region?

Answered: 202 Skipped: 3

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Answer Choices	Responses	
Very Unsafe	3.47%	7
Unsafe	28.71%	58
Safe	57.92%	117
Very Safe	9.90%	20
Total		202

Q4 What do you think is the primary cause of crashes in the Lake Havasu Region?

Answered: 181 Skipped: 24

#	Responses	Date
1	Varies - Falling asleep at the wheel for those accidents that happen north and south of the city on Hwy 95, texting and not paying attention within the city	11/2/2015 10:31 AM
2	Driver inattention	10/27/2015 10:00 AM
3	Rollovers, drive to fast on side streets. Also the older population driving the wrong way, I have seen this twice living in LHC also not looking before backing out of a parking space or not wanting to turn their heads to look both ways when pulling out into traffic	10/26/2015 5:58 PM
4	Snow birds	10/26/2015 1:00 PM
5	Everybody is in to much of a hurry.	10/26/2015 10:47 AM
6	Recklessness	10/26/2015 10:23 AM
7	Inattentive drivers.	10/26/2015 10:07 AM
8	What is the data? Any opinion here is of little value	10/26/2015 8:31 AM
9	high speeds and distractions	10/26/2015 6:08 AM
10	Speeding or being distracted texting or talking on their phone.	10/23/2015 2:53 PM
11	Everyone is in a hurry. Talking on cell phones. Too much traffic when snowbirds here/	10/23/2015 11:57 AM
12	Speeding, pushy rude drivers, texting, talking on cell phone, elderly. (older then myself of course ;)	10/21/2015 5:45 PM
13	People just not paying attention to their surroundings.	10/19/2015 1:17 PM
14	Disobeying traffic signs and signals. Failure to obey or understand rules of the road.	10/17/2015 5:57 PM
15	confusion with older folks and younger kids driving too fast	10/15/2015 2:35 PM
16	Running red lights, speeding and generally not obeying traffic laws.	10/15/2015 8:17 AM
17	Distracted drivers	10/14/2015 2:27 PM
18	drugs and alcohol and speed	10/12/2015 11:02 AM
19	Careless driving - being in a hurry.	10/12/2015 7:26 AM
20	Driving under the influence, or distracted driving (e.g. cell phone usage)	10/11/2015 2:53 PM
21	Snow birds/old people/driving sports cars too fast	10/10/2015 6:23 PM
22	Distracted drivers (ie texting, cell phone use) and confusion due to so many visitors who are not comfortable with 4 way stops, and do not know their way around.	10/9/2015 4:43 PM
23	Inattentiveness	10/9/2015 2:49 PM
24	Older drivers, driving to slow. People in general driving slow in the left lane on Hwy 95. Since when is the left lane the slow lane? Most time the traffic is faster in the right lane! The left lane is for faster traffic and passing. Keep to the right! People drive in the left lane for miles to make a left turn somewhere miles down the road.	10/9/2015 2:33 PM

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25	Distractions, Bad driving habits, Lack of enforcement/No police presence, Speeding.	10/9/2015 1:02 PM
26	Overall poor driving habits among motorists	10/9/2015 1:00 PM
27	Elderly or impaired drivers	10/9/2015 12:59 PM
28	Elderly Drivers	10/9/2015 12:31 PM
29	Distracted drivers and alcohol	10/8/2015 8:21 PM
30	Drivers not paying attention to others on the road	10/8/2015 8:09 PM
31	The highway going through town, people under the influence, and elderly people driving very large vehicles are most likely involved in the majority of accidents in Lake Havasu.	10/8/2015 5:40 PM
32	Age, drugs and alcohol. I know arizona wants retirees but they're blind, deaf and drugged. They don't even know when they've nearly killed your family.	10/8/2015 2:54 PM
33	idiots. and/or snowbirds	10/8/2015 1:04 PM
34	idiots. and/or snowbirds	10/8/2015 1:03 PM
35	texting/distracted driving, people not knowing how to use 4 way stops. Also, I live on a curve on smoketree S, between lake havasu ave and swanson. In the past 6 months, 3 drivers have driven up into our yard after speeding down smoketree, one took out the streetsign, another ran into and destroyed our mailbox. the speed limit on this street should be lower!	10/8/2015 11:18 AM
36	Speed	10/8/2015 7:18 AM
37	Distracted drivers	10/7/2015 6:51 PM
38	Distracted driving, and the drivers that think they own the road.	10/7/2015 6:42 PM
39	Inattention, failure to properly negotiate 4way intersections.	10/7/2015 5:53 PM
40	Inattention, failure to properly negotiate 4way intersections.	10/7/2015 5:53 PM
41	Inattention, failure to properly negotiate 4way intersections.	10/7/2015 5:28 PM
42	inattentive drivers	10/7/2015 3:59 PM
43	Speed, distracted.	10/7/2015 2:03 PM
44	People not paying attention. Distracted driving, i.e. cell phones, sightseeing	10/6/2015 8:44 PM
45	Distracted drivers, aggressive drivers, no bicycle lanes.....	10/6/2015 8:09 PM
46	Excessive speed , and driver disregard	10/6/2015 1:18 PM
47	Failure to come to a full stop. Preceding at a four way stop when not their turn.	10/6/2015 12:17 PM
48	Speeding, following too close, texting/talking on cell. Havasu drivers never stop for pedestrians or slow down for curves and pedestrian crossing areas, i.e. golf course area on Acoma.	10/6/2015 11:57 AM
49	Very small amount of crashes for population.	10/6/2015 11:16 AM
50	Inexperienced drivers or the elderly.	10/6/2015 11:15 AM
51	Speeding, elderly ppl & 99% have NO CLUE how to properly operate at a 4 way stop!	10/6/2015 10:34 AM
52	Drivers unfamiliar with area.	10/6/2015 8:59 AM
53	poor traffic control systems (multi lane 4 way stop signs) speeding lack of proper sidewalks and bike lanes that force pedestrians and cyclists into traffic lanes narrow traffic lanes on curved roads running or rolling stop signs distracted driving due to talking and texting on phones people driving under the influence	10/6/2015 12:23 AM
54	Not paying attention/ phone distraction Not using the 4 way stops correctly- most of our 4 way stops are not traditional -there are too many lanes of traffic to keep track of for the elderly and young driver	10/5/2015 11:49 PM
55	Distracted driving and geriatrics who can't navigate their vehicles properly.	10/5/2015 10:35 PM
56	distracted drivers	10/5/2015 8:03 PM
57	Lack of signage No sidewalks	10/5/2015 6:56 PM
58	lack of signage	10/5/2015 6:52 PM
59	Distracted driving	10/5/2015 6:24 PM

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60	A couple: Basically either ignorant of law or blatantly disregard of law. Frequently see "exhibitions of speed" by young obnoxious drivers failing to signal, changing lanes fast, illegally passing, flipping other drivers off, too many times on their phones or even looking down texting. Also, the very elderly, who many times are almost invisible behind the wheel, driving too slowly, even in the "fast lane" on the Hwy, failing to stop, failing to stay in their own lanes when turning, failing to signal. Also, very important: the lights on the highway are not synchronized for cross traffic. ie: someone coming uphill from Lake, gets to a Red Light on the Hwy, but due to glare or where the visors (or roll bar on the golf cart type rigs) are situated do not even see that red light, but see the Green Light on the next road ie: Lake Havasu Blvd. I have been in vehicles that were almost hit by vehicles flying by on Hwy because the driver of vehicle I was in THOUGHT the light was GREEN due to seeing the next light straight in front of them on Lake Havasu Blvd. Can you spell Adrenaline Rush and total feeling of loss of power - yelling STOP and trying to step on the brake on passenger side? I am sure that is what happened when the older couple in the 4x was killed last year or so coming up from the Lake.	10/5/2015 4:52 PM
61	Texting and drinking	10/3/2015 5:38 PM
62	People not knowing the rules of the road	10/2/2015 6:11 AM
63	Drivers being distracted	10/1/2015 3:59 PM
64	Pulling out in front of cars and causing them to hit the brakes	10/1/2015 2:19 PM
65	No stopping at intersections and rt. Turn on red WITHOUT stopping	10/1/2015 12:58 PM
66	stupid driving and drivers	10/1/2015 12:45 PM
67	Careless, distracted, drunk drivers on the roads.	10/1/2015 12:40 PM
68	Inattention	10/1/2015 11:43 AM
69	drinking and speed	10/1/2015 11:36 AM
70	drinking and speed	10/1/2015 11:34 AM
71	alcohol	10/1/2015 11:12 AM
72	See section 1 above	10/1/2015 10:38 AM
73	Not paying attention to the road, I.E.Cell phone usage.	10/1/2015 10:33 AM
74	Distractions.	10/1/2015 10:05 AM
75	Inattention to road conditions	10/1/2015 9:58 AM
76	Drivers not paying attention. Running red lights. Drivers that are not sure who has the right of way at 4-way stops.	10/1/2015 9:54 AM
77	Reckless driving	10/1/2015 8:33 AM
78	speed	9/30/2015 5:15 PM
79	Lack of sidewalks, lack of public transportation, lack of lighting.	9/30/2015 11:50 AM
80	Speeding and impaired driving	9/30/2015 9:36 AM
81	Drunk driving and speeding	9/30/2015 9:34 AM
82	Distracted driving	9/30/2015 7:57 AM
83	Texting, distractions, DUI, Poor signage, no shoulder on roads.	9/29/2015 7:45 PM
84	Distracted driving.	9/29/2015 4:34 PM
85	Drunk driving, not paying attention	9/29/2015 1:57 PM
86	Play IT Like You Mean It..equals, drugs, fast and furious driving and boating. It was a stupid choice.	9/29/2015 12:55 PM
87	Inattention	9/28/2015 7:26 PM
88	Talking on cell phones.	9/28/2015 6:59 PM
89	People who are in too much of a hurry. Also talking on their cell phones.	9/28/2015 6:55 PM
90	Speed and distractions (i.e.) cell phones while driving, running red lights.	9/28/2015 5:53 PM
91	Distracted driving and not paying attention to what is going on around them.	9/28/2015 2:59 PM

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92	I think that the primary cause for accidents in Lake Havasu is after it rains and the water pushes gravel into the road. It happens a lot on my street cliffwood blvd. Mainly because there is a lack of curbs. The lack of curbs on cliffwood let too much gravel and dirt on the roads and make driving conditions very unsafe.	9/28/2015 1:47 PM
93	People trying to get somewhere too quickly and not paying attention to driving	9/28/2015 1:46 PM
94	To many 4 way stops at busy intersections. No shoulders on primary streets such as lake Havasu ave and acoma	9/28/2015 12:03 PM
95	Not enough police officers to patrol the streets.	9/28/2015 10:34 AM
96	People's attitude and non-compliance of traffic laws. We have to many DUI, UTI, and people from areas not familiar with our streets and traffic laws.	9/28/2015 9:21 AM
97	Lack of aggressive traffic law enforcement that has created a culture of no consequences if stopped for a traffic infraction.	9/28/2015 9:10 AM
98	Lack of aggressive traffic law enforcement that has created a culture of no consequences if stopped for a traffic infraction.	9/28/2015 8:43 AM
99	Ignoring traffic laws and lack of traffic safety officers on patrol.	9/28/2015 7:33 AM
100	running red lights - not topping at intersections & speeding (see this at all times)	9/28/2015 7:05 AM
101	Not paying attention to traffic signals or other vehicles.	9/27/2015 4:11 PM
102	Speed, inattentiveness,	9/26/2015 4:31 PM
103	Older drivers Distractions	9/26/2015 3:05 PM
104	mostly not paying attention,,,,,,,,,cell phones impairment,, people not using caution,,, cant wait that 1 second before pulling out	9/26/2015 9:56 AM
105	Distracted driving	9/25/2015 10:27 PM
106	Distracted driving	9/25/2015 10:26 PM
107	People not paying attention to other traffic, sometimes wreckless driving.	9/25/2015 5:46 PM
108	Inattention to the road and surroundings	9/25/2015 1:33 PM
109	Running stop signs, speeding and not paying attention	9/25/2015 12:03 PM
110	speeding, not paying attention, same as things mentioned in first question	9/25/2015 10:04 AM
111	Not paying attention. Cell phones.	9/25/2015 10:01 AM
112	Motorists are not being aware of there surroundings.	9/25/2015 9:52 AM
113	Distraction (texting while driving). Sad to say it, but the elderly drive too slow at times or tend to make last minute decisions (changing lanes last minute) and their reflexes aren't as good as they used to be.	9/25/2015 8:43 AM
114	Running stop signs / intersections	9/25/2015 8:41 AM
115	idiot drivers! Need to take drivers ed classes. People not paying attention or in too much of a fired up hurry to get killed or kill or meme someone. People on cell phones....saw one yesterday on Acoma and Smoketree totally disregard the stop sign, when I honked at her she flipped me off!	9/25/2015 8:05 AM
116	People not paying attention to what they are doing while driving, plus the Snowbirds when they come in town don't pay attention either.	9/25/2015 8:00 AM
117	Speeding, texting or calling while driving.	9/24/2015 11:10 PM
118	Too many 4 way stop signs	9/24/2015 8:14 PM
119	thoughtless drivers, splitting focus w/cell phones, or in a hurry, or just not paying attention to signs or pedestrians. driving in mental 'autopilot'	9/24/2015 7:55 PM
120	People unfamiliar with our streets.	9/24/2015 7:04 PM
121	Driving under the influence and not stopping for stop signs or red lights. I have encountered this at least once a week during the timeframe of 10:30pm-11:30pm while driving home from work.	9/24/2015 5:51 PM
122	Snowbirds. The old people in this town do not know how to drive. I have seen old drivers hit old walkers because they both assume they can just move however they want and everyone else will yield to them.	9/24/2015 4:48 PM
123	aggressive driving	9/24/2015 4:33 PM

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124	Elderly people obstructing traffic or not having the cognitive skills necessary to drive defensively.	9/24/2015 4:08 PM
125	Cell phone usage, elderly reaction times and awareness. I have been hit by an old lady who didn't even see me or stop after the fact. And she got away with it.	9/24/2015 3:35 PM
126	I think the primary cause is people not paying attention and street lights	9/24/2015 3:13 PM
127	Old people on roads	9/24/2015 2:11 PM
128	Driving under the influence	9/24/2015 12:51 PM
129	people not paying attention	9/24/2015 12:02 PM
130	Alcohol,excessive speed,cell phones	9/24/2015 11:47 AM
131	Elderly drivers! Reaction time and lack of attention on the road! I have seen many run stops or roll right through them with the car in front! Also they drive 10 under the speed limit in a 35! and you wonder why people pass in the center lanes!	9/24/2015 11:23 AM
132	Distractions and being impatient with other drivers	9/24/2015 11:15 AM
133	Lack of attention.	9/24/2015 11:06 AM
134	People not paying attention, talking/texting on their phone, distractions, rushing to get to a location.	9/24/2015 11:04 AM
135	lack of courtesy and inability to follow road rules and law	9/24/2015 10:55 AM
136	Not being patient, speeding to make lights, not observing the surroundings, many drivers are not paying attention to pedestrians or bicyclists.	9/24/2015 10:52 AM
137	not paying attention	9/24/2015 10:31 AM
138	Texting drivers	9/24/2015 9:54 AM
139	Driver distractions; cell phone usage	9/24/2015 9:48 AM
140	Mulberry & Lake Havasu Ave/Hwy 95 - not well marked and confusing. Speed control not enforced - on Saratoga where it's 25mph, people go 40 mph ALL the time.	9/24/2015 9:45 AM
141	Horrible driving habits of local residents	9/24/2015 9:38 AM
142	Not paying attention to what is going on around them, and being too much in a hurry to get where they are going.	9/24/2015 9:30 AM
143	speeding/inattention	9/24/2015 9:17 AM
144	Distracted driving and speeding.	9/23/2015 9:30 PM
145	Use of phones while driving	9/23/2015 6:33 PM
146	Texting and driving or snowbirds	9/23/2015 5:35 PM
147	Teens driving too fast, or elderly/disabled persons unable to judge distances.	9/23/2015 4:21 PM
148	Trying to illegally turn at the 95 and Mulberry Light.	9/23/2015 3:30 PM
149	Texting/distractions	9/23/2015 3:27 PM
150	Stupidity	9/23/2015 3:15 PM
151	Not paying attention.	9/23/2015 1:17 PM
152	Texting and driving is the number one scare for me in regards to swerving and not stopping for crosswalk areas. (especially at the high school) Tailgating makes me angry in school zones, but I don't think it would cause an accident.	9/23/2015 11:48 AM
153	inattention	9/23/2015 11:38 AM
154	Cell phones. Or people who just want to catch a light or turn before it turns red.	9/23/2015 10:30 AM
155	The unpredictable stop signs going through cross streets. You never know when they are going to pop up being new to town I have nearly driven through a couple.	9/23/2015 10:13 AM
156	difficult intersections and distracted drivers, likely no worse than other areas of similar size	9/23/2015 9:44 AM
157	Partiers are not paying attention and speed through town.	9/23/2015 9:33 AM
158	Running a red light	9/23/2015 9:31 AM
159	People trying to perform other tasks while driving.	9/23/2015 9:16 AM

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160	Distracted driving and inconsistent speed (i.e., one driver going 35, and another 15 on the same road).	9/23/2015 9:16 AM
161	distractions, i.e. using phone or other technology. Carelessness to follow basic driving rules and/or not knowing and paying attention to surroundings (elderly drivers seem to hyper focus on what's in front of them, and forget to look in all areas surrounding their vehicle)	9/23/2015 9:16 AM
162	texting/cell phone use while driving	9/23/2015 8:57 AM
163	Probably speed/texting/drugs/alcohol...any combination of those. People are impatient here. If someone is driving slowly, whether its in a school zone or on a residential street, they either tailgate or try to pass.	9/23/2015 8:57 AM
164	bad judgement	9/23/2015 8:57 AM
165	Speed, & distraction	9/23/2015 8:55 AM
166	people talking/texting on phones or looking at phones, driving too fast	9/23/2015 8:25 AM
167	I believe the primary cause of crashes in our region is due to distraction whether it be under the influence or cell phones.	9/23/2015 8:24 AM
168	Confused drivers and drunk drivers	9/23/2015 8:18 AM
169	I do not know a primary cause but I think that any time pedestrians, and bicyclists are forced to share road space with cars there is an higher inherent risk of accidents.	9/23/2015 8:16 AM
170	People not paying attention. Drugs and alcohol. Many elderly drivers are too cautious and slow.	9/23/2015 8:09 AM
171	The snowbirds cause 85% of accident. They don't see well and thier response time because of thier age is cause for concern.	9/23/2015 7:51 AM
172	Speeding. Hwy 95 is a joke. I'd say the average speed of traffic in the 45 zone is 55. In the 55 zone it's close to 65.	9/23/2015 7:48 AM
173	People get in a rush and because they don't do any preplanning.	9/23/2015 7:43 AM
174	Lack of knowledge regarding driving safety.	9/23/2015 7:40 AM
175	Most people do respect the law. It those who don't that mess it up for everyone. I think that the police are doing all they can to make it safe. You have law breakers in all towns. Just keep giving tickets.	9/23/2015 7:24 AM
176	Variation in speed - not the speed itself but the differences between different driver types: old/young, boat trailer/SUV, etc.	9/23/2015 7:13 AM
177	Speeding, impatience and distractions happening simultaneously	9/22/2015 3:51 PM
178	Texting. Talking on cellphones. Not respecting traffic signals/stop signs/crosswalks. Failure to yield right-of-way.	9/22/2015 1:11 PM
179	Distracted driving	9/22/2015 1:04 PM
180	Alcohol impairment and distracted driving.	9/22/2015 12:55 PM
181	cell phones, over 70	9/22/2015 12:50 PM

Q5 What do you think needs to be changed to make it safer to travel in the Lake Havasu Region?

Answered: 173 Skipped: 32

#	Responses	Date
1	Pass a hands free law restricting use of cell phones while driving	11/2/2015 10:31 AM
2	More officers	10/27/2015 10:00 AM
3	Change the AZ laws regarding issuing drivers licences, 20 years is way to long not to take eye and or hearing test, should also require an over age 60 driving renewal test, also any highways over 55 miles an hour should be divided highways.	10/26/2015 5:58 PM
4	More pedestrian trails and marked bike paths	10/26/2015 1:00 PM
5	I would say more education on laws of the road and teaching people how to share the road. Get the by-pass around the city so that you can elevate some of the thru traffic on 95.	10/26/2015 10:47 AM

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6	Enforcement	10/26/2015 10:23 AM
7	I'm not sure there is anything that can be done. I think it's pretty safe, and there are inattentive drivers in any town/city that just will be that way regardless.	10/26/2015 10:07 AM
8	Slower speeds in our residential areas	10/26/2015 6:08 AM
9	Bicyclist make it more dangerous. Have bike lanes in Flagstaff. It's a nightmare. They will cross the street or highway in the middle of the road. Never make signals. Come out of nowhere.	10/23/2015 11:57 AM
10	Start enforcing the speed limits would be a good start! People don't seem to be too worried about getting caught in their careless, rude driving or when passing on the right.	10/21/2015 5:45 PM
11	Not sure, other than people need to stay off their cell phones, and focus on the task at hand.	10/19/2015 1:17 PM
12	Not sure.	10/17/2015 5:57 PM
13	Traveling on a bike, we need bike paths for commuting and for exercise purposes. Flashing lights in the ground on the ped walk at the bridge on and off the island...maybe also in the downtown district too	10/15/2015 2:35 PM
14	Better law enforcement and better road conditions,	10/15/2015 8:17 AM
15	Bike lanes, no cell phone use while driving	10/14/2015 2:27 PM
16	more pedestrian crosswalk lights	10/12/2015 11:02 AM
17	The conscientiousness of the drivers themselves needs to be changed where they care about being polite and safe for others on the road.	10/12/2015 7:26 AM
18	Better bicycle lanes on frequently used roads especially London Bridge Road	10/11/2015 2:53 PM
19	Bigger speed signs	10/10/2015 6:23 PM
20	Bike lanes and/or sidewalks on all major streets - not just small sections here and there. If bussing is not provided to elementary school students, then there should be sidewalks on any/all major streets leading to/from the schools so they have a safe route to follow when walking. Crosswalks in the Uptown District should have a pedestrian walk signal, as more often than not, drivers fail to stop to allow pedestrians to cross.	10/9/2015 4:43 PM
21	Bicyclists should not be allowed to ride in traffic	10/9/2015 2:49 PM
22	Ticket people impeding the flow of traffic in the left lane on Hwy 95. Ticket drivers rolling thru stop sign and running red lights!	10/9/2015 2:33 PM
23	Better enforcement throughout the entire city and not just by the channel!	10/9/2015 1:02 PM
24	Education, education, education :)	10/9/2015 1:00 PM
25	Make the elderly take a driving test every year once you reach the age of 65	10/9/2015 12:31 PM
26	Sidewalks, safe bike lanes, speed traps, more police presents	10/8/2015 8:21 PM
27	make better marked lanes and educate people on how to use the yellow area on high usage roads	10/8/2015 8:09 PM
28	Bike lanes on all streets, and sidewalks where possible. Also, there is so much debris in the existing bike lanes that they are unride-able..	10/8/2015 5:40 PM
29	Stop renewing drivers licences for 40 years. Stricter tests for drivers over a certain age. Encourage more development at the edges of town because there's far too much winter traffic downtown.	10/8/2015 2:54 PM
30	drivers are completely oblivious at crosswalks, they don't ever even slow down to check if folks are crossing.	10/8/2015 11:18 AM
31	Lower speed limit on highway through city, more traffic lights	10/8/2015 7:18 AM
32	Put down the cell phones and pay attention to your driving.	10/7/2015 6:51 PM
33	I do not think that you can change the way people drive in our area. We just need to be more attentive to the ones that think they own the road and have their cell phone to their ear.	10/7/2015 6:42 PM
34	Add signals on Mesquite. I feel that is the most dangerous street in town. Public service announcements regarding distracted driving and basic driving laws on how to proceed at 4 way stops.	10/7/2015 5:53 PM
35	Add signals on Mesquite. I feel that is the most dangerous street in town. Public service announcements regarding distracted driving and basic driving laws on how to proceed at 4 way stops.	10/7/2015 5:53 PM

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36	Add signals on Mesquite. I feel that is the most dangerous street in town. Public service announcements regarding distracted driving and basic driving laws on how to proceed at 4 way stops.	10/7/2015 5:28 PM
37	need more designated bicycle lanes which are maintained so they can be ridden safely (streetsweeper needed)	10/7/2015 3:59 PM
38	On highway, more DPS presence. Not sure how to get people to put phones down and slow down, maybe additional officer/ traffic control. Don't want a police state but I don't how to get people to slow down.	10/7/2015 2:03 PM
39	More designated bike lanes and walking paths.	10/6/2015 8:44 PM
40	More cyclist safety	10/6/2015 8:11 PM
41	no texting laws, bicycle lanes on main streets in City.	10/6/2015 8:09 PM
42	On my street several speed bumps need to installed and more enforcement of speeds	10/6/2015 1:18 PM
43	More tickets, better signage. On Highway 95 all the lights need the countdown area on the walk sign so you know when the light is going to change without having to slam on your breaks at 45 mph.	10/6/2015 11:57 AM
44	Nothing. Traffic accidents happen everywhere. We are safe for the size of the city.	10/6/2015 11:15 AM
45	maybe cameras at intersections. Police presence on the highway. I hate 2 see traffic cams put in but it might be the only way. Much of 95 is a 45mph zone but ppl go 65-70	10/6/2015 10:34 AM
46	More stop signs needed to break bad driver habits. More citations for those bad habits	10/6/2015 8:59 AM
47	bike & walking paths along major washes especially near and leading to and from schools light controlled pedestrian and bike crosswalks (temporary flashing or red lights when activated) lower speed limits on residential streets sidewalks signals instead of stop signs at intersections with more than 2 incoming lanes per side	10/6/2015 12:23 AM
48	Use the wash system to integrate multi-use walk/bike paths throughout our city. It would really build upon the 'Play Like You Mean It' slogan. And give residents a safe place to recreate outdoors throughout our neighborhoods. As a driver it is difficult to see pedestrian/bike traffic. When some of the streets went to double lanes the bike lanes were eliminated. It isn't safe for children to walk or bike at all.	10/5/2015 11:49 PM
49	bike paths and sidewalks	10/5/2015 8:14 PM
50	wider roads with marked bicycle lanes	10/5/2015 8:03 PM
51	sidewalks Bike lanes	10/5/2015 6:56 PM
52	Side walks	10/5/2015 6:52 PM
53	Lower the Hwy speed through town. Synchronize the lights on uphill side of Hwy with the Hwy lights ie: cross street such as S. Palo Verde/Hwy and the next uphill/East cross street Lake Havasu Blvd. should be SAME COLOR. This is also important S. of town at Hwy and Mulberry! Cannot tell you how many close calls there and Hwy and Smoketree and Hwy and Swanson. Synchronize the lights on the Hwy. Make the Multi-Use lanes actual Multi-Use lanes! Parking should be restricted in these lanes. It is absolutely ridiculous to call them Multi-Use lanes! They certainly are not conducive to Alternate Transportation. Make driving testing mandatory after a certain age	10/5/2015 4:52 PM
54	crack down on drivers texting and higher fines. Longer jail time and higher fines.	10/3/2015 5:38 PM
55	Safe sidewalks and bicycle lanes on McCulloch from North - South and South - North. McCulloch is very busy with Vehicles, People walking and Bicyclist EVERYDAY all year long!!	10/2/2015 6:11 AM
56	Sr citizens that come here in the winter should be given a refresher course, and should be told about traffic in our town.	10/1/2015 6:51 PM
57	Dedicated bike lanes for bicyclists	10/1/2015 3:59 PM
58	Enforce as rigidly as possible those not adhering to the rules of the road.	10/1/2015 2:19 PM
59	Better enforcement of existing traffic laws and better planning of signal lights, especially on/off Hwy 95.	10/1/2015 12:58 PM
60	Use cell phones, texting and not paying attention.	10/1/2015 12:48 PM
61	have more PD cars on streets	10/1/2015 12:45 PM
62	More police enforcement and more fines and tickets to show the seriousness of this problem to our local drivers.	10/1/2015 12:40 PM
63	You won't make it much safer. Perhaps a requirement that anyone walking or riding a bike wear reflective clothing.	10/1/2015 11:43 AM
64	more patrols of streets or even dummy parked police vehicles to slow down drivers.	10/1/2015 11:36 AM
65	more patrols of streets or even dummy parked police vehicles to slow down drivers.	10/1/2015 11:34 AM
66	More signal lights and street lights.	10/1/2015 11:12 AM

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67	More police presence	10/1/2015 10:38 AM
68	Ban cell phones while driving.	10/1/2015 10:33 AM
69	Not sure.	10/1/2015 10:05 AM
70	Education in the basic rules of the road	10/1/2015 9:58 AM
71	Education. People forget how to drive. More sidewalks for pedestrians. There was a man wearing all black walking down the highway at night in my lane that fortunately, I did not hit.	10/1/2015 9:54 AM
72	bike and pedestrian paths. Most streets are pretty narrow and do not allow ample room for those who are not traveling via automobile.	10/1/2015 8:33 AM
73	Need stop sign at Saratoga and Acoma. It is impossible to see traffic going south on Acoma if you are making a left turn from Saratoga. Also need speed bumps on streets that are used as a short cut ie "Edgewood" known as the racetrack. Speed bump stripping has been used elsewhere and has been effective, cheap fix.	9/30/2015 5:15 PM
74	Sidewalks, provide public transportation., tougher drunk driving enforcement	9/30/2015 11:50 AM
75	Traffic enforcement and bike lanes	9/30/2015 9:36 AM
76	Traffic enforcement and more bicycle lanes.	9/30/2015 9:34 AM
77	Better signage, shoulders or emergency lanes, bike lanes.	9/29/2015 7:45 PM
78	More enforcement and education. Sidewalks would make it safer for pedestrians. Bike markings on the streets would make safer.	9/29/2015 4:34 PM
79	Sidewalks on residential streets, speed bumps through school zones and in neighborhoods, "slow down - kids at play" signs near houses and parks	9/29/2015 1:57 PM
80	Cross walks and yellow go slow caution lights	9/29/2015 12:55 PM
81	No cell phones, texting and eating behind the wheel.	9/28/2015 7:26 PM
82	Alternate route to Hwy 95 especially January through March	9/28/2015 6:59 PM
83	Highway 95 has a huge influx of drivers January thru March. An alternate route that has been studied in the past may help with the burden of heavy traffic.	9/28/2015 6:55 PM
84	Enforcements of speed limits, steeper fines for cell phone use while driving. Change the right lane going up McCulloch to right turn only at the junction of McCulloch and Jamaica. Really a mess with drivers trying to beat other drivers out going up the street from there. More street lights would be a plus too. Definitely more police enforcements on the highway out to the mall to stop speeding or put in cameras! Slow down motorcycles as they tend to race all over town. Either increase the speed limits or enforce the ones we have now.	9/28/2015 5:53 PM
85	Enforcement, and education.	9/28/2015 2:59 PM
86	Provide curbs on the streets. And also sidewalks. I am a runner and it would be helpful for sidewalks rather than running in the road at night.	9/28/2015 1:47 PM
87	I feel it is necessary for some of the main roadways, such as Acoma Blvd So to have a shoulder as it is too dangerous near the sidewalk	9/28/2015 1:46 PM
88	Stop signs at cross walk on acoma...very unsafe for kids!	9/28/2015 12:03 PM
89	More police officers.	9/28/2015 10:34 AM
90	An aggressive traffic ticket violation program by the local policing authority. No tickets make tourists happy. Kids are only kids, etc. etc. This town police department seems to not show much care for local residents and their quality of living in regards to enforcing state and city traffic requirements.	9/28/2015 9:21 AM
91	SLOW vehicles down. This includes personal vehicles, construction vehicles, school buses-the State of Arizona should be involved with this issue-and heavy equipment operators with construction materials are in this group that just need to slow down and follow the traffic rules.	9/28/2015 9:10 AM
92	SLOW vehicles down. This includes personal vehicles, construction vehicles, school buses-the State of Arizona should be involved with this issue-and heavy equipment operators with construction materials are in this group that just need to slow down and follow the traffic rules.	9/28/2015 8:43 AM
93	More police presence.	9/28/2015 7:33 AM
94	traffic enforcement . It is rare to see a traffic stop for traffic violations	9/28/2015 7:05 AM

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95	Coordinated traffic lights, as people run red lights in frustration. Better signage, traffic controls at Hwy95 and Mulberry, confusing traffic lights and turn signals.	9/27/2015 4:11 PM
96	More enforcement of speeders!	9/26/2015 4:31 PM
97	Sidewalks Bike paths	9/26/2015 3:05 PM
98	roads need to be Clean of gravel from rains,,,,,this is my major complaint here I am always having to call the city to clean the intersections near my house kids walk & ride bikes to the school on these streets as well ,,and cars speeding down the same unsafe road someones child is going to get hurt from all the loose gravel the Lake havasu highway maintenance department needs to be look at for this as a failure to do there jobs that us taxpayer pay them to do	9/26/2015 9:56 AM
99	Curbs and sidewalks.	9/25/2015 10:27 PM
100	Curbs and sidewalks.	9/25/2015 10:26 PM
101	Bike lanes in town - not just on the recreation paths. More right turn only lanes, especially onto the highway (example: N. Kiowa). Smart programmed lights that take into account what traffic is at the intersection. (We have one good one in town (Capri and McCulloch). Most are not so smart lights.	9/25/2015 5:46 PM
102	Vigorous enforcement of current laws and smarter drivers ..(hardest part)	9/25/2015 1:33 PM
103	Enforce laws on non lincensed off road vehicles driving on the streets at high speed.	9/25/2015 12:03 PM
104	fix acoma blvd--too many lanes for the size of the street; highway 95 bypass (too dangerous it being a highway with stop lights). change traffic lights at highway 95 and Mulberry--too many lights that aren't in sync and all are visible so hard to determine which correct light to use; more bicycle lanes; don't allow bicycles on highway 95 south of the city	9/25/2015 10:04 AM
105	No talking on hand held cell phone or texting law.	9/25/2015 10:01 AM
106	Driver education	9/25/2015 9:52 AM
107	Bikers need to stay in the bike line and not ride in the middle of the car lanes. This happens a lot on Jamaica!	9/25/2015 8:43 AM
108	Over passes at major Highway intersections or a highway bypass around the City.	9/25/2015 8:41 AM
109	educate drivers and where are the POLICE you can't be in plain sight to view the violators you need to stay out of sight! You think they are going to break the law with a cop car in plain sight?? They need to be caught!	9/25/2015 8:05 AM
110	Bermuda and McCulloch intersection DESPERATELY needs a 4-way stop. Traffic in the mornings for parents/school is impossible and dangerous. Traffic lights are needed at McCulloch/Jamaica blvds. also, especially for the mornings. Schools need better drop off areas, kids/parents dart across the streets at Starline and Jamaica.	9/25/2015 8:00 AM
111	A texting and driving law, dui checkpoints.	9/24/2015 11:10 PM
112	Acoma blvd has no room for bicyclists and the right lanes are too narrow for boat trailers in tow. Widen Acoma Blvd between industrial and Daytona.	9/24/2015 8:14 PM
113	enforce no cell phone law. renewal licenses 5 years not 25 years.	9/24/2015 7:55 PM
114	Bike lanes, paths, pedestrian friendly	9/24/2015 7:04 PM
115	I am not positive anything could really be done by anyone, except by the drivers. It is their responsibility to be aware of their surroundings and follow the laws of the road.	9/24/2015 5:51 PM
116	-Mandatory driving classes/tests for drivers over 70 years old. -Tickets actually doled out to these unsafe old drivers for driving too slow, causing jams at 4 way stops, etc...	9/24/2015 4:48 PM
117	tip line to report aggressive driving and more enforcement of no texting while driving	9/24/2015 4:33 PM
118	Increase speed limits to avoid traffic obstruction. Time the lights on the highway so that a person can travel from one end of town to the other without stopping at all the lights (this issue encouraged speeding and recklessness). Implement cognitive skills testing every two years after age 60 to maintain license.	9/24/2015 4:08 PM
119	Retesting for elderly drivers at certain ages. Just heard on the radio that an elderly lady killed many gym goers because she mistook the gas for the brake. Happens all the time and it's always the elderly ladies. Down the street from my work one crashed into a hair salon or Chinese restaurant a few years ago.	9/24/2015 3:35 PM
120	Adding street light and making laws to keep people from texting when driving. (Talking on the phone is okay)	9/24/2015 3:13 PM
121	STREET LIGHTS	9/24/2015 2:11 PM
122	Ordinance for texting on cell phones	9/24/2015 12:51 PM
123	wider streets	9/24/2015 12:02 PM

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124	Stronger penalties,	9/24/2015 11:47 AM
125	Need to bring seniors over 70 in for an annual behind the wheel test! The public's safety should be a priority over age discrimination! I would love to see officers sitting at the problem intersections more often during peak hours. Corner of Riviera and Mesquite, Capri and Mesquite, Palo Verde and Riviera, Smoketree and Acoma. I feel like my life is on the line every time I cross through those intersections. I have seen many many people run them or roll through.	9/24/2015 11:23 AM
126	More traffic signals. Better lighting at night	9/24/2015 11:06 AM
127	As people get older they should have to take written and driving tests often. I believe that there are too many older citizens that should not be out there driving.	9/24/2015 11:04 AM
128	1.Public service announcements 2.Driver education 3.Ticket snow birds for slow driving 4.Dedicated bike lane with opposite flow of traffic allowed, so they can see what is coming at them	9/24/2015 10:55 AM
129	Mulberry Ave & HWY 95 light is very confusing especially to visitors and needs improvement; Some way to reduce speeding & not stopping completely at stop signs (traffic tickets are a good income source for the city and could support additional officers)	9/24/2015 10:52 AM
130	people need to leave their cell phones alone, call a cab after drinking and pay attention to their surroundings while driving.	9/24/2015 10:31 AM
131	Improve the road conditions on S Jamaica (from Mulberry Signal/LH Ave to Saratoga), widen Mohican to allow a bike/walk path, Widen Saratoga to allow a walk/bike path (a lot of school children whom walk in these areas on the roadways currently)	9/24/2015 9:54 AM
132	Need more bike paths. London Bridge Road to Desert Hills would be a good place to start.	9/24/2015 9:48 AM
133	Speed control, some intersections need to be changed (like Mulberry & LHA/Hwy95, Mesquite & LHA/Hwy 95) where some people turn & some go straight.	9/24/2015 9:45 AM
134	Better educated drivers, more difficult and more through testing for an Arizona drivers license	9/24/2015 9:38 AM
135	Not sure. Too much depends on driver behavior, which is difficult to change.	9/24/2015 9:30 AM
136	any enforcement of the texting/cell phone laws would help a lot!!!	9/24/2015 9:17 AM
137	More enforcement of existing laws.	9/23/2015 9:30 PM
138	Texting and using your phone while driving should be taken more seriously	9/23/2015 6:33 PM
139	Street lights	9/23/2015 5:35 PM
140	On the highway, make one consistent speed.	9/23/2015 4:21 PM
141	Sidewalks and street lights for pedestrians.	9/23/2015 3:30 PM
142	street lighting	9/23/2015 3:27 PM
143	Minimum speed limit and more enforcement	9/23/2015 3:15 PM
144	People should be retested for driving more often, when people reach a certain age, they are less able to drive and focus well on what they are doing.	9/23/2015 1:17 PM
145	School zone patrols on a regular basis including after hours when things still go on at the school.	9/23/2015 11:48 AM
146	road maintenance, better markings for bike lanes	9/23/2015 11:38 AM
147	Honestly don't know.	9/23/2015 10:30 AM
148	Put flashing lights in these odd ball stop sign locations	9/23/2015 10:13 AM
149	a couple of intersections that I would be curious about the accident history are 95/Maricopa and South Oro Grande, and the intersection of College Street and Lake Havasu Avenue (hill makes blind) Those two intersections are the ones that I have directed my teen driver to avoid.	9/23/2015 9:44 AM
150	The stop lights need to be regulated so that if you are going the speed limit you can go through the main streets without stopping at each intersection even if a car pulls up at an intersection ahead of you.	9/23/2015 9:33 AM
151	More police on streets including school zones and actually doing something. Not just sitting in their cars	9/23/2015 9:31 AM
152	Acoma was safer before making it two lanes. When a service person has deliver mail, pick up trash ect. It becomes a nightmare. There are places like on Oro Grande, people walking and trying to cross to go to Bashas's, there are no crosswalks. I am sure there are such areas where the same thing is happening.	9/23/2015 9:16 AM

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153	More four way stops with lights. Too many people are distracted and run through the stop signs as if they are not there.	9/23/2015 9:16 AM
154	Elderly drivers should take a test to prove eligibility to drive after a certain age, removal of "yield on green left turn" lights and make all of them green arrow only turns, better timed lights (some take a long time to change when there are no others around, and causes drivers to get frustrated and make illegal turns or run red lights)	9/23/2015 9:16 AM
155	maybe cameras to catch stop sign runners, etc to ticket them. Good city revenue?	9/23/2015 8:57 AM
156	I think street lights need to be installed in areas where a stop sign exists so people who are not familiar with the area can see them. I think the city/property owners need to stay on top of trimming trees that are blocking all traffic signs. I think that the cross streets where most accidents happen should have cameras on them. Maybe that would prevent some of the bad decisions.	9/23/2015 8:57 AM
157	Better bike paths on streets, better pedestrian cross walks and signaling, some strategic placed speed bumps in down town area to slow traffic down and getting more traffic off down town McCulloch Blvd an on to Mesquite and Swanson.	9/23/2015 8:57 AM
158	People on bicycles need to have a better pathway when on the street. Maybe bigger fines.	9/23/2015 8:55 AM
159	many residential areas had their speed limits increased from 25 to 35 and with that I saw that most drive at 45 now. I believe they need to reduce the residential areas back to 25 as this will slow most down to 35!	9/23/2015 8:25 AM
160	Sidewalks on every street, lit streets, and better entrance/exits at our schools.	9/23/2015 8:24 AM
161	???	9/23/2015 8:18 AM
162	I believe sidewalks and parking lane paint lines would be helpful in making it safer for "smaller" traffic. I do not believe driving in Havasu is any more unsafe for drivers than it is elsewhere.	9/23/2015 8:16 AM
163	Not sure, I feel pretty safe.	9/23/2015 8:09 AM
164	Sidewalks for sure, lighting, and a bus system for school age children.	9/23/2015 7:51 AM
165	Increased monitoring of speeds on 95.	9/23/2015 7:48 AM
166	From the city staff "nothing", but the people in this city need to start preplanning and slow down and enjoy life.	9/23/2015 7:43 AM
167	Requiring driver's test more often. Mandatory driver's education.	9/23/2015 7:40 AM
168	I believe officers are doing all they can. If possible, more patrol cars or cameras on the streets.	9/23/2015 7:24 AM
169	Timing of the lights - I believe that the method currently used tempts people to run yellows and reds because they encounter more reds than necessary. Our public works department has used the method of 'lesser street timer immediately triggers the cycle' instead of the same with the triggering of the TIMING cycle. This means that is 50 cars are making their way down McCulloch, one car on Riviera will trigger the light right away, holding them all up. The alternative is for that single car to trigger the timing sequence so the others can pass then the other can go. The latter method gives priority to the arterials. It is why in the big city you can travel through 3-4 lights in a mile and still average 45 mph. Whereas in LHC the trip time from Safeway to Smiths can take anywhere from 2 minutes to 12 - and it is about 1.5 miles.	9/23/2015 7:13 AM
170	The intersection at Mulberry and Hwy 95. The northbound lanes of the highway go from two to five. The left turn and right turn only lanes that are added make sense. The extra lane on the right that continues past the intersection then quickly is eliminated makes no sense and creates a hazardous situation as motorists have to blend back into the continuing right lane.	9/22/2015 3:51 PM
171	Severe penalties for texting, cellphone conversations, not yielding at crosswalks.	9/22/2015 1:11 PM
172	Better enforcement--more police visibility watching for distracted drivers in various areas	9/22/2015 1:04 PM
173	Strict enforcement	9/22/2015 12:55 PM

Q6 What is your age?

Answered: 204 Skipped: 1

Answer Choices	Responses	
Under 16 years old	0.98%	2
16-24 years old	3.43%	7
25-34 years old	9.80%	20

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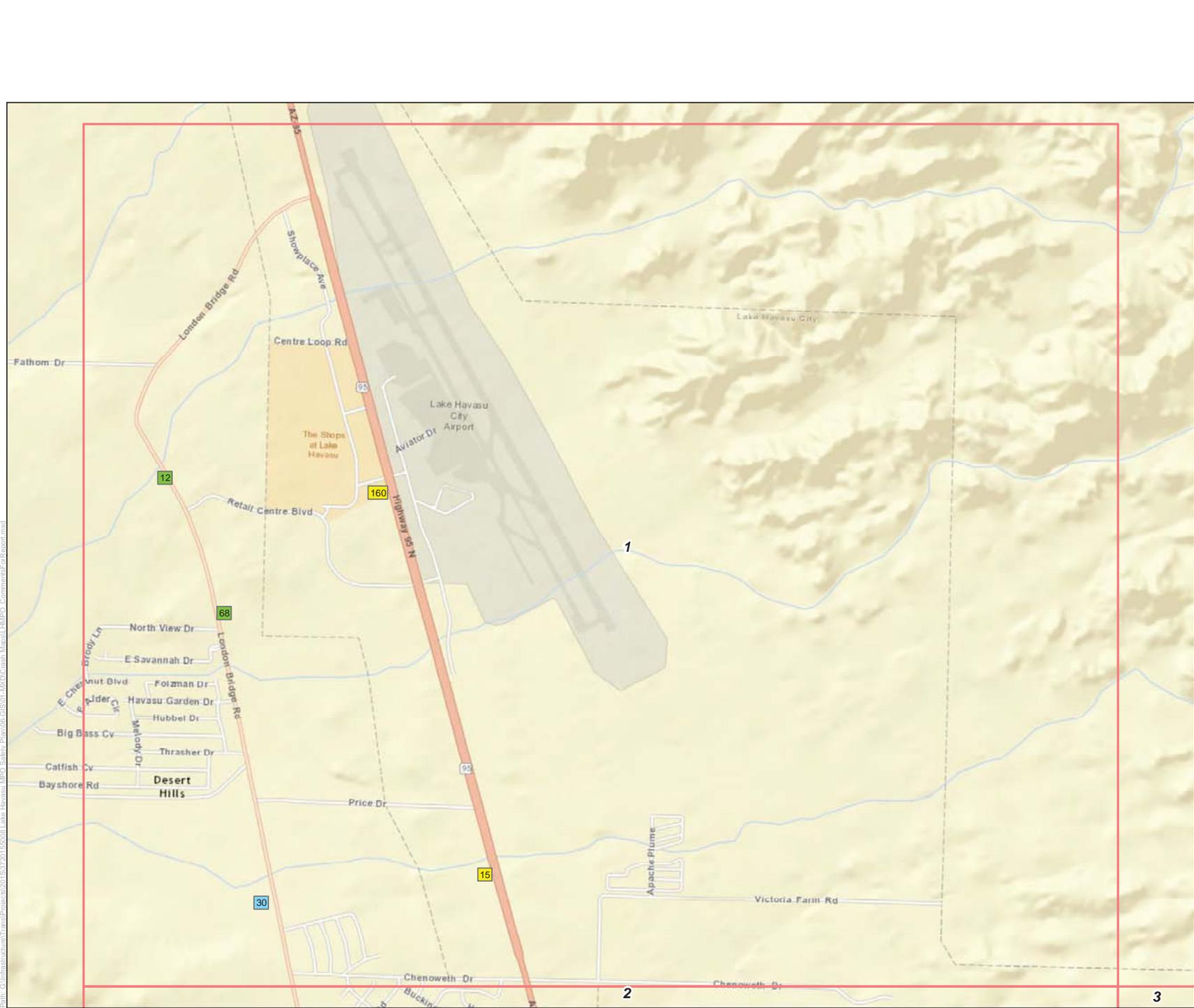
35-44 years old	16.18%	33
45-54 years old	25.00%	51
55-64 years old	24.02%	49
65-74 years old	13.73%	28
75 years or older	6.86%	14
Total		204

Q7 What is your gender?

Answered: 204 Skipped: 1

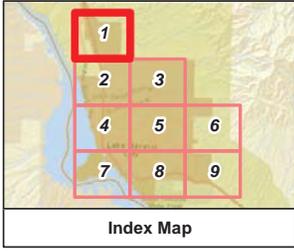
Answer Choices	Responses	
Male	39.22%	80
Female	60.78%	124
Total		204

#	Other (please specify)	Date
1	Other Gender? hmmm, what are choices?	10/5/2015 4:52 PM
2	Lots of luck getting city to move, I've tried for years, no luck	9/30/2015 5:15 PM
3	For the most part, the bike lanes are very helpful. Still, as a cyclist, I avoid major thoroughfares as much as possible.	9/22/2015 1:11 PM



Legend

- 24 Unsafe for Bicycles
- 28 Unsafe for Cars
- 7 Unsafe for Pedestrians



Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

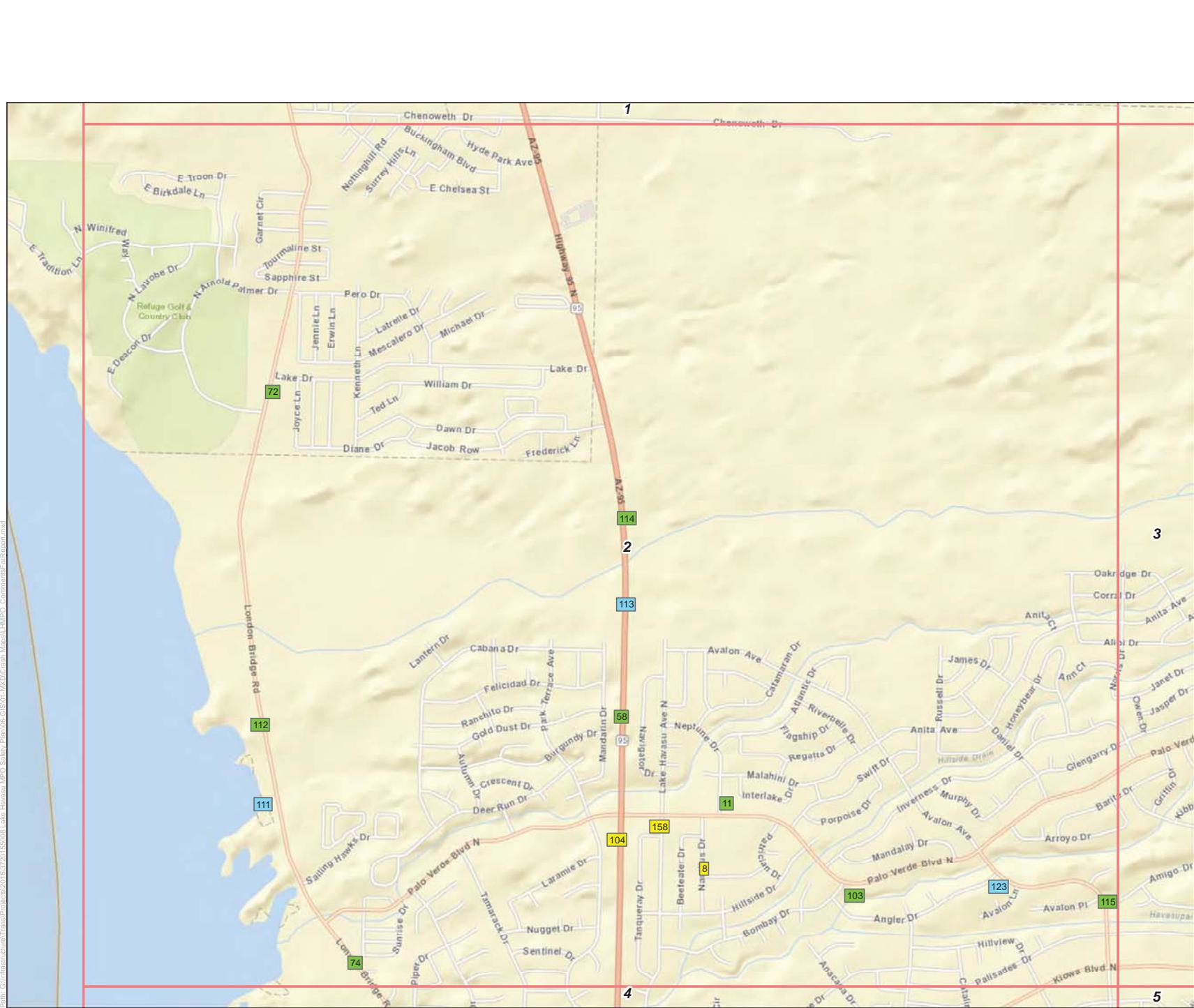
**LHMPO
Safety Plan Outreach Report**

Job No. 37-2015-5008	 N	FIGURE 1
PM MB		
Date: 11/10/2015 Scale: 1" = 0.25 miles		

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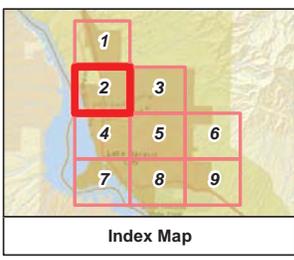


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Legend

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Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

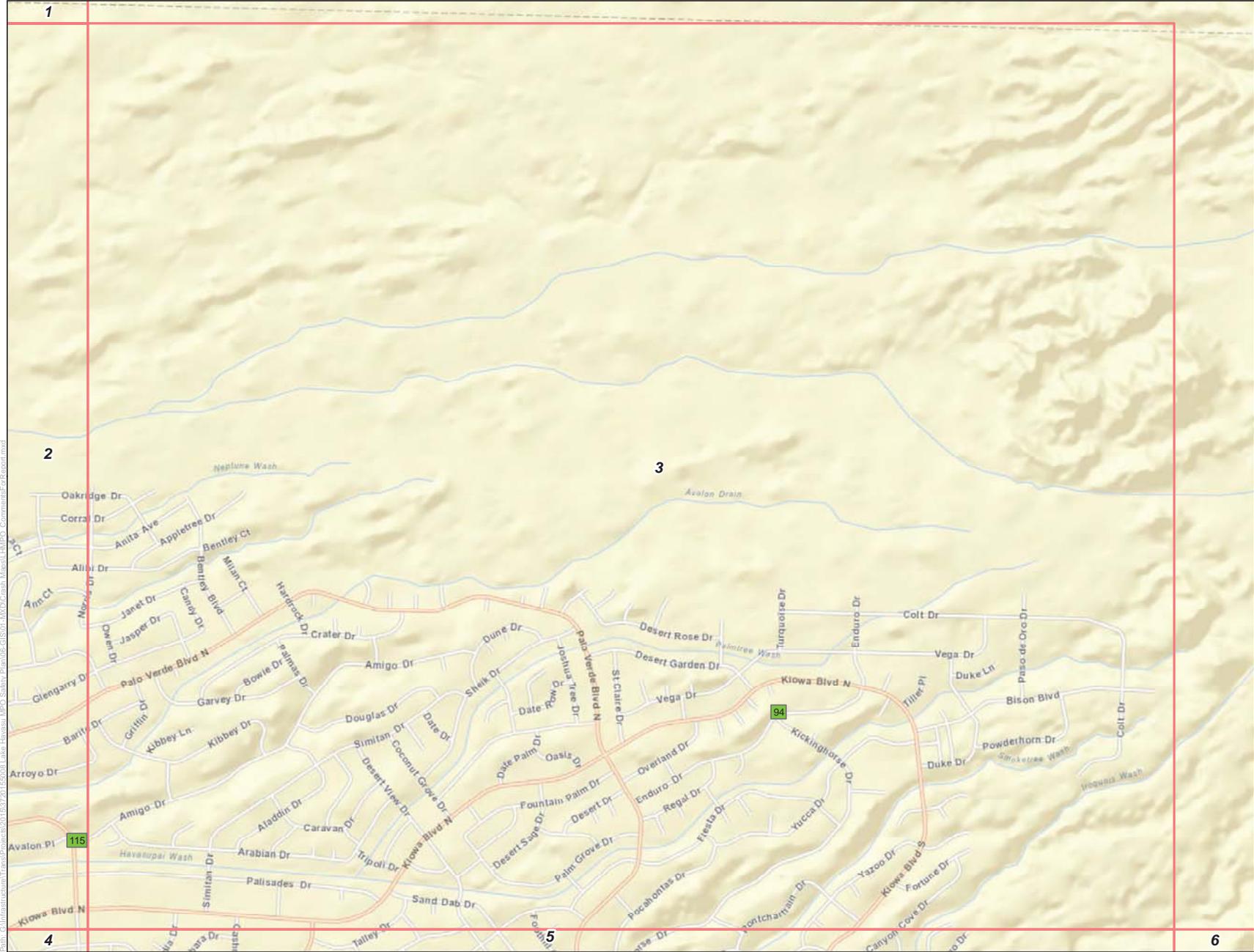
**LHMPO
Safety Plan Outreach Report**

Job No. 37-2015-5008	 N	FIGURE 1
PM MB		
Date: 11/10/2015 Scale: 1" = 0.25 miles		

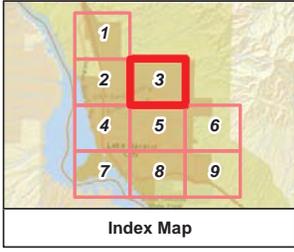
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- Legend**
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 - 7 Unsafe for Pedestrians



Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

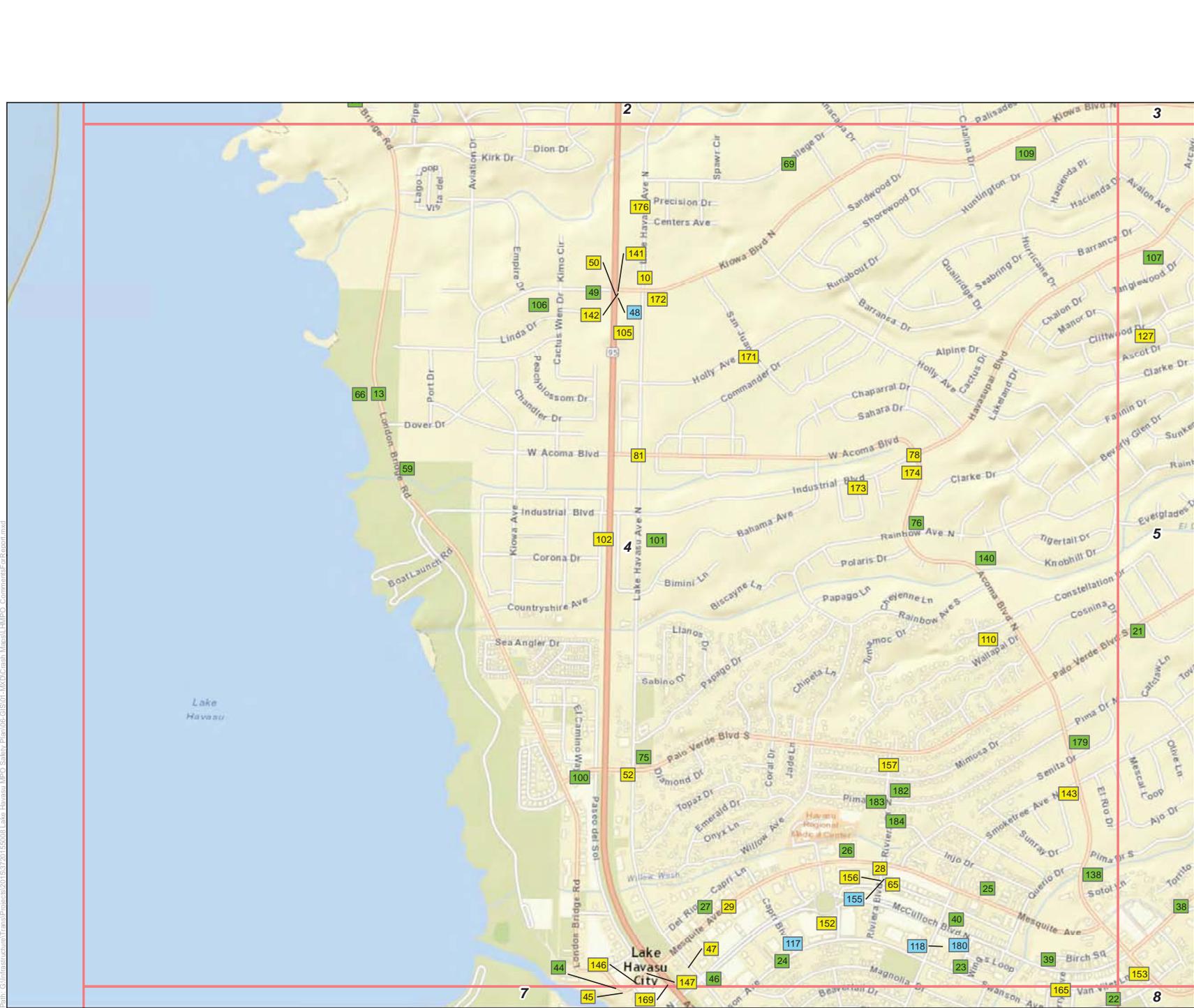
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Safety Plan Outreach Report**

Job No. 37-2015-5008	N	FIGURE 1
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Date 11/10/2015		
Scale: 1" = 0.25 miles		

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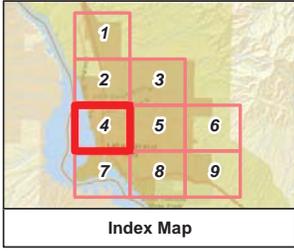


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Legend

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Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

LHMPO Safety Plan Outreach Report

Job No. 37-2015-5008	N	FIGURE 1
PM MB		
Date: 11/10/2015 Scale: 1" = 0.25 miles		

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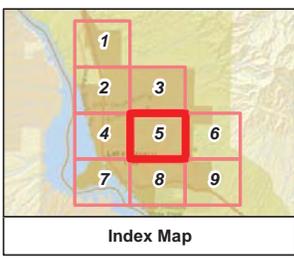


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Legend

- Unsafe for Bicycles
- Unsafe for Cars
- Unsafe for Pedestrians



Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

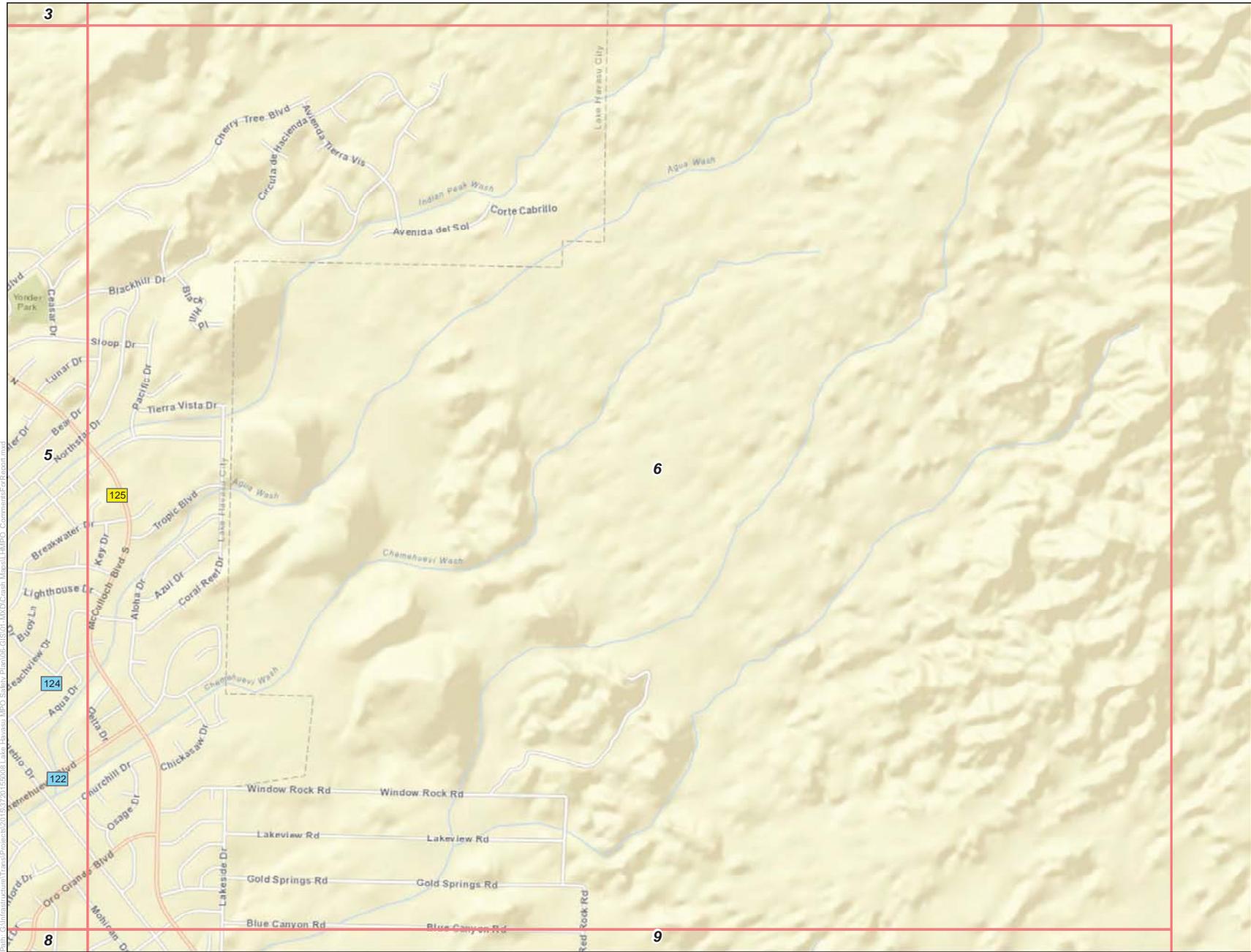
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Safety Plan Outreach Report**

Job No. 37-2015-5008	N	FIGURE 1
PAE MG		
Date: 11/10/2015 Scale: 1" = 0.25 miles		

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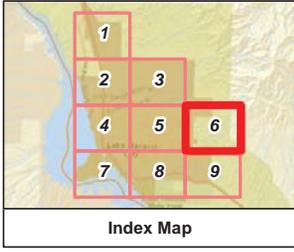


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Legend

- 24 Unsafe for Bicycles
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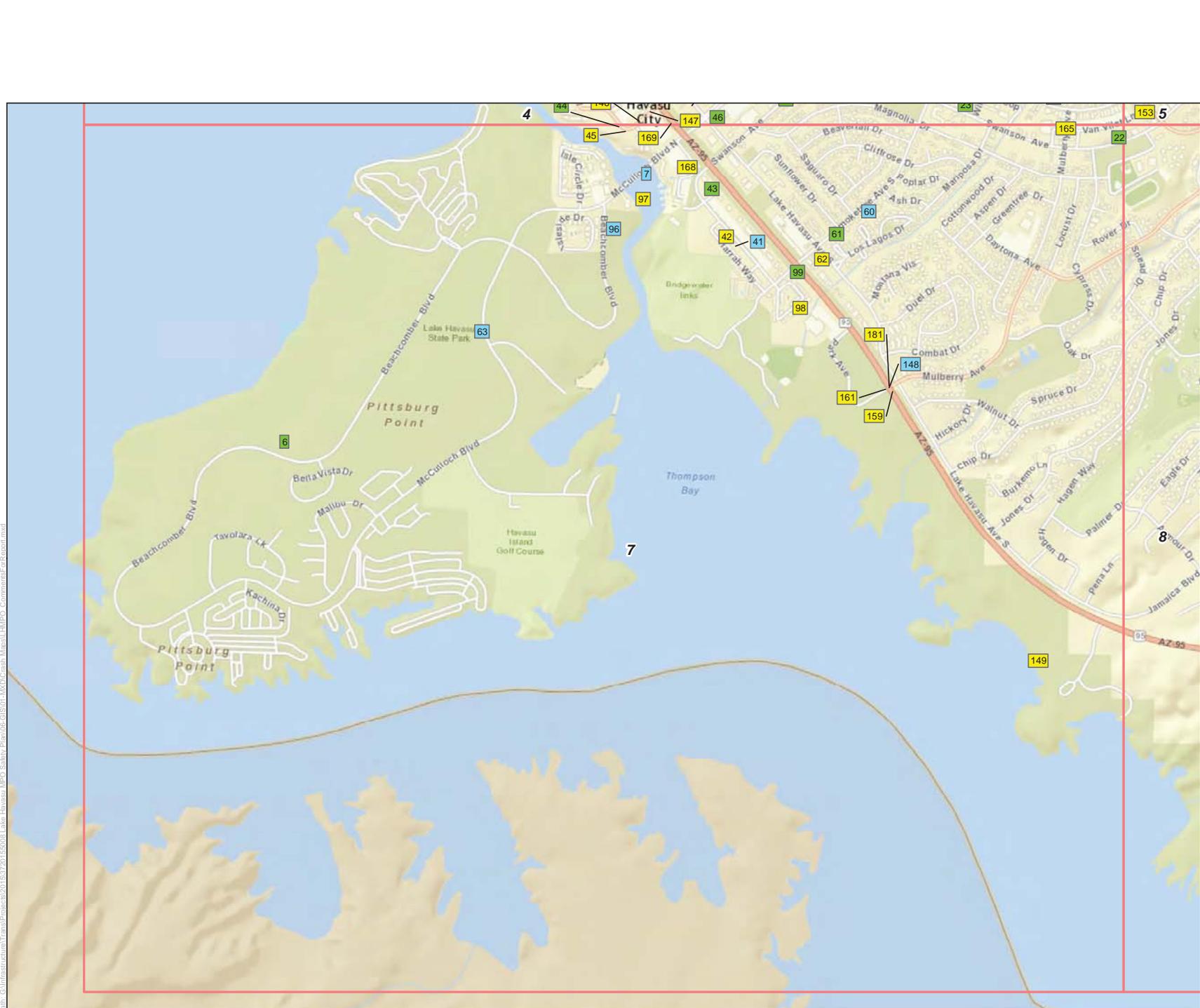
Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

**LHMPO
Safety Plan Outreach Report**

Job No. 37-2015-5008	N ↑ FIGURE 1
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0 0.25 0.5 Miles	

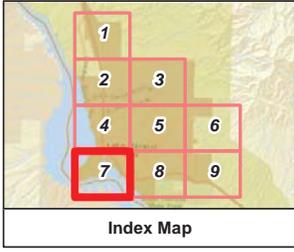
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Legend

- Unsafe for Bicycles
- Unsafe for Cars
- Unsafe for Pedestrians



Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

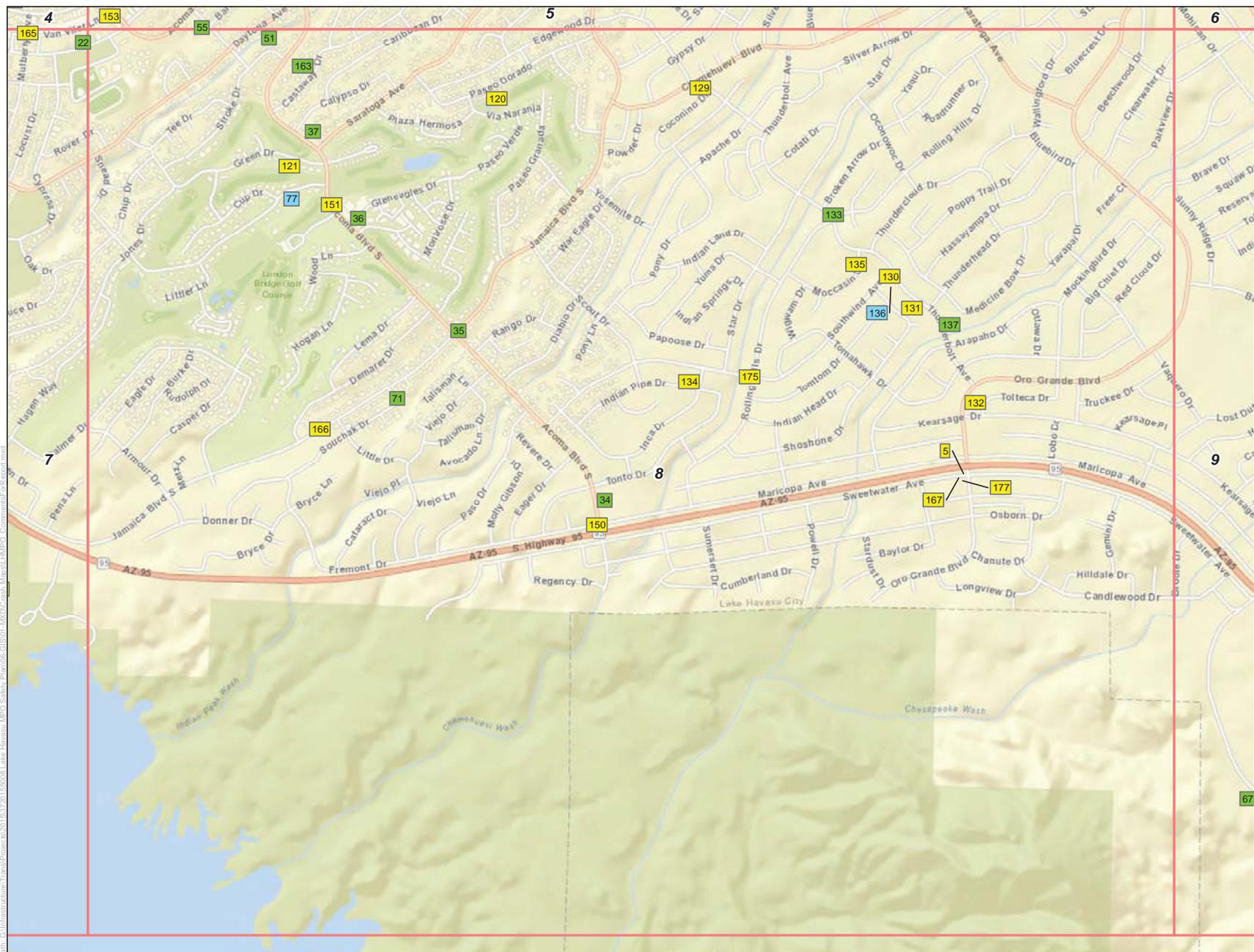
LHMPO Safety Plan Outreach Report

Job No. 37-2015-5008	 N	FIGURE 1
P/M M/B		
Date: 11/10/2015 Scale: 1" = 0.25 miles		

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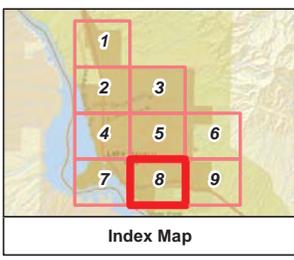


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Legend

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Lake Havasu Safety Transportation Plan
Lake Havasu, Arizona

LHMPO Safety Plan Outreach Report

Job No. 37-2015-5008	 N	FIGURE 1
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Comment ID	Type	Comment
1	Unsafe for Pedestrians	My dog and I were hit by a van, and we were as far to the side of the road as possible with out getting off, Need Sidewalks!
2	Unsafe for Cars	Parking for Calvary Baptist Church impends line of sight when trying to turn left from Highlander onto S. McCulloch.
3	Unsafe for Cars	During election season, political signs interfere with line of sight for traffic turning right onto McCulloch from Maricopa.
4	Unsafe for Cars	Traffic from Maricopa turning N. onto S. McCulloch has a tendency not to stop prior to turning.
5	Unsafe for Cars	Traffic turning right onto N 95 from Oro Grande has the tendency not to stop for the red light before turning. Many times I either have to slam on my brakes or make an abrupt turn into the left lane.
6	Unsafe for Bicycles	There is no shoulder to ride a bike on
7	Unsafe for Pedestrians	cars don't see people walking across the bridge...especially at night
8	Unsafe for Cars	Red light runners, (especially on hwy 95), speeding and no law enforcement targeting unsafe driving. Have missed going on a green due to red light runners.
9	Unsafe for Cars	loose dirt and large rocks accumulate at the bottom of the street after each rain storm. Need regular street sweepers to come through and clean the road.
10	Unsafe for Cars	There are some rough spots in the road as one drives south just passing MSBank. Very annoying to brake and bump at the same time.
11	Unsafe for Bicycles	This is my son's (age 7) bicycle trajectory to go to Nautilus school. I accompany him and frequently cars turn too fast from Palo Verde North right into the path where he is approaching the interse
12	Unsafe for Bicycles	No bike lane
13	Unsafe for Bicycles	There are no bike lanes on most of London Bridge Road, this is a frequently used bike route to the mall.
14	Unsafe for Cars	Not big enough speed signs
15	Unsafe for Cars	Too many people either driving too slow or too fast. Constant weaving in and out of traffic. 4 way stops end up being a mexican stand off because no one wants to go their turn.
16	Unsafe for Pedestrians	Kiowa is another major street that is lacking continuous sidewalks, even though it leads directly to the high school.
17	Unsafe for Pedestrians	Much of Jamaica is missing continuous sidewalks despite being a main road with an elementary school.

18	Unsafe for Pedestrians	Much of McCulloch is missing continuous sidewalks despite being a main road. Daytona from Acoma- McCulloch should be a model for all major streets with continuous sidewalks & bike lanes!
19	Unsafe for Cars	When making a left turn onto El Dorado from Dolphin, it is impossible to see if cars are coming from your right, as there is a large dip from the wash.
20	Unsafe for Bicycles	no bike facilities
21	Unsafe for Bicycles	no bike facilities
22	Unsafe for Bicycles	no bike facilities
23	Unsafe for Bicycles	no bike facilities
24	Unsafe for Bicycles	no bike facilities
25	Unsafe for Bicycles	no bike facilities
26	Unsafe for Bicycles	no bike facilities
27	Unsafe for Bicycles	no bike facilities
28	Unsafe for Cars	congestion & unusual lane markings
29	Unsafe for Cars	congestion & unusual lane marking
30	Unsafe for Pedestrians	no ped facilities
31	Unsafe for Bicycles	no bi facilities
32	Unsafe for Bicycles	no bike facilities
33	Unsafe for Bicycles	no bike facilities
34	Unsafe for Bicycles	no bike facilities
35	Unsafe for Bicycles	no bike facilities
36	Unsafe for Bicycles	no bike facilities
37	Unsafe for Bicycles	no biefacilities
38	Unsafe for Bicycles	no bike lnes
39	Unsafe for Bicycles	no bike lanes
40	Unsafe for Bicycles	no bike lanes
41	Unsafe for Pedestrians	no ped facilities
42	Unsafe for Cars	to many drveways, hig speeds, lots of pedestrians and poor facilities
43	Unsafe for Bicycles	no bikefacilities
44	Unsafe for Bicycles	no bike facilities
45	Unsafe for Cars	driveways access to thick and poor geometry
46	Unsafe for Bicycles	no bike facilities
47	Unsafe for Cars	very conjested, poor geometry, poor facilities
48	Unsafe for Pedestrians	no sidewalks or in bad location
49	Unsafe for Bicycles	poor over all bike facilities
50	Unsafe for Cars	poor geometry and pavement surface conditions
51	Unsafe for Bicycles	Havasu is NOT bike friendly. ALL STREETS are unsafe. No safe bike lanes.
52	Unsafe for Cars	Drivers don't see the signs on the road for turn only lanes and they go straight causing the person in the correct lane to be pushed over
53	Unsafe for Bicycles	Cars do not pay attention to ours using the road
54	Unsafe for Bicycles	Please add bike lanes.
55	Unsafe for Bicycles	GCI736C18 Need bike lanes!

		Need bike lanes! Lake Havasu draws athletic, outdoor loving people with their ads and slogan. However, it is an unsafe town for cyclist, runners, and walkers with few or no bike lanes or sidewalks.
56	Unsafe for Bicycles	
57	Unsafe for Bicycles	PLEASE add bike lanes to the highway for riders!
		No bike lanes for cyclist. Cyclist cannot use the existing "bike path" because it changes sides of the street every block. GCI736C18
58	Unsafe for Bicycles	
59	Unsafe for Bicycles	London Bridge Road has areas without bike lanes, existing lanes are unridable due to the rocks and debris. This road is a popular cycling road.
		Old people are completely oblivious. They'll run you right off the road and even when you pull up next to them honking the horn they still don't notice.
60	Unsafe for Pedestrians	
61	Unsafe for Bicycles	Speed limit too high, no cross walks, no turning lanes or buffers. Highly pedestrian area.
		Speed limit too high for pedestrian area and no turn lanes or buffers.
62	Unsafe for Cars	
		It would be safer if the multi use path had a center line so walkers and bicyclists could go in either direction with traffic always traveling on the right. Now forces people to the road to travel.
63	Unsafe for Pedestrians	
		Opossum has become a major cut across with vehicles traveling at more than the posted limits. I also see large overweight vehicles (loaded dump trucks, commercial vehicles) using this narrow street.
64	Unsafe for Cars	
65	Unsafe for Cars	Mesquite need better controlled intersections.
		Create bike lanes, make it. A scenic drive with reduced speed.
66	Unsafe for Bicycles	
67	Unsafe for Bicycles	Speed of vehicles, no shoulder.
		Many cyclists use London Bridge Road as a riding route due to low traffic, but there are no bike lanes or shoulder from Chenoweth Drive to Highway 95.
68	Unsafe for Bicycles	
		No bike or walking lanes. People speed excessively on College. Especially dangerous around shift change at Sterilite.
69	Unsafe for Bicycles	
		No safe bike lanes for travel past South McCulloch to Parker.
70	Unsafe for Bicycles	
		Great and wide bike lane, but it is so full of debris that it makes riding perilous and leads to many flat tires. Many times have to leave the bike lane into traffic lane because of the debris.
71	Unsafe for Bicycles	
		Although there is a shoulder, the road condition is extremely rough and potholed. Lots of debris in the shoulder making bicycle riding difficult and many flat tires.
72	Unsafe for Bicycles	

73	Unsafe for Bicycles	Too many bicycle fatalities/accidents. Shoulder too small on large portions of the highway to make it safe for cyclists.
74	Unsafe for Bicycles	There is a shoulder on London Bridge Road. The main concern is that cars exceed the speed limit on this road.
75	Unsafe for Bicycles	There isn't a bike lane on this major road through the city. The bike path crosses the highway too many times to use the path in the downtown area. Path should be on one side of the highway.
76	Unsafe for Bicycles	When they turned Acoma into two lanes both directions, they removed a bike lane. Many cars honk and crowd bicycles when riding on Acoma Blvd.
77	Unsafe for Pedestrians	I cross Acoma at Green several times a week in the a.m. The cars never stop for walkers, golf carts, bikes, etc. in the crosswalk area. Very dangerous and limited sight around curves.
78	Unsafe for Cars	To much traffic it should have a signal not stop signs
79	Unsafe for Bicycles	should use the existing washes to create bike & pedestrian paths connecting to schools, parks, shopping centers and major thoroughfares
80	Unsafe for Pedestrians	heavy foot and bicycle traffic going to and from the High School and should be considered a school zone. Many kids use the was to walk to and from school and a crosswalk might be a good idea.
81	Unsafe for Cars	should have a signal instead of stop signs
82	Unsafe for Cars	heavy traffic and speeding all the time
83	Unsafe for Pedestrians	kids walking and riding bicycles in the street after school because there are no sidewalks
84	Unsafe for Cars	heavy traffic at times and should be a signal not a stop sign.
85	Unsafe for Pedestrians	not safe for kids leaving school with parents parking around corners and turning around after picking up kids from school...have seen several kids almost hit and near miss car accidents
86	Unsafe for Cars	congested at certain times and hard to turn onto McCulloch...have seen multiple accidents here
87	Unsafe for Bicycles	speeding and running stop sign
88	Unsafe for Pedestrians	speeding and running stop sign
89	Unsafe for Cars	speeding and running stop sign on a daily basis
90	Unsafe for Bicycles	Not safe for bikes/ pedestrian traffic, near high school. High traffic area of Rainbow Ave N between Palo Verde S and Briarcrest
91	Unsafe for Pedestrians	Cars travel too fast. 3 accidents in my front yard and many more at the corner of Briarcrest and Rainbow Ave N. Near high school, lots of pedestrian, bike and disabled person traffic. Son hit by car w

92	Unsafe for Bicycles	Need designated lane for safe travel for Alt. Trans. This is a repeated comment on all the "connector" streets through town.
93	Unsafe for Bicycles	The entire McCulloch roadway needs a designated lane for Alt. Transportation. Dangerous, weaving out into traffic, cyclists due to parked vehicles.
94	Unsafe for Bicycles	Kiowa is a major connector for cycle traffic around the N. section of town. Needs a designated lane for Alt. Transportation. The roadway appears wide since it is primarily a single lane.
95	Unsafe for Bicycles	Need designated Alt. Travel Lanes - heavy traffic
96	Unsafe for Pedestrians	Inadequate pedestrian crossing. Either the yellow flashing lights don't show up far enough in advance, or pedestrians don't know to use the flasher warnings. Have seen many close calls.
97	Unsafe for Cars	Narrow bridge - wide boat and other trailers and large trucks
98	Unsafe for Cars	Lights need synchronized at Hwy and Lake Hav. Blvd
99	Unsafe for Bicycles	Would like to ride to Rotary but there is no designated Alt. Trans. lane. roadway is narrow and busy.
100	Unsafe for Bicycles	Mostly I see people walking bikes through here as it is so busy with traffic it is about impossible to try riding.
101	Unsafe for Bicycles	You won't get me riding a bike on Industrial going down to Lake! Need designated alt. transp. lanes and synchronized lights on the Hwy and with Lake Havasu Blvd.
102	Unsafe for Cars	Vehicles on Hwy trying to rush through town, made worse by the fact that the lights are not synchronized so all are "rushing" to beat the light.
103	Unsafe for Bicycles	need designated alt. transp. lanes - parked cars take up these "multi use" lanes.
104	Unsafe for Cars	Drivers in a hurry, trying to get somewhere fast and running lights, failing to stop and yield.
105	Unsafe for Cars	many accidents here. Vehicles going too fast to stop and try running the red lights. Dangerous to try crossing by foot or cycle.
106	Unsafe for Bicycles	Industrial type area, heavy boat/trailer traffic, need designated lanes for multi use alternate transportation. This is access to get to State Park/London Bridge Rd, heavy traffic, downhill turns
107	Unsafe for Bicycles	busy connector street, plus a school zone. no usable "multi use lane" due to parked vehicles. Sidewalks are inconsistent. Should be lanes for kids/all to walk, cycle, skateboard out of traffic
108	Unsafe for Pedestrians	some sections have no sidewalks, some sidewalks blocked by mailboxes planted in them!
109	Unsafe for Bicycles	Vehicles parked along roadway in the "multi use lanes" make it unusable for alt. trans.

110	Unsafe for Cars	cross street traffic does not always stop at stop signs. Much worse and dangerous when there were no stripes at intersections.
111	Unsafe for Pedestrians	Absolutely unsafe for pedestrian. NO pathway or area off the road except in isolated inconsistent sections.
112	Unsafe for Bicycles	No room or lane for cyclists
113	Unsafe for Pedestrians	same comment as added previously: no safe pathway off-hwy for pedestrians from N. Palo Verde on further N.
114	Unsafe for Bicycles	Hwy travel is absolutely not safe. I cannot believe the cyclists out there. There is also no safe off-Hwy lane or pathway for pedestrians from where the multi-use pathway ends at N. palo Verde North
115	Unsafe for Bicycles	No safe alternate travel lane, fast traffic, main line of traffic for area.
116	Unsafe for Pedestrians	On McCulloch between Jamaica and Maricopa there are people walking and bicyclist everyday. I shouldn't have to walk on an incline in the gravel with my dog to avoid cars and trucks.
117	Unsafe for Pedestrians	Poor lighting and pedestrians step out from behind parked cars when drunk.
118	Unsafe for Pedestrians	crosswalk unsafe, need pedestrian cross-walk signal light.
119	Unsafe for Pedestrians	Unsafe to walk a dog
120	Unsafe for Cars	Edgewood is used as a shortcut and the traffic speeds down the street over 50 MPH. I was even run into driving into my driveway. My little dog got out and before I could get it back it was killed.
121	Unsafe for Cars	need stop sign Saratoga and Acoma. Very dangerous to turn left onto Acoma. You cant see the traffic coming going south and traffic going North travels to fast.
122	Unsafe for Pedestrians	Chemehuevi is a 35 mph zone even though it is residential. It feels unsafe to walk your dog on this street since there is no sidewalks and you have traffic coming at you.
123	Unsafe for Pedestrians	the road curves and posted speed is 25 but drivers go 50. It has a playground and dog park with no crossing!!! Children and elderly use it often but must be VERY careful. It needs a cross walk.
124	Unsafe for Pedestrians	The speed limit on Tahitian is 35 and no markings for pedestrian or bikes I do not feel safe walking my dog on this street due to the speed limit.
125	Unsafe for Cars	On McCulloch when it rains you can not see any striping.
126	Unsafe for Cars	McCulloch goes from 4 lanes with two turn lanes (One left and One Right) into one lane with a quick merge. This causes vehicle to race to beat other cars. This is going to cause an accident.
127	Unsafe for Cars	Lack of curb results in the whole road covered in gravel, dirt, rocks, and other debris when it rains.

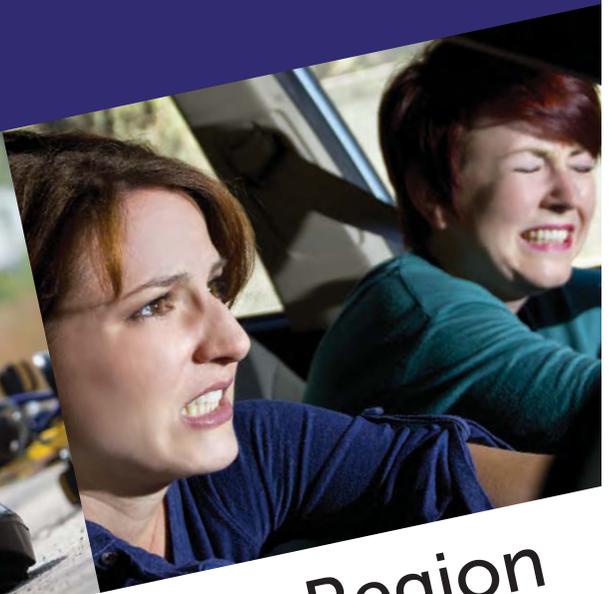
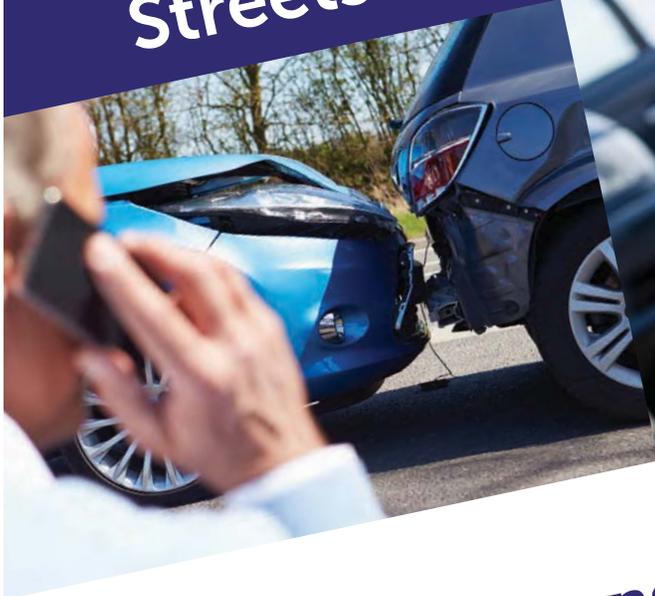
128	Unsafe for Bicycles	Traffic in this area drives fast, my mailbox has been taken out 4 times in 12 yeats by vehicles...it is unsafe due to no shoulder on the road as well as gong from 1 lane into 2 lanes on a curve
129	Unsafe for Cars	Terrible intersection before and after Thunderbolt Jr. High School is in session.
130	Unsafe for Cars	Four-way stop needed at this corner to moderate vehicle turnings, speed of vehicles in residential area, and allow safe pedestrian crossings. Thunderbolt Ave. has a blind curve just N of this area.
131	Unsafe for Cars	To much vehicle traffic coming off of Hwy 95 turning North onto Thunderbolt Avenue. Speed limit on Thunderbolt Avenue is 25 mph (fully developed residential area) "People still think it's Highway".
132	Unsafe for Cars	To much vehicle traffic coming off of Hwy 95 turning North onto Thunderbolt Avenue. Speed limit on Thunderbolt Avenue is 25 mph (fully developed residential area) "People still think it's Highway".
133	Unsafe for Bicycles	Dangerous area for bike riding due to speeding vehicles, street curves, and four-way intersection. Some blind areas also.
134	Unsafe for Cars	Speeding traffic on fully developed residential area. Danger of tailgating when school kids are being driven to local Jr. High school at certain periods of times during the day and night.
135	Unsafe for Cars	Speeding traffic on fully developed residential area. Large curve with blind areas with vehicle acceleration up the incline area of Thunderbolt Ave.
136	Unsafe for Pedestrians	Speeding traffic on fully developed residential area. Danger when school age kids, adults, and elderly try crossing the street during certain periods of times during the day and night.
137	Unsafe for Bicycles	Speeding traffic on fully developed residential area.
138	Unsafe for Bicycles	I ride my bicycle on Acoma from McCulloch to Smoketree often. It is only somewhat safe during the early morning hours, before 7am. The roadway is too narrow, as is the sidewalk.
139	Unsafe for Pedestrians	Many children walk home from school along this route. No curb or sidewalk. They have to walk right on the rode. It is very dangerous.
140	Unsafe for Bicycles	Bike Lanes along major road in town would make cycling more safe.
141	Unsafe for Cars	Need right turn only lanes from N. Kiowa onto the Hwy.
142	Unsafe for Cars	too many accidents at this corner

143	Unsafe for Cars	people usually do not totally stop at this stop sign and they stop many feet BEFORE the stop sign thinking they can go when they are not even UP to the stop sign....the roll right through it.
144	Unsafe for Cars	4 way stop needed. Very hard to pull onto McCulloch from Bermuda. Such a busy intersection.
145	Unsafe for Cars	Especially in mornings, traffic is terrible. Stoplights needed.
146	Unsafe for Cars	Blind spot due to corner (where London bridge rd turns W) for vehicles exiting the In N out center, and vehicles E bound on LBR
147	Unsafe for Cars	Proximity to 95 creates back up and potential collisions.
148	Unsafe for Pedestrians	Not having cross walks on all sides, may be difficult for ADA, and creates potential hazard for those choosing not to take the "long way".
149	Unsafe for Cars	On Lake Havasu Ave and as it turns into Jamaica many drivers speed and drive aggressively. I have been passed numerous times in the no passing zones while I am doing the speed limit.
150	Unsafe for Cars	Proximity to 95 creates back ups and potential collisions.
151	Unsafe for Cars	Golf Cart crossing. Dangerous for Golf Cars. Dangerous for vehicles due to those slowing for golf cars. The fact that it is around a bend adds to the hazard.
152	Unsafe for Cars	2x I've had cars coming at me on the wrong side of the road. Need a BIGGER NO LEFT TURN sign or flashing lights coming out of Kmart lot.
153	Unsafe for Cars	Cars parked in the alley/Van Villet next to Penningtons Pub along with traffic coming out of the drive thru liquor store makes this dangerous.Way to narrow! Needs to be made a no parking zone!
154	Unsafe for Cars	There is a stop sign at the corner of Corvair and Jamaica that is blocked by a tree branch. If you dont know its there you can not see the stop sign. Its an accident waiting to happen!
155	Unsafe for Pedestrians	I see pedestrians trying to cross daily. Cars dont care and will go as if there not there or go and block the intersection and wait for them at the cross walk. Need daily patrols here!
156	Unsafe for Cars	People run it or roll it! Also have cars coming out of business lots crossing over traffic right at the intersection. Dangerous! Parked cars on Riviera obstruct views! Need more patrols here
157	Unsafe for Cars	I have seen many people run through this going up and down palo verde!
158	Unsafe for Cars	So many cars trvel along N Palo Verde do not stop for 4-way stop sign.

159	Unsafe for Cars	The traffic lights as they are aligned are very confusing. If the lights would change at the same time, this might relief some of the misconceptions that motorist have.
160	Unsafe for Cars	There is quite a bit of traffic: semi's, visitors, etc. that run through the red lights causing issues for other vehicles continuing through a green light.
161	Unsafe for Cars	The eastbound left turn lane doesn't trigger the signal to allow for vehicles turning on to H95. I have seen multiple vehicles run the red light because they wait through countless cycles. very unsafe
162	Unsafe for Pedestrians	Lots of walkers utilize Mohican day & night. Very difficult to see due to the rolling hills. The roadway is narrow, the walkers are in travel lanes. Vehicles swerve in to upcoming traffic to avoid peds.
163	Unsafe for Bicycles	Most of Acoma is unsafe for bicycles; no shoulder, plus most cars are speeding.
164	Unsafe for Pedestrians	Unsafe for pedestrians, especially children whom walk to/from school on the curbs and roadways of Saratoga... Saratoga needs widen to include a bike/pedestrian lane
165	Unsafe for Cars	It is difficult to make a left hand turn from Mulberry onto McCulloch. Vision is impaired by parked cars when looking to the left.
166	Unsafe for Cars	Mulberry signal/LH Ave to Saratoga. (all of Jamaica) Uneven road way, pitches vehicles. Often see vehicles drive in center divider or bike lane to the left of the roadway to avoid the poor conditions
167	Unsafe for Cars	When driving on Maricopa, it is difficult to cross Oro Grande. There is a lot of traffic coming down Oro Grande and pulling off of Hwy 95. You take your chances!
168	Unsafe for Cars	People pull out of Walgreens & go left, across traffic, without looking - I've almost been hit here several times.
169	Unsafe for Cars	People don't always follow traffic signs when going thru or turning at intersection.
170	Unsafe for Pedestrians	It's 25mph here-people go 40mph all the time. We walk & even tho there's a shoulder, we don't feel safe because people speed. A PD officer sits there during the day-but speeders are am/pm, not noon.
171	Unsafe for Cars	This is an industrial area with a 2 way stop sign. Due to the parking of trailers and other large equipment it is frequently a blind intersection.
172	Unsafe for Cars	Not enough off road parking for businesses in the area and forms a choke point with blind spots
173	Unsafe for Cars	One of the most disrepaired rods in the city
174	Unsafe for Cars	heavily traveled intersection with schools and industry but just stop signs
175	Unsafe for Cars	Southwind and Rolling Hills Dr. needs a 4 way stop, this is a dangerous intersection.

176	Unsafe for Cars	The hill combined with the traffic that is fairly constant on Lake Havasu Ave has always created a blind spot there, compounded by the restaurant/brewery, I believe a LHC avestop sign would be helpful
177	Unsafe for Cars	the intersection is busy at Maricopa and Oro Grande, compounded by traffic turning from 95
178	Unsafe for Bicycles	People always speed down Cisco on school mornings.
179	Unsafe for Bicycles	Acoma has a lot of bike traffic usually headed to the highway south. Bike lanes are just not wide enough in some areas making it very tight for bikes and cars.
180	Unsafe for Pedestrians	Need to slow traffic down, safer and better pedestrian crossings
181	Unsafe for Cars	People often don't follow the posted traffic signs.
182	Unsafe for Bicycles	There is a high wall around the corner house that blocks the view of traffic on NORTHbound Riviera for WESTbound riders/drivers on Pima. (correcting previous comments)
183	Unsafe for Bicycles	here is a high wall around the corner house that blocks the view of traffic on Southbound Riviera for WESTbound riders/drivers on Pima. - See more at: https://gci.mysocialpinpoint.com/lakehasu#/mark
184	Unsafe for Bicycles	There is a high wall around the corner house that blocks the view of traffic on Southbound Riviera for Eastbound riders/drivers on Pima.

Are Your Streets **SAFE?**



Lake Havasu Region **Strategic Transportation Safety Plan Public Meeting**



WELCOME!

3:30 - 5:30 pm

Participate in the Open House Stations

- Crash Locations
 - Learn where crashes happen in the Lake Havasu Region
 - Add locations where you have witnessed a crash
- Impaired Driving
 - See what it is like to drive under the influence of alcohol or marijuana
- Zero Fatalities Video
 - Watch a video on traffic fatalities produced by Nevada Department of Transportation
- Graffiti Wall
 - Tell us what you are willing to do or what you think should be done to reduce the number of crashes
- Safety Survey
 - If you haven't taken the online survey, please complete a survey
- Kid's Table
 - Coloring books and crayons for the kids

Participate In A Presentation at 4:00 or 5:00 pm

- Learn more about the cause of crashes in the Lake Havasu region
- Help prioritize potential strategies to reduce the number of crashes

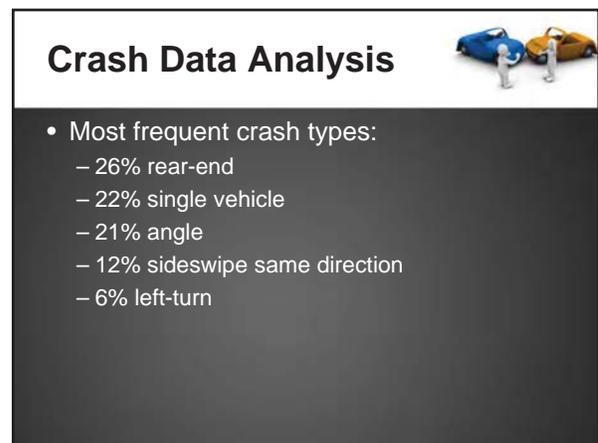
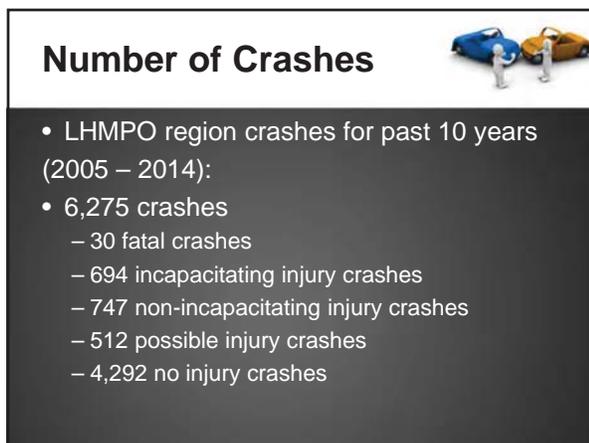
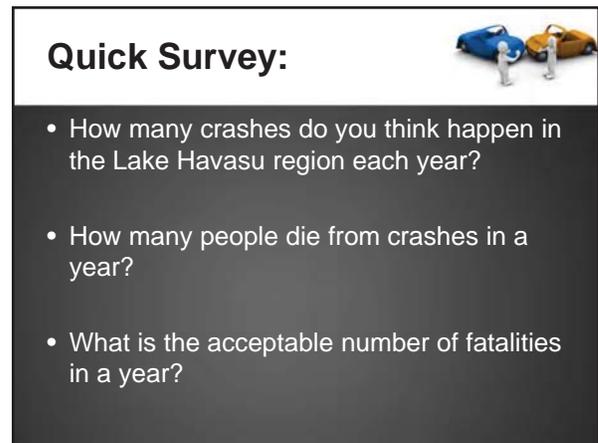
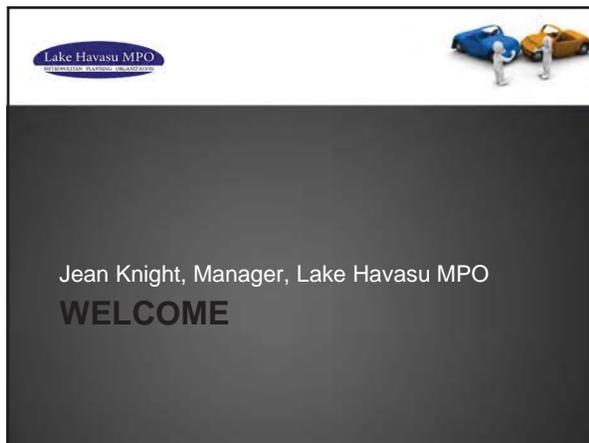
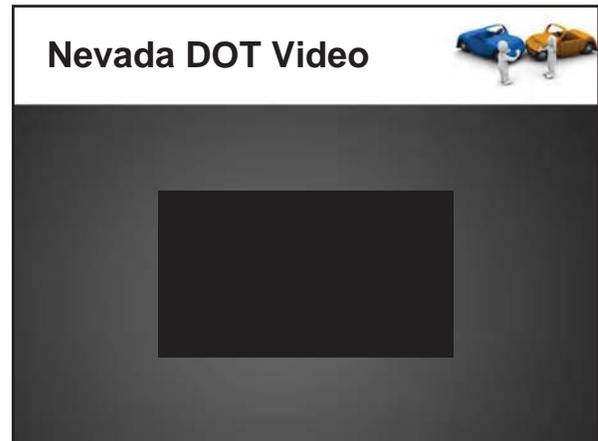
Complete a meeting evaluation before you leave

- Evaluation on back of this page
- Leave in box on survey table

Thank You for Your Participation.

For more information on the Study, Please Contact:

Jean Knight
Manager
Lake Havasu Metropolitan
Planning Organization
900 London Bridge Road – Bldg. E
Lake Havasu City, AZ 86404
(928) 453-2824
KnightJ@lhcaz.gov



Crash Data Analysis



- Most frequent fatal crash types:
 - 40% pedestrian and bicyclist
 - 23% single vehicle
 - 13% head-on
 - 7% angle
 - 7% sideswipe opposite direction

Fatal Crash Comparison to State



- Speeding
 - 33% LHMPO Region, 38% State
- Impaired Driving
 - 63% LHMPO Region, 34% State
- Distracted Driving
 - 17% LHMPO Region, 15% State
- Didn't Use Seat Belt
 - 45% LHMPO Region, 49% State

Fatal Crash Comparison to State



- Driver Age > 64 years old
 - 30% LHMPO Region, 15% State
- Driver Age < 25 years old
 - 23% LHMPO Region, 30% State
- Pedestrian Fatalities
 - 30% LHMPO Region, 15% State
- Bicyclist Fatalities
 - 6% LHMPO Region, 2% State



How can we reduce the number of crashes?
POTENTIAL STRATEGIES

Education



- Initiate distracted driving campaign in high schools
- Initiate a safe driving campaign targeted for elderly and snow birds

Enforcement



- Conduct targeted speed enforcement, e.g. in school zones
- Conduct targeted alcohol and drug impairment checkpoints

Engineering



- Protected bicycle lanes
- Enhanced pedestrian crossings
- Sidewalks
- Safe Routes to School assessments
- Adjust traffic signal timing and coordination
- Consolidate and/or remove driveways near intersections

Emergency Response



- Install traffic signal pre-emption for emergency vehicles

- OTHER STRATEGIES?

Lake Havasu MPO
Metropolitan Planning Organization



Which strategies do you think will make a difference in Lake Havasu Region?

PREFERRED STRATEGIES

Strategies



- Select the 3 strategies you think will make the most difference
 - Put one of your gold coins in each of those 3 boxes

Thank You!



Lake Havasu MPO STSP Public Meeting Evaluation



Date: October 8, 2015
 Time: 3:30 P.M.–5:30 P.M.
 Location: 2360 McCulloch Blvd, North, Lake Havasu City

A total of 17 participants returned a meeting evaluation form. The following table summarizes those responses.

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The meeting was a valuable use of my time.	3	12	2	0	0
The open house stations were fun and informative.	4	12	0	0	1
I have a better understanding of the impact of crashes on the community.	6	8	2	0	1
I was able to fully participate and share my ideas.	10	6	0	0	1
I feel my input will make a difference in the development of the STSP.	5	7	1	1	3
The facilitator did a good job in keeping the group on track and on time.	7	10	0	0	0
The food and meeting facility were excellent.	9	4	0	0	4
The overall event was excellent.	10	5	2	0	0

What was the best thing about today?

- Presenters did a great job
- Awareness for pedestrian and cyclist is a priority and a necessity
- Brought up a lot of ideas that had not previously occurred to me
- That there is interest in improving safety on our streets for bicycles, pedestrians and cars
- That there was an interest in improving community for alternate transportation
- Very productive use of statistics
- Good info
- Stats
- Allowing our input to help solve a problem

Other Comments:

- A little paint will go a long way in reminding drivers that there are people sharing the roads using other forms of transportation
- The crash map was excellent
- Unsure if expected outcome/results of this meeting from organizers
- Honestly surprised by low public attendance
- Would like to know what strategies will be implemented and when (timeframe)
- This city is not bike friendly
- No turn on right signals
- Slow zone on Acoma near golf course and senior center
- I'm 16 and the event was interesting for all age groups
- Vicki Warner via email to Jean Knight:
 - I gave up trying to pinpoint safety issues as it was way too cumbersome the way the program is set up = each individual icon takes you through numerous time-consuming steps.
 - At the meeting, I again gave up trying to add "pinpoints" to the maps as the maps were a congregating place for discussion and not even accessible without physically trying to "move someone over". There were only a few citizens from the "community" so if the meeting had been more crowded it would have been impossible to even view the maps adequately. So, we just "discussed."
 - Those few of us that talked about the meeting afterward all had same thought: we came for info, and it seemed there was not much info being put out so basically, we were confused as to the intent of the meeting itself.
 - We all believe this is very important for the community and hope something moves forward with "Multi-Use Non-Motorized" lanes (not just designated "Bike Lanes" unless they are also to be considered "Multi-Use Alternate Transportation Lanes").

October 8, 2015 Public Meeting Attendees

A total of 26 people signed in to the meeting.

- Don Callahan, MPO Board
- Charlie Cassens, LHC City Manager
- Greg Froslic, LHC CSD Director
- Albert Garcia, Resident
- Terrie Haas, LHC Fire Department
- Sarah Hall, Mohave County Supervisor Office
- Buster Johnson, Mohave County Supervisor
- Bobby Keirns, LHUSD Transportation
- Steven Latoski, Mohave County Public Works
- Scott McIntyre, ASU
- Dale Miller, Rick Engineering
- Steve Miller, LHC
- Luke Morris, CSD Lake Havasu City
- Dennis Mueller, LHC Fire Chief
- John Masden, Cyclist Karen Powell, Resident
- Cassidy Powell, Resident
- Jim Rosensweet, Trails Advisory Committee
- Bill Sambel, LHC
- Stuart Schmeling, CSD Lake Havasu City
- Sylvia Spiegel, Resident
- Mitch Tarr, Resident
- Vickie Warner, Resident, Sara Park Trails Assoc. & Lake Havasu Paddlers
- Rich Wells, LHC Engineering
- Susan Wolfe, Resident & Lake Havasu Paddlers
- Aggie Wolter, LHUSD
- Darryl Wrigt, Resident

Name	Company/Organization/Resident	Email
SYLVIA SPIEGEL	RESIDENT	s.spiegel@aol.com
Bobby Keirns	LHUSD Transportation	rkeirns@havasulink12.org.us
Kassidy Powell	Resident	kap1993@gmail.com
Karon Powell	Resident	
DERONIS MUELLER	FIRE CHIEF / LHC F.D.	muellerd@lhcaz.gov
MITCH TARR	FT Resident.	mitch@mitchtarr.com
Susan Wolfe	" Lake Havasue Paddlers	sue@havasue.me
Aggie Woltz	LHUSD	awoltz@havasulink12.org.us
STUART SCHMELING	CSD LAKE HAVASUE CITY	

Name	Company/Organization/Resident	Email
DALE MILLER	RICK ENGINEERING	dmillere@rickengineering.com
Albert Garcia	—	alg8mail@yahoo.com
Vicki Warner	SARA Park Trails Assoc, Resident, LH Paddlers	OK9KOP@comcast.net
RICH WELLS	LHC ENGINEERING	wellsr@lwc.com
Sim Rosenswold	TRAILS SUBCOMMITTEE	RSWTE@CTAZ.COM
John Nussen	Cyclist	jmnuss@comcast.net
Buck Johns	MO CO	
DAN O'CALLAHAN	MPO BOARD	

Name	Company/Organization/Resident	Email
Sarah Hall	Mohave County	Sarah.hall@mohavecountytj.us
STEVEN LATOSKE	Mohave County Public Works	steven.latoske@mohavecounty.us
CHARLIE CASSENS	LHC	CASSENSC@LHCAZ.GOV
Bill Sambel	LHC	damrunwerl@Adl.com
DARRYL WRIGHT	32 JENNIE LN	
LUKE MORRIS	LHC	morrisL@LHCAZ.GOV
Terrie Haas	LHC	haast@LHCAZ.GOV



Lake Havasu MPO
Strategic Transportation Safety Plan
Sign In Sheet
October 8, 2015

Name	Company/Organization/Resident	Email
GREG FROSLIE	LHC	frosleg@lhcaz.gov
STROE MILLER	LHC	LAKEHAVASUAZ@GMAIL.COM
Busler Johnson	Mohave County Supervisor	



Lake Havasu MPO
Strategic Transportation Safety Plan
Sign In Sheet
October 8, 2015

Name	Company/Organization/Resident	Email
Scott McIntyre	ASU	Scott.McIntyre@ASU.edu



Lake Havasu Metropolitan Planning Organization (LHMPO)
900 London Bridge Road – Bldg. E
Lake Havasu City, AZ 86404
Contact: Jean Knight (928) 453-2824 KnightJ@lhcaz.gov

9/21/15 – *For Immediate Release*

Residents asked to identify unsafe roads for driving, walking and biking

Results will help determine projects to include in transportation plan

Lake Havasu, Ariz. – Transportation officials are asking Lake Havasu area residents to attend a public meeting and take an online survey to identify locations where they feel unsafe driving, walking and biking, as well as the risky behaviors they see most often by others.

A public meeting to seek the community’s input will be held Thursday, Oct. 8 from 3:30-5:30 p.m. at the Lake Havasu City Police Facility, 2360 McCulloch Blvd., North.

An online safety survey is available at https://www.surveymonkey.com/r/Havasus_Safety.

The results will be used to determine future safety improvement projects as part of a transportation safety plan for the Lake Havasu region.

The transportation safety plan is being conducted by the Lake Havasu Metropolitan Planning Organization (LHMPO), which is responsible for transportation policy and planning for the region. The goal of the safety plan is to reduce serious crashes and fatalities for all modes of travel within the Lake Havasu region, which stretches from Horizon 6 to Crystal Beach. Since 2005, there have been 6,275 crashes reported in the region. Of those, 30 resulted in fatalities and 694 – about 11 percent – caused serious injury. Approximately 30 percent of fatalities involved pedestrians – twice the state average.

“The community travels every mile of our roadways daily and knows where the problems are,” said Jean Knight, project manager for LHMPO. “We encourage everyone who wants safer roads to attend the meeting or provide their thoughts through our online survey.”

For questions about the study, contact Jean Knight at (928) 453-2824 or KnightJ@lhcaz.gov. For meeting materials in an alternate format or sign language interpretation at the meeting please contact Ashley Dunn at adunn@gciaz.com or (623) 362-1597 x 101 by Oct. 1.

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Reducing fatal accidents on local roads a top priority

By CHRISTINA CALLOWAY TODAY'S NEWS-HERALD | Posted: Thursday, September 17, 2015 11:25 pm

There have been 30 fatal accidents between 2005 and 2014 in and around Lake Havasu City. At least five more have been reported this year alone.

While the number is relatively low for a town this size, a third of those fatal crashes involved pedestrians being killed, which is double the state's rate of accidents that kill pedestrians.

Bringing that number down, and all fatal crashes for that matter, will be an area of concentration in the development of the Lake Havasu Metropolitan Planning Organization (LHMPO) Safety Plan.

The organization met with community stakeholders and the contracted developer of the plan, Amec Foster Wheeler, Thursday to discuss crash data and receive input from those who know the streets of Havasu best.

The LHMPO is the region's policymaking organization created out of federal requirement to assist in growth management and prioritizing transportation initiatives, including safety, after Havasu's area population reached 50,000.

The goal of the plan is to reduce the risk of fatalities and serious injury crashes within the LHMPO region, which stretches from Horizon 6 to Crystal Beach. The results of the study will help determine what safety projects to fund.

There have been 6,275 crashes reported within the 10-year period being studied. Of those crashes, 30 were fatal and 694, or about 11 percent, have resulted in serious injuries for passengers and pedestrians.

About 25 people representing the community, from police and fire personnel to school officials, plotted points on LHMPO region maps where they believed most of the accidents in the city occur, which were mostly on State Route 95 and stretches of Acoma Boulevard and Daytona Avenue. Statistics show that majority of the major accidents happen on the highway or McCulloch Boulevard.



Metropolitan Planning Organization

Participants in Thursday's Lake Havasu Metropolitan Planning Organization Safety Plan Stakeholder Workshop plot points on Havasu's map where they think most of the accidents occur in the area.

“It’s not just engineers and planners who can solve this problem,” Mike Blankenship with Amec.

In addition to pedestrian concerns, Kim Krueger with Arizona State University said there are several students who ride bicycles as a form of transportation and often use McCulloch Boulevard as a path. She believes cyclist safety should be considered as the student population is expected to grow immensely in the next 10 years.

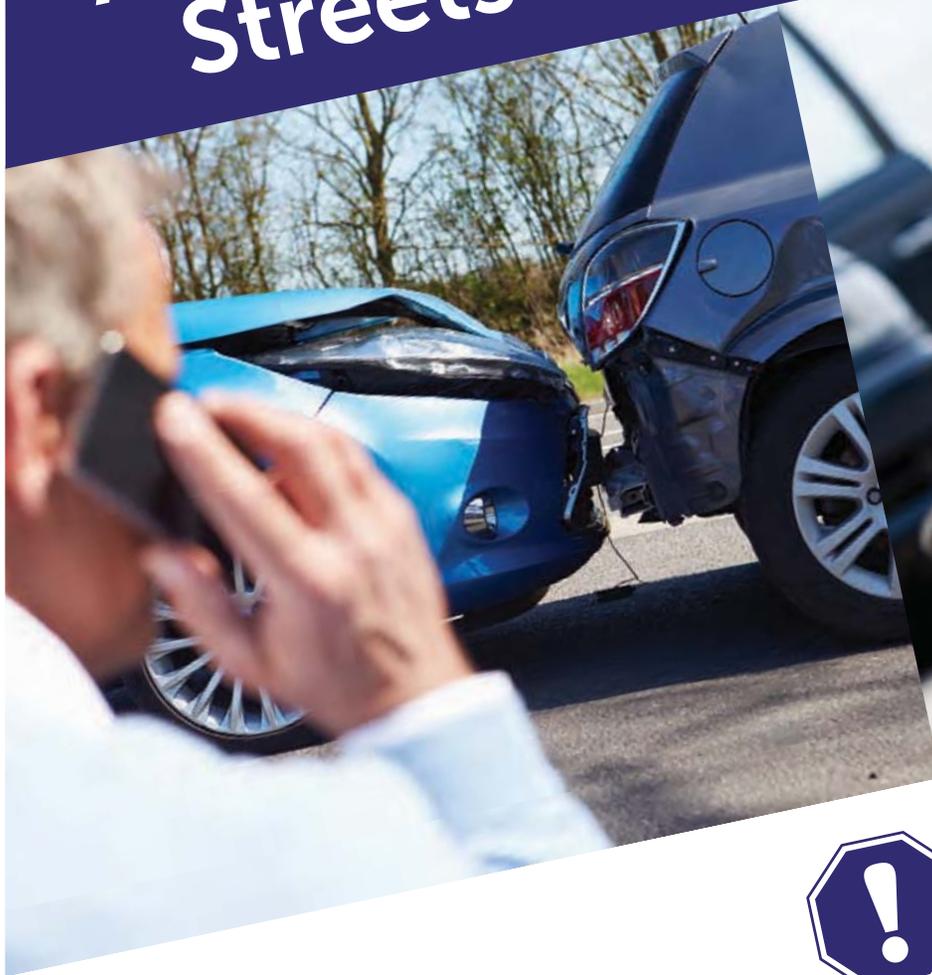
Other officials said the number of crashes related to impaired driving should be targeted.

The majority of participants told Amec representatives the state’s plan to reduce the number of fatalities and serious injury crashes by 3 to 7 percent during the next five years is a good goal to adopt for the local area.

Amec and the LHMPO will take the input from Thursday’s meeting and add it to the information gathered at a public meeting held last month.

One more public meeting will be held at 3:30 p.m. on Oct. 8 at the Lake Havasu City Police Department.

Are Your Streets **SAFE?**



Do you feel safe driving in Lake Havasu?
Is it safe to ride your bicycle?
Do you feel safe walking?



Public Meeting No. 2



TRAFFIC CRASHES IN LAKE HAVASU REGION

30 Fatal Crashes in 10 Years



63% Due to Impaired Driving

33% Involved a Pedestrian

30% Had an Elderly Driver

7% Involved a Bicyclist

DOUBLE the State Average



Our VISION:
Toward ZERO Deaths by Reducing Crashes

Our GOAL:
Reduce number of fatalities and serious injuries by 3-7 percent in the next 5 years

Participate On August 4

- Learn more about traffic safety in the Lake Havasu Region
- Comment on potential safety projects
- Help brainstorm ideas to change driver behaviors

Public Meeting:

Thursday, August 4, 5:00 - 7:00 pm

Presentation begins at 5:30 pm

Lake Havasu City Aquatics Center, Relics & Rods Hall
100 Park Avenue, Lake Havasu City



For More Information Contact

Jean Knight, Manager • Lake Havasu Metropolitan Planning Organization (LHMPO)
900 London Bridge Rd., Bldg. B Lake Havasu City, AZ 86404
(928) 453-2824 • knightj@lhcaz.gov • www.lhmpo.org



Lake Havasu Metropolitan Planning Organization (LHMPO)
900 London Bridge Road – Bldg. B
Lake Havasu City, AZ 86404
Contact: Jean Knight (928) 453-2824 KnightJ@lhcaz.gov

7/11/16 – *For Immediate Release*

Residents asked to help reduce fatal crashes

August 4th meeting to discuss ways to change driver behaviors

Lake Havasu, Arizona - Fatal traffic crashes in the Lake Havasu Region are twice more likely to involve impaired drivers, pedestrians, elderly drivers or bicyclist as compared to the Arizona average. In the past 10 years, the Region has had 6,275 crashes of which 30 resulted in fatalities and 694 caused serious injuries.

To reverse this trend, the Lake Havasu Metropolitan Planning Organization (LHMPO) has adopted a goal of reducing the number of fatalities and serious injuries from traffic crashes by 3 to 7 percent in the next 5 years. "We can't meet this goal without support from the community. We need to increase awareness and work together to change driver behavior through education and enforcement," said Jean Knight, Manager, LHMPO.

A public meeting to seek the community's ideas will be held **Thursday, August 4 from 5-7 p.m.** at the Lake Havasu City Aquatics Center, 100 Park Avenue, LHC, 86403, Relics & Rods Hall. Presentation will begin at 5:30 pm.

Key findings of the transportation safety plan and seven potential safety improvement projects will be presented. After the presentation, residents will be asked to help brainstorm ideas to create awareness and change driver behaviors.

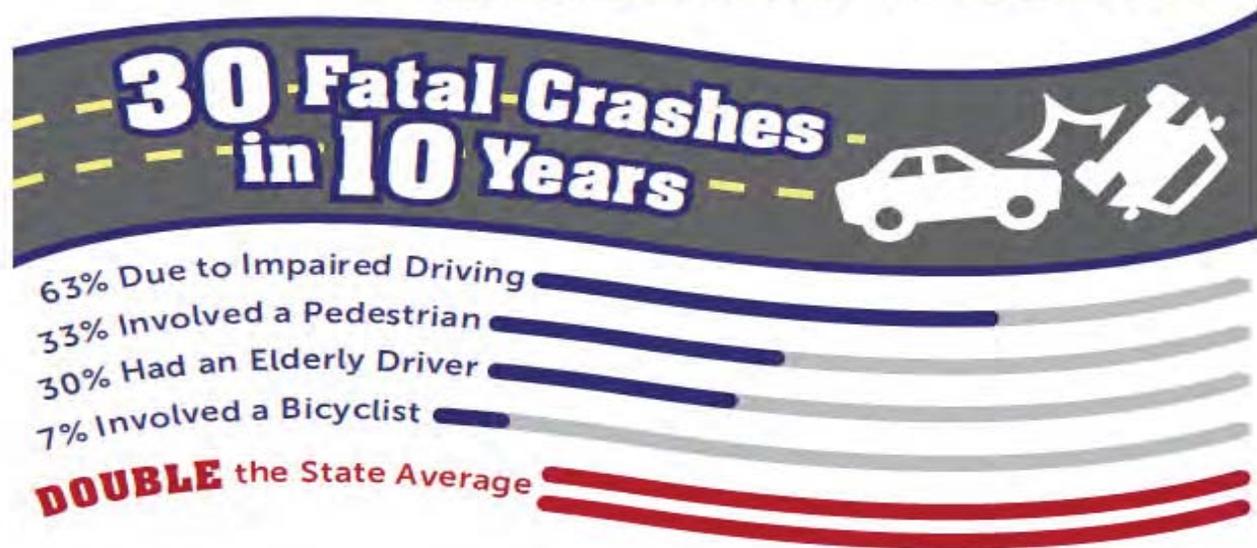
The transportation safety plan is being conducted by the Lake Havasu Metropolitan Planning Organization (LHMPO), which is responsible for transportation policy and planning for the region.

For questions about the study, contact Jean Knight at (928) 453-2824 or KnightJ@lhcaz.gov. For meeting materials in an alternate format or sign language interpretation at the meeting please contact Albert Granillo at agranillo@gciaz.com or (623) 362-1597 x 101 by August 1.

###



TRAFFIC CRASHES IN LAKE HAVASU REGION



Vision: Toward ZERO Deaths by Reducing Crashes

Welcome!

- **5-5:30 pm - Participate in the Open House Stations**
 - **CRASH LOCATIONS:** Learn where crashes happen in the Lake Havasu Region
 - **IMPAIRED DRIVING:** See what it is like to drive under the influence of alcohol or marijuana
 - **GRAFFITI WALL:** How can we change how people drive in the Lake Havasu Region?
 - **EMPHASIS AREAS AND STRATEGIES:** Ideas on how the Region can focus on safety.
 - **PROPOSED PROJECTS:** Possible improvements to make travel safer.
 - **KID'S TABLE:** Coloring books and crayons for the kids
- **5:30 pm - Presentation**
 - Overview of study key findings and potential safety projects
- **6:15 pm - Table Discussions - Making the Vision a Reality**
 - Brainstorm ways to change driver behaviors

Thank you for your participation.

Please complete meeting evaluation on back and return before leaving!

For more information on the study, please contact:

Jean Knight, Manager, Lake Havasu Metropolitan Planning Organization
900 London Bridge Road – Bldg B, Lake Havasu City, AZ 86404
(928) 453-2824 - KnightJ@lhcaz.gov

Public Meeting Evaluation

Date: Thursday, August 4, 2015

Time: 5:00 – 7:00 pm

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The meeting was a valuable use of my time.	<input type="radio"/>				
The open house stations were fun and informative.	<input type="radio"/>				
I have a better understanding of the impact of crashes on our community.	<input type="radio"/>				
I was able to fully participate and share my ideas.	<input type="radio"/>				
I feel my input will make a difference in the development of the STSP.	<input type="radio"/>				
The facilitator did a good job in keeping the group on track and on time.	<input type="radio"/>				
The food and meeting facility were excellent.	<input type="radio"/>				
The overall event was excellent.	<input type="radio"/>				

What was the best thing about the meeting?

Other Comments:



Strategic Transportation Safety Plan Public Meeting Summary

Date: Thursday, August 4, 2016
Time: 5 pm – 7 pm
Location: Lake Havasu City Aquatics Center, Relics and Rods Hall
100 Park Avenue, Lake Havasu City

Attendees

A total of 24 people signed in to the meeting.

- Jerry Burns, Lake Havasu City Police Department
- Mike Terrinoni, Lake Havasu City Police Department
- Mike Maloy, Lake Havasu City Police Department
- David Lane, Candidate for Lake Havasu City Council.
- Patrick Cipres, Lake Havasu City
- Ryan Erickson, Desert Hills Fire Department
- Nicholas Ryan, Desert Hills Fire Department
- Jeremy Abbott, Lake Havasu City Engineer
- Steve Moss, Mohave County District 5
- Kelly Parks, Hospice of Havasu
- Anna Scherzer, Mohave County Department of Public Health
- Teri Parcels, City Council Candidate
- Tony Beck, River Cyclery and Sport
- Stuart Schmeling, LHC
- Julia Cameron-Borski, LHC
- M. Slettebo, Resident
- Tabatha Miller, Resident / LHC
- Brenda Frame, Mohave County
- Haley Walters, Today's News- Herald
- HR Radtke, Resident
- Carl Flusche, Resident
- Jeanne Kentch, Mohave County Transportation commission
- Darryl Wright, Resident
- Mark Clark, LHC.



Residents working in small groups.

Meeting Purpose

The purpose of the meeting was to review key findings for the Strategic Transportation Safety Plan on regional crash data, and to discuss potential safety projects.

Meeting Format

Attendees arrived and were provided with a meeting agenda and evaluation form. During the open house portion of the meeting, prior to and following the formal presentation, attendees were able to visit six stations to get information and provide their input.

- Station #1 – Crash Location Maps. Participants reviewed crash locations on large maps of the study area.
- Station #2 – Impaired Driving. Participants used goggles which simulate driving while impaired.
- Station #3 - Graffiti Wall. Participants wrote what they would personally do to be safer when traveling on local roads, and what they would like others to do.
- Station #4- Emphasis and Strategies. Participants brainstormed ideas on ways to improve safety in the region.
- Station #5- Proposed Projects. Participants discussed potential roadway improvements to make traveling safer.
- Station #6 - Kids Table. Coloring books on the importance of buckling up and road safety were provided.

Presentation

The project team provided an overview of the key findings, crash data analysis for the region, priority emphasis areas, and potential strategies to reduce crashes focusing on the four E's (Engineering, Education, Enforcement, and Emergency Response).

Which project(s) will make travel in the area safer? The following are comments from the residents.

- The bowling alley driveway is an unsafe area; it's hard to see traffic when pulling out.
- Rainbow Ave - this is an unsafe road to due to elevation and lack of signage.
- The city needs more designated shoulders and better routes for our bicyclists.
- Have you looked at the time of day that most of these accidents are happening? Dusk and low lights are personally a problem for me when driving.
- We know that this town doesn't like lights; however, have you looked into the options of glow in the dark or reflective paint stripes on the roads?
- Palo Verde Blvd. and McCulloch Blvd. - The solution to these two areas would be for us to have more designated bike routes and maps showing the improved lanes and trails.
- Keep on top of the street maintenance and street sweepers.
- McCulloch Blvd, Mesquite Ave and Swanson Ave- we can have better and continuous sidewalks along with designated bike lanes.
- We are surprised to see that the numbers of serious and fatal car crashes are not higher on Acoma Blvd. and London Bridge Rd.
- There is signage at McCulloch that indicated that drivers need to stop for pedestrians, however most drivers ignore them and keep driving.
- We are seeing tons of speeding on the hills and there is no advance warning, can you put warning signs before?

Emphasis Areas

Participants were asked to sit at 5 tables, each on focused on a specific emphasis area (older drivers, young drivers, bicyclist, impaired driving, and pedestrian). Once in the small groups, each participant was given an 11x17 sheet for them to brainstorm, strategies, implementation ideas, and messaging. The following are the notes written by the residents.

Older Drivers:

- Better lighting
- Conflicting speeds
- Removing variables- get pedestrians and bicyclist off the road
- Advance signage of traffic flows
- Young and older drivers going at different speeds
- Mandatory defensive driving class at the age of 65 as a condition to renew your license
- Older Drivers: required annual testing at age 65
- Require driving test every 2-5 years at 65

Young Drivers:

- Youth should pass an actual driving course before getting driver's license
- Education, education, education
- Tougher penalties for distracting conduct
- Licenses to be renewed in shorter periods of time
- Sober graduation (Search for federal grants)

Bicyclist:

- Possible message for bicyclist/pedestrians/children "Expect Me."
- Once messages are created, distribute to local PIOs and expand your contact base
- At state level: MVD could include questions regarding pedestrian and bike laws and regulations on driver's test
- Start with young drivers- long term benefits
- Post best bike paths
- Street cleaners should clean the entire street
- Add curbs
- Spray paint bike lanes

Impaired Drivers:

- DUI task force
- Partner shuttles
- Focused education in high school
- Police and fire department should partner with schools during graduation and holidays
- Make Drivers Education a requirement for freshmen

Pedestrian:

- More transportation options

- More focused education (high school)
- Visual aids – wrecked cars
- Educate pedestrians on how to be seen by drivers
- Educate drivers to be aware of pedestrians and upcoming sidewalks
- Turn arrows at stop lights
- Laws against texting while driving/walking/biking
- More sidewalks
- Education on laws and common practices for pedestrians and bikers
- Hazard lights / HAWKS
- Multi-use paths and connections
- Lights at night
 - Reflections
 - Flashlights / head lamps
 - Flashing bands
- Enforcement of pedestrian laws
- Slowing speeds in pedestrian corridor/ school zones



Residents brainstorming pedestrian strategies

Comments and Questions

- We need to begin educating drivers at a lower level.
- We need to be aware what is happening in “OUR” city, these numbers are not reflecting a big city.
- Can federal laws and regulation be in place for texting and driving?
- The city should look into federal grants to bring back the “Sober Graduation” Program, and visuals like wrecked cars at prom.
- We have two drastically different groups here; we have the young drivers during the spring and the older drivers during the winter.

Graffiti Wall

The following comments were placed on the graffiti wall.

How can we get people to drive safely?

- Put cellphones away!
- Take keys away!
- Keep your eyes on the road
- Stop catching Pokémon!!!
- Put the beer down
- Stop running red lights
- Enforcement
- 4 lanes
- More lights
- Bicycle and pedestrian paths

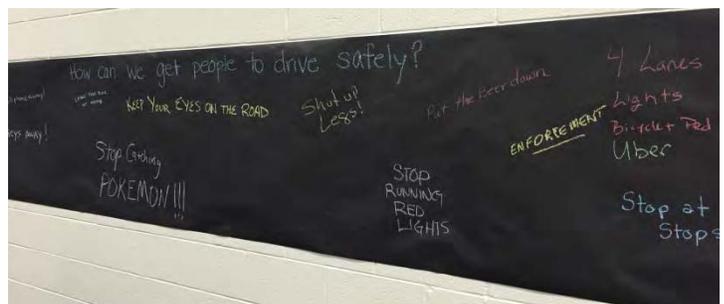


Figure 1: Graffiti Wall

- Uber
- Stop at red lights and stop signs
- Put away your makeup and phones
- Stop looking at your GPS
- Stop Texting
- Slow down on Interior streets
- Shut up Legs!

Stakeholder Letter

There are two entertaining places to go in Havasu, first is the launch ramp, and second is the Motor Vehicle Department.

Many older people are honest enough to say “I can't see the eyechart,” however it seems that the MVD gives them many chances and the benefit of the doubt. One gentleman was unable to read the top line. After he tried three times, and just said whatever came to his mind. Once done, the MVD employee told him to go take his picture. Out of Curiosity I asked the MVD employee, how was he able to pass, he obviously couldn't see very well, her response was “that is your opinion.”

I have watched elderly people who are barely able to walk to their cars, get in and drive away. If they cannot lift their legs to walk how do they lift their legs to break? At the very least, their reaction time is very slow. They often get confused about which pedal is the gas and which is the break. They get confused about where they are going and stop in the middle of the street.

People with CDL's commercial licenses, have to take a physical every two years, yet, there was no special licensing or testing required to drive the motorhome, pull a trailer or a boat behind it. People can get into the driver seat and hit the highways or your local streets with their pet sitting on their laps, with their paws on the steering wheel, and it's perfectly legal...

Now, when there is an accident, and let's say these people survived, they admittedly say “I didn't see the red light, I didn't see the pedestrian, I hit the gas by mistake.” We feel badly and let them continue driving because he wouldn't want to take away their independence. It's Okay for them to kill others and ruin families, but don't take away the elderly's independence.

If we add drugs and/or alcohol into the mix, we got a ticking time bomb.

Ophthalmologist, neurologist, and other physicians need to step up to the plate. Report individuals that refuse to give up their license because they have no business being on the road.

After a person hits 75 years of age, they need to have physical. Check their eyes, reflexes, and ability to think. At 80, it should be every year.

Meeting Notification

The following methods were used to notify residents and key stakeholders about the public meeting:

- Postcards for the meeting were posted at various businesses and strategic locations within the City.

- A news release was provided to City Management and distributed to all employees.
- A news release was sent to the local media.
- An email notice was sent by LHMPO to 125 people on its electronic mailing list
- LHMPO sent the meeting invitation to the Lake Havasu Chamber of Commerce and it was emailed to their full membership.
- Posted the meeting information on the LHMPO Facebook and twitter.

Meeting Evaluation:

A total of 18 participants returned a meeting evaluation form. The following table summarizes those responses.

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The meeting was a valuable use of my time.	9	9	0	0	0
The open house stations were fun and informative.	9	9	0	0	0
I have a better understanding of the impact of crashes on the community.	10	7	0	0	0
I was able to fully participate and share my ideas.	14	4	0	0	0
I feel my input will make a difference in the development of the STSP.	8	10	0	0	0
The facilitator did a good job in keeping the group on track and on time.	14	4	0	0	0
The food and meeting facility were excellent.	9	9	0	0	0
The overall event was excellent.	12	6	0	0	0

What was the best thing about today?

- The statistical data
- Jean, Janette, and Theresa
- Seeing the statistics and suggesting alternatives
- Data of deaths and injuries
- To know others are concerned, not just me

Other Comments:

- Based on the number of crashes and number of fatalities SR95 is a high priority project
- Add a neutral column/choice, that's not the same as "no opinion"
- A little paint will go a long way in reminding drivers that there are people sharing the roads using other forms of transportation

Name	Company/Organization/Resident	Email
Jerry Burns	Lake Havasu Police Dept.	burnsj@lhcaz.gov
MIKE TERRINONI	LAKE HAVASU CITY POLICE DEPT	TERRINONI M@LHCAZ.GOV
MIKE MALOY	LAKE HAVASU CITY POLICE DEPT	MALOY M@LHCAZ.GOV
DAVID LANE	CANDIDATE LAKE HAVASU CITY COUNCIL	DAVID.LANE.10734@GMAIL
PATRICK CIPRES	LAKE HAVASU CITY TRANSIT	CIPRES P@LHCAZ.NET
Ryan Erickson	Desert Hills Fire Dept	RERICKSON@Deserthillsfire.com
Nicholas Ryan	Desert Hills Fire Dept	nryan@deserthillsfire.com
Jeremy Abbott	LHC/Eng	abbottj@lhcaz.gov
Steve Moss	Mohave County, Dist 5	Steve.moss@mohavecounty.us

Name	Company/Organization/Resident	Email
Kelly Parks	Hospice of Havasu	Kparks@hospicehavasu.org
Anna Scherzer	Mohave County Dept. Public Health	anna.scherzer@mohavecounty.us
Teri Parcels	City Council Candidate	
Tony Beck	REVER CYCLERY + SPORT	TONYBECK137@YAHOO.COM

Name	Company/Organization/Resident	Email
STUART SCHMELING	LHC	SCHMELINGS@LHC.AZ.GOV
Julia Cameron-Borski	LHC	jewels of az@hotmail.com
M. Skettles	Resident	
Tabatha Miller	Resident/LHC	tabthamalloy@comcast.net
Brenda Frame	Mohave Co.	Brenda.Frame@mohavecounty.us
Halcy Walters	Today's News-Herald	hwalters@havasunews.com



Name	Company/Organization/Resident	Email
*HR RADTKE	RESIDENT	radtke70@suddenlink.net
CARL FLUSCHÉ	RESIDENT	CARL@CALLCARL.COM
Jeanne Kentch	M.C. Transportation Commission	jkentch@gmail.com
DARRYL WRIGHT		
MARK CLARK	LHC	CLARKMC LHC AZ 60V

There are two entertaining places to go to, in Havasu, First is the Launch Ramp, and Second is the Motor Vehicles Department.

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People with CDL's Commercial Licenses, have to take a physical every 2 years, Yet, there is NO special licensing or testing required to drive a Motor home, pull a trailer or boat behind it. People can get into the drivers seat and hit the highways or your local streets.

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If we add drugs and /or alcohol into the mix, We got a ticking time bomb.

Ophthalmologists, Neurologists, and other physicians need to step up to the plate. Report individuals that refuse to give up their license, and yet have NO business being on the roads.

After a person hits ~~70~~ 75 years of age, they need to have a physical. Check their eyes and reflexes and ability to think, every two years. At 80, it could be every year.

Emphasis Area:

Impaired Driving:

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

MAKE DIVERSIFIED REQUIREMENTS
FOR FRESH MEN

Emphasis Area:

Impaired Driving:

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

D.U.I. TASK FORCE

PARTNER SHUTTLES

FOCUSED EDUCATION IN. H.S.

P.D. + F.D PARTNER WITH SCHOOLS
DURING GRADUATION & HOLIDAYS

Emphasis Area:

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

* At the State level: MVD could include questions regarding Ped/Bike laws & Resp on Drivers Tests.

- Start with young Drivers - Long term Benefits!

- Older Drivers: Require Annual testing at age 65...

Require Driving test every 2-5 yrs at age 65

Post Best Bike Paths

Street cleaners should clean entire street.

ADD CURBS -

SPRAY PAINT Bike lanes

Emphasis Area:

Bicyclist

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

- Possible message for bicyclists / peds / children:

"Expect Me."

- once messages are created, distribute to local PIO's -- and expand your contact base.

Emphasis Area:

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

Youths should PASS AN ACTUAL DRIVING COURSE
Before getting DRIVER'S License.

education, education...

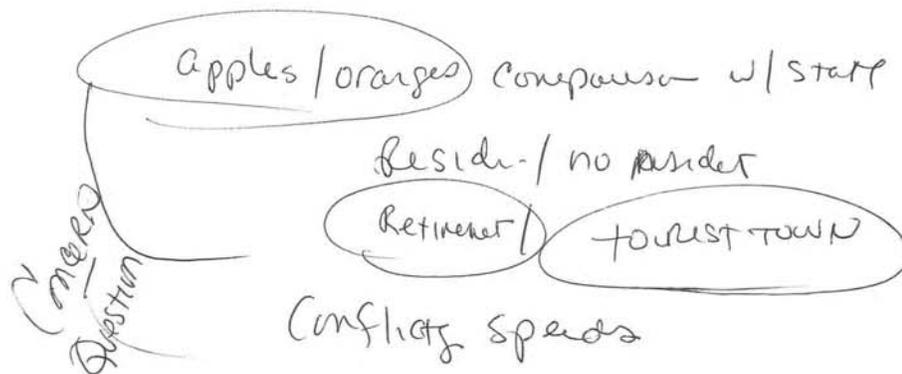
- ★ Tougher penalty for distracting conduct,
 - ★ Licenses to be renewed in shorter periods of time.
- SOBER GRADUATION - GRANT (Federal)

Emphasis Area:

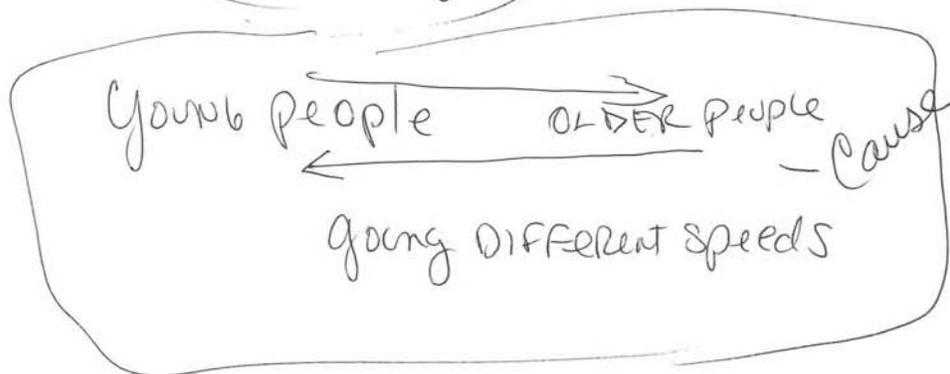
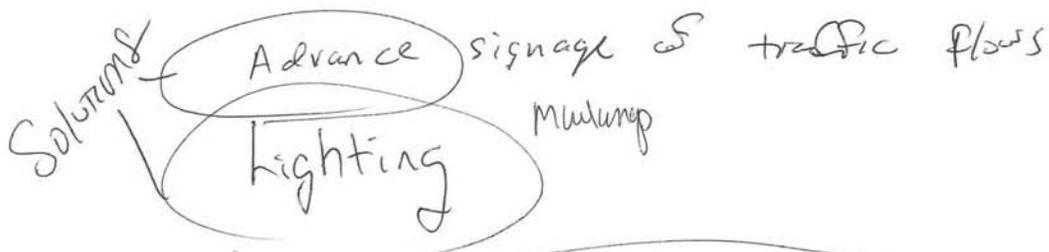
Older Drivers

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging



Removing variables - get pedestrians and bicyclists off the road.



Mandatory Defensive Driving Class at age 65 as a condition to renew license.

Emphasis Area:

Pedestrians

Our Ideas

- Other Strategies
 - Implementation Ideas
 - Messaging
- Educate Pedestrians on how to be seen by drivers
 - Educate drivers to be aware of Pedestrians & upcoming sidewalk
 - Turn arrows at lights

Emphasis Area:

Pedestrian.

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

OPTIONS

- More transportation options

*

- More focused Education (High School)

- Visual Aides - Wrecked Cars

•

Emphasis Area:

Pedestrian

Our Ideas

- Other Strategies
- Implementation Ideas
- Messaging

- Law against texting while driving/walking/biking

① More Sidewalks (Acoma)

- Education on laws & common practices for pedestrians & biker.

② Hazard Lights / HAWKS

- Multi-Use Paths & Connections

- Lighting @ night

x reflections

x Flash lights / head lamps
flashing bands

- Enforcement of Pedestrian laws

- Slowing speeds in Pedestrian corridor / School zones

Public Meeting Evaluation

Date: Thursday, August 4, 2016

Time: 5:00 – 7:00 pm

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The meeting was a valuable use of my time.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The open house stations were fun and informative.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have a better understanding of the impact of crashes on our community.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I was able to fully participate and share my ideas.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel my input will make a difference in the development of the STSP.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The facilitator did a good job in keeping the group on track and on time.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The food and meeting facility were excellent.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The overall event was excellent.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was the best thing about the meeting?

Other Comments:

Public Meeting Evaluation

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What was the best thing about the meeting?

To know others are concerned
Not just me

Other Comments:

Public Meeting Evaluation

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The overall event was excellent.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was the best thing about the meeting?

Data on death + injury

Other Comments:

Public Meeting Evaluation

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What was the best thing about the meeting?

SEEING THE STATISTICS & SUGGESTING ALTERNATIVE SOLUTIONS

Other Comments:

Public Meeting Evaluation

Date: Thursday, August 4, 2016

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What was the best thing about the meeting?

Sean and Janette and Theresa

Other Comments:

Public Meeting Evaluation

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What was the best thing about the meeting?

STATISTICAL DATA

Other Comments:

Public Meeting Evaluation

Date: Thursday, August 4, 2016

Time: 5:00 – 7:00 pm

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
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The food and meeting facility were excellent.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The overall event was excellent.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was the best thing about the meeting?

Other Comments:

Public Meeting Evaluation

Date: Thursday, August 4, 2016

Time: 5:00 – 7:00 pm

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The meeting was a valuable use of my time.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The open house stations were fun and informative.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have a better understanding of the impact of crashes on our community.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I was able to fully participate and share my ideas.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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The overall event was excellent.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was the best thing about the meeting?

Other Comments:

Public Meeting Evaluation

Date: Thursday, August 4, 2016

Time: 5:00 – 7:00 pm

Please rate your agreement to the following statements.

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
The meeting was a valuable use of my time.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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The overall event was excellent.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was the best thing about the meeting?

Other Comments:

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Date: Thursday, August 4, 2016

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	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
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What was the best thing about the meeting?

Other Comments:

↑
 Add a
 "neutral"
 column/choice
 (That's not the same as
 "no opinion")

Public Meeting Evaluation

Date: Thursday, August 4, 2016

Time: 5:00 – 7:00 pm

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The overall event was excellent.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What was the best thing about the meeting?

Other Comments:

- Based on # of crashes and # of fatalities SR95 is a high priority project
-

Drivers seek ways to make roads safer at Havasu MPO public meeting

Distractions, impairment among top causes of accidents

By HALEY WALTERS TODAY'S NEWS-HERALD

Updated Aug 4, 2016



Mohave County Supervisor Steve Moss (right) chats with David Lane about road safety at Thursday evening's Metropolitan Planning Organization's transportation safety meeting.



Jeremy Abbott tries out some drunk goggles the police department handed out to illustrate how drivers' vision can be impaired while driving at a public safety meeting Thursday evening.

If you're driving and reading this, you might want to be watching the road instead.

A public comment session hosted by the Metropolitan Planning Organization focused on Havasu's above average rates of accidents attributed to impaired and distracted driving. Two-thirds of Havasu's fatal accidents between 2005 and 2014 are from impaired driving, while the state average is around one-third.

"I think we're all in denial and think we can do all of these things while driving," attendee Kelly Parks said.

Drivers said distractions and impairment don't help on Havasu's already winding and hilly roads, and would like to see more safety rules implemented and enforced along with better accommodations for pedestrians.

"Almost all pedestrian fatalities are at night under dark conditions," Mike Blankenship with AMEC Foster Wheeler said.

Attendees discussed ways to address other areas of concern for Havasu's roadways - bicyclists and older drivers. Havasu has had higher rates of fatal accidents involving those variables compared to the rest of the state as well.

Drivers said they want to see better education for younger drivers too, and requested that MPO search for grants to help educate Havasu's new drivers on laws and safety.

"Parents also have to be role models for their kids. We're all distracted with media, but you need to set the example," attendee David Lane said.

MPO is working with the city to secure government funding for roadway safety improvements, and needed feedback from local drivers about what they feel Havasu roads need to be safer.

MPO Manager Jean Knight said if Havasu's accident rates provide the best benefit to cost ratio, the city has a good chance in securing the money for their proposed projects. The MPO's advisory committee will work this fall to prioritize which areas receive that possible funding first.

"It's kind of barbaric if you think about it," Blankenship said. "If we can prove to ADOT that we have a lot of fatal crashes and a lot of serious injury crashes it improves your chances of getting federal safety dollars."

(6) comments

see you Aug 5, 2016 9:19am

"...you might want to be watching the road instead" Really, what a good tip! Maybe everyone has a Tesla?

Watchme Aug 5, 2016 1:21pm

NO LIGHTS!! This is a dark community and that is why a lot of people move here.

Roco Aug 5, 2016 2:47pm

Since LHC is a dark sky town, maybe pedestrians need to the extra precaution to be seen by motorists and motorists should be more observant towards pedestrians. Maybe sidewalks can help.

Roco Aug 5, 2016 2:28pm

What I see is a lot of "entitled drivers." At any 95 intersection, you have drivers turning right onto the highway not yielding to oncoming traffic. Most don't even come to a complete stop. Not yielding to faster cars (doing the speed limit) in the left lane. And let's not bring up the constant tailgating while driving anywhere in the town. Projects and the such will not help with these issues.

BLAZO Aug 5, 2016 6:17pm

I see some idiot texting and driving at least twice a week. Guys and gals.

HotasaJalapeno Aug 5, 2016 6:38pm

Donald Trump says texting while driving is perfectly safe.

Our View: Multiple factors lead to dangers on Havasu roads

Updated Aug 7, 2016

It's hardly a controversial statement to say that Lake Havasu City needs safer roads. What's not so clear is why our roads seem to be more dangerous than routes elsewhere.

The Metropolitan Planning Organization is trying to get to the bottom of it. An MPO study in 2015 revealed, to no one's surprise, that several intersections along State Route 95 – particularly Kiowa on the north end of town and Mulberry toward the south – were among the city's most dangerous crossings.

There are many reasons for dangerous roads and hazardous intersections, but there are a couple of solutions that could help. Ultimately, the city and Arizona Department of Transportation are going to have to work together to streamline traffic signals on State Route 95, to prevent much of the stop-and-go mess that's especially noticeable on holidays weekends and other periods of high visitorship. It's also likely that we'll one day have to bite the bullet and pay for a bypass around the eastern part of the city, which would allow the city to effectively take over traffic calming on the existing highway.

Until these admittedly expensive undertakings are reality, however, it's important for all of us to be good citizens on our roadways. Oh, it's easy to blame traffic accidents on winter visitors, spring breakers and drivers from other far-flung locales. It's never us, after all.

But any traffic cop can tell you distracted driving isn't limited to the tourists. In fact, the Metropolitan Planning Organization says the number of accidents attributed to impaired and distracted driving is much higher than the rest of the state – two-thirds of fatal accidents between 2005 and 2014 were from impaired driving, while the state average is about one-third.

Havasu probably does need better enforcement of existing traffic laws and perhaps additional safety rules for local roadways. It's also likely that pedestrians need better safety accommodations, since Havasu has a higher rate of fatal accidents involving bicyclists and people on foot.

The MPO has been meeting for some time to untangle Havasu's transportation mess, but it's not too late to get involved – review the organization's findings so far, and learn how you can participate in future discussions, at <http://www.lhmpo.org/>.

– *Today's News-Herald*

Appendix B: HSIP Project Analysis

STATE ROUTE 95

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes (severity 4) per year that could be reduced by improvement	Number of reduced crashes (severity 4) per year based on project CMF	Number of crashes (severity 5) per year that could be reduced by improvement	Number of reduced crashes (severity 5) per year based on project CMF
1a	Inersections of SR95 at Retail Center Blvd/Airport Centre Blvd/Shops Blvd/North Driveway	Improve Signal Visibility	9.8	0.902	10	\$82,130.16	\$94,080	\$13,666	6.8	CRF from ADOT Tab 14: CMF1 4111, 2011; 12 crashes in 5 year period of severity 4 (rear end, angle, left turn)	2.4	2.1648		
1b	Inersections of SR95 at Retail Center Blvd/Airport Centre Blvd/Shops Blvd/North Driveway	Install dynamic signal warning flashers	18	0.82	10	\$52,987.20	\$172,800	\$8,923	19.3	CRF from ADOT Tab 15: CMF2 4201, 2011; 12 crashes in 5 year period of severity 4 (rear end, angle, left turn)	2.4	1.968		
1	Inersections of SR95 at Retail Center Blvd/Airport Centre Blvd/Shops Blvd/North Driveway	1a, 1b	26	0.74	10	\$135,117.36	\$249,600	\$22,290	11.1	Combined CRF from 1a and 1b: 12 crashes in 5 year period of severity 4 (rear end, angle, left turn)	2.4	1.776		
2	Intersection of SR95 and Chenoweth	Improve Signal Visibility	9.8	0.902	10	\$87,649.66	\$31,360	\$14,565	2.1	CRF from ADOT Tab 14: CMF1 4111, 2011; 4 crashes in 5 year period of severity 4 (rear end, angle)	0.8	0.7216		
3	Intersection of SR95 and Mulberry	Improve Signal Visibility	9.8	0.902	10	\$87,649.66	\$23,520	\$14,565	1.6	CRF from ADOT Tab 14: CMF1 4111, 2011; 3 crashes in a 5 year period of severity 4 (rearend, angle)	0.6	0.5412		
4a	SR95 from McCulloch to Mulberry	Install Median	44	0.56	25	\$1,517,862.50	\$1,953,600	\$167,520	11.6	CRF from ADOT Tab 14: CMF1 4111, 2011; 3 fatal and 12 severity 4 crashes in a five year period	2.4	1.344	0.6	0.336
4b	SR95 from McCulloch to Mulberry	Add Street Lighting	32	0.68	25	\$162,273.30	\$1,420,800	\$18,177	78.1	CRF from ADOT Table 15: CMF2-ID 578, Publication 2004; 3 fatal and 12 severity 4 crashes in a five year period	2.4	1.632	0.6	0.408
4	SR95 from McCulloch to Mulberry	4a, 4b	62	0.38	25	\$1,680,135.80	\$2,752,800	\$185,397	14.8	combined CRF 4a and 4b; 3 fatal and 12 severity 4 crashes in a five year period	2.4	0.912	0.6	0.228
5	SR95 from LHMPPO Boundry to McCulloch	Add passing lanes	35*	0.65	20	\$1,942,864.00	\$1,302,000	\$228,508	5.6	CMF from cmfclearinghouse.org ID 4082 Park 2012; 4 stars; 3 fatal and 3 severity 4 crashes in 5 year period (sideswipe and angle)	0.6	0.39	0.6	0.39
6	SR95 from Palo Verde to Mulberry	Street Lighting	32	0.68	25	\$324,546.60	\$307,200	\$36,055	8.5	CRF from ADOT Tab 15: CMF2 - ID 578, Publication 2004; 12 crashes in 5 year period of severity 4 (dark-not lighted)	2.4	1.632		
TOTAL			35.08	0.65	22	\$4,257,963	\$3,724,000	\$485,729	7.6	101 crashes of severity 4 and 9 crashes of severity 5	9.2	5.9728	1.2	0.618

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

ACOMA BOULEVARD CORRIDOR

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes per year that could be reduced by improvement	Number of reduced crashes per year based on project CMF
1	Intersection of Acoma Blvd and Swanson Ave	Traffic Signal	31.6	0.684	25	\$426,800	\$176,960	\$40,282	4.3	CRF from ADOT Tab 15: CMF2 - ID 5534, Publication 2014; 7 crashes in 5 year period of severity 4 (rear end and angle)	1.4	0.9576
2	West leg of McCulloch Blvd at Acoma Blvd	Dilemma Zone Protection Using Actuated Advance Warning System	11.3	0.887	20	\$79,050	\$27,120	\$8,351	3.2	CRF from ADOT Tab 14: CMF1 - ID 4855, Publication 2011; 3 rear end crashes in 5 year period of severity 4	0.6	0.5322
3	Intersection of Acoma Blvd and Lake Havasu Ave	Traffic Signal	31.6	0.684	25	\$426,800	\$75,840	\$40,282	1.8	CRF from ADOT Tab 15: CMF2 - ID 5534, Publication 2014; 3 crashes in 5 year period of severity 4 (rear end and angle)	0.6	0.4104
4	Acoma Blvd N of Wood Ln	HAWK	29*	0.71	25	\$150,600	\$11,600	\$14,408	8	CRF from cmfclearinghouse.org: ID 2911, Publication Fitzpatrick, 2010; 4 stars; 5 rear end crashes in 5 year period of severity 4	1	0.71
5	Acoma Blvd N of Green Dr	HAWK	29*	0.71	25	\$150,600	\$46,400	\$14,408	3.2	CRF from cmfclearinghouse.org: ID 2911, Publication Fitzpatrick, 2010; 4 stars; 2 crashes in 5 year period of severity 4	0.4	0.284
6	Corridor	Install wider markings without resurfacing	22	0.78	10	\$247,150	\$140,800	\$37,133	3.7	CRF from ADOT Tab 15: CMF2 - ID 4792, Publication 2011; 8 crashes in 5 year period of severity 4 (head-on, angle, sideswipe)	1.6	1.248
7	Corridor	Street Lighting	32	0.68	25	\$478,100	\$128,000	\$45,088	2.8	CRF from ADOT Tab 15: CMF2 - ID 578, Publication 2004; 5 crashes in 5 year period of severity 4 (dark-not lighted)	1	0.68
8	Corridor	Automated Speed Enforcement System	54	0.44	5	\$317,900	\$648,000	\$84,161	7.6	CRF from ADOT Tab 14: CMF1-ID 4142; 15 crashes within 5 year period of severity 4 with "speed too fast for conditions"	3	1.32
TOTAL			36.02	0.64	19	\$2,388,000	\$2,073,600	\$248,957	8.3	56 crashes of severity 4 and 1 crash of severity 5	9.6	6.14

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

LONDON BRIDGE ROAD CORRIDOR

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes per year that could be reduced by improvement	Number of reduced crashes per year based on project CMF
1a	Corridor	Install centerline and shoulder rumble strips	20*	0.8	20	\$96,874	\$96,000	\$10,167	9.4	CRF from cmfclearinghouse.org: CMF ID 6850; publication Persaud, 2015; 5 stars	1.2	
1b	Corridor	Install wider markings without resurfacing	22	0.78	20	\$342,496	\$105,600	\$35,184	3	CRF from ADOT Tab 14: CMF1 -4792 Publication 2011	1.2	
1c	Corridor	Street Lighting	32	0.68	20	\$630,800	\$153,600	\$64,548	2.3	CRF from ADOT Tab 15: CMF2 -578 Publication 2004	1.2	
1	Corridor	1a, 1b, 1c	24	0.76	20	\$1,070,170	\$115,200	\$109,299	1	6 crashes in 5 year period of severity 4 (single vehicle, sideswipe)	1.2	0.91
2	Corridor	Automated Speed Enforcement System	26	0.74	5	\$325,400	\$41,600	\$81,799	0.5	CRF from ADOT Tab 15: CMF2-ID 4142; 2 crashes within 5 year period of severity 4 with "speed too fast for conditions"	0.4	0.30
TOTAL			24.50	0.76	16	\$1,428,240	\$160,000	\$161,658	0.9	8 Crashes severity 4	1.6	1.21

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

BERMUDA AVENUE & KIOWA BOULEVARD CORRIDOR

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes per year that could be reduced by improvement	Number of reduced crashes per year based on project CMF
1	Intersection of El Dorado and Bermuda Ave	4-way stop - improve sight visibility	72.4	0.276	20	\$69,930	\$579,200	\$7,423	78	CRF from ADOT Tab 15: CMF2 - ID 3128, Publication 2010; 1 crash in 5 year period of severity 4 (angle)	0.2	0.0552
2	Intersection of Kiowa and Jamaica	Provide flashing beacon at stop controlled intersection	13*	0.87	20	\$101,550	\$104,000	\$10,643	9.7	CRF from cmfclearinghouse.org: ID449, Publication Srinivasan, 2008; 4 stars; 1 crash in 5 year period of severity 4; visibility issues due to grade and curvature of roadways	0.2	0.174
3	Corridor	Install wider markings without resurfacing	22	0.78	10	\$179,790	\$52,800	\$27,094	1.9	CRF from ADOT Tab 15: CMF2 - ID 4792, Publication 2011; 3 crashes in 5 year period of severity 4 (head-on, angle, sideswipe)	0.6	0.468
TOTAL			30.28	0.70	15	\$341,840	\$121,120	\$40,237	3.0	9 (severity 4) total crashes of which 7 may be reduced in 5 years	1	0.6972

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

McCulloch, Mesquite & Swanson

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes per year that could be reduced by improvement	Number of reduced crashes per year based on project CMF
1	Intersection of Acoma Blvd and Swanson Ave	Traffic Signal	31.6	0.684	25	\$427,800	\$176,960	\$40,376	4.3	CRF from ADOT Tab 15: CMF2 - ID 5534, Publication 2014; 7 crashes in 5 year period of severity 4 (rear end and angle)	1.4	0.9576
2	West leg of McCulloch Blvd at Acoma Blvd	Install dynamic signal warning flashers	18	0.82	10	\$95,050	\$43,200	\$14,465	2.9	CRF from ADOT Tab 15: CMF2 4201, 2011; 3 rear end crashes in 5 year period of severity 4	0.6	0.492
3	West leg of Mesquite at Acoma	Dilemma Zone Protection Using Actuated Advance Warning System	11.3	0.89	20	\$79,050	\$9,040	\$8,351	1	CRF from ADOT Tab 15: CMF2 - ID 4855, Publication 2011; 1 angle crash in 5 year period of severity 4	0.2	0.178
4	Lake Havasu Ave from Mesquite to Swanson	Install raised medians	44	0.56	25	\$484,100	\$246,400	\$45,650	5.3	CRF from ADOT Tab 15: CMF2-ID 3035, Publication 2011;7 angle, left turn crashes in 5 year period of severity 4	1.4	0.784
5	West leg of McCulloch at Smoketree Ave	Lengthen left turn storage	29	0.71	25	\$137,400	\$92,800	\$13,171	7	CRF from ADOT Tab 15: CMF2 ID - 265; 4 rear end crashes in a 5 year period of severity 4	0.8	0.568
6	Intersection of Rivera and Mesquite	Traffic Signal	31.6	0.684	25	\$426,800	\$101,120	\$47,320	2.1	4 crashes in a 5 year period of severity 4	0.8	0.5472
7	Corridor	Street Lighting	32	0.68	25	\$768,500	\$153,600	\$72,292	2.1	CRF from ADOT Tab 15: CMF2 - ID 578, Publication 2004; 6 crashes in 5 year period of severity 4 (dark-not lighted)	1.2	0.816
TOTAL			32	0.68	23	\$2,506,900	\$819,200	\$238,400	3.4	56 crashes of severity 4	6.4	4.3428

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

PALO VERDE BOULEVARD

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes per year that could be reduced by improvement	Number of reduced crashes per year based on project CMF
1	Intersection of Acoma Blvd and Palo Verde Blvd	Improve Signal Visibility	9.8	0.902	10	\$137,325	\$23,520	\$22,649	1	CRF from ADOT Tab 14: CMF1 4111, 2011; 3 crashes in 5 year period of severity 4 (rear end and angle)	0.6	0.5412
2	Corridor	Install Raised Medians	44	0.56	25	\$3,240,000	\$249,400	\$357,245	0.6	CRF from ADOT Tab 14: CMF1 4111, 2011;7 crashes in a 5 year period of severity 4	1.4	0.784
TOTAL			33.7	0.66	25	\$3,290,400	\$269,600	\$362,797	0.7	17 crashes of severity 4 and 2 crashes of severity 5	2	1.3252

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

MCCULLOCH BOULEVARD EAST

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes (severity 4) per year that could be reduced by improvement	Number of reduced crashes (severity 4) per year based on project CMF	Number of crashes (severity 5) per year that could be reduced by improvement	Number of reduced crashes (severity 5) per year based on project CMF
1	West leg of McCulloch Blvd at Acoma Blvd	Dilemma Zone Protection Using Actuated Advance Warning System	11.3	0.887	20	\$91,550	\$27,120	\$11,053	2.4	CRF from ADOT Tab 15: CMF2 - ID 4855, Publication 2011; 3 rear end crashes in 5 year period of severity 4	0.6	0.5322	0	0
2	Corridor	Traffic Calming	33	0.67	25	\$418,000	\$594,000	\$46,350	12.8	CRF from ADOT Tab 15: CMF2 - ID 131, Publication 2011; 8 crashes in 5 year period of severity 4 (head-on, angle, sideswipe) and 1 of severity 5	1.6	1.072	0.2	0.134
3	Corridor	Automated Speed Enforcement System	26	0.74	5	\$330,400	\$613,600	\$87,459	7	CRF from ADOT Tab 15: CMF2-ID 4142; 15 crashes (severity 4) and 1 crash (severity 5) within 5 year period of severity 4 with "speed too fast for conditions"	3	2.22	0.2	0.148
TOTAL			26.68	0.73	17	\$836,000	\$1,180,576	\$104,519	11.2	30 crashes of severity 4 - 2 crashes of severity 5	5.2	3.8242	0.4	0.282

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

BICYCLE SYSTEMIC

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes (severity 4) per year that could be reduced by improvement	Number of reduced crashes (severity 4) per year based on project CMF	Number of crashes (severity 5) per year that could be reduced by improvement	Number of reduced crashes (severity 5) per year based on project CMF
1	Acoma Boulevard from Industrial to SR 95	Restripe for Bike Lanes	63*	0.37	10	\$191,375	\$201,600	\$31,445	6.4	cmfclearinghouse.org ID 3092; 3 stars; 4 veh/bike crashes of severity 4	0.8	0.296		
2	McCulloch	Restripe for Bike Lanes	63*	0.37	10	\$301,200	\$781,200	\$49,319	15.8	cmfclearinghouse.org ID 3092; 3 stars; 1 veh/bike crashes of severity 4 and 1 fatal veh/bike crash	0.2	0.074	0.2	0.074
3	Mesquite from SR 95 to Acoma	Restripe for Bike Lanes	63*	0.37	10	\$53,275	\$100,800	\$8,970	11.2	cmfclearinghouse.org ID 3092; 3 stars; 2 veh/bike crashes of severity 4	0.4	0.148		
4	Swanson from SR 95 to Acoma	Restripe for Bike Lanes	63*	0.37	10	\$53,275	\$100,800	\$8,970	11.2	cmfclearinghouse.org ID 3092; 3 stars; 2 veh/bike crashes of severity 4	0.4	0.148		
TOTAL			63.00	0.37	10	\$599,125	\$781,200	\$97,805	7.9	13 crashes of severity 4 and 2 crashes of severity 5	1.8	0.666	0.2	0.074

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.

PEDESTRIAN SYSTEMIC

Project Number	Location	Improvement	CRF	CMF	Service Life (years)	Total Cost	Annual Benefit	Annual Cost	B/C	Notes	Number of crashes (severity 4) per year that could be reduced by improvement	Number of reduced crashes (severity 4) per year based on project CMF
1	Palo Verde North from Lake Havasu to Acoma	Add Sidewalks	65*	0.35	25	\$381,700	\$52,000	\$36,057	1.4	CFR from cmfclearinghouse.org ID 1337, cannot be rated; 1 ped/veh crash severity 4	0.2	0.07
2	Mesquite from SR95 to Acoma	Street Lighting	32	0.68	25	\$277,800	\$25,600	\$26,324	0.9	CRF from ADOT Tab 15: CMF2 - ID 578, Publication 2004; 1 ped/veh crash severity 4 (dark-not lighted)	0.2	0.136
3	SR95/Park Avenue	HAWK	69*	0.31	25	\$134,825	\$110,400	\$12,930	8.5	CRF from cmfclearinghouse.org: ID 2911, Publication Fitzpatrick, 2010; 4 stars; 2 ped/veh severity 4	0.4	0.124
TOTAL			58.75	0.41	25	\$803,400	\$179,200	\$75,562	1.3	15 crashes of severity 4 and 3 crashes of severity 5	0.8	0.33

* CRF not ADOT Approved; Contact ADOT TSS and provide the proposed CRF ID and reference for approval prior to submitting the application. Failure to do so could result in rejection of the application.