Safe Routes to School Study | Lake Havasu

FINAL REPORT

MARCH 2026



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Safe Routes to School Study

Introduction, Purpose, and Process

The Lake Havasu Safe Routes to School (SRTS) Study, as supported and guided by the Federal Highway Administration (FHWA), is a comprehensive planning and safety assessment process intended to improve the safety and accessibility of walking and bicycling for students traveling to and from school. FHWA supports SRTS nationally by providing policy guidance, technical resources, and funding eligibility frameworks to states and local agencies.

Purpose of SRTS Study: The SRTS Study is designed to:

- Identify **safety issues and barriers** affecting students who walk or bike to school
- Develop **data-driven recommendations** that improve pedestrian and bicycle safety
- Encourage **active transportation** while reducing traffic congestion and conflicts near schools
- Support eligibility for **federal and state transportation funding**, including Transportation Alternatives and safety programs

Core Framework: The "Five Es"

FHWA emphasizes a **comprehensive, integrated approach** known as the **Five Es of Safe Routes to School**, which form the foundation of SRTS studies nationwide:

1. **Engineering** – Make physical improvements to the built environment to decrease risk of crashes which include infrastructure improvements such as sidewalks, crosswalks, traffic control, and bicycle facilities
2. **Education** – Teaching students, parents, community members, and drivers safe walking, biking, and driving practices and behaviors
3. **Enforcement** – Partner with local law enforcement to address traffic and crime concerns near schools, which include targeted enforcement of traffic laws in school zones
4. **Encouragement** – Community programs and events that promote walking and biking (e.g., Walk to School Day), use of helmets while using non-motorized and low speed motorized vehicles
5. **Evaluation** – Measuring effectiveness and tracking progress over time. Assess how effective different approaches are in encouraging walking and biking

SRTS Study Process:

- **Existing Conditions Inventory** including sidewalks, crossings, signage, traffic operations
- **Data Collection**, including traffic counts, speed data, and crash history analysis
- **School Arrival and Dismissal Observations**
- **Public and Stakeholder Engagement**, such as parent and student surveys and community meetings
- **Identification of Key Issues and Safety Risks**
- **Development of an Action Plan** with prioritized recommendations and implementation timeframes

Lake Havasu's Safety Routes to School Study

Lake Havasu Metropolitan Planning Organization (LHMPO) was awarded funding from the Arizona Department of Transportation (ADOT) to promote safe walking and biking to schools in Lake Havasu City. ADOT selected Kimley-Horn as part of the Project Development On-Call to conduct this study. Kimley-Horn is contracted with ADOT to complete this study for LHMPO and Lake Havasu City.

As part of this project, a SRTS study was conducted for each of the following schools in Lake Havasu City:

- Havasupai Elementary School
- Jamaica Elementary School
- Nautilus Elementary School
- Smoketree Elementary School
- Starline Elementary School
- Oro Grande Classical Academy
- Thunderbolt Middle School
- Lake Havasu High School

The purpose of the Lake Havasu City (LHC) SRTS Study is to:

- Encourage walking and biking to school
- Promote partnerships between each school, the City, the Police Department, and the local community
- Identify the unique traffic safety challenges and concerns at each school
- Prioritize improvements and recommendations identified in the Five Es
- Leverage funding, streamline and expedite the improvement process

The following tasks, consistent with other SRTS guidelines, were completed for each school included in the study:

- Complete an inventory of existing conditions: transportation system, traffic counts, and crash data
- Conduct parent and student surveys related to walking and biking to school
- Assess issues and barriers associated with pedestrian and bike facilities
- Conduct drop-off and pick-up observations
- Conduct a walking/biking assessment
- Coordinate and facilitate meetings with the City, Police Department, and school staff
- Develop an action plan with project prioritization
- Develop walking/biking route maps for each school
- Develop design plans consistent with ADOT requirements for Transportation Alternative (TA) funding applications
- Prepare SRTS Report documenting the process, recommendations, and action plan

SRTS Stakeholders Team

A comprehensive SRTS stakeholder team should consist of four or more of the following representatives:

- Local Road Agency
- Local Planner/Engineer
- School District Superintendent and Transportation staff
- School Principals, school transportation staff, and teachers
- Parents and Students
- Local Law Enforcement

The following members make up the SRTS stakeholder team established for the Lake Havasu City SRTS Study:

Arizona Department of Transportation
Chris Rodriguez, ADOT Project Manager

Lake Havasu Metropolitan Planning Organization
Sarah Lojewski, Director
Tommy Martin, Senior Transportation Planner

Lake Havasu City
Ron Foggin, Public Works Director
Bill Young, Deputy Public Works Director
Shawn Clarke, Civil Engineer

Lake Havasu Unified School District
Rebecca Stone, Superintendent
Charles Keller, Student Services Director
Jason Usry, Communication and Community Outreach Coordinator

Individual School Principals
Jamie Hammer, Havasupai Elementary School
Jennifer Black, Jamaica Elementary School
Shannon Williams, Nautilus Elementary School
Nina Mersing, Smoketree Elementary School
Ginny Sautner, Starline Elementary School
Brett Bitterman, Oro Grande Classical Academy
Amy Barney, Thunderbolt Middle School
Scott Becker, Lake Havasu High School

SRTS Evaluation Team
Anita Johari, Kimley-Horn and Associates, Project Manager
Taylor Dunkle, Kimley-Horn and Associates, Deputy Project Manager
Emily Roberts, Kimley-Horn and Associates, Project Engineer
Ryan McKell, Kimley-Horn and Associates, Project Planner

Introduction to Lake Havasu

Count Data

Field Data Services, Inc. collected 24-hour bi-directional tube counts and speed data on roadways adjacent to the schools and intersection turning movement counts, including pedestrian and bicycle data. Intersection counts were obtained for the morning and afternoon school ingress and egress periods. All counts were collected on Tuesday, April 29th, 2025, and are provided in **Appendix A**.

Crash Data

Six years (2019-2024) of crash data for areas around the school were obtained from ADOT's Arizona Crash Information System (ACIS). The crash data was reviewed within Lake Havasu city limits. Based on the crash history, there were 104 total pedestrian- and bicycle-related incidents. The crashes showed a generally increasing trend since 2020. Of these 104 crashes, 42 involved a student-aged (5-18 years old) pedestrian or bicyclist. Student-aged pedestrian crashes have remained consistent over the six-year period, with the exception of 2020. Student-aged bicycle crashes have generally been increasing, with a significant increase in 2024, which may be attributed to the emergence of electric bikes (e-bikes) and electric scooters (e-scooters) for students. Yearly crash statistics are summarized in **Figure 1**.

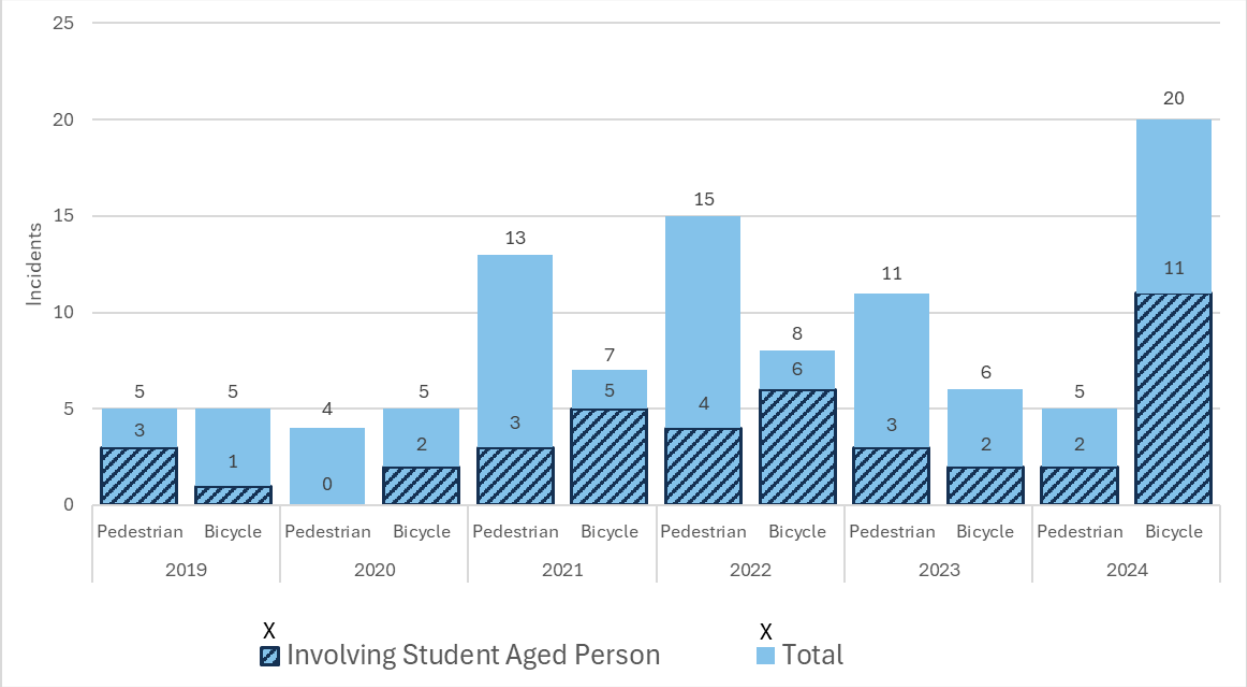


Figure 1 – Yearly Pedestrian and Bicycle Crash Statistics (2019-2024)

Pedestrian and Bicycle Crash Statistics

Of the 104 pedestrian and bicycle crashes, 11 (13%) were coded as possible injury crashes, 67 (55%) were minor injury, 22 (26%) were serious injury, and four (6%) were fatal crashes. Of the 42 pedestrian and bicycle crashes involving a student-aged person, six (14%) were coded as serious injury crashes, 33 (79%) were minor injury, and three (7%) were possible injury crashes. There were no fatal pedestrian or bicycle crashes involving a student-aged person. Incident severity statistics are summarized in **Figure 2**.

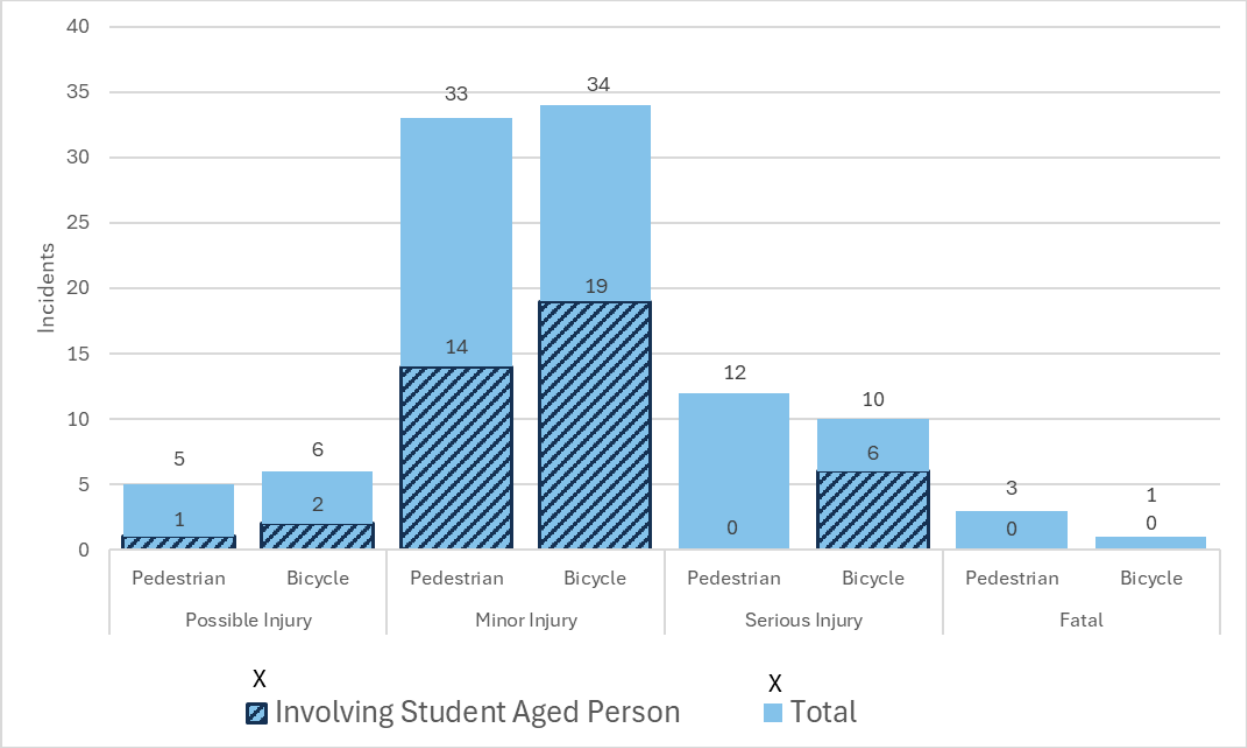


Figure 2 – Incident Severity Crash Statistics (2019-2024)

Of the 42 crashes involving a student-aged pedestrian or bicyclist, 15 (36%) had no reported violation for any parties involved, 14 (33%) were reported with the pedestrian or bicyclist identified with a violation, and 12 (28%) were reported with the driver identified with a violation. One collision (2%) showed both the bicyclist and driver were identified with a violation. **Figure 3** symbolizes pedestrian- and bicycle-involved crashes with identified traffic violations, as well as which person in the crash the violation was assigned to.

Violation Type

Of the 15 crashes where the pedestrian or bicyclist was identified with a violation, five (33%) were seen to not utilize the crosswalk, five (33%) were seen to fail to yield the right of way, four (27%) were seen to run the stop sign, and one (7%) was seen to disregard the traffic signal. 12 of the 15 (80%) crashes with pedestrian and bicycle violation crashes were aged 13 or older. The remaining three crashes involved pedestrians or bicyclists aged 7, 9, and 11.

Of the 13 crashes where the driver was identified with a violation, nine (69%) were seen to fail to yield the right of way, two (15%) were seen at speeds too fast for conditions, one (8%) was seen passing in a no-passing zone, and one (8%) was seen running a stop sign.

There is a concentration of pedestrians and bicyclists identified as failing to use the crosswalk surrounding Smoketree Elementary School and Lake Havasu High School. The predominant crash violation was failing to yield the right of way, primarily from vehicles.

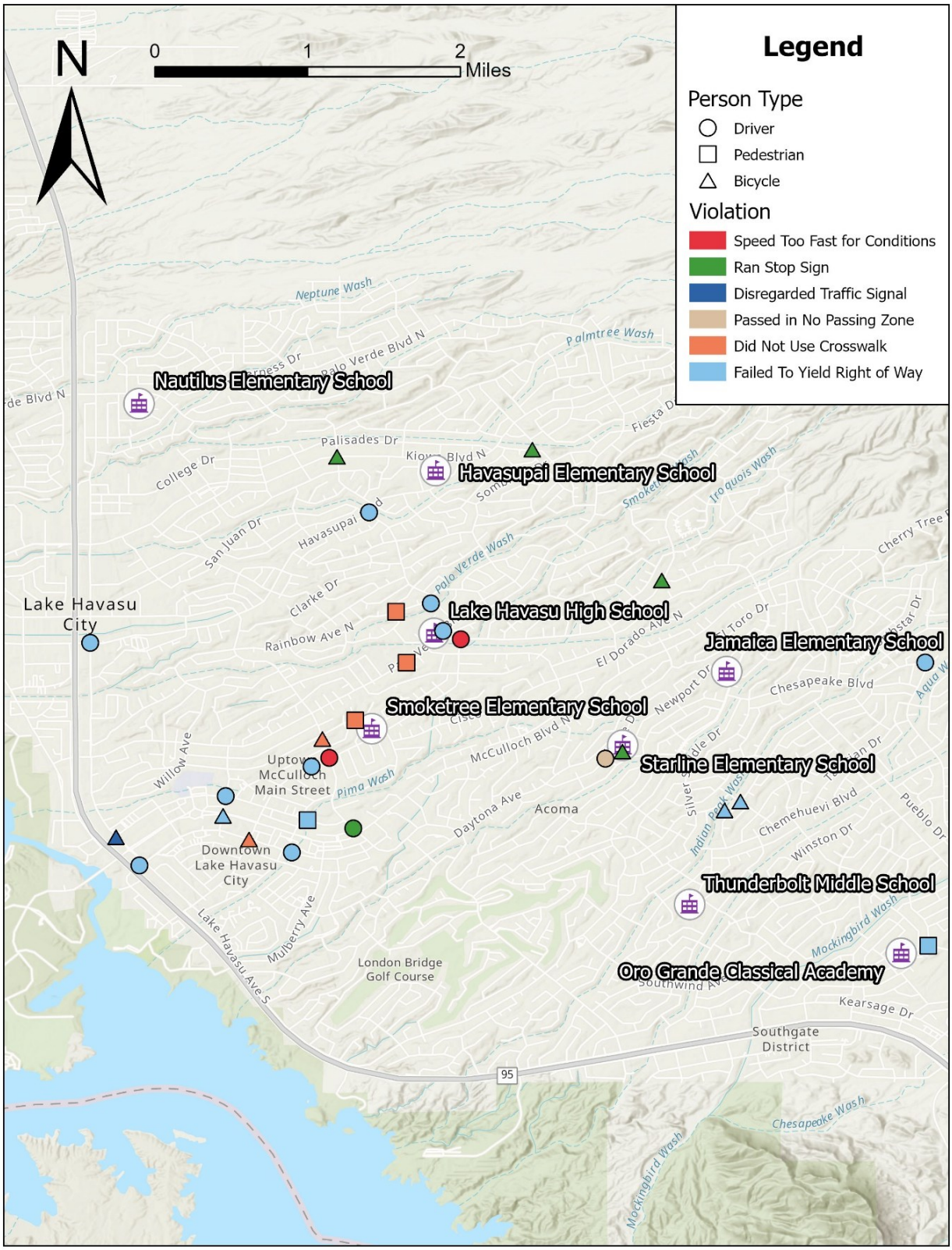


Figure 3 – Incident Violation Crash Map (2019-2024)

Public Engagement

A variety of online and in-person public engagement strategies were used to understand the concerns of residents, parents and the community. A full public engagement summary can be found in **Appendix B**.

Virtual Engagement

Virtual engagement included parent surveys and an interactive online map.

Parent Surveys

The National Center for Safe Routes to School Parent Survey was distributed to parents of children attending each of the schools in the study area, which included questions about how students travel to and from school, as well as concerns parents may have. This survey was promoted via a QR code on the project flyer, which was posted to the Lake Havasu Unified School District (LHUSD) website, and passed out at all in-person outreach events. 230 responses were received. **Figure 4** shows the results of how students get to and from school. The vast majority of students are driven in a personal vehicle.

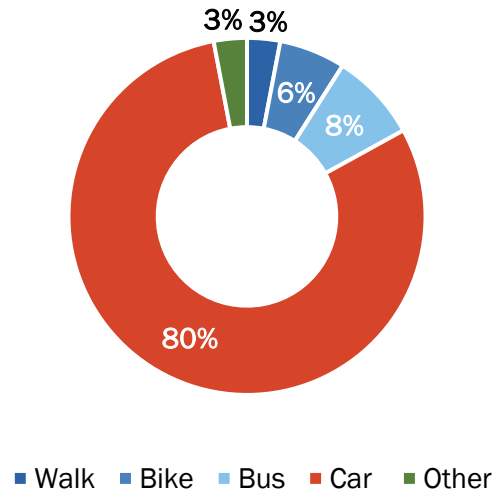


Figure 4 – Student Mobility Mode

The top three concerns reported by parents were:

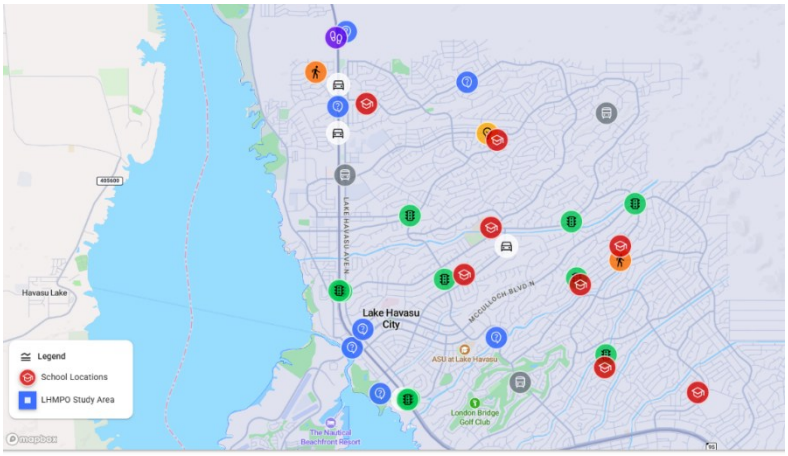
High Traffic Volumes

Dangerous Intersections

High Motor Vehicle Speed

Interactive Map

The project team created an interactive map to allow the public to provide location-specific input and suggestions regarding safety concerns. The public provided 39 unique comments on the interactive map.



The common themes from the interactive map highlight significant safety concerns, particularly regarding pedestrian crossings and the management of e-bikes and traffic lights. Residents expressed interest in more visible crosswalks, additional lighting, and possibly traffic control or stop signs to improve safety during peak congestion times. Residents also expressed concern that e-bikes are contributing to unsafe conditions, with suggestions for licensing and helmet requirements. Lastly, the community expressed frustration with the lack of transit options and the need for better infrastructure, such as sidewalks and extended multi-use paths. The discussions reflect a broader desire for safer, more accessible transportation options and clearer guidance for drivers and cyclists alike.

Student Surveys

Kimley-Horn created a student survey using the National Center for Safe Routes to School Student Travel Tally. LHUSD already had this data and shared it with the Kimley-Horn team. The information provided by LHUSD is summarized below:

- **Overview**
  - Of the 5,150 students currently enrolled, LHUSD buses only special education students and all 7th and 8th grade students.
    - 7th and 8th grade students account for 303 bus riders
    - Special education students account for 73 bus riders for all grade levels
- **Elementary School**
  - Approximately 30 students ride bikes or scooters to school
  - The vast majority of students are dropped off and picked up by parents in a vehicle
- **Middle School**
  - Approximately 20% of non-bused students ride bikes or walk to school
  - Approximately 80% of non-bused students are dropped off/picked up by parents or siblings
- **High School**
  - Approximately 20% of students get dropped off by their parents
  - Approximately 20% of students ride bikes, scooters, or walk
  - Approximately 60% of students drive themselves to campus

In-Person Engagement

Safety Summit #1

The first Safety Summit meeting was held at the Lake Havasu City Aquatic Center (100 Park Avenue, Lake Havasu City, AZ 86403) to introduce and provide an overview of the SRTS program to attendees. It served as the project kickoff, and representatives from LHMPO, LHUSD, the City, and each school were present. Project Manager Anita Johari and Public Involvement Specialist Paige Helfinstine explained the project purpose, how data would be and has been collected, and the project schedule.



Bad Bowlers Tournament

The project team attended the 3rd Annual Bad Bowlers Tournament at Havasu Lanes (2134 McCulloch Boulevard N., Lake Havasu City, AZ 86403) to talk with residents about the project. Flyers were handed out and an iPad was made available for attendees to add comments to the interactive map and/or take the online survey.

There were an estimated 27 interactions with attendees, soliciting 20 interactive map comments and one survey response.

Public Meeting

A public meeting was held on October 2, 2025, from 6:00-8:00pm at the Lake Havasu Library (1770 McCulloch Boulevard N., Lake Havasu City, AZ 86403). Three members of the public attended this event where they participated in the online survey, interacted with the questions on the boards, and left hand-written comments using the comment cards.





Bunker Bar Pop-Up Event

The project team attended the local Bunker Bar's opening day of the season to solicit input from attendees. A table was set up with project flyers, a "Welcome" question board, and candy and gift card giveaways for anyone who took the online survey. An iPad was present so that interested attendees could easily take the survey at their own pace if they did not want to use their personal phone. We interacted with an estimated 23 people, soliciting 14 survey responses, five interactive map comments, and one other comment on a physical comment card.

Farmers Market Pop-Up Event

Our team hosted a table at the Lake Havasu Farmers Market with project flyers, a question board, and candy and gift card giveaways for anyone who took the online survey. An iPad was present so that interested attendees could take the survey at their own pace if they did not want to use their personal phone. We interacted with an estimated 15 people, soliciting 11 survey responses and 10 comments on physical comment cards.





Safety Summit #2

The second Safety Summit meeting was held at the LHUSD #1 District Board Room (2200 Havasupai Boulevard, Lake Havasu City, AZ 86403) on November 7, 2025, from 10:00 a.m.-12:00 p.m. The purpose of this meeting was to share the project team's findings and project recommendations with attendees. Representatives from LHMPO, LHUSD, the City, and each of the schools were present.



School Observations – Issues and Barries

General School Observations

The following sections detail field observations during school ingress and egress, identify the issues and barriers observed at each school, and summarize discussions with school officials at each school.

There were some general themes observed at most/all schools, including:

- Many teachers/staff were directing traffic and/or not wearing high-visibility safety vests
  - Crossing guard training should be considered for implementation
- Schools had minimal on-street parking available, and parents parking on the street adjacent to schools was a common practice
- Many schools lacked adequate sidewalk and bicycle infrastructure
  - Gaps in the sidewalk and bicycle network were common
  - Many intersections had faded crosswalk markings
- Several students who rode scooters and bicycles (including e-bikes) to school were observed not wearing helmets
- Many e-bikes were seen at the high school and middle school, but few at elementary schools.

Havasupai Elementary School

Current Processes

Havasupai Elementary School serves students from kindergarten through sixth grade. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:30 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 300 students.

Current Infrastructure

The existing circulation procedures for Havasupai Elementary School are shown in **Figure 6**. The school utilizes two driveways on Cashmere Drive. The parking lot and bus zone between driveways 1 and 2 are used for drop-off/pick-up, but extended queues tend to cause vehicles to wait along the curbsides of Cashmere Drive and Havasupai Boulevard. Currently, the school does not have a standard bus schedule and only offers a special education service. To utilize the bus zone and parking lot, cars enter through driveway 1 and exit through driveway 2. Five crosswalks are present in proximity to the school, with crossing guards stationed at two crossings – one at the intersection of Havasupai Blvd at Cashmere Drive and other at Cashmere Drive near school driveway. The other crosswalks don't have crossing guards.



Figure 5 – Crosswalk Usage with Growing Vehicle Queue



Figure 6 – Havasupai Elementary School Circulation

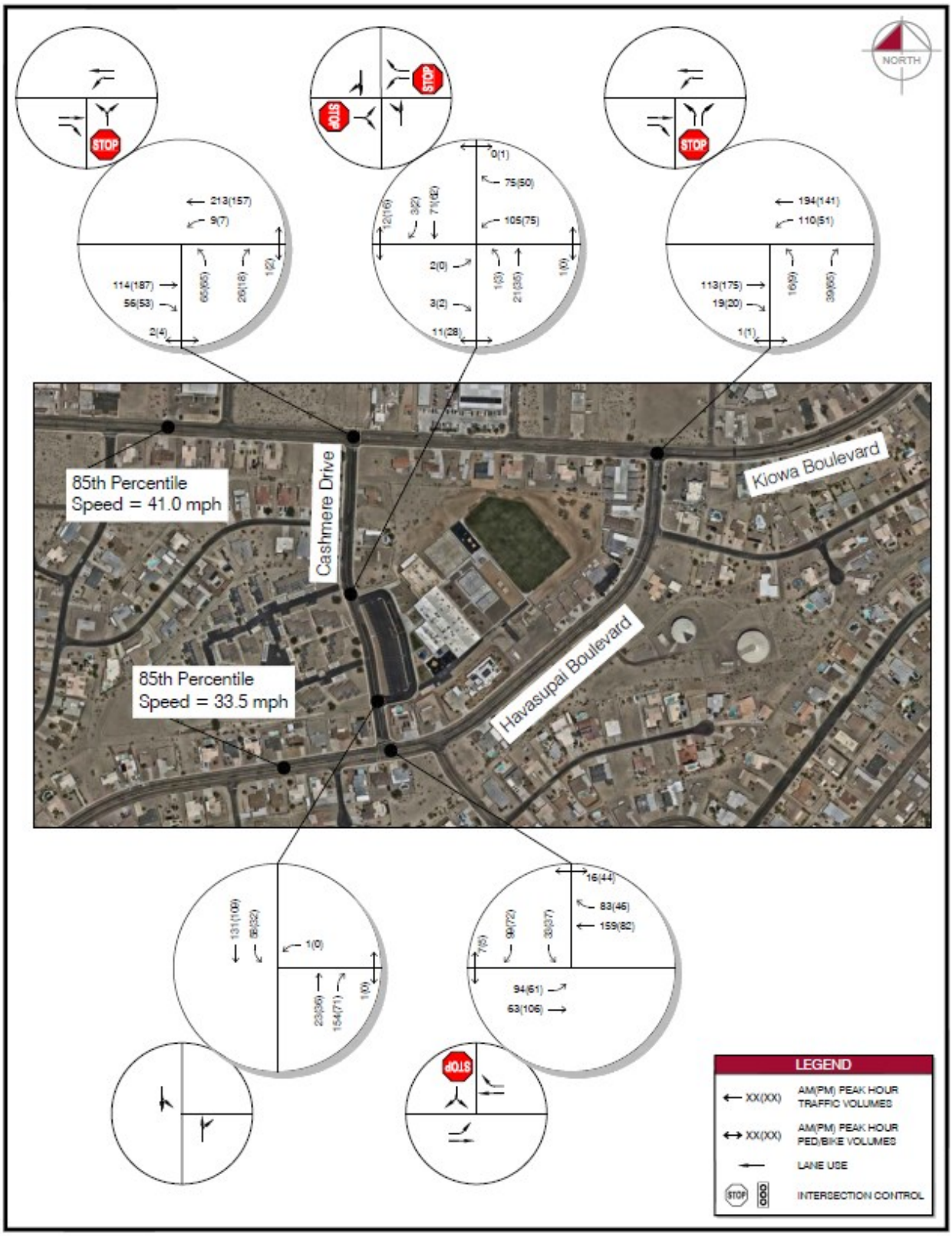


Figure 7 – Havasupai Elementary Lane Configurations, Volumes, and Speeds

Observations

- Permanent school zone signs exist on the exterior of the sidewalk zone, and temporary school zone signs were placed in the middle of the road during drop-off and pick-up times.
- The school utilizes AM and PM crossing guards to facilitate safe crossings; however, not all crossing guards were not observed wearing with high-visibility safety vests in the morning.
- Despite crossing guards and crosswalks stationed around the school, jaywalking was still present.
- Typically, helmet usage was low for students riding bicycles, scooters, and e-scooters.
- The sidewalks were seen to be adequately wide and well-maintained, but debris was found to be washed over the surface and curbline at certain locations.
- It was noted that the crosswalks, stop bars, and lane striping were mostly faded, necessitating restriping and a shift to high-visibility crosswalks rather than transverse ones.
- Havasupai Elementary School does not have a daily, regularly scheduled, standard school bus system to and from the school; therefore, the zone is used only for a special education bus that serves the school.
- During the morning observations, a police car was stationed in the vicinity of the school and monitored school operations. Based on discussions with the police, they frequently conduct surveillance at schools; there is no fixed schedule for each school.
- The afternoon observation experienced trends similar to the AM, but in a more disorganized manner.
- The following observations are specific to afternoon observations
  - Conversations with the crossing guards reflected that the PM times are typically more chaotic than the AM, stating more students are dropped off in the morning and walk or ride home in the afternoon.
  - The curb on Cashmere Drive was used as pick-up zones. Students had to use a gravel embankment between the school parking lot and Cashmere Drive to reach their cars.
  - Queues formed in all directions on nearby roadways, oftentimes exceeding ten cars and blocking driveways.
  - Many students were seen crossing Cashmere Drive during breaks in traffic rather than at designated crosswalks.



Figure 8 – Crossing Guard at a Crosswalk near School Driveway

Jamaica Elementary School

Current Processes

Jamaica Elementary School serves students from kindergarten through sixth grade. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:30 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 410 students.

Current Infrastructure

The existing circulation procedures for Jamaica Elementary School are shown in **Figure 9**. The school has three driveways on Jamaica Boulevard used for student arrival and dismissal. The bus zone, serving two buses, is located between driveways 1 and 2. Parent drop-off/pick-up is designated to occur in the parking lot adjacent to driveway 3, however, the shoulder and bike lanes along Jamaica Boulevard are typically used as well. There are two one-way separated lanes to enter and exit the parking lot, and cars exiting the lot are directed to make only right turns onto Jamaica Boulevard. A crossing guard is present at driveways 2 and 3, and oftentimes, staff use high-visibility vests and help direct traffic.



Figure 9 – Jamaica Elementary School Circulation

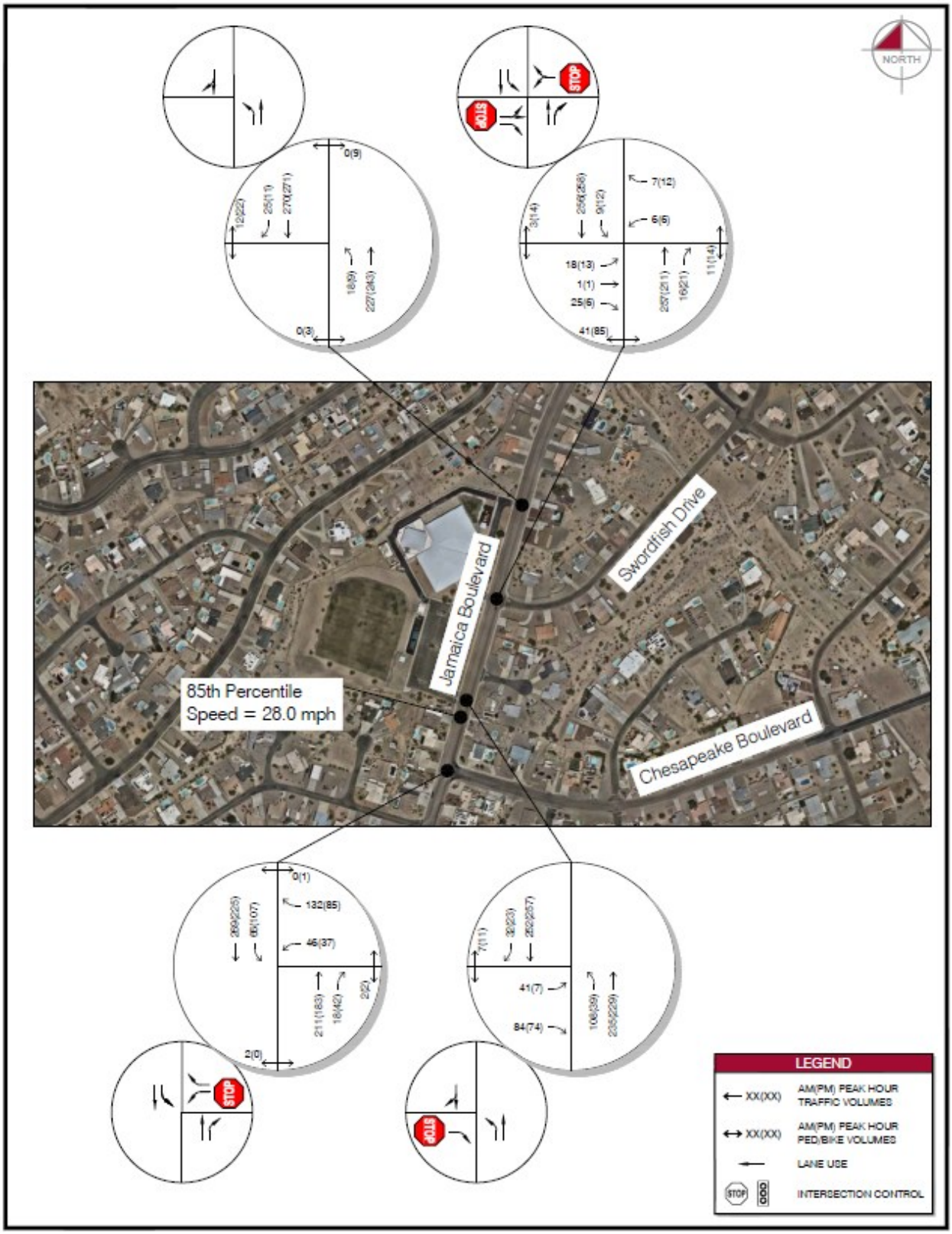


Figure 10 – Jamaica Elementary School Lane Configurations, Volumes, and Speeds

Observations

- Jamaica Elementary School has a designated drop-off and pick-up line within its parking lot but still experiences queuing that can quickly grow to block driveways during both AM and PM times.
- Vehicles also queue along the shoulder of Jamaica Boulevard. The Two-Way Left-Turn Lane (TWLTL) on Jamaica Boulevard experienced moderate traffic queuing, with queues extending to five cars at times.
- Many vehicles were observed performing U-turns when parking or leaving.
- Although there were crossing guards at driveways 2 and 3, staff were seen coming out to help direct traffic with and without high-visibility vests during the morning observation.
- The sidewalks were accessible, but the volume of students walking and riding their bikes showed they were too narrow. Additionally, students had to use a gravel walkway as the sidewalk ended on Jamaica Boulevard after Monte Carlo Avenue.
- It was observed that minimal school zone signs were present, and many vehicles were seen speeding and performing illegal U-turns. Conversations with a crossing guard suggested that people do not pay attention when entering the school zone.



Figure 12 – TWLTL Queue on Jamaica Boulevard

- The shoulder space is also used by bicycles, and this lane was frequently blocked by curbside drop-offs. A large, locked bike rack was available, and it appeared to be heavily utilized.
- The afternoon pick-up experienced more traffic and queuing build-up compared to the morning drop-off. A queue quickly built both in the designated parking lot and along the roadway, causing congestion and delays along Jamaica Boulevard.
- More vehicles were seen parking on the street, and a larger volume of jaywalking was observed during the afternoon peak.

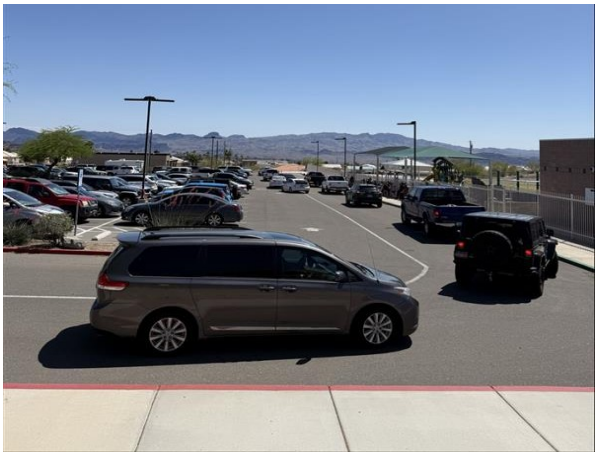


Figure 11 – Designated Drop-Off/Pick-Up Zone Queue

Nautilus Elementary School

Current Processes

Nautilus Elementary School serves students from kindergarten through sixth grade. A preschool program is also offered. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:30 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 340 students.

Current Infrastructure

The existing vehicle, bicycle, and pedestrian circulation procedures for Nautilus Elementary School are shown in **Figure 13**. The school has two driveways used for student arrival and dismissal. One bus serves the school for both drop-off and pick-up. A designated drop-off/pick-up zone is established around the parking lot between driveways 1 and 2. Cars are directed to enter through driveway 1 and exit through driveway 2, with assistance from staff not wearing high-visibility gear. The exit path of driveway 2 has recently been modified to two lanes, but the striping needs to be updated, per the staff. Recently, staff and student helpers have been assigned to open doors (via digital applications) and supervise crossings near the designated drop-off/pick-up location. Crossing guards are present at the Patrician Drive/Patrician Court and Patrician Drive/Palo Verde Boulevard intersections and are responsible for bringing out temporary school zone signs.



Figure 13 – Nautilus Elementary School Circulation

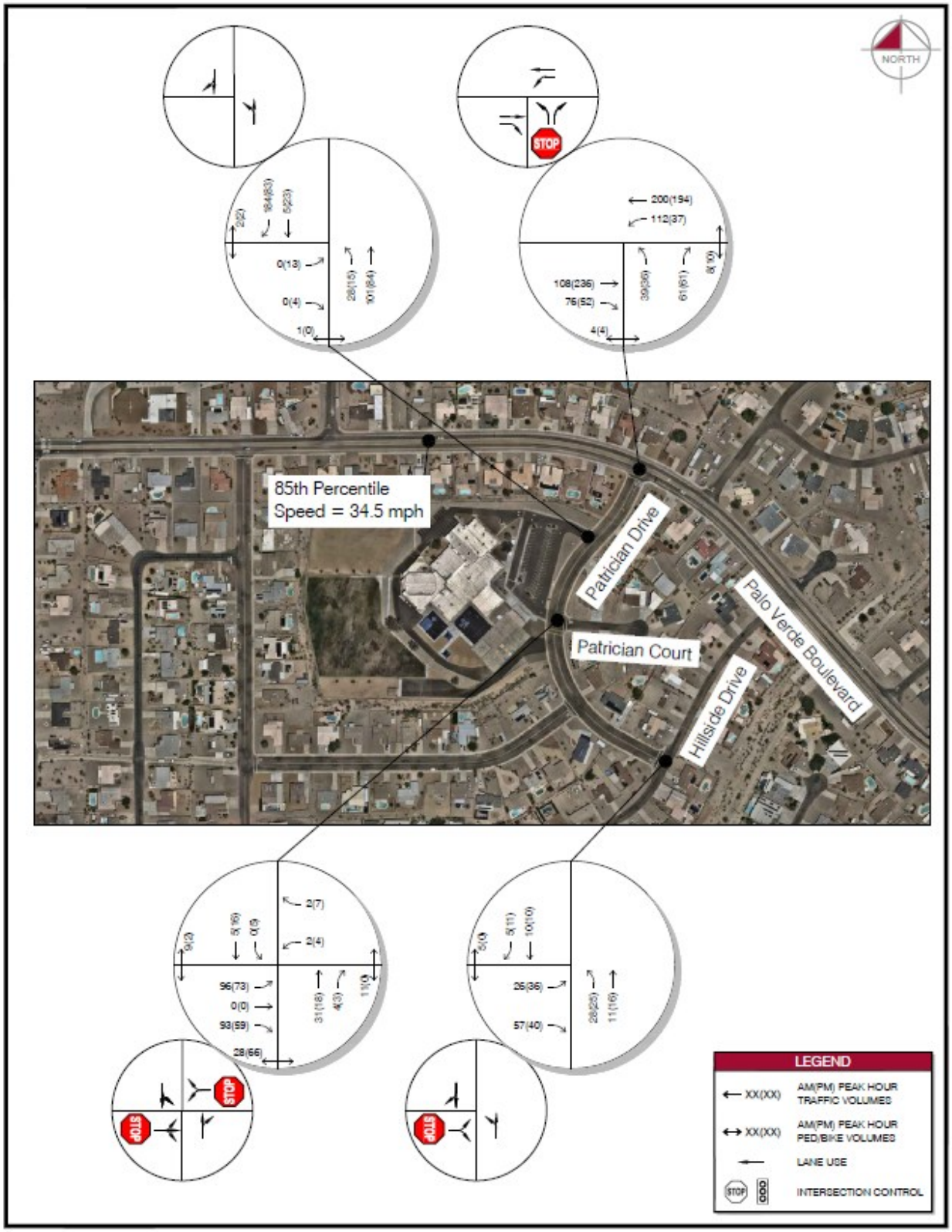


Figure 14 – Nautilus Elementary School Lane Configurations, Volumes, and Speeds

Observations

- The school has a designated drop-off/pick-up zone managed by staff members. The staff had inconsistent use of high-visibility gear, but some students were seen bringing vests out to staff upon arrival.
- Parents are told not to stay in the parking lot; however, the parking lot was still used at times despite the restrictions.
- Most students were seen to observe safe habits when traversing the parking lot and designated zone.
- The afternoon school egress operations were said to have greater traffic impacts than the morning ingress operations.
- The sidewalks were well-maintained and were properly used by pedestrians and bicyclists.
- During the morning ingress operations, a police officer was stationed in the area to help with traffic calming. Several on-street parking spaces were observed in the morning.
- The afternoon egress operations observed queues exceeding 10 vehicles in the designated pickup zone and over 5 vehicles at a time on Patrician Drive.
- The queue created from the pick-up zone surpassed the parking lot and extended onto Patrician Drive, bringing the line up to Palo Verde Boulevard at times. The buildup of the queue led to difficulties in leaving the parking lot. Again, staff were present to assist the process, but it was noted that there did not seem to be enough staff present to help every student. A crossing guard noted that the lines were not as long as usual on the day of observation. Despite the large volume of traffic created, there did not appear to be any noticeable violations.



Figure 15 – Street and Drop-Off/Pick-Up Zone Queue



Figure 16 – Designated Drop-Off/Pick-Up Walkway

Smoketree Elementary School

Current Processes

Smoketree Elementary School serves students from kindergarten through sixth grade. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:30 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 435 students.

Current Infrastructure

The existing vehicle, bicycle, and pedestrian circulation procedures for Smoketree Elementary School are shown in **Figure 17**. The school has two driveways used for student drop-off/pick-up. The designated drop-off/pick-up zone, which is also shared by buses, is located between driveways 1 and 4. This drop off/pick up zone is for kindergarten and 3rd grade drop off/pick up zones for grades 4 and 5 enter via driveway 1, turn left at location 2, and pick up the students between points 2 and 3 and rejoin other traffic before exiting at driveway 4. All crosswalks and the area between entry and exit driveways, indicated as points 1 and 4, are monitored by staff wearing high-visibility vests. Monthly parking lot etiquette messages are sent to parents to aid in the process. A crossing guard is present at driveways 1 and 5, while the remaining crosswalks near the school are not staffed. Many parents use the nearby preschool parking lot as a drop-off zone, which the staff considers a problem.

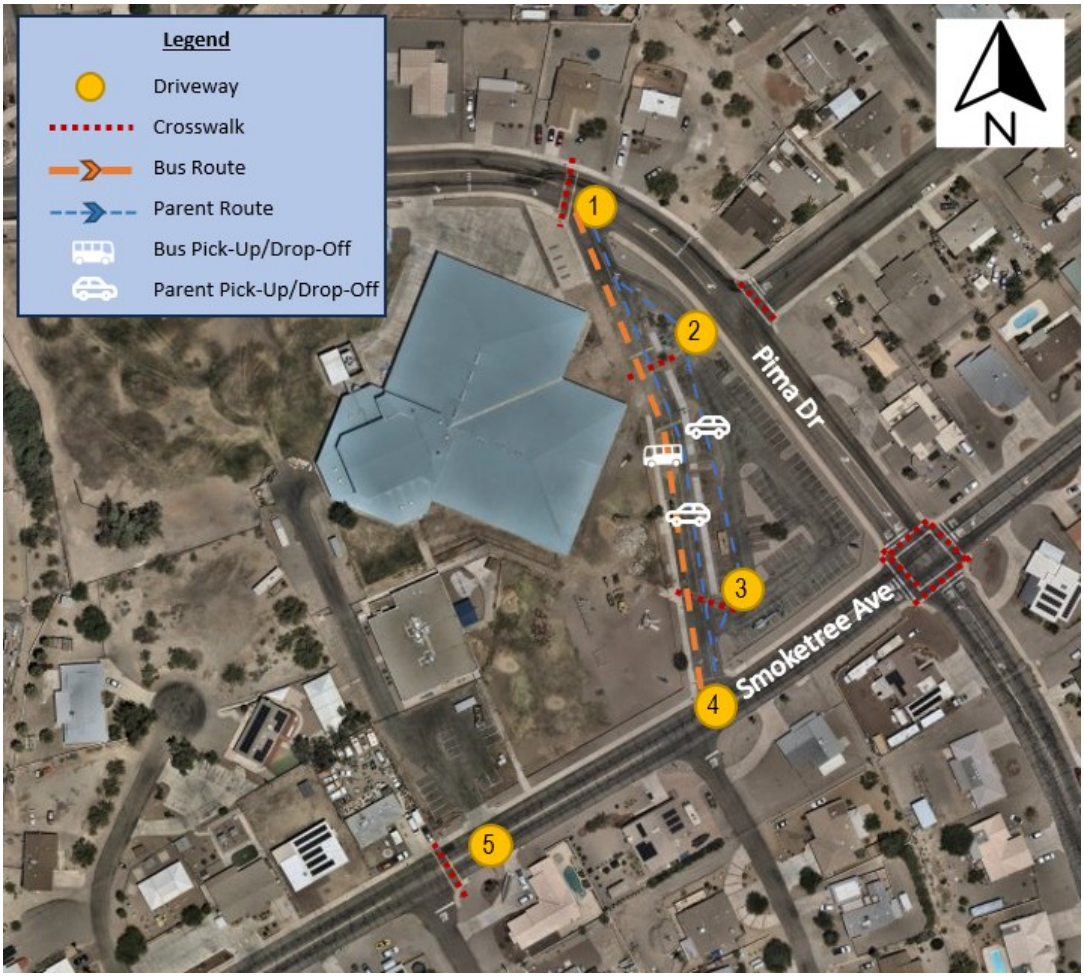


Figure 17 – Smoketree Elementary School Circulation

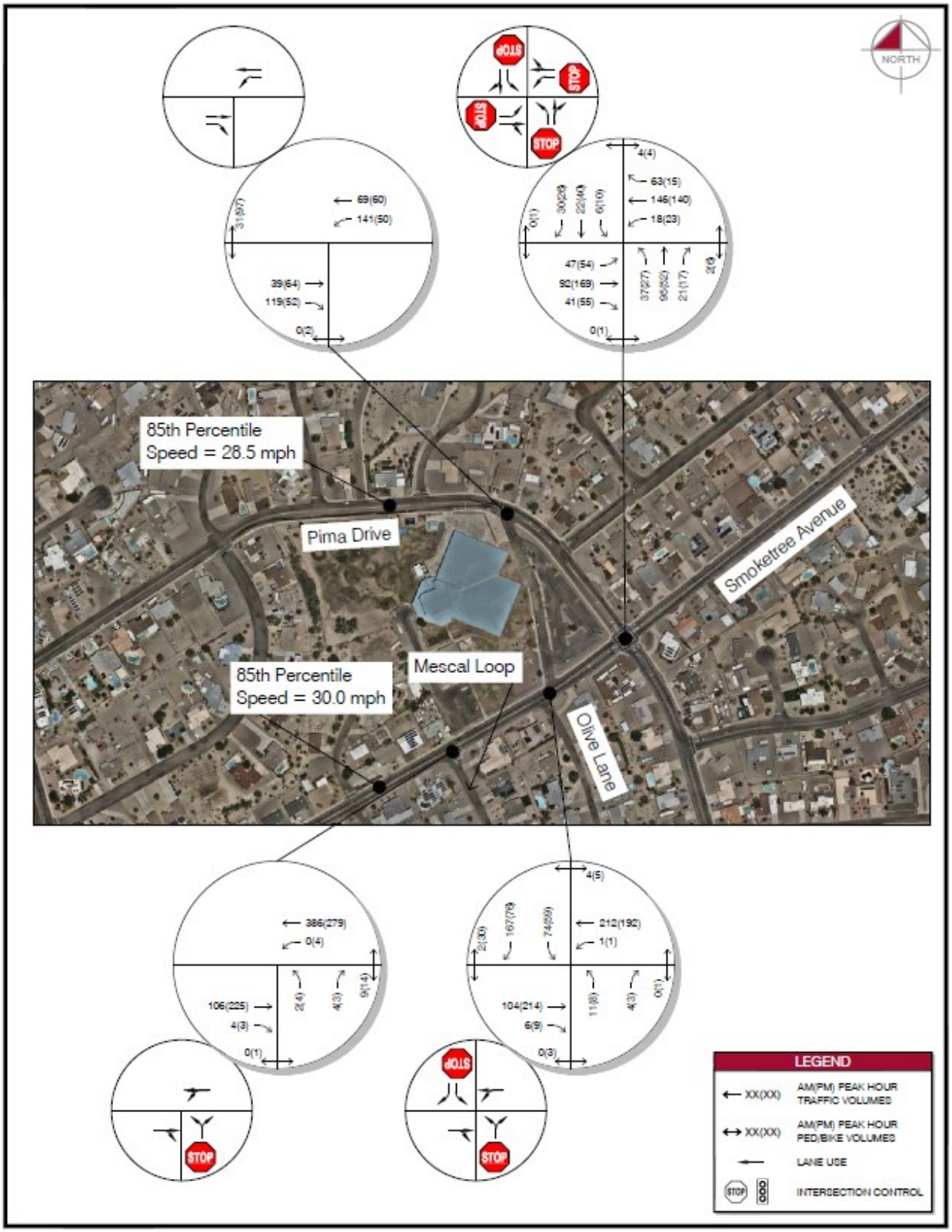


Figure 18 – Smoketree Elementary School Lane Configurations, Volumes, and Speeds

Observations

- Smoketree Elementary School has a channelized drop-off/pick-up zone designated for use in both the morning ingress and afternoon egress times.
- These pick up/drop off zones are monitored by staff equipped with high-visibility vests.
- These zones regularly exceed capacity and create queues on Pima Drive.
- Parents also utilize on-street parking for drop-off/pick-up as well as a nearby preschool parking lot. The use of the preschool parking lot was described as a problem by staff; however, it has remained in use.
- Many students walked, biked, or rode scooters on the sidewalks. There is a gap in sidewalk infrastructure along the north side of Pima Drive and the east side of Smoketree Avenue, requiring parents and students to traverse a gravel path.
- Street and crosswalk markings were seen to be faded, and there is an increasing demand from staff and parents for a crosswalk at Cielo Drive across Pima Drive. There are also not enough crossing guards to adequately staff each crosswalk.
- The morning drop-off experienced minor queuing concerns starting from the northside crossing near driveway 1. This queue was not as large as the afternoon pick up time, which exceeded about three cars and caused minor delays.
- The PM pick-up time experienced a much larger volume of traffic and increased the length of the queues in the area surrounding the school. The parking lot maintained a queue of at least 15 cars for most of the peak demand period. The size of the queue was observed to block a bus attempting to service the school, and the bus had to use its horn and signal to parents to clear space.
- Staff were present to help direct traffic in the pick-up area, and the parking lot was used much less compared to the AM.
- Along Pima Drive, a constant queue of at least ten cars was counted.
- Many students and parents were observed jaywalking across Olive Lane.



Figure 19 - Incomplete Sidewalk to Gravel Path



Figure 20 – Street Crossing Without Crosswalk

Starline Elementary School

Current Processes

Starline Elementary School serves students from kindergarten through sixth grade. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:30 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 700 students.

Current Infrastructure

The existing circulation procedures for Starline Elementary School are shown in **Figure 21**. The school has four driveways used for student drop-off/pick-up. Two buses service the school, entering at driveway 2 and exiting at driveway 3. Parent pick-up/drop-off is organized by grade level, with instructions sent at the start of each school year. Parents are told to park when dropping off students, but discussions with the staff suggest that this does not typically happen. Most students were dropped off by parents, stopping at the roadside, often in fire lanes or red zones. Per the staff, school zone signs are typically in place from 6:00 am to 5:00 pm. Crossing guards are normally stationed at the crossing on Starline Drive in front of the school, at the intersection of Pintail Dr and Starline and at the crossing on Pintail Drive near the side school entrance.

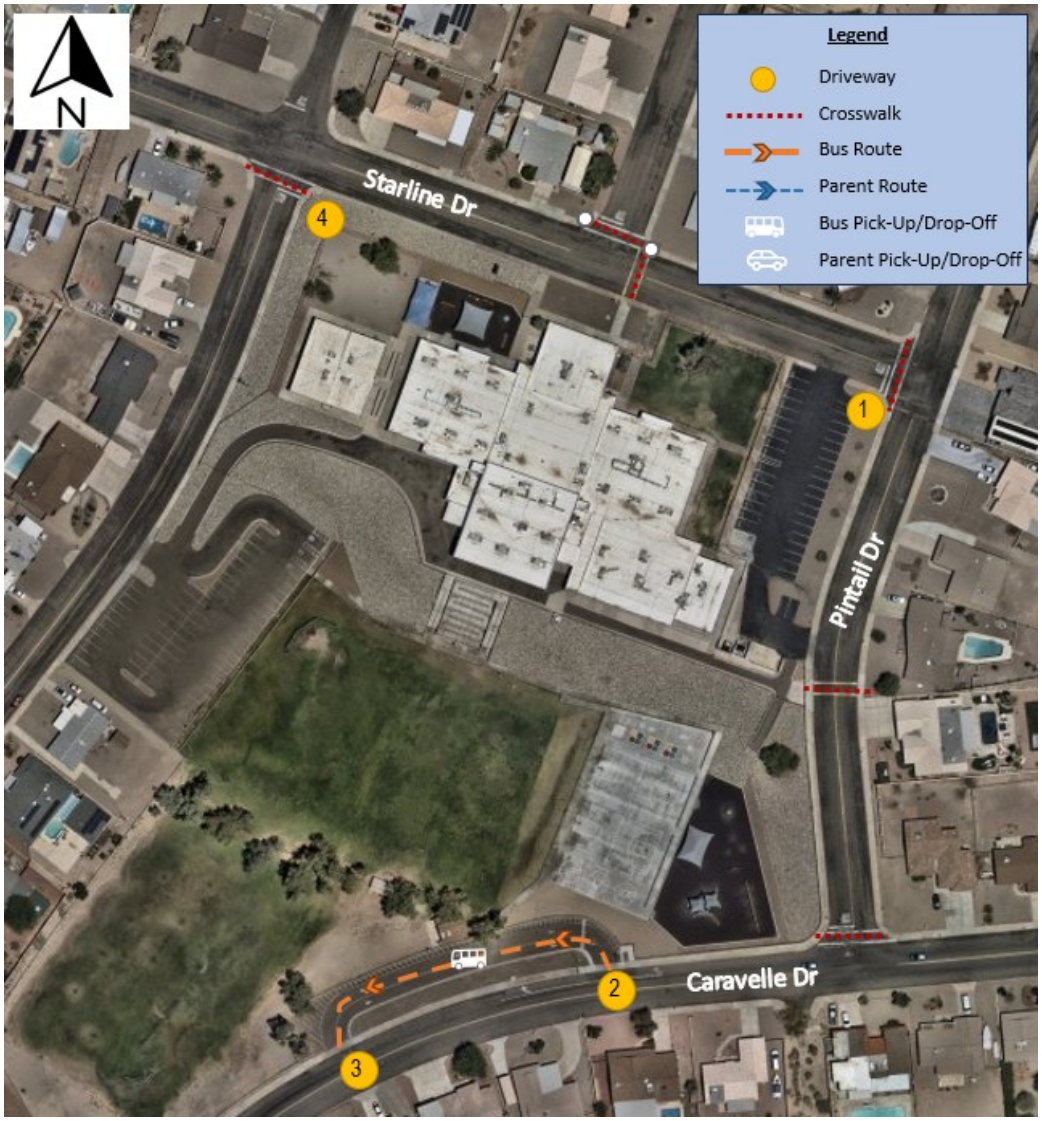


Figure 21 – Starline Elementary School Circulation

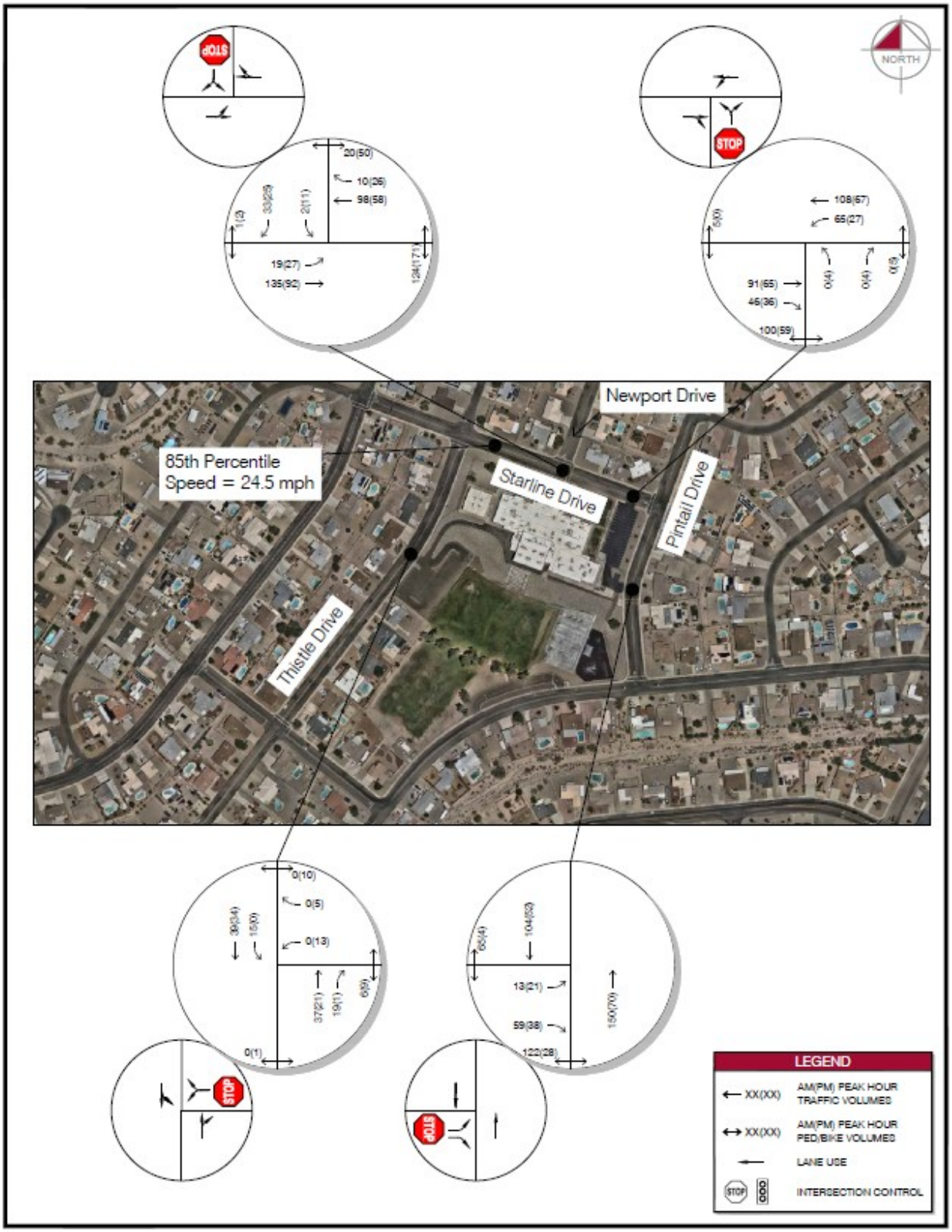


Figure 22 – Starline Elementary School Lane Configurations, Volumes, and Speeds

Observations

- Starline Elementary School has designated drop-off/pick-up zones based on student grade level.
- On-street parking was observed along Thistle Avenue, Starline Drive, Pintail Drive, and Caravelle Drive.
- It was noted that minimal school zone signage was in place, especially near driveway 4 and along Caravelle Drive.
- Both AM and PM times experienced the formation of queues along the roadway, and parents were frequently seen briefly stopping in fire lanes and red curblines to drop off students.
- Many students were seen walking and biking on the sidewalk from nearby areas. Jaywalking was present for parents and students.



Figure 23 – Curbside Parking and Sidewalk Usage

During the AM drop-off, smaller queues developed of six to ten cars at a time, which tended to fluctuate and block off traffic on the surrounding streets. Over the period of observation, cars were frequently backed up along Caravelle Drive adjacent to the school. In some instances, staff functioned as crossing guards with signs, but did not have high-visibility vests.



Figure 24 – Students at the Crosswalk Thistle Ave

The PM also experienced the formation of queues, but to a larger extent than the AM time. Over 12 cars were seen queuing on both Newport Drive and Starline Drive. Additionally, more than 20 cars were seen waiting along Thistle Avenue, and at least eight cars were waiting along Caravelle Drive.

Parents were seen parking for pick-up in the teacher parking lot, which is not a designated pick-up zone.

Oro Grande Classical Academy

Current Processes

Oro Grande Classical Academy serves students from kindergarten through sixth grade. A preschool program is also offered. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:30 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 350 students.

Current Infrastructure

The existing vehicle, bicycle, and pedestrian circulation procedures for Oro Grande Classical Academy are shown in **Figure 25**. The school has two driveways used for student drop-off/pick-up along Pawnee Drive, with an additional exit driveway to Red Cloud Drive. One bus serves the school along the pathway designated near the front of the building. This area also doubles as the parent drop-off/pick-up zone, located between driveways 2 and 3. This is a one-way, two-lane roadway where vehicles enter at driveway 2 and exit at driveway 3. Many parents use this driveline; however, on-street curbside parking is still sometimes used. Crossing guards are present at locations 1 and 4, and staff assisting students to their vehicles within the pick-up zone in the afternoon.



Figure 25 – Oro Grande Classical Academy Circulation

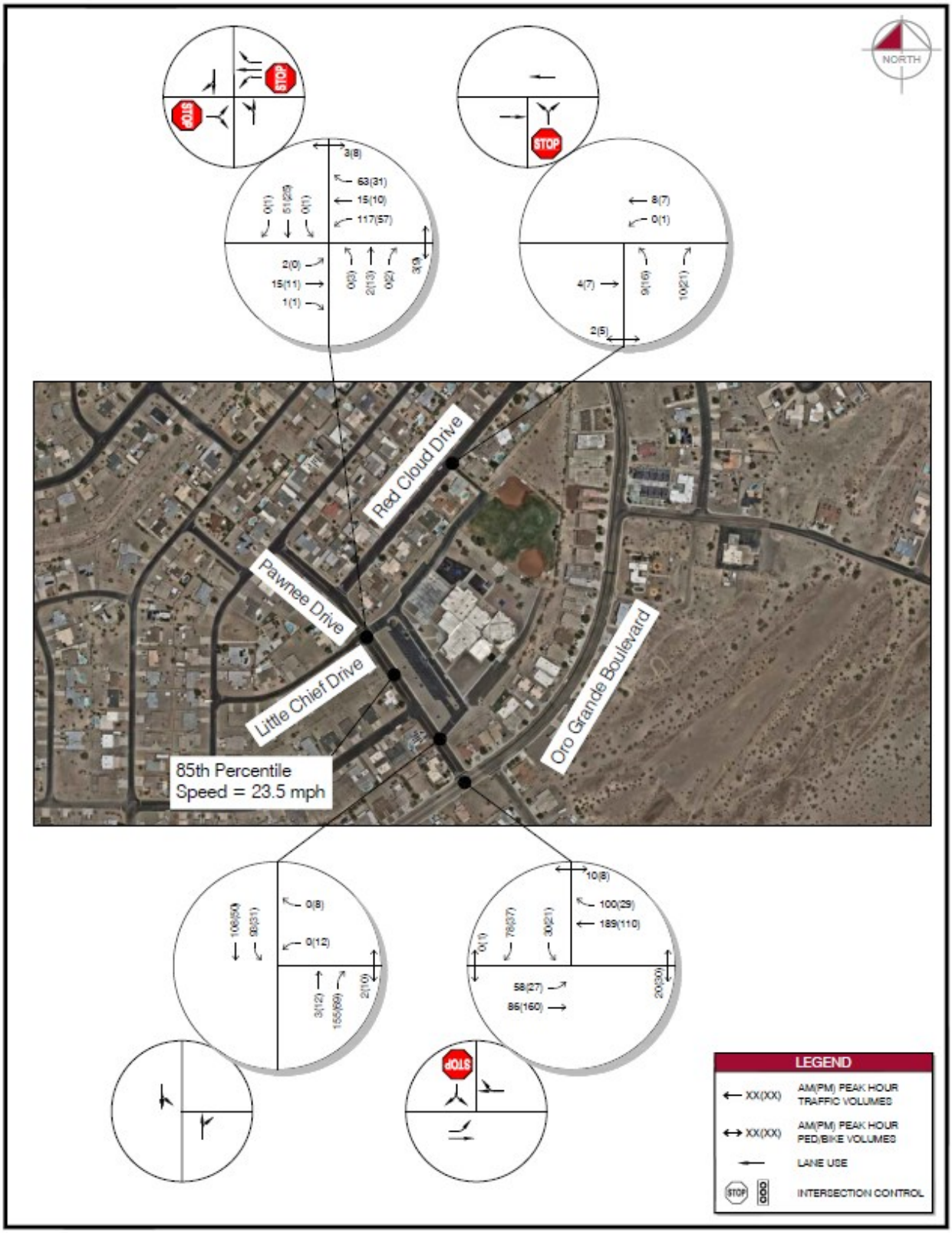


Figure 26 – Oro Grande Classical Academy Lane Configurations, Volumes, and Speeds

Observations

- Oro Grande Classical Academy has a designated two-lane drop-off/pick-up line around its parking lot that experiences moderate queuing during PM hours.
- Parents were seen to follow the drop-off/pick-up procedures well, and signs were in place to help guide traffic between the lanes.
- Many students were seen walking or using bicycles or scooters, and it was noted by a crossing guard that the number of students with bicycles, including e-bikes and scooters, has been increasing.
- Many students ride without helmets.
- The crossing guards provided safety information to students waiting to use the crosswalks. In combination with the efforts of the crossing guards, most students were observed following proper crosswalk etiquette and would wait for all cars to yield before entering the street. Crosswalks to the west of driveway 4 were used, but no crossing guard was present at these locations.
- Bicyclists were seen sharing the sidewalk with pedestrians.
- The sidewalks were frequently used by parents and students. There is no sidewalk available on Pawnee Drive opposite the school and along connecting streets of Tomahawk Drive and other surrounding neighborhoods.
- Many cars and students were noted to be utilizing Red Cloud Drive as an exit from the school after leaving the drop-off zone, which only has a sidewalk on one side of the road.
- Inconsistent use of high visibility safety vests by crossing guards



Figure 27 – Missing Sidewalk at Vaquero Drive and Oro Grande Boulevard

The AM drop-off was not busy, and cars were seen following the speed limit within the school zone. A police car was present during the field observations. Several students were observed using the crosswalks before the crossing guards were stationed.

During PM pick-up, an 11-car queue was created, but no major delays were noted during the observation. Parents parked on-street along Pawnee Drive and in the staff parking lot. Many students were observed waiting on a concrete barrier between the parking lot and the pick-up zone until their parents arrived. A police officer was present during the afternoon egress time.



Figure 28 – Crossing Infrastructure at Pawnee Drive and Oro Grande Boulevard

Thunderbolt Middle School

Current Processes

Thunderbolt Middle School serves students in seventh and eighth grade. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 7:55 am and an end time of 2:35 pm. On Thursdays, the start time is 7:55 am and the end time is 1:00 pm. The school serves approximately 690 students.

Current Infrastructure

The existing vehicle, bicycle, and pedestrian circulation procedures for Thunderbolt Middle School are shown in **Figure 29**. The school has two driveways used for student drop-off and pick-up. In total, nine to eleven buses service the school. All traffic enter via Driveway 1. Buses follow the route to location 4, while parent pick up/drop off occur in the staff/visitor parking lot and all traffic exit through driveway 2. In addition to the designated on-school zone, pick-up and drop-off also occur along the curbside of the surrounding streets. Crossing guards are present near all five locations shown below.



Figure 29 – Thunderbolt Middle School Circulation

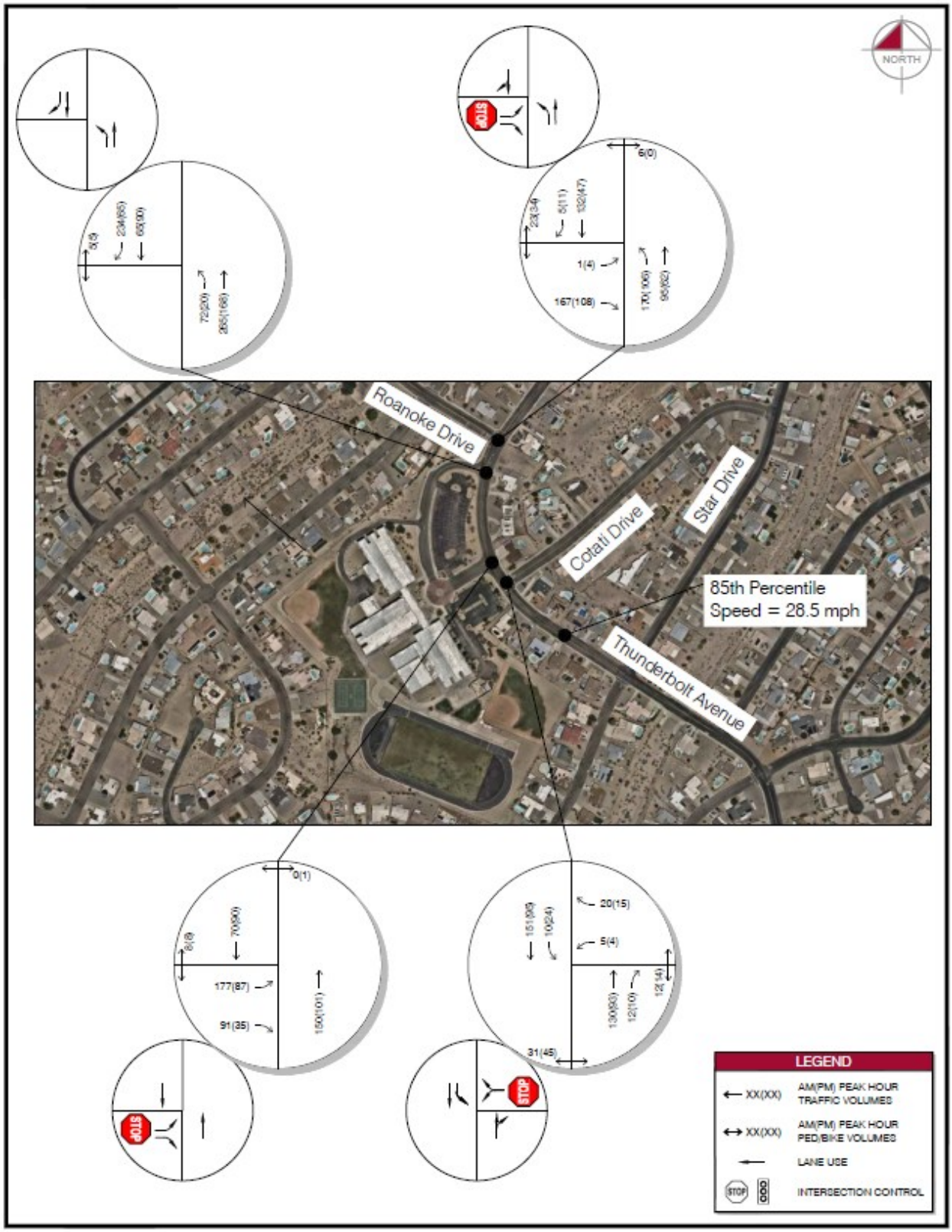


Figure 30 – Thunderbolt Middle School Lane Configurations, Volumes, and Speeds

Observations

- Thunderbolt Middle School features an exclusive bus lane and an exclusive student pick-up/drop-off zone which work effectively.
- Queuing is observed at the exit driveway because all traffic exit from this driveway only.
- Pedestrians and bicyclists used the available sidewalks; however, there were gaps in the sidewalk along Thunderbolt Avenue.
- Crossing guards were posted at roadway intersections and crosswalks located within the pick-up/drop-off zone.
- Many of the crosswalk markings were observed to be faded and worn down. Crosswalk markings along Cotati Drive and Roanoke Drive were missing.
- All signs within the school are faded and should be replaced.



Figure 31 – Faded signs and pavement markings

Many parents dropped off and picked up students outside the school premises, creating some unsafe situations. Cotati Drive was used as one location, and an instance of a car stopping in a travel lane on Star Drive was noted. A dirt lot near driveway 1 was also used as a drop-off location, causing students to have to traverse the uneven, unpaved ground.

Several traffic violations were observed, with speeding and rolling through stop signs being the most prevalent. Oftentimes, vehicle traffic did not stop for pedestrians waiting to cross and would continue through with pedestrians still on the roadway.

Lake Havasu High School

Current Processes

Lake Havasu High School serves students from ninth through twelfth grade. The school operates Monday, Tuesday, Wednesday, and Friday with a start time of 8:00 am and an end time of 2:30 pm. On Thursdays, the start time is 8:00 am and the end time is 12:25 pm. The school serves 1,200 to 1,300 students in-person and approximately 500 students online.

Current Infrastructure

The existing circulation procedures for Lake Havasu High School are shown in **Figure 32**. Students enter the school via Driveway 4 and exit via Driveway 1 and many parents followed this same route pattern. Some parents drop-off and pick-up through Driveway 3, while some entered via Driveway 3 and exited via Driveways 4 or Driveway 1. No buses serve this school. 632 parking spaces are available for student use between the upper and lower lots, with 147 spaces being allocated for staff members. Vehicles also use street parking near driveway 3 and park along nearby residential streets.



Figure 32 – Lake Havasu High School Circulation

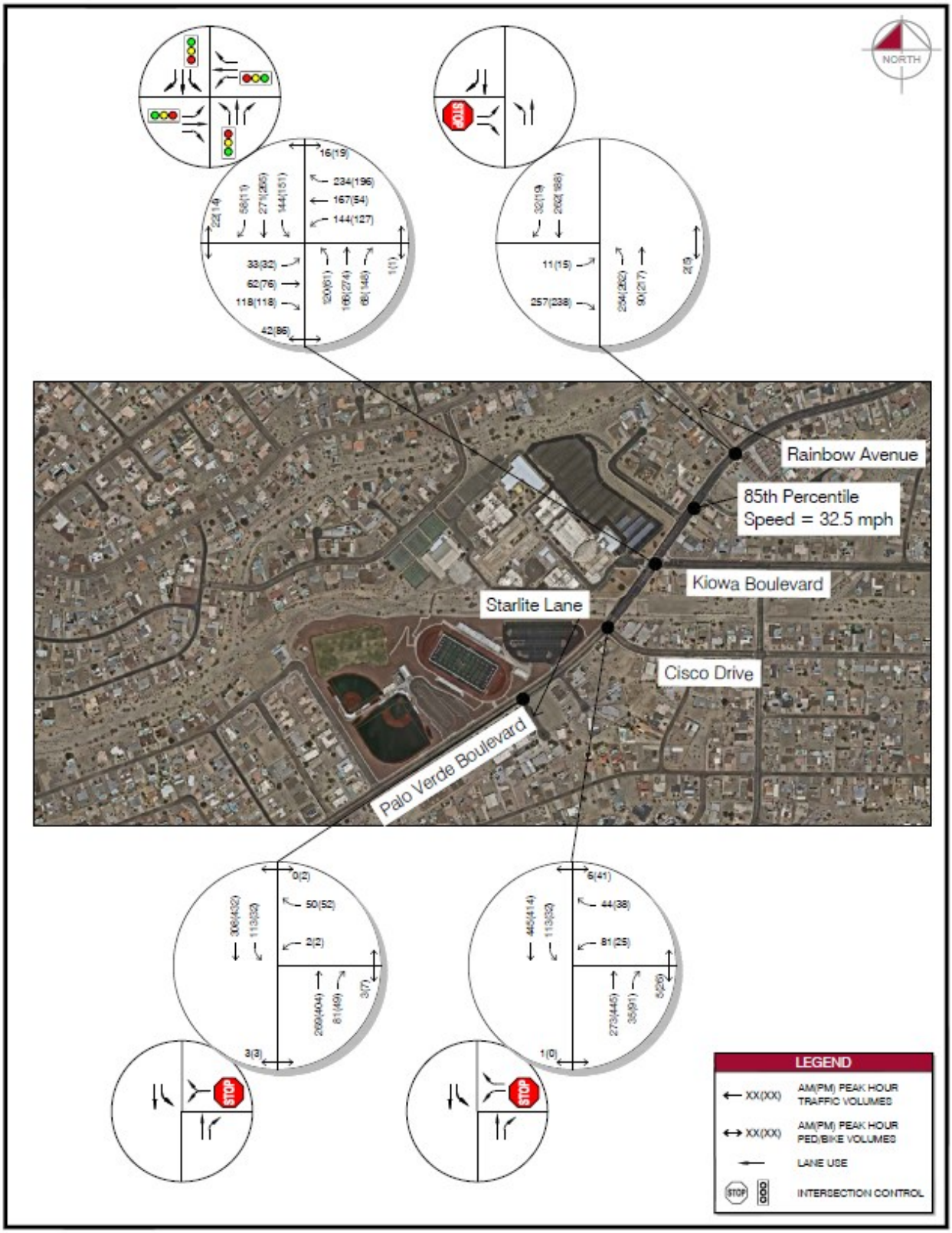


Figure 33 – Lake Havasu High School Lane Configurations, Volumes, and Speeds

Observations

- Lake Havasu High School accommodates two main drop-off/pick-up zones one near Driveway 3 and other near the larger student parking lot. Most traffic flow involved movements from Driveway 4 to Driveway 1.
- Vehicles maneuvering these lots were seen driving around the speed bumps placed near the school. Additionally, nearby residential streets were used as parents for pick up and drop off.
- Pedestrians utilized roadways and sidewalks during peak times. Bicycles and e-bikes were also seen using the sidewalks.
- During both drop-off and pick-up, many conflicts and near-miss incidents were observed between pedestrians, bikes, and vehicles were noted.
- Long queues were observed at the intersection of Kiowa Boulevard and Palo Verde Boulevard. The signal has protected only-left-turn movements and left-turn volumes spill into the through lanes causing extensive queues in both the AM and PM observations.
- Diagonal crossing is allowed at the intersection and was used extensively by students.
- Long queues at Palo Verde blocked the intersection of Monaco Drive, forcing vehicles to take smaller gaps to make the left turns from Monaco Drive.
- At the Students' parking lot, students were seen speeding, crossing diagonally over the parking aisles.
- Parents dropped off and picked up students in the residential roadways around the school, and students walked to from the school. Many students were observed crossing at unmarked locations to reach parents.
- On Everglades Drive all public parking lots associated with the tennis courts were utilized by parents to pick up and drop off.



Figure 34 – Queue on Palo Verde Blvd



Figure 35 – Queue Formation near Driveway 3

In the morning, queuing built through the parking lots and drive aisles, with traffic extending in Monaco Lane when waiting to enter Driveway 4. In the afternoon peak, queuing was observed at Driveway 1 and on Monaco Drive.

Walking/Biking Assessment

The Walking and Biking Assessment was completed for most of the residential neighborhoods within Lake Havasu City as shown in **Figure 36**.

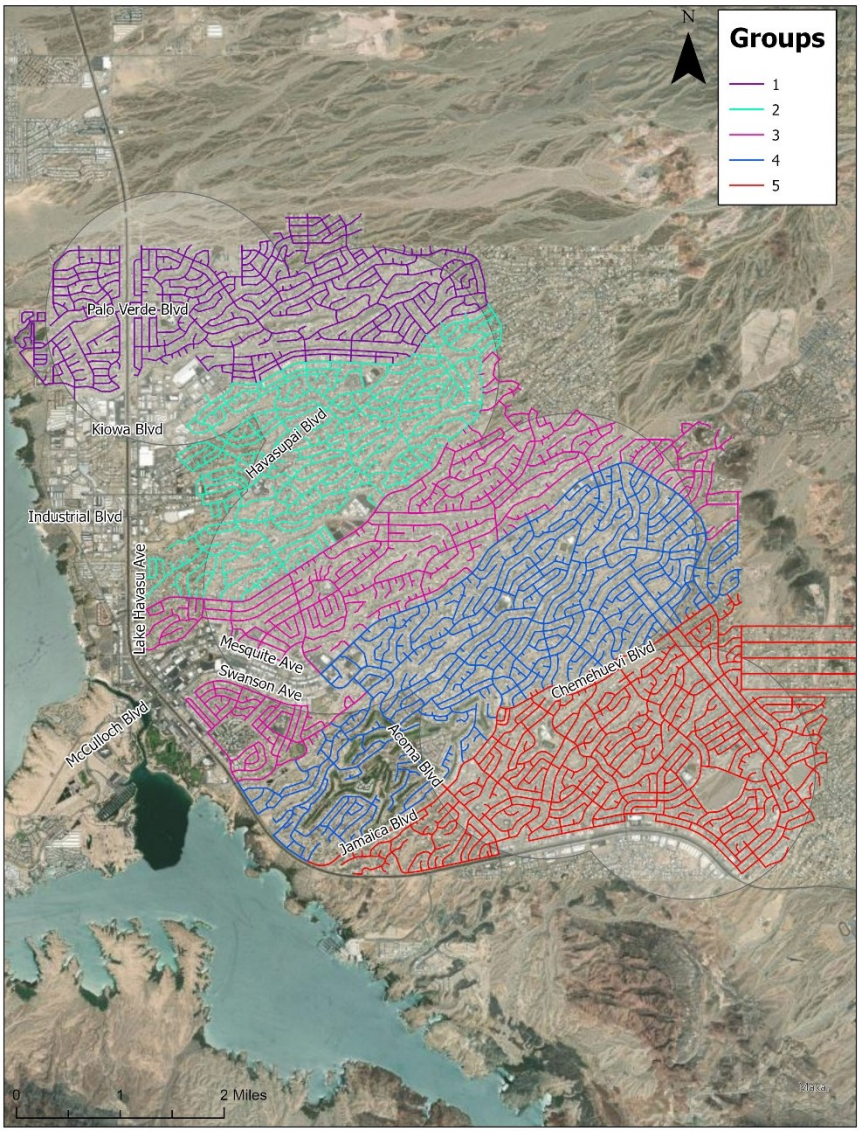


Figure 36 – Walking and Biking Assessment Area Groups

There is very limited bicycle and pedestrian infrastructure throughout the residential areas of Lake Havasu City, with most neighborhoods lacking adequate sidewalks and bike lanes. This leads to many residents walking in the street next to motor vehicle traffic. Additionally, many streets experience debris washing into the street, increasing the discomfort of people walking or riding a bike. Additionally, where sidewalks do exist, many curb ramps do not meet Americans with Disabilities Act (ADA) Standards, lacking detectable warnings or truncated domes.

Walking and Biking Route Maps for each school were prepared using the findings of the Walking and Biking Assessment and are included in **Appendix C**.





Figure 37 – No Sidewalk in Residential Neighborhoods or in the School Zones



Figure 38 – Non-ADA Compliant Curb Ramp

School Concerns

LHMPO staff met one-on-one with most school principals to learn about their specific concerns. The following lists the concerns each principal shared:

Jamaica Elementary School

- Drop-off/pick-up operates well
- Some concern with parents letting kids out of the driver side of vehicles with bypass lane conflicts

Nautilus Elementary School

- New vests and paddles are needed for crossing guards
- Roll out signs are heavy and need to be moved a significant distance
- Currently installing a new bike park behind the school that can be used for a bike club or bike education

Starline Elementary School

- K-1 drop-off/pick-up on Starline Drive backs up past Thistle Drive
- Parents drop students off at the curb and make U-turns on Starline Drive
- Higher enrollment than other elementary schools causes more traffic and parking demand on adjacent streets
- Parents park in the no-parking zone on Caravelle Drive

Oro Grande Classical Academy

- No major issues
- The school is considering changing drop-off/pick-up area operations
- E-bike riders are required to walk their bike until off campus grounds

Thunderbolt Middle School

- Signage faded on campus
- New vests and paddles are needed for crossing guards
- Concern regarding e-bikes starting fires

Lake Havasu High School

- Monaco Lane/Palo Verde Intersection is an immediate concern
  - Long history of crashes
  - Traffic queues from the signal create issues with entering/exiting traffic and pedestrians crossing
- Students are dropped off and picked up in a chaotic manner
- Curb blocks in the parking lot were removed allowing movement across aisles without barriers leading to parents and students speeding through the lot
- Desire to use the lower lot exclusively for drop-off/pick-up, provide a pedestrian bridge over the wash, and close the upper campus area to student parking only
- Parents are using the administration office parking area for drop-off/pick-up, even though it is not designated for these purposes
- More students ride e-bikes every year; campus has secure bike parking

SRTS Recommendations and Action Plan

Consideration of the Five Es

The strategies identified in the SRTS Study consider a variety of approaches to make improvements in alignment with the Five Es:

- **Education –** Teaching students and community members about the broad range of transportation choices and making sure they have the skills and know-how to be safe from traffic and crime while walking and biking. Education also involves educating parents and community members about safe driving procedures in and around schools, including within school parking lots, at crosswalks, and in school zones.
- **Encouragement –** Using events and activities to promote walking, biking, and physical activity. Encouragement activities can include new partnerships with groups in the community to build activities like walking school buses, walk-to-school events, biking incentives, and active transportation events. Encouragement activities should effectively influence children from different backgrounds to embrace walking and biking.
- **Enforcement –** Partnering with local law enforcement to address traffic and crime concerns in neighborhoods around schools and along school routes, while ensuring that law enforcement builds trust with communities.
- **Engineering –** Making physical improvements to the streetscape and built environment that decrease the risk of injury from motor vehicles or provide more pedestrian/bike facilities.
- **Evaluation –** Assessing how effective different approaches are, identifying unintended consequences or opportunities to improve the effectiveness of an approach.

Recommendations

The following sections identify the proposed recommendations grouped by their 5 Es category and who from the collaborative team would be involved in implementation. **Table 1** provides a SRTS Action Plan for Lake Havasu City that identifies the key issues and recommended SRTS strategies to address the issue, prioritized based on the severity of the issue and ease of implementation. Recommendations by school are summarized in School Project Sheets in **Appendix D**.

Education

It is recommended that the City, schools, and Lake Havasu Police Department work together to:

- Conduct seat belt and child safety program for elementary and middle school grade parents
- Create a Driver's Education program that targets young drivers in high school
- Participate in crossing guard training for school staff that facilitate crosswalks
- Implement a parent and public speeding education program to promote slower driving in school zones
- Develop a student pedestrian and bicyclist education campaign focused on e-bikes
- Design and implement a traffic garden to educate students around bicycle safety issues through an interactive experience

The goal of these programs is to promote safe transportation practices and minimize unnecessary risks.

Encouragement

It is recommended that schools, parent organizations, and the City work together to promote:

- Walking and biking to school: establish a walking/biking school bus program
- Walk/bike to school day: advertise the day to parents and students, and organize education and safety events around the day
- Walk/bike to school map: publish and regularly update walk/bike to school maps that parents and students can use

- Teen Driver Program: LHUSD and the high school should consider partnering with and promoting the Teen in the Driver's Seat mobile app incentive program
- E-bike education and permitting program: LHUSD and the Lake Havasu Police Department to partner to implement an e-bike registration or permit program for students between grades 3 – 15 years of age that have completed the recommended Bicycle and Pedestrian Safety Program

Enforcement

There are opportunities for the City, School District, and Lake Havasu Police Department to work together to promote and enforce safety measures related to school accessibility. These measures include:

- Speed limit infractions
- Failure to yield to pedestrians
- On-street parking violations adjacent to the schools
- Seat belt enforcement
- The school district, in coordination with City and the Lake Havasu Police Department, should provide high-visibility safety vests and lighted stop sign paddles to all teachers and staff that help facilitate pick-up and drop-off
- School zone signage is recommended to be updated so all signing and marking is consistent with the current standards

The City should also consider revising their e-bike policy to establish clear procedures surrounding e-bike usage, including:

- Prescribed locations for e-bike use and e-bike classification types
- Age based restrictions for e-bike classifications
- Helmet usage requirements

Enforcement measures often work best when done in conjunction with education. For example, the City may conduct an awareness campaign around a topic or two and the police provide enhanced enforcement during the campaign, often handing out warnings.

Engineering

It is recommended that the City, LHMPO, and the schools work together to improve transportation infrastructure near the schools. The recommended infrastructure improvements include the following:

- Sidewalk gap infill along the following locations:
  - Oro Grande Classical Academy
    - On Pawnee Drive between Big Chief Drive and Oro Grande Boulevard
    - On Vaquero Drive south of Oro Grande Boulevard near
  - Smoketree Elementary: On Smoketree Avenue between Pima Drive and Acoma Boulevard
  - Starline Elementary: On Starline Drive between Daytona Avenue and Thistle Drive
  - Thunderbolt Middle School: On Thunderbolt Avenue between Roanoke Drive and Broken Arrow Drive
- Install 10 feet wide multi-use path along the school boundary at the following locations:
  - Lake Havasu High School – along Palo Verde Boulevard from the existing parking lot to just north of Monaco Lane
  - Thunderbolt Middle School: along Thunderbolt Avenue between the school driveways
  - Starline Elementary: Along Pintail Road from Starline Drive to Caravelle Drive
- Install bike lanes with a minimum 18" buffer adjacent to the schools at the following locations:
  - Havasupai Elementary School: Cashmere Drive between Kiowa Boulevard and Havasupai Boulevard
  - Nautilus Elementary School: Patrician Drive between Palo Verde Boulevard and Hillside Drive
  - Smoketree Elementary School: Smoketree Avenue between Acoma Boulevard and Pima Drive

- Install high visibility crosswalks and pedestrian crossing signs at the following locations:
  - Havasupai Elementary School: at the intersections of Havasupai Boulevard at Cashmere Drive and Havasupai Boulevard at Kiowa Boulevard
  - Jamaica Elementary School: On Jamaica Boulevard at Swordfish Drive
  - Nautilus Elementary School: On Charing Cross Drive at Patrician Drive
  - Nautilus Elementary School: On Patrician Drive at Patrician Court
  - Starline Elementary School:
    - On Starline Drive at Thistle Drive
    - On Starline Drive at Newport Drive
    - On Starline Drive at Pintail Drive
- Install high visibility crosswalks with rectangular rapid flashing beacons (RRFBs) at the following locations:
  - Havasupai Elementary School: On Kiowa Boulevard at Havasupai Boulevard
  - Nautilus Elementary School: On Palo Verde Boulevard at Patrician Drive
  - Starline Elementary School: On Caravelle Drive at Pintail Drive
- In the near term, installing "No Parking During School Hours" signage in parking lanes surrounding the schools but in the future restriping existing parking lanes to provide dedicated buffered bike lanes at the following locations:
  - Havasupai Elementary School:
    - On Cashmere Drive between Kiowa Boulevard and Havasupai Boulevard
    - On Havasupai Boulevard: north of Sombrero Drive and Avalon Avenue
  - Jamaica Boulevard near Jamaica Elementary School
  - Smoketree Elementary School: On Smoketree between Acoma Blvd and Pina Drive
  - Thunderbolt Middle School: on Roanoke Drive near Thunderbolt Avenue
- Upgrading faded and/or non-compliant signage and striping surrounding the schools
- Additional improvements at the following locations:
  - Havasupai Elementary School:
    - Install pavement markings to designate space for on-street parking on Cashmere Drive in front of the school.
    - Construct new sidewalk along Cashmere Drive
    - Connect the school parking lot to the sidewalk across existing landscape rocks and
    - Install new crosswalk across the parking lot to connect the sidewalk to the school.
  - Jamaica Elementary School:
    - Install a new crosswalk on the northern entrance
    - Install a flashing speed feedback sign on Jamaica Boulevard near Jamaica Elementary School (existing city project)
  - Smoketree Elementary school: Relocate existing crosswalk on Smoketree Avenue to be closer to the school boundary and convert crosswalk to high visibility crosswalk with pedestrian crossing signage
  - Nautilus Elementary School: Widen sidewalk on school property adjacent to the drop-off and pick-up area at
  - Starline Elementary School:
    - Install 6-foot sidewalk on Starline Road from Pintail Drive to school Entrance.
    - Install an exclusive right-turn lane on Caravelle Drive at the school drop off/pick up lane. Use appropriate pavement markings and signs for this right-turn lane
    - Consider extending the drop-off pick-up lane on Caravelle Drive by extending the lane into the school's property
    - Consider using the staff parking lot on Thistel Drive for additional drop-off pick-up area
    - Restripe pavement to create space for on-street drop off and pick up zones:
      - On Pintail Drive – 25 feet south of Starline Drive
      - On Starline Drive – 25 feet east of Thistle Drive up to the school entrance
  - Lake Havasu High School:

- Improve signal operations at the intersection at Palo Verde Boulevard and Kiowa Boulevard to include Flashing Yellow Arrow (FYA) with protected-permitted left turn operations
- Restriping the existing southbound approach to convert the existing right turn lane to a shared through right lane and providing two receiving lanes
- Improve the intersection at Palo Verde Boulevard and Monaco Lane by providing "Do Not Block Intersection" markings on Palo Verde in the southbound direction and restriping the center turn lane with an exclusive left turn lane
- Install a new High-Intensity Activated Crosswalk (HAWK) at Cisco Drive and Palo Verde Boulevard near Lake Havasu High School
- Install parking stall curb stops within the student parking area at Lake Havasu High School
- Relocation of the parent drop-off zone at the high school: may consider relocating parent drop-off to the existing parking lot at Palo Verde Boulevard and Starmist Lane

Evaluation

It is recommended that the LHMPO and City work together to establish a School Safety Coordinator to oversee school-related safety concerns, the SRTS program, deployment of projects identified in the SRTS documents, and safe road behavior education programs. The School Safety Coordinator would assist in identifying and applying for funding for the larger projects identified as part of this and other SRTS reports and lead or coordinate potential education programs for students, parents, and staff, including the crossing guard training, driver's education programs for students, child safety and seat belt programs for parents, and walking/biking safety education programs. Help with the establishment, educate and enforce e-bike policies for school students

Another main component of the School Safety Coordinator would be to evaluate the progress and effectiveness of recommended solutions from SRTS projects. This may include redistributing parent surveys and student tallies to the schools, establishing evaluation criteria for new projects, and working with the City and schools on project progress.

Action Plan, Implementation Steps, and Evaluation

Table 1 summarizes the proposed recommendations in the Action Plan. The Action Plan can be used to identify strategies that the different agencies and organizations can pursue to promote the safety of students walking and riding a bike to and from school. For each issue being addressed, the following are identified: specific action steps, which school or schools the strategy applies to, the partner from the SRTS Team who would be responsible for leading implementation of the strategy, a potential funding source (if applicable), an implementation timeframe, and a method to evaluate the progress and effectiveness of the recommended strategy or set of strategies.

Strategy Prioritization

In **Table 1**, the strategies are listed in priority order based on the priority of the identified issues, with the highest priority issue listed first. Each issue has a recommended strategy or set of strategies that consider approaches related to education, encouragement, enforcement, or engineering; some strategies consider multiple approaches.

Strategy Implementation Lead

The Action Plan designates strategy implementation lead based on strategy type and location. The City handles infrastructure on public roads near schools, while the school district is responsible for anything on school property, including buses. School-specific policies, procedures, and staff arrangements fall under the school's responsibility.

Implementation Timeframe

The implementation timeframe of each strategy was identified based on the level of priority of the issue and the level of effort and/or funding that would be required to implement the strategy. Strategies identified as near-term are those that are either urgent, because of regulations or the criticality of the issue, or those that require minimal effort to implement. Strategies identified as long-term are those that should go through a formal evaluation and planning

process to implement and may require input from a larger stakeholder group than those identified in the SRTS Stakeholders Team. Any strategy requiring a significant infrastructure investment is identified as long-term.

Evaluation

The evaluation column in the Action Plan identifies a method that the SRTS team can pursue to evaluate the progress and effectiveness of the recommended strategy or set of strategies. As noted in the implementation timeframe discussion, it will be important to evaluate the effectiveness of some strategies to know whether additional or more drastic strategies need to be pursued to address the issue.

Table 1. Lake Havasu Safe Routes to School Action Plan

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
1	The region lacks a dedicated position to oversee SRTS strategies.	Establish a School Safety Coordinator position.	X	X			Hire a School Safety Coordinator to oversee the implementation of SRTS recommendations	LHMPO	SRTS funding, TA funding, GOHS	Near-Term	Observe the implementation of SRTS strategies.
2	Staff that were responsible for assisting students crossing the street were occasionally observed navigating traffic.	Encourage carrying out of the proper procedures for all staff that are on crossing guard duties.	X				Staff that are expected to perform crossing guard duties attend a crossing guard training	LHMPO / District / School	SRTS funding, TA funding, School / District funds, GOHS	Near-Term	Observe staff compliance with following the proper regulations set for their duties.
					X		All staff members that engage with crossing guard duties wear proper retroreflective safety vests and closed toed shoes and carry lighted stop paddles				
3	Students were not using crosswalks, not stopping for pedestrians, e-bikes share sidewalks but do not slow down. Multiple riders on one bicycle or e-bike Bicyclists not using helmets	Promote safe travel to school practices.	X				Establish a Driver's Education program targeted towards young drivers	District / School	SRTS funding, TA funding, District / School funding, GOHS	Near-Term	Observe safer student behavior and habits.
			X	X			Promote the Teens in the Driver's Seat mobile app incentive program		-	Near-Term	
			X	X			Establish a Bicycle and Pedestrian safety program for students		SRTS funding, TA funding, District / School funding, GOHS	Near-Term	

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
	Specific examples for middle school students: Unsafe walking and bicycling on main traffic lanes along with vehicle traffic Specific examples for high school students: Speeding inside the school parking lot						Revise city e-bike policy to establish clear procedures surrounding e-bike usage	City	-	Near-Ter	
				X	X		Implement an e-bike registration or permit program for students between 3rd grade and 16 years who have completed the Bicycle and Pedestrian Safety Program.	District / School / PD	GOHS	Near-Term	
		Provide additional crossing locations near the schools				X	Install new High-Intensity Activated Crosswalk (HAWK) at Cisco Dr and Palo Verde Blvd south of Lake Havasu High School	City	SRTS funding, TA funding, GOHS	Mid-Term	Observe number of students utilizing new routes.
						X	Install a new crosswalk at the northern entrance to Jamaica Elementary School	District / School	SRTS funding, GOHS		
		Discourage speeding in the student parking lot at Lake Havasu High School				X	Reinstall the parking stall curb stops within the student parking area	District / School	SRTS funding, GOHS	Mid-Term	Observe for reduced speeding in the student parking lot
4	There are gaps in sidewalk infrastructure surrounding schools.	Expand sidewalk infrastructure near schools.				X	Fill sidewalk gaps on Vaquero Drive and Pawnee Drive near Oro Grande Classical Academy	City	SRTS funding, TA funding, School/District funds,	Mid-Term	Observe number of students utilizing new routes.
						X	Fill sidewalk gaps on Pima Drive and Smoketree Avenue				

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
							near Smoketree Elementary School				
						X	Fill sidewalk gaps on Pintail Drive and Starline Drive near Starline Elementary School. Install and Shared Use Path				
						X	Fill sidewalk gaps on Thunderbolt Avenue near Thunderbolt Middle School. Install a Shared Use Path.				
						X	Widen sidewalk on school property at Nautilus Elementary School	District / School			
5	There are gaps in the bicycle infrastructure surrounding schools.	Expand bicycle infrastructure near schools.				X	Restripe the roadway to provide buffered bike lanes on Cashmere Dr between Kiowa Blvd and Havasupai Blvd in front of Havasupai Elementary School	City	City funds for short-term improvements future TA funds for bike lane markings	Mid-Term	Observe number of students utilizing new routes.
						X	Restripe the roadway to provide buffered bike lanes on Patrician Dr between Palo Verde Blvd and Hillside Dr in front of Nautilus Elementary School				
						X	Restripe the roadway to provide buffered bike lanes on Pintail Dr and Starline Dr near to Starline Elementary School				

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
						X	In the near term, install "No Parking During School Hours" signage in parking lanes surrounding the schools but in the long term restripe the existing parking lane to provided dedicated buffered bike lanes at the following locations: -Kiowa Boulevard near Havasupai Elementary School -Havasupai Boulevard near Havasupai Elementary School -Jamaica Boulevard near Jamaica Elementary School -Pima Drive near Smoketree Elementary School -Smoketree Avenue near Smoketree Elementary School -Thunderbolt Avenue near Thunderbolt Middle School -Roanoke Drive near Thunderbolt Middle School			Near and Long-Term	
6	Existing crosswalks lack adequate visibility.	Improve visibility, illumination, and				X	Install RRFBs at crosswalks near Havasupai Elementary School, Nautilus Elementary	City	SRTS funding, TA funding, GOHS	Long-Term	Observe safer student

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
		retroreflectivity at crosswalks and school entrances and exits					School, and Starline Elementary School.				crossings at crosswalks.
						X	Improve lighting at crosswalks and school entrances at all schools.				
						X	Install high visibility crosswalks and pedestrian crossing signs at the following locations: -On Havasupai Boulevard at Cashmere Drive near Havasupai Elementary School -On Cashmere Drive at the Havasupai Elementary School driveway -On Kiowa Boulevard at Cashmere Drive near Havasupai Elementary School -On Jamaica Boulevard at Swordfish Drive near Jamaica Elementary School -On Charing Cross Drive at Patrician Drive near Nautilus Elementary School -On Patrician Drive at Patrician Court near Nautilus Elementary School				

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
							-On Starline Drive at Thistle Drive near Starline Elementary School -On Starline Drive at Newport Drive near Starline Elementary School -On Starline Drive at Pintail Drive near Starline Elementary School				
7	Parents fail to comply with the intended circulation patterns and park on adjacent streets.	Explore options for parent education and enforcement solutions.	X				Create pick-up and drop-off diagrams and distribute to parents regularly throughout the year.	District / School	District / School funding	Near-Term	Observe for proper circulation patterns.
					X		Lake Havasu Police Department enforce on-street parking violations	PD	SRTS funding, GOHS	Near-Term	Observe for reduced on-street parking in undesignated areas.
						X	Designate additional drop-off and pick-up areas on Starline Dr near Starline Elementary School	City	SRTS funding, TA funding, City funds, GOHS	Near-Term	
							Consider additional pick-up and drop-off locations in the existing teacher parking lot at Starline Elementary School	School	-	Long-Term	
						X	Designate on-street parking on Cashmere Dr near Havasupai Elementary School and provide sidewalk and crosswalks on school	City / District / School	SRTS funding, TA funding, City funds, GOHS	Long-Term	

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
							property connecting to new parking				
8	Faded signs / pavement markings around schools.	Replace faded signs and pavement markings.				X	Replace faded signs around Havasupai Elementary School.	City	SRTS funding, City funds	Near-Term	Observe condition of signs and pavement markings near schools.
						X	Repaint school exit pavement markings at Thunderbolt Middle School.	District / School	SRTS funding, District / School funding		
						X	Replace faded signs on Thunderbolt Middle School property.				
						X	Update pavement markings on Caravelle Dr near Starline Elementary School.	City	SRTS funding, City funds		
9	Speeding in the school zones were observed during pick-up and drop-off.	Increase enforcement of traffic laws in school zones.		X	X	X	Install flashing speed feedback sign on Jamaica Blvd near Jamaica Elementary School (Existing city project)	City	SRTS funding, TA funding, City funds, GOHS	Near-Term	Observe for reduction in drivers speeding and/or not yielding to pedestrians in crosswalks.
			X				Implement a parent and public education program on appropriate speeds in a school zone				
10	Existing students walking and biking to school is minimal			X			Implement walking/biking school bus programs and walk/bike to school days	District / School	-	Mid-Term	Observe for an increase in students walking and biking.

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
11	The crosswalk location is not optimal for student crossing, causing students to cross at midblock	Improve the crossing location.				X	Relocate the existing crosswalk on Smoketree Ave closer to the school property	City	SRTS funding, TA funding, City funds,	Mid-Term	Observe fewer students crossing outside the designated crossing location.
12	Congestion on Palo Verde Boulevard adjacent to Lake Havasu High School contributed to safety issues, including: Longer queues blocked the intersection of Palo Verde at Monaco Students took shorter gaps to complete left turns from Palo Verde at Monaco Existing negative left turn offset condition at Palo Verde and Monaco Increased vehicle and pedestrian/bicycle conflict	Reduce congestion on Palo Verde Blvd at Kiowa Blvd				X	Improve the intersection at Palo Verde Boulevard and Kiowa Boulevard at Lake Havasu High School: • Revise signal phasing to include Flashing Yellow Arrow (FYA) with protected-permitted left turn operations • restripe SB approach at Kiowa Blvd to convert the existing right turn lane to a shared through right lane • Restripe the NB approach at Monaco for a longer left-turn pocket	City	City funds	Near-Term	Observe for reduced vehicle congestion on Palo Verde Blvd.
		Separate pedestrian/bicycle traffic from vehicles				X	Install a 10-foot multi-use path along Palo Verde Boulevard between Starmist Lane and Minnow Lane and between Kiowa Boulevard and Minnow Lane near Lake Havasu High School	City	SRTS funding, TA funding, City funds, GOHS	Near-Term	Observe fewer bicycles on the road near the school

Issue #	Issue	Recommended Strategy	Education	Encouragement	Enforcement	Engineering	Tasks	Lead	Potential Funding Source	Implementation Timeframe	Evaluation
		Reduce parent traffic at main school entrance		X			Relocate parent drop-off to the parking lot at Palo Verde Blvd and Starmist Ln south of the school	School	-	Mid-Term	Lesser traffic at the intersections of Monaco Drive and School Entrance

Policies and Strategies

The following recommendations to enhance existing policies and strategies were developed to enhance safety for all school students and the community at large. These were developed in discussion with the City, LHMPO, school district, school principals and Lake Havasu Police Department.

E-Bike Policy

Per the existing policy, Lake Havasu follows the Arizona statewide policy regarding e-bikes. The statewide definition of an e-bike is a pedal-equipped bicycle with a motor <750W, and a maximum speed of 28 miles per hour (mph). The City also follows the State's three-class system for e-bikes:

- Class 1: Pedal-assist only, max speed 20 mph
- Class 2: Throttle-capable, max speed 20 mph
- Class 3: Pedal-assist only, max speed 28 mph

The State permits Class 1 and 2 e-bikes on bike paths unless locally prohibited, but Class 3 e-bikes are restricted unless the path is adjacent to a roadway or explicitly permitted by local ordinance.

Table 2 shows elements of the City's e-bike policy compared to other cities in Arizona.

Table 2. E-Bike Policy Comparison

City	Sidewalk Use	Helmet Use	Park Use Policy	Age Restriction
Lake Havasu	Not specified	Not required	Human-powered only (no throttle)	No restrictions
Tucson	Prohibited	Required <18 years old	Not specified	All e-bikes are prohibited <16 years old
Scottsdale	Not specified	Required <18 years old	Not specified	Class 3 e-bikes prohibited <16 years old
Phoenix	Prohibited	Not required	Not specified	All e-bikes are prohibited <16 years old

Recommended E-Bike Policy Changes

It is recommended that Lake Havasu City make the following policy changes regarding e-bikes:

- Accurately define bike paths and bike lanes in the City where e-bikes are permitted
- Compulsory helmet use for all e-bike users under 16 years old
- Class 3 e-bikes are prohibited for users under 16 years old
- Add e-bike registration/permit program
- Educate all school-aged e-bike users of safe riding habits

Street Typologies

The City may consider repurposing the existing roadway right-of-way adjacent to schools to provide dedicated pedestrian and/or bicycle facilities to encourage walking and biking to school. The existing cross section for roadways adjacent to schools in Lake Havasu City are shown I, **Figure 39** and the proposed cross-sections are shown in **Figure 40**. This change will need to adopted by the City Council and included in the City ordinances.

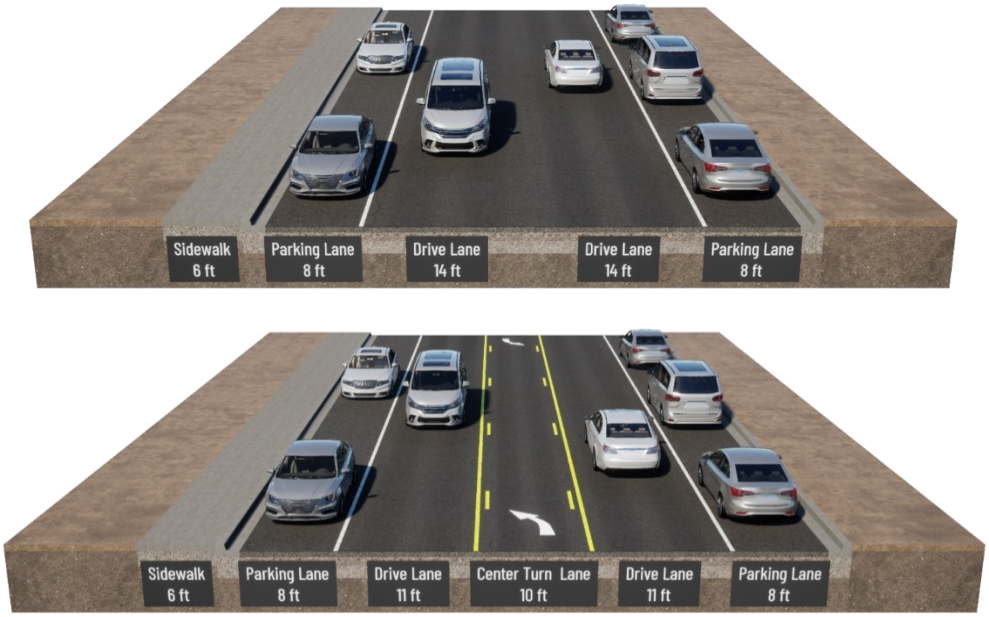


Figure 39 – Existing Roadway Cross-Sections

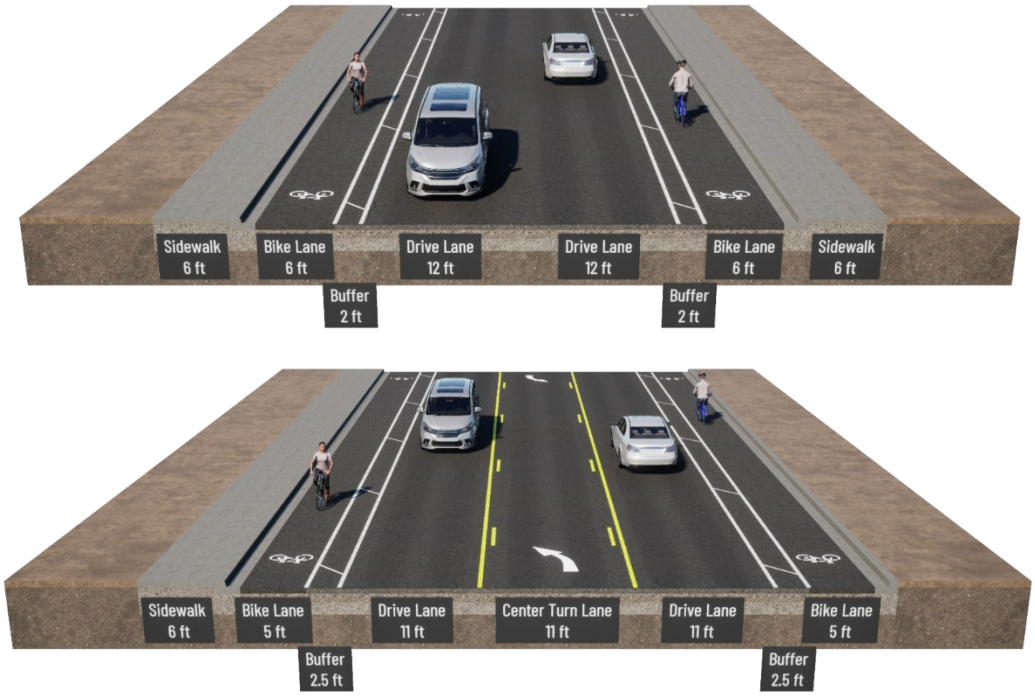


Figure 40 – Proposed Roadway Cross-Sections with buffered bike lane and sidewalk

School Zone Sign Placement

Arizona Revised Statutes (ARS) 28-797 requires the following:

- portable signs indicating that school is in session be placed within the road in school crossings
  - placement of the portable signs shall not be more than 300 feet from each side of the school crossing
- portable signs indicating that the driver shall stop when children are in the crosswalk shall be placed at school crossings
- school authorities shall maintain the portable signs when school is in session and shall remove the portable signs within one hour of the end of school

The portable signs used at the schools in LHUSD are heavy and difficult to move. LHUSD should consider updating their portable signs to make it easier for staff to move. The following page shows examples of other portable signs used by other jurisdictions in Arizona.

Coolidge, AZ Portable School Signs





Buckeye, AZ Portable School Signs





Avondale, AZ Portable School Signs





Funding for SRTS Implementation

Some of the strategies – mainly those identified as engagement, encouragement, and education strategies – do not necessarily require funding to implement, as they are largely strategies related to processes, coordination, and partnerships. However, some of the strategies, including most of the engineering strategies, will likely require some source of funding to implement.

There are a variety of federal and state funding sources to support the implementation of the strategies identified in the Action Plan. Similar to the identification of the strategy lead for implementation, the identification of the potential funding source is largely driven by the location of the strategy; for example, any strategy involving a public roadway will have to be pursued by Lake Havasu City, while any strategy involving infrastructure within school property will be the responsibly of LHUSD. Based on the identification of the potential funding source in the Action Plan, the following funding sources may be available and can be pursued by the SRTS partners when applicable.

Federal Funding Sources

Safe Street and Roads for All (SS4A)

Who from the SRTS team would be eligible to pursue:	LHMPO
Type of SRTS activity this might support:	Infrastructure projects that align with the recommendations within the LHMPO Strategic Transportation Safety Plan

The U.S. Department of Transportation provides funding to assist in the implementation of transportation safety plans focuses on improving roadway safety for all users by eliminating fatal and serious injury crashes. Eligible projects for SS4A funding must have a connection to improving roadway safety and be identified in an approved safety plan.

The LHMPO Strategic Transportation Safety Plan was adopted in June 2025 and identifies several high-priority intersections and road segments in Lake Havasu City that would be eligible for SS4A funding. 2026 is the final round of funding for projects through the SS4A projects. To apply for this funding, LHMPO must complete an Implementation Grant application that directly addresses the Transportation Safety Plan recommendations. The SS4A Implementation Grant eligibility requirements and necessary forms can be found at the following link: https://www.transportation.gov/grants/ss4a/eligible-uses

Highway Safety Improvement Program (HSIP)

Who from the SRTS team would be eligible to pursue:	Lake Havasu City
Type of SRTS activity this might support:	Larger capital projects on public roadways to address known safety challenges

ADOT is responsible for administering the HSIP in Arizona that programs nearly $42 million per year for road safety improvement projects across Arizona. The HSIP is part of the FAST Act, with the purpose of achieving significant reduction in traffic fatalities and serious injuries on all public roads. HSIP funding comes from Arizona's federal apportionment and the HSIP program receives a percentage of the State apportionment after allocations to Congestion Mitigation and Air Quality (CMAQ) and Metropolitan Planning are distributed.

The current process in Arizona for programming HSIP funds focuses on a significant reduction in traffic fatalities and serious injuries on all public roads. The 2024 ADOT Strategic Highway Safety Plan (SHSP) has a goal of reducing life-altering traffic crashes by 20% by 2030. Most projects utilizing HSIP funding require a 5.7% local match. However, 23 U.S.C. 120 (c)(1) states that the federal share payable may amount to 100 percent of the construction of any project for:

- Traffic control signalization (including HAWK)
- Maintaining minimum levels of retro reflectivity of highway signs or pavement markings
- Traffic circles/roundabouts

- Safety rest areas
- Pavement markings
- Shoulder and centerline rumble strips and stripes
- Commuter carpooling and vanpooling
- Rail-highway crossing closure
- Installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, and/or breakaway utility poles
- Priority control systems for emergency vehicles or transit vehicles at signalized intersections

Transportation Alternatives Program (TAP)

Who from the SRTS team would be eligible to pursue:	Lake Havasu City, LHUSD, Individual Schools
Type of SRTS activity this might support:	Infrastructure projects and non-infrastructure activities to support SRTS efforts

- The ADOT TAP utilizes set-aside funding from the Surface Transportation Block Grant (STBG) and provides funding through a distribution formula that allocated funding to communities based on population. LHMPO can apply for this funding through a competitive grant program.
- Lake Havasu City, as a LHMPO member agency, is eligible to submit applications for ADOT TAP funding in partnership with the LHUSD or individual schools to use for infrastructure improvements that promote walking and biking to school as well as for SRTS Support Activity Projects. SRTS Support Activity Projects are non-infrastructure projects that will support SRTS efforts through encouragement, education, engagement, and evaluation activities. Examples could include yellow school crossing roll-out signs, crossing guard high-visibility vests, modest volunteer incentives for encouragement activities, bike helmets, and agency police staff overtime to assist with SRTS activities.

State Funding Sources

Governor's Office of Highway Safety (GOHS)

Who from the SRTS team would be eligible to pursue:	Lake Havasu City
Type of SRTS activity this might support:	Bicycle rodeos, community-based groups, public education and outreach Drive Ed Program and Teen Driver Program

The Arizona GOHS provides funding to agencies to assist in implementing roadway safety programs or expanding existing roadway safety programs. One grant program is the Pedestrian and Bicycle Safety program which provides funding to local agencies to conduct traffic safety programs, including bicycle rodeos, helmet fitting and distribution, and public education campaigns addressing safer driving, bicycling, and walking behavior.

Any agency or organization that is tax-based or non-profit may apply to GOHS for grant funds. Grant applications are available on the GOHS website beginning February of each year and are due by the first week of May. Selections occur by June of each year. Proposals are reviewed by GOHS staff to determine the past performance of the agency (performance in submitting statistics and fiscal compliance, past grant awards, etc.), whether the crash and activity data covering the three preceding years indicates a significant problem, and whether the proposed goals and objectives of the project address the problem.

Applying for a GOHS grant begins with submission of a proposal and signed cover letter. Grant applications are available for download in PDF format on the GOHS website at the following link:
https://gohs.az.gov/grant-opportunities

Implementation Resources and SRTS Program Examples

Crossing Guard Training Workshops – Provided by the Maricopa Association of Governments (MAG)

MAG coordinates annual Crossing Guard Training Workshops that provide basic education and training to school crossing guards. The mission of the training is to ensure that crossing guards do not compromise their own safety nor that of kindergarten – 8th grade school children while performing their duties. All K – 8 schools may utilize this workshop to train their school crossing guards free of charge. Workshops are typically held one to two weeks before the start of the school year. In 2025, workshops were held in Gilbert on July 14th, Peoria on July 28th, and Phoenix on August 5th. Registration may be completed on MAG's SRTS homepage:

https://azmag.gov/Programs/Transportation/Safety-Programs/Safe-Routes-to-School-SRTS

Bicycle Safety and Helmet Fitting Program – Example from the City of Mesa

The City of Mesa Bicycle and Pedestrian Program partnered with Mesa Public Schools and Phoenix Children's Hospital to implement a program to teach school-aged children about bike safety and provide properly fitted helmets to students in need. During the 2018-2019 school year, the City of Mesa's Bicycle and Pedestrian Program was able to educate nearly 4,000 kids and gave out 479 helmets.

The City of Mesa also offers "Cycling FUN-damentals," an introductory class on how to start bicycling or take a refresher on bicycle basics. All participants receive free "Get Started Safely" kits that include a helmet, bicycle lights, and more. The free class is offered to ages 12 and older – registration is required and available through the Mesa Public Library event system. Additionally, Mesa has started the "All Kids Bike" program, a national movement to place Learn-to-Ride Programs into public schools for free, using donations from individuals, businesses, and organizations.

For additional information on the City of Mesa's Bike and Pedestrian Program's events, clubs, maps, projects, and resources, visit: https://www.mesaaz.gov/Resident-Resources/Streets-Transportation/Bike-Pedestrian-Program

Crosswalks to Classrooms Project – Example from Tallahassee, Florida

The Crosswalks to Classrooms project in Tallahassee, Florida pairs local artists with students to create visually appealing crosswalks surrounding schools to increase attention to drivers that students may be crossing the road. More than 14 artistic crosswalks were implemented near 7 schools. Their website provides some data from the 2022 Asphalt Art Safety Study on the impacts the project has had to promote safety. Information on the Crosswalks to Classrooms program can be found at: https://kccitallahassee.com/project/crosswalkstoclassrooms/



Figure 41 – Traffic Garden – Traffic Education for young bicyclists

Traffic Gardens

Traffic Gardens have been utilized across the country to help educate students on how to navigate the built environment while walking or biking. Typically, they are coupled with bike rodeos or other student outreach events like helmet giveaways to create an atmosphere of fun for the students and encourage more walking and biking to school.

Concept Plans for Recommendations

This chapter summarizes the concept plans developed to help LHC visualize the off-site recommendations for each school. Low-cost off-site recommendations will be completed through local funding, while federal or state funds will be requested for higher-cost improvements.

Low-Cost Improvements: The following recommendations are to be installed as part of the City's maintenance funds

Lake Havasu High School: Lane channelization and intersection signal phasing improvements at Palo Verde Blvd and Kiowa Blvd.

1. Signal Phasing Strategy: Replace all protected left-turn phases with Flashing Yellow Arrow (FYA) and Protected/Permissive Left-turn Phase
2. Revise Lane channelization on Palo Verde Blvd between Kiowa Blvd and Monaco Lane, to create an exclusive NB left-turn lane at Monaco Lane and a shared through right-lane for SB Palo Verde Boulevard.
3. Extend the additional through lane through the intersection to drop off as a right-turn lane at the football parking lot driveway. This concept is shown in **Figure 41**.

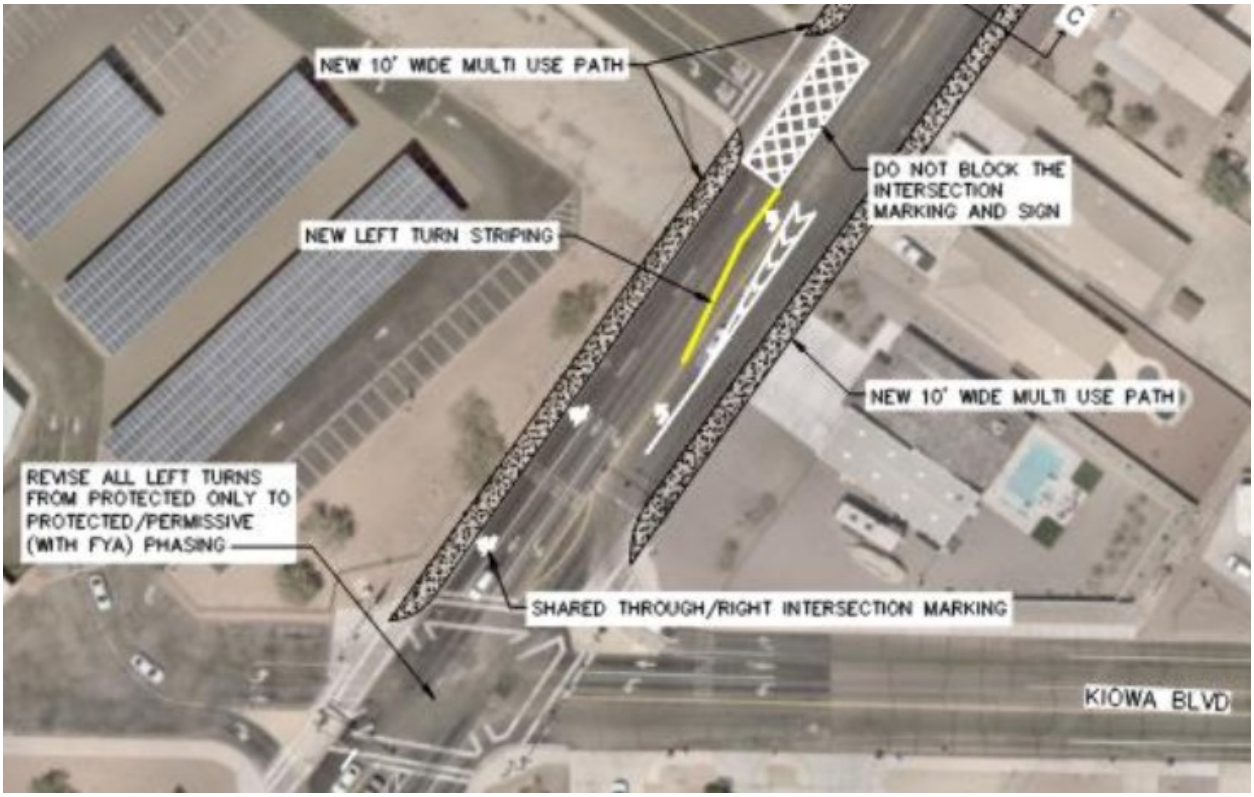




Figure 42 – Recommended Lane Channelization, pavement marking, and signal phasing improvements at the intersection of Palo Verde Blvd and Kiowa Blvd.

Starline Elementary School: The following improvements are recommended at this school and are shown in **Figure 42**.

1. Restripe Starline Drive at Pintail Drive to provide one left-turn lane and one right-turn lane.
2. Install on-street drop-off zones:
    a. On Starline Drive between Thistle Drive and School Entrance
    b. On Pintail Drive between Starline Drive and parking lot driveway
3. Install a High Visibility crosswalk
    a. On Starline Drive at Pintail Drive
    b. Existing mid-block crossing in front of school
    c. South Thistle Drive crossing at Starline Drive

Smoketree Elementary: The following improvements are recommended at this school and is shown in **Figure 43**.

1. Install mid-block crosswalk and review existing crosswalk

Federally/Stage Funded Improvements: Transportation Alternative funds will be requested for the following improvements and deployed through ADOT. 15 percent of the preliminary design is complete for these projects, enabling estimates of probable costs for the design and construction of these improvements. In addition, project assessment documents describing the project and the necessary clearances are developed for each of these improvements. It is anticipated that the City and MPO will use these documents to prepare the TA grant application. The PA and the preliminary plans are included in Appendices E, F, and G. Three PA are developed for the following recommendations:

PA 1: Lake Havasu High School Improvements:

- HAWK Signal at Palo Verde Boulevard and Cisco Drive
- New 10-foot multi-use path from football field parking lot to Monaco Lane
- New 10-foot multi-use path from Kiowa Boulevard to Minnow Lane

PA 2: Sidewalk Improvements. These will be implemented at the following locations

- Smoketree Avenue between Acoma Boulevard and Pina Drive
- Pintail Drive between Starline Drive and Caravelle Drive
- Starline Drive between Pintail Drive and the school entrance and between Thistle Drive and Daytona Avenue
- Thunderbolt Avenue between Roanoke Drive and Rolling Hills Drive and along the school frontage from ingress to egress driveways

PA 3: Rectangular Rapid Flashing Beacons and High Visibility Crosswalks. These will be implemented at the following locations

Appendices

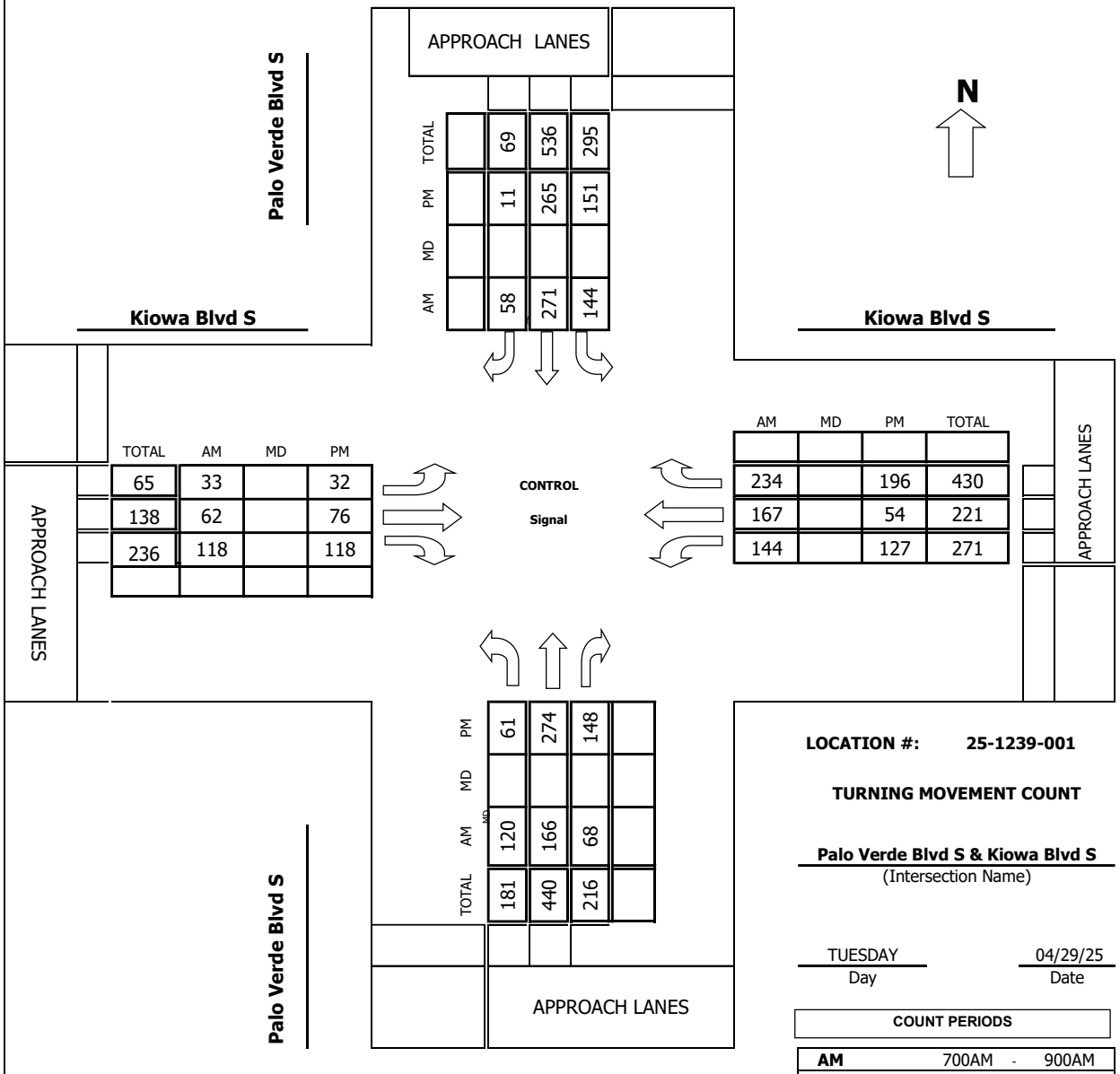
Appendix A – Intersection Count Data

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-001

TMC SUMMARY OF Palo Verde Blvd S & Kiowa Blvd S



LOCATION #: 25-1239-001

TURNING MOVEMENT COUNT

Palo Verde Blvd S & Kiowa Blvd S
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Kiowa Blvd S DAY: TUESDAY PROJECT# 25-1239-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM	0												
6:45 AM													
7:00 AM	8	21	16	21	48	4	0	3	4	32	6	37	200
7:15 AM	25	39	18	31	59	3	3	2	16	38	32	47	313
7:30 AM	44	45	15	43	66	18	13	27	34	52	62	57	476
7:45 AM	45	59	24	47	75	29	13	26	57	36	66	89	566
8:00 AM	6	23	11	23	71	8	4	7	11	18	7	41	230
8:15 AM	1	24	13	17	55	2	3	0	4	27	4	40	190
8:30 AM	6	27	15	21	58	4	1	1	3	22	6	45	209
8:45 AM	5	24	14	22	68	10	0	0	6	25	15	46	235
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	140	262	126	225	500	78	37	66	135	250	198	402	2419
Approach %	26.52	49.62	23.86	28.02	62.27	9.71	15.55	27.73	56.72	29.41	23.29	47.29	
App/Depart	528	/	701	803	/	885	238	/	417	850	/	416	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	120	166	68	144	271	58	33	62	118	144	167	234	1585
Approach %	33.90	46.89	19.21	30.44	57.29	12.26	15.49	29.11	55.40	26.42	30.64	42.94	
PEAK HR. FACTOR:		0.691			0.783			0.555			0.713		0.700

CONTROL: Signal
COMMENT 1:
GPS: 34.494120, -114.315110

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S 0
E-W STREET: Kiowa Blvd S

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	4	58	23	33	53	3	0	0	7	31	8	46	266
2:15 PM	23	58	31	37	46	4	0	1	7	34	17	47	305
2:30 PM	16	66	53	39	73	2	21	44	73	28	23	57	495
2:45 PM	17	102	34	45	79	4	8	17	23	35	11	49	424
3:00 PM	5	48	30	30	67	1	3	14	15	30	3	43	289
3:15 PM	2	59	41	47	67	2	2	2	13	18	2	39	294
3:30 PM	0	53	27	35	53	1	1	7	6	23	2	33	241
3:45 PM	1	59	25	35	61	0	0	1	4	18	3	43	250
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	68	503	264	301	499	17	35	86	148	217	69	357	2564
Approach %	8.14	60.24	31.62	36.84	61.08	2.08	13.01	31.97	55.02	33.75	10.73	55.52	
App/Depart	835	/	895	817	/	864	269	/	651	643	/	154	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	61	274	148	151	265	11	32	76	118	127	54	196	1513
Approach %	12.63	56.73	30.64	35.36	62.06	2.58	14.16	33.63	52.21	33.69	14.32	51.99	

PEAK HR. FACTOR:	0.789	0.834	0.409	0.873	0.764

CONTROL: Signal
COMMENT 1: 0
GPS: 34.494120, -114.315110

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Palo Verde Blvd S
E-W STREET: Kiowa Blvd S

Date: 04/29/25
Day: TUESDAY

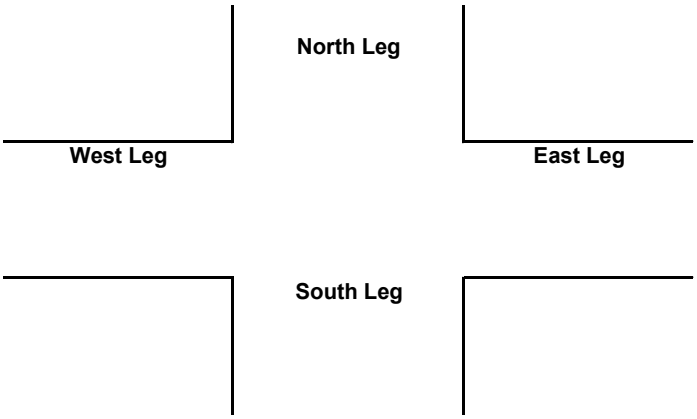
City: Lake Havasu C
Project #: 25-1239-001

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	1	0	0	0
7:15 AM	0	7	0	0
7:30 AM	1	12	0	3
7:45 AM	3	14	0	3
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**5**	**33**	**0**	**6**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	1	1	0	0
7:15 AM	2	1	1	3
7:30 AM	1	1	0	4
7:45 AM	8	6	0	8
8:00 AM	1	1	0	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**13**	**10**	**1**	**16**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	19	65	0	6
2:45 PM	0	1	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	2	0	0
3:45 PM	0	0	0	0
TOTAL	**19**	**68**	**0**	**7**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	1	0	0	1
2:15 PM	0	0	0	0
2:30 PM	0	20	1	6
2:45 PM	0	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	2
3:30 PM	0	0	0	0
3:45 PM	0	0	0	2
TOTAL	**1**	**20**	**1**	**12**

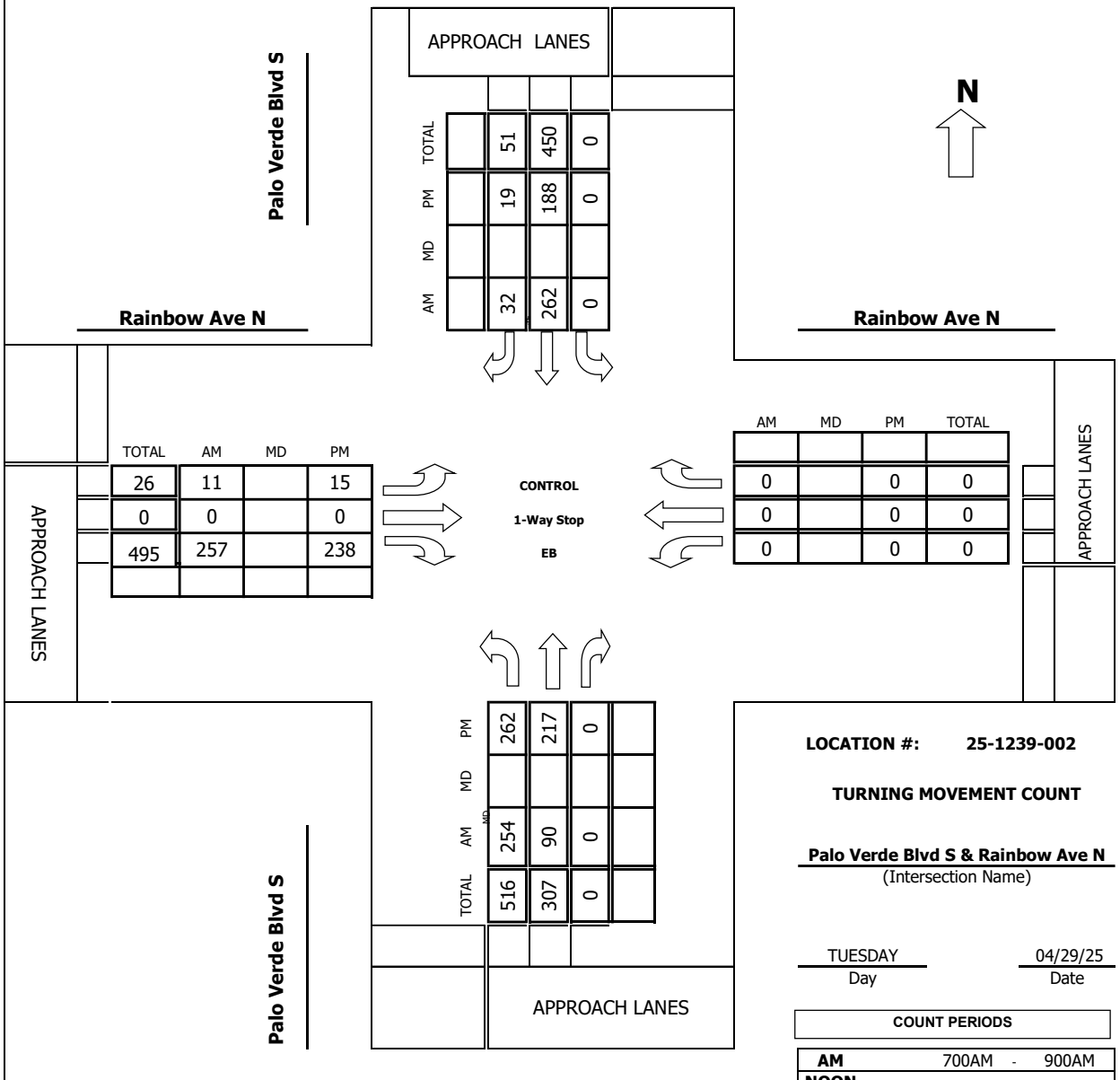


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-002

TMC SUMMARY OF Palo Verde Blvd S & Rainbow Ave N



LOCATION #: 25-1239-002

TURNING MOVEMENT COUNT

Palo Verde Blvd S & Rainbow Ave N
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

230 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Rainbow Ave N DAY: TUESDAY PROJECT# 25-1239-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	41	14	0	0	38	3	3	0	49	0	0	0	148
7:15 AM	49	20	0	0	43	7	3	0	59	0	0	0	181
7:30 AM	69	18	0	0	81	7	3	0	74	0	0	0	252
7:45 AM	83	30	0	0	91	17	3	0	86	0	0	0	310
8:00 AM	53	22	0	0	47	1	2	0	38	0	0	0	163
8:15 AM	42	22	0	0	41	2	1	0	31	0	0	0	139
8:30 AM	37	28	0	0	51	4	2	0	37	0	0	0	159
8:45 AM	58	16	0	0	52	5	3	0	46	0	0	0	180
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	432	170	0	0	444	46	20	0	420	0	0	0	1532
Approach %	71.76	28.24	0.00	0.00	90.61	9.39	4.55	0.00	95.45	####	####	####	
App/Depart	602	/	190	490	/	864	440	/	0	0	/	478	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	254	90	0	0	262	32	11	0	257	0	0	0	906
Approach %	73.84	26.16	0.00	0.00	89.12	10.88	4.10	0.00	95.90	####	####	####	
PEAK HR. FACTOR:	0.761			0.681			0.753			0.000			0.731

CONTROL: 1-Way Stop (EB)
COMMENT 1:
GPS: 34.495848, -114.313566

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S 0
E-W STREET: Rainbow Ave N

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	48	40	0	0	35	2	2	0	49	0	0	0	176
2:15 PM	55	54	0	0	37	3	4	0	51	0	0	0	204
2:30 PM	82	58	0	0	47	6	9	0	76	0	0	0	278
2:45 PM	83	66	0	0	47	5	1	0	57	0	0	0	259
3:00 PM	46	45	0	0	45	3	3	0	45	0	0	0	187
3:15 PM	51	48	0	0	49	5	2	0	60	0	0	0	215
3:30 PM	48	43	0	0	44	3	1	0	51	0	0	0	190
3:45 PM	51	49	0	0	40	4	4	0	52	0	0	0	200
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	464	403	0	0	344	31	26	0	441	0	0	0	1709
Approach %	53.52	46.48	0.00	0.00	91.73	8.27	5.57	0.00	94.43	####	####	####	
App/Depart	867	/	429	375	/	785	467	/	0	0	/	495	

PM Peak Hr Begins at: 230 PM

PEAK													
Volumes	262	217	0	0	188	19	15	0	238	0	0	0	939
Approach %	54.70	45.30	0.00	0.00	90.82	9.18	5.93	0.00	94.07	####	####	####	
PEAK HR. FACTOR:	0.804			0.958			0.744			0.000			0.844

CONTROL: 1-Way Stop (EB)
COMMENT 1: 0
GPS: 34.495848, -114.313566

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Palo Verde Blvd S
E-W STREET: Rainbow Ave N

Date: 04/29/25
Day: TUESDAY

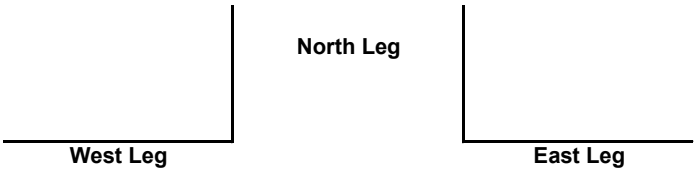
City: Lake Havasu C
Project #: 25-1239-002

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	1	0
TOTAL	**0**	**0**	**2**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	3	0
2:45 PM	0	0	1	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**4**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	1	0
2:30 PM	0	0	1	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	2	0
TOTAL	**0**	**0**	**4**	**0**

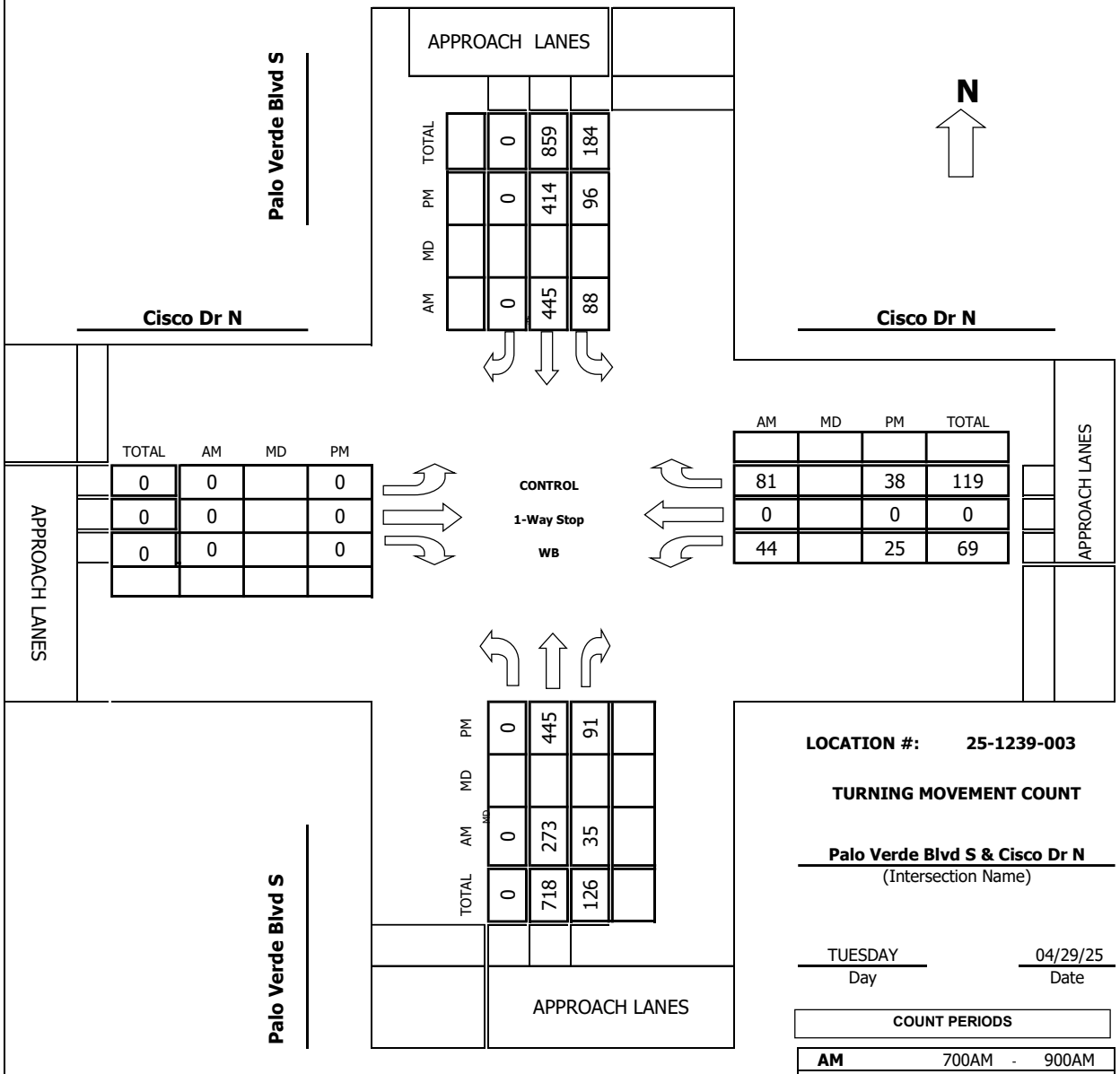


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-003

TMC SUMMARY OF Palo Verde Blvd S & Cisco Dr N



LOCATION #: 25-1239-003

TURNING MOVEMENT COUNT

Palo Verde Blvd S & Cisco Dr N
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Cisco Dr N DAY: TUESDAY PROJECT# 25-1239-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	41	4	6	78	0	0	0	0	11	0	4	144
7:15 AM	0	69	10	13	100	0	0	0	0	5	0	13	210
7:30 AM	0	76	7	26	126	0	0	0	0	20	0	28	283
7:45 AM	0	94	13	37	131	0	0	0	0	10	0	34	319
8:00 AM	0	34	5	12	88	0	0	0	0	9	0	6	154
8:15 AM	0	34	3	10	76	0	0	0	0	8	0	4	135
8:30 AM	0	44	2	10	73	0	0	0	0	5	0	4	138
8:45 AM	0	39	3	15	84	0	0	0	0	7	0	4	152
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	431	47	129	756	0	0	0	0	75	0	97	1535
Approach %	0.00	90.17	9.83	14.58	85.42	0.00	####	####	####	43.60	0.00	56.40	
App/Depart	478	/	528	885	/	831	0	/	176	172	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	273	35	88	445	0	0	0	0	44	0	81	966
Approach %	0.00	88.64	11.36	16.51	83.49	0.00	####	####	####	35.20	0.00	64.80	

PEAK HR. FACTOR:	0.720	0.793	0.000	0.651	0.757

CONTROL: 1-Way Stop (WB)
COMMENT 1:
GPS: 34.493103, -114.316040

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Cisco Dr N DAY: TUESDAY PROJECT# 25-1239-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	79	2	7	84	0	0	0	0	3	0	6	181
2:15 PM	0	104	18	13	74	0	0	0	0	5	0	8	222
2:30 PM	0	118	39	44	130	0	0	0	0	7	0	17	355
2:45 PM	0	144	20	25	112	0	0	0	0	9	0	9	319
3:00 PM	0	79	14	14	98	0	0	0	0	4	0	4	213
3:15 PM	0	97	6	12	86	0	0	0	0	7	0	5	213
3:30 PM	0	77	1	7	75	0	0	0	0	5	0	3	168
3:45 PM	0	81	7	16	67	0	0	0	0	3	0	4	178
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	779	107	138	726	0	0	0	0	43	0	56	1849
Approach %	0.00	87.92	12.08	15.97	84.03	0.00	####	####	####	43.43	0.00	56.57	
App/Depart	886	/	835	864	/	769	0	/	245	99	/	0	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	0	445	91	96	414	0	0	0	0	25	0	38	1109
Approach %	0.00	83.02	16.98	18.82	81.18	0.00	####	####	####	39.68	0.00	60.32	

PEAK HR. FACTOR:	0.817	0.733	0.000	0.656	0.781

CONTROL: 1-Way Stop (WB)
COMMENT 1: 0
GPS: 34.493103, -114.316040

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Palo Verde Blvd S
E-W STREET: Cisco Dr N

Date: 04/29/25
Day: TUESDAY

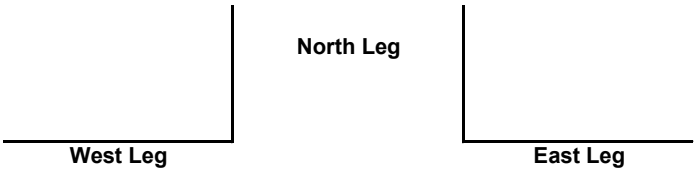
City: Lake Havasu C
Project #: 25-1239-003

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	0	0	2	0
7:45 AM	6	1	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**6**	**1**	**3**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	1	0
7:15 AM	0	0	2	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	39	0	21	0
2:45 PM	1	0	0	0
3:00 PM	1	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**41**	**0**	**21**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	1	0
2:30 PM	0	0	4	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**5**	**0**



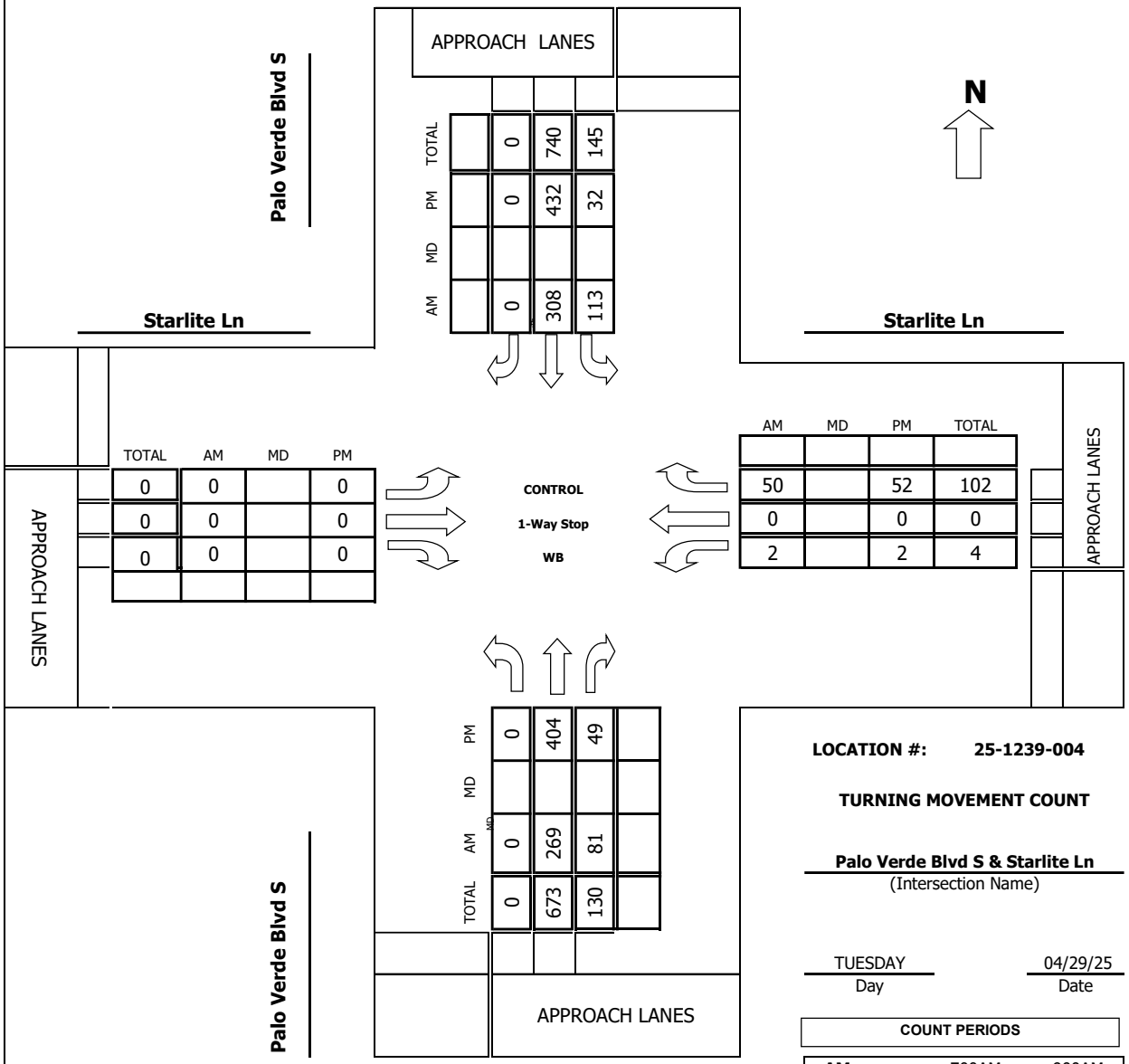


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-004

TMC SUMMARY OF Palo Verde Blvd S & Starlite Ln



LOCATION #: 25-1239-004

TURNING MOVEMENT COUNT

Palo Verde Blvd S & Starlite Ln
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Starlite Ln DAY: TUESDAY PROJECT# 25-1239-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	38	23	34	54	0	0	0	0	0	0	5	154
7:15 AM	0	58	27	44	51	0	0	0	0	1	0	13	194
7:30 AM	0	77	16	23	96	0	0	0	0	0	0	19	231
7:45 AM	0	96	15	12	107	0	0	0	0	1	0	13	244
8:00 AM	0	38	3	6	88	0	0	0	0	0	0	1	136
8:15 AM	0	34	2	2	85	0	0	0	0	0	0	3	126
8:30 AM	0	44	0	2	76	0	0	0	0	0	0	2	124
8:45 AM	0	45	2	1	87	0	0	0	0	0	0	1	136
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	430	88	124	644	0	0	0	0	2	0	57	1345
Approach %	0.00	83.01	16.99	16.15	83.85	0.00	####	####	####	3.39	0.00	96.61	
App/Depart	518	/	487	768	/	646	0	/	212	59	/	0	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	0	269	81	113	308	0	0	0	0	2	0	50	823
Approach %	0.00	76.86	23.14	26.84	73.16	0.00	####	####	####	3.85	0.00	96.15	
PEAK HR. FACTOR:		0.788			0.884			0.000			0.684		0.843

CONTROL: 1-Way Stop (WB)
COMMENT 1:
GPS: 34.491995, -114.317678

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Palo Verde Blvd S 0 | DATE: 04/29/25 | LOCATION: Lake Havasu City

E-W STREET: Starlite Ln | DAY: TUESDAY | PROJECT# 25-1239-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	81	7	16	74	0	0	0	0	0	0	1	179
2:15 PM	0	122	22	11	55	0	0	0	0	0	0	7	217
2:30 PM	0	93	19	7	157	0	0	0	0	1	0	28	305
2:45 PM	0	107	7	9	122	0	0	0	0	0	0	9	254
3:00 PM	0	82	1	5	98	0	0	0	0	1	0	8	195
3:15 PM	0	98	3	2	87	0	0	0	0	0	0	7	197
3:30 PM	0	76	0	0	78	0	0	0	0	2	0	1	157
3:45 PM	0	83	2	5	67	0	0	0	0	0	0	2	159
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	742	61	55	738	0	0	0	0	4	0	63	1663
Approach %	0.00	92.40	7.60	6.94	93.06	0.00	####	####	####	5.97	0.00	94.03	
App/Depart	803	/	805	793	/	742	0	/	116	67	/	0	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	0	404	49	32	432	0	0	0	0	2	0	52	971
Approach %	0.00	89.18	10.82	6.90	93.10	0.00	####	####	####	3.70	0.00	96.30	

PEAK HR. FACTOR:	0.786	0.707	0.000	0.466	0.796

CONTROL: 1-Way Stop (WB)
COMMENT 1: 0
GPS: 34.491995, -114.317678

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Palo Verde Blvd S
E-W STREET: Starlite Ln

Date: 04/29/25
Day: TUESDAY

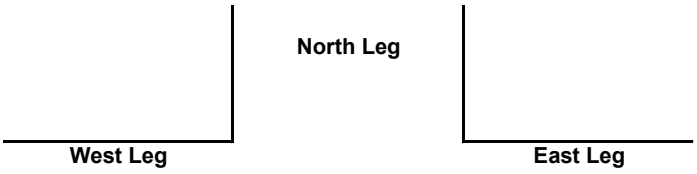
City: Lake Havasu C
Project #: 25-1239-004

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	1	0	0
7:15 AM	0	1	0	0
7:30 AM	0	1	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	1	0
8:45 AM	0	0	0	0
TOTAL	**0**	**3**	**1**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	3	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	2	3	0	0
2:45 PM	0	0	4	0
3:00 PM	0	0	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	1	0
3:45 PM	0	0	0	0
TOTAL	**2**	**3**	**6**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	2	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**2**	**0**



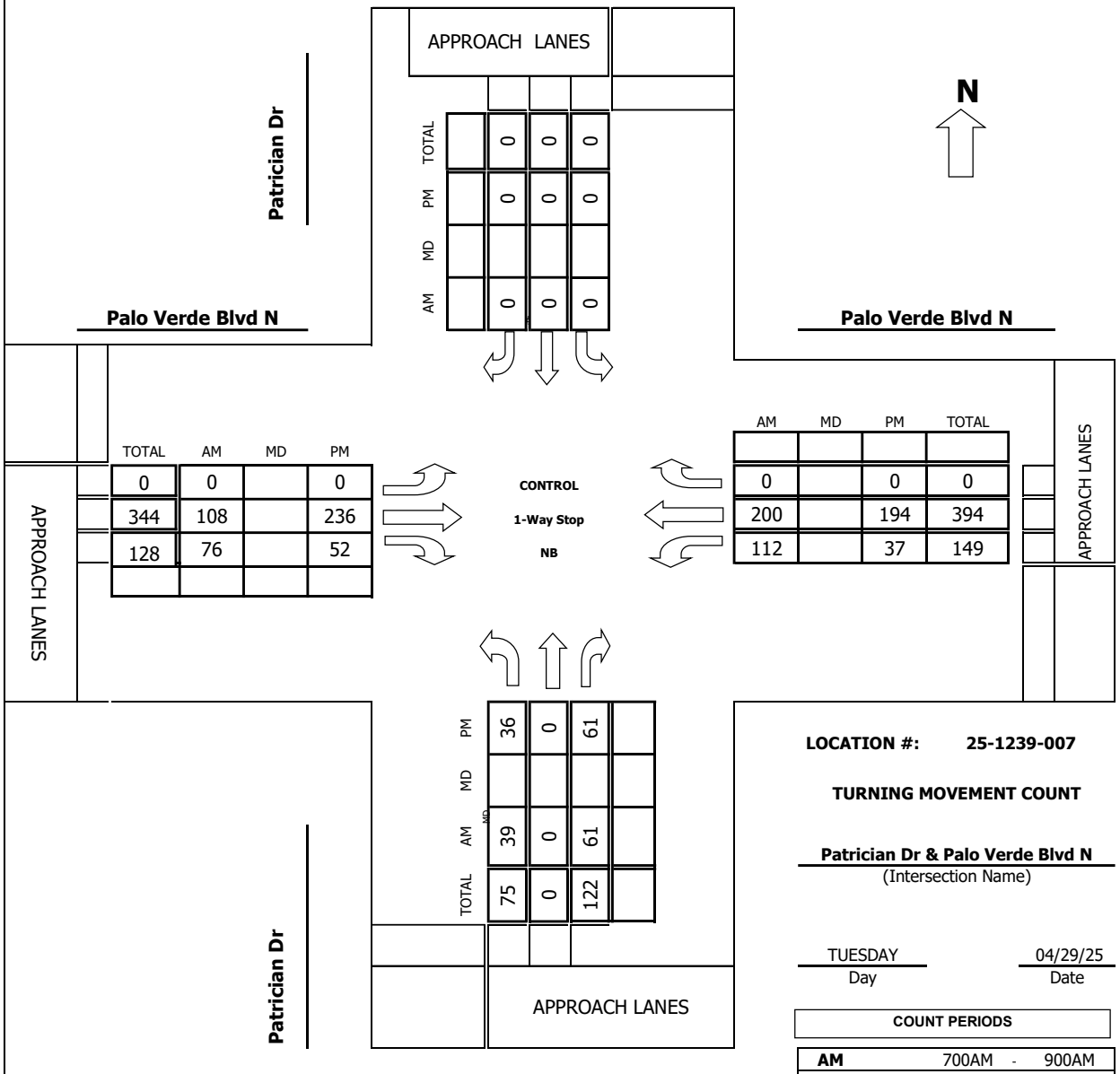


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-007

TMC SUMMARY OF Patrician Dr & Palo Verde Blvd N



LOCATION #: 25-1239-007

TURNING MOVEMENT COUNT

Patrician Dr & Palo Verde Blvd N
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Patrician Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Palo Verde Blvd N DAY: TUESDAY PROJECT# 25-1239-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	17	3	5	39	0	64
7:15 AM	4	0	9	0	0	0	0	28	15	30	50	0	136
7:30 AM	12	0	19	0	0	0	0	17	28	43	42	0	161
7:45 AM	21	0	31	0	0	0	0	25	31	38	65	0	211
8:00 AM	2	0	2	0	0	0	0	38	2	1	43	0	88
8:15 AM	2	0	1	0	0	0	0	25	2	2	51	0	83
8:30 AM	0	0	2	0	0	0	0	38	0	2	47	0	89
8:45 AM	0	0	4	0	0	0	0	30	2	2	58	0	96
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	41	0	68	0	0	0	0	218	83	123	395	0	928
Approach %	37.61	0.00	62.39	####	####	####	0.00	72.43	27.57	23.75	76.25	0.00	
App/Depart	109	/	0	0	/	206	301	/	286	518	/	436	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	39	0	61	0	0	0	0	108	76	112	200	0	596
Approach %	39.00	0.00	61.00	####	####	####	0.00	58.70	41.30	35.90	64.10	0.00	
PEAK HR. FACTOR:	0.481			0.000			0.821			0.757			0.706

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 34.517073, -114.341546

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Patrician Dr
0
E-W STREET: Palo Verde Blvd N

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	4	0	1	0	0	0	0	54	13	9	45	0	126
2:15 PM	1	0	2	0	0	0	0	47	21	17	41	0	129
2:30 PM	26	0	45	0	0	0	0	45	24	17	55	0	212
2:45 PM	3	0	9	0	0	0	0	61	5	2	52	0	132
3:00 PM	6	0	5	0	0	0	0	83	2	1	46	0	143
3:15 PM	2	0	4	0	0	0	0	48	1	1	51	0	107
3:30 PM	1	0	1	0	0	0	0	54	0	1	42	0	99
3:45 PM	1	0	1	0	0	0	0	53	1	0	39	0	95
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	44	0	68	0	0	0	0	445	67	48	371	0	1043
Approach %	39.29	0.00	60.71	####	####	####	0.00	86.91	13.09	11.46	88.54	0.00	
App/Depart	112	/	0	0	/	115	512	/	513	419	/	415	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	36	0	61	0	0	0	0	236	52	37	194	0	616
Approach %	37.11	0.00	62.89	####	####	####	0.00	81.94	18.06	16.02	83.98	0.00	
PEAK HR. FACTOR:	0.342			0.000			0.847			0.802			0.726

CONTROL: 1-Way Stop (NB)
COMMENT 1: 0
GPS: 34.517073, -114.341546

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Patrician Dr
E-W STREET: Palo Verde Blvd N

Date: 04/29/25
Day: TUESDAY

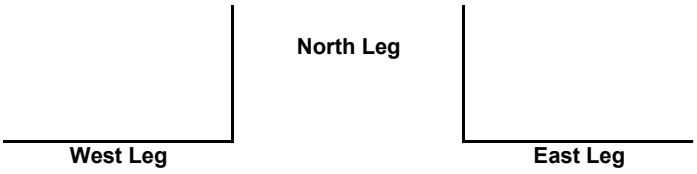
City: Lake Havasu C
Project #: 25-1239-007

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	0	1	1	0
7:45 AM	0	1	3	0
8:00 AM	0	2	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**4**	**5**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	0	0	1	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**3**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	1	0	0
2:30 PM	0	1	9	0
2:45 PM	0	1	0	0
3:00 PM	0	0	0	0
3:15 PM	0	1	0	0
3:30 PM	0	0	0	0
3:45 PM	0	1	1	0
TOTAL	**0**	**5**	**10**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	1	0
2:45 PM	0	1	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	1	1	0
TOTAL	**0**	**2**	**2**	**0**

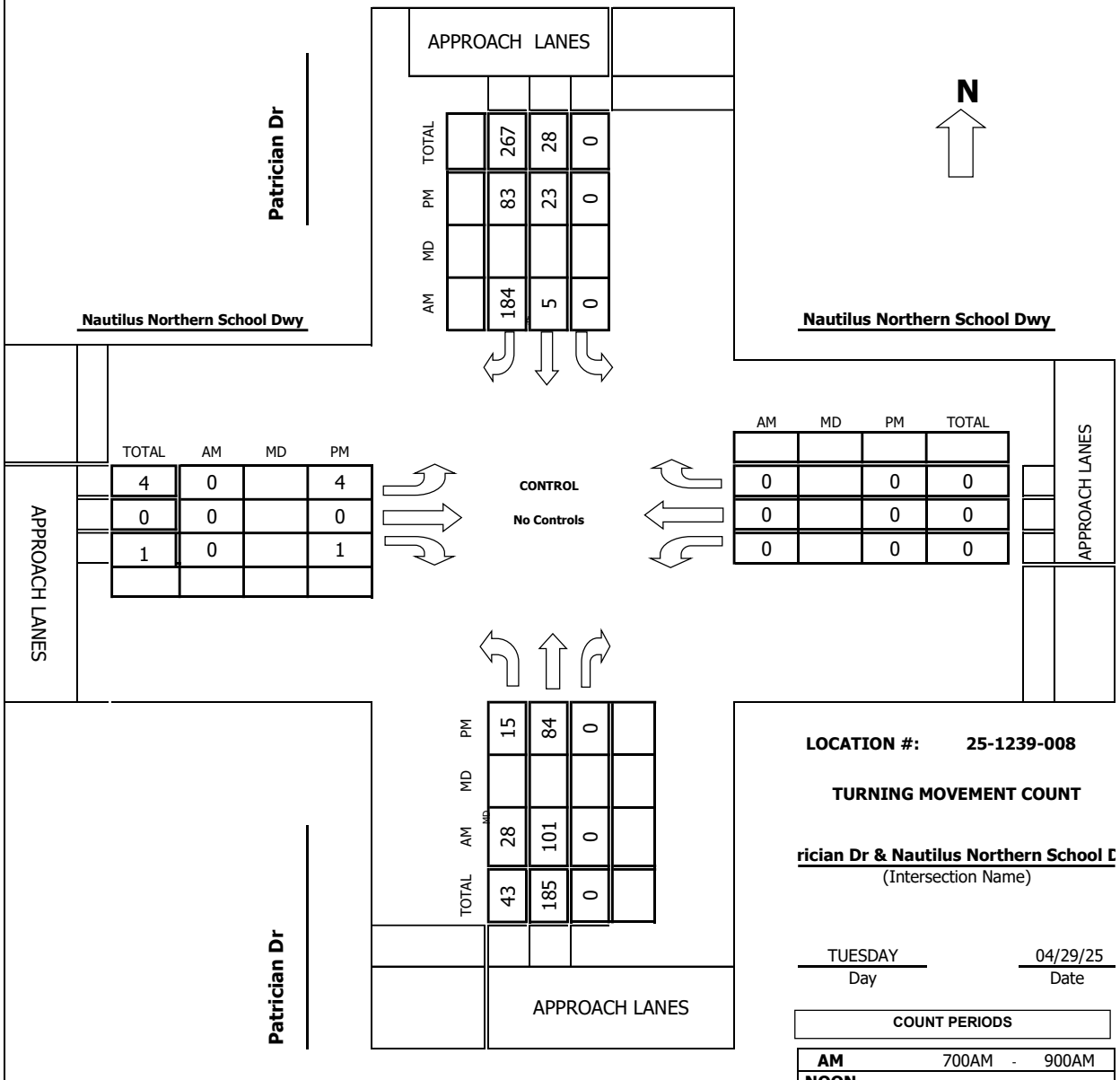


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-008

TMC SUMMARY OF Patrician Dr & Nautilus Northern School Dwy



LOCATION #: 25-1239-008

TURNING MOVEMENT COUNT

rician Dr & Nautilus Northern School D
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Patrician Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Nautilus Northern School Dwy DAY: TUESDAY PROJECT# 25-1239-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	8
7:15 AM	8	13	0	0	2	42	0	0	0	0	0	0	65
7:30 AM	10	31	0	0	1	71	0	0	0	0	0	0	113
7:45 AM	10	53	0	0	2	67	0	0	0	0	0	0	132
8:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	8
8:15 AM	0	3	0	0	1	3	0	0	0	0	0	0	7
8:30 AM	1	2	0	0	0	2	0	0	0	0	0	0	5
8:45 AM	0	2	0	0	2	1	1	0	0	0	0	0	6
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	29	108	0	0	8	198	1	0	0	0	0	0	344
Approach %	21.17	78.83	0.00	0.00	3.88	96.12	100.00	0.00	0.00	####	####	####	
App/Depart	137	/	109	206	/	8	1	/	0	0	/	227	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	28	101	0	0	5	184	0	0	0	0	0	0	318
Approach %	21.71	78.29	0.00	0.00	2.65	97.35	####	####	####	####	####	####	

PEAK HR. FACTOR:	0.512	0.656	0.000	0.000	0.602

CONTROL: No Controls
COMMENT 1: EB Movements are illegal
GPS: 34.516489, -114.341985

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Patrician Dr 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Nautilus Northern School Dwy DAY: TUESDAY PROJECT# 25-1239-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	5	3	0	0	5	16	1	0	0	0	0	0	30
2:15 PM	1	3	0	0	16	21	0	0	0	0	0	0	41
2:30 PM	7	70	0	0	1	40	0	0	0	0	0	0	118
2:45 PM	2	8	0	0	1	6	3	0	1	0	0	0	21
3:00 PM	1	7	0	0	0	3	4	0	2	0	0	0	17
3:15 PM	1	4	0	0	0	1	1	0	0	0	0	0	7
3:30 PM	2	0	0	0	0	1	2	0	1	0	0	0	6
3:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	3
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	19	95	0	0	23	89	13	0	4	0	0	0	243
Approach %	16.67	83.33	0.00	0.00	20.54	79.46	76.47	0.00	23.53	####	####	####	
App/Depart	114	/	108	112	/	27	17	/	0	0	/	108	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	15	84	0	0	23	83	4	0	1	0	0	0	210
Approach %	15.15	84.85	0.00	0.00	21.70	78.30	80.00	0.00	20.00	####	####	####	
PEAK HR. FACTOR:	0.321			0.646			0.313			0.000			0.445

CONTROL: No Controls
COMMENT 1: EB Movements are illegal
GPS: 34.516489, -114.341985

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Patrician Dr
E-W STREET: Nautilus Northern School Dwy

Date: 04/29/25
Day: TUESDAY

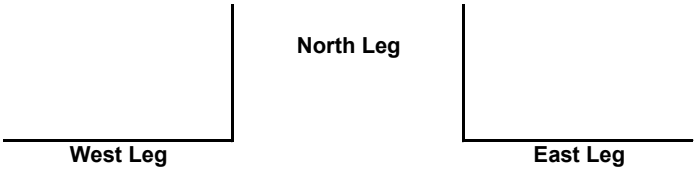
City: Lake Havasu C
Project #: 25-1239-008

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	1	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**1**	**0**	**2**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	1
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	2
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	1	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**1**	**0**	**2**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**



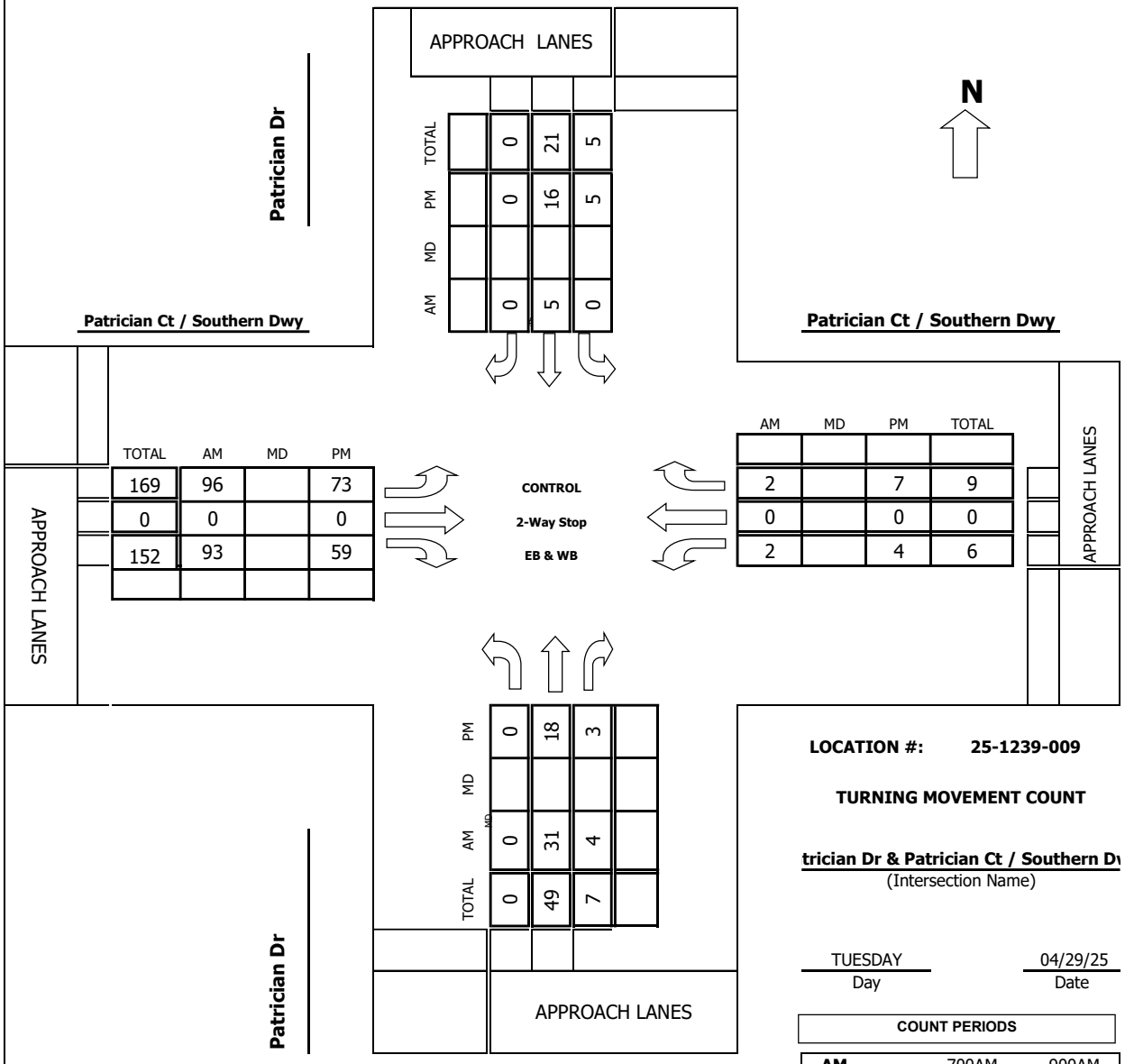


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-009

TMC SUMMARY OF Patrician Dr & Patrician Ct / Southern Dwy



LOCATION #: 25-1239-009

TURNING MOVEMENT COUNT

trician Dr & Patrician Ct / Southern Dv
(Intersection Name)

TUESDAY — Day
04/29/25 — Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Patrician Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Patrician Ct / Southern Dwy DAY: TUESDAY PROJECT# 25-1239-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	7	0	0	2	0	14	0	9	0	0	0	32
7:30 AM	0	10	3	0	1	0	31	0	37	0	0	0	82
7:45 AM	0	12	1	0	2	0	48	0	42	2	0	2	109
8:00 AM	0	2	0	0	0	0	3	0	5	0	0	0	10
8:15 AM	0	1	0	0	1	0	2	0	1	0	0	0	5
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	3
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	4
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	32	4	0	8	0	103	0	94	2	0	2	245
Approach %	0.00	88.89	11.11	0.00	100.00	0.00	52.28	0.00	47.72	50.00	0.00	50.00	
App/Depart	36	/	137	8	/	104	197	/	4	4	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	31	4	0	5	0	96	0	93	2	0	2	233
Approach %	0.00	88.57	11.43	0.00	100.00	0.00	50.79	0.00	49.21	50.00	0.00	50.00	
PEAK HR. FACTOR:		0.673			0.625			0.525			0.250		0.534

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1:
GPS: 34.515867, -114.342359

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Patrician Dr 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Patrician Ct / Southern Dwy DAY: TUESDAY PROJECT# 25-1239-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	7	0	0	5	0	1	0	0	0	0	0	13
2:15 PM	0	0	2	5	11	0	4	0	1	0	0	0	23
2:30 PM	0	15	1	0	1	0	55	0	48	4	0	6	130
2:45 PM	0	2	0	0	2	0	7	0	6	0	0	1	18
3:00 PM	0	1	0	0	2	0	7	0	4	0	0	0	14
3:15 PM	0	1	0	0	0	0	3	0	0	0	0	1	5
3:30 PM	0	2	0	0	1	0	0	0	1	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	28	3	5	22	0	77	0	61	5	0	8	209
Approach %	0.00	90.32	9.68	18.52	81.48	0.00	55.80	0.00	44.20	38.46	0.00	61.54	
App/Depart	31	/	113	27	/	88	138	/	8	13	/	0	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	0	18	3	5	16	0	73	0	59	4	0	7	185
Approach %	0.00	85.71	14.29	23.81	76.19	0.00	55.30	0.00	44.70	36.36	0.00	63.64	
PEAK HR. FACTOR:		0.328			0.328			0.320			0.275		0.356

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1: 0
GPS: 34.515867, -114.342359

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Patrician Dr
E-W STREET: Patrician Ct / Southern Dwy

Date: 04/29/25
Day: TUESDAY

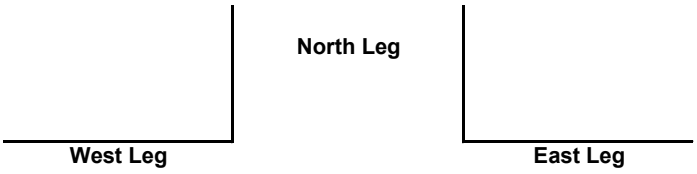
City: Lake Havasu C
Project #: 25-1239-009

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	1	1	1
7:15 AM	0	2	3	1
7:30 AM	0	5	0	6
7:45 AM	0	17	4	0
8:00 AM	0	0	0	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**25**	**8**	**9**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	1	1	0
7:30 AM	0	1	1	0
7:45 AM	0	2	2	1
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**4**	**4**	**1**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	8	0	2
2:30 PM	0	53	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	2	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**63**	**0**	**2**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	5	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**5**	**0**	**0**



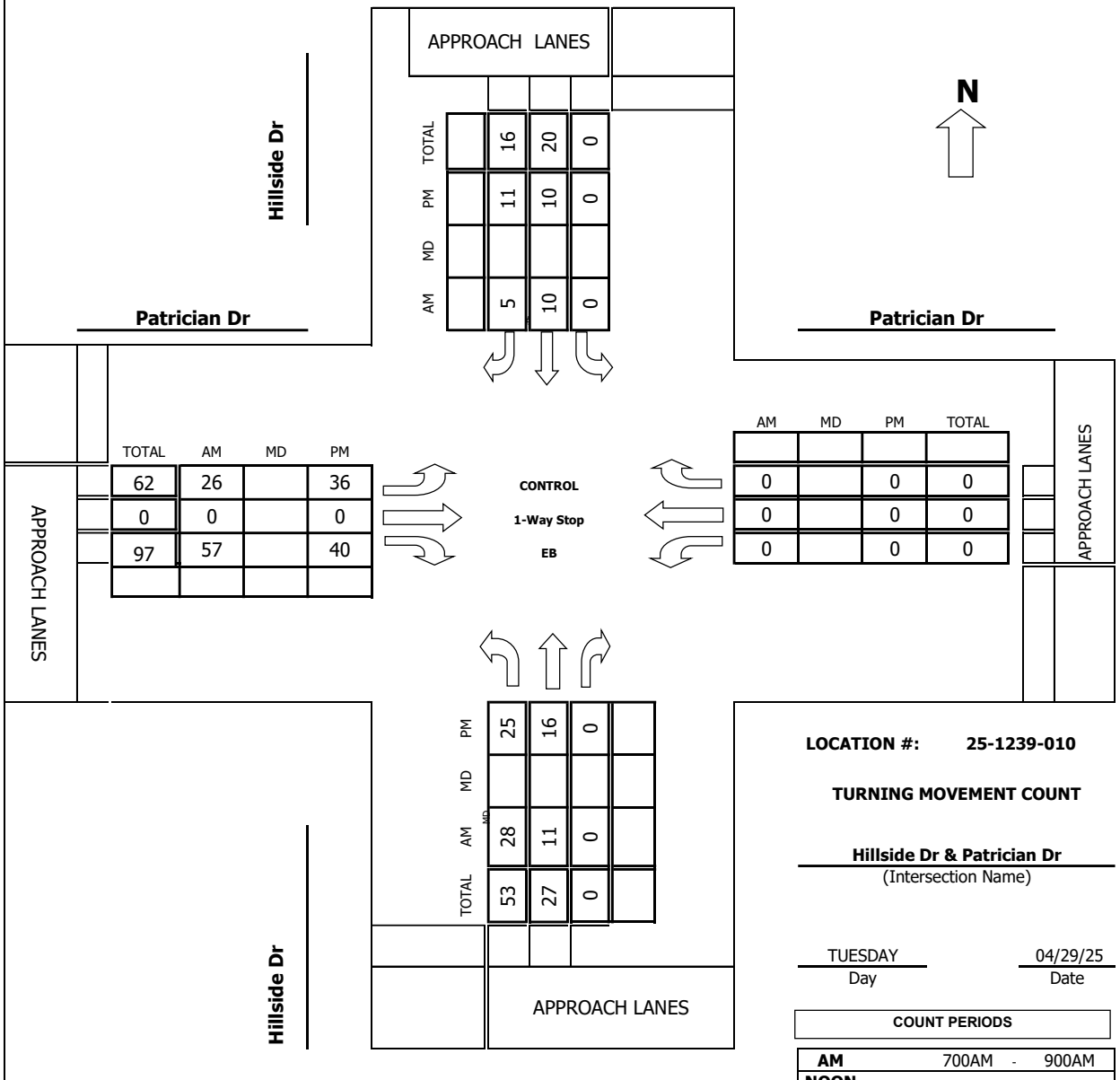


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-010

TMC SUMMARY OF Hillside Dr & Patrician Dr



LOCATION #: 25-1239-010

TURNING MOVEMENT COUNT

Hillside Dr & Patrician Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Hillside Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Patrician Dr DAY: TUESDAY PROJECT# 25-1239-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	1	0	0	0	0	1	0	1	0	0	0	4
7:15 AM	6	2	0	0	4	0	3	0	4	0	0	0	19
7:30 AM	10	3	0	0	2	3	11	0	25	0	0	0	54
7:45 AM	12	4	0	0	2	1	10	0	25	0	0	0	54
8:00 AM	0	2	0	0	2	1	2	0	3	0	0	0	10
8:15 AM	1	0	0	0	2	1	0	0	3	0	0	0	7
8:30 AM	1	0	0	0	4	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	31	12	0	0	17	6	27	0	62	0	0	0	155
Approach %	72.09	27.91	0.00	0.00	73.91	26.09	30.34	0.00	69.66	####	####	####	
App/Depart	43	/	39	23	/	79	89	/	0	0	/	37	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	28	11	0	0	10	5	26	0	57	0	0	0	137
Approach %	71.79	28.21	0.00	0.00	66.67	33.33	31.33	0.00	68.67	####	####	####	
PEAK HR. FACTOR:	0.609			0.750			0.576			0.000			0.634

CONTROL: 1-Way Stop (EB)
COMMENT 1:
GPS: 34.514739, -114.341298

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Hillside Dr 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Patrician Dr DAY: TUESDAY PROJECT# 25-1239-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	8	4	0	0	1	1	0	0	1	0	0	0	15
2:15 PM	5	5	0	0	0	6	0	0	1	0	0	0	17
2:30 PM	8	2	0	0	3	4	33	0	33	0	0	0	83
2:45 PM	4	5	0	0	6	0	3	0	5	0	0	0	23
3:00 PM	1	1	0	0	0	0	0	0	7	0	0	0	9
3:15 PM	1	1	0	0	5	0	0	0	0	0	0	0	7
3:30 PM	2	7	0	0	2	0	0	0	1	0	0	0	12
3:45 PM	0	2	0	0	0	0	2	0	1	0	0	0	5
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	29	27	0	0	17	11	38	0	49	0	0	0	171
Approach %	51.79	48.21	0.00	0.00	60.71	39.29	43.68	0.00	56.32	####	####	####	
App/Depart	56	/	65	28	/	66	87	/	0	0	/	40	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	25	16	0	0	10	11	36	0	40	0	0	0	138
Approach %	60.98	39.02	0.00	0.00	47.62	52.38	47.37	0.00	52.63	####	####	####	
PEAK HR. FACTOR:	0.854			0.750			0.288			0.000			0.416

CONTROL: 1-Way Stop (EB)
COMMENT 1: 0
GPS: 34.514739, -114.341298

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Hillside Dr
E-W STREET: Patrician Dr

Date: 04/29/25
Day: TUESDAY

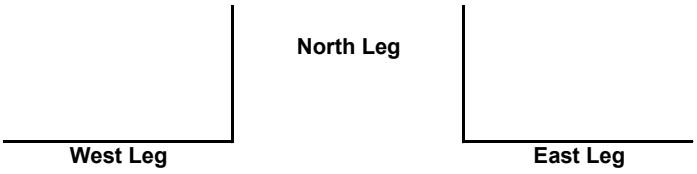
City: Lake Havasu C
Project #: 25-1239-010

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	1	0	2
7:15 AM	0	0	0	2
7:30 AM	0	0	0	2
7:45 AM	0	0	0	1
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**1**	**0**	**7**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**



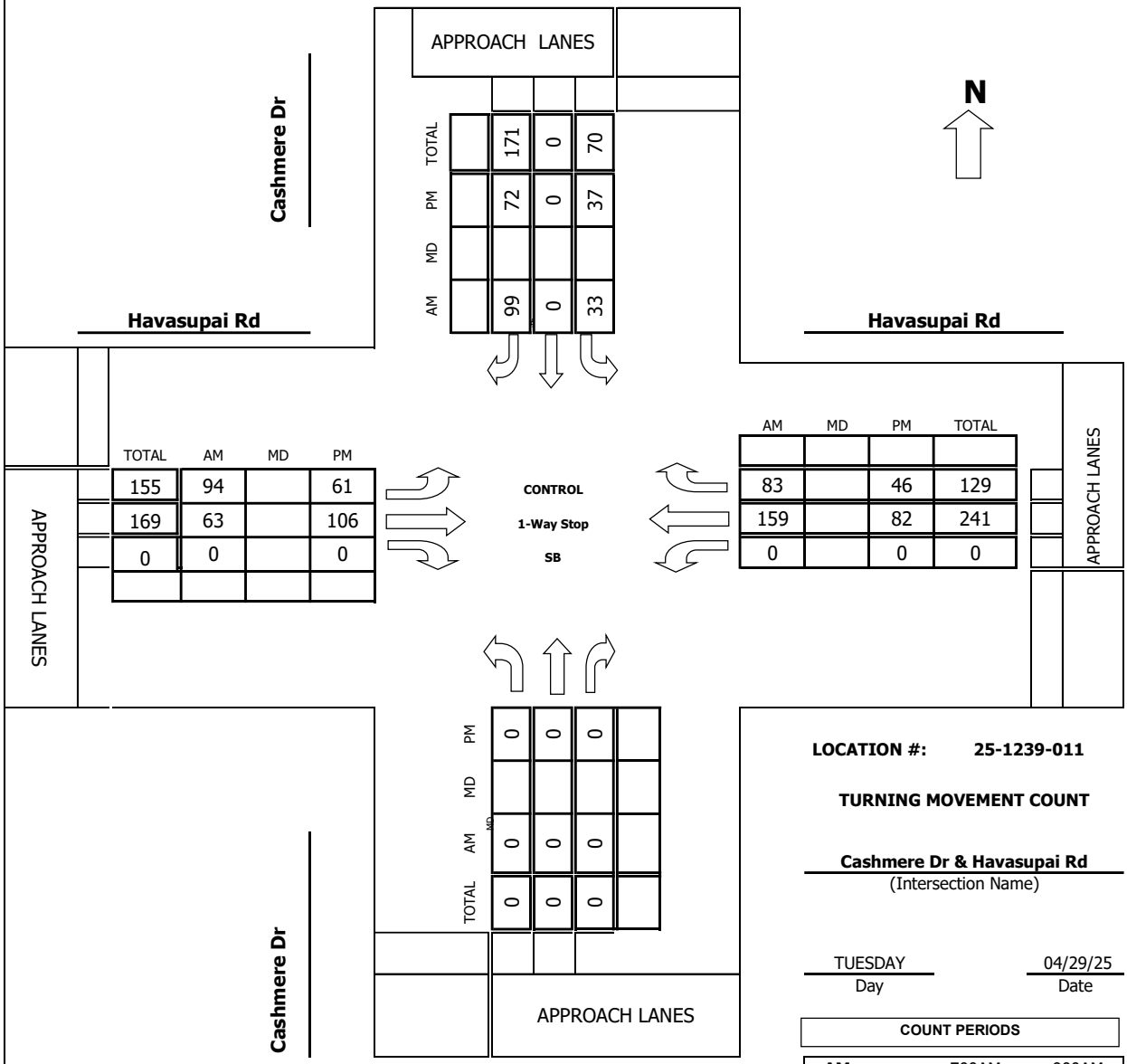


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-011

TMC SUMMARY OF Cashmere Dr & Havasupai Rd



LOCATION #: 25-1239-011

TURNING MOVEMENT COUNT

Cashmere Dr & Havasupai Rd
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr | DATE: 04/29/25 | LOCATION: Lake Havasu City

E-W STREET: Havasupai Rd | DAY: TUESDAY | PROJECT# 25-1239-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	2	0	4	6	13	0	0	16	7	48
7:15 AM	0	0	0	4	0	8	19	10	0	0	34	13	88
7:30 AM	0	0	0	8	0	32	24	19	0	0	49	32	164
7:45 AM	0	0	0	15	0	47	44	16	0	0	43	30	195
8:00 AM	0	0	0	6	0	12	7	18	0	0	33	8	84
8:15 AM	0	0	0	2	0	6	3	16	0	0	23	6	56
8:30 AM	0	0	0	4	0	4	5	18	0	0	31	9	71
8:45 AM	0	0	0	2	0	12	2	20	0	0	35	2	73
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	43	0	125	110	130	0	0	264	107	779
Approach %	####	####	####	25.60	0.00	74.40	45.83	54.17	0.00	0.00	71.16	28.84	
App/Depart	0	/	217	168	/	0	240	/	173	371	/	389	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	0	0	33	0	99	94	63	0	0	159	83	531
Approach %	####	####	####	25.00	0.00	75.00	59.87	40.13	0.00	0.00	65.70	34.30	

PEAK HR. FACTOR:	0.000	0.532	0.654	0.747	0.681

CONTROL: 1-Way Stop (SB)
COMMENT 1:
GPS: 34.508060, -114.316452

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr
0
E-W STREET: Havasupai Rd

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	1	0	5	13	24	0	0	19	11	73
2:15 PM	0	0	0	10	0	4	19	29	0	0	19	11	92
2:30 PM	0	0	0	22	0	49	22	22	0	0	22	17	154
2:45 PM	0	0	0	4	0	14	7	31	0	0	22	7	85
3:00 PM	0	0	0	7	0	7	5	26	0	0	19	3	67
3:15 PM	0	0	0	7	0	6	5	21	0	0	24	5	68
3:30 PM	0	0	0	5	0	5	4	31	0	0	24	3	72
3:45 PM	0	0	0	4	0	5	5	29	0	0	21	5	69
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	60	0	95	80	213	0	0	170	62	680
Approach %	####	####	####	38.71	0.00	61.29	27.30	72.70	0.00	0.00	73.28	26.72	
App/Depart	0	/	142	155	/	0	293	/	273	232	/	265	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	0	0	37	0	72	61	106	0	0	82	46	404
Approach %	####	####	####	33.94	0.00	66.06	36.53	63.47	0.00	0.00	64.06	35.94	
PEAK HR. FACTOR:	0.000			0.384			0.870			0.821			0.656

CONTROL: 1-Way Stop (SB)
COMMENT 1: 0
GPS: 34.508060, -114.316452

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Cashmere Dr
E-W STREET: Havasupai Rd

Date: 04/29/25
Day: TUESDAY

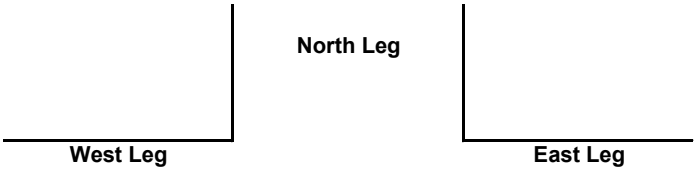
City: Lake Havasu C
Project #: 25-1239-011

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	2	0	0	1
7:30 AM	4	0	0	3
7:45 AM	10	0	0	3
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	2	0	0	2
8:45 AM	2	0	0	0
TOTAL	**20**	**0**	**0**	**9**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	44	0	0	5
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
TOTAL	**45**	**0**	**0**	**5**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**



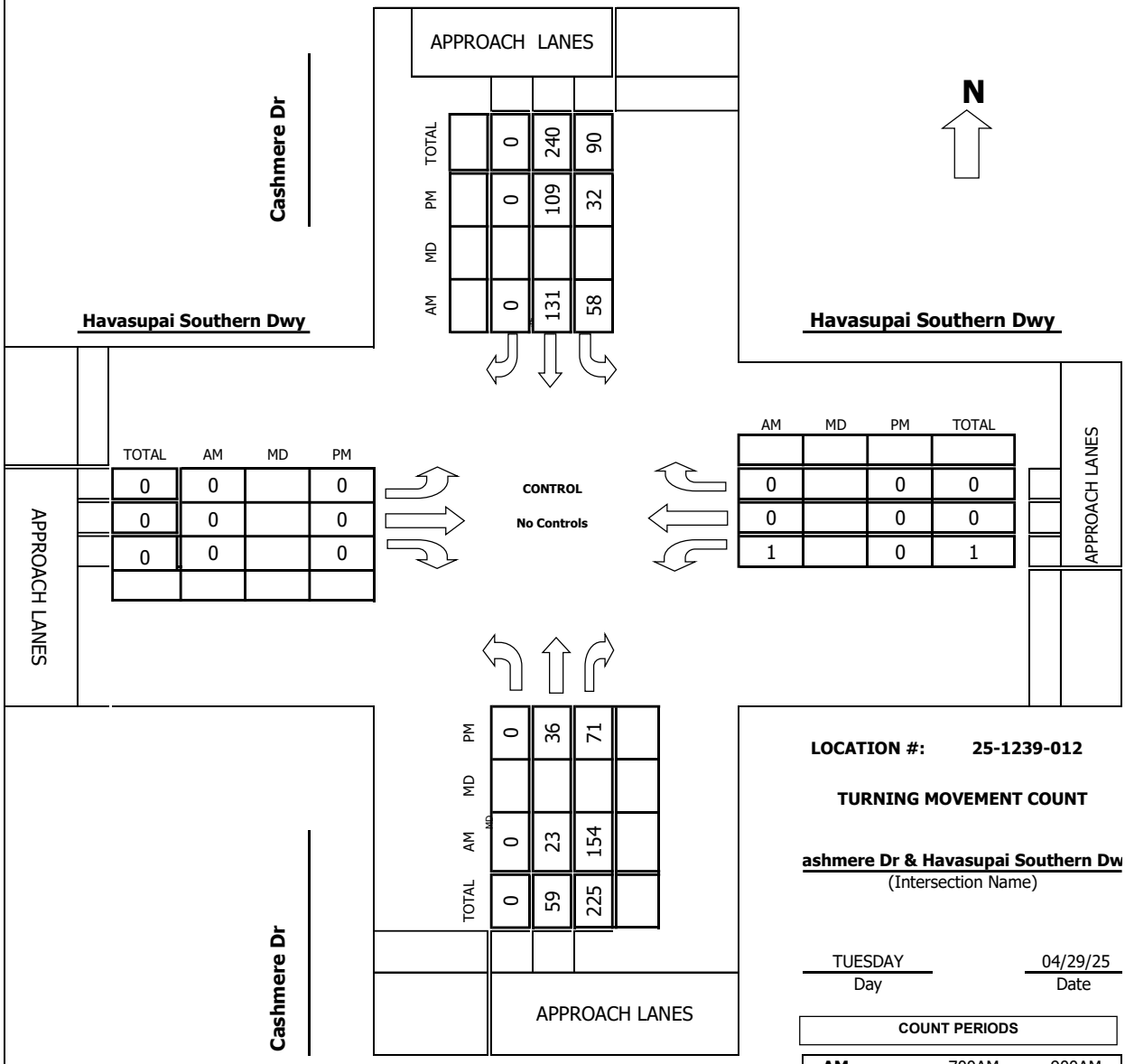


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-012

TMC SUMMARY OF Cashmere Dr & Havasupai Southern Dwy



LOCATION #: 25-1239-012

TURNING MOVEMENT COUNT

ashmere Dr & Havasupai Southern Dw
(Intersection Name)

TUESDAY — Day
04/29/25 — Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Havasupai Southern Dwy DAY: TUESDAY PROJECT# 25-1239-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	3	10	4	6	0	0	0	0	0	0	0	23
7:15 AM	0	2	30	8	12	0	0	0	0	0	0	0	52
7:30 AM	0	7	49	17	40	0	0	0	0	0	0	0	113
7:45 AM	0	8	66	31	62	0	0	0	0	0	0	0	167
8:00 AM	0	6	9	2	17	0	0	0	0	1	0	0	35
8:15 AM	0	4	5	2	8	0	0	0	0	0	0	0	19
8:30 AM	0	14	0	2	8	0	0	0	0	0	0	0	24
8:45 AM	0	3	1	1	14	0	0	0	0	0	0	0	19
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	47	170	67	167	0	0	0	0	1	0	0	452
Approach %	0.00	21.66	78.34	28.63	71.37	0.00	####	####	####	100.00	0.00	0.00	
App/Depart	217	/	47	234	/	168	0	/	237	1	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	23	154	58	131	0	0	0	0	1	0	0	367
Approach %	0.00	12.99	87.01	30.69	69.31	0.00	####	####	####	100.00	0.00	0.00	

PEAK HR. FACTOR:	0.598	0.508	0.000	0.250	0.549

CONTROL: No Controls
COMMENT 1: WB movement is illegal
GPS: 34.508544, -114.316565

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr
0
E-W STREET: Havasupai Southern Dwy

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	6	18	8	6	0	0	0	0	0	0	0	38
2:15 PM	0	10	20	8	14	0	0	0	0	0	0	0	52
2:30 PM	0	10	29	16	71	0	0	0	0	0	0	0	126
2:45 PM	0	10	4	0	18	0	0	0	0	0	0	0	32
3:00 PM	0	6	2	1	14	0	0	0	0	0	0	0	23
3:15 PM	0	9	1	2	13	0	0	0	0	0	0	0	25
3:30 PM	0	5	2	4	10	0	0	0	0	0	0	0	21
3:45 PM	0	8	2	1	9	0	0	0	0	0	0	0	20
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	64	78	40	155	0	0	0	0	0	0	0	337
Approach %	0.00	45.07	54.93	20.51	79.49	0.00	####	####	####	####	####	####	
App/Depart	142	/	64	195	/	155	0	/	118	0	/	0	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	36	71	32	109	0	0	0	0	0	0	0	248
Approach %	0.00	33.64	66.36	22.70	77.30	0.00	####	####	####	####	####	####	

PEAK HR. FACTOR:	0.686	0.405	0.000	0.000	0.492

CONTROL: No Controls
COMMENT 1: WB movement is illegal
GPS: 34.508544, -114.316565

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Cashmere Dr
E-W STREET: Havasupai Southern Dwy

Date: 04/29/25
Day: TUESDAY

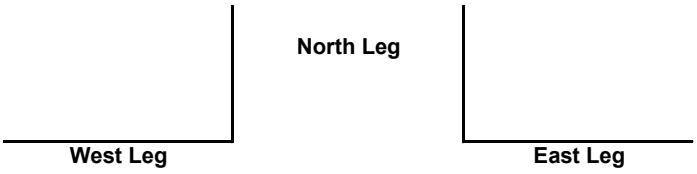
City: Lake Havasu C
Project #: 25-1239-012

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**2**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	1	0
3:45 PM	0	0	1	0
TOTAL	**0**	**0**	**2**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**



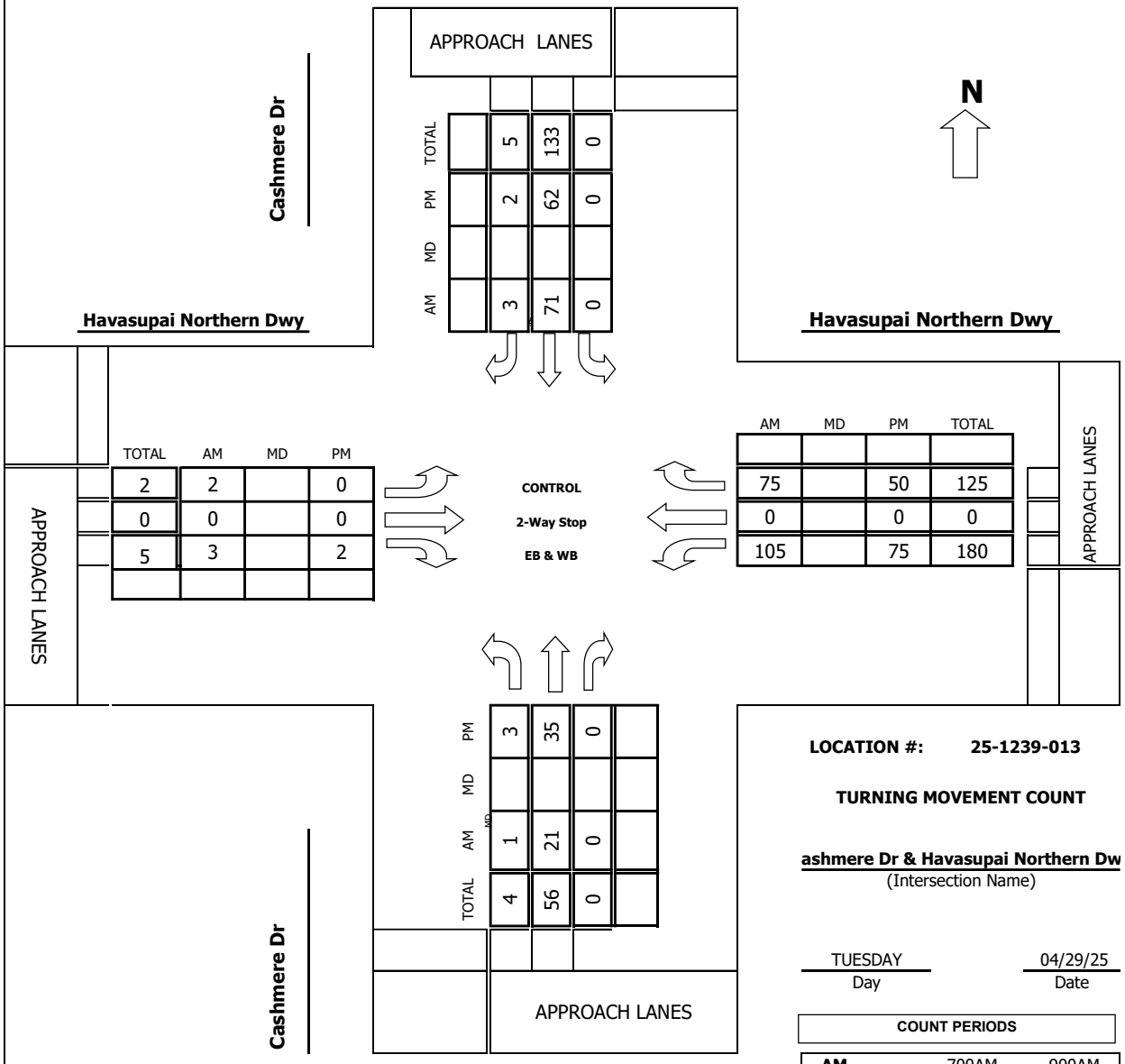


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-013

TMC SUMMARY OF Cashmere Dr & Havasupai Northern Dwy



LOCATION #: 25-1239-013

TURNING MOVEMENT COUNT

ashmere Dr & Havasupai Northern Dw
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Havasupai Northern Dwy DAY: TUESDAY PROJECT# 25-1239-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	3	0	0	6	0	0	0	0	6	0	0	15
7:15 AM	0	2	0	0	9	0	0	0	1	8	0	8	28
7:30 AM	0	6	0	0	23	1	0	0	1	31	0	22	84
7:45 AM	0	6	0	0	34	1	1	0	1	53	0	36	132
8:00 AM	1	7	0	0	5	1	1	0	0	13	0	9	37
8:15 AM	0	3	0	0	4	0	0	0	0	6	0	2	15
8:30 AM	0	13	0	0	8	1	0	0	0	5	0	1	28
8:45 AM	0	2	0	0	5	0	0	0	3	4	0	0	14
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	42	0	0	94	4	2	0	6	126	0	78	353
Approach %	2.33	97.67	0.00	0.00	95.92	4.08	25.00	0.00	75.00	61.76	0.00	38.24	
App/Depart	43	/	122	98	/	226	8	/	0	204	/	5	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	1	21	0	0	71	3	2	0	3	105	0	75	281
Approach %	4.55	95.45	0.00	0.00	95.95	4.05	40.00	0.00	60.00	58.33	0.00	41.67	
PEAK HR. FACTOR:	0.688			0.529			0.625			0.506			0.532

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1: West leg is slightly offset driveway
GPS: 34.509624, -114.316880

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr
0
E-W STREET: Havasupai Northern Dwy

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	8	0	0	13	0	0	0	0	2	0	4	27
2:15 PM	2	6	0	0	20	1	0	0	1	2	0	1	33
2:30 PM	0	11	0	0	23	0	0	0	1	58	0	40	133
2:45 PM	1	10	0	0	6	1	0	0	0	13	0	5	36
3:00 PM	1	3	0	0	6	0	1	0	1	8	0	2	22
3:15 PM	0	6	0	0	8	2	0	0	0	5	0	1	22
3:30 PM	0	4	0	0	9	2	0	0	1	2	0	2	20
3:45 PM	1	7	0	0	6	0	0	0	0	4	0	6	24
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	5	55	0	0	91	6	1	0	4	94	0	61	317
Approach %	8.33	91.67	0.00	0.00	93.81	6.19	20.00	0.00	80.00	60.65	0.00	39.35	
App/Depart	60	/	117	97	/	189	5	/	0	155	/	11	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	3	35	0	0	62	2	0	0	2	75	0	50	229
Approach %	7.89	92.11	0.00	0.00	96.88	3.13	0.00	0.00	100.00	60.00	0.00	40.00	

PEAK HR. FACTOR:	0.864	0.696	0.500	0.319	0.430

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1: West leg is slightly offset driveway
GPS: 34.509624, -114.316880

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Cashmere Dr
E-W STREET: Havasupai Northern Dwy

Date: 04/29/25
Day: TUESDAY

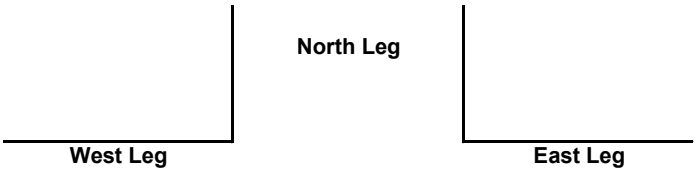
City: Lake Havasu C
Project #: 25-1239-013

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	1	0	3
7:15 AM	0	1	0	1
7:30 AM	0	6	1	6
7:45 AM	0	4	0	5
8:00 AM	0	0	0	0
8:15 AM	0	0	1	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**12**	**2**	**15**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	1	1	0	0
2:30 PM	0	27	0	16
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	1	0
3:45 PM	0	1	1	1
TOTAL	**1**	**29**	**2**	**17**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

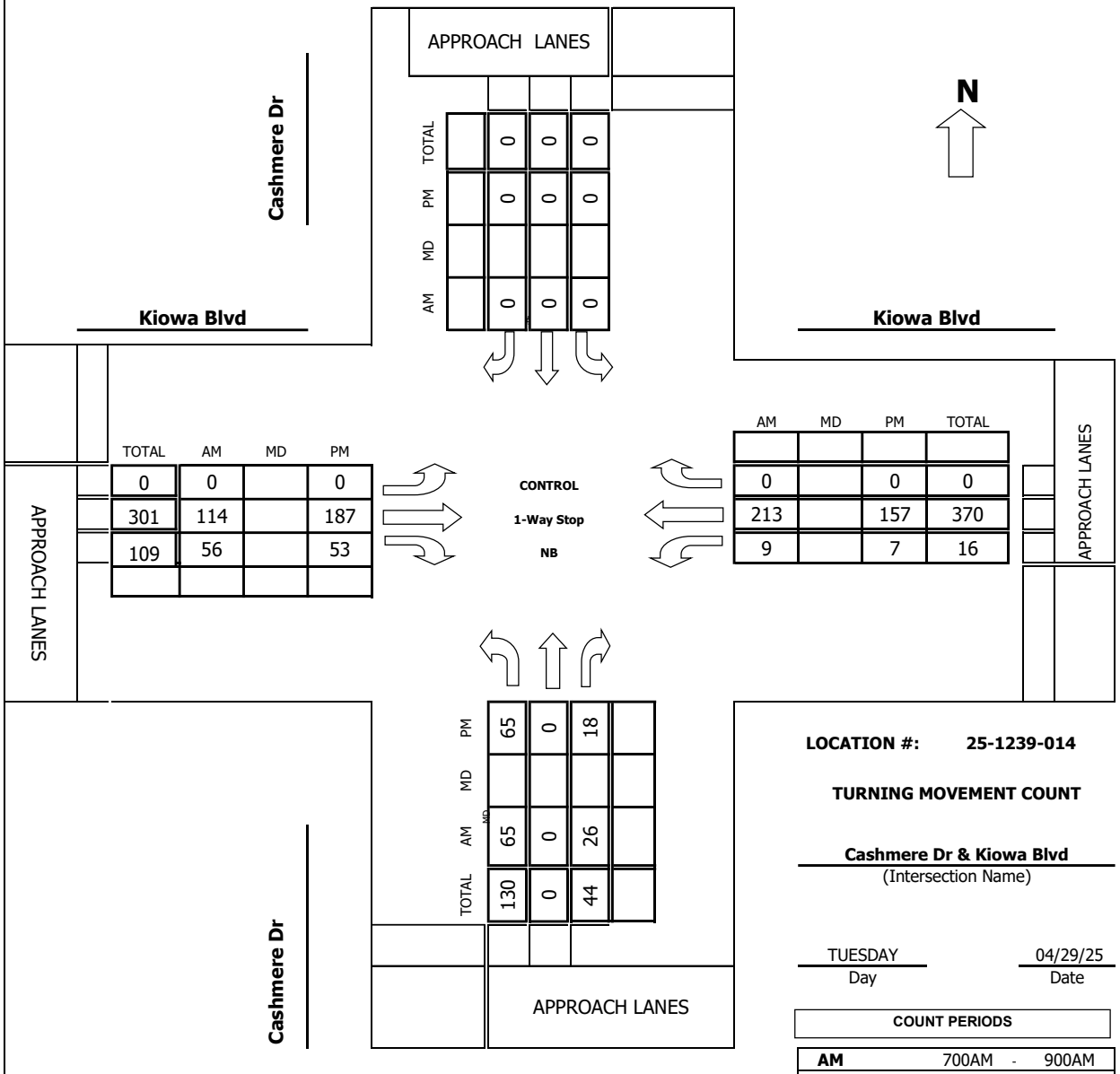


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-014

TMC SUMMARY OF Cashmere Dr & Kiowa Blvd



LOCATION #: 25-1239-014

TURNING MOVEMENT COUNT

Cashmere Dr & Kiowa Blvd
(Intersection Name)

TUESDAY
Day

04/29/25
Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr | DATE: 04/29/25 | LOCATION: Lake Havasu City

E-W STREET: Kiowa Blvd | DAY: TUESDAY | PROJECT# 25-1239-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	0	0	0	0	0	0	21	6	1	36	0	68
7:15 AM	7	0	3	0	0	0	0	24	9	1	44	0	88
7:30 AM	17	0	9	0	0	0	0	26	16	2	54	0	124
7:45 AM	30	0	9	0	0	0	0	38	26	6	65	0	174
8:00 AM	11	0	5	0	0	0	0	26	5	0	50	0	97
8:15 AM	6	0	0	0	0	0	0	34	3	3	41	0	87
8:30 AM	11	0	1	0	0	0	0	25	6	2	30	0	75
8:45 AM	3	0	1	0	0	0	0	37	2	1	46	0	90
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	89	0	28	0	0	0	0	231	73	16	366	0	803
Approach %	76.07	0.00	23.93	####	####	####	0.00	75.99	24.01	4.19	95.81	0.00	
App/Depart	117	/	0	0	/	89	304	/	259	382	/	455	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	65	0	26	0	0	0	0	114	56	9	213	0	483
Approach %	71.43	0.00	28.57	####	####	####	0.00	67.06	32.94	4.05	95.95	0.00	
PEAK HR. FACTOR:	0.583			0.000			0.664			0.782			0.694

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 34.511180, -114.316879

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Cashmere Dr 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Kiowa Blvd DAY: TUESDAY PROJECT# 25-1239-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	6	0	1	0	0	0	0	51	11	0	38	0	107
2:15 PM	4	0	1	0	0	0	0	39	21	4	38	0	107
2:30 PM	41	0	16	0	0	0	0	48	16	1	31	0	153
2:45 PM	14	0	0	0	0	0	0	49	5	2	50	0	120
3:00 PM	5	0	2	0	0	0	0	46	7	1	24	0	85
3:15 PM	4	0	2	0	0	0	0	40	10	2	36	0	94
3:30 PM	5	0	0	0	0	0	0	48	7	4	33	0	97
3:45 PM	9	0	4	0	0	0	0	45	7	0	35	0	100
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	88	0	26	0	0	0	0	366	84	14	285	0	863
Approach %	77.19	0.00	22.81	####	####	####	0.00	81.33	18.67	4.68	95.32	0.00	
App/Depart	114	/	0	0	/	98	450	/	392	299	/	373	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	65	0	18	0	0	0	0	187	53	7	157	0	487
Approach %	78.31	0.00	21.69	####	####	####	0.00	77.92	22.08	4.27	95.73	0.00	
PEAK HR. FACTOR:	0.364			0.000			0.938			0.788			0.796

CONTROL: 1-Way Stop (NB)
COMMENT 1: 0
GPS: 34.511180, -114.316879

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Cashmere Dr
E-W STREET: Kiowa Blvd

Date: 04/29/25
Day: TUESDAY

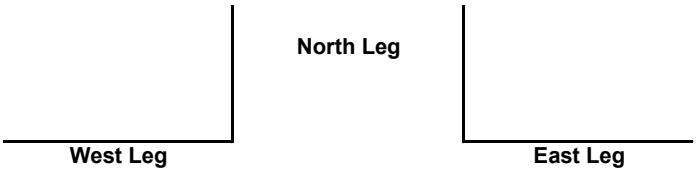
City: Lake Havasu C
Project #: 25-1239-014

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	1	0	0
7:30 AM	0	1	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	1	0	0
8:45 AM	0	1	0	0
TOTAL	**0**	**4**	**1**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	3	2	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	1	0
3:45 PM	0	0	0	0
TOTAL	**0**	**3**	**3**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	1	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**1**	**0**	**0**

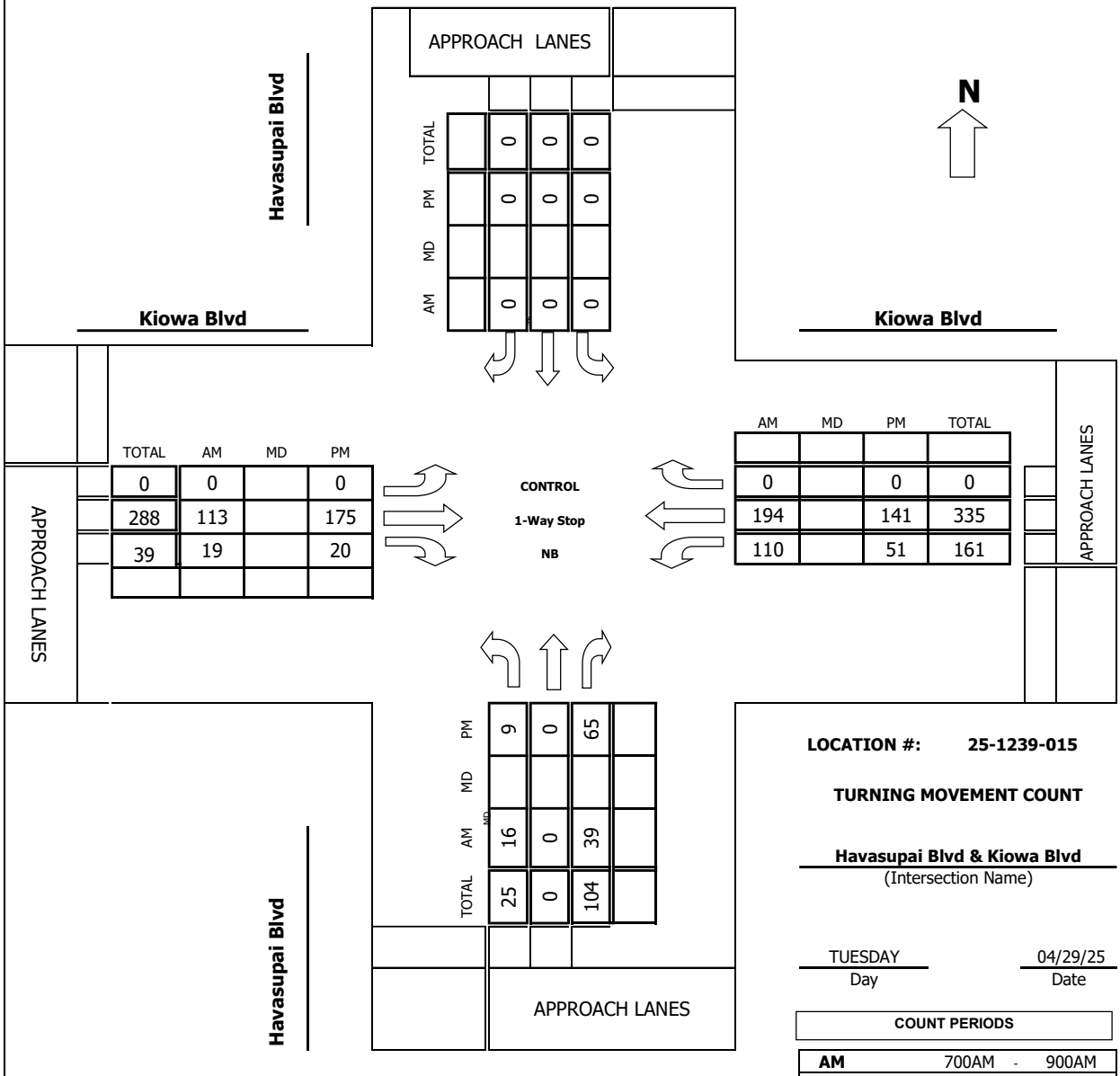


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-015

TMC SUMMARY OF Havasupai Blvd & Kiowa Blvd



LOCATION #: 25-1239-015

TURNING MOVEMENT COUNT

Havasupai Blvd & Kiowa Blvd
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Havasupai Blvd DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Kiowa Blvd DAY: TUESDAY PROJECT# 25-1239-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	7	0	0	0	0	18	2	8	34	0	71
7:15 AM	1	0	1	0	0	0	0	20	6	21	43	0	92
7:30 AM	2	0	12	0	0	0	0	32	4	34	48	0	132
7:45 AM	9	0	11	0	0	0	0	37	6	34	61	0	158
8:00 AM	4	0	15	0	0	0	0	24	3	21	42	0	109
8:15 AM	2	0	6	0	0	0	0	27	2	10	36	0	83
8:30 AM	2	0	9	0	0	0	0	20	2	19	28	0	80
8:45 AM	4	0	11	0	0	0	0	36	5	21	43	0	120
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	26	0	72	0	0	0	0	214	30	168	335	0	845
Approach %	26.53	0.00	73.47	####	####	####	0.00	87.70	12.30	33.40	66.60	0.00	
App/Depart	98	/	0	0	/	198	244	/	286	503	/	361	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	16	0	39	0	0	0	0	113	19	110	194	0	491
Approach %	29.09	0.00	70.91	####	####	####	0.00	85.61	14.39	36.18	63.82	0.00	

PEAK HR. FACTOR:	0.688	0.000	0.767	0.800	0.777

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 34.511030, -114.313172

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Havasupai Blvd 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Kiowa Blvd DAY: TUESDAY PROJECT# 25-1239-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	3	0	14	0	0	0	0	42	4	11	28	0	102
2:15 PM	2	0	13	0	0	0	0	38	3	15	39	0	110
2:30 PM	3	0	17	0	0	0	0	54	9	11	26	0	120
2:45 PM	1	0	21	0	0	0	0	41	4	14	48	0	129
3:00 PM	4	0	15	0	0	0	0	40	4	13	21	0	97
3:15 PM	3	0	11	0	0	0	0	40	6	13	33	0	106
3:30 PM	1	0	19	0	0	0	0	39	4	10	34	0	107
3:45 PM	4	0	19	0	0	0	0	38	7	11	29	0	108
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	21	0	129	0	0	0	0	332	41	98	258	0	879
Approach %	14.00	0.00	86.00	####	####	####	0.00	89.01	10.99	27.53	72.47	0.00	
App/Depart	150	/	0	0	/	139	373	/	461	356	/	279	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	9	0	65	0	0	0	0	175	20	51	141	0	461
Approach %	12.16	0.00	87.84	####	####	####	0.00	89.74	10.26	26.56	73.44	0.00	
PEAK HR. FACTOR:	0.841			0.000			0.774			0.774			0.893

CONTROL: 1-Way Stop (NB)
COMMENT 1: 0
GPS: 34.511030, -114.313172

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Havasupai Blvd
E-W STREET: Kiowa Blvd

Date: 04/29/25
Day: TUESDAY

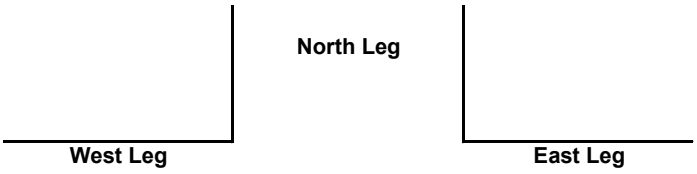
City: Lake Havasu C
Project #: 25-1239-015

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	1	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	1	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**2**	**0**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	2	0	0
7:30 AM	0	0	0	0
7:45 AM	0	1	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**3**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	1	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**1**	**0**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	2	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**2**	**0**	**0**



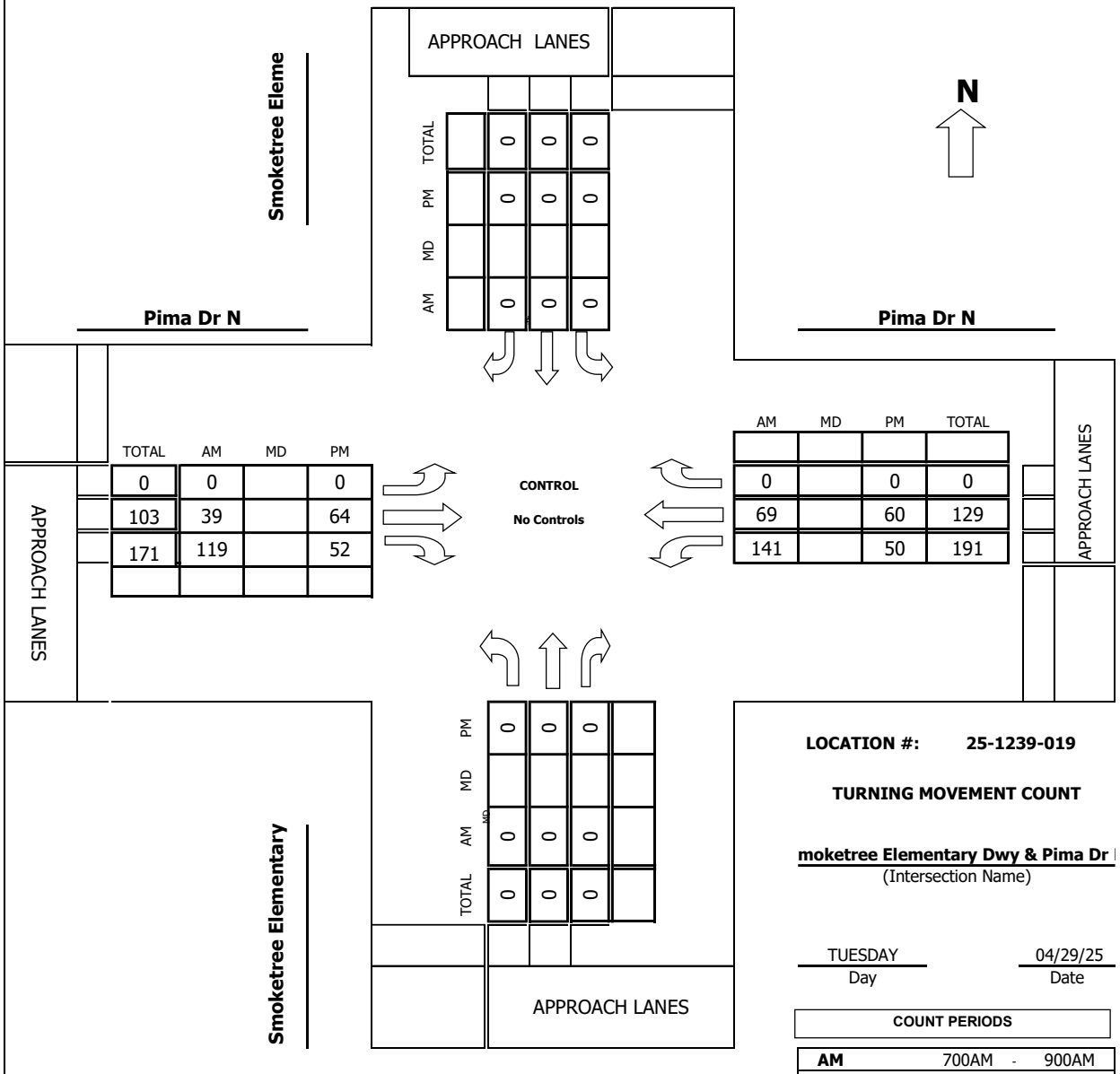


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-019

TMC SUMMARY OF Smoketree Elementary Dwy & Pima Dr N



LOCATION #: 25-1239-019

TURNING MOVEMENT COUNT

moketree Elementary Dwy & Pima Dr
(Intersection Name)

TUESDAY — Day
04/29/25 — Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Smoketree Elementary Dwy DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Pima Dr N DAY: TUESDAY PROJECT# 25-1239-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	5	3	7	10	0	25
7:15 AM	0	0	0	0	0	0	0	11	22	24	9	0	66
7:30 AM	0	0	0	0	0	0	0	10	41	47	24	0	122
7:45 AM	0	0	0	0	0	0	0	15	48	59	23	0	145
8:00 AM	0	0	0	0	0	0	0	3	8	11	13	0	35
8:15 AM	0	0	0	0	0	0	0	8	2	1	12	0	23
8:30 AM	0	0	1	0	0	0	0	6	0	3	10	0	20
8:45 AM	0	0	0	0	0	0	0	5	2	1	12	0	20
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	1	0	0	0	0	63	126	153	113	0	456
Approach %	0.00	0.00	100.00	####	####	####	0.00	33.33	66.67	57.52	42.48	0.00	
App/Depart	1	/	0	0	/	279	189	/	64	266	/	113	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	0	0	0	0	0	0	39	119	141	69	0	368
Approach %	####	####	####	####	####	####	0.00	24.68	75.32	67.14	32.86	0.00	
PEAK HR. FACTOR:		0.000			0.000			0.627			0.640		0.634

CONTROL: No Controls
COMMENT 1: NB Movements are illegal
GPS: 34.486310, -114.321194

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Smoketree Elementary Dwy 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Pima Dr N DAY: TUESDAY PROJECT# 25-1239-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	0	0	0	0	9	3	5	12	0	29
2:15 PM	0	0	0	0	0	0	0	9	12	15	10	0	46
2:30 PM	0	0	0	0	0	0	0	34	32	25	19	0	110
2:45 PM	0	0	0	0	0	0	0	12	5	5	19	0	41
3:00 PM	0	0	0	0	0	0	0	9	0	3	7	0	19
3:15 PM	0	0	0	0	0	0	0	13	0	5	7	0	25
3:30 PM	0	0	0	0	0	0	0	10	1	3	6	0	20
3:45 PM	0	0	0	0	0	0	0	17	4	2	10	0	33
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	0	0	0	0	113	57	63	90	0	323
Approach %	####	####	####	####	####	####	0.00	66.47	33.53	41.18	58.82	0.00	
App/Depart	0	/	0	0	/	120	170	/	113	153	/	90	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	0	0	0	0	0	0	64	52	50	60	0	226
Approach %	####	####	####	####	####	####	0.00	55.17	44.83	45.45	54.55	0.00	

PEAK HR. FACTOR:	0.000	0.000	0.439	0.625	0.514

CONTROL: No Controls
COMMENT 1: NB Movements are illegal
GPS: 34.486310, -114.321194

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

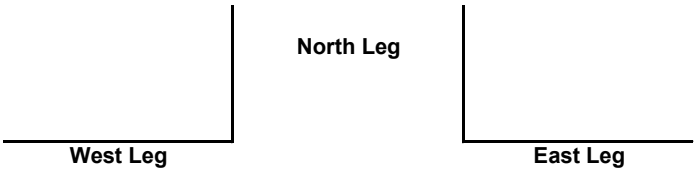
N-S STREET: Smoketree Elementary Dwy
E-W STREET: Pima Dr N
Date: 04/29/25
Day: TUESDAY
City: Lake Havasu C
Project #: 25-1239-019

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	9
7:30 AM	0	0	0	10
7:45 AM	0	0	0	10
8:00 AM	0	0	0	1
8:15 AM	0	2	0	1
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**2**	**0**	**31**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	1
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	3
2:15 PM	0	0	0	6
2:30 PM	0	2	0	84
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**2**	**0**	**93**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	4
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**4**



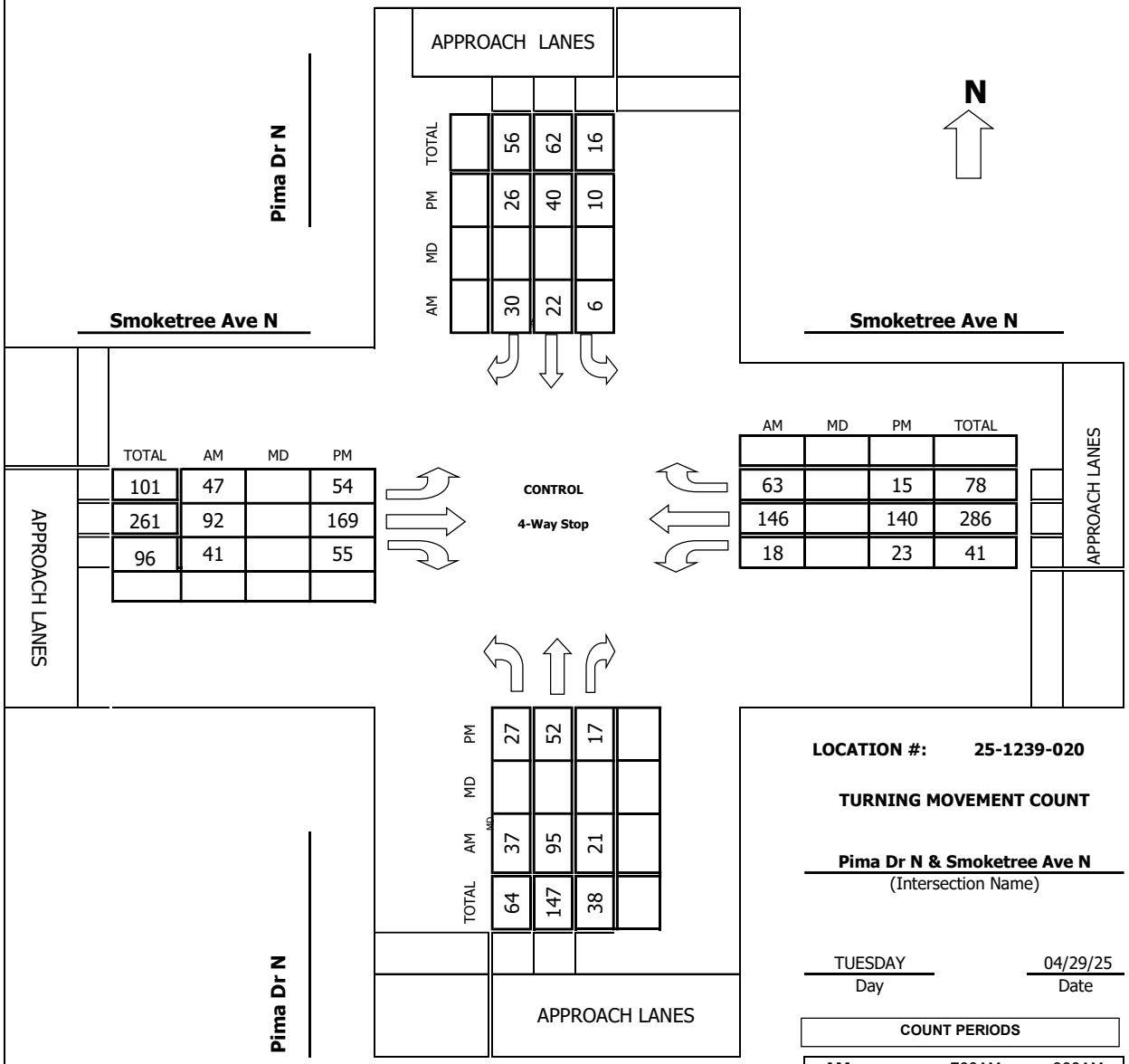


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-020

TMC SUMMARY OF Pima Dr N & Smoketree Ave N



LOCATION #: 25-1239-020

TURNING MOVEMENT COUNT

Pima Dr N & Smoketree Ave N
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pima Dr N DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Smoketree Ave N DAY: TUESDAY PROJECT# 25-1239-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	6	5	0	5	2	3	12	5	0	18	5	67
7:15 AM	9	18	4	1	5	7	4	12	4	4	30	11	109
7:30 AM	13	26	8	3	7	6	17	30	10	2	35	21	178
7:45 AM	8	41	6	2	6	13	21	31	15	11	52	25	231
8:00 AM	7	10	3	0	4	4	5	19	12	1	29	6	100
8:15 AM	7	10	3	2	2	5	1	14	3	3	19	1	70
8:30 AM	1	7	3	1	3	2	2	15	2	1	24	4	65
8:45 AM	10	9	3	0	1	5	5	23	6	1	33	2	98
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	61	127	35	9	33	44	58	156	57	23	240	75	918
Approach %	27.35	56.95	15.70	10.47	38.37	51.16	21.40	57.56	21.03	6.80	71.01	22.19	
App/Depart	223	/	260	86	/	113	271	/	200	338	/	345	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	37	95	21	6	22	30	47	92	41	18	146	63	618
Approach %	24.18	62.09	13.73	10.34	37.93	51.72	26.11	51.11	22.78	7.93	64.32	27.75	
PEAK HR. FACTOR:		0.695			0.690			0.672			0.645		0.669

CONTROL: 4-Way Stop
COMMENT 1:
GPS: 34.485309, -114.320046

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pima Dr N
0
E-W STREET: Smoketree Ave N

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	7	6	5	2	5	1	7	24	3	5	26	3	94
2:15 PM	6	17	6	0	7	6	15	42	5	3	28	4	139
2:30 PM	10	15	5	6	20	16	24	56	34	10	50	8	254
2:45 PM	7	15	2	2	9	1	5	40	5	9	41	3	139
3:00 PM	4	5	4	2	4	3	10	31	11	1	21	0	96
3:15 PM	4	5	3	1	11	4	10	29	0	1	29	1	98
3:30 PM	3	7	1	1	9	4	2	31	8	3	23	1	93
3:45 PM	4	4	2	4	8	1	3	29	9	7	32	2	105
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	45	74	28	18	73	36	76	282	75	39	250	22	1018
Approach %	30.61	50.34	19.05	14.17	57.48	28.35	17.55	65.13	17.32	12.54	80.39	7.07	
App/Depart	147	/	172	127	/	187	433	/	328	311	/	331	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	27	52	17	10	40	26	54	169	55	23	140	15	628
Approach %	28.13	54.17	17.71	13.16	52.63	34.21	19.42	60.79	19.78	12.92	78.65	8.43	
PEAK HR. FACTOR:		0.800			0.452			0.610			0.654		0.618

CONTROL: 4-Way Stop
COMMENT 1: 0
GPS: 34.485309, -114.320046

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Pima Dr N
E-W STREET: Smoketree Ave N

Date: 04/29/25
Day: TUESDAY

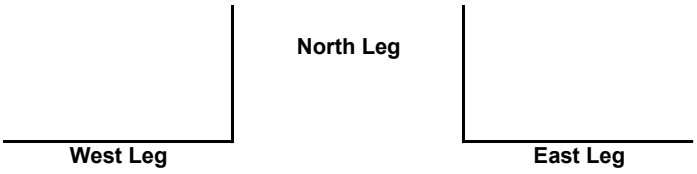
City: Lake Havasu C
Project #: 25-1239-020

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	1	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	2	0	2	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**3**	**0**	**4**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	1	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	0	0
8:00 AM	1	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**3**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	1	0
2:15 PM	0	0	0	0
2:30 PM	1	1	4	1
2:45 PM	1	0	1	0
3:00 PM	1	0	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
TOTAL	**4**	**1**	**7**	**1**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	1	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
TOTAL	**2**	**0**	**0**	**0**



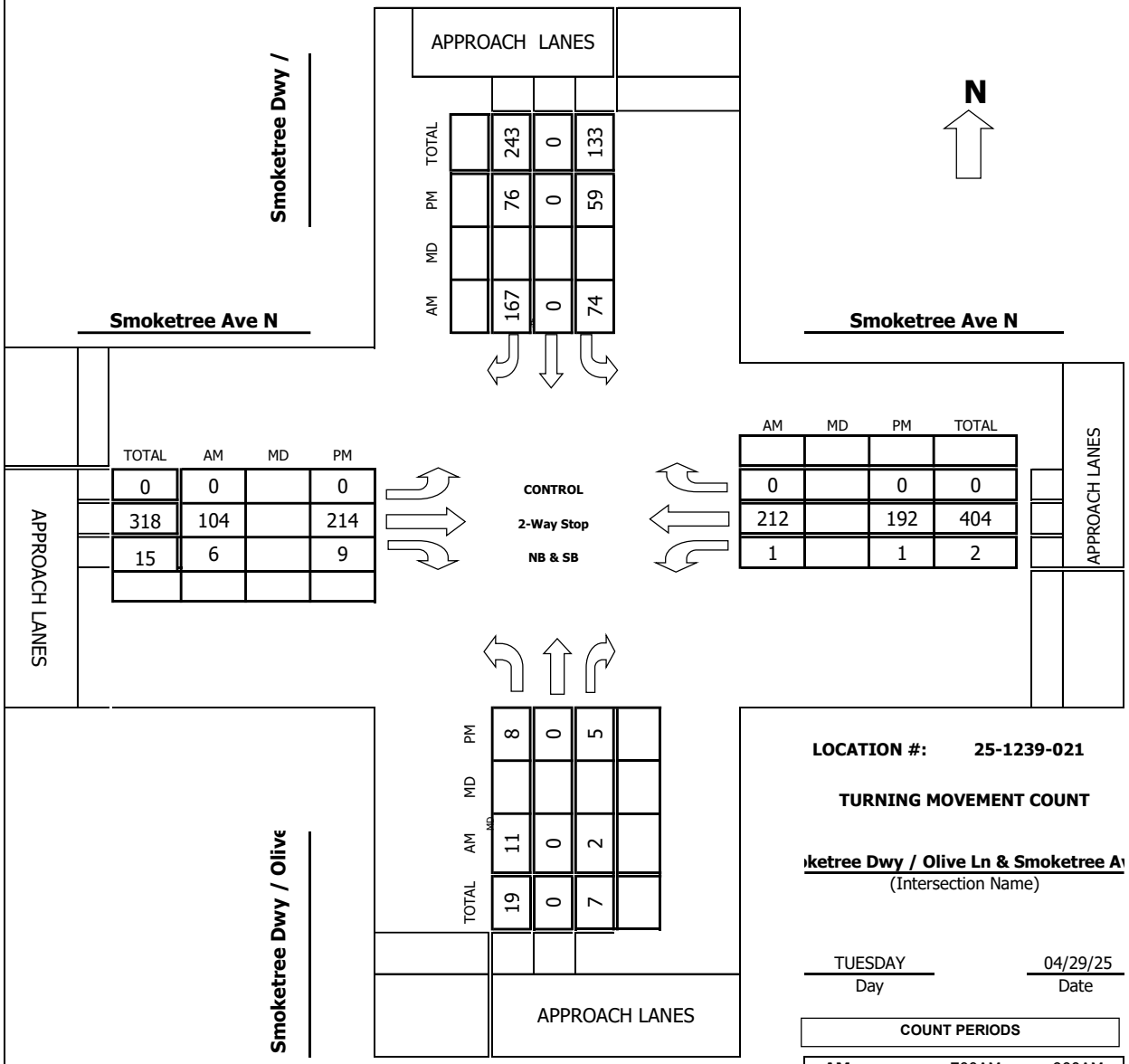


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-021

TMC SUMMARY OF Smoketree Dwy / Olive Ln & Smoketree Ave N



LOCATION #: 25-1239-021

TURNING MOVEMENT COUNT

ketree Dwy / Olive Ln & Smoketree A
(Intersection Name)

TUESDAY — Day
04/29/25 — Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Smoketree Dwy / Olive Ln DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Smoketree Ave N DAY: TUESDAY PROJECT# 25-1239-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	1	0	0	0	19	1	0	26	0	47
7:15 AM	1	0	0	4	0	15	0	16	1	1	45	0	83
7:30 AM	4	0	1	24	0	57	0	32	2	0	54	0	174
7:45 AM	5	0	1	34	0	74	0	32	3	0	73	0	222
8:00 AM	1	0	0	12	0	21	0	24	0	0	40	0	98
8:15 AM	0	0	0	1	0	1	0	17	0	0	31	0	50
8:30 AM	0	0	0	0	0	2	0	19	0	0	26	1	48
8:45 AM	2	0	1	2	0	1	0	31	3	2	46	0	88
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	13	0	3	78	0	171	0	190	10	3	341	1	810
Approach %	81.25	0.00	18.75	31.33	0.00	68.67	0.00	95.00	5.00	0.87	98.84	0.29	
App/Depart	16	/	1	249	/	13	200	/	271	345	/	525	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	11	0	2	74	0	167	0	104	6	1	212	0	577
Approach %	84.62	0.00	15.38	30.71	0.00	69.29	0.00	94.55	5.45	0.47	99.53	0.00	
PEAK HR. FACTOR:	0.542			0.558			0.786			0.729			0.650

CONTROL: 2-Way Stop (NB & SB)
COMMENT 1: WB Right is an illegal movement
GPS: 34.484851, -114.320768

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Smoketree Dwy / Olive Ln 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Smoketree Ave N DAY: TUESDAY PROJECT# 25-1239-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	0	0	1	0	34	0	1	33	0	69
2:15 PM	0	0	1	1	0	3	0	60	6	1	39	0	111
2:30 PM	8	0	3	48	0	59	0	63	0	0	76	0	257
2:45 PM	0	0	1	7	0	8	0	42	1	0	49	0	108
3:00 PM	0	0	0	3	0	6	0	49	2	0	28	0	88
3:15 PM	1	0	0	2	0	4	0	37	2	0	37	0	83
3:30 PM	0	0	0	2	0	5	0	39	1	1	29	0	77
3:45 PM	1	0	0	2	0	5	0	39	1	0	37	0	85
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	10	0	5	65	0	91	0	363	13	3	328	0	878
Approach %	66.67	0.00	33.33	41.67	0.00	58.33	0.00	96.54	3.46	0.91	99.09	0.00	
App/Depart	15	/	0	156	/	16	376	/	433	331	/	429	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	8	0	5	59	0	76	0	214	9	1	192	0	564
Approach %	61.54	0.00	38.46	43.70	0.00	56.30	0.00	95.96	4.04	0.52	99.48	0.00	
PEAK HR. FACTOR:	0.295			0.315			0.845			0.635			0.549

CONTROL: 2-Way Stop (NB & SB)
COMMENT 1: WB Right is an illegal movement
GPS: 34.484851, -114.320768

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Smoketree Dwy / Olive Ln
E-W STREET: Smoketree Ave N

Date: 04/29/25
Day: TUESDAY

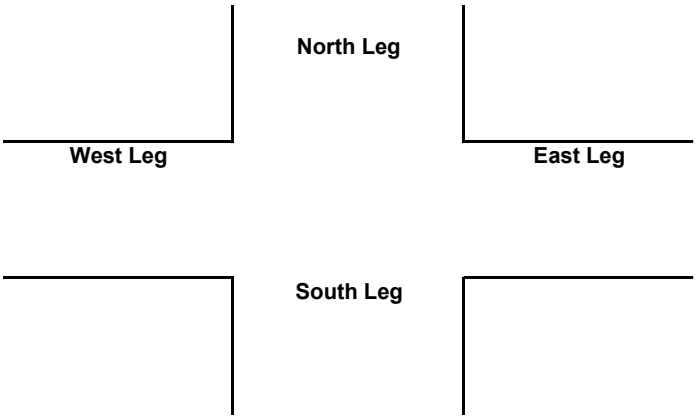
City: Lake Havasu C
Project #: 25-1239-021

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	1
7:45 AM	0	0	0	1
8:00 AM	0	0	0	0
8:15 AM	1	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**2**	**0**	**0**	**2**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	1	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	0	0
8:00 AM	1	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**3**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	1	3
2:30 PM	1	2	0	27
2:45 PM	2	0	0	0
3:00 PM	1	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	1
TOTAL	**5**	**2**	**1**	**31**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	1	0	0
2:45 PM	1	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	1	0	0
3:45 PM	2	0	0	0
TOTAL	**3**	**2**	**0**	**0**

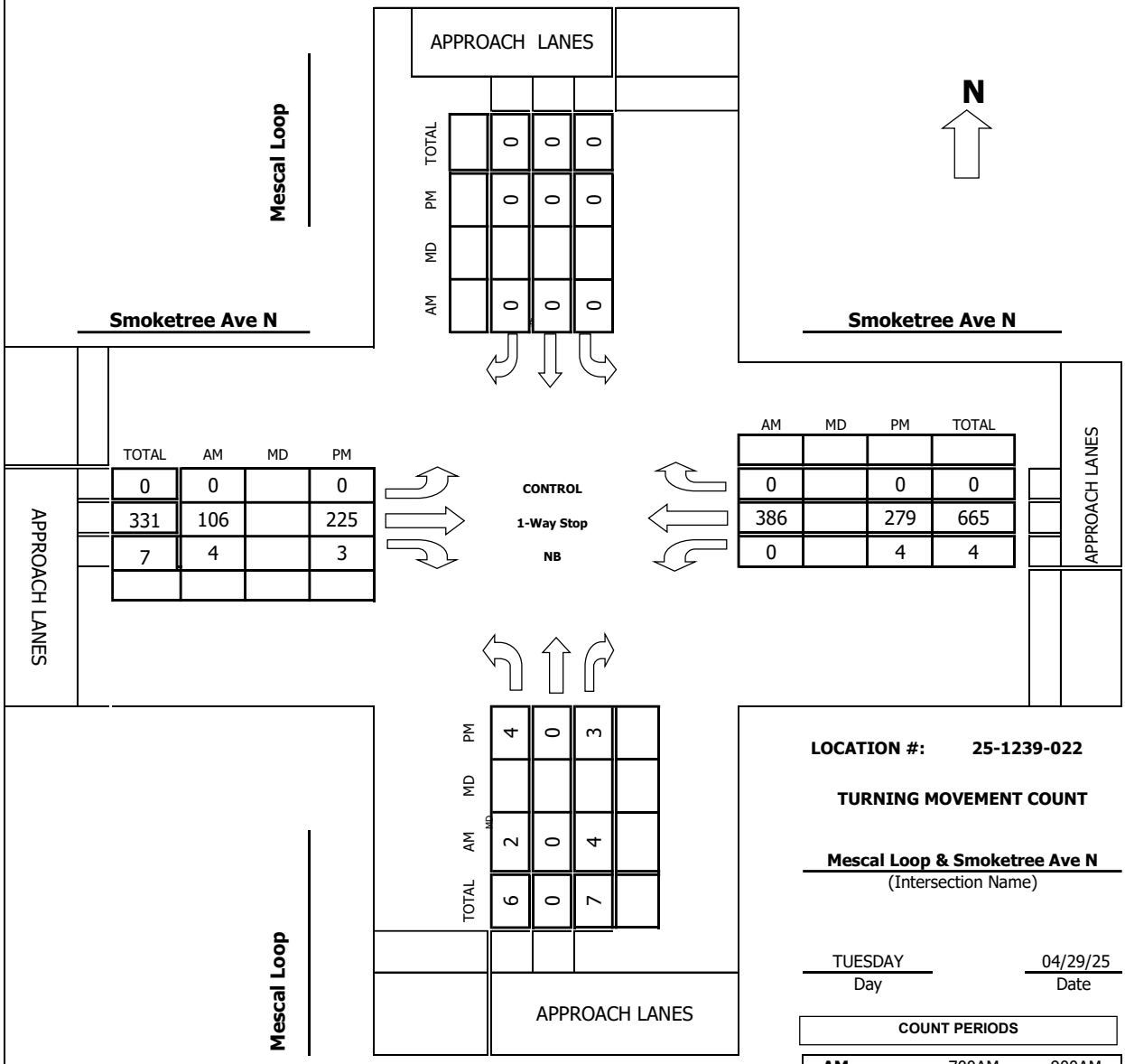


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-022

TMC SUMMARY OF Mescal Loop & Smoketree Ave N



LOCATION #: 25-1239-022

TURNING MOVEMENT COUNT

Mescal Loop & Smoketree Ave N
(Intersection Name)

TUESDAY
Day

04/29/25
Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Mescal Loop DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Smoketree Ave N DAY: TUESDAY PROJECT# 25-1239-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	0	0	0	0	0	21	0	0	26	0	49
7:15 AM	0	0	1	0	0	0	0	15	0	0	59	0	75
7:30 AM	1	0	1	0	0	0	0	34	1	0	114	0	151
7:45 AM	1	0	0	0	0	0	0	36	1	0	153	0	191
8:00 AM	0	0	2	0	0	0	0	21	2	0	60	0	85
8:15 AM	1	0	0	0	0	0	0	18	0	0	34	0	53
8:30 AM	2	0	1	0	0	0	0	18	2	0	30	0	53
8:45 AM	0	0	0	0	0	0	0	34	0	0	48	0	82
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	7	0	5	0	0	0	0	197	6	0	524	0	739
Approach %	58.33	0.00	41.67	####	####	####	0.00	97.04	2.96	0.00	100.00	0.00	
App/Depart	12	/	0	0	/	6	203	/	202	524	/	531	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	2	0	4	0	0	0	0	106	4	0	386	0	502
Approach %	33.33	0.00	66.67	####	####	####	0.00	96.36	3.64	0.00	100.00	0.00	
PEAK HR. FACTOR:		0.750			0.000			0.743			0.631		0.657

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 34.484406, -114.321768

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Mescal Loop 0
E-W STREET: Smoketree Ave N

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	0	0	0	0	34	1	0	30	0	65
2:15 PM	1	0	1	0	0	0	0	70	0	2	44	0	118
2:30 PM	1	0	1	0	0	0	0	63	1	2	139	0	207
2:45 PM	0	0	1	0	0	0	0	42	1	0	59	0	103
3:00 PM	2	0	0	0	0	0	0	50	1	0	37	0	90
3:15 PM	1	0	0	0	0	0	0	39	1	0	39	0	80
3:30 PM	0	0	0	0	0	0	0	41	1	0	36	0	78
3:45 PM	0	0	0	0	0	0	0	40	0	0	42	0	82
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	5	0	3	0	0	0	0	379	6	4	426	0	823
Approach %	62.50	0.00	37.50	####	####	####	0.00	98.44	1.56	0.93	99.07	0.00	
App/Depart	8	/	0	0	/	10	385	/	382	430	/	431	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	4	0	3	0	0	0	0	225	3	4	279	0	518
Approach %	57.14	0.00	42.86	####	####	####	0.00	98.68	1.32	1.41	98.59	0.00	
PEAK HR. FACTOR:		0.875			0.000			0.814			0.502		0.626

CONTROL: 1-Way Stop (NB)
COMMENT 1: 0
GPS: 34.484406, -114.321768

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Mescal Loop
E-W STREET: Smoketree Ave N

Date: 04/29/25
Day: TUESDAY

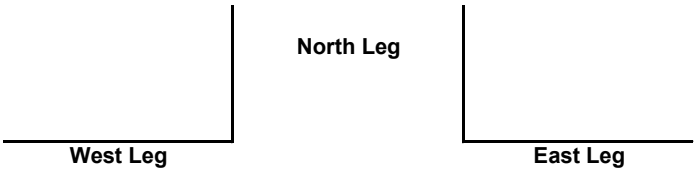
City: Lake Havasu C
Project #: 25-1239-022

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	0	0	5	0
7:45 AM	0	0	2	0
8:00 AM	0	0	1	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**9**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	1	0
2:30 PM	0	1	9	0
2:45 PM	0	0	4	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	1	0	0
3:45 PM	0	1	0	0
TOTAL	**0**	**3**	**14**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	1	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**1**	**0**	**0**

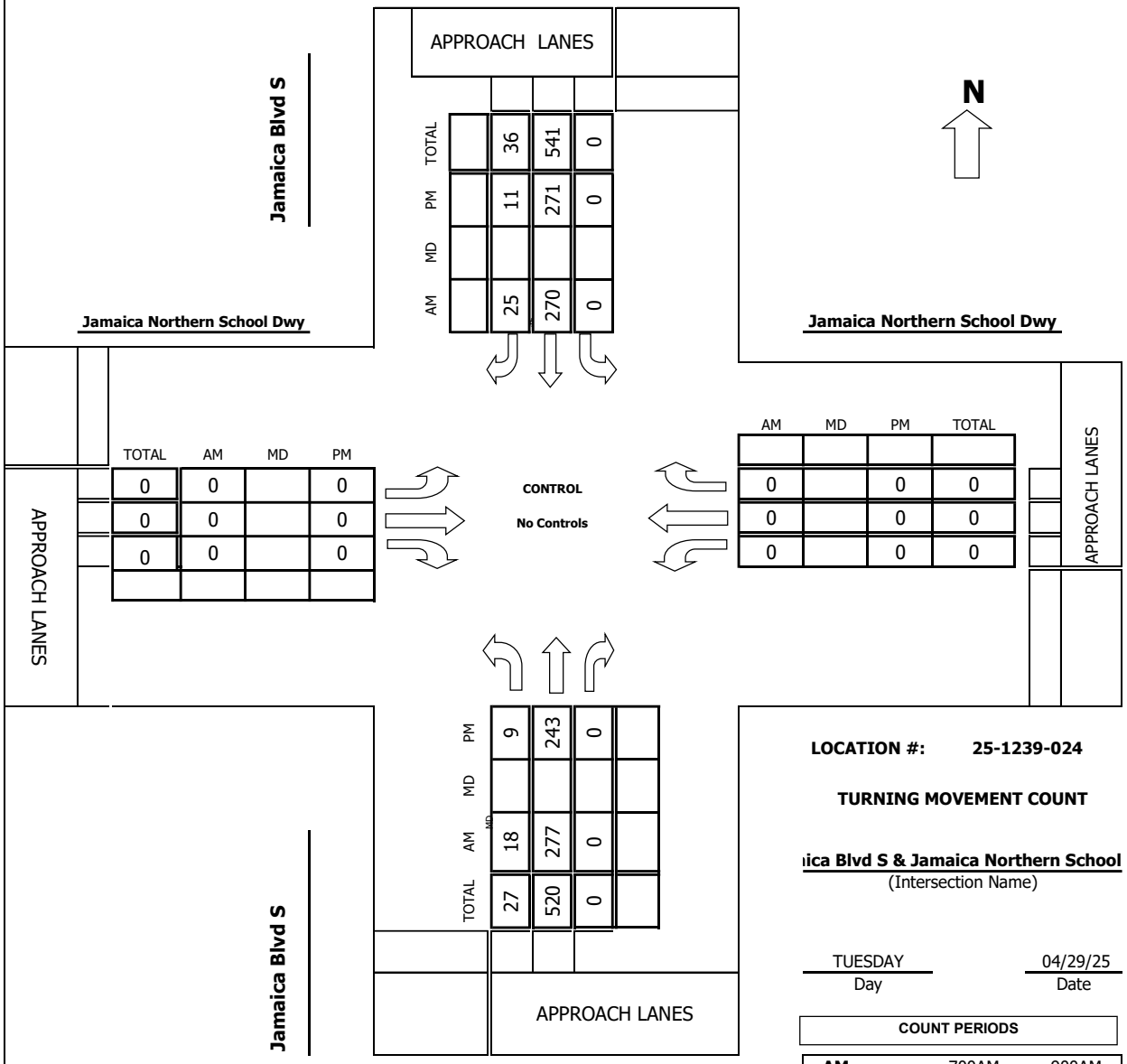


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-024

TMC SUMMARY OF Jamaica Blvd S & Jamaica Northern School Dwy



LOCATION #: 25-1239-024

TURNING MOVEMENT COUNT

ıica Blvd S & Jamaica Northern School
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Jamaica Northern School Dwy DAY: TUESDAY PROJECT# 25-1239-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	52	0	0	35	9	0	0	0	0	0	0	107
7:15 AM	1	58	0	0	55	1	0	0	0	0	0	0	115
7:30 AM	3	91	0	0	104	5	0	0	0	0	0	0	203
7:45 AM	3	76	0	0	76	10	0	0	0	0	0	0	165
8:00 AM	1	31	0	0	30	2	0	0	0	0	0	0	64
8:15 AM	0	33	0	0	17	1	0	0	0	0	0	0	51
8:30 AM	0	29	0	0	30	1	0	0	0	0	0	0	60
8:45 AM	2	30	0	0	40	0	0	0	0	0	0	0	72
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	21	400	0	0	387	29	0	0	0	0	0	0	837
Approach %	4.99	95.01	0.00	0.00	93.03	6.97	####	####	####	####	####	####	
App/Depart	421	/	400	416	/	387	0	/	0	0	/	50	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	18	277	0	0	270	25	0	0	0	0	0	0	590
Approach %	6.10	93.90	0.00	0.00	91.53	8.47	####	####	####	####	####	####	
PEAK HR. FACTOR:		0.785			0.677			0.000			0.000		0.727

CONTROL: No Controls
COMMENT 1:
GPS: 34.491352, -114.286778

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Jamaica Northern School Dwy DAY: TUESDAY PROJECT# 25-1239-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	2	43	0	0	66	2	0	0	0	0	0	0	113
2:15 PM	1	47	0	0	54	5	0	0	0	0	0	0	107
2:30 PM	2	83	0	0	89	2	0	0	0	0	0	0	176
2:45 PM	4	70	0	0	62	2	0	0	0	0	0	0	138
3:00 PM	2	44	0	0	58	1	0	0	0	0	0	0	105
3:15 PM	1	48	0	0	45	1	0	0	0	0	0	0	95
3:30 PM	4	49	0	0	41	2	0	0	0	0	0	0	96
3:45 PM	0	58	0	0	44	1	0	0	0	0	0	0	103
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	16	442	0	0	459	16	0	0	0	0	0	0	933
Approach %	3.49	96.51	0.00	0.00	96.63	3.37	####	####	####	####	####	####	
App/Depart	458	/	442	475	/	459	0	/	0	0	/	32	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	9	243	0	0	271	11	0	0	0	0	0	0	534
Approach %	3.57	96.43	0.00	0.00	96.10	3.90	####	####	####	####	####	####	
PEAK HR. FACTOR:		0.741			0.775			0.000			0.000		0.759

CONTROL: No Controls
COMMENT 1: 0
GPS: 34.491352, -114.286778

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Jamaica Blvd S
E-W STREET: Jamaica Northern School Dwy

Date: 04/29/25
Day: TUESDAY

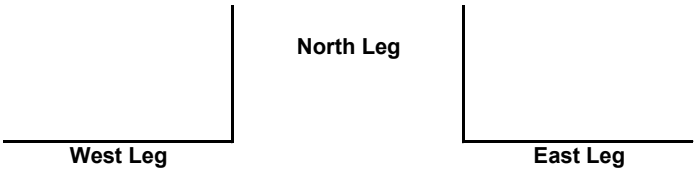
City: Lake Havasu C
Project #: 25-1239-024

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	0	0	2
7:30 AM	0	0	0	0
7:45 AM	0	0	0	5
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	1
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**9**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	2
7:45 AM	0	0	0	1
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**4**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	3	1	0	0
2:30 PM	6	2	0	19
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
TOTAL	**9**	**3**	**0**	**20**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	2
2:45 PM	0	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
TOTAL	**0**	**0**	**0**	**4**

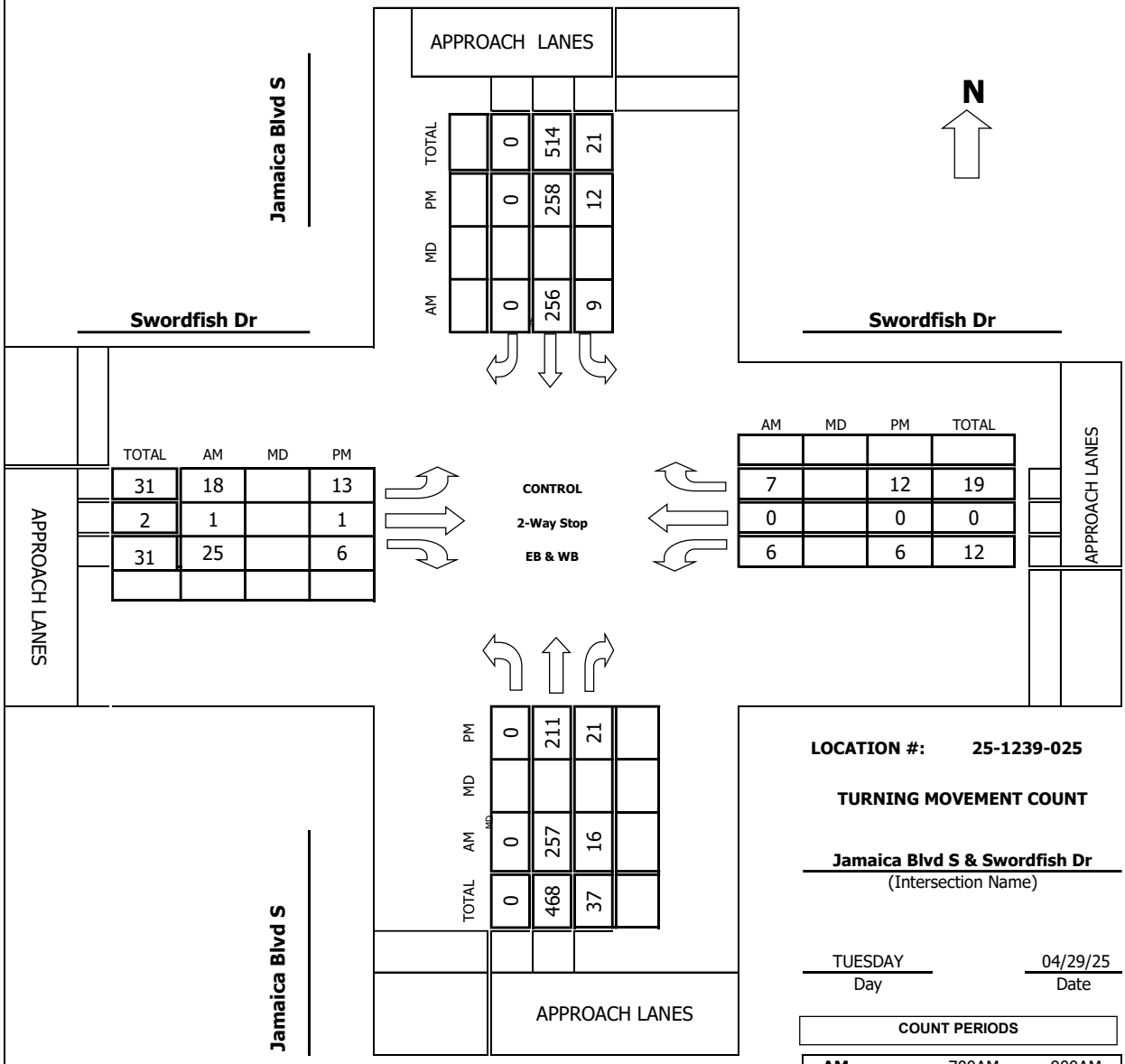


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-025

TMC SUMMARY OF Jamaica Blvd S & Swordfish Dr



LOCATION #: 25-1239-025

TURNING MOVEMENT COUNT

Jamaica Blvd S & Swordfish Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Swordfish Dr DAY: TUESDAY PROJECT# 25-1239-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0.5	0.5	1	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	51	1	0	31	0	10	0	12	2	0	0	107
7:15 AM	0	52	2	1	53	0	1	1	2	0	0	1	113
7:30 AM	0	88	4	4	95	0	2	0	5	3	0	1	202
7:45 AM	0	66	9	4	77	0	5	0	6	1	0	5	173
8:00 AM	0	27	0	0	36	0	4	1	1	0	0	0	69
8:15 AM	0	33	0	0	14	0	1	0	1	2	0	1	52
8:30 AM	0	28	0	0	30	0	1	0	0	1	0	0	60
8:45 AM	0	27	1	0	43	0	1	0	1	1	0	0	74
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	372	17	9	379	0	25	2	28	10	0	8	850
Approach %	0.00	95.63	4.37	2.32	97.68	0.00	45.45	3.64	50.91	55.56	0.00	44.44	
App/Depart	389	/	405	388	/	417	55	/	28	18	/	0	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	0	257	16	9	256	0	18	1	25	6	0	7	595
Approach %	0.00	94.14	5.86	3.40	96.60	0.00	40.91	2.27	56.82	46.15	0.00	53.85	

PEAK HR. FACTOR:	0.742	0.669	0.500	0.542	0.736

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1:
GPS: 34.490417, -114.287094

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Swordfish Dr DAY: TUESDAY PROJECT# 25-1239-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0.5	0.5	1	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	38	8	4	59	0	0	0	0	1	0	0	110
2:15 PM	0	45	4	5	47	0	1	0	2	1	0	4	109
2:30 PM	0	63	6	3	85	0	10	1	3	3	0	8	182
2:45 PM	0	65	3	0	67	0	2	0	1	1	0	0	139
3:00 PM	0	42	2	0	55	0	3	0	1	2	0	0	105
3:15 PM	0	45	0	0	47	0	2	0	1	1	0	0	96
3:30 PM	0	51	0	1	43	0	0	0	2	2	0	0	99
3:45 PM	0	52	2	2	39	0	2	0	6	1	0	0	104
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	401	25	15	442	0	20	1	16	12	0	12	944
Approach %	0.00	94.13	5.87	3.28	96.72	0.00	54.05	2.70	43.24	50.00	0.00	50.00	
App/Depart	426	/	433	457	/	470	37	/	41	24	/	0	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	211	21	12	258	0	13	1	6	6	0	12	540
Approach %	0.00	90.95	9.05	4.44	95.56	0.00	65.00	5.00	30.00	33.33	0.00	66.67	
PEAK HR. FACTOR:		0.841			0.767			0.357			0.409		0.742

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1: 0
GPS: 34.490417, -114.287094

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Jamaica Blvd S
E-W STREET: Swordfish Dr

Date: 04/29/25
Day: TUESDAY

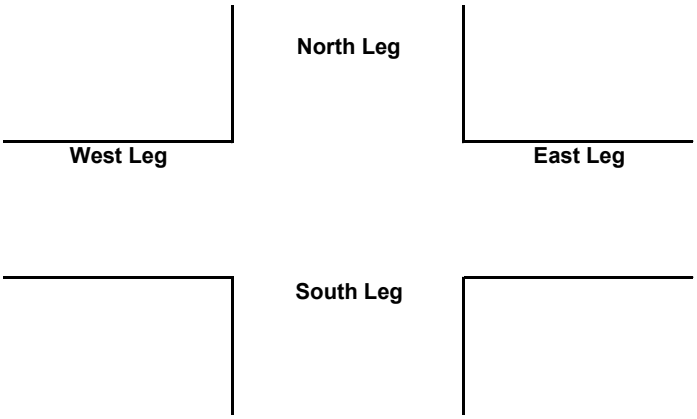
City: Lake Havasu C
Project #: 25-1239-025

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	1	1
7:15 AM	0	0	1	0
7:30 AM	0	6	2	0
7:45 AM	0	32	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	1
8:45 AM	0	0	0	0
TOTAL	**0**	**38**	**5**	**2**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	2	0
7:30 AM	0	0	3	2
7:45 AM	0	3	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**3**	**6**	**2**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	10	1	0
2:30 PM	0	70	11	5
2:45 PM	0	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	2
TOTAL	**0**	**80**	**12**	**8**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	5	1	7
2:45 PM	0	0	1	1
3:00 PM	0	0	1	0
3:15 PM	0	0	1	0
3:30 PM	0	0	1	0
3:45 PM	0	0	2	0
TOTAL	**0**	**5**	**7**	**8**

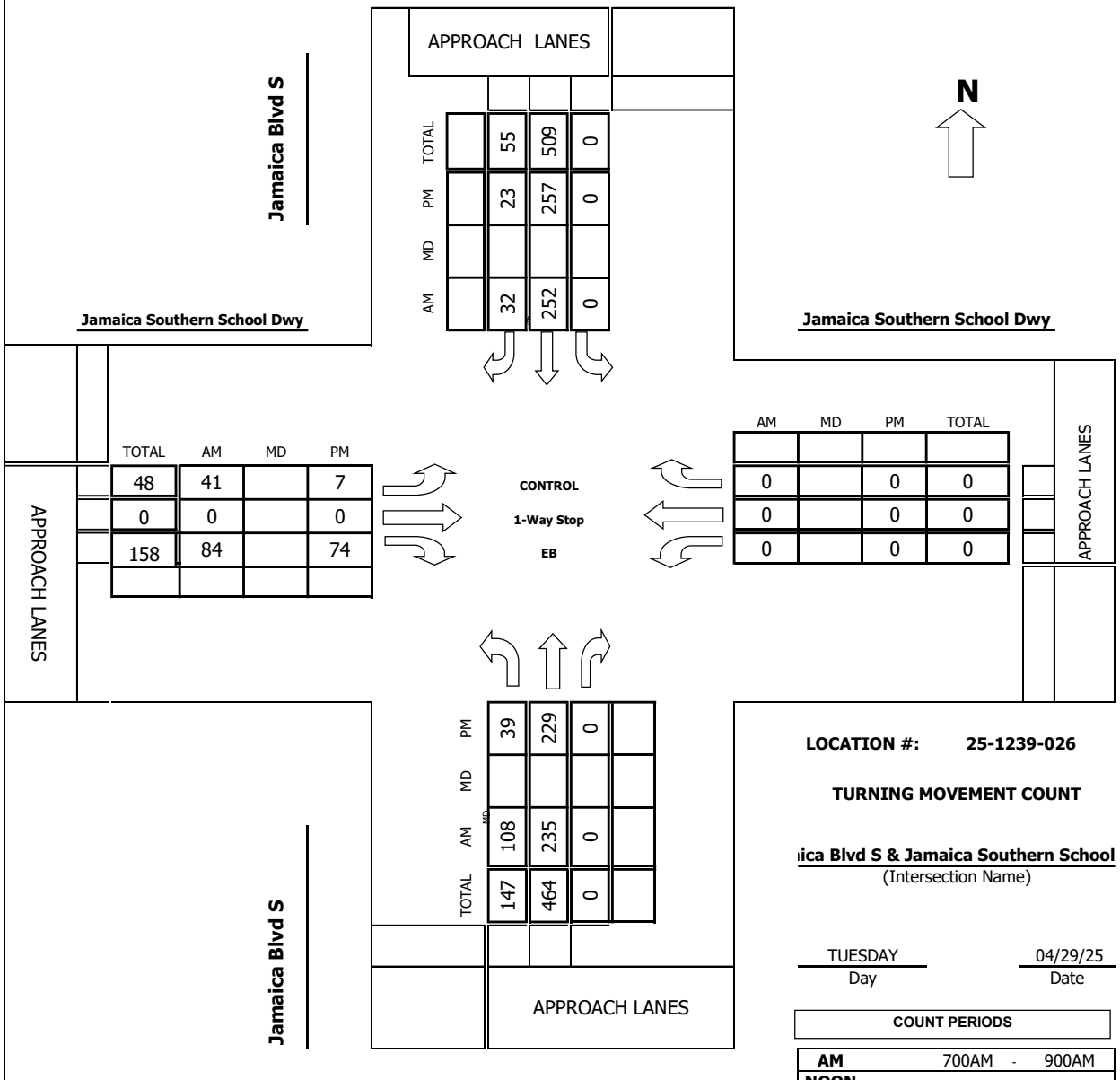


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-026

TMC SUMMARY OF Jamaica Blvd S & Jamaica Southern School Dwy



LOCATION #: 25-1239-026

TURNING MOVEMENT COUNT

ica Blvd S & Jamaica Southern School
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Jamaica Southern School Dwy DAY: TUESDAY PROJECT# 25-1239-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	51	0	0	42	4	0	0	2	0	0	0	106
7:15 AM	20	54	0	0	42	11	1	0	8	0	0	0	136
7:30 AM	43	88	0	0	91	10	3	0	25	0	0	0	260
7:45 AM	38	42	0	0	77	7	37	0	49	0	0	0	250
8:00 AM	1	26	0	0	36	0	0	0	7	0	0	0	70
8:15 AM	0	35	0	0	17	0	0	0	1	0	0	0	53
8:30 AM	0	25	0	0	31	0	1	0	0	0	0	0	57
8:45 AM	0	26	0	0	47	0	1	0	1	0	0	0	75
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	109	347	0	0	383	32	43	0	93	0	0	0	1007
Approach %	23.90	76.10	0.00	0.00	92.29	7.71	31.62	0.00	68.38	####	####	####	
App/Depart	456	/	390	415	/	476	136	/	0	0	/	141	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	108	235	0	0	252	32	41	0	84	0	0	0	752
Approach %	31.49	68.51	0.00	0.00	88.73	11.27	32.80	0.00	67.20	####	####	####	
PEAK HR. FACTOR:	0.655			0.703			0.363			0.000			0.723

CONTROL: 1-Way Stop (EB)
COMMENT 1:
GPS: 34.489396, -114.287470

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Jamaica Southern School Dwy DAY: TUESDAY PROJECT# 25-1239-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	13	50	0	0	56	10	0	0	1	0	0	0	130
2:15 PM	21	52	0	0	45	6	0	0	2	0	0	0	126
2:30 PM	4	63	0	0	87	6	1	0	61	0	0	0	222
2:45 PM	1	64	0	0	69	1	6	0	10	0	0	0	151
3:00 PM	2	42	0	0	56	3	5	0	8	0	0	0	116
3:15 PM	2	38	0	0	45	2	8	0	3	0	0	0	98
3:30 PM	1	56	0	0	44	0	0	0	7	0	0	0	108
3:45 PM	4	52	0	0	49	1	5	0	2	0	0	0	113
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	48	417	0	0	451	29	25	0	94	0	0	0	1064
Approach %	10.32	89.68	0.00	0.00	93.96	6.04	21.01	0.00	78.99	####	####	####	
App/Depart	465	/	442	480	/	545	119	/	0	0	/	77	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	39	229	0	0	257	23	7	0	74	0	0	0	629
Approach %	14.55	85.45	0.00	0.00	91.79	8.21	8.64	0.00	91.36	####	####	####	
PEAK HR. FACTOR:	0.918			0.753			0.327			0.000			0.708

CONTROL: 1-Way Stop (EB)
COMMENT 1: 0
GPS: 34.489396, -114.287470

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Jamaica Blvd S
E-W STREET: Jamaica Southern School Dwy

Date: 04/29/25
Day: TUESDAY

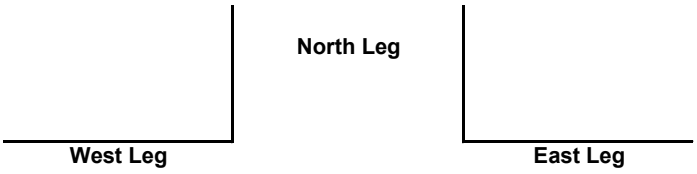
City: Lake Havasu C
Project #: 25-1239-026

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	4
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	1
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**7**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	1
2:30 PM	0	0	0	9
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**10**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	2
TOTAL	**0**	**0**	**0**	**4**

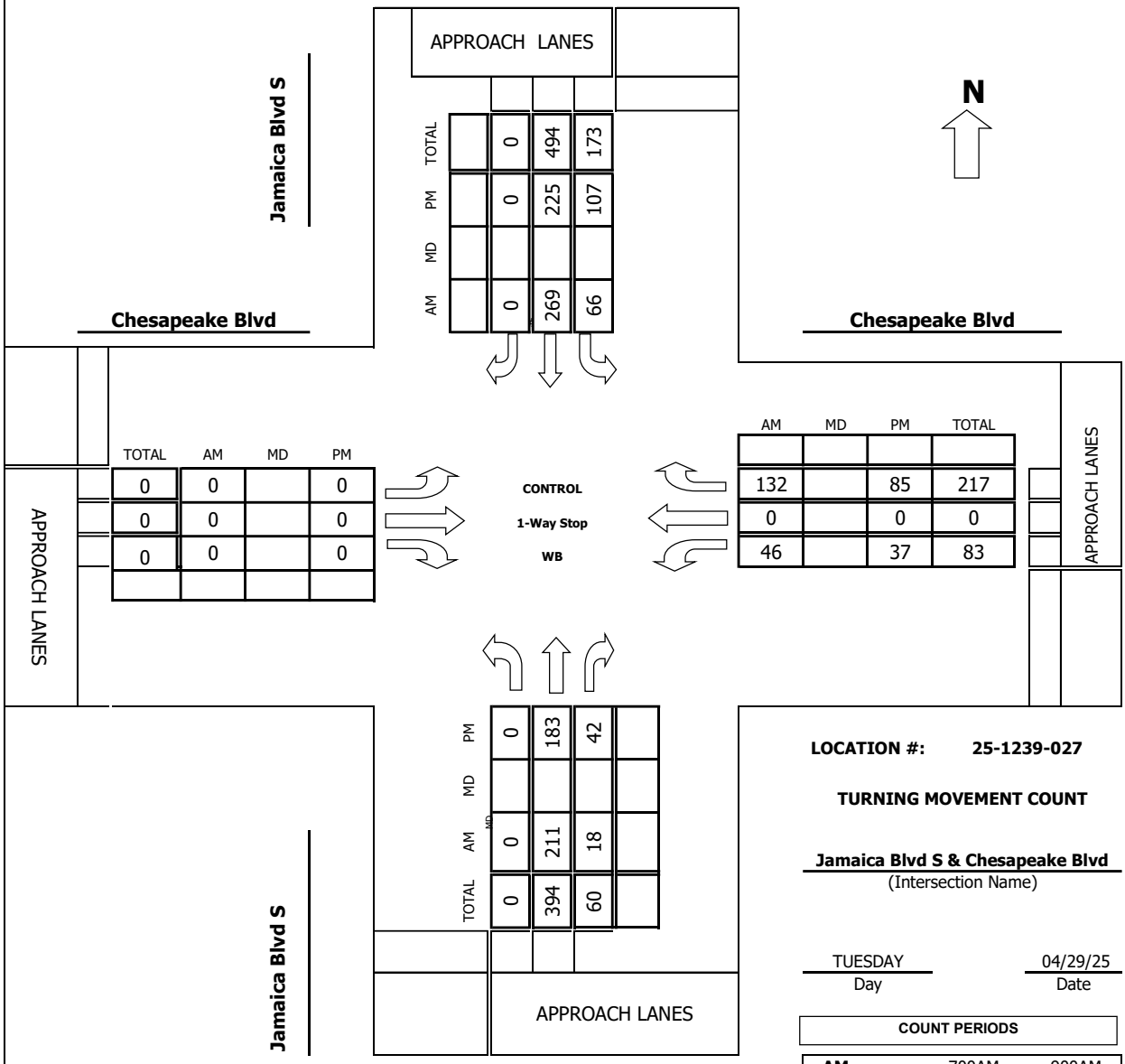


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-027

TMC SUMMARY OF Jamaica Blvd S & Chesapeake Blvd



LOCATION #: 25-1239-027

TURNING MOVEMENT COUNT

Jamaica Blvd S & Chesapeake Blvd
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Chesapeake Blvd DAY: TUESDAY PROJECT# 25-1239-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	39	1	9	35	0	0	0	0	7	0	19	110
7:15 AM	0	55	6	8	42	0	0	0	0	11	0	19	141
7:30 AM	0	83	8	20	95	0	0	0	0	15	0	48	269
7:45 AM	0	34	3	29	97	0	0	0	0	13	0	46	222
8:00 AM	0	20	7	12	31	0	0	0	0	7	0	7	84
8:15 AM	0	28	2	5	13	0	0	0	0	9	0	7	64
8:30 AM	0	19	7	8	23	0	0	0	0	8	0	6	71
8:45 AM	0	16	11	10	38	0	0	0	0	10	0	10	95
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	294	45	101	374	0	0	0	0	80	0	162	1056
Approach %	0.00	86.73	13.27	21.26	78.74	0.00	####	####	####	33.06	0.00	66.94	
App/Depart	339	/	456	475	/	454	0	/	146	242	/	0	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	0	211	18	66	269	0	0	0	0	46	0	132	742
Approach %	0.00	92.14	7.86	19.70	80.30	0.00	####	####	####	25.84	0.00	74.16	

PEAK HR. FACTOR:	0.629	0.665	0.000	0.706	0.690

CONTROL: 1-Way Stop (WB)
COMMENT 1:
GPS: 34.488709, -114.287696

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Jamaica Blvd S 0
E-W STREET: Chesapeake Blvd

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	0	0	0	0	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	42	7	10	47	0	0	0	0	9	0	21	136
2:15 PM	0	38	8	10	37	0	0	0	0	11	0	35	139
2:30 PM	0	48	17	64	85	0	0	0	0	10	0	19	243
2:45 PM	0	55	10	23	56	0	0	0	0	7	0	10	161
3:00 PM	0	37	4	14	50	0	0	0	0	6	0	7	118
3:15 PM	0	27	6	13	35	0	0	0	0	11	0	13	105
3:30 PM	0	41	6	9	41	0	0	0	0	7	0	16	120
3:45 PM	0	42	10	17	34	0	0	0	0	9	0	14	126
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	330	68	160	385	0	0	0	0	70	0	135	1148
Approach %	0.00	82.91	17.09	29.36	70.64	0.00	####	####	####	34.15	0.00	65.85	
App/Depart	398	/	465	545	/	455	0	/	228	205	/	0	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	183	42	107	225	0	0	0	0	37	0	85	679
Approach %	0.00	81.33	18.67	32.23	67.77	0.00	####	####	####	30.33	0.00	69.67	

PEAK HR. FACTOR:	0.865	0.557	0.000	0.663	0.699

CONTROL: 1-Way Stop (WB)
COMMENT 1: 0
GPS: 34.488709, -114.287696

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Jamaica Blvd S
E-W STREET: Chesapeake Blvd

Date: 04/29/25
Day: TUESDAY

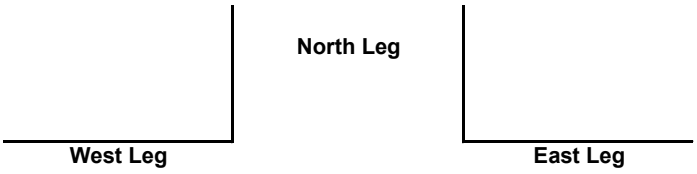
City: Lake Havasu C
Project #: 25-1239-027

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	1	0
7:15 AM	0	1	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**1**	**1**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	1	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	1	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**2**	**1**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	2	0
2:45 PM	0	0	0	0
3:00 PM	0	0	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**1**	**0**	**3**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**



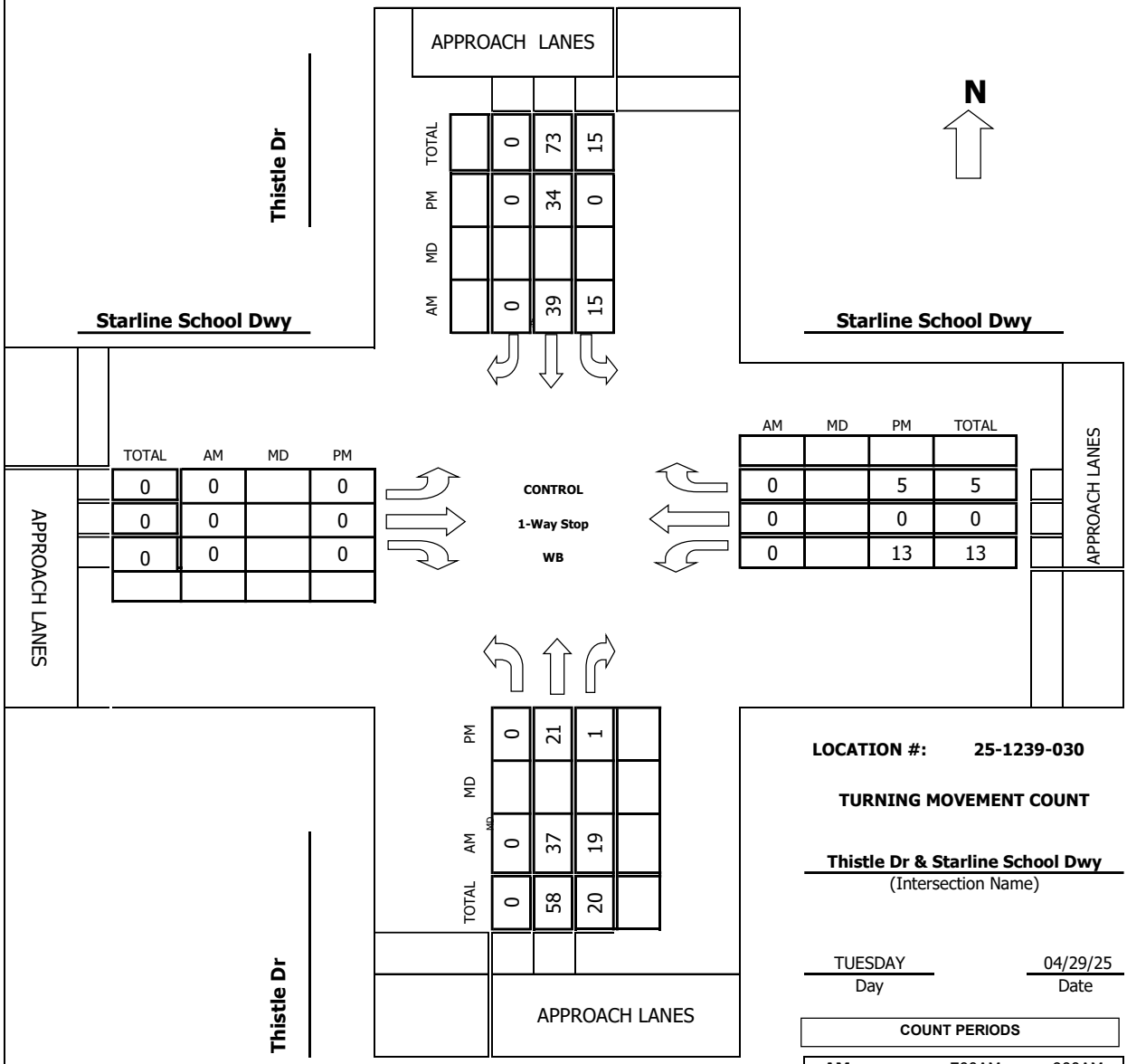


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-030

TMC SUMMARY OF Thistle Dr & Starline School Dwy



LOCATION #: 25-1239-030

TURNING MOVEMENT COUNT

Thistle Dr & Starline School Dwy
(Intersection Name)

TUESDAY
Day

04/29/25
Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thistle Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Starline School Dwy DAY: TUESDAY PROJECT# 25-1239-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	8	4	0	0	0	0	0	0	0	0	12
7:15 AM	0	5	8	7	2	0	0	0	0	0	0	0	22
7:30 AM	0	17	3	4	9	0	0	0	0	0	0	0	33
7:45 AM	0	15	0	0	28	0	0	0	0	0	0	0	43
8:00 AM	0	3	0	0	5	0	0	0	0	0	0	0	8
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	40	19	15	46	0	0	0	0	0	0	0	120
Approach %	0.00	67.80	32.20	24.59	75.41	0.00	####	####	####	####	####	####	
App/Depart	59	/	40	61	/	46	0	/	34	0	/	0	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	0	37	19	15	39	0	0	0	0	0	0	0	110
Approach %	0.00	66.07	33.93	27.78	72.22	0.00	####	####	####	####	####	####	
PEAK HR. FACTOR:		0.700			0.482			0.000			0.000		0.640

CONTROL: 1-Way Stop (WB)
COMMENT 1:
GPS: 34.484112, -114.297883

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thistle Dr
0
E-W STREET: Starline School Dwy

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	4	0	1	1	0	0	0	0	0	0	0	6
2:15 PM	0	10	0	0	8	0	0	0	0	0	0	0	18
2:30 PM	0	9	1	0	26	0	0	0	0	7	0	1	44
2:45 PM	0	1	0	0	0	0	0	0	0	3	0	1	5
3:00 PM	0	1	0	0	0	0	0	0	0	3	0	3	7
3:15 PM	0	4	0	1	0	0	0	0	0	1	0	2	8
3:30 PM	0	5	0	0	2	0	0	0	0	0	0	0	7
3:45 PM	0	2	0	0	1	0	0	0	0	3	0	1	7
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	36	1	2	38	0	0	0	0	17	0	8	102
Approach %	0.00	97.30	2.70	5.00	95.00	0.00	####	####	####	68.00	0.00	32.00	
App/Depart	37	/	44	40	/	55	0	/	3	25	/	0	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	0	21	1	0	34	0	0	0	0	13	0	5	74
Approach %	0.00	95.45	4.55	0.00	100.00	0.00	####	####	####	72.22	0.00	27.78	
PEAK HR. FACTOR:		0.550			0.327			0.000			0.563		0.420

CONTROL: 1-Way Stop (WB)
COMMENT 1: 0
GPS: 34.484112, -114.297883

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Thistle Dr
E-W STREET: Starline School Dwy

Date: 04/29/25
Day: TUESDAY

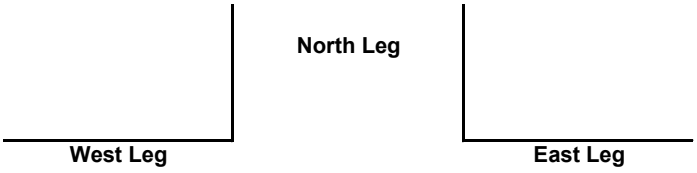
City: Lake Havasu C
Project #: 25-1239-030

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	0	0	5	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**6**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	1	1	1	0
2:30 PM	9	0	8	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**10**	**1**	**9**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**



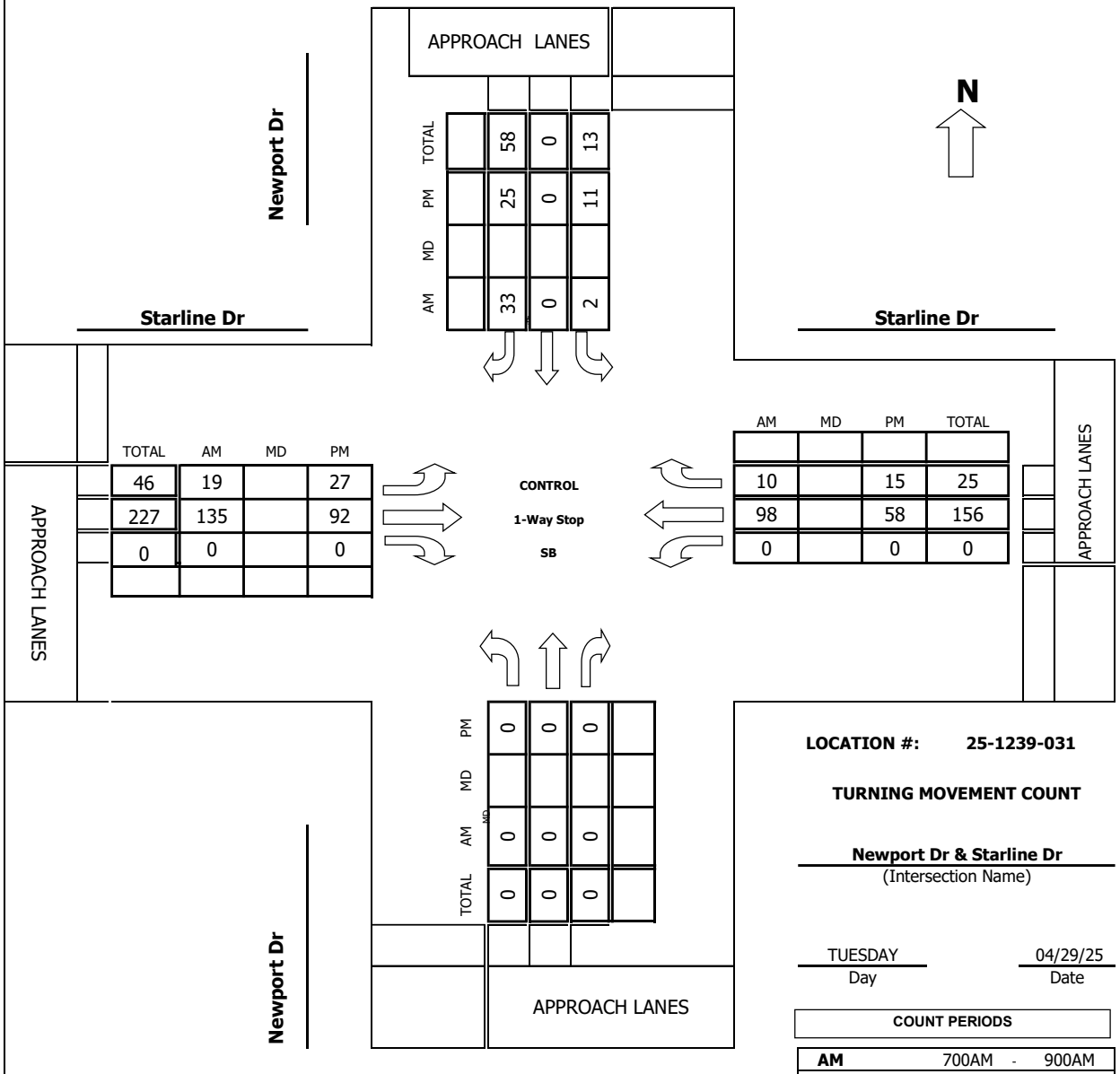


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-031

TMC SUMMARY OF Newport Dr & Starline Dr



LOCATION #: 25-1239-031

TURNING MOVEMENT COUNT

Newport Dr & Starline Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Newport Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Starline Dr DAY: TUESDAY PROJECT# 25-1239-031

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	1	0	4	3	4	0	0	13	1	26
7:15 AM	0	0	0	1	0	4	1	18	0	0	18	3	45
7:30 AM	0	0	0	0	0	9	8	58	0	0	30	2	107
7:45 AM	0	0	0	0	0	12	9	51	0	0	42	3	117
8:00 AM	0	0	0	1	0	8	1	8	0	0	8	2	28
8:15 AM	0	0	0	0	0	4	3	2	0	0	8	1	18
8:30 AM	0	0	0	0	0	4	1	4	0	0	6	1	16
8:45 AM	0	0	0	0	0	6	2	3	0	0	3	2	16
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	3	0	51	28	148	0	0	128	15	373
Approach %	####	####	####	5.56	0.00	94.44	15.91	84.09	0.00	0.00	89.51	10.49	
App/Depart	0	/	43	54	/	0	176	/	151	143	/	179	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	0	0	2	0	33	19	135	0	0	98	10	297
Approach %	####	####	####	5.71	0.00	94.29	12.34	87.66	0.00	0.00	90.74	9.26	

PEAK HR. FACTOR:	0.000	0.729	0.583	0.600	0.635

CONTROL: 1-Way Stop (SB)
COMMENT 1:
GPS: 34.484788, -114.296371

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Newport Dr 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Starline Dr DAY: TUESDAY PROJECT# 25-1239-031

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	1	0	1	2	15	0	0	5	4	28
2:15 PM	0	0	0	2	0	5	9	19	0	0	13	5	53
2:30 PM	0	0	0	6	0	16	14	48	0	0	28	2	114
2:45 PM	0	0	0	2	0	3	2	10	0	0	12	4	33
3:00 PM	0	0	0	1	0	1	3	11	0	0	10	1	27
3:15 PM	0	0	0	0	0	3	4	14	0	0	7	0	28
3:30 PM	0	0	0	2	0	6	5	21	0	0	9	3	46
3:45 PM	0	0	0	1	0	5	4	12	0	0	16	3	41
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	15	0	40	43	150	0	0	100	22	370
Approach %	####	####	####	27.27	0.00	72.73	22.28	77.72	0.00	0.00	81.97	18.03	
App/Depart	0	/	65	55	/	0	193	/	165	122	/	140	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	0	0	11	0	25	27	92	0	0	58	15	228
Approach %	####	####	####	30.56	0.00	69.44	22.69	77.31	0.00	0.00	79.45	20.55	

PEAK HR. FACTOR:	0.000	0.409	0.480	0.608	0.500

CONTROL: 1-Way Stop (SB)
COMMENT 1: 0
GPS: 34.484788, -114.296371

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Newport Dr
E-W STREET: Starline Dr

Date: 04/29/25
Day: TUESDAY

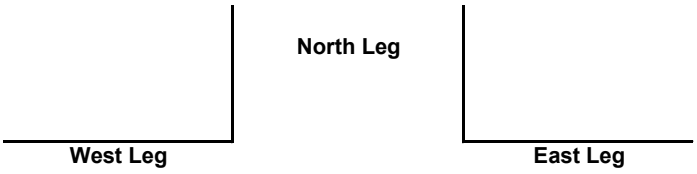
City: Lake Havasu C
Project #: 25-1239-031

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	3	0
7:15 AM	0	0	18	1
7:30 AM	8	0	43	0
7:45 AM	8	0	58	0
8:00 AM	2	0	5	0
8:15 AM	0	0	6	0
8:30 AM	0	0	2	0
8:45 AM	0	0	0	0
TOTAL	**18**	**0**	**135**	**1**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	1	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**2**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	2	0	7	0
2:15 PM	6	0	28	1
2:30 PM	40	0	132	1
2:45 PM	1	0	2	0
3:00 PM	0	0	2	0
3:15 PM	0	0	0	0
3:30 PM	0	0	5	3
3:45 PM	1	0	8	0
TOTAL	**50**	**0**	**184**	**5**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	2	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**1**	**0**	**2**	**0**



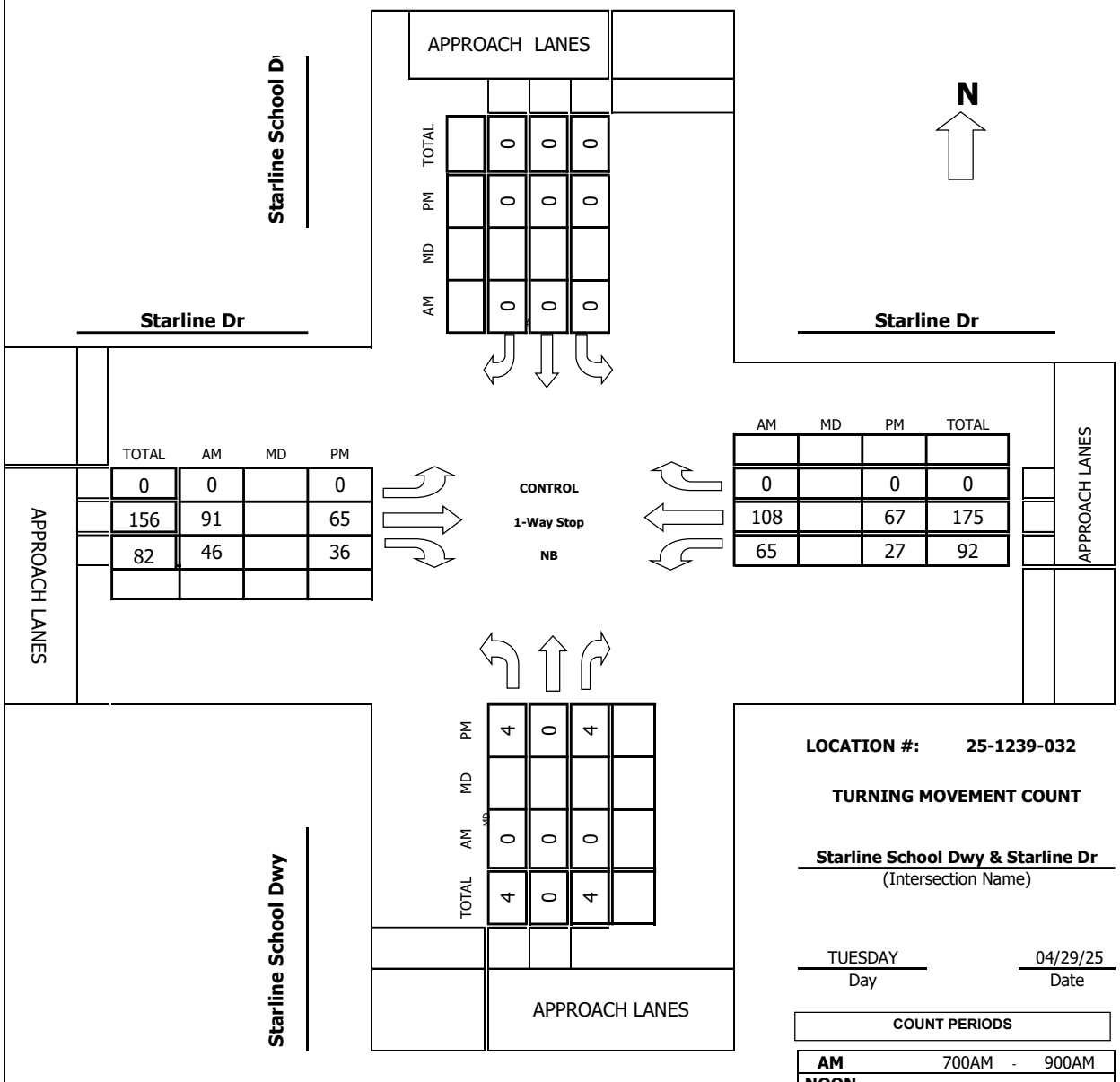


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-032

TMC SUMMARY OF Starline School Dwy & Starline Dr



LOCATION #: 25-1239-032

TURNING MOVEMENT COUNT

Starline School Dwy & Starline Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Starline School Dwy DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Starline Dr DAY: TUESDAY PROJECT# 25-1239-032

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	0	3	1	1	13	0	18
7:15 AM	0	0	0	0	0	0	0	10	8	14	22	0	54
7:30 AM	0	0	0	0	0	0	0	35	24	26	32	0	117
7:45 AM	0	0	0	0	0	0	0	42	9	22	44	0	117
8:00 AM	0	0	0	0	0	0	0	4	5	3	10	0	22
8:15 AM	2	0	0	0	0	0	0	2	0	0	7	0	11
8:30 AM	2	0	0	0	0	0	0	2	2	0	5	0	11
8:45 AM	1	0	0	0	0	0	0	3	0	1	4	0	9
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	5	0	0	0	0	0	0	101	49	67	137	0	359
Approach %	100.00	0.00	0.00	####	####	####	0.00	67.33	32.67	32.84	67.16	0.00	
App/Depart	5	/	0	0	/	116	150	/	101	204	/	142	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	0	0	0	0	0	0	91	46	65	108	0	310
Approach %	####	####	####	####	####	####	0.00	66.42	33.58	37.57	62.43	0.00	

PEAK HR. FACTOR:	0.000	0.000	0.581	0.655	0.662

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 34.484582, -114.295684

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Starline School Dwy 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Starline Dr DAY: TUESDAY PROJECT# 25-1239-032

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	1	0	0	0	0	11	4	7	8	0	31
2:15 PM	0	0	0	0	0	0	0	11	11	6	18	0	46
2:30 PM	2	0	2	0	0	0	0	38	15	11	27	0	95
2:45 PM	2	0	1	0	0	0	0	5	6	3	14	0	31
3:00 PM	2	0	0	0	0	0	0	10	2	1	9	0	24
3:15 PM	0	0	1	0	0	0	0	9	5	2	8	0	25
3:30 PM	0	0	3	0	0	0	0	13	10	2	12	0	40
3:45 PM	3	0	2	0	0	0	0	10	3	3	16	0	37
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	9	0	10	0	0	0	0	107	56	35	112	0	329
Approach %	47.37	0.00	52.63	####	####	####	0.00	65.64	34.36	23.81	76.19	0.00	
App/Depart	19	/	0	0	/	91	163	/	117	147	/	121	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	4	0	4	0	0	0	0	65	36	27	67	0	203
Approach %	50.00	0.00	50.00	####	####	####	0.00	64.36	35.64	28.72	71.28	0.00	
PEAK HR. FACTOR:	0.500			0.000			0.476			0.618			0.534

CONTROL: 1-Way Stop (NB)
COMMENT 1: 0
GPS: 34.484582, -114.295684

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Starline School Dwy
E-W STREET: Starline Dr

Date: 04/29/25
Day: TUESDAY

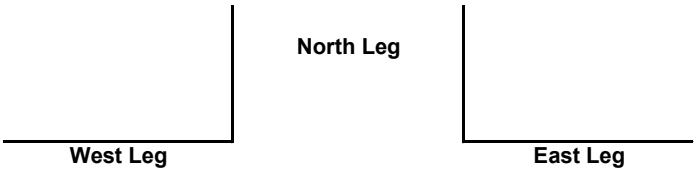
City: Lake Havasu C
Project #: 25-1239-032

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	2	0	0
7:15 AM	0	17	0	0
7:30 AM	0	35	0	0
7:45 AM	0	37	0	0
8:00 AM	0	10	0	5
8:15 AM	0	2	0	2
8:30 AM	0	4	0	0
8:45 AM	0	2	0	0
TOTAL	**0**	**109**	**0**	**7**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	1	0	0
7:15 AM	0	1	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**2**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	5	2	0
2:15 PM	0	25	2	0
2:30 PM	0	24	0	0
2:45 PM	0	5	0	0
3:00 PM	0	0	0	0
3:15 PM	0	2	0	0
3:30 PM	0	8	1	0
3:45 PM	0	10	0	0
TOTAL	**0**	**79**	**5**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

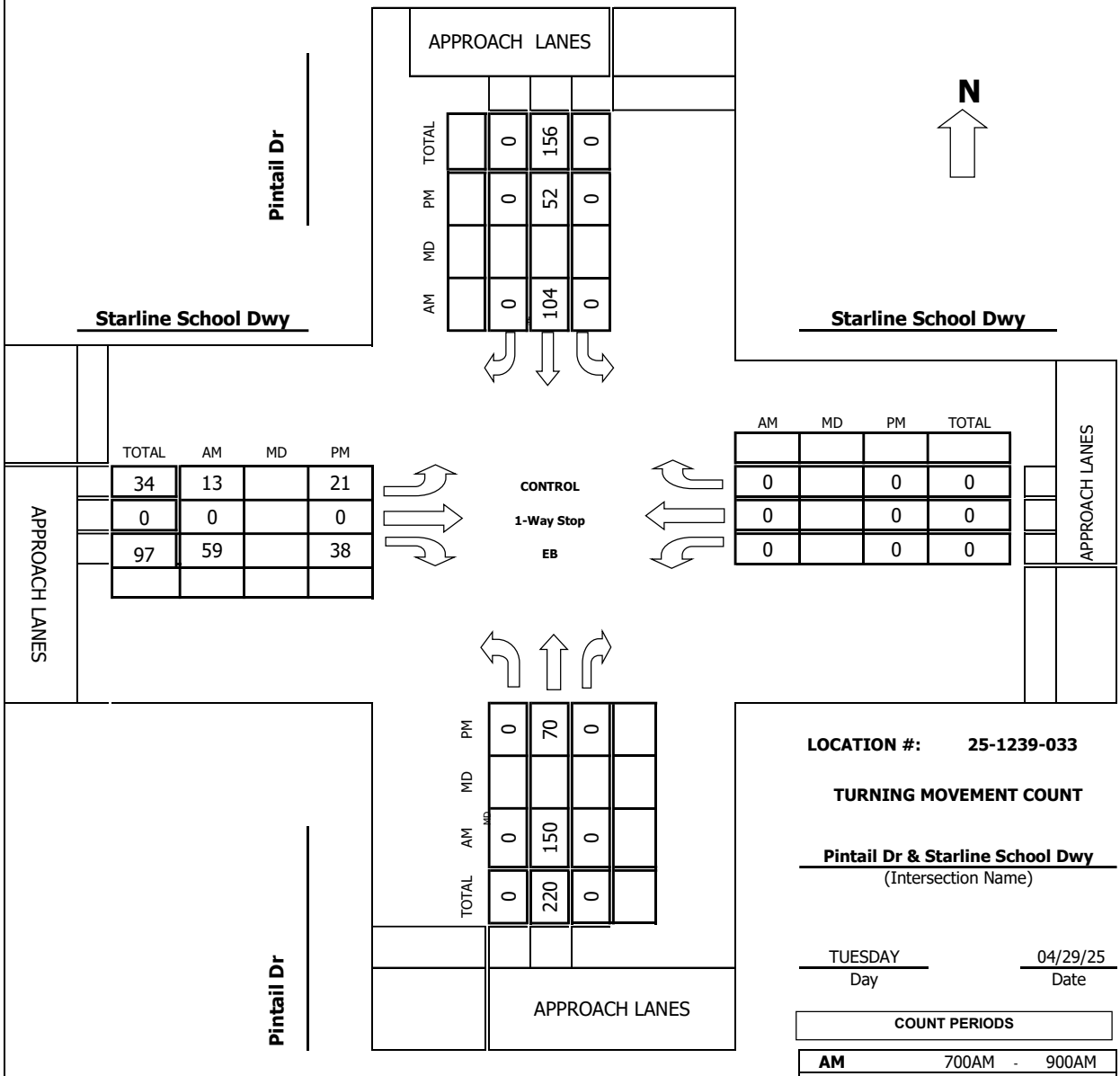


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-033

TMC SUMMARY OF Pintail Dr & Starline School Dwy



LOCATION #: 25-1239-033

TURNING MOVEMENT COUNT

Pintail Dr & Starline School Dwy
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pintail Dr | DATE: 04/29/25 | LOCATION: Lake Havasu City

E-W STREET: Starline School Dwy | DAY: TUESDAY | PROJECT# 25-1239-033

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	6	0	0	2	0	0	0	1	0	0	0	10
7:15 AM	0	29	0	0	10	0	3	0	4	0	0	0	46
7:30 AM	0	58	0	0	50	0	4	0	30	0	0	0	142
7:45 AM	0	53	0	0	36	0	6	0	23	0	0	0	118
8:00 AM	0	10	0	0	8	0	0	0	2	0	0	0	20
8:15 AM	0	2	0	0	2	0	1	0	2	0	0	0	7
8:30 AM	0	2	0	0	4	0	0	0	4	0	0	0	10
8:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	162	0	0	113	0	14	0	66	0	0	0	356
Approach %	0.61	99.39	0.00	0.00	100.00	0.00	17.50	0.00	82.50	####	####	####	
App/Depart	163	/	176	113	/	179	80	/	0	0	/	1	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	150	0	0	104	0	13	0	59	0	0	0	326
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	18.06	0.00	81.94	####	####	####	
PEAK HR. FACTOR:		0.647			0.520			0.529			0.000		0.574

CONTROL: 1-Way Stop (EB)
COMMENT 1:
GPS: 34.483827, -114.295692

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pintail Dr
0
E-W STREET: Starline School Dwy

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-033

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	14	0	0	2	0	0	0	0	0	0	0	16
2:15 PM	0	22	0	0	7	0	6	0	3	0	0	0	38
2:30 PM	0	27	0	0	38	0	11	0	31	0	0	0	107
2:45 PM	0	7	0	0	5	0	4	0	4	0	0	0	20
3:00 PM	0	4	0	0	3	0	1	0	3	0	0	0	11
3:15 PM	0	10	0	0	8	0	0	0	0	0	0	0	18
3:30 PM	1	7	0	0	13	0	1	0	8	0	0	0	30
3:45 PM	0	6	0	0	13	0	4	0	5	0	0	0	28
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	97	0	0	89	0	27	0	54	0	0	0	268
Approach %	1.02	98.98	0.00	0.00	100.00	0.00	33.33	0.00	66.67	####	####	####	
App/Depart	98	/	124	89	/	143	81	/	0	0	/	1	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	70	0	0	52	0	21	0	38	0	0	0	181
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	35.59	0.00	64.41	####	####	####	

PEAK HR. FACTOR:	0.648	0.342	0.351	0.000	0.423

CONTROL: 1-Way Stop (EB)
COMMENT 1: 0
GPS: 34.483827, -114.295692

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Pintail Dr
E-W STREET: Starline School Dwy

Date: 04/29/25
Day: TUESDAY

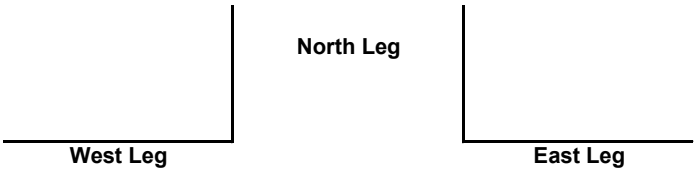
City: Lake Havasu C
Project #: 25-1239-033

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	5	0	0
7:15 AM	0	18	0	6
7:30 AM	0	61	0	29
7:45 AM	0	39	0	30
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**123**	**0**	**65**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	4	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**4**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	24	0	3
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**24**	**0**	**3**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	1
2:30 PM	0	4	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**4**	**0**	**1**

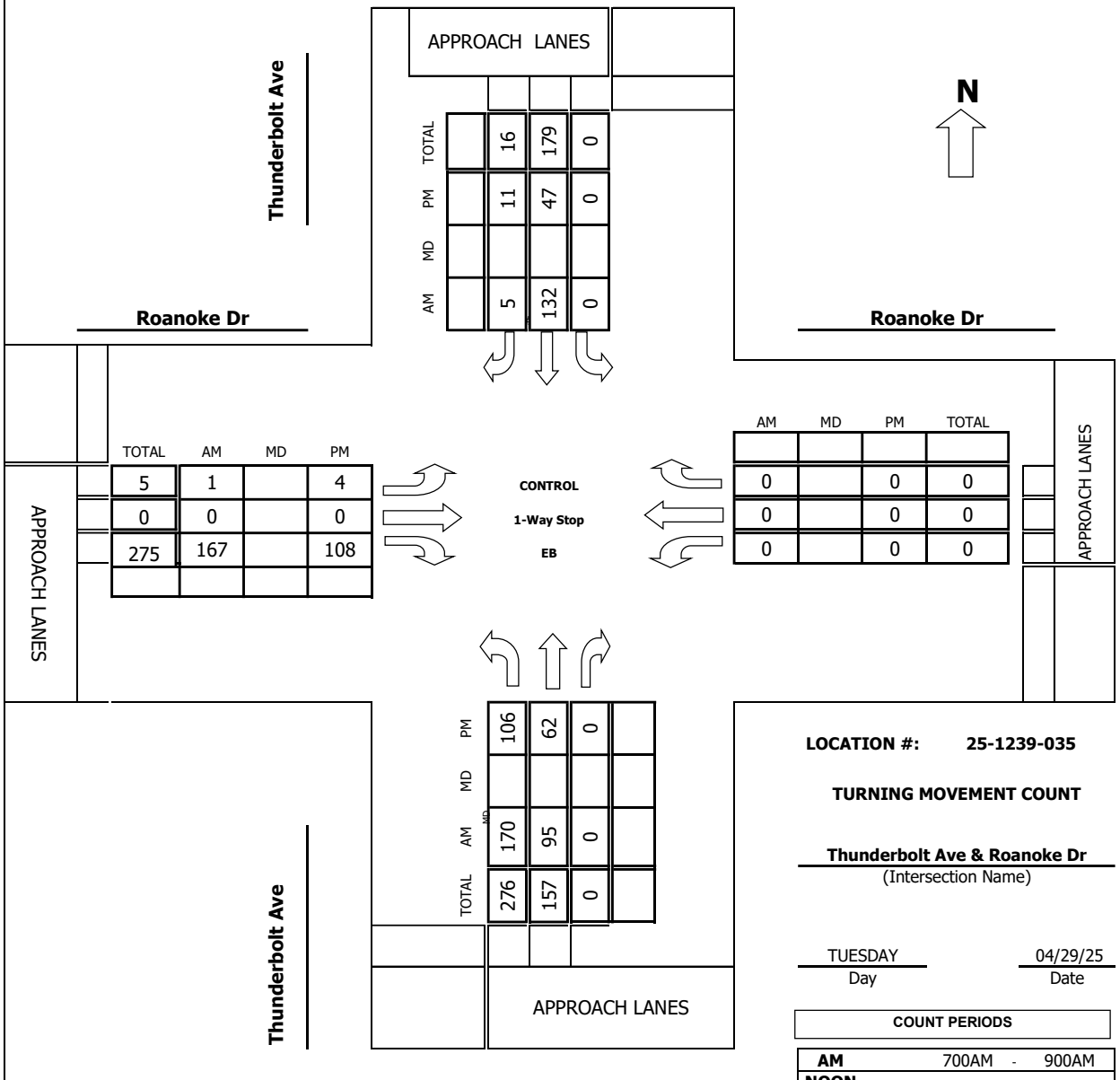


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-035

TMC SUMMARY OF Thunderbolt Ave & Roanoke Dr



LOCATION #: 25-1239-035

TURNING MOVEMENT COUNT

Thunderbolt Ave & Roanoke Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Roanoke Dr DAY: TUESDAY PROJECT# 25-1239-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	7	0	0	12	0	0	0	17	0	0	0	57
7:15 AM	33	13	0	0	17	1	0	0	35	0	0	0	99
7:30 AM	68	40	0	0	63	2	1	0	60	0	0	0	234
7:45 AM	48	35	0	0	40	2	0	0	55	0	0	0	180
8:00 AM	16	5	0	0	4	0	0	0	22	0	0	0	47
8:15 AM	6	3	0	0	8	0	1	0	10	0	0	0	28
8:30 AM	10	6	0	0	2	0	0	0	12	0	0	0	30
8:45 AM	13	1	0	0	8	0	2	0	9	0	0	0	33
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	215	110	0	0	154	5	4	0	220	0	0	0	708
Approach %	66.15	33.85	0.00	0.00	96.86	3.14	1.79	0.00	98.21	####	####	####	
App/Depart	325	/	114	159	/	374	224	/	0	0	/	220	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	170	95	0	0	132	5	1	0	167	0	0	0	570
Approach %	64.15	35.85	0.00	0.00	96.35	3.65	0.60	0.00	99.40	####	####	####	
PEAK HR. FACTOR:	0.613			0.527			0.689			0.000			0.609

CONTROL: 1-Way Stop (EB)
COMMENT 1:
GPS: 34.470794, -114.290074

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave 0
E-W STREET: Roanoke Dr

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	21	6	0	0	9	2	0	0	10	0	0	0	48
2:15 PM	17	5	0	0	14	6	0	0	25	0	0	0	67
2:30 PM	38	32	0	0	12	3	1	0	42	0	0	0	128
2:45 PM	28	15	0	0	13	2	3	0	31	0	0	0	92
3:00 PM	23	10	0	0	8	0	0	0	10	0	0	0	51
3:15 PM	21	11	0	0	8	0	0	0	10	0	0	0	50
3:30 PM	20	12	0	0	4	0	2	0	15	0	0	0	53
3:45 PM	23	9	0	0	4	1	0	0	14	0	0	0	51
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	191	100	0	0	72	14	6	0	157	0	0	0	540
Approach %	65.64	34.36	0.00	0.00	83.72	16.28	3.68	0.00	96.32	####	####	####	
App/Depart	291	/	106	86	/	229	163	/	0	0	/	205	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	106	62	0	0	47	11	4	0	108	0	0	0	338
Approach %	63.10	36.90	0.00	0.00	81.03	18.97	3.57	0.00	96.43	####	####	####	
PEAK HR. FACTOR:	0.600			0.725			0.651			0.000			0.660

CONTROL: 1-Way Stop (EB)
COMMENT 1: 0
GPS: 34.470794, -114.290074

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Thunderbolt Ave
E-W STREET: Roanoke Dr

Date: 04/29/25
Day: TUESDAY

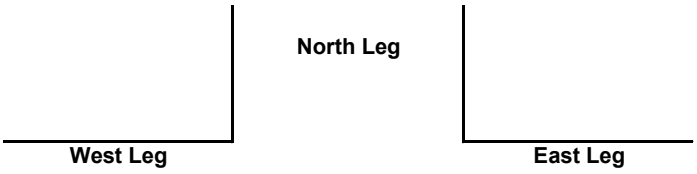
City: Lake Havasu C
Project #: 25-1239-035

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	0	0	2
7:30 AM	1	0	0	7
7:45 AM	2	0	0	4
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**3**	**0**	**0**	**14**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	1
7:30 AM	3	0	0	7
7:45 AM	0	0	0	1
8:00 AM	0	0	0	1
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**3**	**0**	**0**	**10**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	27
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	1
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**28**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	6
2:45 PM	0	0	0	1
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**7**

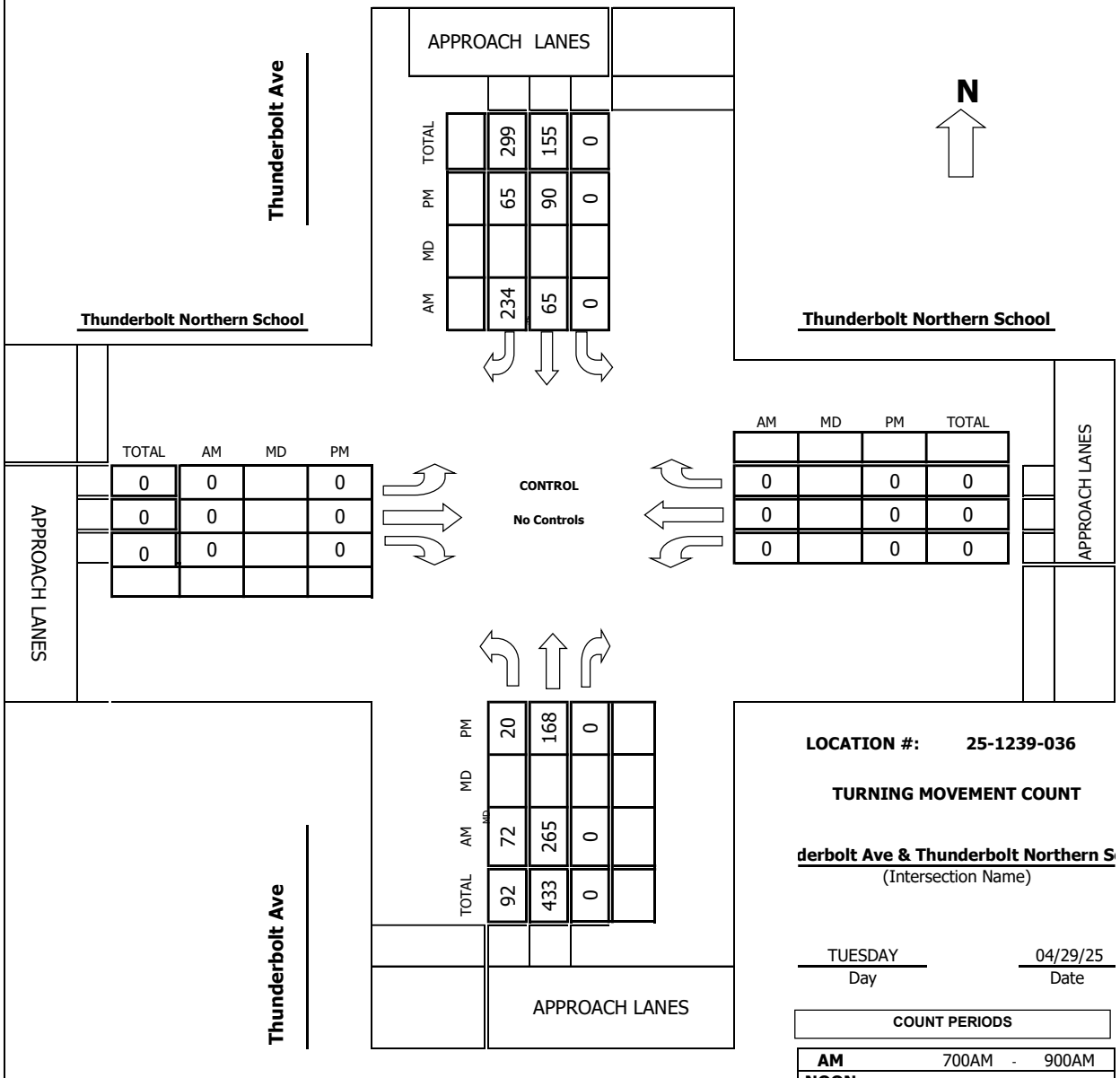


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-036

TMC SUMMARY OF Thunderbolt Ave & Thunderbolt Northern School



LOCATION #: 25-1239-036

TURNING MOVEMENT COUNT

derbolt Ave & Thunderbolt Northern S
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 700 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Thunderbolt Northern School DAY: TUESDAY PROJECT# 25-1239-036

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	28	0	0	13	16	0	0	0	0	0	0	63
7:15 AM	15	46	0	0	12	40	0	0	0	0	0	0	113
7:30 AM	25	108	0	0	19	104	0	0	0	0	0	0	256
7:45 AM	26	83	0	0	21	74	0	0	0	0	0	0	204
8:00 AM	3	21	0	0	18	8	0	0	0	0	0	0	50
8:15 AM	0	9	0	0	14	4	0	0	0	0	0	0	27
8:30 AM	0	16	0	0	11	3	0	0	0	0	0	0	30
8:45 AM	0	14	0	0	15	2	0	0	0	0	0	0	31
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	75	325	0	0	123	251	0	0	0	0	0	0	774
Approach %	18.75	81.25	0.00	0.00	32.89	67.11	####	####	####	####	####	####	
App/Depart	400	/	325	374	/	123	0	/	0	0	/	326	

AM Peak Hr Begins at: 700 AM

PEAK													
Volumes	72	265	0	0	65	234	0	0	0	0	0	0	636
Approach %	21.36	78.64	0.00	0.00	21.74	78.26	####	####	####	####	####	####	
PEAK HR. FACTOR:	0.633			0.608			0.000			0.000			0.621

CONTROL: No Controls
COMMENT 1:
GPS: 34.470498, -114.290238

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Thunderbolt Northern School DAY: TUESDAY PROJECT# 25-1239-036

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	2	27	0	0	8	11	0	0	0	0	0	0	48
2:15 PM	6	22	0	0	25	14	0	0	0	0	0	0	67
2:30 PM	8	70	0	0	24	30	0	0	0	0	0	0	132
2:45 PM	3	43	0	0	28	16	0	0	0	0	0	0	90
3:00 PM	3	33	0	0	13	5	0	0	0	0	0	0	54
3:15 PM	1	32	0	0	13	5	0	0	0	0	0	0	51
3:30 PM	1	32	0	0	8	11	0	0	0	0	0	0	52
3:45 PM	2	32	0	0	13	5	0	0	0	0	0	0	52
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	26	291	0	0	132	97	0	0	0	0	0	0	546
Approach %	8.20	91.80	0.00	0.00	57.64	42.36	####	####	####	####	####	####	
App/Depart	317	/	291	229	/	132	0	/	0	0	/	123	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	20	168	0	0	90	65	0	0	0	0	0	0	343
Approach %	10.64	89.36	0.00	0.00	58.06	41.94	####	####	####	####	####	####	
PEAK HR. FACTOR:		0.603			0.718			0.000			0.000		0.650

CONTROL: No Controls
COMMENT 1: 0
GPS: 34.470498, -114.290238

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Thunderbolt Ave
E-W STREET: Thunderbolt Northern School

Date: 04/29/25
Day: TUESDAY

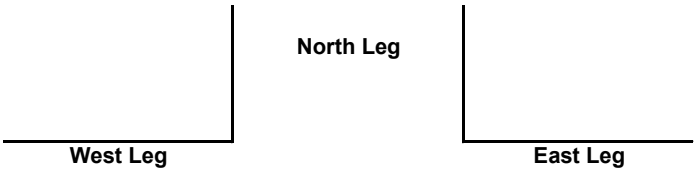
City: Lake Havasu C
Project #: 25-1239-036

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	3
7:15 AM	0	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	1
TOTAL	**0**	**0**	**0**	**5**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	1
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
TOTAL	**0**	**0**	**0**	**1**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	5
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**5**

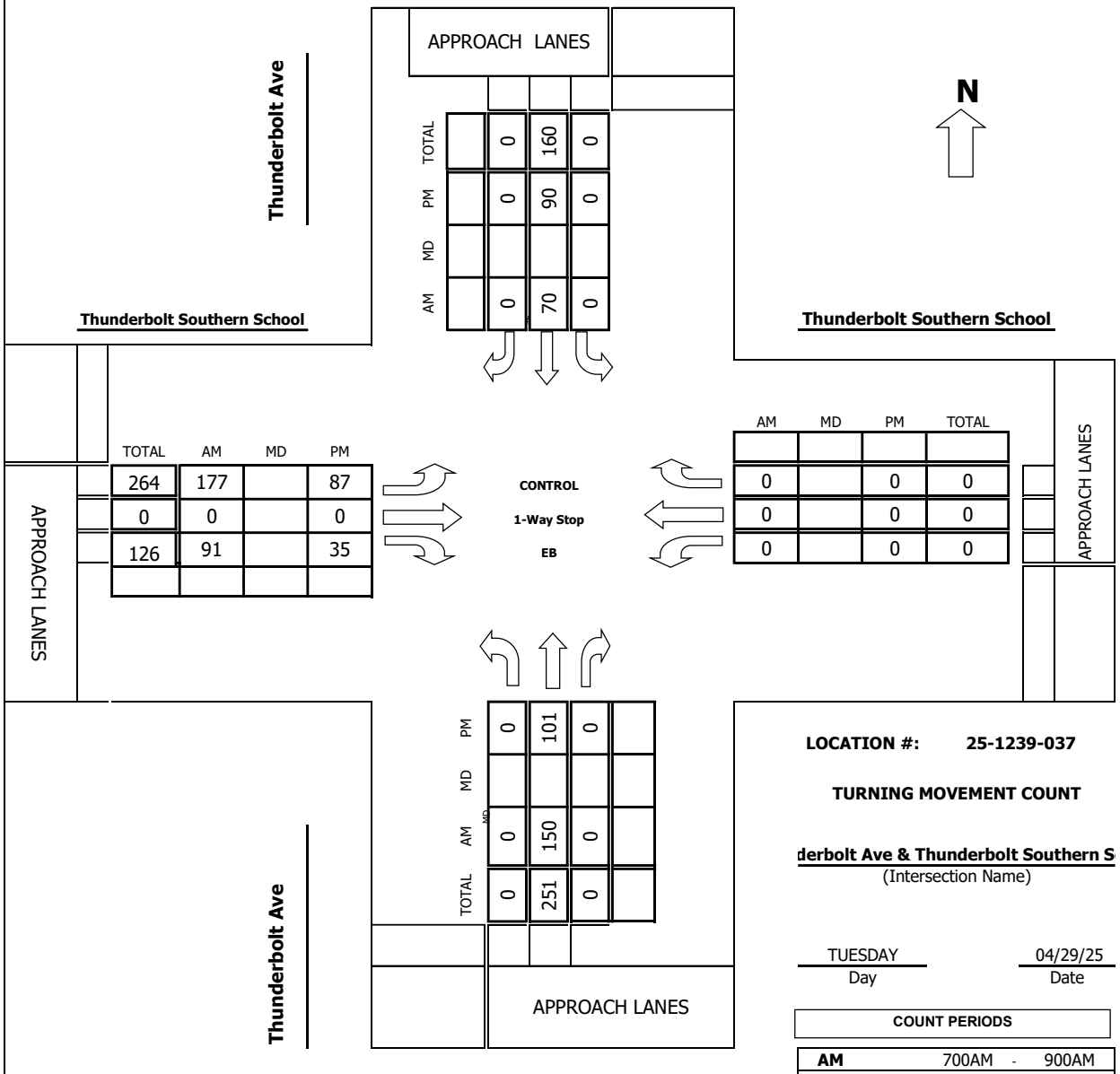


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-037

TMC SUMMARY OF Thunderbolt Ave & Thunderbolt Southern School



LOCATION #: 25-1239-037

TURNING MOVEMENT COUNT

derbolt Ave & Thunderbolt Southern S
(Intersection Name)

TUESDAY
Day

04/29/25
Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Thunderbolt Southern School DAY: TUESDAY PROJECT# 25-1239-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	21	0	0	13	0	13	0	0	0	0	0	47
7:15 AM	0	38	0	0	12	0	23	0	6	0	0	0	79
7:30 AM	0	54	0	0	19	0	79	0	42	0	0	0	194
7:45 AM	0	44	0	0	21	0	65	0	37	0	0	0	167
8:00 AM	0	14	0	0	18	0	10	0	6	0	0	0	48
8:15 AM	0	5	0	0	14	0	4	0	1	0	0	0	24
8:30 AM	0	16	0	0	11	0	0	0	0	0	0	0	27
8:45 AM	0	10	0	0	15	0	4	0	0	0	0	0	29
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	202	0	0	123	0	198	0	92	0	0	0	615
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	68.28	0.00	31.72	####	####	####	
App/Depart	202	/	400	123	/	215	290	/	0	0	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	150	0	0	70	0	177	0	91	0	0	0	488
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	66.04	0.00	33.96	####	####	####	
PEAK HR. FACTOR:		0.694			0.833			0.554			0.000		0.629

CONTROL: 1-Way Stop (EB)
COMMENT 1:
GPS: 34.469545, -114.290193

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Thunderbolt Southern School DAY: TUESDAY PROJECT# 25-1239-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	23	0	0	8	0	6	0	2	0	0	0	39
2:15 PM	0	22	0	0	25	0	6	0	3	0	0	0	56
2:30 PM	0	33	0	0	24	0	45	0	22	0	0	0	124
2:45 PM	0	30	0	0	28	0	16	0	7	0	0	0	81
3:00 PM	0	16	0	0	13	0	20	0	3	0	0	0	52
3:15 PM	0	20	0	0	13	0	13	0	3	0	0	0	49
3:30 PM	0	19	0	0	8	0	14	0	2	0	0	0	43
3:45 PM	0	23	0	0	13	0	11	0	5	0	0	0	52
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	186	0	0	132	0	131	0	47	0	0	0	496
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	73.60	0.00	26.40	####	####	####	
App/Depart	186	/	317	132	/	179	178	/	0	0	/	0	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	0	101	0	0	90	0	87	0	35	0	0	0	313
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	71.31	0.00	28.69	####	####	####	
PEAK HR. FACTOR:		0.765			0.804			0.455			0.000		0.631

CONTROL: 1-Way Stop (EB)
COMMENT 1: 0
GPS: 34.469545, -114.290193

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Thunderbolt Ave
E-W STREET: Thunderbolt Southern School

Date: 04/29/25
Day: TUESDAY

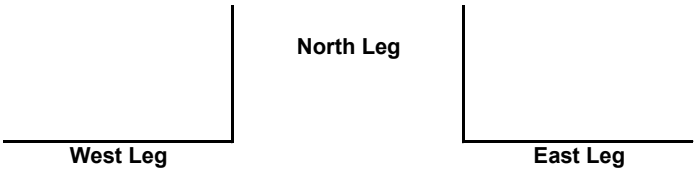
City: Lake Havasu C
Project #: 25-1239-037

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	3
7:15 AM	0	0	0	1
7:30 AM	0	0	0	5
7:45 AM	0	0	0	2
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**11**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	2
2:45 PM	1	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
TOTAL	**1**	**0**	**0**	**3**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	6
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**6**

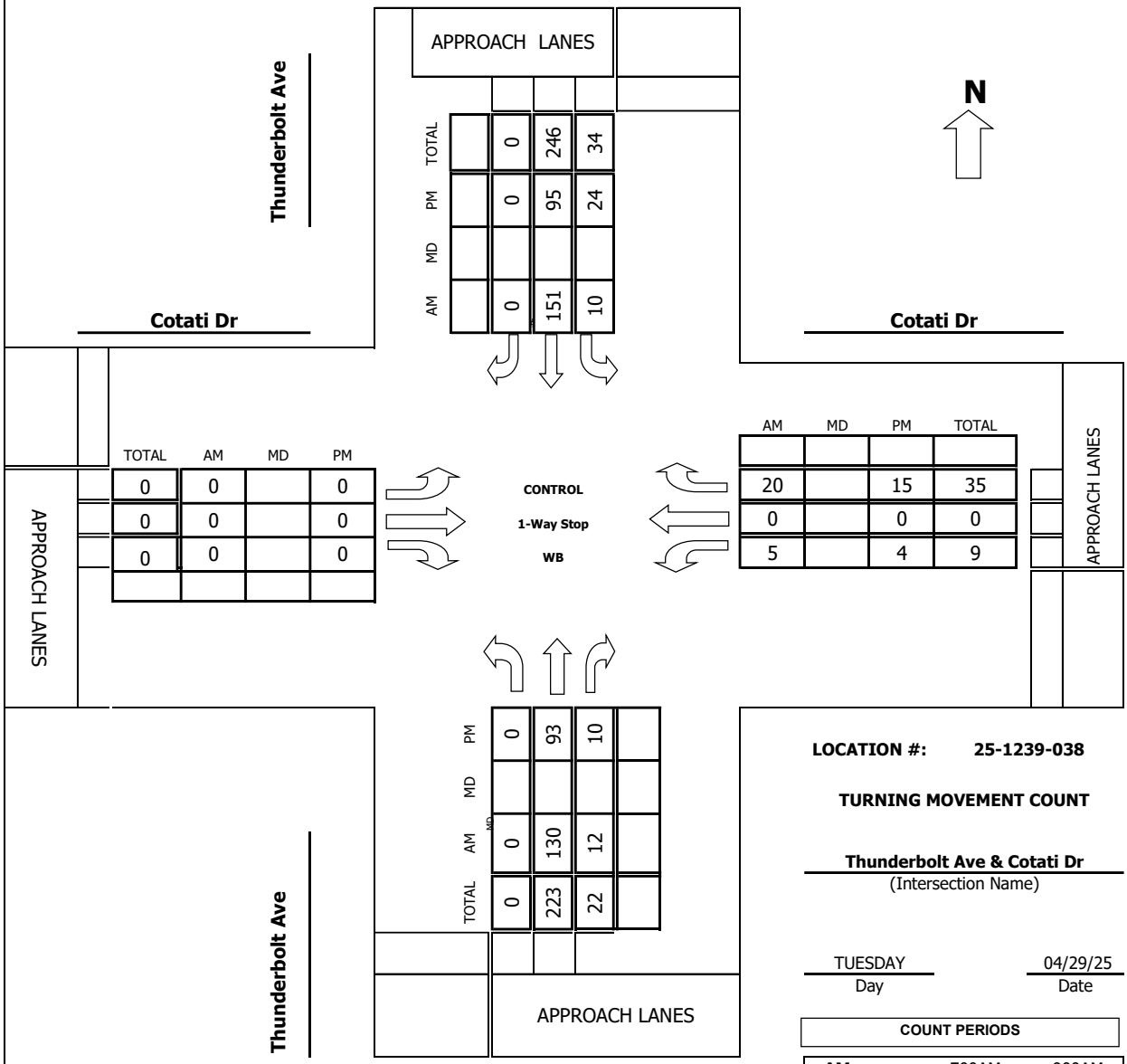


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-038

TMC SUMMARY OF Thunderbolt Ave & Cotati Dr



LOCATION #: 25-1239-038

TURNING MOVEMENT COUNT

Thunderbolt Ave & Cotati Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Cotati Dr DAY: TUESDAY PROJECT# 25-1239-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	19	0	0	13	0	0	0	0	0	0	2	34
7:15 AM	0	33	1	0	18	0	0	0	0	0	0	5	57
7:30 AM	0	45	3	5	56	0	0	0	0	0	0	9	118
7:45 AM	0	40	8	3	55	0	0	0	0	3	0	4	113
8:00 AM	0	12	0	2	22	0	0	0	0	2	0	2	40
8:15 AM	0	5	0	0	15	0	0	0	0	0	0	0	20
8:30 AM	0	15	0	0	11	0	0	0	0	0	0	1	27
8:45 AM	0	9	1	1	14	0	0	0	0	1	0	1	27
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	178	13	11	204	0	0	0	0	6	0	24	436
Approach %	0.00	93.19	6.81	5.12	94.88	0.00	####	####	####	20.00	0.00	80.00	
App/Depart	191	/	202	215	/	210	0	/	24	30	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	130	12	10	151	0	0	0	0	5	0	20	328
Approach %	0.00	91.55	8.45	6.21	93.79	0.00	####	####	####	20.00	0.00	80.00	
PEAK HR. FACTOR:		0.740			0.660			0.000			0.694		0.695

CONTROL: 1-Way Stop (WB)
COMMENT 1:
GPS: 34.469339, -114.290026

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Thunderbolt Ave 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Cotati Dr DAY: TUESDAY PROJECT# 25-1239-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	22	1	0	10	0	0	0	0	0	0	1	34
2:15 PM	0	22	2	8	20	0	0	0	0	0	0	0	52
2:30 PM	0	24	4	8	38	0	0	0	0	3	0	9	86
2:45 PM	0	25	3	8	27	0	0	0	0	1	0	5	69
3:00 PM	0	15	0	1	15	0	0	0	0	0	0	1	32
3:15 PM	0	19	0	1	15	0	0	0	0	0	0	1	36
3:30 PM	0	19	0	1	9	0	0	0	0	0	0	0	29
3:45 PM	0	22	0	4	14	0	0	0	0	0	0	1	41
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	168	10	31	148	0	0	0	0	4	0	18	379
Approach %	0.00	94.38	5.62	17.32	82.68	0.00	####	####	####	18.18	0.00	81.82	
App/Depart	178	/	186	179	/	152	0	/	41	22	/	0	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	93	10	24	95	0	0	0	0	4	0	15	241
Approach %	0.00	90.29	9.71	20.17	79.83	0.00	####	####	####	21.05	0.00	78.95	

PEAK HR. FACTOR:	0.920	0.647	0.000	0.396	0.701

CONTROL: 1-Way Stop (WB)
COMMENT 1: 0
GPS: 34.469339, -114.290026

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Thunderbolt Ave
E-W STREET: Cotati Dr

Date: 04/29/25
Day: TUESDAY

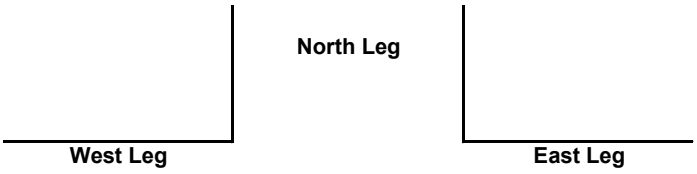
City: Lake Havasu C
Project #: 25-1239-038

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	1	0	0
7:15 AM	0	1	1	0
7:30 AM	0	17	1	0
7:45 AM	0	13	3	0
8:00 AM	0	0	0	0
8:15 AM	0	1	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**33**	**5**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	1	0
7:30 AM	0	0	6	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**7**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	45	13	0
2:45 PM	0	0	1	0
3:00 PM	0	1	1	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**46**	**15**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**



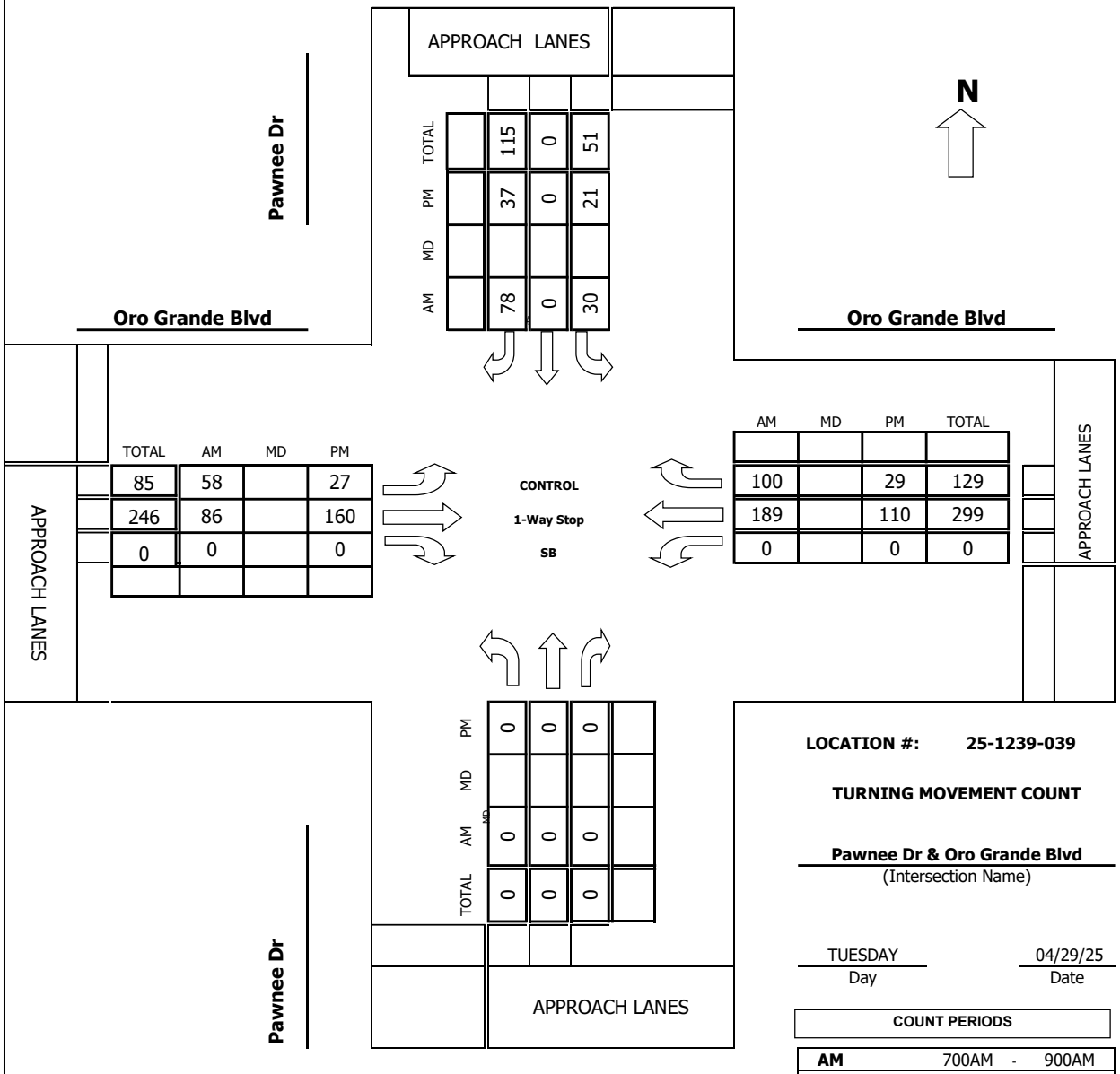


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-039

TMC SUMMARY OF Pawnee Dr & Oro Grande Blvd



LOCATION #: 25-1239-039

TURNING MOVEMENT COUNT

Pawnee Dr & Oro Grande Blvd
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pawnee Dr | DATE: 04/29/25 | LOCATION: Lake Havasu City

E-W STREET: Oro Grande Blvd | DAY: TUESDAY | PROJECT# 25-1239-039

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	1	0	4	3	18	0	0	40	4	70
7:15 AM	0	0	0	6	0	10	15	17	0	0	42	21	111
7:30 AM	0	0	0	12	0	30	16	22	0	0	55	46	181
7:45 AM	0	0	0	9	0	26	20	24	0	0	55	31	165
8:00 AM	0	0	0	3	0	12	7	23	0	0	37	2	84
8:15 AM	0	0	0	2	0	5	3	33	0	0	40	2	85
8:30 AM	0	0	0	1	0	1	0	23	0	0	46	0	71
8:45 AM	0	0	0	1	0	1	3	20	0	0	49	0	74
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	35	0	89	67	180	0	0	364	106	841
Approach %	####	####	####	28.23	0.00	71.77	27.13	72.87	0.00	0.00	77.45	22.55	
App/Depart	0	/	173	124	/	0	247	/	215	470	/	453	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	0	0	30	0	78	58	86	0	0	189	100	541
Approach %	####	####	####	27.78	0.00	72.22	40.28	59.72	0.00	0.00	65.40	34.60	

PEAK HR. FACTOR:	0.000	0.643	0.818	0.715	0.747

CONTROL: 1-Way Stop (SB)
COMMENT 1:
GPS: 34.462248, -114.271521

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pawnee Dr
0
E-W STREET: Oro Grande Blvd

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-039

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	0	0	1	0	3	18	25	0	0	26	10	83
2:15 PM	0	0	0	1	0	9	13	40	0	0	22	14	99
2:30 PM	0	0	0	15	0	17	8	33	0	0	33	10	116
2:45 PM	0	0	0	2	0	5	5	47	0	0	24	3	86
3:00 PM	0	0	0	3	0	6	1	40	0	0	31	2	83
3:15 PM	0	0	0	3	0	3	9	44	0	0	29	3	91
3:30 PM	0	0	0	2	0	2	2	36	0	0	42	2	86
3:45 PM	0	0	0	0	0	4	1	40	0	0	47	1	93
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	27	0	49	57	305	0	0	254	45	737
Approach %	####	####	####	35.53	0.00	64.47	15.75	84.25	0.00	0.00	84.95	15.05	
App/Depart	0	/	102	76	/	0	362	/	332	299	/	303	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	0	0	0	21	0	37	27	160	0	0	110	29	384
Approach %	####	####	####	36.21	0.00	63.79	14.44	85.56	0.00	0.00	79.14	20.86	

PEAK HR. FACTOR:	0.000	0.453	0.882	0.808	0.828

CONTROL: 1-Way Stop (SB)
COMMENT 1: 0
GPS: 34.462248, -114.271521

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Pawnee Dr
E-W STREET: Oro Grande Blvd

Date: 04/29/25
Day: TUESDAY

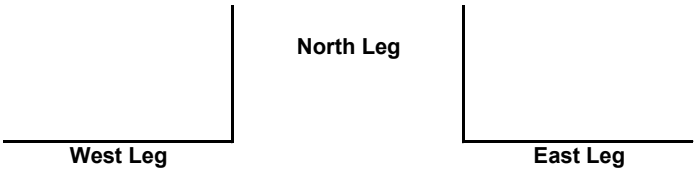
City: Lake Havasu C
Project #: 25-1239-039

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	1	0
7:15 AM	2	0	4	0
7:30 AM	7	0	6	0
7:45 AM	0	0	3	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**9**	**0**	**14**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	1	0	4	0
7:30 AM	0	0	2	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**1**	**0**	**7**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	1	0	0	0
2:30 PM	4	0	24	0
2:45 PM	1	0	0	1
3:00 PM	0	0	0	0
3:15 PM	1	0	1	0
3:30 PM	1	0	0	0
3:45 PM	0	0	0	0
TOTAL	**8**	**0**	**25**	**1**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	6	0
2:45 PM	1	0	0	0
3:00 PM	0	0	0	0
3:15 PM	1	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**3**	**0**	**6**	**0**

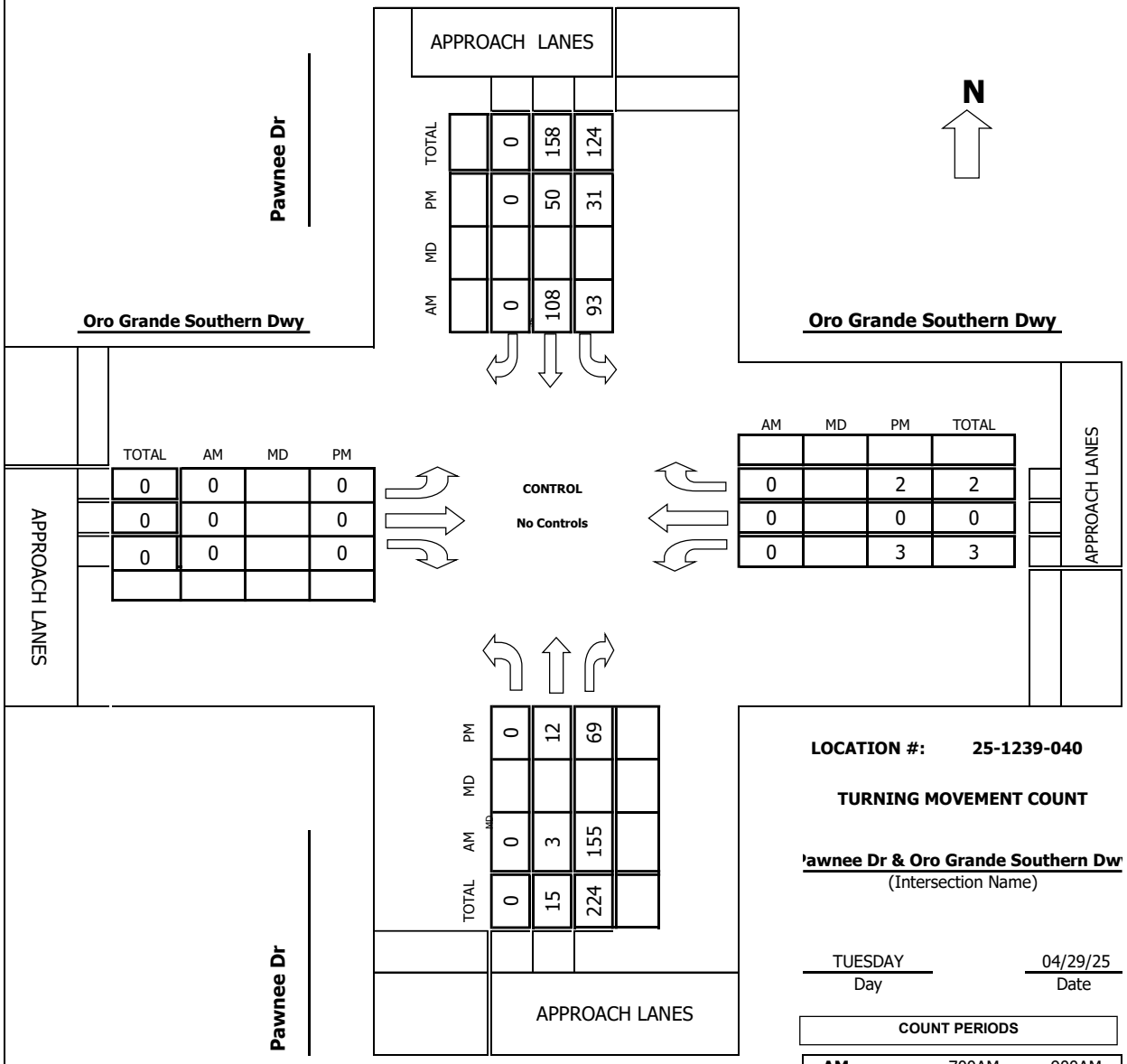


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-040

TMC SUMMARY OF Pawnee Dr & Oro Grande Southern Dwy



LOCATION #: 25-1239-040

TURNING MOVEMENT COUNT

awnee Dr & Oro Grande Southern Dw
(Intersection Name)

TUESDAY — Day
04/29/25 — Date

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pawnee Dr DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Oro Grande Southern Dwy DAY: TUESDAY PROJECT# 25-1239-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	7	4	5	0	0	0	0	0	0	0	16
7:15 AM	0	2	34	24	16	0	0	0	0	0	0	0	76
7:30 AM	0	0	62	39	42	0	0	0	0	0	0	0	143
7:45 AM	0	0	51	30	35	0	0	0	0	0	0	0	116
8:00 AM	0	1	8	0	15	0	0	0	0	0	0	0	24
8:15 AM	0	4	1	0	7	0	0	0	0	0	0	0	12
8:30 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
8:45 AM	0	1	2	0	2	0	0	0	0	0	0	0	5
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	8	165	98	124	0	0	0	0	0	0	0	395
Approach %	0.00	4.62	95.38	44.14	55.86	0.00	####	####	####	####	####	####	
App/Depart	173	/	8	222	/	124	0	/	263	0	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	3	155	93	108	0	0	0	0	0	0	0	359
Approach %	0.00	1.90	98.10	46.27	53.73	0.00	####	####	####	####	####	####	

PEAK HR. FACTOR:	0.637	0.620	0.000	0.000	0.628

CONTROL: No Controls
COMMENT 1: WB Movements are illegal
GPS: 34.462733, -114.271887

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pawnee Dr
0
E-W STREET: Oro Grande Southern Dwy

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	1	27	12	4	0	0	0	0	0	0	0	44
2:15 PM	0	8	19	10	10	0	0	0	0	0	0	0	47
2:30 PM	0	1	17	9	31	0	0	0	0	1	0	0	59
2:45 PM	0	2	6	0	5	0	0	0	0	2	0	2	17
3:00 PM	0	2	1	3	5	0	0	0	0	4	0	2	17
3:15 PM	0	7	5	1	3	0	0	0	0	3	0	2	21
3:30 PM	0	2	2	2	2	0	0	0	0	2	0	0	10
3:45 PM	0	0	2	1	4	0	0	0	0	0	0	2	9
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	23	79	38	64	0	0	0	0	12	0	8	224
Approach %	0.00	22.55	77.45	37.25	62.75	0.00	####	####	####	60.00	0.00	40.00	
App/Depart	102	/	31	102	/	76	0	/	117	20	/	0	

PM Peak Hr Begins at: 200 PM

PEAK													
Volumes	0	12	69	31	50	0	0	0	0	3	0	2	167
Approach %	0.00	14.81	85.19	38.27	61.73	0.00	####	####	####	60.00	0.00	40.00	

PEAK HR. FACTOR:	0.723	0.506	0.000	0.313	0.708

CONTROL: No Controls
COMMENT 1: WB Movements are illegal
GPS: 34.462733, -114.271887

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Pawnee Dr
E-W STREET: Oro Grande Southern Dwy

Date: 04/29/25
Day: TUESDAY

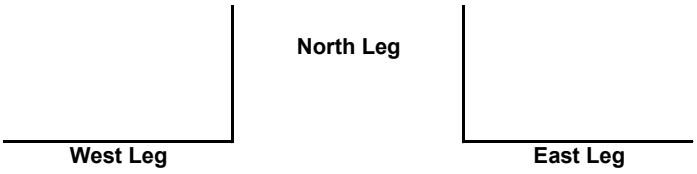
City: Lake Havasu C
Project #: 25-1239-040

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	1	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**1**	**1**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	8	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**8**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	2	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**0**	**2**	**0**

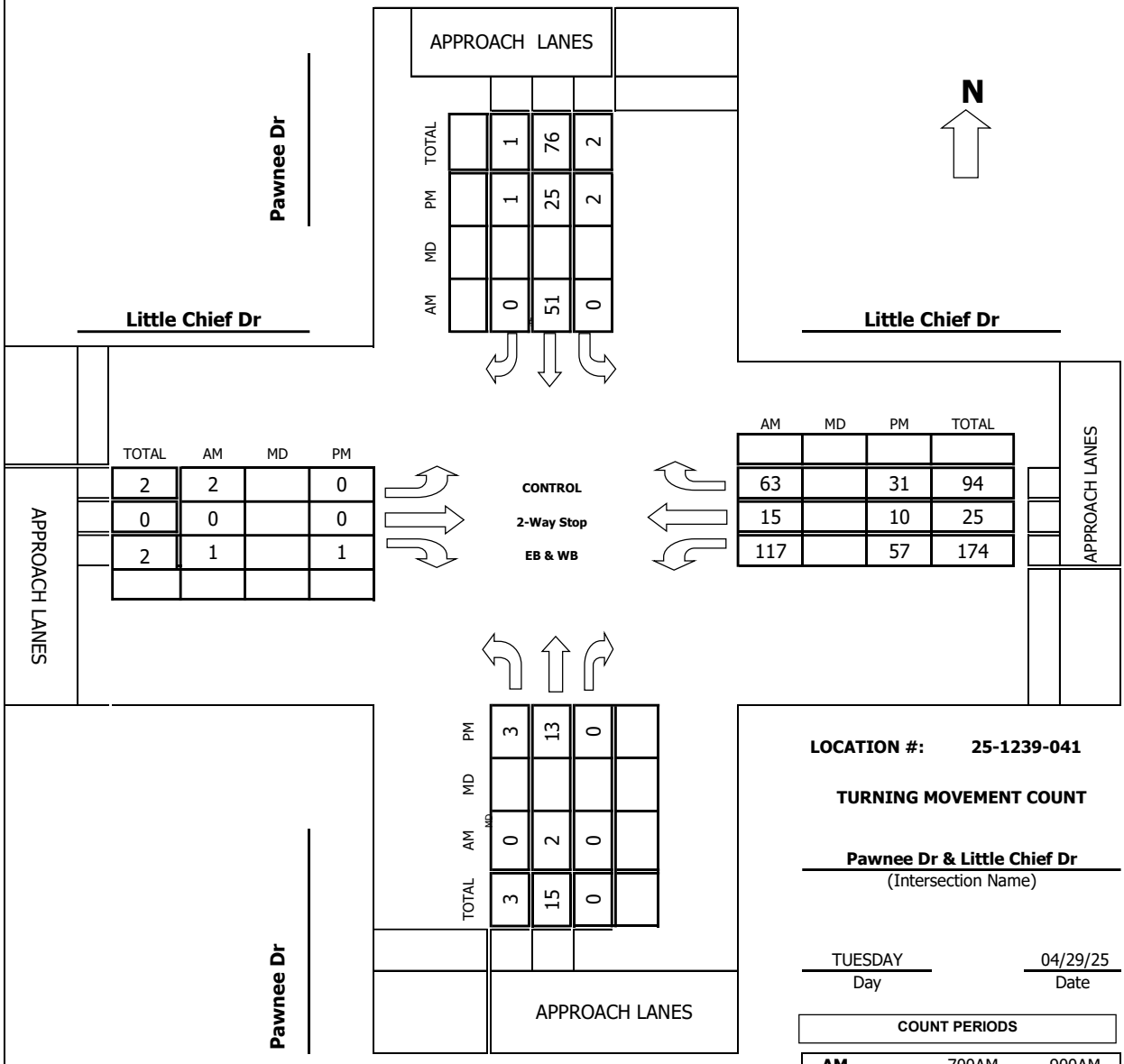


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-041

TMC SUMMARY OF Pawnee Dr & Little Chief Dr



LOCATION #: 25-1239-041

TURNING MOVEMENT COUNT

Pawnee Dr & Little Chief Dr
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pawnee Dr | DATE: 04/29/25 | LOCATION: Lake Havasu City

E-W STREET: Little Chief Dr | DAY: TUESDAY | PROJECT# 25-1239-041

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	1	0	0	5	0	0	0	0	2	0	0	8
7:15 AM	0	2	0	0	14	0	1	0	1	12	1	9	40
7:30 AM	0	0	0	0	21	0	0	0	0	45	7	21	94
7:45 AM	0	0	0	0	13	0	1	0	0	47	6	28	95
8:00 AM	0	0	0	0	3	0	0	0	0	13	1	5	22
8:15 AM	0	1	0	0	0	0	0	0	0	5	0	0	6
8:30 AM	0	0	0	0	2	0	0	0	0	1	0	0	3
8:45 AM	0	1	0	0	1	0	0	0	0	2	0	0	4
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	5	0	0	59	0	2	0	1	127	15	63	272
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	66.67	0.00	33.33	61.95	7.32	30.73	
App/Depart	5	/	70	59	/	187	3	/	0	205	/	15	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	2	0	0	51	0	2	0	1	117	15	63	251
Approach %	0.00	100.00	0.00	0.00	100.00	0.00	66.67	0.00	33.33	60.00	7.69	32.31	
PEAK HR. FACTOR:	0.250			0.607			0.375			0.602			0.661

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1:
GPS: 34.463797, -114.272778

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Pawnee Dr
0
E-W STREET: Little Chief Dr

DATE: 04/29/25
DAY: TUESDAY

LOCATION: Lake Havasu City
PROJECT# 25-1239-041

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	0	1	0	0	5	0	0	0	1	2	0	1	10
2:15 PM	0	3	0	0	12	0	0	0	1	7	1	5	29
2:30 PM	3	4	0	0	7	1	0	0	0	44	9	24	92
2:45 PM	0	4	0	2	1	0	0	0	0	4	0	1	12
3:00 PM	0	2	0	0	5	0	0	0	0	2	0	1	10
3:15 PM	0	5	1	0	1	0	1	0	0	2	0	0	10
3:30 PM	0	1	1	1	4	0	0	0	0	0	0	0	7
3:45 PM	0	1	0	0	3	0	0	0	0	2	1	0	7
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	3	21	2	3	38	1	1	0	2	63	11	32	177
Approach %	11.54	80.77	7.69	7.14	90.48	2.38	33.33	0.00	66.67	59.43	10.38	30.19	
App/Depart	26	/	54	42	/	103	3	/	5	106	/	15	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	3	13	0	2	25	1	0	0	1	57	10	31	143
Approach %	18.75	81.25	0.00	7.14	89.29	3.57	0.00	0.00	100.00	58.16	10.20	31.63	

PEAK HR. FACTOR:	0.571	0.583	0.250	0.318	0.389

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1: 0
GPS: 34.463797, -114.272778

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Pawnee Dr
E-W STREET: Little Chief Dr

Date: 04/29/25
Day: TUESDAY

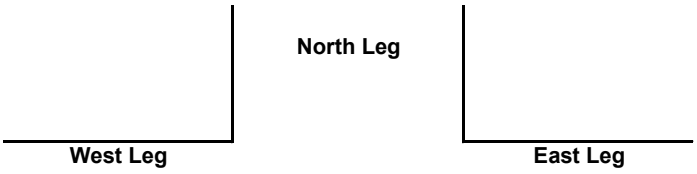
City: Lake Havasu C
Project #: 25-1239-041

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	1	0	0	0
7:15 AM	0	0	0	0
7:30 AM	3	0	0	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**4**	**0**	**1**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**2**	**1**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	8	0	6	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**8**	**0**	**6**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	3	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
TOTAL	**1**	**0**	**3**	**0**

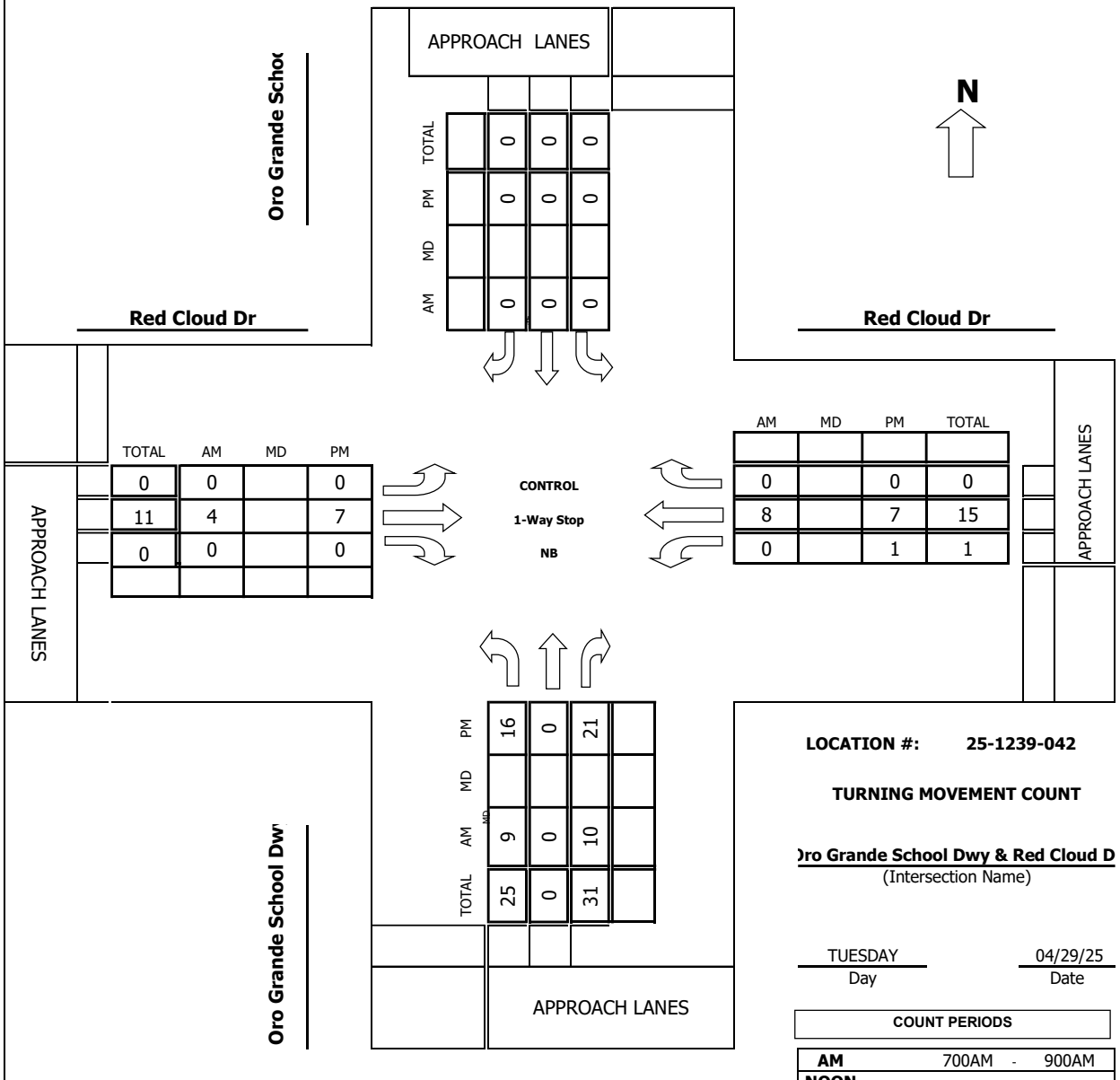


Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 25-1239-042

TMC SUMMARY OF Oro Grande School Dwy & Red Cloud Dr



LOCATION #: 25-1239-042

TURNING MOVEMENT COUNT

Oro Grande School Dwy & Red Cloud D
(Intersection Name)

TUESDAY (Day) 04/29/25 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	200PM	-	400PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR

215 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Oro Grande School Dwy DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Red Cloud Dr DAY: TUESDAY PROJECT# 25-1239-042

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	2	0	0	3	0	6
7:30 AM	5	0	3	0	0	0	0	1	0	0	3	0	12
7:45 AM	3	0	5	0	0	0	0	1	0	0	0	0	9
8:00 AM	1	0	1	0	0	0	0	0	0	0	2	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	9	0	12	0	0	0	0	6	0	0	10	0	37
Approach %	42.86	0.00	57.14	####	####	####	0.00	100.00	0.00	0.00	100.00	0.00	
App/Depart	21	/	0	0	/	0	6	/	18	10	/	19	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	9	0	10	0	0	0	0	4	0	0	8	0	31
Approach %	47.37	0.00	52.63	####	####	####	0.00	100.00	0.00	0.00	100.00	0.00	
PEAK HR. FACTOR:	0.594			0.000			0.500			0.667			0.646

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 34.465586, -114.271709

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Oro Grande School Dwy 0 DATE: 04/29/25 LOCATION: Lake Havasu City

E-W STREET: Red Cloud Dr DAY: TUESDAY PROJECT# 25-1239-042

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM	2	0	0	0	0	0	0	0	0	0	1	0	3
2:15 PM	6	0	7	0	0	0	0	0	0	1	3	0	17
2:30 PM	8	0	10	0	0	0	0	4	0	0	1	0	23
2:45 PM	0	0	3	0	0	0	0	1	0	0	3	0	7
3:00 PM	2	0	1	0	0	0	0	2	0	0	0	0	5
3:15 PM	1	0	1	0	0	0	0	2	0	0	0	0	4
3:30 PM	0	0	1	0	0	0	0	1	0	0	1	0	3
3:45 PM	1	0	5	0	0	0	0	0	0	0	0	0	6
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	20	0	28	0	0	0	0	10	0	1	9	0	68
Approach %	41.67	0.00	58.33	####	####	####	0.00	100.00	0.00	10.00	90.00	0.00	
App/Depart	48	/	0	0	/	1	10	/	38	10	/	29	

PM Peak Hr Begins at: 215 PM

PEAK													
Volumes	16	0	21	0	0	0	0	7	0	1	7	0	52
Approach %	43.24	0.00	56.76	####	####	####	0.00	100.00	0.00	12.50	87.50	0.00	
PEAK HR. FACTOR:		0.514			0.000			0.438			0.500		0.565

CONTROL: 1-Way Stop (NB)
COMMENT 1: 0
GPS: 34.465586, -114.271709

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

Pedestrian & Bicycle Study

N-S STREET: Oro Grande School Dwy
E-W STREET: Red Cloud Dr

Date: 04/29/25
Day: TUESDAY

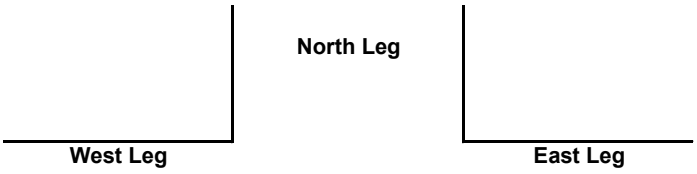
City: Lake Havasu C
Project #: 25-1239-042

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	1	0	0
7:45 AM	0	1	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**2**	**0**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	2	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**2**	**0**	**0**

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	3	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
TOTAL	**0**	**3**	**0**	**0**



Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-005
Street: Palo Verde Blvd S
Location: btwn Monaco Ln & Minnow Ln

GPS FOR EB/NB LOC: 34.49499 / 0.00000
GPS FOR WB/SB LOC: -114.31437 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

NB	5,056	vehicles
SB	4,960	vehicles
Total	10,016	vehicles

85th Percentile

NB	32.0	mph
SB	33.0	mph
Average	32.5	mph

Percentile Speeds	**NB**	**SB**	
10%	22	22	mph
15%	24	24	mph
50%	28	28	mph
85%	32	33	mph
95%	34	37	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
NB	1	10	91	783	2587	1390	176	16	2	0	0	0	0
SB	21	48	149	629	2080	1633	366	32	2	0	0	0	0
Total	22	58	240	1412	4667	3023	542	48	4	0	0	0	0

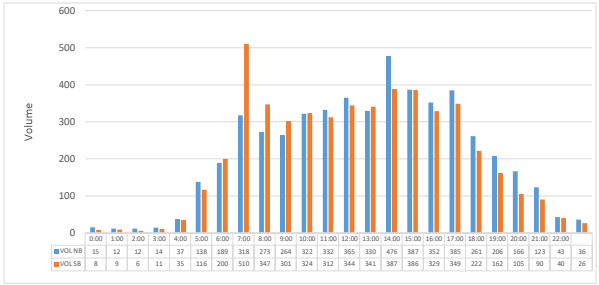
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
NB	5	3343	1098	6	548	30	5	18	2	0	0	0	1
SB	40	3214	1032	4	626	26	6	11	0	0	1	0	0
Total	45	6557	2130	10	1174	56	11	29	2	0	1	0	1
	0.4%	65.5%	21.3%	0.1%	11.7%	0.6%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

NB	SB	TOTAL
5056	4960	10016
5056	4960	10016

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



Class/Volume Report

Street: Palo Verde Blvd S
Location: btwn Monaco Ln & Minnow Ln
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 10,016

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	12:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	12:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
		0	20	2	0	1	0	0	0	0	0	0	0	0	23
4/29/2025	1:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	1:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	4
4/29/2025	1:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	1:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
		1	13	5	0	2	0	0	0	0	0	0	0	0	21
4/29/2025	2:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4/29/2025	2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
		0	15	2	0	1	0	0	0	0	0	0	0	0	18
4/29/2025	3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	3:15 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	3:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
4/29/2025	3:45 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	8
		0	16	5	0	4	0	0	0	0	0	0	0	0	25
4/29/2025	4:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11
4/29/2025	4:15 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	4:30 AM	0	10	7	0	3	0	0	0	0	0	0	0	0	20
4/29/2025	4:45 AM	0	17	8	0	7	0	0	0	0	0	0	0	0	32
		0	40	20	0	12	0	0	0	0	0	0	0	0	72
4/29/2025	5:00 AM	0	20	9	0	3	2	0	1	0	0	0	0	0	35
4/29/2025	5:15 AM	0	23	13	0	8	0	0	0	0	0	0	0	0	44
4/29/2025	5:30 AM	1	34	29	0	25	0	0	0	0	0	0	0	0	89
4/29/2025	5:45 AM	0	46	19	0	19	0	0	2	0	0	0	0	0	86
		1	123	70	0	55	2	0	3	0	0	0	0	0	254
4/29/2025	6:00 AM	2	45	25	0	15	4	0	1	0	0	0	0	0	92
4/29/2025	6:15 AM	1	41	16	0	11	0	0	0	0	0	0	0	0	69
4/29/2025	6:30 AM	0	65	30	0	16	0	0	0	0	0	0	0	0	111
4/29/2025	6:45 AM	0	70	22	1	23	1	0	0	0	0	0	0	0	117
		3	221	93	1	65	5	0	1	0	0	0	0	0	389
4/29/2025	7:00 AM	2	88	32	0	13	1	0	1	0	0	0	0	0	137
4/29/2025	7:15 AM	2	112	38	0	23	1	0	0	0	0	0	0	0	176
4/29/2025	7:30 AM	1	179	32	1	21	0	1	0	0	0	1	0	0	236
4/29/2025	7:45 AM	1	202	45	0	28	3	0	0	0	0	0	0	0	279
		6	581	147	1	85	5	1	1	0	0	1	0	0	828
4/29/2025	8:00 AM	2	81	49	0	23	1	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	94	26	1	15	2	0	1	0	0	0	0	0	
4/29/2025	8:30 AM	0	89	30	1	33	1	0	2	0	0	0	0	0	
4/29/2025	8:45 AM	1	108	44	0	14	1	0	1	0	0	0	0	0	
		3	372	149	2	85	5	0	4	0	0	0	0	0	
4/29/2025	9:00 AM	0	77	35	1	15	1	0	0	0	0	0	0	0	
4/29/2025	9:15 AM	1	65	33	0	19	2	0	1	0	0	0	0	0	
4/29/2025	9:30 AM	0	100	35	1	22	1	1	1	0	0	0	0	0	
4/29/2025	9:45 AM	0	113	30	0	9	2	0	0	0	0	0	0	0	
		1	355	133	2	65	6	1	2	0	0	0	0	0	
4/29/2025	10:00 AM	0	86	30	1	11	4	1	1	1	0	0	0	0	
4/29/2025	10:15 AM	2	99	43	0	27	1	0	1	0	0	0	0	0	
4/29/2025	10:30 AM	0	95	46	0	28	2	0	1	0	0	0	0	0	
4/29/2025	10:45 AM	1	103	34	0	28	0	0	0	0	0	0	0	0	
		3	383	153	1	94	7	1	3	1	0	0	0	0	
4/29/2025	11:00 AM	1	107	45	0	18	4	0	2	0	0	0	0	0	
4/29/2025	11:15 AM	0	97	34	0	30	2	0	0	0	0	0	0	0	
4/29/2025	11:30 AM	0	96	35	0	19	2	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	2	96	39	0	12	2	0	1	0	0	0	0	0	
		3	396	153	0	79	10	0	3	0	0	0	0	0	
4/29/2025	12:00 PM	2	101	40	0	16	0	0	1	0	0	0	0	0	
4/29/2025	12:15 PM	0	116	44	0	23	2	1	1	0	0	0	0	0	
4/29/2025	12:30 PM	0	127	39	0	30	0	0	0	0	0	0	0	0	
4/29/2025	12:45 PM	2	106	40	0	17	0	0	1	0	0	0	0	0	
		4	450	163	0	86	2	1	3	0	0	0	0	0	
4/29/2025	1:00 PM	0	89	37	0	27	2	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	1	98	35	0	20	0	0	0	0	0	0	0	0	
4/29/2025	1:30 PM	0	101	48	0	26	3	1	1	0	0	0	0	0	
4/29/2025	1:45 PM	0	109	56	1	13	2	1	0	0	0	0	0	0	
		1	397	176	1	86	7	2	1	0	0	0	0	0	
4/29/2025	2:00 PM	1	115	34	1	20	2	0	0	0	0	0	0	1	
4/29/2025	2:15 PM	2	128	42	0	21	0	1	1	0	0	0	0	0	
4/29/2025	2:30 PM	1	201	34	0	18	3	2	0	0	0	0	0	0	
4/29/2025	2:45 PM	2	154	45	0	33	0	0	1	0	0	0	0	0	
		6	598	155	1	92	5	3	2	0	0	0	0	1	
4/29/2025	3:00 PM	0	125	33	0	25	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	0	152	39	0	17	0	0	1	0	0	0	0	0	
4/29/2025	3:30 PM	0	121	38	1	27	0	0	1	0	0	0	0	0	
4/29/2025	3:45 PM	1	120	40	0	32	0	0	0	0	0	0	0	0	
		1	518	150	1	101	0	0	2	0	0	0	0	0	
4/29/2025	4:00 PM	0	111	35	0	17	1	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	1	115	34	0	14	0	0	1	0	0	0	0	0	
4/29/2025	4:30 PM	0	127	47	0	9	0	0	1	0	0	0	0	0	
4/29/2025	4:45 PM	1	105	36	0	26	0	0	0	0	0	0	0	0	
		2	458	152	0	66	1	0	2	0	0	0	0	0	
4/29/2025	5:00 PM	1	141	42	0	20	0	1	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	113	39	0	22	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	3	129	32	0	17	0	0	1	0	0	0	0	0	
4/29/2025	5:45 PM	0	135	30	0	8	0	0	0	0	0	0	0	0	
		4	518	143	0	67	0	1	1	0	0	0	0	0	
4/29/2025	6:00 PM	0	88	22	0	11	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	86	18	0	15	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	0	89	20	0	14	0	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	87	19	0	14	0	0	0	0	0	0	0	0	
		0	350	79	0	54	0	0	0	0	0	0	0	0	
4/29/2025	7:00 PM	1	79	8	0	10	0	0	0	0	0	0	0	0	
4/29/2025	7:15 PM	2	64	17	0	12	0	1	0	1	0	0	0	0	
4/29/2025	7:30 PM	2	59	12	0	7	0	0	0	0	0	0	0	0	
4/29/2025	7:45 PM	0	72	13	0	7	0	0	1	0	0	0	0	0	
		5	274	50	0	36	0	1	1	1	0	0	0	0	
4/29/2025	8:00 PM	0	62	22	0	8	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	1	50	15	0	3	0	0	0	0	0	0	0	0	
4/29/2025	8:30 PM	0	43	11	0	4	0	0	0	0	0	0	0	0	
4/29/2025	8:45 PM	0	40	9	0	3	0	0	0	0	0	0	0	0	
		1	195	57	0	18	0	0	0	0	0	0	0	0	
4/29/2025	9:00 PM	0	55	11	0	3	0	0	0	0	0	0	0	0	
4/29/2025	9:15 PM	0	38	10	0	3	0	0	0	0	0	0	0	0	
4/29/2025	9:30 PM	0	42	10	0	4	1	0	0	0	0	0	0	0	
4/29/2025	9:45 PM	0	31	5	0	0	0	0	0	0	0	0	0	0	
		0	166	36	0	10	1	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	16	7	0	5	0	0	0	0	0	0	0	0	
4/29/2025	10:15 PM	0	11	7	0	0	0	0	0	0	0	0	0	0	
4/29/2025	10:30 PM	0	17	6	0	1	0	0	0	0	0	0	0	0	
4/29/2025	10:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	
		0	55	22	0	6	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	0	13	5	0	0	0	0	0	0	0	0	0	0	
4/29/2025	11:15 PM	0	9	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	11:30 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	
4/29/2025	11:45 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	
		0	43	15	0	4	0	0	0	0	0	0	0	0	
	Total:	45	6557	2130	10	1174	56	11	29	2	0	1	0	1	
		0.4%	65.5%	21.3%	0.1%	11.7%	0.6%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-005
4/29/2025
0:00:00

NORTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	15	0	0	0	3	5	4	3	0	0	0	0	0	0
1:00	12	0	0	1	1	5	4	1	0	0	0	0	0	0
2:00	12	0	0	0	0	6	4	2	0	0	0	0	0	0
3:00	14	0	0	0	4	7	3	0	0	0	0	0	0	0
4:00	37	0	0	0	10	11	13	2	1	0	0	0	0	0
5:00	138	0	0	1	22	71	38	5	1	0	0	0	0	0
6:00	189	0	0	4	29	100	51	5	0	0	0	0	0	0
7:00	318	0	0	5	64	183	59	6	1	0	0	0	0	0
8:00	273	0	0	5	50	135	78	5	0	0	0	0	0	0
9:00	264	1	1	8	55	128	64	7	0	0	0	0	0	0
10:00	322	0	1	6	67	190	50	7	1	0	0	0	0	0
11:00	332	0	2	9	54	174	86	7	0	0	0	0	0	0
12:00	365	0	1	5	46	212	88	13	0	0	0	0	0	0
13:00	330	0	2	9	42	183	86	7	1	0	0	0	0	0
14:00	476	0	0	24	139	237	68	7	1	0	0	0	0	0
15:00	387	0	3	6	43	185	136	12	2	0	0	0	0	0
16:00	352	0	0	0	23	199	116	12	1	1	0	0	0	0
17:00	385	0	0	1	28	189	146	19	2	0	0	0	0	0
18:00	261	0	0	2	18	117	100	24	0	0	0	0	0	0
19:00	206	0	0	1	29	93	72	10	1	0	0	0	0	0
20:00	166	0	0	1	31	75	43	12	3	1	0	0	0	0
21:00	123	0	0	2	15	54	45	7	0	0	0	0	0	0
22:00	43	0	0	1	5	13	21	3	0	0	0	0	0	0
23:00	36	0	0	0	5	15	15	0	1	0	0	0	0	0
TOTAL VOLUME	5056	1	10	91	783	2587	1390	176	16	2	0	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-005
4/29/2025
0:00:00

SOUTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	8	0	0	0	0	3	5	0	0	0	0	0	0	0
1:00	9	0	0	0	0	3	5	1	0	0	0	0	0	0
2:00	6	0	0	0	1	3	1	0	1	0	0	0	0	0
3:00	11	0	0	0	3	0	5	2	0	1	0	0	0	0
4:00	35	0	0	0	4	13	12	6	0	0	0	0	0	0
5:00	116	0	0	1	13	39	45	13	5	0	0	0	0	0
6:00	200	0	0	2	17	75	83	18	5	0	0	0	0	0
7:00	510	9	25	89	138	179	62	6	2	0	0	0	0	0
8:00	347	0	0	2	51	170	106	18	0	0	0	0	0	0
9:00	301	0	0	2	37	130	104	26	2	0	0	0	0	0
10:00	324	0	0	0	48	167	90	19	0	0	0	0	0	0
11:00	312	0	0	5	46	136	104	21	0	0	0	0	0	0
12:00	344	0	0	4	37	147	136	20	0	0	0	0	0	0
13:00	341	0	0	3	33	168	113	23	1	0	0	0	0	0
14:00	387	12	23	35	81	148	78	9	1	0	0	0	0	0
15:00	386	0	0	1	37	156	157	33	2	0	0	0	0	0
16:00	329	0	0	1	10	126	148	39	5	0	0	0	0	0
17:00	349	0	0	0	24	127	146	48	4	0	0	0	0	0
18:00	222	0	0	1	15	90	87	28	1	0	0	0	0	0
19:00	162	0	0	2	13	81	52	13	0	1	0	0	0	0
20:00	105	0	0	1	8	48	38	9	1	0	0	0	0	0
21:00	90	0	0	0	9	38	36	7	0	0	0	0	0	0
22:00	40	0	0	0	4	21	10	4	1	0	0	0	0	0
23:00	26	0	0	0	0	12	10	3	1	0	0	0	0	0
TOTAL	4960	21	48	149	629	2080	1633	366	32	2	0	0	0	0
VOLUME														

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-006
Street: Palo Verde Blvd N
Location: west of Patrician Dr

GPS FOR EB/NB LOC: 34.51718 / 0.00000
GPS FOR WB/SB LOC: -114.34308 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:
EB 2,769 vehicles
WB 2,404 vehicles
Total 5,173 vehicles

85th Percentile
EB 37.0 mph
WB 32.0 mph
Average 34.5 mph

Percentile Speeds	EB	WB	
10%	22	21	mph
15%	23	23	mph
50%	30	27	mph
85%	37	32	mph
95%	39	34	mph
Posted speed limit:	25	25	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	9	18	80	406	711	905	511	118	9	2	0	0	0
WB	4	4	37	517	1132	611	85	13	1	0	0	0	0
Total	13	22	117	923	1843	1516	596	131	10	2	0	0	0

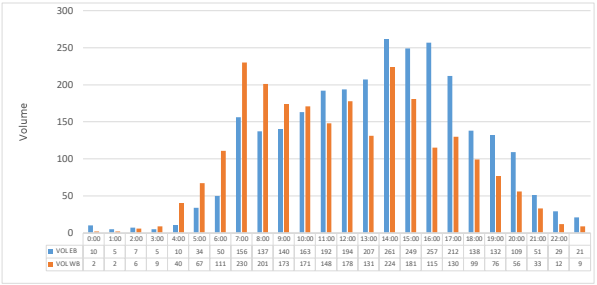
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	33	1474	461	10	735	12	3	34	6	1	0	0	0
WB	9	1639	481	4	236	14	1	16	3	1	0	0	0
Total	42	3113	942	14	971	26	4	50	9	2	0	0	0
	0.8%	60.2%	18.2%	0.3%	18.8%	0.5%	0.1%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
2769	2404	5173
2769	2404	5173

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
VOL EB	10	5	7	5	10	34	50	156	137	140	163	192	194	207	261	249	257	212	138	132	109	51	29	21
VOL WB	2	2	6	9	40	67	111	230	201	173	171	148	178	131	224	181	115	130	99	76	56	33	12	9

Class/Volume Report

Street: Palo Verde Blvd N
Location: west of Patrician Dr
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 5,173

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	12:30 AM	1	3	0	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
		1	9	1	0	1	0	0	0	0	0	0	0	0	12
4/29/2025	1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	1:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/29/2025	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
		0	3	3	0	1	0	0	0	0	0	0	0	0	7
4/29/2025	2:00 AM	0	2	0	0	4	0	0	0	0	0	0	0	0	6
4/29/2025	2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	9	0	0	4	0	0	0	0	0	0	0	0	13
4/29/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	3:30 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	3:45 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
		1	9	3	0	1	0	0	0	0	0	0	0	0	14
4/29/2025	4:00 AM	0	5	1	0	3	0	0	0	0	0	0	0	0	9
4/29/2025	4:15 AM	0	7	0	0	3	0	0	0	0	0	0	0	0	10
4/29/2025	4:30 AM	0	10	1	0	1	1	0	2	0	0	0	0	0	15
4/29/2025	4:45 AM	0	7	5	0	4	0	0	0	0	0	0	0	0	16
		0	29	7	0	11	1	0	2	0	0	0	0	0	50
4/29/2025	5:00 AM	0	15	2	0	5	1	0	0	0	0	0	0	0	23
4/29/2025	5:15 AM	0	17	4	0	6	0	0	0	1	0	0	0	0	28
4/29/2025	5:30 AM	1	13	4	0	3	0	0	1	0	0	0	0	0	22
4/29/2025	5:45 AM	1	16	6	0	5	0	0	0	0	0	0	0	0	28
		2	61	16	0	19	1	0	1	1	0	0	0	0	101
4/29/2025	6:00 AM	0	16	10	0	11	0	0	1	0	0	0	0	0	38
4/29/2025	6:15 AM	0	26	6	1	9	0	0	2	0	0	0	0	0	44
4/29/2025	6:30 AM	0	19	8	0	5	0	0	1	0	0	0	0	0	33
4/29/2025	6:45 AM	0	23	13	0	10	0	0	0	0	0	0	0	0	46
		0	84	37	1	35	0	0	4	0	0	0	0	0	161
4/29/2025	7:00 AM	0	38	8	0	9	2	0	1	0	0	0	0	0	58
4/29/2025	7:15 AM	0	59	18	1	13	0	0	2	1	0	0	0	0	94
4/29/2025	7:30 AM	1	63	20	0	14	0	0	0	0	0	0	0	0	98
4/29/2025	7:45 AM	1	96	29	0	9	1	0	0	0	0	0	0	0	136
		2	256	75	1	45	3	0	3	1	0	0	0	0	386
4/29/2025	8:00 AM	1	44	18	0	21	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	46	22	0	14	0	0	0	0	0	0	0	0	
4/29/2025	8:30 AM	1	50	10	0	19	2	0	0	0	0	0	0	0	
4/29/2025	8:45 AM	0	51	14	2	23	0	0	0	0	0	0	0	0	
		2	191	64	2	77	2	0	0	0	0	0	0	0	
4/29/2025	9:00 AM	0	37	16	0	10	1	0	0	1	0	0	0	0	
4/29/2025	9:15 AM	0	43	14	0	12	0	1	0	0	0	0	0	0	
4/29/2025	9:30 AM	3	51	22	1	18	0	0	0	0	0	0	0	0	
4/29/2025	9:45 AM	0	46	22	0	14	0	0	1	0	0	0	0	0	
		3	177	74	1	54	1	1	1	1	0	0	0	0	
4/29/2025	10:00 AM	2	48	11	0	13	0	0	1	0	0	0	0	0	
4/29/2025	10:15 AM	2	49	10	1	18	1	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	1	56	12	0	17	3	0	0	0	0	0	0	0	
4/29/2025	10:45 AM	1	61	14	0	11	1	0	1	0	0	0	0	0	
		6	214	47	1	59	5	0	2	0	0	0	0	0	
4/29/2025	11:00 AM	0	46	18	0	11	0	0	2	0	0	0	0	0	
4/29/2025	11:15 AM	1	46	15	1	24	1	0	1	0	1	0	0	0	
4/29/2025	11:30 AM	0	55	13	0	19	1	0	1	1	0	0	0	0	
4/29/2025	11:45 AM	0	43	18	0	17	2	1	1	0	0	0	0	0	
		1	190	65	1	71	4	1	5	1	1	0	0	0	
4/29/2025	12:00 PM	0	54	19	1	19	0	0	0	0	0	0	0	0	
4/29/2025	12:15 PM	0	44	15	0	17	0	0	0	1	0	0	0	0	
4/29/2025	12:30 PM	1	65	16	0	20	0	0	1	1	0	0	0	0	
4/29/2025	12:45 PM	1	60	16	0	17	3	0	1	0	0	0	0	0	
		2	223	66	1	73	3	0	2	2	0	0	0	0	
4/29/2025	1:00 PM	1	54	16	0	25	0	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	0	50	14	0	20	2	0	1	0	0	0	0	0	
4/29/2025	1:30 PM	0	48	11	0	10	0	0	0	1	0	0	0	0	
4/29/2025	1:45 PM	0	49	21	0	14	0	0	1	0	0	0	0	0	
		1	201	62	0	69	2	0	2	1	0	0	0	0	
4/29/2025	2:00 PM	1	57	29	0	25	2	1	0	0	0	0	0	0	
4/29/2025	2:15 PM	0	61	23	1	22	1	0	0	0	1	0	0	0	
4/29/2025	2:30 PM	0	101	23	0	19	0	0	1	1	0	0	0	0	
4/29/2025	2:45 PM	3	65	22	0	23	1	0	2	0	0	0	0	0	
		4	284	97	1	89	4	1	3	1	1	0	0	0	
4/29/2025	3:00 PM	2	77	28	1	26	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	1	55	13	1	23	0	0	4	0	0	0	0	0	
4/29/2025	3:30 PM	1	56	25	0	19	0	0	1	0	0	0	0	0	
4/29/2025	3:45 PM	1	54	16	0	24	0	0	2	0	0	0	0	0	
		5	242	82	2	92	0	0	7	0	0	0	0	0	
4/29/2025	4:00 PM	0	52	16	0	23	0	0	2	0	0	0	0	0	
4/29/2025	4:15 PM	1	49	13	0	19	0	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	1	66	19	0	18	0	0	1	0	0	0	0	0	
4/29/2025	4:45 PM	0	60	18	0	13	0	0	1	0	0	0	0	0	
		2	227	66	0	73	0	0	4	0	0	0	0	0	
4/29/2025	5:00 PM	1	38	21	0	24	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	52	15	1	21	0	0	1	0	0	0	0	0	
4/29/2025	5:30 PM	0	62	12	0	14	0	0	2	0	0	0	0	0	
4/29/2025	5:45 PM	2	54	12	0	10	0	0	0	0	0	0	0	0	
		3	206	60	1	69	0	0	3	0	0	0	0	0	
4/29/2025	6:00 PM	1	47	15	1	13	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	39	8	0	14	0	0	1	0	0	0	0	0	
4/29/2025	6:30 PM	0	41	7	0	9	0	0	0	1	0	0	0	0	
4/29/2025	6:45 PM	0	31	4	0	4	0	0	1	0	0	0	0	0	
		1	158	34	1	40	0	0	2	1	0	0	0	0	
4/29/2025	7:00 PM	1	44	7	0	7	0	0	2	0	0	0	0	0	
4/29/2025	7:15 PM	0	31	6	0	9	0	0	1	0	0	0	0	0	
4/29/2025	7:30 PM	0	22	12	0	7	0	0	2	0	0	0	0	0	
4/29/2025	7:45 PM	0	33	9	0	15	0	0	0	0	0	0	0	0	
		1	130	34	0	38	0	0	5	0	0	0	0	0	
4/29/2025	8:00 PM	2	30	8	0	4	0	1	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	29	10	1	11	0	0	2	0	0	0	0	0	
4/29/2025	8:30 PM	0	22	9	0	5	0	0	0	0	0	0	0	0	
4/29/2025	8:45 PM	1	18	5	0	7	0	0	0	0	0	0	0	0	
		3	99	32	1	27	0	1	2	0	0	0	0	0	
4/29/2025	9:00 PM	0	20	2	0	2	0	0	1	0	0	0	0	0	
4/29/2025	9:15 PM	0	15	3	0	2	0	0	0	0	0	0	0	0	
4/29/2025	9:30 PM	0	15	1	0	3	0	0	1	0	0	0	0	0	
4/29/2025	9:45 PM	0	14	2	0	3	0	0	0	0	0	0	0	0	
		0	64	8	0	10	0	0	2	0	0	0	0	0	
4/29/2025	10:00 PM	0	11	4	0	3	0	0	0	0	0	0	0	0	
4/29/2025	10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	10:30 PM	0	5	1	0	5	0	0	0	0	0	0	0	0	
4/29/2025	10:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
		0	27	6	0	8	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	2	10	1	0	1	0	0	0	0	0	0	0	0	
4/29/2025	11:15 PM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	11:30 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	11:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
		2	20	3	0	5	0	0	0	0	0	0	0	0	
	Total:	42	3113	942	14	971	26	4	50	9	2	0	0	0	
		0.8%	60.2%	18.2%	0.3%	18.8%	0.5%	0.1%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-006
4/29/2025
0:00:00

EASTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	10	0	0	0	1	4	1	4	0	0	0	0	0	0
1:00	5	0	0	0	0	2	1	0	0	2	0	0	0	0
2:00	7	0	0	0	0	2	2	3	0	0	0	0	0	0
3:00	5	1	0	0	0	0	1	3	0	0	0	0	0	0
4:00	10	0	0	0	0	2	5	1	2	0	0	0	0	0
5:00	34	0	0	1	6	8	11	5	2	1	0	0	0	0
6:00	50	0	0	2	9	11	20	8	0	0	0	0	0	0
7:00	156	1	1	12	52	49	33	8	0	0	0	0	0	0
8:00	137	1	2	6	31	60	23	11	3	0	0	0	0	0
9:00	140	3	0	10	26	47	35	14	4	1	0	0	0	0
10:00	163	1	2	9	42	39	43	24	3	0	0	0	0	0
11:00	192	0	0	7	37	62	61	23	2	0	0	0	0	0
12:00	194	0	0	8	28	67	66	24	0	1	0	0	0	0
13:00	207	0	0	8	44	69	65	17	4	0	0	0	0	0
14:00	261	1	11	16	66	61	78	25	3	0	0	0	0	0
15:00	249	1	1	0	24	66	84	59	13	0	1	0	0	0
16:00	257	0	0	0	12	48	99	77	20	0	1	0	0	0
17:00	212	0	1	1	5	32	72	76	23	2	0	0	0	0
18:00	138	0	0	0	3	22	57	43	13	0	0	0	0	0
19:00	132	0	0	0	5	27	58	32	9	1	0	0	0	0
20:00	109	0	0	0	6	16	51	29	6	1	0	0	0	0
21:00	51	0	0	0	6	11	19	12	3	0	0	0	0	0
22:00	29	0	0	0	2	4	12	6	5	0	0	0	0	0
23:00	21	0	0	0	1	2	8	7	3	0	0	0	0	0
TOTAL VOLUME	2769	9	18	80	406	711	905	511	118	9	2	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-006
4/29/2025
0:00:00

WESTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2:00	6	0	0	0	0	3	2	1	0	0	0	0	0	0
3:00	9	0	0	0	0	3	5	1	0	0	0	0	0	0
4:00	40	0	0	0	3	11	21	5	0	0	0	0	0	0
5:00	67	1	0	0	7	22	32	4	1	0	0	0	0	0
6:00	111	0	0	2	30	60	17	2	0	0	0	0	0	0
7:00	230	0	0	2	70	115	41	2	0	0	0	0	0	0
8:00	201	0	1	5	70	88	35	1	1	0	0	0	0	0
9:00	173	0	0	2	52	96	21	2	0	0	0	0	0	0
10:00	171	0	1	9	39	100	21	1	0	0	0	0	0	0
11:00	148	0	0	3	47	76	19	3	0	0	0	0	0	0
12:00	178	0	0	6	60	89	23	0	0	0	0	0	0	0
13:00	131	0	0	5	34	70	22	0	0	0	0	0	0	0
14:00	224	0	1	3	51	121	43	4	1	0	0	0	0	0
15:00	181	0	1	0	19	72	79	9	1	0	0	0	0	0
16:00	115	0	0	0	1	37	64	11	2	0	0	0	0	0
17:00	130	1	0	0	12	46	58	12	1	0	0	0	0	0
18:00	99	0	0	0	6	43	38	9	3	0	0	0	0	0
19:00	76	0	0	0	8	32	26	9	0	1	0	0	0	0
20:00	56	0	0	0	3	28	20	4	1	0	0	0	0	0
21:00	33	0	0	0	4	10	13	5	1	0	0	0	0	0
22:00	12	0	0	0	1	4	7	0	0	0	0	0	0	0
23:00	9	2	0	0	0	4	2	0	1	0	0	0	0	0
TOTAL VOLUME	2404	4	4	37	517	1132	611	85	13	1	0	0	0	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-016
Street: Havasupai Blvd
Location: btwn Satellite Dr & Havasupai Ct

GPS FOR EB/NB LOC: 34.50790 / 0.00000
GPS FOR WB/SB LOC: -114.31768 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	1,356	vehicles
WB	1,654	vehicles
Total	3,010	vehicles

85th Percentile

EB	33.0	mph
WB	34.0	mph
Average	33.5	mph

Percentile Speeds	**EB**	**WB**	
10%	20	19	mph
15%	21	20	mph
50%	26	27	mph
85%	33	34	mph
95%	38	38	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	0	14	102	393	435	261	122	25	3	1	0	0	0
WB	5	21	162	383	447	425	167	36	6	2	0	0	0
Total	5	35	264	776	882	686	289	61	9	3	0	0	0

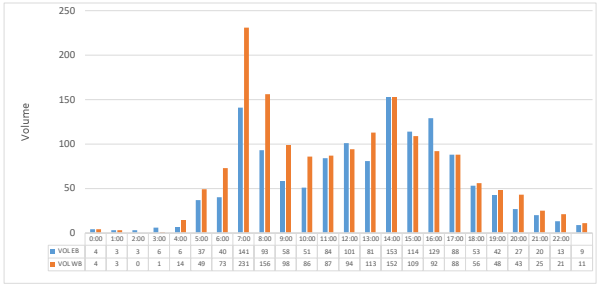
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	3	1094	148	2	100	3	0	4	1	0	1	0	0
WB	12	1088	258	5	279	1	1	10	0	0	0	0	0
Total	15	2182	406	7	379	4	1	14	1	0	1	0	0
	0.5%	72.5%	13.5%	0.2%	12.6%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
1356	1654	3010
1356	1654	3010

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
VOL EB	4	3	3	6	6	37	40	141	93	58	51	84	101	81	153	114	129	88	53	42	27	20	13	9
VOL WB	4	3	0	1	14	49	73	231	156	98	86	87	94	113	152	109	92	88	56	48	43	25	21	11

Class/Volume Report

Street: Havasupai Blvd
Location: btwn Satellite Dr & Havasupai Ct
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 3,010

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	12:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
		0	7	0	0	1	0	0	0	0	0	0	0	0	8
4/29/2025	1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	5	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
		0	7	0	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	4:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	4:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
		0	18	1	0	1	0	0	0	0	0	0	0	0	20
4/29/2025	5:00 AM	0	13	1	0	3	0	0	0	0	0	0	0	0	17
4/29/2025	5:15 AM	0	17	2	0	5	0	0	0	0	0	0	0	0	24
4/29/2025	5:30 AM	0	16	2	0	3	0	0	0	0	0	0	0	0	21
4/29/2025	5:45 AM	0	15	1	0	8	0	0	0	0	0	0	0	0	24
		0	61	6	0	19	0	0	0	0	0	0	0	0	86
4/29/2025	6:00 AM	0	15	1	0	5	0	0	0	0	0	0	0	0	21
4/29/2025	6:15 AM	0	25	3	0	3	0	0	0	0	0	0	0	0	31
4/29/2025	6:30 AM	0	14	6	0	5	0	0	0	0	0	0	0	0	25
4/29/2025	6:45 AM	0	29	3	1	3	0	0	0	0	0	0	0	0	36
		0	83	13	1	16	0	0	0	0	0	0	0	0	113
4/29/2025	7:00 AM	0	24	6	0	7	0	0	0	0	0	0	0	0	37
4/29/2025	7:15 AM	0	50	10	1	8	0	0	0	0	0	0	0	0	69
4/29/2025	7:30 AM	0	85	20	0	13	0	0	0	0	0	0	0	0	118
4/29/2025	7:45 AM	0	124	11	0	13	0	0	0	0	0	0	0	0	148
		0	283	47	1	41	0	0	0	0	0	0	0	0	372
4/29/2025	8:00 AM	1	52	13	0	9	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	38	6	0	6	0	0	0	0	0	0	0	0	
4/29/2025	8:30 AM	1	44	5	1	5	0	0	1	0	0	0	0	0	
4/29/2025	8:45 AM	0	53	5	0	9	0	0	0	0	0	0	0	0	
		2	187	29	1	29	0	0	1	0	0	0	0	0	
4/29/2025	9:00 AM	0	25	6	0	6	0	0	0	0	0	0	0	0	
4/29/2025	9:15 AM	1	29	7	0	8	0	0	0	0	0	0	0	0	
4/29/2025	9:30 AM	0	31	5	0	6	0	0	0	1	0	0	0	0	
4/29/2025	9:45 AM	0	23	4	0	4	0	0	0	0	0	0	0	0	
		1	108	22	0	24	0	0	0	1	0	0	0	0	
4/29/2025	10:00 AM	0	27	4	0	4	0	0	0	0	0	0	0	0	
4/29/2025	10:15 AM	1	23	4	0	4	0	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	1	18	3	0	9	0	0	0	0	0	0	0	0	
4/29/2025	10:45 AM	1	30	4	0	3	0	0	1	0	0	0	0	0	
		3	98	15	0	20	0	0	1	0	0	0	0	0	
4/29/2025	11:00 AM	0	23	5	0	3	0	0	0	0	0	0	0	0	
4/29/2025	11:15 AM	0	24	10	0	5	0	0	2	0	0	0	0	0	
4/29/2025	11:30 AM	0	31	10	0	3	0	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	0	37	9	0	8	0	0	1	0	0	0	0	0	
		0	115	34	0	19	0	0	3	0	0	0	0	0	
4/29/2025	12:00 PM	0	44	9	0	5	0	0	0	0	0	0	0	0	
4/29/2025	12:15 PM	0	32	6	0	12	0	0	0	0	0	0	0	0	
4/29/2025	12:30 PM	1	26	6	0	6	0	0	0	0	0	0	0	0	
4/29/2025	12:45 PM	1	29	9	0	7	0	0	2	0	0	0	0	0	
		2	131	30	0	30	0	0	2	0	0	0	0	0	
4/29/2025	1:00 PM	1	33	11	0	4	0	0	1	0	0	0	0	0	
4/29/2025	1:15 PM	0	28	12	0	5	0	0	0	0	0	0	0	0	
4/29/2025	1:30 PM	1	26	13	0	7	1	0	2	0	0	0	0	0	
4/29/2025	1:45 PM	0	29	10	0	10	0	0	0	0	0	0	0	0	
		2	116	46	0	26	1	0	3	0	0	0	0	0	
4/29/2025	2:00 PM	0	36	11	0	9	1	0	1	0	0	1	0	0	
4/29/2025	2:15 PM	1	48	13	0	7	0	0	0	0	0	0	0	0	
4/29/2025	2:30 PM	0	79	19	0	11	1	1	0	0	0	0	0	0	
4/29/2025	2:45 PM	0	47	13	0	6	0	0	0	0	0	0	0	0	
		1	210	56	0	33	2	1	1	0	0	1	0	0	
4/29/2025	3:00 PM	0	41	4	1	7	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	0	43	8	1	7	0	0	0	0	0	0	0	0	
4/29/2025	3:30 PM	0	36	9	0	13	0	0	0	0	0	0	0	0	
4/29/2025	3:45 PM	2	39	6	0	6	0	0	0	0	0	0	0	0	
		2	159	27	2	33	0	0	0	0	0	0	0	0	
4/29/2025	4:00 PM	0	52	5	0	6	0	0	1	0	0	0	0	0	
4/29/2025	4:15 PM	0	37	6	0	7	0	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	1	38	14	0	2	0	0	2	0	0	0	0	0	
4/29/2025	4:45 PM	0	42	5	0	3	0	0	0	0	0	0	0	0	
		1	169	30	0	18	0	0	3	0	0	0	0	0	
4/29/2025	5:00 PM	0	44	6	2	6	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	36	8	0	7	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	0	21	7	0	5	1	0	0	0	0	0	0	0	
4/29/2025	5:45 PM	0	23	2	0	8	0	0	0	0	0	0	0	0	
		0	124	23	2	26	1	0	0	0	0	0	0	0	
4/29/2025	6:00 PM	0	27	1	0	2	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	20	3	0	2	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	0	19	2	0	4	0	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	24	3	0	2	0	0	0	0	0	0	0	0	
		0	90	9	0	10	0	0	0	0	0	0	0	0	
4/29/2025	7:00 PM	0	16	0	0	3	0	0	0	0	0	0	0	0	
4/29/2025	7:15 PM	1	20	1	0	2	0	0	0	0	0	0	0	0	
4/29/2025	7:30 PM	0	18	2	0	6	0	0	0	0	0	0	0	0	
4/29/2025	7:45 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	
		1	70	6	0	13	0	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	0	14	0	0	5	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	17	0	0	1	0	0	0	0	0	0	0	0	
4/29/2025	8:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	8:45 PM	0	12	1	0	3	0	0	0	0	0	0	0	0	
		0	58	3	0	9	0	0	0	0	0	0	0	0	
4/29/2025	9:00 PM	0	12	0	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:30 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:45 PM	0	8	0	0	3	0	0	0	0	0	0	0	0	
		0	40	0	0	5	0	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	10	2	0	2	0	0	0	0	0	0	0	0	
4/29/2025	10:15 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
4/29/2025	10:30 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
4/29/2025	10:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
		0	23	5	0	6	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	11:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	11:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
		0	18	2	0	0	0	0	0	0	0	0	0	0	
	Total:	15	2182	406	7	379	4	1	14	1	0	1	0	0	
		0.5%	72.5%	13.5%	0.2%	12.6%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-016
4/29/2025
0:00:00

EASTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	4	0	0	0	1	1	0	1	0	1	0	0	0	0
1:00	3	0	0	0	1	2	0	0	0	0	0	0	0	0
2:00	3	0	0	0	1	1	1	0	0	0	0	0	0	0
3:00	6	0	0	1	1	3	1	0	0	0	0	0	0	0
4:00	6	0	0	1	1	2	2	0	0	0	0	0	0	0
5:00	37	0	0	3	8	25	1	0	0	0	0	0	0	0
6:00	40	0	0	4	21	12	2	1	0	0	0	0	0	0
7:00	141	0	5	21	57	37	18	3	0	0	0	0	0	0
8:00	93	0	3	10	31	33	13	3	0	0	0	0	0	0
9:00	58	0	0	5	16	35	2	0	0	0	0	0	0	0
10:00	51	0	0	2	13	24	5	5	1	0	1	0	0	0
11:00	84	0	1	9	29	21	16	6	2	0	0	0	0	0
12:00	101	0	0	9	42	33	15	2	0	0	0	0	0	0
13:00	81	0	1	7	31	23	17	2	0	0	0	0	0	0
14:00	153	0	4	15	49	49	26	8	2	0	0	0	0	0
15:00	114	0	0	6	26	27	31	17	6	1	0	0	0	0
16:00	129	0	0	3	18	35	41	28	4	0	0	0	0	0
17:00	88	0	0	1	10	23	27	19	7	1	0	0	0	0
18:00	53	0	0	0	8	12	17	15	1	0	0	0	0	0
19:00	42	0	0	4	8	13	11	5	1	0	0	0	0	0
20:00	27	0	0	1	7	12	5	2	0	0	0	0	0	0
21:00	20	0	0	0	6	7	5	2	0	0	0	0	0	0
22:00	13	0	0	0	4	4	2	2	1	0	0	0	0	0
23:00	9	0	0	0	4	1	3	1	0	0	0	0	0	0
TOTAL VOLUME	1356	0	14	102	393	435	261	122	25	3	1	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-016
4/29/2025
0:00:00

WESTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	4	0	0	0	0	1	2	0	1	0	0	0	0	0
1:00	3	0	0	0	0	0	1	1	0	0	1	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
4:00	14	0	0	0	0	4	4	6	0	0	0	0	0	0
5:00	49	0	0	1	3	9	22	9	4	1	0	0	0	0
6:00	73	0	0	4	15	26	23	3	2	0	0	0	0	0
7:00	231	0	11	78	89	37	14	1	1	0	0	0	0	0
8:00	156	1	4	39	60	38	11	3	0	0	0	0	0	0
9:00	98	1	0	4	35	35	18	4	1	0	0	0	0	0
10:00	86	1	1	6	26	32	16	4	0	0	0	0	0	0
11:00	87	0	1	5	29	32	19	1	0	0	0	0	0	0
12:00	94	0	0	3	35	34	19	3	0	0	0	0	0	0
13:00	113	1	0	6	42	45	15	3	0	1	0	0	0	0
14:00	152	0	2	13	32	57	38	10	0	0	0	0	0	0
15:00	109	0	1	0	2	26	51	20	8	1	0	0	0	0
16:00	92	1	1	1	0	17	48	18	3	2	1	0	0	0
17:00	88	0	0	1	4	14	39	27	3	0	0	0	0	0
18:00	56	0	0	0	4	4	31	13	4	0	0	0	0	0
19:00	48	0	0	0	4	11	20	11	2	0	0	0	0	0
20:00	43	0	0	1	0	13	12	12	4	1	0	0	0	0
21:00	25	0	0	0	2	7	8	7	1	0	0	0	0	0
22:00	21	0	0	0	0	2	11	6	2	0	0	0	0	0
23:00	11	0	0	0	1	3	2	5	0	0	0	0	0	0
TOTAL VOLUME	1654	5	21	162	383	447	425	167	36	6	2	0	0	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-017
Street: Kiowa Blvd
Location: btwn Arcadia Dr & Simitan Dr

GPS FOR EB/NB LOC: 34.51128 / 0.00000
GPS FOR WB/SB LOC: -114.31953 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:
EB 2,754 vehicles
WB 2,632 vehicles
Total 5,386 vehicles

85th Percentile
EB 39.0 mph
WB 43.0 mph
Average 41.0 mph

Percentile Speeds	EB	WB	
10%	27	29	mph
15%	29	31	mph
50%	34	37	mph
85%	39	43	mph
95%	42	45	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	10	16	17	94	329	996	1031	221	36	2	1	1	0
WB	0	18	28	61	183	464	1021	713	118	19	4	2	1
Total	10	34	45	155	512	1460	2052	934	154	21	5	3	1

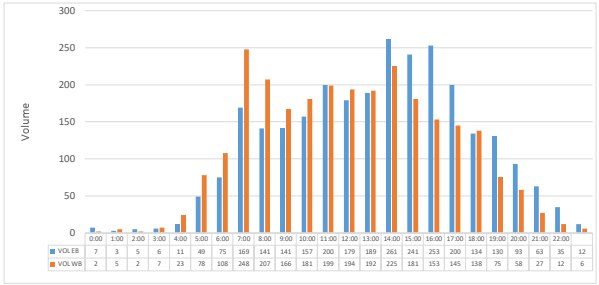
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	30	1688	645	6	319	32	9	17	5	1	1	1	0
WB	9	1317	490	6	756	24	2	22	5	0	0	1	0
Total	39	3005	1135	12	1075	56	11	39	10	1	1	2	0
	0.7%	55.8%	21.1%	0.2%	20.0%	1.0%	0.2%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
2754	2632	5386
2754	2632	5386

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
VOL EB	7	3	5	6	11	49	75	169	141	141	157	200	179	189	261	241	253	200	134	130	93	63	35	12
VOL WB	2	5	2	7	23	78	108	248	207	166	181	199	194	192	225	181	153	145	138	75	58	27	12	6

Class/Volume Report

Street: Kiowa Blvd
Location: btwn Arcadia Dr & Simitan Dr
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 5,386

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
		0	8	0	0	1	0	0	0	0	0	0	0	0	9
4/29/2025	1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	1:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
		0	5	2	0	1	0	0	0	0	0	0	0	0	8
4/29/2025	2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
		0	6	0	0	1	0	0	0	0	0	0	0	0	7
4/29/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	3:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	3:45 AM	0	2	2	0	1	4	0	0	0	0	0	0	0	9
		0	4	3	0	2	4	0	0	0	0	0	0	0	13
4/29/2025	4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4/29/2025	4:15 AM	0	1	0	0	4	2	0	0	0	0	0	0	0	7
4/29/2025	4:30 AM	0	1	3	0	10	1	0	0	0	0	0	0	0	15
4/29/2025	4:45 AM	0	6	1	0	2	2	0	0	0	0	0	0	0	11
		0	8	4	0	16	6	0	0	0	0	0	0	0	34
4/29/2025	5:00 AM	0	6	3	0	8	3	0	0	0	0	0	0	0	20
4/29/2025	5:15 AM	0	9	6	1	5	2	0	0	0	1	0	0	0	24
4/29/2025	5:30 AM	1	12	5	0	13	2	0	0	0	0	0	0	0	33
4/29/2025	5:45 AM	3	18	8	1	16	3	1	0	0	0	0	0	0	50
		4	45	22	2	42	10	1	0	0	1	0	0	0	127
4/29/2025	6:00 AM	0	18	7	0	10	2	0	0	0	0	0	0	0	37
4/29/2025	6:15 AM	0	19	11	0	6	3	0	0	0	0	0	0	0	39
4/29/2025	6:30 AM	0	22	9	0	17	1	1	1	0	0	1	1	0	53
4/29/2025	6:45 AM	0	18	15	0	20	1	0	0	0	0	0	0	0	54
		0	77	42	0	53	7	1	1	0	0	1	1	0	183
4/29/2025	7:00 AM	1	36	23	0	18	2	0	0	1	0	0	0	0	81
4/29/2025	7:15 AM	0	39	16	0	18	2	0	0	0	0	0	1	0	76
4/29/2025	7:30 AM	0	59	22	2	24	1	0	1	1	0	0	0	0	110
4/29/2025	7:45 AM	2	82	39	0	26	1	0	0	0	0	0	0	0	150
		3	216	100	2	86	6	0	1	2	0	0	1	0	417
4/29/2025	8:00 AM	0	46	17	0	20	0	0	3	0	0	0	0	0	
4/29/2025	8:15 AM	0	41	16	1	29	1	0	2	0	0	0	0	0	
4/29/2025	8:30 AM	0	45	14	0	21	0	0	1	1	0	0	0	0	
4/29/2025	8:45 AM	0	42	22	0	25	0	0	1	0	0	0	0	0	
		0	174	69	1	95	1	0	7	1	0	0	0	0	
4/29/2025	9:00 AM	1	37	17	0	21	1	0	2	0	0	0	0	0	
4/29/2025	9:15 AM	0	32	18	0	20	0	0	0	1	0	0	0	0	
4/29/2025	9:30 AM	2	39	17	0	23	1	0	1	0	0	0	0	0	
4/29/2025	9:45 AM	1	38	15	1	18	0	0	1	0	0	0	0	0	
		4	146	67	1	82	2	0	4	1	0	0	0	0	
4/29/2025	10:00 AM	0	40	25	0	17	1	0	0	1	0	0	0	0	
4/29/2025	10:15 AM	1	37	21	0	15	2	0	1	0	0	0	0	0	
4/29/2025	10:30 AM	0	47	21	0	21	0	0	0	1	0	0	0	0	
4/29/2025	10:45 AM	1	46	14	0	25	0	0	1	0	0	0	0	0	
		2	170	81	0	78	3	0	2	2	0	0	0	0	
4/29/2025	11:00 AM	1	61	19	0	26	1	2	1	1	0	0	0	0	
4/29/2025	11:15 AM	0	57	21	0	16	1	1	2	0	0	0	0	0	
4/29/2025	11:30 AM	0	53	24	1	25	1	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	1	55	8	0	10	0	0	2	0	0	0	0	0	
		2	226	72	1	86	3	3	5	1	0	0	0	0	
4/29/2025	12:00 PM	0	51	23	1	22	1	0	1	0	0	0	0	0	
4/29/2025	12:15 PM	1	47	21	0	17	0	0	0	1	0	0	0	0	
4/29/2025	12:30 PM	0	43	22	0	27	1	1	0	0	0	0	0	0	
4/29/2025	12:45 PM	0	50	19	0	22	1	0	1	0	0	0	0	0	
		1	191	85	1	88	3	1	2	1	0	0	0	0	
4/29/2025	1:00 PM	1	59	20	0	29	0	1	1	0	0	0	0	0	
4/29/2025	1:15 PM	1	37	17	1	23	0	0	1	1	0	0	0	0	
4/29/2025	1:30 PM	0	56	15	0	16	0	0	0	0	0	0	0	0	
4/29/2025	1:45 PM	1	56	19	0	23	2	1	0	0	0	0	0	0	
		3	208	71	1	91	2	2	2	1	0	0	0	0	
4/29/2025	2:00 PM	2	71	27	0	17	0	0	2	0	0	0	0	0	
4/29/2025	2:15 PM	0	64	26	1	18	1	0	0	0	0	0	0	0	
4/29/2025	2:30 PM	1	81	26	0	20	0	2	1	0	0	0	0	0	
4/29/2025	2:45 PM	2	70	34	0	20	0	0	0	0	0	0	0	0	
		5	286	113	1	75	1	2	3	0	0	0	0	0	
4/29/2025	3:00 PM	3	59	24	1	12	0	1	1	0	0	0	0	0	
4/29/2025	3:15 PM	0	59	23	0	18	0	0	1	0	0	0	0	0	
4/29/2025	3:30 PM	0	77	20	0	22	0	0	0	0	0	0	0	0	
4/29/2025	3:45 PM	3	60	23	0	14	1	0	0	0	0	0	0	0	
		6	255	90	1	66	1	1	2	0	0	0	0	0	
4/29/2025	4:00 PM	0	59	19	0	13	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	0	58	20	0	20	2	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	3	74	30	0	17	0	0	0	0	0	0	0	0	
4/29/2025	4:45 PM	0	53	25	0	12	1	0	0	0	0	0	0	0	
		3	244	94	0	62	3	0	0	0	0	0	0	0	
4/29/2025	5:00 PM	1	69	21	0	17	0	0	1	1	0	0	0	0	
4/29/2025	5:15 PM	2	48	22	0	19	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	0	43	14	0	16	1	0	1	0	0	0	0	0	
4/29/2025	5:45 PM	0	45	11	0	11	1	0	1	0	0	0	0	0	
		3	205	68	0	63	2	0	3	1	0	0	0	0	
4/29/2025	6:00 PM	0	30	11	0	8	0	0	2	0	0	0	0	0	
4/29/2025	6:15 PM	1	33	14	0	5	0	0	1	0	0	0	0	0	
4/29/2025	6:30 PM	1	49	20	0	11	1	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	57	18	0	9	0	0	1	0	0	0	0	0	
		2	169	63	0	33	1	0	4	0	0	0	0	0	
4/29/2025	7:00 PM	0	34	9	1	5	0	0	0	0	0	0	0	0	
4/29/2025	7:15 PM	0	44	10	0	11	0	0	0	0	0	0	0	0	
4/29/2025	7:30 PM	0	32	7	0	5	0	0	0	0	0	0	0	0	
4/29/2025	7:45 PM	0	27	10	0	9	1	0	0	0	0	0	0	0	
		0	137	36	1	30	1	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	1	34	4	0	4	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	25	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:30 PM	0	32	6	0	3	0	0	0	0	0	0	0	0	
4/29/2025	8:45 PM	0	26	7	0	1	0	0	2	0	0	0	0	0	
		1	117	21	0	10	0	0	2	0	0	0	0	0	
4/29/2025	9:00 PM	0	20	5	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:15 PM	0	19	3	0	2	0	0	0	0	0	0	0	0	
4/29/2025	9:30 PM	0	17	5	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:45 PM	0	12	1	0	5	0	0	0	0	0	0	0	0	
		0	68	14	0	8	0	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	8	2	0	2	0	0	0	0	0	0	0	0	
4/29/2025	10:15 PM	0	8	4	0	0	0	0	1	0	0	0	0	0	
4/29/2025	10:30 PM	0	11	6	0	2	0	0	0	0	0	0	0	0	
4/29/2025	10:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
		0	28	13	0	5	0	0	1	0	0	0	0	0	
4/29/2025	11:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	11:30 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	11:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
		0	12	5	0	1	0	0	0	0	0	0	0	0	
	Total:	39	3005	1135	12	1075	56	11	39	10	1	1	2	0	
		0.7%	55.8%	21.1%	0.2%	20.0%	1.0%	0.2%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-017
4/29/2025
0:00:00

EASTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	7	0	0	0	0	0	2	4	1	0	0	0	0	0
1:00	3	0	0	0	0	0	2	0	0	1	0	0	0	0
2:00	5	0	0	0	0	0	3	1	0	1	0	0	0	0
3:00	6	0	0	0	0	2	4	0	0	0	0	0	0	0
4:00	11	0	0	0	0	3	5	3	0	0	0	0	0	0
5:00	49	1	2	0	1	10	13	18	3	1	0	0	0	0
6:00	75	1	0	0	2	14	27	21	9	1	0	0	0	0
7:00	169	0	3	2	8	19	65	65	5	2	0	0	0	0
8:00	141	0	0	2	5	16	55	52	9	2	0	0	0	0
9:00	141	1	2	3	4	14	66	39	11	1	0	0	0	0
10:00	157	0	2	1	5	15	50	72	12	0	0	0	0	0
11:00	200	3	0	4	3	29	83	61	12	4	0	0	1	0
12:00	179	1	0	0	5	20	72	67	10	4	0	0	0	0
13:00	189	0	1	0	9	21	63	79	12	3	0	1	0	0
14:00	261	2	1	0	2	23	103	96	31	3	0	0	0	0
15:00	241	0	2	2	3	21	81	112	17	2	1	0	0	0
16:00	253	1	1	1	8	16	69	117	36	3	1	0	0	0
17:00	200	0	2	0	2	23	65	86	21	1	0	0	0	0
18:00	134	0	0	1	4	23	37	50	16	3	0	0	0	0
19:00	130	0	0	0	13	28	50	34	4	1	0	0	0	0
20:00	93	0	0	0	10	14	38	24	4	3	0	0	0	0
21:00	63	0	0	1	10	15	22	13	2	0	0	0	0	0
22:00	35	0	0	0	0	2	15	14	4	0	0	0	0	0
23:00	12	0	0	0	0	1	6	3	2	0	0	0	0	0
TOTAL VOLUME	2754	10	16	17	94	329	996	1031	221	36	2	1	1	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-017
4/29/2025
0:00:00

WESTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0
1:00	5	0	0	0	0	0	1	2	2	0	0	0	0	0
2:00	2	0	0	1	0	0	0	1	0	0	0	0	0	0
3:00	7	0	0	0	0	0	0	2	2	3	0	0	0	0
4:00	23	0	0	0	0	0	4	4	12	3	0	0	0	0
5:00	78	0	0	2	1	3	13	29	25	4	1	0	0	0
6:00	108	0	0	1	3	1	11	35	46	7	3	1	0	0
7:00	248	0	2	2	1	12	35	89	87	20	0	0	0	0
8:00	207	0	1	0	3	6	40	89	60	8	0	0	0	0
9:00	166	0	1	3	2	9	28	78	39	5	1	0	0	0
10:00	181	0	1	2	6	14	36	79	35	7	1	0	0	0
11:00	199	0	1	4	2	17	35	83	52	4	1	0	0	0
12:00	194	0	3	0	2	12	37	79	56	5	0	0	0	0
13:00	192	0	2	1	7	20	28	83	47	1	1	2	0	0
14:00	225	0	0	3	4	14	56	80	55	8	5	0	0	0
15:00	181	0	3	1	4	16	41	72	29	11	3	1	0	0
16:00	153	0	2	1	10	13	20	56	43	7	1	0	0	0
17:00	145	0	1	4	0	8	22	57	43	7	1	0	2	0
18:00	138	0	0	1	5	15	19	40	45	11	1	0	0	1
19:00	75	0	0	1	6	7	18	26	16	1	0	0	0	0
20:00	58	0	0	0	5	10	10	18	11	4	0	0	0	0
21:00	27	0	1	1	0	4	5	7	7	2	0	0	0	0
22:00	12	0	0	0	0	2	3	7	0	0	0	0	0	0
23:00	6	0	0	0	0	0	1	4	1	0	0	0	0	0
TOTAL VOLUME	2632	0	18	28	61	183	464	1021	713	118	19	4	2	1

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-018
Street: Pima Dr N
Location: btwn Cerro Ln & Catclaw Ln

GPS FOR EB/NB LOC: 34.48628 / 0.00000
GPS FOR WB/SB LOC: -114.32241 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:
EB 781 vehicles
WB 491 vehicles
Total 1,272 vehicles

85th Percentile
EB 29.0 mph
WB 28.0 mph
Average 28.5 mph

Percentile Speeds	EB	WB	
10%	14	16	mph
15%	16	18	mph
50%	23	23	mph
85%	29	28	mph
95%	34	31	mph
Posted speed limit:	25	25	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	12	73	160	225	196	93	20	2	0	0	0	0	0
WB	0	13	101	206	138	32	1	0	0	0	0	0	0
Total	12	86	261	431	334	125	21	2	0	0	0	0	0

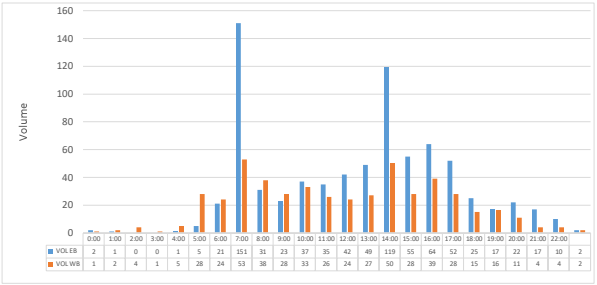
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	5	526	114	2	132	1	0	1	0	0	0	0	0
WB	1	335	97	1	54	1	1	1	0	0	0	0	0
Total	6	861	211	3	186	2	1	2	0	0	0	0	0
	0.5%	67.7%	16.6%	0.2%	14.6%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
781	491	1272
781	491	1272

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
VOL EB	2	1	0	0	1	5	21	151	31	23	37	35	42	49	119	55	64	52	25	17	22	17	10	2
VOL WB	1	2	4	1	5	28	24	53	38	28	33	26	24	27	50	28	39	28	15	16	11	4	4	2

Class/Volume Report

Street: Pima Dr N
Location: btwn Cerro Ln & Catclaw Ln
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 1,272

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/29/2025	2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	2	1	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	4:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	4	2	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	5:00 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
4/29/2025	5:15 AM	0	3	4	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	5:30 AM	0	9	1	0	3	0	0	0	0	0	0	0	0	13
4/29/2025	5:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
		0	19	7	0	7	0	0	0	0	0	0	0	0	33
4/29/2025	6:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
4/29/2025	6:15 AM	0	3	4	0	5	0	0	0	0	0	0	0	0	12
4/29/2025	6:30 AM	0	7	1	0	3	0	0	0	0	0	0	0	0	11
4/29/2025	6:45 AM	0	7	5	1	2	0	0	0	0	0	0	0	0	15
		0	20	12	1	12	0	0	0	0	0	0	0	0	45
4/29/2025	7:00 AM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
4/29/2025	7:15 AM	0	26	4	0	10	0	0	0	0	0	0	0	0	40
4/29/2025	7:30 AM	0	52	9	0	6	0	1	0	0	0	0	0	0	68
4/29/2025	7:45 AM	0	61	9	0	10	0	0	0	0	0	0	0	0	80
		0	150	25	0	28	0	1	0	0	0	0	0	0	204
4/29/2025	8:00 AM	0	11	5	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	
4/29/2025	8:30 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	
4/29/2025	8:45 AM	0	12	1	0	3	1	0	0	0	0	0	0	0	—
		0	51	10	0	7	1	0	0	0	0	0	0	0	
4/29/2025	9:00 AM	0	8	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	9:15 AM	0	8	5	1	3	0	0	0	0	0	0	0	0	
4/29/2025	9:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4/29/2025	9:45 AM	1	7	4	0	1	0	0	0	0	0	0	0	0	—
		1	28	13	1	8	0	0	0	0	0	0	0	0	
4/29/2025	10:00 AM	0	8	2	0	3	0	0	0	0	0	0	0	0	
4/29/2025	10:15 AM	0	15	5	0	2	0	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	10:45 AM	0	16	5	0	5	0	0	0	0	0	0	0	0	—
		0	43	15	0	12	0	0	0	0	0	0	0	0	
4/29/2025	11:00 AM	1	14	1	0	3	0	0	0	0	0	0	0	0	
4/29/2025	11:15 AM	0	6	3	0	4	0	0	0	0	0	0	0	0	
4/29/2025	11:30 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	—
		1	38	11	0	11	0	0	0	0	0	0	0	0	
4/29/2025	12:00 PM	0	11	6	0	1	0	0	0	0	0	0	0	0	
4/29/2025	12:15 PM	0	11	3	0	4	0	0	0	0	0	0	0	0	
4/29/2025	12:30 PM	0	13	1	0	1	0	0	1	0	0	0	0	0	
4/29/2025	12:45 PM	0	10	3	0	1	0	0	0	0	0	0	0	0	—
		0	45	13	0	7	0	0	1	0	0	0	0	0	
4/29/2025	1:00 PM	0	7	2	0	4	0	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	0	14	2	0	3	0	0	0	0	0	0	0	0	
4/29/2025	1:30 PM	0	13	3	0	5	0	0	0	0	0	0	0	0	
4/29/2025	1:45 PM	1	13	4	0	5	0	0	0	0	0	0	0	0	—
		1	47	11	0	17	0	0	0	0	0	0	0	0	
4/29/2025	2:00 PM	0	16	7	0	2	0	0	0	0	0	0	0	0	
4/29/2025	2:15 PM	0	23	5	0	6	0	0	0	0	0	0	0	0	
4/29/2025	2:30 PM	0	68	5	0	4	1	0	0	0	0	0	0	0	
4/29/2025	2:45 PM	0	24	6	0	2	0	0	0	0	0	0	0	0	—
		0	131	23	0	14	1	0	0	0	0	0	0	0	
4/29/2025	3:00 PM	0	8	3	1	2	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	1	12	4	0	4	0	0	0	0	0	0	0	0	
4/29/2025	3:30 PM	0	12	2	0	4	0	0	0	0	0	0	0	0	
4/29/2025	3:45 PM	0	20	4	0	6	0	0	0	0	0	0	0	0	—
		1	52	13	1	16	0	0	0	0	0	0	0	0	
4/29/2025	4:00 PM	0	20	6	0	3	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	0	14	6	0	2	0	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	0	20	4	0	5	0	0	0	0	0	0	0	0	
4/29/2025	4:45 PM	0	14	7	0	2	0	0	0	0	0	0	0	0	—
		0	68	23	0	12	0	0	0	0	0	0	0	0	
4/29/2025	5:00 PM	0	17	7	0	3	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	17	3	0	7	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	0	11	3	0	1	0	0	0	0	0	0	0	0	
4/29/2025	5:45 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	—
		0	55	13	0	12	0	0	0	0	0	0	0	0	
4/29/2025	6:00 PM	0	8	2	0	4	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	1	9	1	0	1	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	0	6	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
		1	25	6	0	8	0	0	0	0	0	0	0	0	—
4/29/2025	7:00 PM	0	5	1	0	3	0	0	1	0	0	0	0	0	
4/29/2025	7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	7:30 PM	1	7	0	0	1	0	0	0	0	0	0	0	0	9
4/29/2025	7:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
		1	25	2	0	4	0	0	1	0	0	0	0	0	
4/29/2025	8:00 PM	0	7	2	0	3	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	
4/29/2025	8:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
		0	27	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	9:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
4/29/2025	9:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	9:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
		0	15	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	10:15 PM	0	5	1	0	3	0	0	0	0	0	0	0	0	9
4/29/2025	10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
		0	8	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	11:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
		0	2	2	0	0	0	0	0	0	0	0	0	0	4
	Total:	6	861	211	3	186	2	1	2	0	0	0	0	0	
		0.5%	67.7%	16.6%	0.2%	14.6%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-018
4/29/2025
0:00:00

EASTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	2	0	0	0	0	1	0	0	1	0	0	0	0	0
1:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00	5	0	0	0	1	3	1	0	0	0	0	0	0	0
6:00	21	0	2	0	10	8	1	0	0	0	0	0	0	0
7:00	151	2	19	71	46	12	1	0	0	0	0	0	0	0
8:00	31	1	5	7	10	7	0	1	0	0	0	0	0	0
9:00	23	0	0	2	13	8	0	0	0	0	0	0	0	0
10:00	37	0	4	9	16	6	2	0	0	0	0	0	0	0
11:00	35	0	3	4	18	8	2	0	0	0	0	0	0	0
12:00	42	0	2	6	19	11	4	0	0	0	0	0	0	0
13:00	49	0	8	8	22	6	4	1	0	0	0	0	0	0
14:00	119	9	30	38	24	16	2	0	0	0	0	0	0	0
15:00	55	0	0	2	15	22	14	2	0	0	0	0	0	0
16:00	64	0	0	3	9	26	20	5	1	0	0	0	0	0
17:00	52	0	0	5	9	23	11	4	0	0	0	0	0	0
18:00	25	0	0	0	3	11	8	3	0	0	0	0	0	0
19:00	17	0	0	0	2	5	9	1	0	0	0	0	0	0
20:00	22	0	0	3	4	8	5	2	0	0	0	0	0	0
21:00	17	0	0	1	3	7	6	0	0	0	0	0	0	0
22:00	10	0	0	0	1	5	3	1	0	0	0	0	0	0
23:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0
TOTAL VOLUME	781	12	73	160	225	196	93	20	2	0	0	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-018
4/29/2025
0:00:00

WESTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2:00	4	0	0	0	0	3	1	0	0	0	0	0	0	0
3:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
4:00	5	0	0	0	1	0	4	0	0	0	0	0	0	0
5:00	28	0	0	1	10	12	4	1	0	0	0	0	0	0
6:00	24	0	0	4	12	8	0	0	0	0	0	0	0	0
7:00	53	0	4	19	21	9	0	0	0	0	0	0	0	0
8:00	38	0	1	14	17	5	1	0	0	0	0	0	0	0
9:00	28	0	1	7	16	4	0	0	0	0	0	0	0	0
10:00	33	0	2	11	18	1	1	0	0	0	0	0	0	0
11:00	26	0	0	6	15	3	2	0	0	0	0	0	0	0
12:00	24	0	2	3	14	4	1	0	0	0	0	0	0	0
13:00	27	0	0	10	10	6	1	0	0	0	0	0	0	0
14:00	50	0	3	17	22	7	1	0	0	0	0	0	0	0
15:00	28	0	0	5	10	10	3	0	0	0	0	0	0	0
16:00	39	0	0	1	15	21	2	0	0	0	0	0	0	0
17:00	28	0	0	0	12	14	2	0	0	0	0	0	0	0
18:00	15	0	0	1	3	9	2	0	0	0	0	0	0	0
19:00	16	0	0	1	5	7	3	0	0	0	0	0	0	0
20:00	11	0	0	0	1	7	3	0	0	0	0	0	0	0
21:00	4	0	0	1	0	3	0	0	0	0	0	0	0	0
22:00	4	0	0	0	2	2	0	0	0	0	0	0	0	0
23:00	2	0	0	0	1	0	1	0	0	0	0	0	0	0
TOTAL VOLUME	491	0	13	101	206	138	32	1	0	0	0	0	0	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-023
Street: Smoketree Ave N
Location: btwn Mescal Loop & Mescal Ln

GPS FOR EB/NB LOC: 34.48405 / 0.00000
GPS FOR WB/SB LOC: -114.32236 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

EB	2,039	vehicles	
WB	2,182	vehicles	
Total	4,221	vehicles	

85th Percentile

EB	31.0	mph
WB	29.0	mph
Average	30.0	mph

Percentile Speeds	**EB**	**WB**	
10%	16	16	mph
15%	18	18	mph
50%	24	23	mph
85%	31	29	mph
95%	34	33	mph
Posted speed limit:	25	25	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	5	85	351	676	550	295	69	4	2	0	0	2	0
WB	9	51	446	935	489	206	38	3	1	3	1	0	0
Total	14	136	797	1611	1039	501	107	7	3	3	1	2	0

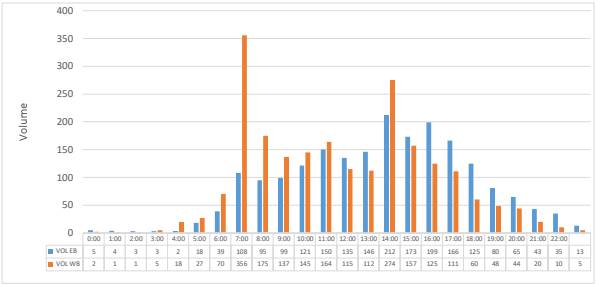
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	7	1468	397	4	153	3	0	7	0	0	0	0	0
WB	1	1655	377	2	144	1	0	2	0	0	0	0	0
Total	8	3123	774	6	297	4	0	9	0	0	0	0	0
	0.2%	74.0%	18.3%	0.1%	7.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

EB	WB	TOTAL
2039	2182	4221
2039	2182	4221

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
VOL EB	5	4	3	3	2	18	39	108	95	99	121	150	135	146	212	173	199	166	125	80	65	43	35	13
VOL WB	2	1	1	5	18	27	70	356	175	137	145	164	115	112	274	157	125	111	60	48	44	20	10	5

Class/Volume Report

Street: Smoketree Ave N
Location: btwn Mescal Loop & Mescal Ln
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 4,221

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	12:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
		0	6	1	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		0	1	3	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	3	1	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	3:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	3:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		0	6	0	0	2	0	0	0	0	0	0	0	0	8
4/29/2025	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	4:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	4:45 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
		0	12	7	0	1	0	0	0	0	0	0	0	0	20
4/29/2025	5:00 AM	0	5	0	0	3	0	0	0	0	0	0	0	0	8
4/29/2025	5:15 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
4/29/2025	5:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	5:45 AM	0	7	5	0	2	0	0	0	0	0	0	0	0	14
		0	29	10	0	6	0	0	0	0	0	0	0	0	45
4/29/2025	6:00 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	17
4/29/2025	6:15 AM	0	15	6	0	3	0	0	0	0	0	0	0	0	24
4/29/2025	6:30 AM	0	15	7	0	2	0	0	0	0	0	0	0	0	24
4/29/2025	6:45 AM	0	33	10	1	0	0	0	0	0	0	0	0	0	44
		0	77	25	1	6	0	0	0	0	0	0	0	0	109
4/29/2025	7:00 AM	0	34	11	1	2	0	0	1	0	0	0	0	0	49
4/29/2025	7:15 AM	0	63	8	0	3	0	0	0	0	0	0	0	0	74
4/29/2025	7:30 AM	1	127	16	0	6	0	0	0	0	0	0	0	0	150
4/29/2025	7:45 AM	1	159	22	0	8	0	0	1	0	0	0	0	0	191
		2	383	57	1	19	0	0	2	0	0	0	0	0	464
4/29/2025	8:00 AM	0	58	18	1	5	0	0	1	0	0	0	0	0	
4/29/2025	8:15 AM	0	39	8	0	6	0	0	0	0	0	0	0	0	
4/29/2025	8:30 AM	0	34	11	0	6	0	0	1	0	0	0	0	0	
4/29/2025	8:45 AM	0	60	16	0	5	1	0	0	0	0	0	0	0	
		0	191	53	1	22	1	0	2	0	0	0	0	0	
4/29/2025	9:00 AM	0	30	15	0	6	0	0	0	0	0	0	0	0	
4/29/2025	9:15 AM	0	40	11	0	6	0	0	0	0	0	0	0	0	
4/29/2025	9:30 AM	0	41	16	0	7	0	0	0	0	0	0	0	0	
4/29/2025	9:45 AM	0	48	11	0	5	0	0	0	0	0	0	0	0	
		0	159	53	0	24	0	0	0	0	0	0	0	0	
4/29/2025	10:00 AM	1	38	7	0	4	0	0	0	0	0	0	0	0	
4/29/2025	10:15 AM	0	47	7	1	5	0	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	0	62	13	0	6	0	0	0	0	0	0	0	0	
4/29/2025	10:45 AM	0	56	10	0	8	0	0	1	0	0	0	0	0	
		1	203	37	1	23	0	0	1	0	0	0	0	0	
4/29/2025	11:00 AM	0	47	18	0	7	1	0	0	0	0	0	0	0	
4/29/2025	11:15 AM	0	49	16	0	10	0	0	0	0	0	0	0	0	
4/29/2025	11:30 AM	0	45	20	1	8	0	0	1	0	0	0	0	0	
4/29/2025	11:45 AM	0	76	11	0	4	0	0	0	0	0	0	0	0	
		0	217	65	1	29	1	0	1	0	0	0	0	0	
4/29/2025	12:00 PM	0	37	14	0	7	0	0	1	0	0	0	0	0	
4/29/2025	12:15 PM	0	43	18	0	3	0	0	0	0	0	0	0	0	
4/29/2025	12:30 PM	0	46	17	0	6	1	0	0	0	0	0	0	0	
4/29/2025	12:45 PM	0	44	8	0	5	0	0	0	0	0	0	0	0	
		0	170	57	0	21	1	0	1	0	0	0	0	0	
4/29/2025	1:00 PM	0	33	14	0	3	0	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	0	41	13	0	6	0	0	0	0	0	0	0	0	
4/29/2025	1:30 PM	0	52	17	0	7	0	0	0	0	0	0	0	0	
4/29/2025	1:45 PM	0	48	16	0	8	0	0	0	0	0	0	0	0	
		0	174	60	0	24	0	0	0	0	0	0	0	0	
4/29/2025	2:00 PM	0	49	10	0	6	0	0	0	0	0	0	0	0	
4/29/2025	2:15 PM	0	82	25	0	8	0	0	0	0	0	0	0	0	
4/29/2025	2:30 PM	2	160	33	0	8	1	0	0	0	0	0	0	0	
4/29/2025	2:45 PM	0	80	18	0	4	0	0	0	0	0	0	0	0	
		2	371	86	0	26	1	0	0	0	0	0	0	0	
4/29/2025	3:00 PM	0	66	14	1	9	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	0	60	16	0	4	0	0	0	0	0	0	0	0	
4/29/2025	3:30 PM	0	55	16	0	7	0	0	0	0	0	0	0	0	
4/29/2025	3:45 PM	1	65	13	0	3	0	0	0	0	0	0	0	0	
		1	246	59	1	23	0	0	0	0	0	0	0	0	
4/29/2025	4:00 PM	0	69	20	0	4	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	0	56	12	0	7	0	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	0	62	13	0	6	0	0	0	0	0	0	0	0	
4/29/2025	4:45 PM	0	57	13	0	5	0	0	0	0	0	0	0	0	
		0	244	58	0	22	0	0	0	0	0	0	0	0	
4/29/2025	5:00 PM	1	55	20	0	11	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	47	11	0	7	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	0	56	9	0	2	0	0	0	0	0	0	0	0	
4/29/2025	5:45 PM	1	49	6	0	1	0	0	1	0	0	0	0	0	
		2	207	46	0	21	0	0	1	0	0	0	0	0	
4/29/2025	6:00 PM	0	37	3	0	2	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	44	7	0	1	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	0	33	9	0	2	0	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	39	4	0	3	0	0	1	0	0	0	0	0	
		0	153	23	0	8	0	0	1	0	0	0	0	0	
4/29/2025	7:00 PM	0	21	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	7:15 PM	0	35	11	0	4	0	0	0	0	0	0	0	0	
4/29/2025	7:30 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	
4/29/2025	7:45 PM	0	17	5	0	2	0	0	0	0	0	0	0	0	
		0	95	24	0	9	0	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	0	28	8	0	0	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	24	2	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:30 PM	0	15	6	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:45 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	
		0	84	20	0	5	0	0	0	0	0	0	0	0	
4/29/2025	9:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:15 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:30 PM	0	14	2	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	
		0	50	12	0	1	0	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	8	5	0	1	0	0	0	0	0	0	0	0	
4/29/2025	10:15 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	
4/29/2025	10:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	10:45 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
		0	33	9	0	3	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	11:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	11:45 PM	0	0	6	0	1	0	0	0	0	0	0	0	0	7
		0	9	8	0	1	0	0	0	0	0	0	0	0	
	Total:	8	3123	774	6	297	4	0	9	0	0	0	0	0	
		0.2%	74.0%	18.3%	0.1%	7.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-023
4/29/2025
0:00:00

EASTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	5	0	0	0	1	3	0	1	0	0	0	0	0	0
1:00	4	0	0	0	0	2	2	0	0	0	0	0	0	0
2:00	3	0	0	0	1	1	1	0	0	0	0	0	0	0
3:00	3	0	0	0	0	1	2	0	0	0	0	0	0	0
4:00	2	0	0	0	1	0	1	0	0	0	0	0	0	0
5:00	18	0	0	1	9	4	4	0	0	0	0	0	0	0
6:00	39	0	6	9	18	6	0	0	0	0	0	0	0	0
7:00	108	1	12	28	54	11	1	0	0	0	0	0	1	0
8:00	95	0	13	25	44	13	0	0	0	0	0	0	0	0
9:00	99	0	7	40	33	14	3	1	0	1	0	0	0	0
10:00	121	0	4	41	51	21	2	1	0	0	0	0	1	0
11:00	150	0	10	41	73	22	3	1	0	0	0	0	0	0
12:00	135	0	6	40	51	27	9	2	0	0	0	0	0	0
13:00	146	0	11	40	72	21	2	0	0	0	0	0	0	0
14:00	212	4	13	69	82	34	8	1	0	1	0	0	0	0
15:00	173	0	1	9	57	61	33	11	1	0	0	0	0	0
16:00	199	0	1	2	46	85	47	16	2	0	0	0	0	0
17:00	166	0	0	1	21	68	60	16	0	0	0	0	0	0
18:00	125	0	0	4	13	53	47	7	1	0	0	0	0	0
19:00	80	0	1	0	13	40	23	3	0	0	0	0	0	0
20:00	65	0	0	0	17	22	22	4	0	0	0	0	0	0
21:00	43	0	0	0	11	20	10	2	0	0	0	0	0	0
22:00	35	0	0	1	7	16	10	1	0	0	0	0	0	0
23:00	13	0	0	0	1	5	5	2	0	0	0	0	0	0
TOTAL VOLUME	2039	5	85	351	676	550	295	69	4	2	0	0	2	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-023
4/29/2025
0:00:00

WESTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
3:00	5	0	0	0	0	1	3	1	0	0	0	0	0	0
4:00	18	0	0	0	1	8	6	3	0	0	0	0	0	0
5:00	27	0	0	3	9	10	3	2	0	0	0	0	0	0
6:00	70	0	1	16	37	15	0	0	1	0	0	0	0	0
7:00	356	1	17	120	199	18	1	0	0	0	0	0	0	0
8:00	175	0	12	54	88	19	2	0	0	0	0	0	0	0
9:00	137	1	0	27	72	28	7	1	0	0	1	0	0	0
10:00	145	1	0	35	82	24	2	1	0	0	0	0	0	0
11:00	164	0	2	41	89	28	3	0	0	0	0	1	0	0
12:00	115	1	3	27	60	18	4	1	0	1	0	0	0	0
13:00	112	0	1	31	57	18	3	0	0	0	2	0	0	0
14:00	274	0	7	83	145	33	6	0	0	0	0	0	0	0
15:00	157	0	3	2	49	73	29	1	0	0	0	0	0	0
16:00	125	3	4	5	23	62	26	2	0	0	0	0	0	0
17:00	111	2	1	1	9	44	46	8	0	0	0	0	0	0
18:00	60	0	0	0	4	22	26	8	0	0	0	0	0	0
19:00	48	0	0	1	2	28	16	1	0	0	0	0	0	0
20:00	44	0	0	0	5	22	9	7	1	0	0	0	0	0
21:00	20	0	0	0	0	10	7	2	1	0	0	0	0	0
22:00	10	0	0	0	1	5	4	0	0	0	0	0	0	0
23:00	5	0	0	0	1	1	3	0	0	0	0	0	0	0
TOTAL VOLUME	2182	9	51	446	935	489	206	38	3	1	3	1	0	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-028
Street: Jamaica Blvd S
Location: btwn Plebe Ln & Swordfish Dr

GPS FOR EB/NB LOC: 34.48992 / 0.00000
GPS FOR WB/SB LOC: -114.287290 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

NB	2,209	vehicles
SB	2,427	vehicles
Total	4,636	vehicles

85th Percentile

NB	23.0	mph
SB	33.0	mph
Average	28.0	mph

Percentile Speeds	**NB**	**SB**	
10%	11	15	mph
15%	12	15	mph
50%	19	22	mph
85%	23	33	mph
95%	33	39	mph
Posted speed limit:	35	35	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
NB	69	660	448	397	353	216	60	5	1	0	0	0	0
SB	20	209	726	506	391	301	187	66	19	2	0	0	0
Total	89	869	1174	903	744	517	247	71	20	2	0	0	0

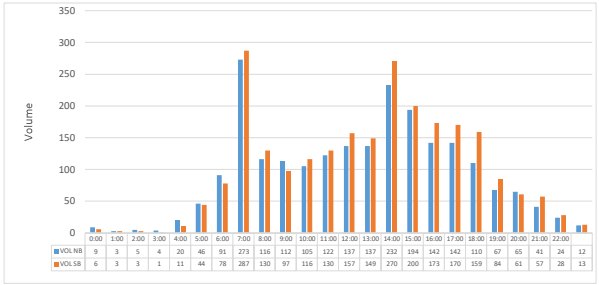
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
NB	9	1410	503	7	249	14	1	11	3	0	1	1	0
SB	28	1357	409	4	589	19	3	16	2	0	0	0	0
Total	37	2767	912	11	838	33	4	27	5	0	1	1	0
	0.8%	59.7%	19.7%	0.2%	18.1%	0.7%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%

NB	SB	TOTAL
2209	2427	4636
2209	2427	4636

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
VOL NB	9	3	5	4	20	46	91	273	116	112	105	122	137	137	232	194	142	142	110	67	65	41	24	12
VOL SB	6	3	3	1	11	44	78	287	130	97	116	130	157	149	270	200	173	170	159	84	61	57	28	13

Class/Volume Report

Street: Jamaica Blvd S
Location: btwn Plebe Ln & Swordfish Dr
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 4,636

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	12:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	12:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		1	10	2	0	2	0	0	0	0	0	0	0	0	15
4/29/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
		0	5	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	2:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
		0	4	2	0	2	0	0	0	0	0	0	0	0	8
4/29/2025	3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/29/2025	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	3:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		0	2	1	0	2	0	0	0	0	0	0	0	0	5
4/29/2025	4:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	4:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	4:30 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	8
4/29/2025	4:45 AM	0	3	5	0	6	0	0	0	0	0	0	0	0	14
		0	11	11	0	9	0	0	0	0	0	0	0	0	31
4/29/2025	5:00 AM	0	7	2	0	5	0	0	0	0	0	0	0	0	14
4/29/2025	5:15 AM	0	10	3	0	7	1	0	3	0	0	0	0	0	24
4/29/2025	5:30 AM	0	11	8	0	4	0	0	1	0	0	0	0	0	24
4/29/2025	5:45 AM	0	11	10	1	6	0	0	0	0	0	0	0	0	28
		0	39	23	1	22	1	0	4	0	0	0	0	0	90
4/29/2025	6:00 AM	0	20	12	0	8	1	0	0	0	0	0	0	0	41
4/29/2025	6:15 AM	0	12	6	0	10	0	0	1	0	0	0	0	0	29
4/29/2025	6:30 AM	0	21	9	0	10	1	0	0	0	0	0	0	0	41
4/29/2025	6:45 AM	0	36	9	0	13	0	0	0	0	0	0	0	0	58
		0	89	36	0	41	2	0	1	0	0	0	0	0	169
4/29/2025	7:00 AM	0	56	27	1	13	0	0	0	0	0	0	0	0	97
4/29/2025	7:15 AM	2	69	23	1	14	0	0	0	0	0	0	0	0	109
4/29/2025	7:30 AM	1	147	25	1	16	3	0	2	0	0	0	0	0	195
4/29/2025	7:45 AM	1	116	23	0	17	2	0	0	0	0	0	0	0	159
		4	388	98	3	60	5	0	2	0	0	0	0	0	560
4/29/2025	8:00 AM	1	32	15	0	16	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	26	9	3	11	0	0	1	0	0	0	0	0	
4/29/2025	8:30 AM	0	30	12	0	17	0	0	0	0	0	0	0	0	
4/29/2025	8:45 AM	1	43	13	1	12	1	1	0	1	0	0	0	0	
		2	131	49	4	56	1	1	1	1	0	0	0	0	
4/29/2025	9:00 AM	0	23	15	0	13	0	0	0	0	0	1	0	0	
4/29/2025	9:15 AM	0	17	12	0	10	0	0	1	0	0	0	0	0	
4/29/2025	9:30 AM	0	31	12	0	10	1	0	0	0	0	0	0	0	
4/29/2025	9:45 AM	0	35	11	0	17	0	0	0	0	0	0	0	0	
		0	106	50	0	50	1	0	1	0	0	1	0	0	
4/29/2025	10:00 AM	1	21	7	0	14	1	0	0	0	0	0	0	0	
4/29/2025	10:15 AM	0	25	14	0	10	1	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	0	40	11	0	8	1	0	1	0	0	0	0	0	
4/29/2025	10:45 AM	0	33	19	0	13	1	0	0	0	0	0	0	0	
		1	119	51	0	45	4	0	1	0	0	0	0	0	
4/29/2025	11:00 AM	0	31	18	0	13	1	0	1	0	0	0	0	0	
4/29/2025	11:15 AM	1	32	15	0	5	1	0	0	1	0	0	0	0	
4/29/2025	11:30 AM	0	37	17	0	12	1	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	1	36	11	0	15	2	0	1	0	0	0	0	0	
		2	136	61	0	45	5	0	2	1	0	0	0	0	
4/29/2025	12:00 PM	2	44	18	0	17	1	0	0	0	0	0	0	0	
4/29/2025	12:15 PM	1	38	16	0	15	0	0	0	1	0	0	0	0	
4/29/2025	12:30 PM	0	38	13	0	20	1	0	1	0	0	0	0	0	
4/29/2025	12:45 PM	0	33	14	0	19	1	0	1	0	0	0	0	0	
		3	153	61	0	71	3	0	2	1	0	0	0	0	
4/29/2025	1:00 PM	0	23	20	0	18	1	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	1	32	12	0	11	1	0	1	0	0	0	0	0	
4/29/2025	1:30 PM	1	33	15	0	11	1	0	1	0	0	0	0	0	
4/29/2025	1:45 PM	1	67	17	0	15	2	0	1	1	0	0	0	0	
		3	155	64	0	55	5	0	3	1	0	0	0	0	
4/29/2025	2:00 PM	1	65	16	1	20	0	1	2	0	0	0	0	0	
4/29/2025	2:15 PM	2	61	16	0	17	2	1	0	0	0	0	0	0	
4/29/2025	2:30 PM	6	100	22	0	24	3	1	2	1	0	0	1	0	
4/29/2025	2:45 PM	1	82	28	1	24	1	0	0	0	0	0	0	0	
		10	308	82	2	85	6	3	4	1	0	0	1	0	
4/29/2025	3:00 PM	1	68	11	1	20	0	0	1	0	0	0	0	0	
4/29/2025	3:15 PM	1	62	18	0	13	0	0	0	0	0	0	0	0	
4/29/2025	3:30 PM	1	50	25	0	21	0	0	1	0	0	0	0	0	
4/29/2025	3:45 PM	1	66	18	0	15	0	0	0	0	0	0	0	0	
		4	246	72	1	69	0	0	2	0	0	0	0	0	
4/29/2025	4:00 PM	0	48	19	0	17	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	0	50	13	0	13	0	0	1	0	0	0	0	0	
4/29/2025	4:30 PM	0	44	19	0	17	0	0	0	0	0	0	0	0	
4/29/2025	4:45 PM	1	40	19	0	14	0	0	0	0	0	0	0	0	
		1	182	70	0	61	0	0	1	0	0	0	0	0	
4/29/2025	5:00 PM	0	54	13	0	17	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	62	13	0	18	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	2	35	15	0	8	0	0	1	0	0	0	0	0	
4/29/2025	5:45 PM	0	50	14	0	10	0	0	0	0	0	0	0	0	
		2	201	55	0	53	0	0	1	0	0	0	0	0	
4/29/2025	6:00 PM	2	54	8	0	9	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	40	13	0	15	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	1	49	11	0	12	0	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	43	4	0	7	0	0	1	0	0	0	0	0	
		3	186	36	0	43	0	0	1	0	0	0	0	0	
4/29/2025	7:00 PM	0	26	7	0	4	0	0	0	0	0	0	0	0	
4/29/2025	7:15 PM	1	32	5	0	8	0	0	0	0	0	0	0	0	
4/29/2025	7:30 PM	0	24	7	0	5	0	0	0	0	0	0	0	0	
4/29/2025	7:45 PM	0	18	10	0	4	0	0	0	0	0	0	0	0	
		1	100	29	0	21	0	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	0	21	8	0	10	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	19	3	0	5	0	0	1	0	0	0	0	0	
4/29/2025	8:30 PM	0	13	4	0	6	0	0	0	0	0	0	0	0	
4/29/2025	8:45 PM	0	27	5	0	4	0	0	0	0	0	0	0	0	
		0	80	20	0	25	0	0	1	0	0	0	0	0	
4/29/2025	9:00 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:15 PM	0	14	4	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:30 PM	0	21	9	0	5	0	0	0	0	0	0	0	0	
4/29/2025	9:45 PM	0	18	4	0	2	0	0	0	0	0	0	0	0	
		0	69	20	0	9	0	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	10:15 PM	0	16	2	0	1	0	0	0	0	0	0	0	0	
4/29/2025	10:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	10:45 PM	0	4	3	0	3	0	0	0	0	0	0	0	0	
		0	35	11	0	6	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	0	2	5	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	11:15 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	11:30 PM	0	4	1	0	3	0	0	0	0	0	0	0	0	8
4/29/2025	11:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
		0	12	7	0	6	0	0	0	0	0	0	0	0	
	Total:	37	2767	912	11	838	33	4	27	5	0	1	1	0	
		0.8%	59.7%	19.7%	0.2%	18.1%	0.7%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-028
4/29/2025
0:00:00

NORTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	9	0	0	0	3	3	2	1	0	0	0	0	0	0
1:00	3	0	0	0	1	1	1	0	0	0	0	0	0	0
2:00	5	0	0	0	0	2	1	2	0	0	0	0	0	0
3:00	4	0	0	0	2	1	1	0	0	0	0	0	0	0
4:00	20	0	0	0	8	4	5	3	0	0	0	0	0	0
5:00	46	0	0	6	9	16	12	3	0	0	0	0	0	0
6:00	91	0	15	14	34	17	9	1	1	0	0	0	0	0
7:00	273	22	186	56	5	3	0	0	1	0	0	0	0	0
8:00	116	6	53	45	11	1	0	0	0	0	0	0	0	0
9:00	112	2	57	37	13	2	0	0	0	1	0	0	0	0
10:00	105	5	46	45	6	2	1	0	0	0	0	0	0	0
11:00	122	2	53	51	10	4	2	0	0	0	0	0	0	0
12:00	137	4	62	60	10	1	0	0	0	0	0	0	0	0
13:00	137	3	74	46	13	1	0	0	0	0	0	0	0	0
14:00	232	25	92	59	37	14	4	1	0	0	0	0	0	0
15:00	194	0	17	16	79	56	21	5	0	0	0	0	0	0
16:00	142	0	0	4	50	58	24	5	1	0	0	0	0	0
17:00	142	0	2	4	46	49	32	9	0	0	0	0	0	0
18:00	110	0	1	3	19	43	32	10	2	0	0	0	0	0
19:00	67	0	1	1	14	24	20	7	0	0	0	0	0	0
20:00	65	0	0	0	14	25	20	6	0	0	0	0	0	0
21:00	41	0	0	0	9	12	15	5	0	0	0	0	0	0
22:00	24	0	1	1	3	8	10	1	0	0	0	0	0	0
23:00	12	0	0	0	1	6	4	1	0	0	0	0	0	0
TOTAL VOLUME	2209	69	660	448	397	353	216	60	5	1	0	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-028
4/29/2025
0:00:00

SOUTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	6	0	0	0	0	2	0	2	1	1	0	0	0	0
1:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0
2:00	3	0	0	0	0	0	1	1	1	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0
4:00	11	0	0	0	0	3	5	3	0	0	0	0	0	0
5:00	44	0	0	1	5	11	15	8	4	0	0	0	0	0
6:00	78	0	1	19	20	18	10	8	1	1	0	0	0	0
7:00	287	7	84	172	21	2	0	0	1	0	0	0	0	0
8:00	130	4	14	79	26	4	0	3	0	0	0	0	0	0
9:00	97	1	6	49	40	1	0	0	0	0	0	0	0	0
10:00	116	0	9	66	34	7	0	0	0	0	0	0	0	0
11:00	130	1	14	71	38	5	1	0	0	0	0	0	0	0
12:00	157	1	11	63	72	7	3	0	0	0	0	0	0	0
13:00	149	0	13	86	44	6	0	0	0	0	0	0	0	0
14:00	270	5	55	109	69	24	4	2	1	1	0	0	0	0
15:00	200	0	2	4	61	86	31	10	3	2	1	0	0	0
16:00	173	0	0	1	29	61	53	18	10	1	0	0	0	0
17:00	170	0	0	1	15	59	48	32	10	5	0	0	0	0
18:00	159	1	0	2	21	47	47	30	8	3	0	0	0	0
19:00	84	0	0	1	4	12	31	24	10	2	0	0	0	0
20:00	61	0	0	0	2	16	21	17	5	0	0	0	0	0
21:00	57	0	0	1	1	13	17	18	7	0	0	0	0	0
22:00	28	0	0	1	4	3	9	9	1	1	0	0	0	0
23:00	13	0	0	0	0	4	2	2	3	2	0	0	0	0
TOTAL VOLUME	2427	20	209	726	506	391	301	187	66	19	2	0	0	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-029
Street: Starline Dr
Location: btwn Thistle Dr & Newport Dr

GPS FOR EB/NB LOC: 34.48496 / 0.00000
GPS FOR WB/SB LOC: -114.29692 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:
EB 789 vehicles
WB 659 vehicles
Total 1,448 vehicles

85th Percentile
EB 24.0 mph
WB 25.0 mph
Average 24.5 mph

Percentile Speeds	EB	WB	
10%	7	13	mph
15%	10	14	mph
50%	16	19	mph
85%	24	25	mph
95%	27	28	mph
Posted speed limit:	25	25	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
EB	113	210	192	189	78	6	0	0	0	1	0	0	0
WB	10	92	229	218	98	9	2	0	0	0	0	1	0
Total	123	302	421	407	176	15	2	0	0	1	0	1	0

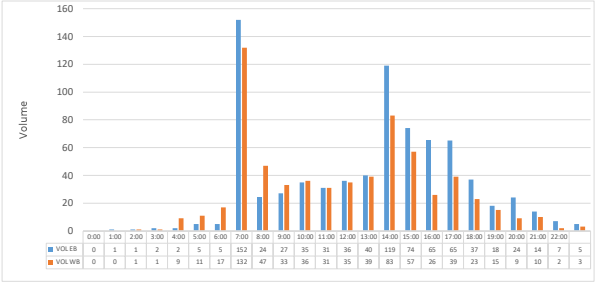
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
EB	10	547	155	4	60	6	2	4	0	0	0	1	0
WB	4	461	113	3	73	1	0	4	0	0	0	0	0
Total	14	1008	268	7	133	7	2	8	0	0	0	1	0
	1.0%	69.6%	18.5%	0.5%	9.2%	0.5%	0.1%	0.6%	0.0%	0.0%	0.0%	0.1%	0.0%

EB	WB	TOTAL
789	659	1448
789	659	1448

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
VOL EB	0	1	1	2	2	5	5	152	24	27	35	31	36	40	119	74	65	65	37	18	24	14	7	5
VOL WB	0	0	1	1	9	11	17	132	47	33	36	31	35	39	83	57	26	39	23	15	9	10	2	3

Class/Volume Report

Street: Starline Dr
Location: btwn Thistle Dr & Newport Dr
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 1,448

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	2	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/29/2025	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	1	1	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4/29/2025	4:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
		0	7	2	0	2	0	0	0	0	0	0	0	0	11
4/29/2025	5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	5:30 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	5:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
		0	12	2	0	2	0	0	0	0	0	0	0	0	16
4/29/2025	6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	6:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	6:45 AM	0	6	0	0	3	0	0	0	0	0	0	0	0	9
		0	17	2	0	3	0	0	0	0	0	0	0	0	22
4/29/2025	7:00 AM	0	16	7	1	0	0	0	0	0	0	0	0	0	24
4/29/2025	7:15 AM	0	26	8	0	6	0	1	0	0	0	0	0	0	41
4/29/2025	7:30 AM	4	68	23	1	5	3	0	1	0	0	0	0	0	105
4/29/2025	7:45 AM	4	81	18	0	8	1	0	2	0	0	0	0	0	114
		8	191	56	2	19	4	1	3	0	0	0	0	0	284
4/29/2025	8:00 AM	0	19	3	1	2	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	12	3	0	1	1	0	0	0	0	0	0	0	
4/29/2025	8:30 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	
4/29/2025	8:45 AM	1	8	3	0	1	0	0	1	0	0	0	0	0	
		1	50	12	1	5	1	0	1	0	0	0	0	0	
4/29/2025	9:00 AM	0	6	3	0	4	0	0	0	0	0	0	0	0	
4/29/2025	9:15 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:30 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	9:45 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	
		0	40	13	0	7	0	0	0	0	0	0	0	0	
4/29/2025	10:00 AM	0	13	5	1	2	0	0	0	0	0	0	0	0	
4/29/2025	10:15 AM	0	13	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	0	14	2	0	3	0	0	0	0	0	0	0	0	
4/29/2025	10:45 AM	0	7	3	0	2	0	0	0	0	0	0	0	0	
		0	47	14	1	9	0	0	0	0	0	0	0	0	
4/29/2025	11:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	11:15 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	
4/29/2025	11:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	0	17	4	0	2	0	0	0	0	0	0	0	0	
		0	48	11	0	3	0	0	0	0	0	0	0	0	
4/29/2025	12:00 PM	0	14	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	12:15 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	
4/29/2025	12:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	12:45 PM	0	11	5	0	0	0	0	0	0	0	0	0	0	
		0	55	14	0	2	0	0	0	0	0	0	0	0	
4/29/2025	1:00 PM	0	13	5	0	1	0	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	0	12	2	0	2	0	0	0	0	0	0	0	0	
4/29/2025	1:30 PM	0	12	5	0	3	0	0	0	0	0	0	0	0	
4/29/2025	1:45 PM	0	17	5	0	2	0	0	0	0	0	0	0	0	
		0	54	17	0	8	0	0	0	0	0	0	0	0	
4/29/2025	2:00 PM	0	18	2	0	3	0	0	0	0	0	0	0	0	
4/29/2025	2:15 PM	0	32	12	0	2	0	0	0	0	0	0	0	0	
4/29/2025	2:30 PM	5	78	8	0	10	1	1	2	0	0	1	0		
4/29/2025	2:45 PM	0	18	6	0	3	0	0	0	0	0	0	0	0	
		5	146	28	0	18	1	1	2	0	0	0	1	0	
4/29/2025	3:00 PM	0	17	4	1	3	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	0	20	4	0	4	0	0	0	0	0	0	0	0	
4/29/2025	3:30 PM	0	34	4	0	3	0	0	0	0	0	0	0	0	
4/29/2025	3:45 PM	0	22	6	1	7	1	0	0	0	0	0	0	0	
		0	93	18	2	17	1	0	0	0	0	0	0	0	
4/29/2025	4:00 PM	0	16	6	0	2	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	0	13	5	0	0	0	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	0	12	7	0	2	0	0	0	0	0	0	0	0	
4/29/2025	4:45 PM	0	21	2	0	5	0	0	0	0	0	0	0	0	
		0	62	20	0	9	0	0	0	0	0	0	0	0	
4/29/2025	5:00 PM	0	21	8	0	5	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	27	4	0	2	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	0	14	6	0	4	0	0	0	0	0	0	0	0	
4/29/2025	5:45 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	
		0	71	21	0	12	0	0	0	0	0	0	0	0	
4/29/2025	6:00 PM	0	10	2	1	0	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	9	3	0	5	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	
4/29/2025	6:45 PM	0	10	2	0	3	0	0	0	0	0	0	0	0	
		0	42	8	1	9	0	0	0	0	0	0	0	0	
4/29/2025	7:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	7:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
4/29/2025	7:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
4/29/2025	7:45 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	
		0	25	6	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	8:15 PM	0	5	3	0	2	0	0	1	0	0	0	0	0	
4/29/2025	8:30 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	8:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
		0	18	9	0	5	0	0	1	0	0	0	0	0	
4/29/2025	9:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	9:30 PM	0	3	2	0	0	0	0	1	0	0	0	0	0	6
4/29/2025	9:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
		0	15	8	0	0	0	0	1	0	0	0	0	0	
4/29/2025	10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
		0	7	2	0	0	0	0	0	0	0	0	0	0	9
4/29/2025	11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	11:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	6	2	0	0	0	0	0	0	0	0	0	0	8
	Total:	14	1008	268	7	133	7	2	8	0	0	0	1	0	
		1.0%	69.6%	18.5%	0.5%	9.2%	0.5%	0.1%	0.6%	0.0%	0.0%	0.0%	0.1%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-029
4/29/2025
0:00:00

EASTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
3:00	2	0	0	0	1	0	1	0	0	0	0	0	0	0
4:00	2	0	0	1	0	0	1	0	0	0	0	0	0	0
5:00	5	0	2	2	1	0	0	0	0	0	0	0	0	0
6:00	5	0	0	2	2	1	0	0	0	0	0	0	0	0
7:00	152	61	70	17	4	0	0	0	0	0	0	0	0	0
8:00	24	3	9	10	1	1	0	0	0	0	0	0	0	0
9:00	27	0	10	13	4	0	0	0	0	0	0	0	0	0
10:00	35	0	13	15	6	1	0	0	0	0	0	0	0	0
11:00	31	0	7	11	10	3	0	0	0	0	0	0	0	0
12:00	36	0	3	17	14	2	0	0	0	0	0	0	0	0
13:00	40	5	11	16	6	2	0	0	0	0	0	0	0	0
14:00	119	37	47	26	7	1	0	0	0	0	1	0	0	0
15:00	74	7	27	29	11	0	0	0	0	0	0	0	0	0
16:00	65	0	5	13	28	19	0	0	0	0	0	0	0	0
17:00	65	0	2	8	34	20	1	0	0	0	0	0	0	0
18:00	37	0	2	2	17	16	0	0	0	0	0	0	0	0
19:00	18	0	1	3	7	6	1	0	0	0	0	0	0	0
20:00	24	0	1	4	15	3	1	0	0	0	0	0	0	0
21:00	14	0	0	2	12	0	0	0	0	0	0	0	0	0
22:00	7	0	0	1	4	2	0	0	0	0	0	0	0	0
23:00	5	0	0	0	4	0	1	0	0	0	0	0	0	0
TOTAL VOLUME	789	113	210	192	189	78	6	0	0	0	1	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-029
4/29/2025
0:00:00

WESTBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
4:00	9	0	0	0	1	6	2	0	0	0	0	0	0	0
5:00	11	0	0	0	5	6	0	0	0	0	0	0	0	0
6:00	17	0	1	4	10	2	0	0	0	0	0	0	0	0
7:00	132	5	29	73	20	5	0	0	0	0	0	0	0	0
8:00	47	0	8	18	14	6	1	0	0	0	0	0	0	0
9:00	33	0	3	7	16	7	0	0	0	0	0	0	0	0
10:00	36	0	1	22	10	3	0	0	0	0	0	0	0	0
11:00	31	0	5	9	16	1	0	0	0	0	0	0	0	0
12:00	35	0	2	12	19	2	0	0	0	0	0	0	0	0
13:00	39	0	4	18	14	2	1	0	0	0	0	0	0	0
14:00	83	3	29	32	16	3	0	0	0	0	0	0	0	0
15:00	57	2	8	27	18	1	0	0	0	0	0	0	1	0
16:00	26	0	1	1	13	10	1	0	0	0	0	0	0	0
17:00	39	0	0	4	14	18	2	1	0	0	0	0	0	0
18:00	23	0	0	1	6	14	1	1	0	0	0	0	0	0
19:00	15	0	0	0	8	6	1	0	0	0	0	0	0	0
20:00	9	0	0	1	7	1	0	0	0	0	0	0	0	0
21:00	10	0	1	0	7	2	0	0	0	0	0	0	0	0
22:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0
23:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0
TOTAL VOLUME	659	10	92	229	218	98	9	2	0	0	0	0	1	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-034
Street: Thunderbolt Ave
Location: btwn Cotati Dr & Star Dr

GPS FOR EB/NB LOC: 34.46884 / 0.00000
GPS FOR WB/SB LOC: -114.28941 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:
NB 1,028 vehicles
SB 726 vehicles
Total 1,754 vehicles

85th Percentile
NB 30.0 mph
SB 27.0 mph
Average 28.5 mph

Percentile Speeds	NB	SB	
10%	14	13	mph
15%	15	15	mph
50%	22	19	mph
85%	30	27	mph
95%	34	30	mph

Posted speed limit: 25 25

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
NB	3	114	315	198	227	134	31	5	0	0	0	1	0
SB	15	95	264	192	119	38	3	0	0	0	0	0	0
Total	18	209	579	390	346	172	34	5	0	0	0	1	0

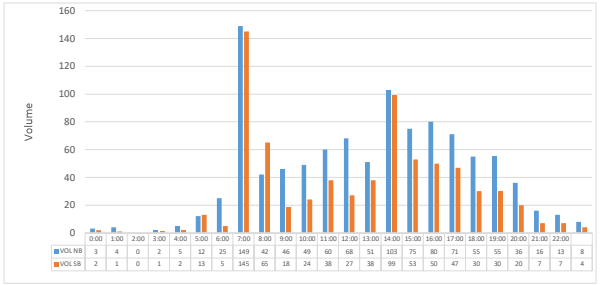
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
NB	4	594	187	2	223	3	5	10	0	0	0	0	0
SB	1	560	112	6	39	7	0	0	1	0	0	0	0
Total	5	1154	299	8	262	10	5	10	1	0	0	0	0
	0.3%	65.8%	17.0%	0.5%	14.9%	0.6%	0.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%

NB	SB	TOTAL
1028	726	1754
1028	726	1754

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
VOL NB	3	4	0	2	5	12	25	149	42	46	49	60	68	51	103	75	80	71	55	55	36	16	13	8
VOL SB	2	1	0	1	2	13	5	145	65	18	24	38	27	38	99	53	50	47	30	30	20	7	7	4

Class/Volume Report

Street: Thunderbolt Ave
Location: btwn Cotati Dr & Star Dr
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 1,754

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	5	0	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4/29/2025	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	4	0	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1	2	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:45 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
		0	3	2	0	2	0	0	0	0	0	0	0	0	7
4/29/2025	5:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	5:15 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
4/29/2025	5:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	5:45 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
		0	15	6	0	4	0	0	0	0	0	0	0	0	25
4/29/2025	6:00 AM	0	2	5	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	6:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
4/29/2025	6:45 AM	0	6	5	0	1	0	1	0	0	0	0	0	0	13
		0	14	11	0	4	0	1	0	0	0	0	0	0	30
4/29/2025	7:00 AM	0	21	5	0	5	1	0	0	0	0	0	0	0	32
4/29/2025	7:15 AM	0	34	8	0	9	0	1	0	0	0	0	0	0	52
4/29/2025	7:30 AM	0	85	9	0	9	1	0	0	0	0	0	0	0	104
4/29/2025	7:45 AM	0	90	7	2	5	0	1	1	0	0	0	0	0	106
		0	230	29	2	28	2	2	1	0	0	0	0	0	294
4/29/2025	8:00 AM	0	34	0	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	1	13	3	0	2	1	0	0	0	0	0	0	0	
4/29/2025	8:30 AM	0	22	2	0	1	0	1	0	0	0	0	0	0	
4/29/2025	8:45 AM	0	16	2	0	6	1	0	0	0	0	0	0	0	
		1	85	7	0	11	2	1	0	0	0	0	0	0	
4/29/2025	9:00 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	
4/29/2025	9:15 AM	0	8	6	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:30 AM	0	10	2	0	4	0	0	1	0	0	0	0	0	
4/29/2025	9:45 AM	0	10	2	0	5	0	0	0	0	0	0	0	0	
		0	39	14	0	10	0	0	1	0	0	0	0	0	
4/29/2025	10:00 AM	0	6	2	0	3	0	0	0	0	0	0	0	0	
4/29/2025	10:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	
4/29/2025	10:30 AM	0	13	3	0	3	2	0	0	0	0	0	0	0	
4/29/2025	10:45 AM	0	14	8	0	3	1	0	0	1	0	0	0	0	
		0	45	15	0	9	3	0	0	1	0	0	0	0	
4/29/2025	11:00 AM	0	18	7	0	4	0	0	0	0	0	0	0	0	
4/29/2025	11:15 AM	0	9	4	0	6	1	0	1	0	0	0	0	0	
4/29/2025	11:30 AM	0	19	3	0	7	0	0	0	0	0	0	0	0	
4/29/2025	11:45 AM	0	8	7	0	4	0	0	0	0	0	0	0	0	
		0	54	21	0	21	1	0	1	0	0	0	0	0	
4/29/2025	12:00 PM	0	14	2	0	8	0	0	0	0	0	0	0	0	
4/29/2025	12:15 PM	0	4	5	0	6	0	0	0	0	0	0	0	0	
4/29/2025	12:30 PM	0	16	3	0	4	1	0	0	0	0	0	0	0	
4/29/2025	12:45 PM	1	16	4	0	10	0	0	1	0	0	0	0	0	
		1	50	14	0	28	1	0	1	0	0	0	0	0	
4/29/2025	1:00 PM	0	10	6	0	5	0	0	0	0	0	0	0	0	
4/29/2025	1:15 PM	0	14	1	0	5	0	0	0	0	0	0	0	0	
4/29/2025	1:30 PM	1	13	8	1	6	0	0	0	0	0	0	0	0	
4/29/2025	1:45 PM	0	9	4	0	6	0	0	0	0	0	0	0	0	
		1	46	19	1	22	0	0	0	0	0	0	0	0	
4/29/2025	2:00 PM	0	21	9	0	3	0	0	0	0	0	0	0	0	
4/29/2025	2:15 PM	0	31	5	0	6	1	0	1	0	0	0	0	0	
4/29/2025	2:30 PM	0	43	14	2	10	0	0	0	0	0	0	0	0	
4/29/2025	2:45 PM	0	41	9	1	4	0	1	0	0	0	0	0	0	
		0	136	37	3	23	1	1	1	0	0	0	0	0	
4/29/2025	3:00 PM	0	20	4	1	5	0	0	0	0	0	0	0	0	
4/29/2025	3:15 PM	0	26	3	0	4	0	0	1	0	0	0	0	0	
4/29/2025	3:30 PM	0	14	6	0	8	0	0	0	0	0	0	0	0	
4/29/2025	3:45 PM	1	19	10	0	6	0	0	0	0	0	0	0	0	
		1	79	23	1	23	0	0	1	0	0	0	0	0	
4/29/2025	4:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	1	21	10	0	11	0	0	0	0	0	0	0	0	
4/29/2025	4:30 PM	0	17	6	0	5	0	0	0	0	0	0	0	0	
4/29/2025	4:45 PM	0	21	8	0	8	0	0	0	0	0	0	0	0	
		1	76	28	0	25	0	0	0	0	0	0	0	0	
4/29/2025	5:00 PM	0	30	9	0	2	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	23	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	5:30 PM	0	17	4	0	2	0	0	1	0	0	0	0	0	
4/29/2025	5:45 PM	0	15	4	0	4	0	0	1	0	0	0	0	0	
		0	85	20	0	11	0	0	2	0	0	0	0	0	
4/29/2025	6:00 PM	0	22	6	0	1	0	0	0	0	0	0	0	0	
4/29/2025	6:15 PM	0	11	5	0	3	0	0	0	0	0	0	0	0	
4/29/2025	6:30 PM	0	17	2	0	4	0	0	1	0	0	0	0	0	
4/29/2025	6:45 PM	0	9	2	0	2	0	0	0	0	0	0	0	0	
		0	59	15	0	10	0	0	1	0	0	0	0	0	
4/29/2025	7:00 PM	0	15	5	0	4	0	0	0	0	0	0	0	0	
4/29/2025	7:15 PM	0	8	3	0	2	0	0	0	0	0	0	0	0	
4/29/2025	7:30 PM	0	16	3	0	5	0	0	0	0	0	0	0	0	
4/29/2025	7:45 PM	0	18	4	1	1	0	0	0	0	0	0	0	0	
		0	57	15	1	12	0	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	0	13	2	0	4	0	0	0	0	0	0	0	0	
4/29/2025	8:15 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	
4/29/2025	8:30 PM	0	4	3	0	2	0	0	1	0	0	0	0	0	
4/29/2025	8:45 PM	0	5	3	0	5	0	0	0	0	0	0	0	0	
		0	32	12	0	11	0	0	1	0	0	0	0	0	
4/29/2025	9:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	9:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	9:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	6
4/29/2025	9:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
		0	16	3	0	4	0	0	0	0	0	0	0	0	
4/29/2025	10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	10:15 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
4/29/2025	10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	10:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
		0	14	5	0	1	0	0	0	0	0	0	0	0	
4/29/2025	11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	11:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	11:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		0	9	1	0	2	0	0	0	0	0	0	0	0	
	Total:	5	1154	299	8	262	10	5	10	1	0	0	0	0	
		0.3%	65.8%	17.0%	0.5%	14.9%	0.6%	0.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-034
4/29/2025
0:00:00

NORTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	3	0	0	0	0	2	1	0	0	0	0	0	0	0
1:00	4	0	0	0	1	0	2	0	1	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	2	0	0	0	1	0	1	0	0	0	0	0	0	0
4:00	5	0	0	0	2	2	0	1	0	0	0	0	0	0
5:00	12	0	0	0	2	7	2	1	0	0	0	0	0	0
6:00	25	0	2	10	7	3	3	0	0	0	0	0	0	0
7:00	149	1	42	76	24	6	0	0	0	0	0	0	0	0
8:00	42	1	7	24	8	2	0	0	0	0	0	0	0	0
9:00	46	0	3	33	8	2	0	0	0	0	0	0	0	0
10:00	49	0	7	28	10	4	0	0	0	0	0	0	0	0
11:00	60	0	5	35	18	1	1	0	0	0	0	0	0	0
12:00	68	1	16	31	15	3	1	0	0	0	0	0	1	0
13:00	51	0	7	30	12	0	2	0	0	0	0	0	0	0
14:00	103	0	24	40	23	16	0	0	0	0	0	0	0	0
15:00	75	0	1	2	16	35	15	6	0	0	0	0	0	0
16:00	80	0	0	1	13	37	23	5	1	0	0	0	0	0
17:00	71	0	0	1	7	30	29	4	0	0	0	0	0	0
18:00	55	0	0	1	13	16	19	6	0	0	0	0	0	0
19:00	55	0	0	2	9	25	15	3	1	0	0	0	0	0
20:00	36	0	0	0	5	16	11	3	1	0	0	0	0	0
21:00	16	0	0	1	1	9	3	1	1	0	0	0	0	0
22:00	13	0	0	0	2	7	3	1	0	0	0	0	0	0
23:00	8	0	0	0	1	4	3	0	0	0	0	0	0	0
TOTAL VOLUME	1028	3	114	315	198	227	134	31	5	0	0	0	1	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-034
4/29/2025
0:00:00

SOUTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0
5:00	13	0	0	1	4	6	2	0	0	0	0	0	0	0
6:00	5	0	0	2	1	1	1	0	0	0	0	0	0	0
7:00	145	7	32	79	27	0	0	0	0	0	0	0	0	0
8:00	65	7	18	34	5	1	0	0	0	0	0	0	0	0
9:00	18	0	3	10	4	0	1	0	0	0	0	0	0	0
10:00	24	0	1	18	5	0	0	0	0	0	0	0	0	0
11:00	38	0	4	25	9	0	0	0	0	0	0	0	0	0
12:00	27	0	6	13	6	2	0	0	0	0	0	0	0	0
13:00	38	1	5	21	8	2	1	0	0	0	0	0	0	0
14:00	99	0	26	46	22	5	0	0	0	0	0	0	0	0
15:00	53	0	0	7	31	10	5	0	0	0	0	0	0	0
16:00	50	0	0	1	19	24	5	1	0	0	0	0	0	0
17:00	47	0	0	0	14	20	12	1	0	0	0	0	0	0
18:00	30	0	0	0	9	17	4	0	0	0	0	0	0	0
19:00	30	0	0	5	12	11	2	0	0	0	0	0	0	0
20:00	20	0	0	1	8	9	2	0	0	0	0	0	0	0
21:00	7	0	0	0	6	0	1	0	0	0	0	0	0	0
22:00	7	0	0	1	1	5	0	0	0	0	0	0	0	0
23:00	4	0	0	0	1	3	0	0	0	0	0	0	0	0
TOTAL VOLUME	726	15	95	264	192	119	38	3	0	0	0	0	0	0

Field Data Services of Arizona
24 Hour Summary Report

Prepared For:
Kimley-Horn & Assoc
1001 W Southern Ave, Suite 131
Mesa, AZ 85210

Prepared By:
Field Data Services of Arizona, Inc. /
Veracity Traffic Group
520.316.6745

Site ID: 25-1239-043
Street: Pawnee Dr
Location: btwn Little Chief Dr & Tomahawk Dr

GPS FOR EB/NB LOC: 34.463350 / 0.00000
GPS FOR WB/SB LOC: -114.27242 / 0.00000

Begin Date: April-29-2025 (Tuesday)
Begin Time: 0:00

End Date: April-30-2025 (Wednesday)
End Time: 0:00

Average Daily Traffic:

NB	123	vehicles
SB	414	vehicles
Total	537	vehicles

85th Percentile

NB	25.0	mph
SB	22.0	mph
Average	23.5	mph

Percentile Speeds	**NB**	**SB**	
10%	12	11	mph
15%	13	12	mph
50%	20	17	mph
85%	25	22	mph
95%	29	26	mph
Posted speed limit:	25	25	

Speed Distribution Summary (MPH)

	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
NB	1	25	35	43	14	5	0	0	0	0	0	0	0
SB	4	107	196	77	24	6	0	0	0	0	0	0	0
Total	5	132	231	120	38	11	0	0	0	0	0	0	0

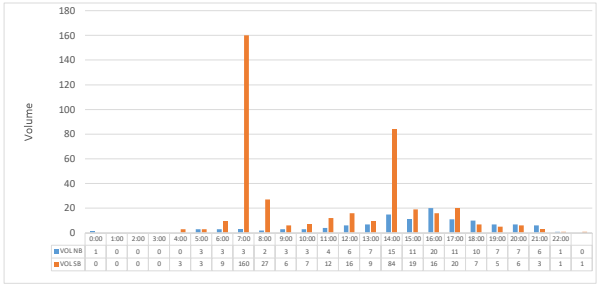
Classification Summary (FHWA Scheme F)

	BIKE	CARS	2A-L	BUS	2A-S	3A-S	4A-S	<5-D	5A-D	>6-D	<6-M	6A-M	>6-M
NB	0	68	37	1	17	0	0	0	0	0	0	0	0
SB	0	306	58	6	43	0	0	1	0	0	0	0	0
Total	0	374	95	7	60	0	0	1	0	0	0	0	0
	0.0%	69.6%	17.7%	1.3%	11.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

NB	SB	TOTAL
123	414	537
123	414	537

Field Data Services of Arizona
24 Hour Summary Report

VOLUME BY HOUR, GRAPH FOR EACH DIRECTION



Class/Volume Report

Street: Pawnee Dr
Location: btwn Little Chief Dr & Tomahawk Dr
Lane: Total Traffic

Begin: 4/29/2025 12:00 AM
End: 4/30/2025 12:00 AM

Hours: 24.00
Period: 15

ADT Count: 537

Date	Time	1 BIKE	2 CARS	3 2A-L	4 BUS	5 2A-S	6 3A-S	7 4A-S	8 <5-D	9 5A-D	10 >6-D	11 <6-M	12 6A-M	13 >6-M	Total:
4/29/2025	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1
		0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	5:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
		0	4	2	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	6:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3
4/29/2025	6:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	6:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
		0	3	8	1	0	0	0	0	0	0	0	0	0	12
4/29/2025	7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	7:15 AM	0	23	3	0	3	0	0	0	0	0	0	0	0	29
4/29/2025	7:30 AM	0	54	3	1	8	0	0	0	0	0	0	0	0	66
4/29/2025	7:45 AM	0	44	13	0	3	0	0	0	0	0	0	0	0	60
		0	128	20	1	14	0	0	0	0	0	0	0	0	163
4/29/2025	8:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	
4/29/2025	8:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
4/29/2025	8:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	8:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
		0	20	7	1	1	0	0	0	0	0	0	0	0	
4/29/2025	9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4/29/2025	9:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4/29/2025	9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	5	2	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	10:00 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	4
4/29/2025	10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	10:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	3
		0	4	2	1	2	0	0	1	0	0	0	0	0	
4/29/2025	11:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	11:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	11:30 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	6
4/29/2025	11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
		0	8	7	0	1	0	0	0	0	0	0	0	0	
4/29/2025	12:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4/29/2025	12:15 PM	0	5	0	2	0	0	0	0	0	0	0	0	0	7
4/29/2025	12:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
4/29/2025	12:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
		0	15	2	2	3	0	0	0	0	0	0	0	0	
4/29/2025	1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4/29/2025	1:15 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4/29/2025	1:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
		0	10	1	0	5	0	0	0	0	0	0	0	0	
4/29/2025	2:00 PM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	2:15 PM	0	19	2	0	2	0	0	0	0	0	0	0	0	
4/29/2025	2:30 PM	0	51	3	0	4	0	0	0	0	0	0	0	0	
4/29/2025	2:45 PM	0	4	3	0	2	0	0	0	0	0	0	0	0	9
		0	80	9	0	10	0	0	0	0	0	0	0	0	
4/29/2025	3:00 PM	0	4	3	1	1	0	0	0	0	0	0	0	0	9
4/29/2025	3:15 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
4/29/2025	3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	3:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
		0	20	6	1	3	0	0	0	0	0	0	0	0	
4/29/2025	4:00 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	
4/29/2025	4:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4/29/2025	4:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4/29/2025	4:45 PM	0	7	1	0	3	0	0	0	0	0	0	0	0	
		0	27	4	0	5	0	0	0	0	0	0	0	0	
4/29/2025	5:00 PM	0	7	3	0	4	0	0	0	0	0	0	0	0	
4/29/2025	5:15 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
4/29/2025	5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
		0	17	7	0	7	0	0	0	0	0	0	0	0	
4/29/2025	6:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4/29/2025	6:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4/29/2025	6:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4/29/2025	6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
		0	11	3	0	3	0	0	0	0	0	0	0	0	
4/29/2025	7:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4/29/2025	7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	7:45 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
		0	7	3	0	2	0	0	0	0	0	0	0	0	
4/29/2025	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	8:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	8:30 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	5
4/29/2025	8:45 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
		0	5	7	0	1	0	0	0	0	0	0	0	0	
4/29/2025	9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4/29/2025	9:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	9:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4/29/2025	9:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
		0	5	3	0	1	0	0	0	0	0	0	0	0	9
4/29/2025	10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4/29/2025	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1	1	0	0	0	0	0	0	0	0	0	0	2
4/29/2025	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/29/2025	11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		0	1	0	0	0	0	0	0	0	0	0	0	0	1
	Total:	0	374	95	7	60	0	0	1	0	0	0	0	0	
		0.0%	69.6%	17.7%	1.3%	11.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-043
4/29/2025
0:00:00

NORTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	3	0	0	1	2	0	0	0	0	0	0	0	0	0
6:00	3	0	0	1	1	1	0	0	0	0	0	0	0	0
7:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
8:00	2	0	1	0	1	0	0	0	0	0	0	0	0	0
9:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
10:00	3	0	1	1	1	0	0	0	0	0	0	0	0	0
11:00	4	0	2	1	1	0	0	0	0	0	0	0	0	0
12:00	6	0	3	2	0	1	0	0	0	0	0	0	0	0
13:00	7	0	2	1	3	1	0	0	0	0	0	0	0	0
14:00	15	1	8	4	2	0	0	0	0	0	0	0	0	0
15:00	11	0	3	4	3	1	0	0	0	0	0	0	0	0
16:00	20	0	0	7	7	5	1	0	0	0	0	0	0	0
17:00	11	0	2	5	3	1	0	0	0	0	0	0	0	0
18:00	10	0	0	1	7	1	1	0	0	0	0	0	0	0
19:00	7	0	0	2	4	1	0	0	0	0	0	0	0	0
20:00	7	0	0	1	4	0	2	0	0	0	0	0	0	0
21:00	6	0	1	0	2	2	1	0	0	0	0	0	0	0
22:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUME	123	1	25	35	43	14	5	0	0	0	0	0	0	0

Kimley-Horn & Associate LHMPO Safe Route To School
25-1239-043
4/29/2025
0:00:00

SOUTHBOUND SPEED

Time	Total	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66 +
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0
5:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0
6:00	9	1	2	0	4	2	0	0	0	0	0	0	0	0
7:00	160	2	53	92	13	0	0	0	0	0	0	0	0	0
8:00	27	0	10	10	6	1	0	0	0	0	0	0	0	0
9:00	6	0	0	2	4	0	0	0	0	0	0	0	0	0
10:00	7	0	1	6	0	0	0	0	0	0	0	0	0	0
11:00	12	0	4	4	2	2	0	0	0	0	0	0	0	0
12:00	16	0	5	7	3	1	0	0	0	0	0	0	0	0
13:00	9	1	4	2	1	1	0	0	0	0	0	0	0	0
14:00	84	0	24	48	11	1	0	0	0	0	0	0	0	0
15:00	19	0	2	10	2	5	0	0	0	0	0	0	0	0
16:00	16	0	1	5	5	4	1	0	0	0	0	0	0	0
17:00	20	0	0	3	12	4	1	0	0	0	0	0	0	0
18:00	7	0	1	2	1	1	2	0	0	0	0	0	0	0
19:00	5	0	0	2	2	1	0	0	0	0	0	0	0	0
20:00	6	0	0	0	4	0	2	0	0	0	0	0	0	0
21:00	3	0	0	2	1	0	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL VOLUME	414	4	107	196	77	24	6	0	0	0	0	0	0	0

Appendix B – Public Engagement Summary

Safe Routes to School Study | Lake Havasu

Public Involvement Summary

DECEMBER 2025



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Project Description and Introduction

Lake Havasu City (City), Lake Havasu Metropolitan Planning Organization (LHMPO), and the Arizona Department of Transportation (ADOT) are creating a Safe Routes to School (SRTS) Study Document and 30% Scoping Plans based on input from the Executive Board, other project stakeholders, data gathered from traffic counts, site observations, site inventories, and other assessments.

This project assessed each of the eight schools in the Lake Havasu Unified School District (LHUSD) for roadblocks and opportunities to promote walking and biking to school. The study will followed national SRTS practices and developed recommendations and an Action Plan that follow the 6 Es: Evaluation, Engineering, Education, Encouragement, Enforcement, and the newly added Equity. The top prioritized engineering recommendations will be carried forward to 30% scoping documents to be allocated for future funding.

Project Team

Lake Havasu City (City)

- Bill Young – Public Works Deputy Director
- Shawn Clarke, PE – Public Works Civil Engineer

Lake Havasu Metropolitan Planning Organization (LHMPO)

- Sarah Lojewski – Director
- Thomas “Tommy” Martin – Senior Transportation Planner

Lake Havasu Unified School District (LHUSD)

- Charles “Chuck” Keller – Director of Student Support Services
- Jason Usry – Communication and Community Outreach Coordinator

Arizona Department of Transportation (ADOT)

- Chris Rodriguez, PE – Project Manager

Kimley-Horn Consultant Team

- Anita Johari, PE, PTOE, RSP1 – Project Manager
- Taylor Dunkle, PE, PTOE, RSP1 – Project Engineer
- Joseph Cuffari, CFM – Public Involvement Manager
- Paige Helfinstine – Public Involvement Specialist

Public Involvement Strategy

General Approach

A variety of online and in-person public engagement strategies were used and materials developed were consistent (hard copies reflected online content and vice-versa). The public outreach themes focused on the following four approaches:

- Get the word out
- Understand needs and opportunities
- Report back and present proposed improvements
- Summarize the draft plan for acceptance

In-Person Public Involvement

Walking/Biking Assessment (August 25-26, 2025)

Kimley-Horn prepared for and conducted a walking/bicycling assessment for the neighborhoods in Lake Havasu City. Transportation routes around the school and within the study boundary were driven/walked to assess walking/bicycling friendliness and identify opportunities and challenges for these forms of active transportation. Template assessment forms from the Pedestrian and Bicycle Information Center (PBIC) were used for the assessment.

An observation that was frequently noted was a lack of sidewalk and/or short sections of sidewalk that would abruptly end, as pictured below.





School Observations (August 25-26, 2025)

Kimley-Horn team members were on-site at each of the eight identified schools before, during, and after pick-up and drop-off to observe the flow of traffic, when and where students are being picked up and dropped off, the types of signage on site, and speak with the principal and other school staff.







Safety Summit #1 (August 26, 2025)

The first Safety Summit meeting was held at the Lake Havasu City Aquatic Center (100 Park Avenue, Lake Havasu City, AZ 86403) with the purpose of introducing and providing an overview of the SRTS program to attendees. It served as the kick-off to the project and representatives from LHMPO, LHUSD, the City, and each of the schools were present. Project Manager Anita Johari and Public Involvement Specialist Paige Helfinstine explained the project purpose, how data would be and has been collected, and the project schedule with the help of a prepared PowerPoint.



8/26/2025 Safety Summit #1

Bad Bowlers Tournament (September 20, 2025)

One Kimley-Horn team member was present at the 3rd Annual Bad Bowlers Tournament at Havasu Lanes (2134 McCulloch Boulevard N., Lake Havasu City, AZ 86403) 11:00 a.m.-1:30 p.m. Flyers were handed out and an iPad was made available for attendees to add comments to the PublicCoordinate map and/or take the online survey.

There were an estimated 27 interactions with attendees, solicitating 20 interactive map comments and one survey response.

Public Meeting (October 2, 2025)

A public meeting was held on October 2, 2025 at the Lake Havasu Library (1770 McCulloch Boulevard N., Lake Havasu City, AZ 86403). Anyone was open to attend this event, which was held 6:00-8:00 p.m. The event was staffed by one Kimley-Horn team member and two Logan Simpson team members.

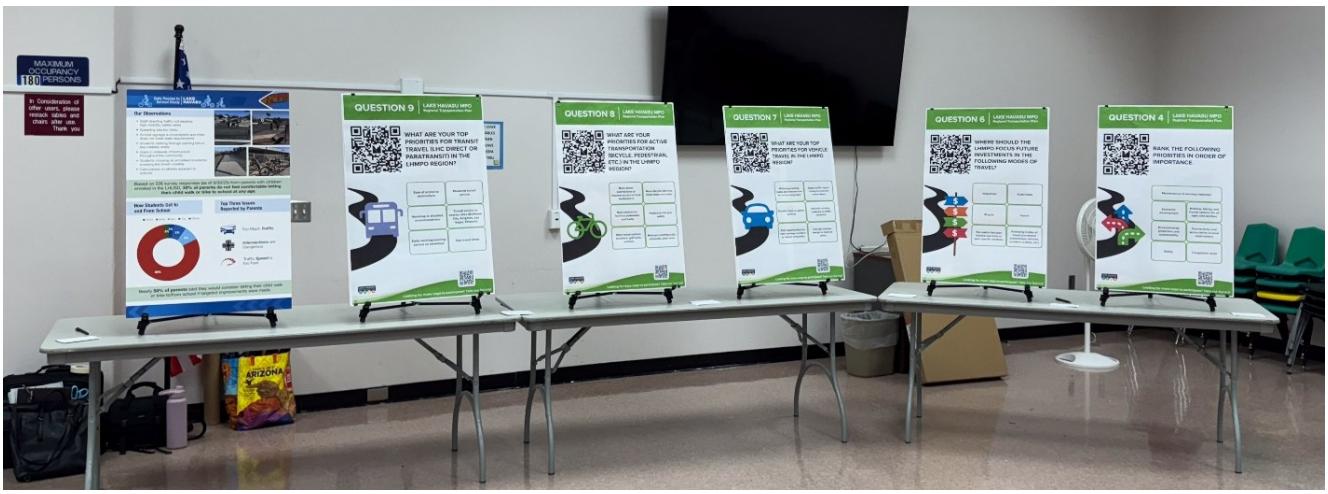
Seven, 24x36 foam boards were created for the public meeting to bring the project survey questions to life. The first "Welcome" board prompted attendees to answer the question posed on the board by placing a sticker on the board. Five boards included questions taken from the overall project survey. This gave attendees the opportunity to walk around the room from board to board and either scan the QR code on each board to answer the question online using Mentimeter or pick up a comment card to write out their response. The final board was related to one of LHMPO's other current projects, the SRTS Study. This board was purely informational. A PDF of the SRTS-specific board can be found in **Attachment A – Project Board**.

iPads and computers were also available for attendees to respond to the online survey or leave comments on the virtual, interactive map.

Three members of the public attended this event. Each participated in the online survey, interacted with the questions on the boards, and left hand-written comments using the comment cards.







10/2/2025 Public Meeting

Bunker Bar Pop-Up (October 3, 2025)

One Kimley-Horn team member and two Logan Simpson team members were present at the local Bunker Bar's opening day of the season to solicit input from attendees. A table was set up with project flyers, the "Welcome" question board, and candy and gift card giveaways for anyone who took the online survey. An iPad was present so that interested attendees could easily take the survey at their own pace if they did not want to use their personal phone.

Our team was present at the Bunker Bar 11:30 a.m.-4:00 p.m. We interacted with an estimated 23 people, solicitating 14 survey responses, five interactive map comments, and one other comment on a physical comment card.





10/3/2025 Bunker Bar Pop-Up Event

Farmers Market Pop-Up (October 4, 2025)

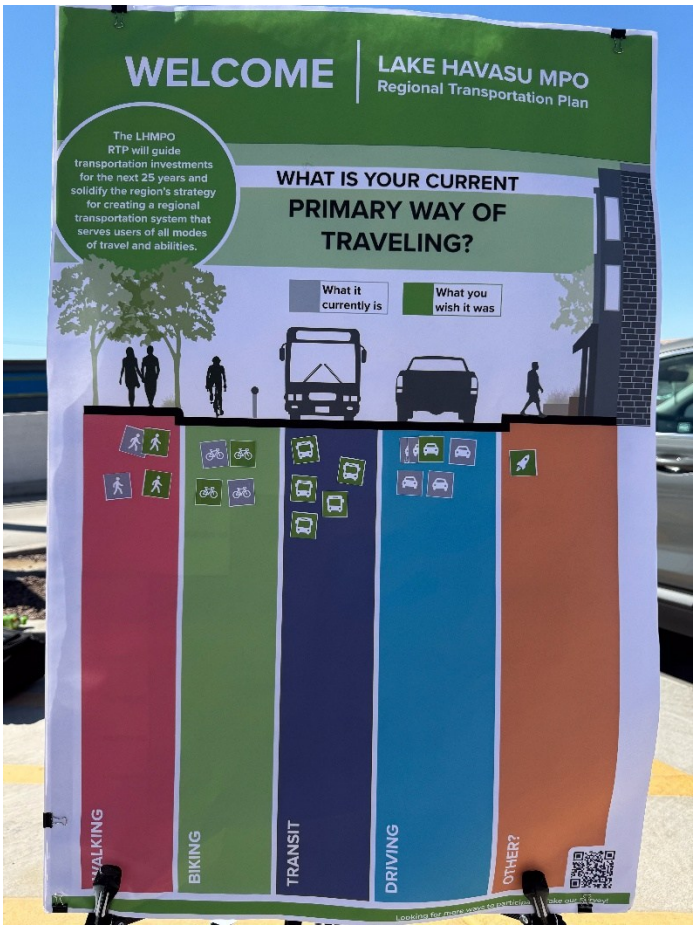
The event was staffed by one Kimley-Horn team member and two Logan Simpson team members. A table was set up with project flyers, the "Welcome" question board, and candy and gift card giveaways for anyone who took the online survey. An iPad was present so that interested attendees could easily take the survey at their own pace if they did not want to use their personal phone.

Our team was present at the Lake Havasu Farmers Market 7:30 a.m.-11:30 p.m. We interacted with an estimated 15 people, solicitating 11 survey responses and 10 comments on physical comment cards.

The comments from the comment cards for all the October outreach events are included in **Attachment B – Comment Card Feedback**.







10/4/2025 Farmers Market Pop-Up Event

Safety Summit #2 (November 7, 2025)

The second Safety Summit meeting was held at the LHUSD #1 District Board Room (2200 Havasupai Boulevard, Lake Havasu City, AZ 86403) on November 7, 2025, 10:00 a.m.-12:00 p.m. The purpose of this meeting was to share the project team's findings and project recommendations with attendees. Representatives from LHMPO, LHUSD, the City, and each of the schools were present. Project Manager Anita Johari and Project Engineer Taylor Dunkle explained the project recommendations and next steps with the help of a prepared PowerPoint.

Executive Board Meeting (December 9, 2025)

Kimley-Horn attended one Executive Board meeting to present findings and results of the study and gather executive team feedback. Overall, feedback was positive from Executive Board members.

Virtual Public Involvement

Surveys (SurveyMonkey)

Two electronic surveys were created using SurveyMonkey to help gather information on specific topics related to the project. These surveys will be presented mainly in an online format to capture the opinions and perspectives of both parents and teachers, but paper versions of the survey were made available as well.

Parent Survey

Using the National Center for Safe Routes to School Parent Survey, these questions were directed toward parents of children attending each of the schools in the study area. This survey was promoted via a QR code on the project flyer, which was posted to the LHUSD website, and passed out at all the in-person events mentioned in this Summary. As of 11/3/2025, 230 responses were received. Full details on the survey results can be found in **Attachment C – Parent Survey Results**. The Kimley-Horn team will enter the results of the survey in the National Center for Safe Routes to School Database before this project is completed.

Parent survey link: https://www.surveymonkey.com/r/TRPPVRS (survey now closed)

The top three issues reported by parents via the survey were:



Too Much ***Traffic***

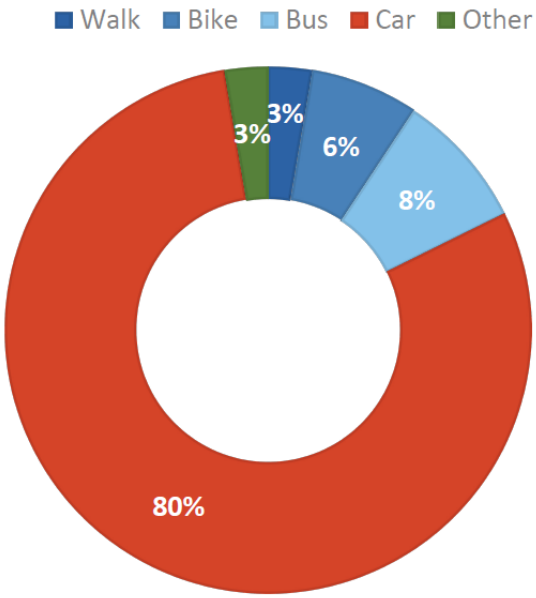


Intersections are Dangerous



Traffic ***Speed*** is too Fast

On average, the vast majority of students would go to and from school via a car.



Student Survey

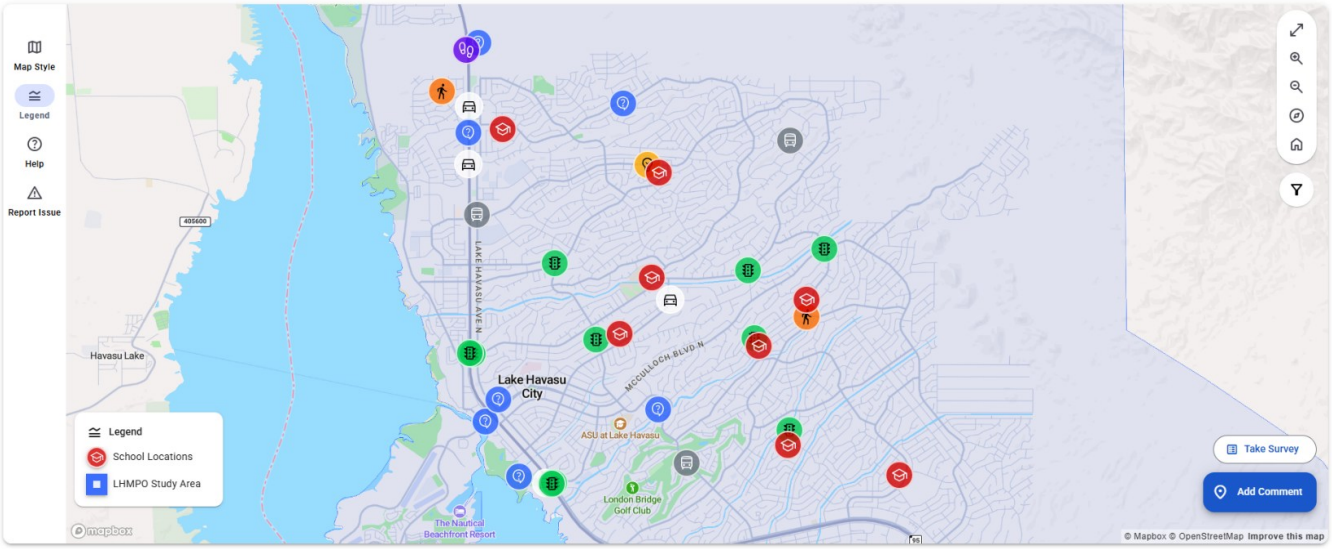
Kimley-Horn created a student survey using the National Center for Safe Routes to School Student Travel Tally. Kimley-Horn initially asked teachers to collect data in the classroom for this survey, but LHUSD already had this data and shared it with the Kimley-Horn team.

The information provided by LHUSD is below:

- **Overview**
  - Of the 5,150 students currently enrolled, we bus only special education students and all 7th and 8th grade students.
    - 7th and 8th grade students account for 303 bus riders
    - Special education students account for 73 bus riders for all grade levels
- **Kindergarten-6th Grade (Elementary School)**
  - Average 5 students (not including special education) per campus for a maximum of 30 students that ride bikes or scooters.
  - The remaining of the 2,565 elementary (K-6) students (taking the 30 out for bikes and about 50 out for special education bussing) leaves the vast majority (or roughly 2,450 students) who are dropped off and picked up by parents in a vehicle. This has to include or be taken into consideration that about 20% of those 2,450 elementary students stay after school for the Parks and Recreation program, which means they get picked up just at a later time in the day.
- **7th-8th Grade (Middle School)**
  - Since we can count approximately 303 bus riders with another ~15 being bused for special education, that would leave roughly 400 students, with 20% of them either walking or riding bikes.
  - The remaining 80% are dropped off/picked up by parents or siblings using a vehicle.
- **9th-12th Grade (High School)**
  - Of the 1,474 high school aged students, approximately 20% of them get dropped off by their parents
  - Another 20% ride e-bikes or walk, with the remaining 60% driving themselves to campus.

Interactive Map (PublicCoordinate)

PublicCoordinate is a proprietary Kimley-Horn tool which is a streamlined, sophisticated interactive map that makes it easier than ever to solicit feedback from the public. This tool offers enhanced capabilities such as comment input, toggling between multiple project alternatives and base maps, Americans with Disabilities (ADA) web accessibility, custom branding, survey integration, and more. Its online platform is user-friendly, making it easy for the public to provide input and visualize what their communities would look like with proposed transit, roadway, and other infrastructure improvements.



PublicCoordinate Map (10/23/25)

39 unique comments were added to the map as of 10/21/25. All detailed comments are included in **Attachment D – PublicCoordinate Comments**.

Comment Category	Number of Comments	Percentage
Intersection Safety Concern	13	33.33%
Vehicular Concern	11	28.21%
Improvement Idea	1	2.56%
Transit Concern	3	7.69%
Other	8	20.51%
Bike/Pedestrian Safety Concern	2	5.13%
Sidewalk/Path Safety Concern	1	2.56%

The comment threads on PublicCoordinate highlight significant safety concerns, particularly regarding pedestrian crossings and the management of e-bikes and traffic lights. Residents call for more visible crosswalks, additional lighting, and possibly traffic control or stop signs to improve safety during peak congestion times. There is also a consensus that e-bikes are contributing to unsafe conditions, with suggestions for licensing and helmet requirements. Lastly, the community expresses frustration with the lack of transit options and the need for better infrastructure, such as sidewalks and extended multi-use paths. The discussions reflect a broader desire for safer, more accessible transportation options and clearer guidance for drivers and cyclists alike.

The project's PublicCoordinate link: https://engage.publiccoordinate.com/project/lhmpo-safe-routes-to-school

Outreach Materials

Project Flyer

Kimley-Horn developed a project flyer which provided high-level information about the SRTS Study and a QR code/link to the project's virtual, interactive mapping and survey tool (PublicCoordinate). The goal of the flyer was for people to follow the link to provide input using the map and/or complete the project survey.

Because Kimley-Horn was also working on a Regional Transportation Plan (RTP) with LHMPO simultaneously, these Kimley-Horn project teams worked together to promote each other's projects to the public. To not duplicate efforts and overwhelm the public, this flyer also had information about and a link to the RTP survey.

The project flyer was handed out at all in-person engagement opportunities and stacks of flyers were dropped off at the Lake Havasu City Aquatic Center and SummeRay Wine Bar & Local Eatery for distribution at upcoming events each location was hosting.

A full-size copy of the project flyer is included in **Attachment E – Project Flyer**.



Project Flyer

Project Boards

There was one board dedicated to the SRTS Study. This board was purely informational, including statistics pulled from the parent survey and photos from the school observations. Seven, 24x36 foam boards were also created for the RTP project. All eight projects were featured at the combined Public Meeting.

A larger version of the SRTS board is included in **Attachment A – Project Board**.

Press Release/News Article

Lake Havasu News

Based on a press release sent to Havasu News (created by LHMPO's RTP project team), a brief article that mentioned the RTP and the SRTS Study was posted to the Havasu News website.

- **Link to article:** https://www.havasunews.com/news/havasu-planning-organization-lhusd-seeking-feedback-on-safe-routes-to-school-program/article_776fc05d-f107-41ea-babc-9d643247cd72.html

Havasu News also posted an article to discuss the SRTS Study solely.

- **Link to article:** https://www.havasunews.com/news/lake-havasu-city-unveils-big-changes-to-make-walking-and-biking-to-school-safer/article_f9fbdffc-8576-4dcc-8e68-068716fd5021.html

LHUSD

The LHUSD posted a graphic and text about the project, which was reposted by Havasupai Elementary School.

- **Link to LHUSD article:** https://www.havasu.k12.az.us/article/2380068
- **Link to Havasupai Elementary School article:** https://havasupai.lhusd.org/o/hes/article/2380073

Website Content

Website content was drafted by the Kimley-Horn team and shared with LHMPO to add to the https://www.lhmpo.org/ website. A full copy of this content can be found in **Attachment C – Website Content**.

Social Media Graphic

Because Kimley-Horn was leading two LHMPO projects and also working as a subconsultant to a third, the City's General Plan, a single social media graphic was created that could be used to solicit information for any of the three projects.



Facebook Social Media Graphic

Additional Branded Materials

We also had a branded sign-in sheet at the public meeting to keep track of attendance, comment cards at all in-person events to gather input, and custom stickers to keep track of responses to the "what is your current primary way of traveling" and "what do you wish was your primary way of traveling" question board.

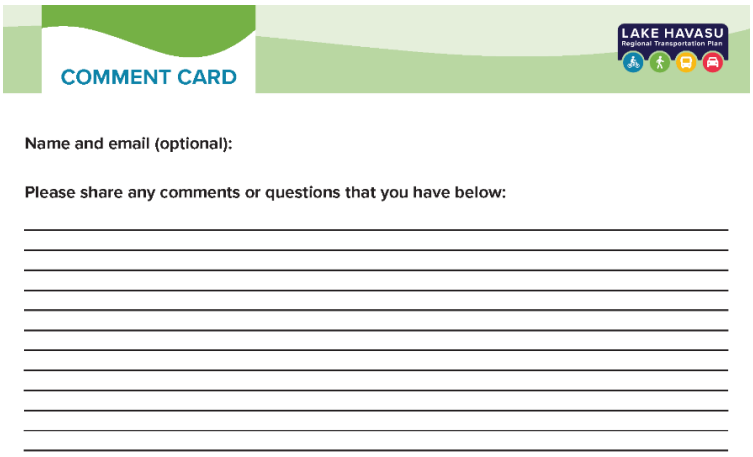
Full-size versions of these materials are included in **Attachment F – Other Branded Materials**.


OCTOBER 2ND, 2025

LAKE HAVASU MPO REGIONAL TRANSPORT PLAN

NAME	EMAIL (for project updates)

Sign-in Sheet


COMMENT CARD

Name and email (optional):

Please share any comments or questions that you have below:

Comment Card



Sticker Sheet

Attachments

Attachment A – Project Board

Safe Routes to School Study | **LAKE HAVASU**

Our Observations

- Staff directing traffic not wearing high-visibility safety vests
- Speeding electric bikes
- School signage is inconsistent and often does not meet state requirements
- Students walking through parking lots in low-visibility areas
- Gaps in sidewalk infrastructure throughout the community
- Students crossing at unmarked locations/ crossing the street unsafely
- Cars parked on streets adjacent to schools



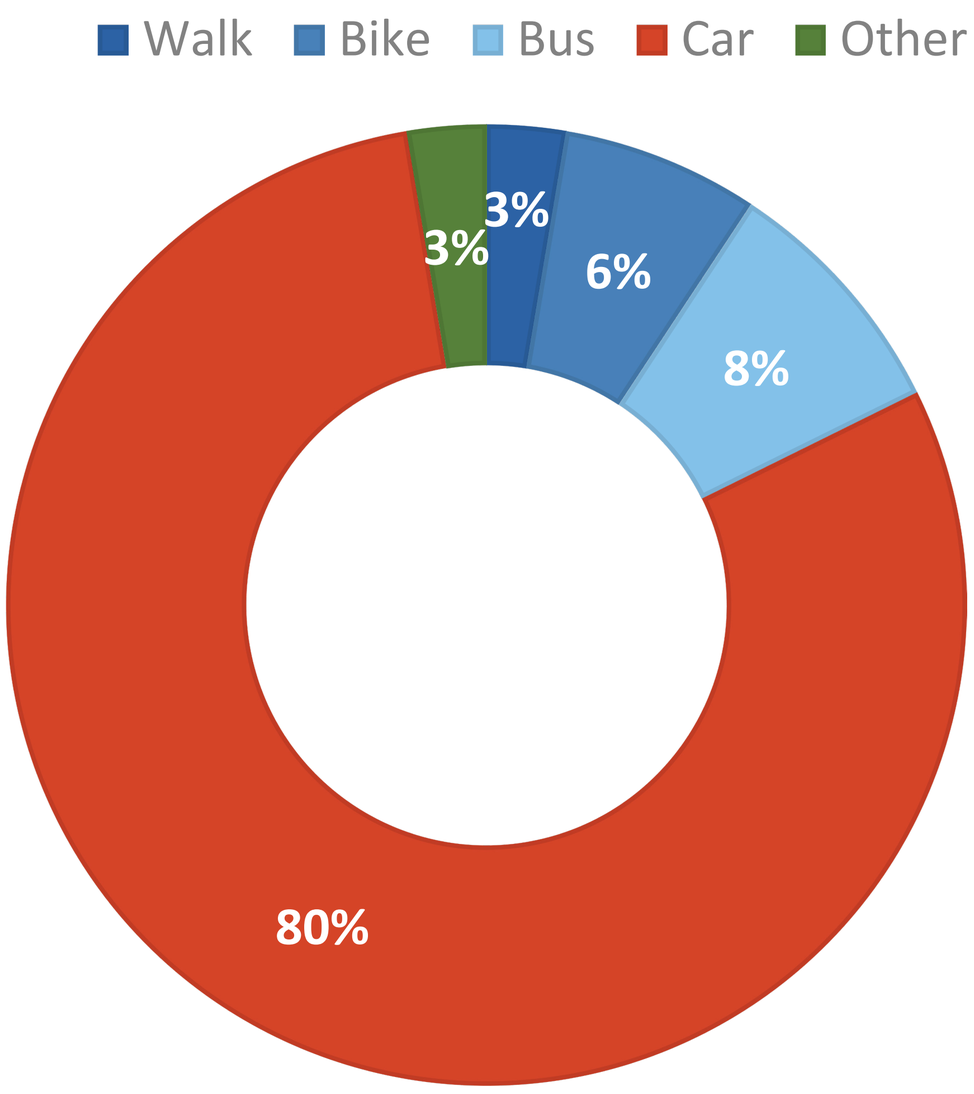






Based on 226 survey responses (as of 9/30/25) from parents with children enrolled in the LHUSD, **30% of parents do not feel comfortable letting their child walk or bike to school at any age**.

How Students Get to and From School



Top Three Issues Reported by Parents

Too Much ***Traffic***

Intersections are Dangerous

Traffic ***Speed*** is too Fast

Nearly **50% of parents** said they would consider letting their child walk or bike to/from school if targeted improvements were made.

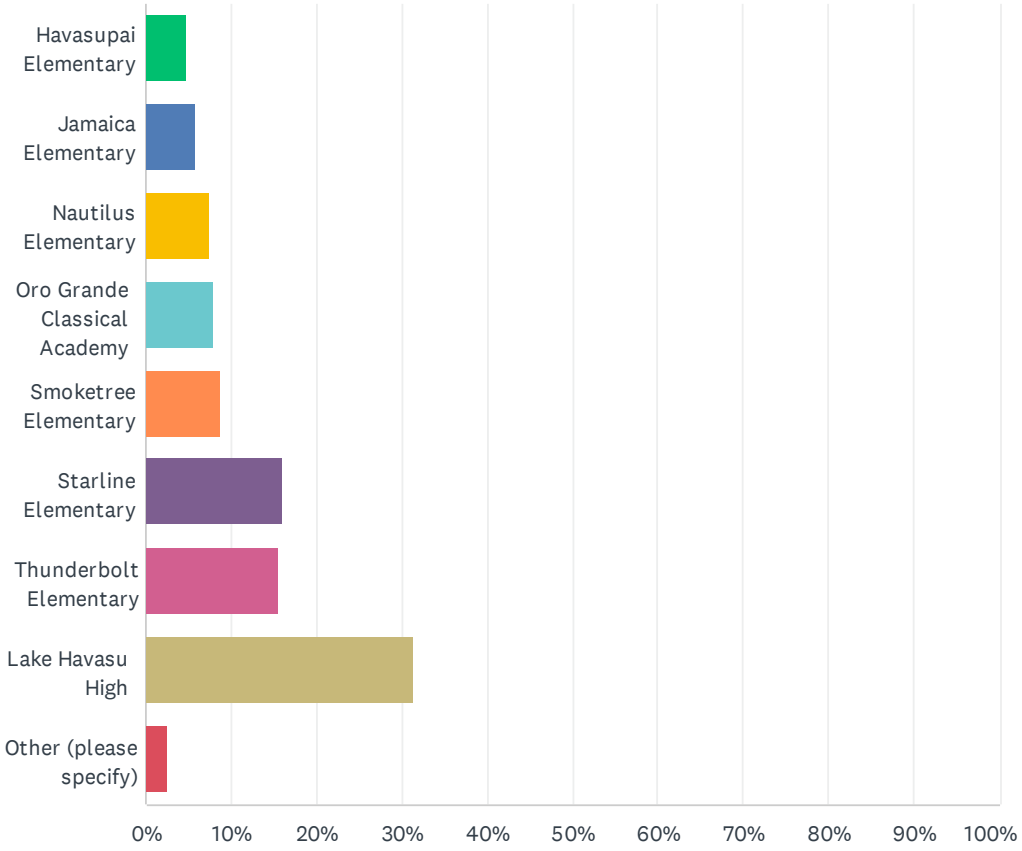
Attachment B – Comment Card Feedback

Date	Venue	Comment
2-Oct	Library	Daughter goes to Smoketree. We live about 1.5 miles away, but we drive her because she would have to cross Kiowa which is busy. There aren't any cross guards. Kiowa is lacking sidewalk too. No sidewalk going toward the High School. Smoketree also lacks sidewalks. There are a lot of kids that do walk, there are also a lot of unsafe construction zones currently in the area.
2-Oct	Library	Free public busses, more public busses. Right now there are not any for elderly or disbaled people. Need a nighttime service and more weekend services. A streetcar would be nice, or Lime and Lyft scooters allowed for use.
2-Oct	Library	Sidewalk is 20ft wide but inconsistent and sporadic. It ends for no reason then picks up again. Very dangerous because people have to jay walk in the heat.
2-Oct	Library	Need to bring back homeless assstance and other assistance programs that are NOT only church based or Salvation Army. Need them for cars and food.
2-Oct	Library	Our sidewalks are few and far between in unsafe and poor condition and worst of all, they're staggered every 15 feet or they just stop being there suddenly. 35 MPH is insane, should be illegal and 25 is even ridiculous but doable. Streets (residential especially) should be widened and maybe straightened. Survivial.Thickness@gmail.com, 928.222.737 or Survivial.Thickness@proton.me, 928.897.5099, The Mighty, Great Magical John Paul Lease
3-Oct	Bunker Bar	Bus to Bunker Bar!!
4-Oct	Farmers Market	More options to jump on transit and be able to go places, more bus stops, more busses, e-bikes would be good. Walmart is too far away from the City center, more options close to Downtown.
4-Oct	Farmers Market	Open the airport back up for commercial flights. We need more forms of transit to other cities. Connection to Walmart - transit.
4-Oct	Farmers Market	We need public transit/shuttle service for tourists - Hotels are having to provide shuttles for tourists who can't get anywhere.
4-Oct	Farmers Market	Congestion is not an issue, we do not need to prioritize this.
4-Oct	Farmers Market	Kids have no concept how to ride bikes or scooters with traffic! They need education, need to go in same direction as traffic.
4-Oct	Farmers Market	Bike lane is a good idea. For scooters too, separate lane that isn't the sidewalk.
4-Oct	Farmers Market	More school busses and sidewalks! Street lights too.
4-Oct	Farmers Market	Median down the 95, kids try to skate down it, its so dangerous. The median is too big, put some cactus or desert plants instead.
4-Oct	Farmers Market	Need walkways and sidewalks in the foothills. Sidewalks!! At least in main areas for exercise and to not be in traffic.
4-Oct	Farmers Market	Good road repairs happening but freeways are bad.

Attachment C – Parent Survey Results

Q1 School Name

Answered: 230 Skipped: 0



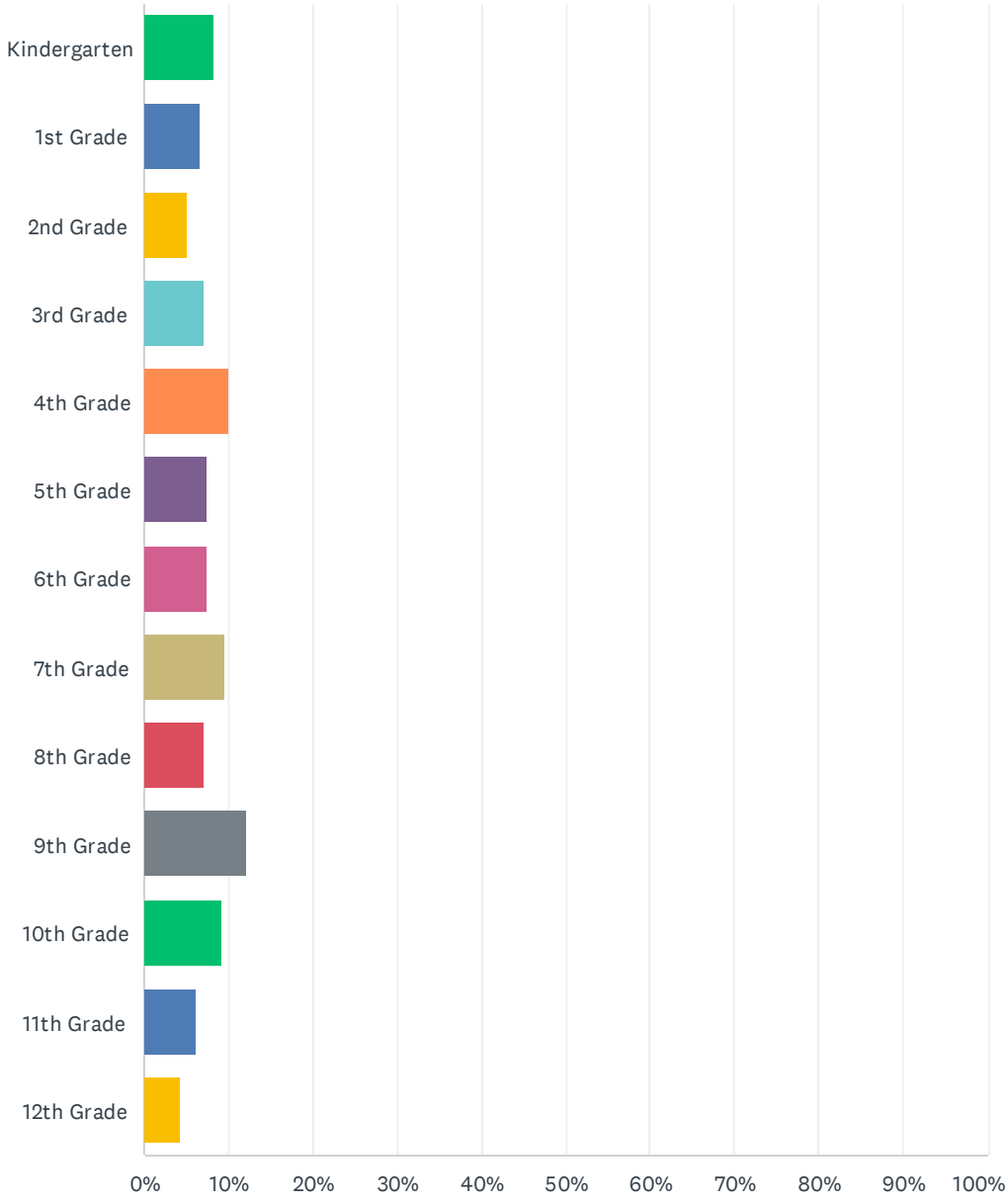
ANSWER CHOICES	RESPONSES	
Havasupai Elementary	4.78%	11
Jamaica Elementary	5.65%	13
Nautilus Elementary	7.39%	17
Oro Grande Classical Academy	7.83%	18
Smoketree Elementary	8.70%	20
Starline Elementary	16.09%	37
Thunderbolt Elementary	15.65%	36
Lake Havasu High	31.30%	72
Other (please specify)	2.61%	6
TOTAL		230

#	OTHER (PLEASE SPECIFY)	DATE
1	Telesis Prepratory Academy	8/27/2025 6:33 PM

2	Smoketree Developmental	8/27/2025 5:28 PM
3	Thunderbolt Middle School	8/27/2025 4:35 PM
4	Thunderbolt Middle school	8/27/2025 4:32 PM
5	Thunderbolt middle school	8/27/2025 4:18 PM
6	None	8/26/2025 5:14 PM

Q2 What grade is your child in?

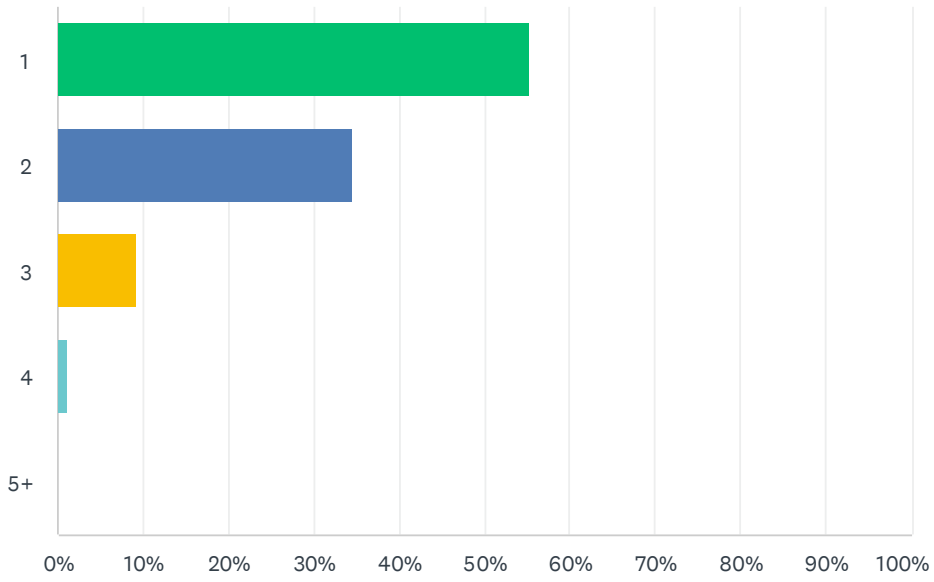
Answered: 230 Skipped: 0



ANSWER CHOICES	RESPONSES	
Kindergarten	8.26%	19
1st Grade	6.52%	15
2nd Grade	5.22%	12
3rd Grade	6.96%	16
4th Grade	10.00%	23
5th Grade	7.39%	17
6th Grade	7.39%	17
7th Grade	9.57%	22
8th Grade	6.96%	16
9th Grade	12.17%	28
10th Grade	9.13%	21
11th Grade	6.09%	14
12th Grade	4.35%	10
TOTAL		230

Q3 How many children do you have in Kindergarten through 8th grade?

Answered: 174 Skipped: 56



ANSWER CHOICES	RESPONSES	
1	55.17%	96
2	34.48%	60
3	9.20%	16
4	1.15%	2
5+	0.00%	0
TOTAL		174

Q4 What is the street intersection nearest your home? (Provide the names of two streets).

Answered: 223 Skipped: 7

ANSWER CHOICES	RESPONSES	
Street 1	100.00%	223
Street 2	95.07%	212

#	STREET 1	DATE
1	2065 Mesquite ave	10/3/2025 2:00 PM
2	Daytona	10/3/2025 1:54 PM
3	Cisco	10/3/2025 1:49 PM
4	Sunfield	10/2/2025 7:13 PM
5	London bridge	9/15/2025 9:37 AM
6	Rainbow Ave N	9/12/2025 5:18 PM
7	Kiowa	9/10/2025 6:52 PM
8	Opossum	9/9/2025 8:16 PM
9	Jamaica	9/6/2025 12:14 PM
10	Saratoga	9/4/2025 12:47 PM
11	Palo Verde N	9/4/2025 11:42 AM
12	Empress	9/3/2025 7:26 PM
13	Thunderbolt Ave	9/3/2025 11:49 AM
14	Kiowa	9/2/2025 5:05 PM
15	Eastwind	8/31/2025 1:32 PM
16	Saddleback Dr	8/31/2025 9:33 AM
17	Ironwood	8/30/2025 10:01 PM
18	Cisco	8/30/2025 8:43 AM
19	Jamaica	8/29/2025 8:25 PM
20	Havasupai Boulevard	8/29/2025 3:45 PM
21	Jamaica	8/29/2025 2:31 PM
22	kearsage	8/29/2025 11:31 AM
23	Anita	8/29/2025 10:35 AM
24	Mcculloch	8/29/2025 8:33 AM
25	Cat claw lane	8/29/2025 8:31 AM
26	Hillside Drive	8/29/2025 8:12 AM
27	Saratoga	8/28/2025 10:04 PM
28	Kiowa	8/28/2025 6:21 PM

29	Palo Verde Blvd N	8/28/2025 5:56 PM
30	Rainbow S	8/28/2025 3:25 PM
31	Cisco	8/28/2025 3:09 PM
32	McCulloch N	8/28/2025 3:06 PM
33	Kiowa	8/28/2025 1:56 PM
34	Sheik Dr	8/28/2025 12:33 PM
35	Smoketree	8/28/2025 12:30 PM
36	London Bridge rd	8/28/2025 12:21 PM
37	Jamaica	8/28/2025 11:36 AM
38	Rainbow Ave N	8/28/2025 11:31 AM
39	South Acoma	8/28/2025 10:56 AM
40	moccasin dr	8/28/2025 10:33 AM
41	Jacob Row	8/28/2025 10:23 AM
42	Palo verde	8/28/2025 9:50 AM
43	Jamaica	8/28/2025 9:43 AM
44	Mcculloch	8/28/2025 9:35 AM
45	Palo Verde N	8/28/2025 9:31 AM
46	Jamaica	8/28/2025 9:17 AM
47	Thunderbird	8/28/2025 8:30 AM
48	Jamaica	8/28/2025 8:26 AM
49	Breakwater	8/28/2025 8:25 AM
50	Jamacia	8/28/2025 8:06 AM
51	Jamaica	8/28/2025 7:52 AM
52	Buckskin Drive	8/28/2025 7:47 AM
53	Chemeuvi	8/28/2025 7:43 AM
54	Cisco N	8/28/2025 7:28 AM
55	Palo Verde N.	8/28/2025 7:22 AM
56	Kiowa	8/28/2025 7:19 AM
57	Chemehuevi	8/28/2025 7:02 AM
58	Newport	8/28/2025 7:00 AM
59	Cisco Dr S	8/28/2025 7:00 AM
60	Newport Drive	8/28/2025 6:58 AM
61	Cashmere	8/28/2025 6:30 AM
62	Aviation	8/28/2025 6:15 AM
63	Oro Grande Blvd	8/28/2025 6:09 AM
64	N Kiowa	8/28/2025 6:02 AM
65	Acoma	8/28/2025 5:14 AM
66	Daytona	8/28/2025 5:12 AM

67	McCullough	8/27/2025 11:15 PM
68	S. Palo Verde Blvd.	8/27/2025 10:32 PM
69	Cosnina Drive	8/27/2025 10:30 PM
70	Lakeside	8/27/2025 9:54 PM
71	Keywester Dr	8/27/2025 9:53 PM
72	Jamaica	8/27/2025 9:49 PM
73	Diablo Dr	8/27/2025 9:46 PM
74	Jamaica	8/27/2025 9:18 PM
75	Scout	8/27/2025 9:18 PM
76	Havasupai	8/27/2025 9:14 PM
77	oak	8/27/2025 9:05 PM
78	Jamaica	8/27/2025 9:01 PM
79	Indian Peak	8/27/2025 8:53 PM
80	Knobhill	8/27/2025 8:53 PM
81	Sandwood	8/27/2025 8:51 PM
82	Brookside Dr	8/27/2025 8:51 PM
83	Amigo	8/27/2025 8:45 PM
84	Neptune Drive	8/27/2025 8:31 PM
85	N. Palo verde	8/27/2025 8:30 PM
86	London Bridge	8/27/2025 8:30 PM
87	Saratoga Ave	8/27/2025 8:29 PM
88	Daytona ln	8/27/2025 8:23 PM
89	Daytona	8/27/2025 8:20 PM
90	Newport	8/27/2025 8:17 PM
91	Maverick	8/27/2025 8:10 PM
92	thunderbolt ave	8/27/2025 8:08 PM
93	Pawnee	8/27/2025 8:07 PM
94	3140 Daytona Ave	8/27/2025 8:07 PM
95	McCulloch	8/27/2025 8:03 PM
96	Thunderbolt	8/27/2025 8:02 PM
97	Rolling Hills	8/27/2025 7:55 PM
98	Pueblo Dr	8/27/2025 7:52 PM
99	Demaret Dr.	8/27/2025 7:28 PM
100	Patrician Drive	8/27/2025 7:25 PM
101	Barranca	8/27/2025 7:04 PM
102	Mcchulloch	8/27/2025 7:02 PM
103	Hillview Dr	8/27/2025 6:55 PM
104	McCullough	8/27/2025 6:53 PM

105	Pima	8/27/2025 6:49 PM
106	Palo Verde Blvd N	8/27/2025 6:46 PM
107	Amberwood	8/27/2025 6:46 PM
108	Trimaran	8/27/2025 6:45 PM
109	Pima	8/27/2025 6:42 PM
110	Winston	8/27/2025 6:42 PM
111	Sunny Ridge Dr	8/27/2025 6:33 PM
112	Lake Havasu Avenue	8/27/2025 6:33 PM
113	Runabout Dr	8/27/2025 6:27 PM
114	Runabout	8/27/2025 6:22 PM
115	3535 Winston Drive	8/27/2025 6:13 PM
116	Winston	8/27/2025 6:06 PM
117	Avalon	8/27/2025 6:02 PM
118	Kiowa blvd	8/27/2025 6:02 PM
119	Kiowa	8/27/2025 6:01 PM
120	Palo verde	8/27/2025 5:58 PM
121	Cherry Tree Blvd	8/27/2025 5:56 PM
122	Chemihuevi	8/27/2025 5:51 PM
123	Kiowa ave	8/27/2025 5:51 PM
124	Avalon Ave	8/27/2025 5:50 PM
125	Mohave	8/27/2025 5:49 PM
126	Thistle Dr	8/27/2025 5:47 PM
127	Key Drive	8/27/2025 5:46 PM
128	Havasupai	8/27/2025 5:44 PM
129	Palo verde N	8/27/2025 5:44 PM
130	Mcculloch	8/27/2025 5:42 PM
131	Saratoga	8/27/2025 5:35 PM
132	McCulloch	8/27/2025 5:32 PM
133	North Palo verde	8/27/2025 5:28 PM
134	vaqureo	8/27/2025 5:28 PM
135	Smoketree	8/27/2025 5:28 PM
136	450 Highland Dr	8/27/2025 5:27 PM
137	Daytona	8/27/2025 5:25 PM
138	Oro Grande Blvd.	8/27/2025 5:23 PM
139	Norris	8/27/2025 5:22 PM
140	Avalon Ave.	8/27/2025 5:20 PM
141	Starfish	8/27/2025 5:15 PM
142	Winston Place	8/27/2025 5:11 PM

143	Chesapeake	8/27/2025 5:07 PM
144	Swift drive	8/27/2025 5:05 PM
145	Satellite	8/27/2025 5:02 PM
146	Apache	8/27/2025 5:01 PM
147	Sahara	8/27/2025 5:00 PM
148	Saratoga	8/27/2025 4:57 PM
149	McCulloch	8/27/2025 4:54 PM
150	Thunderbolt Ave	8/27/2025 4:52 PM
151	Starline	8/27/2025 4:50 PM
152	Daytona	8/27/2025 4:49 PM
153	Havasupai	8/27/2025 4:49 PM
154	El dorado	8/27/2025 4:47 PM
155	Palo verde blvd n	8/27/2025 4:46 PM
156	Sand dab	8/27/2025 4:46 PM
157	Mockingbird	8/27/2025 4:46 PM
158	Jamaica	8/27/2025 4:45 PM
159	Star	8/27/2025 4:44 PM
160	Saratoga	8/27/2025 4:43 PM
161	Mcculoch	8/27/2025 4:43 PM
162	Cardinal Dr.	8/27/2025 4:42 PM
163	El Dorado	8/27/2025 4:40 PM
164	Pima	8/27/2025 4:40 PM
165	Thunderbolt	8/27/2025 4:40 PM
166	Acoma s	8/27/2025 4:39 PM
167	Lake Havasu Ave	8/27/2025 4:38 PM
168	Interlake Drive	8/27/2025 4:37 PM
169	Daytona	8/27/2025 4:36 PM
170	Park Terrace Ave	8/27/2025 4:35 PM
171	Riverboat Dr	8/27/2025 4:35 PM
172	Daytona	8/27/2025 4:35 PM
173	Savannah	8/27/2025 4:32 PM
174	Kiowa	8/27/2025 4:32 PM
175	Palo verde n	8/27/2025 4:31 PM
176	Saddleback Dr	8/27/2025 4:28 PM
177	Bluewater Lane	8/27/2025 4:28 PM
178	Smoketree	8/27/2025 4:28 PM
179	Jamaica	8/27/2025 4:27 PM
180	Palo Verde N.	8/27/2025 4:27 PM

181	Arthur	8/27/2025 4:25 PM
182	Meadows	8/27/2025 4:24 PM
183	Broken arrow drive	8/27/2025 4:23 PM
184	Bluegrass dr	8/27/2025 4:22 PM
185	Palos Verde South	8/27/2025 4:22 PM
186	1790 Bahama Ave	8/27/2025 4:22 PM
187	Alibi Drive	8/27/2025 4:19 PM
188	Beavertail dr	8/27/2025 4:18 PM
189	Mcollouch	8/27/2025 4:18 PM
190	Leawood	8/27/2025 4:18 PM
191	Star	8/27/2025 4:17 PM
192	South palo verde	8/27/2025 4:17 PM
193	Havasupai	8/27/2025 4:16 PM
194	Highlander	8/27/2025 4:16 PM
195	Pawnee Dr.	8/27/2025 4:16 PM
196	North palo verde	8/27/2025 4:15 PM
197	Avalon	8/27/2025 4:14 PM
198	Palo Verde North	8/27/2025 4:14 PM
199	Inverness	8/27/2025 4:14 PM
200	San Juan	8/27/2025 4:14 PM
201	Eager dr	8/27/2025 4:12 PM
202	Mcculloch	8/27/2025 4:12 PM
203	McCulloch Blvd	8/27/2025 4:12 PM
204	Tahitian Drive	8/27/2025 4:11 PM
205	Kenneth	8/27/2025 4:11 PM
206	Kearsage Dr	8/27/2025 4:10 PM
207	McCullough	8/27/2025 4:10 PM
208	Angler	8/27/2025 4:09 PM
209	Stardust Drive	8/27/2025 4:09 PM
210	Thunderbolt	8/27/2025 4:09 PM
211	Geronimo Blvd	8/27/2025 4:09 PM
212	Jamaica	8/27/2025 4:09 PM
213	Acoma	8/27/2025 4:08 PM
214	lakeview Road	8/27/2025 4:07 PM
215	Lake Havasu Ave N	8/27/2025 4:07 PM
216	Mohican	8/27/2025 4:06 PM
217	Appaloosa	8/27/2025 4:06 PM
218	Chemehuevi	8/27/2025 4:06 PM

219	McCulloch blvd	8/27/2025 4:06 PM
220	Pima N	8/27/2025 4:05 PM
221	Castaway	8/27/2025 4:05 PM
222	Avalon	8/27/2025 4:05 PM
223	Smoke tree	8/26/2025 5:14 PM
#	**STREET 2**	**DATE**
1	Unit 1	10/3/2025 2:00 PM
2	Acoma	10/3/2025 1:54 PM
3	Kiowa	10/2/2025 7:13 PM
4	Sapphire	9/15/2025 9:37 AM
5	Knobhill Dr	9/12/2025 5:18 PM
6	Acoma	9/10/2025 6:52 PM
7	Canyon cove	9/9/2025 8:16 PM
8	Saratoga	9/6/2025 12:14 PM
9	Jamaica	9/4/2025 12:47 PM
10	Avalon	9/4/2025 11:42 AM
11	Poseidon	9/3/2025 7:26 PM
12	Moccasin	9/3/2025 11:49 AM
13	Palo Verde N	9/2/2025 5:05 PM
14	Daytona	8/31/2025 1:32 PM
15	Hornet Dr	8/31/2025 9:33 AM
16	Meadows	8/30/2025 10:01 PM
17	Pima	8/30/2025 8:43 AM
18	Saratoga	8/29/2025 8:25 PM
19	San Juan Drive	8/29/2025 3:45 PM
20	Tahiti	8/29/2025 2:31 PM
21	outpost dr	8/29/2025 11:31 AM
22	Daniel	8/29/2025 10:35 AM
23	Pima Dr N	8/29/2025 8:31 AM
24	Nautilus	8/29/2025 8:12 AM
25	Acoma	8/28/2025 10:04 PM
26	Maverick	8/28/2025 6:21 PM
27	Avalon Ave	8/28/2025 5:56 PM
28	Acoma	8/28/2025 3:25 PM
29	Marlin	8/28/2025 3:09 PM
30	Breakers	8/28/2025 3:06 PM
31	Smoketree	8/28/2025 1:56 PM
32	Palo Verde Blvd N	8/28/2025 12:33 PM

33	Beavertail	8/28/2025 12:30 PM
34	Pero dr	8/28/2025 12:21 PM
35	Lake Havasu Ave	8/28/2025 11:36 AM
36	Knob Hill	8/28/2025 11:31 AM
37	Rainbow	8/28/2025 10:56 AM
38	Rolling Hills	8/28/2025 10:33 AM
39	Hwy 95	8/28/2025 10:23 AM
40	Widgeon	8/28/2025 9:50 AM
41	Saratoga	8/28/2025 9:43 AM
42	Jamaica	8/28/2025 9:35 AM
43	Inverness	8/28/2025 9:31 AM
44	Saratoga	8/28/2025 9:17 AM
45	Chesapeake	8/28/2025 8:30 AM
46	McCulloch	8/28/2025 8:26 AM
47	McCulloch	8/28/2025 8:25 AM
48	Saratoga	8/28/2025 8:06 AM
49	Mcculloch	8/28/2025 7:52 AM
50	Hidden Valley dr	8/28/2025 7:47 AM
51	Saratoga	8/28/2025 7:43 AM
52	Brewer	8/28/2025 7:19 AM
53	Jamaica	8/28/2025 7:02 AM
54	Starline	8/28/2025 7:00 AM
55	Puma S	8/28/2025 7:00 AM
56	Newport Lane	8/28/2025 6:58 AM
57	Havasupai blvd	8/28/2025 6:30 AM
58	Palo verde north	8/28/2025 6:15 AM
59	Big Chief Dr	8/28/2025 6:09 AM
60	Coconut Grove	8/28/2025 6:02 AM
61	Smoketree	8/28/2025 5:14 AM
62	Starfish	8/28/2025 5:12 AM
63	Monterey Dr.	8/27/2025 11:15 PM
64	Cosnina	8/27/2025 10:32 PM
65	Acoma Boulevard	8/27/2025 10:30 PM
66	Mcculloch	8/27/2025 9:54 PM
67	Acoma Blvd S	8/27/2025 9:53 PM
68	Kiowa	8/27/2025 9:49 PM
69	Scout Dr	8/27/2025 9:46 PM
70	Saratoga	8/27/2025 9:18 PM

71	Southwind	8/27/2025 9:18 PM
72	Cashmere	8/27/2025 9:14 PM
73	spruce	8/27/2025 9:05 PM
74	Chesapeake	8/27/2025 9:01 PM
75	Saratoga	8/27/2025 8:53 PM
76	Rainbow	8/27/2025 8:53 PM
77	Avalon	8/27/2025 8:51 PM
78	Buckeye Dr	8/27/2025 8:51 PM
79	Avalon	8/27/2025 8:45 PM
80	North Palo Verde	8/27/2025 8:31 PM
81	Lake havasu Ave	8/27/2025 8:30 PM
82	Palo Verde	8/27/2025 8:30 PM
83	Chemehuevi Dr	8/27/2025 8:29 PM
84	Mulberry	8/27/2025 8:23 PM
85	Acoma	8/27/2025 8:20 PM
86	Thistle	8/27/2025 8:17 PM
87	Kiowa	8/27/2025 8:10 PM
88	Red Cloud	8/27/2025 8:07 PM
89	Mohican	8/27/2025 8:03 PM
90	Rolling Hills	8/27/2025 8:02 PM
91	Thunderbolt	8/27/2025 7:55 PM
92	Tahitian Dr	8/27/2025 7:52 PM
93	Acoma Blvd.	8/27/2025 7:28 PM
94	Sandwood Dr	8/27/2025 7:04 PM
95	Cutter	8/27/2025 7:02 PM
96	Kiowa Blvd N	8/27/2025 6:55 PM
97	Jamaica	8/27/2025 6:53 PM
98	Acoma	8/27/2025 6:49 PM
99	Swift Dr	8/27/2025 6:46 PM
100	Yazoo	8/27/2025 6:46 PM
101	Highlander	8/27/2025 6:45 PM
102	Smoketree	8/27/2025 6:42 PM
103	Saratoga	8/27/2025 6:42 PM
104	Brave Dr	8/27/2025 6:33 PM
105	Topaz Dr	8/27/2025 6:33 PM
106	Shorewood Dr	8/27/2025 6:27 PM
107	Barranca	8/27/2025 6:22 PM
108	Saratoga	8/27/2025 6:06 PM

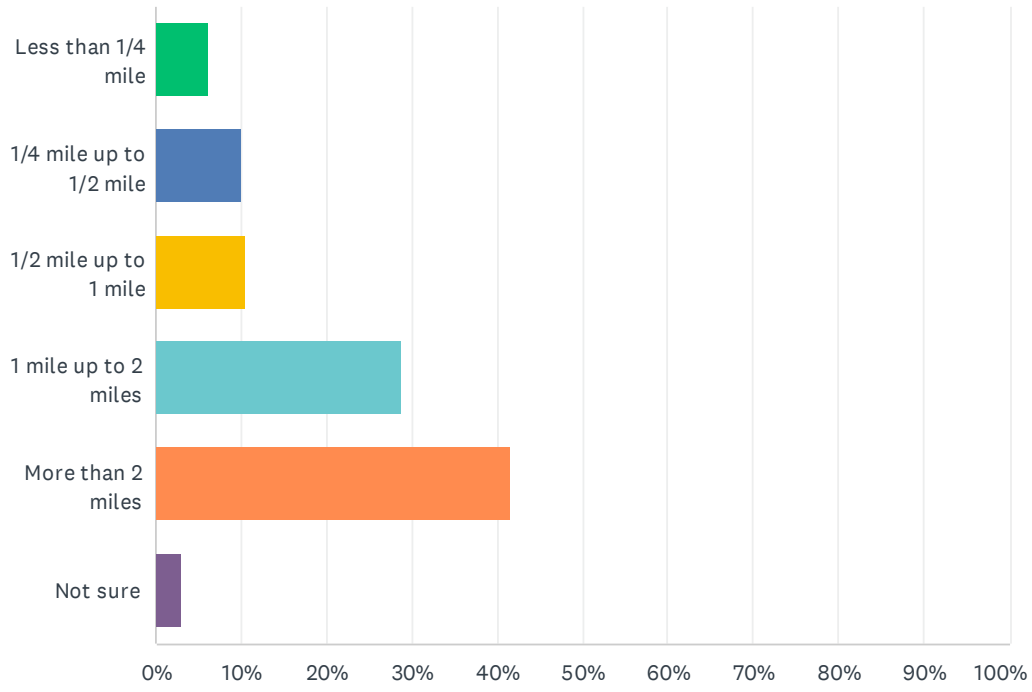
109	Amigo	8/27/2025 6:02 PM
110	Jamaica blvd	8/27/2025 6:02 PM
111	Palo Verde	8/27/2025 6:01 PM
112	Acoma	8/27/2025 5:58 PM
113	Caesar Dr	8/27/2025 5:56 PM
114	Palisades dr	8/27/2025 5:51 PM
115	Havasupai	8/27/2025 5:50 PM
116	Blackhawk	8/27/2025 5:49 PM
117	Resorter Dr	8/27/2025 5:47 PM
118	Chesapeake	8/27/2025 5:46 PM
119	Empress	8/27/2025 5:44 PM
120	Inverness	8/27/2025 5:44 PM
121	Jamaica	8/27/2025 5:42 PM
122	Chemihuevi	8/27/2025 5:35 PM
123	Trotwood	8/27/2025 5:32 PM
124	Hwy 95	8/27/2025 5:28 PM
125	oro grande	8/27/2025 5:28 PM
126	Acoma	8/27/2025 5:28 PM
127	Hidden Valley	8/27/2025 5:27 PM
128	Acoma	8/27/2025 5:25 PM
129	Acoma	8/27/2025 5:23 PM
130	Anita	8/27/2025 5:22 PM
131	Inverness	8/27/2025 5:20 PM
132	Caravelle	8/27/2025 5:15 PM
133	Mohican	8/27/2025 5:11 PM
134	Jamaica	8/27/2025 5:07 PM
135	Palo verde blvd n	8/27/2025 5:05 PM
136	Industrial	8/27/2025 5:02 PM
137	Yosemite	8/27/2025 5:01 PM
138	Havasupai	8/27/2025 5:00 PM
139	Silver arrow	8/27/2025 4:57 PM
140	Chesapeake	8/27/2025 4:54 PM
141	Southwind ave	8/27/2025 4:52 PM
142	Daytona	8/27/2025 4:50 PM
143	El Dorado	8/27/2025 4:49 PM
144	Holly	8/27/2025 4:49 PM
145	McCulloch blvd N	8/27/2025 4:47 PM
146	Bombay	8/27/2025 4:46 PM

147	Kiowa	8/27/2025 4:46 PM
148	Big Chief	8/27/2025 4:46 PM
149	Pintail Dr	8/27/2025 4:45 PM
150	Thunderbolt	8/27/2025 4:44 PM
151	Jamaica	8/27/2025 4:43 PM
152	Highlander	8/27/2025 4:43 PM
153	Kiowa	8/27/2025 4:42 PM
154	Holiday	8/27/2025 4:40 PM
155	Cielo	8/27/2025 4:40 PM
156	Oro Grand	8/27/2025 4:40 PM
157	Tonto	8/27/2025 4:39 PM
158	Kiowa Blvd	8/27/2025 4:38 PM
159	Malahini Drive	8/27/2025 4:37 PM
160	Acoma	8/27/2025 4:36 PM
161	Palo Verde North	8/27/2025 4:35 PM
162	Industrial Blvd	8/27/2025 4:35 PM
163	Starline	8/27/2025 4:35 PM
164	London bridge rd	8/27/2025 4:32 PM
165	Sand dab Dr	8/27/2025 4:32 PM
166	Avalon	8/27/2025 4:31 PM
167	Silver Saddle Dr	8/27/2025 4:28 PM
168	Bluewater Drive	8/27/2025 4:28 PM
169	Pima	8/27/2025 4:28 PM
170	Hiawatha	8/27/2025 4:27 PM
171	Lake Havasu Blvd	8/27/2025 4:27 PM
172	Mescalero	8/27/2025 4:25 PM
173	Papeete	8/27/2025 4:24 PM
174	Oconowoc	8/27/2025 4:23 PM
175	Hornet	8/27/2025 4:22 PM
176	Acoma	8/27/2025 4:22 PM
177	Norris Drive	8/27/2025 4:19 PM
178	Saguaro Dr	8/27/2025 4:18 PM
179	Northster	8/27/2025 4:18 PM
180	Caliente	8/27/2025 4:18 PM
181	Papoose	8/27/2025 4:17 PM
182	Amberwood ave.	8/27/2025 4:17 PM
183	Holly	8/27/2025 4:16 PM
184	Martinique	8/27/2025 4:16 PM

185	Vaquero Dr.	8/27/2025 4:16 PM
186	Avalon	8/27/2025 4:15 PM
187	Sheik Dr.	8/27/2025 4:14 PM
188	Palo Verde North	8/27/2025 4:14 PM
189	Seabring	8/27/2025 4:14 PM
190	Acoma Blvd s	8/27/2025 4:12 PM
191	Arizona	8/27/2025 4:12 PM
192	Lakeside	8/27/2025 4:12 PM
193	Chimihueve Blvd	8/27/2025 4:11 PM
194	Dawn	8/27/2025 4:11 PM
195	Pecos	8/27/2025 4:10 PM
196	Bermuda	8/27/2025 4:10 PM
197	Avalon	8/27/2025 4:09 PM
198	Osborne Drive	8/27/2025 4:09 PM
199	Broken arrow	8/27/2025 4:09 PM
200	Jamaica	8/27/2025 4:09 PM
201	Acoma	8/27/2025 4:09 PM
202	Tailsman	8/27/2025 4:08 PM
203	Lakeside road	8/27/2025 4:07 PM
204	Palo Verde N	8/27/2025 4:07 PM
205	Blackfoot	8/27/2025 4:06 PM
206	Saratoga	8/27/2025 4:06 PM
207	Jamaica	8/27/2025 4:06 PM
208	Arizona blvd	8/27/2025 4:06 PM
209	Riviera	8/27/2025 4:05 PM
210	Saratoga	8/27/2025 4:05 PM
211	Lake havasu ave	8/27/2025 4:05 PM
212	Acoma	8/26/2025 5:14 PM

Q5 How far does your child live from school?

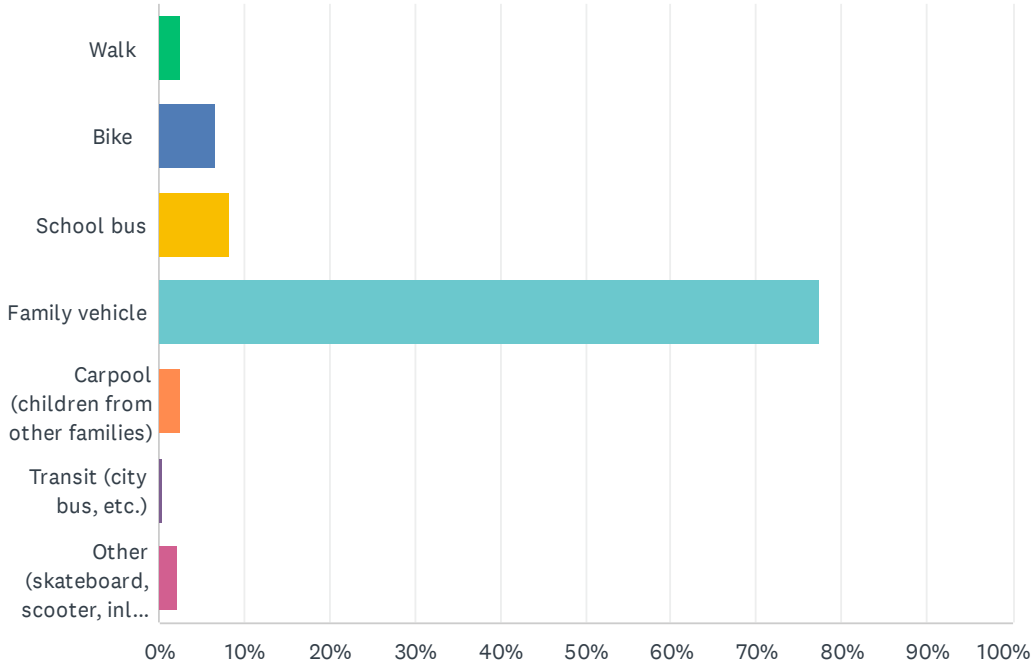
Answered: 229 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 1/4 mile	6.11%	14
1/4 mile up to 1/2 mile	10.04%	23
1/2 mile up to 1 mile	10.48%	24
1 mile up to 2 miles	28.82%	66
More than 2 miles	41.48%	95
Not sure	3.06%	7
TOTAL		229

Q6 On most days, how does your child arrive at school?

Answered: 230 Skipped: 0

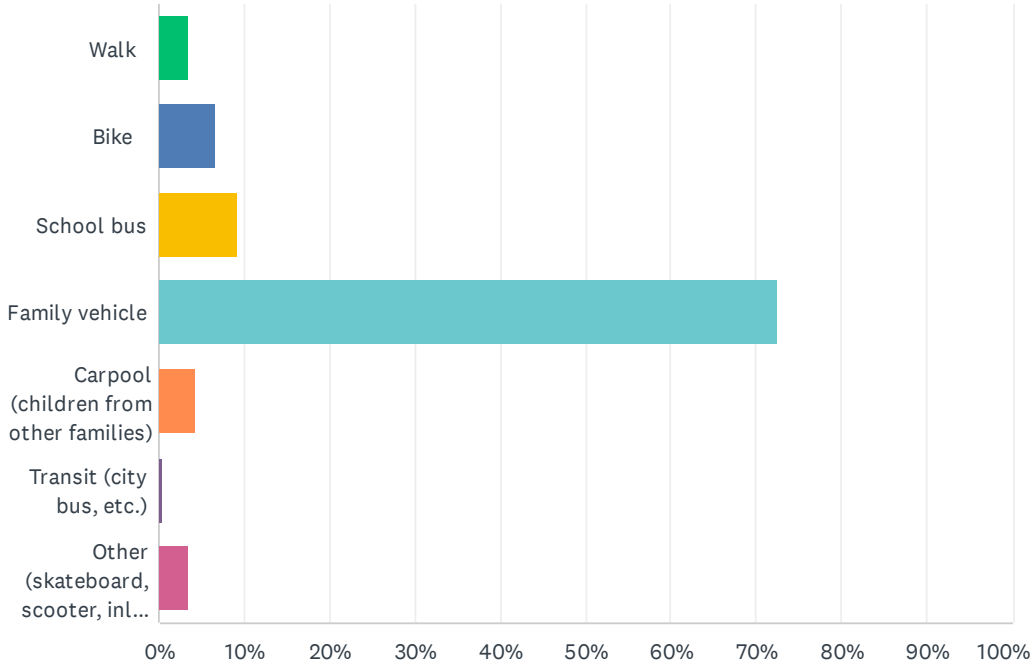


ANSWER CHOICES	RESPONSES	
Walk	2.61%	6
Bike	6.52%	15
School bus	8.26%	19
Family vehicle	77.39%	178
Carpool (children from other families)	2.61%	6
Transit (city bus, etc.)	0.43%	1
Other (skateboard, scooter, inline skates, etc.)	2.17%	5
TOTAL		230

#	OTHER (SKATEBOARD, SCOOTER, INLINE SKATES, ETC.)	DATE
1	Electric scooter	9/3/2025 11:49 AM
2	E-scooter	8/27/2025 6:46 PM
3	Its a nightmare not having busses in LHC. I get him to other people's and then they're either riding in the vehicle or walking.	8/27/2025 4:22 PM
4	One family car the other child bus	8/27/2025 4:14 PM
5	He has his own car now, had a motorcycle, then it was me	8/27/2025 4:10 PM

Q7 On most days, how does your child leave from school?

Answered: 229 Skipped: 1



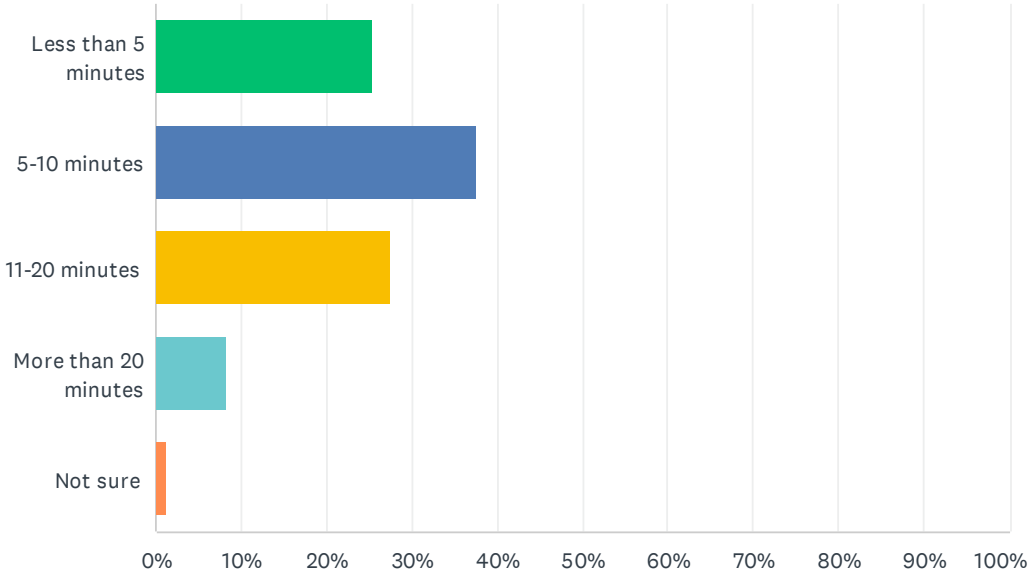
ANSWER CHOICES	RESPONSES	
Walk	3.49%	8
Bike	6.55%	15
School bus	9.17%	21
Family vehicle	72.49%	166
Carpool (children from other families)	4.37%	10
Transit (city bus, etc.)	0.44%	1
Other (skateboard, scooter, inline skates, etc.)	3.49%	8
TOTAL		229

#	OTHER (SKATEBOARD, SCOOTER, INLINE SKATES, ETC.)	DATE
1	Electric scooter	9/3/2025 11:49 AM
2	Classmate	8/27/2025 9:18 PM
3	E-Scooter	8/27/2025 6:46 PM
4	Scooter	8/27/2025 4:39 PM
5	Milemarkers	8/27/2025 4:37 PM
6	I wish youth had the option to utilize the bus system	8/27/2025 4:22 PM
7	Family vehicle and bus	8/27/2025 4:14 PM

8	his own car	8/27/2025 4:10 PM

Q8 How long does it normally take your child to get to school?

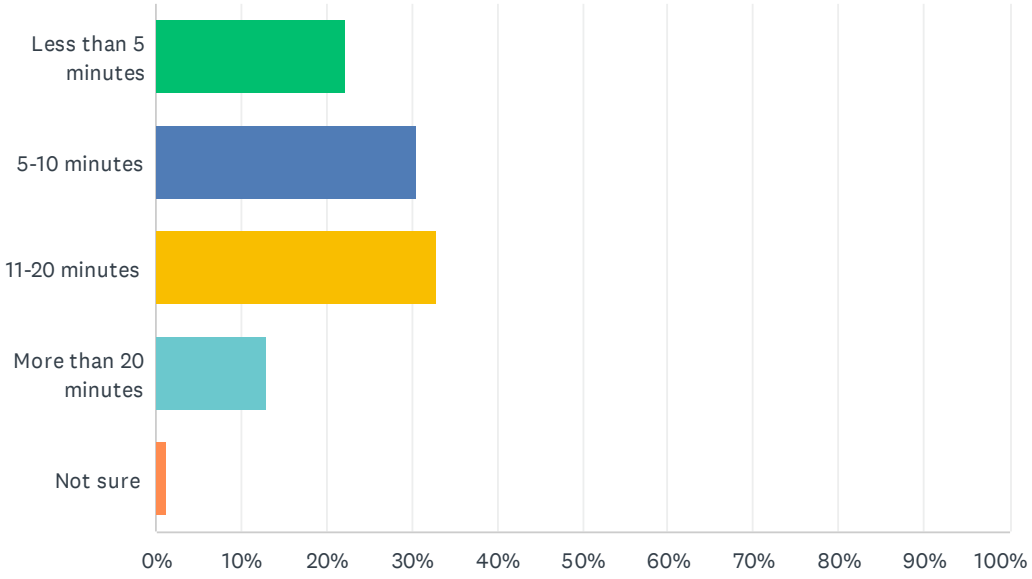
Answered: 229 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	25.33%	58
5-10 minutes	37.55%	86
11-20 minutes	27.51%	63
More than 20 minutes	8.30%	19
Not sure	1.31%	3
TOTAL		229

Q9 How long does it normally take your child to travel from school?

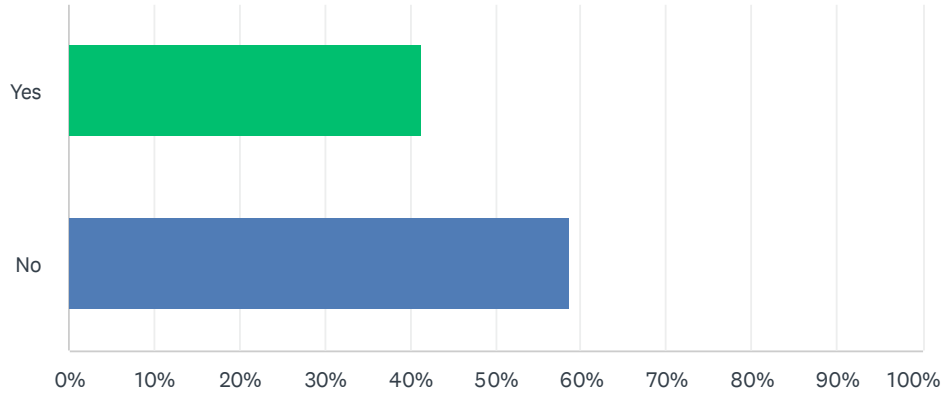
Answered: 229 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 5 minutes	22.27%	51
5-10 minutes	30.57%	70
11-20 minutes	32.75%	75
More than 20 minutes	13.10%	30
Not sure	1.31%	3
TOTAL		229

Q10 Has your child asked you for permission to walk or bike to/from school in the last year?

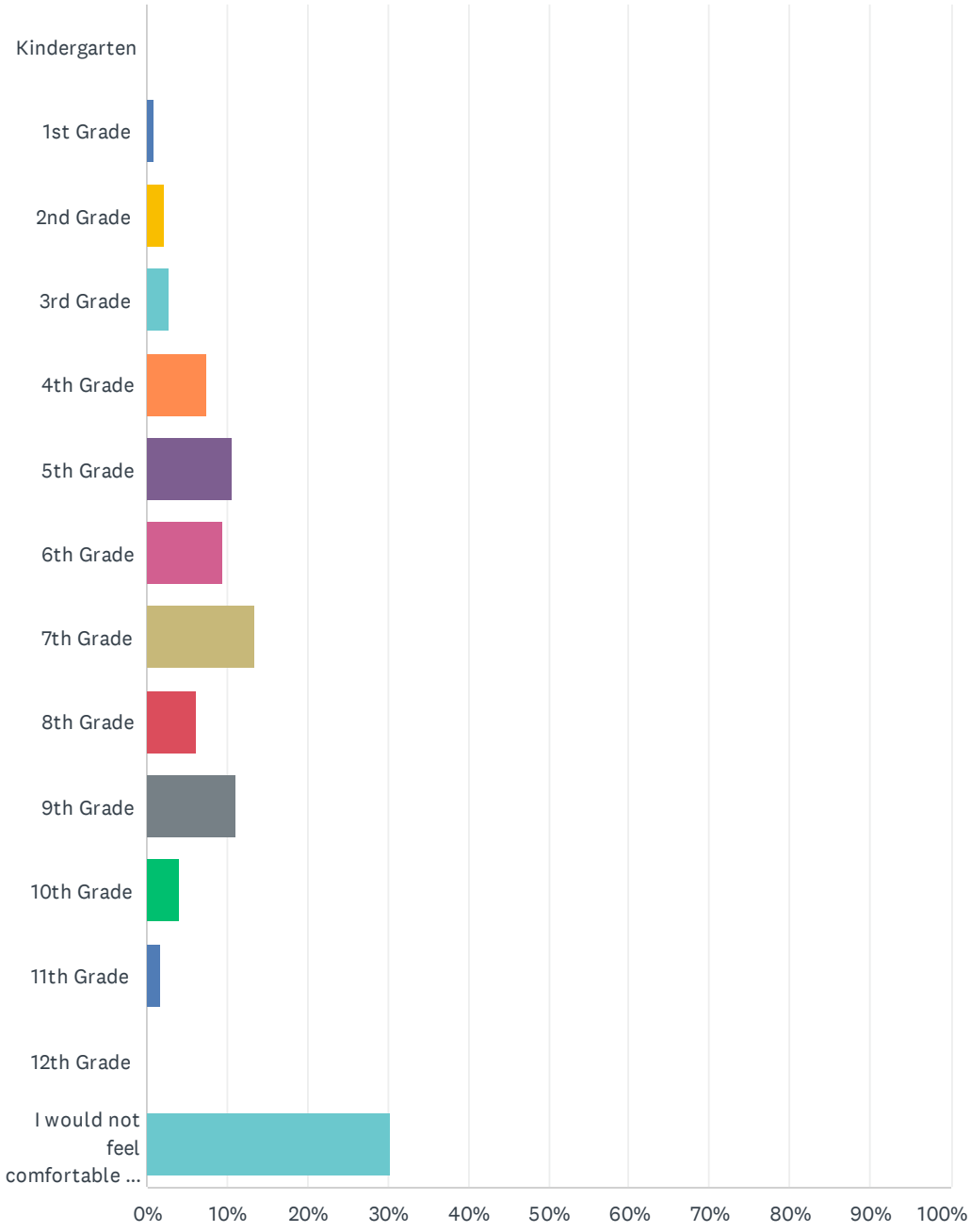
Answered: 230 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	41.30%	95
No	58.70%	135
TOTAL		230

Q11 At what grade would you allow your child to walk or bike to/from school without an adult?

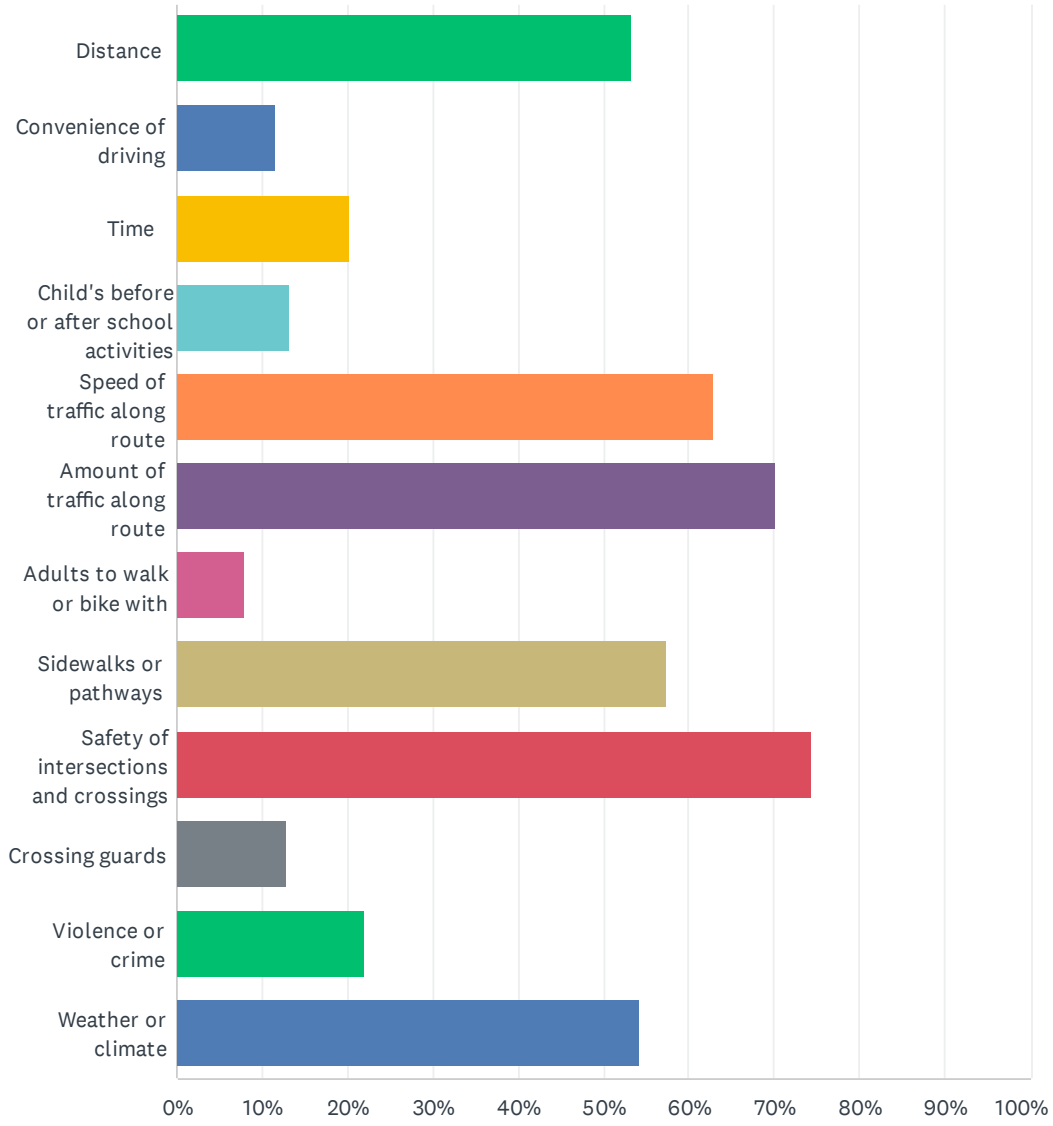
Answered: 225 Skipped: 5



ANSWER CHOICES	RESPONSES	
Kindergarten	0.00%	0
1st Grade	0.89%	2
2nd Grade	2.22%	5
3rd Grade	2.67%	6
4th Grade	7.56%	17
5th Grade	10.67%	24
6th Grade	9.33%	21
7th Grade	13.33%	30
8th Grade	6.22%	14
9th Grade	11.11%	25
10th Grade	4.00%	9
11th Grade	1.78%	4
12th Grade	0.00%	0
I would not feel comfortable at any age	30.22%	68
TOTAL		225

Q12 What of the following issues affected your decision to allow or not allow your child to walk or bike to/from school? (Select all that apply).

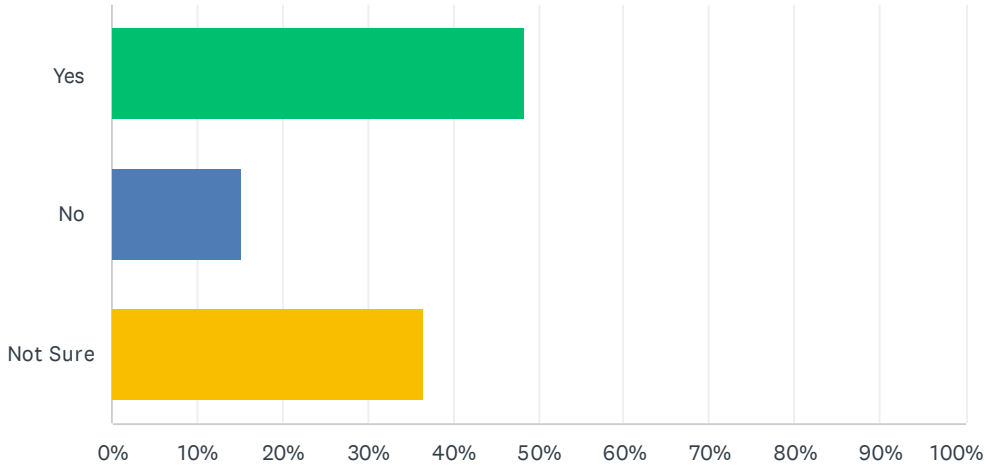
Answered: 227 Skipped: 3



ANSWER CHOICES	RESPONSES	
Distance	53.30%	121
Convenience of driving	11.45%	26
Time	20.26%	46
Child's before or after school activities	13.22%	30
Speed of traffic along route	63.00%	143
Amount of traffic along route	70.04%	159
Adults to walk or bike with	7.93%	18
Sidewalks or pathways	57.27%	130
Safety of intersections and crossings	74.45%	169
Crossing guards	12.78%	29
Violence or crime	22.03%	50
Weather or climate	54.19%	123
Total Respondents: 227		

Q13 Would you probably let your child walk or bike to/from school if the problem(s) you identified above were changed or improved?

Answered: 225 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	48.44%	109
No	15.11%	34
Not Sure	36.44%	82
TOTAL		225

#	PLEASE EXPLAIN WHY YOU SELECTED THIS	DATE
1	There’s not enough sidewalks for me to feel comfortable	10/3/2025 2:00 PM
2	To young	10/3/2025 1:54 PM
3	There is litterly no safetff	10/2/2025 7:13 PM
4	As of right now, that is the only way he gets to school. I am already at work in the mornings, back to work in the afternoons. I am a single mom.	9/12/2025 5:18 PM
5	I want to let him take his bike. He has even done the safety class at the police station to learn the rules and laws. The problem is that all the bikes park in the same spot at the front of the high school. The traffic is INSANE. If there were more areas to lock up your bike, the congestion and risk of him getting hit would be less. Right now, the risk is too high. Add bike racks with other entrances and exits. It is time for an update.	9/3/2025 7:26 PM
6	He already rides a scooter to school, but im not really comfortable with it as there are several areas with no sidewalks and alot of traffic	9/3/2025 11:49 AM
7	Some are not an option such as distance/ Weather / traffic	9/2/2025 5:05 PM
8	Weather is a big factor as well as crossing Chemehuevi Blvd. There is a lot of traffic during travel times and some cars go quite fast in that road. And my child has to run across.	8/31/2025 9:33 AM
9	My child is too young	8/29/2025 8:25 PM
10	I work at the same school my daughter attends, so she just rides with me. As she would get older, I would probably allow her to use her bike if I did not work here, but we also live so	8/29/2025 11:31 AM

	close.	
11	My child just received an electric bike and crossing streets even at intersections concerns me greatly. Buses do not run kids to the highschool anymore and it has put child safety on the back burner.	8/29/2025 10:35 AM
12	To teach safe bike riding sans responsibility of the road	8/28/2025 10:04 PM
13	I would like the driver behavior be improved among pedestrians, bikes. We, as a residents, do not remember to share the road and that pedestrian has the right. If we can enforce this would help for the kids being safe when walking to/from school.	8/28/2025 5:56 PM
14	If there were sidewalks all the way to the school, I would allow my children to bike. I am not comfortable with them riding on busy streets/intersections.	8/28/2025 3:09 PM
15	That area is so busy and terrifying to drive in. Their is never enough LEO presence.	8/28/2025 1:56 PM
16	To make it more safe for everyone on the road	8/28/2025 12:30 PM
17	To far	8/28/2025 12:21 PM
18	I am not sure if my child is mature enough to ride her bike to school. I had let my older children ride their e-bikes to Thunderbolt and LHHS, but the amount of accidents have increased.	8/28/2025 11:36 AM
19	It's easier for me to transport my child than to have her walk.	8/28/2025 11:31 AM
20	More sidewalks and traffic control would provide safety.	8/28/2025 10:56 AM
21	It's 2.4 miles one way from our house to school. That's a 45-minute walk one way; that's a lot for a 5th grader.	8/28/2025 10:33 AM
22	The fastest route for us is along the highway. There is no sidewalk to ride a bike or anything that would make me believe it is safe.	8/28/2025 10:23 AM
23	Too much traffic and distracted drivers.	8/28/2025 9:50 AM
24	You can't change the weather or distance.	8/28/2025 9:35 AM
25	Both my children have walked or rode a bike to and from school. Its a short distance I only worry about the amount of traffic and the impatience of drivers at Jamaica and Saratoga	8/28/2025 9:17 AM
26	Children should be supervised.	8/28/2025 8:26 AM
27	M	8/28/2025 8:01 AM
28	They need to put a stoplight at Jamaica and McCulloch	8/28/2025 7:52 AM
29	Child trafficing isn't going away	8/28/2025 7:28 AM
30	Overall we live in a safe town that isn’t violent. It’s paradise. My decision to drive my kids and not let them ride/walk isn’t based on outside factors that can be controlled. It’s based on me being able to drive them myself and just feeling more comfortable not having them on the roadways. They can ride in the AC and be safe with me. It’s a blessing my schedule allows me to be dropping off and picking up. Some parents simply cannot do it based on their schedules and that part sucks. My heart goes out to them.	8/28/2025 7:00 AM
31	Sidewalks provide a level safety for pedestrians. When your kid has to walk in the actual street with inattentive drivers, I think most parents would choose to drive their kids. It would be one thing if we were a rural community with farms and the like, but LHC is a city. It should provide city amenities. It might also stop people's yards from getting washed into the street every time we get rain.	8/28/2025 6:58 AM
32	Walking to school in the morning is fine and appropriate for their age (9) but in regards to walking home, there is no one home since both parents work. They attend Parks and Rec on campus until a parent is available for pick up. Having them walk home at a later time closer to adults being home means the afternoon is hotter, and there is no cross guard available.	8/28/2025 6:30 AM
33	If my child can safely get to and from school without me having to worry about him getting hit by a vehicle daily I would feel much more comfortable with our situation. Right now we don’t have a choice or a way for him to get to school unless he bikes to and from by himself.	8/28/2025 6:09 AM
34	We are pretty far from all the schools, not sure I am comfortable with the distance and time it	8/28/2025 6:02 AM

	may take. Safety is always a concern.	
35	Weather is not going to change it’s too hot to let them walk	8/28/2025 5:14 AM
36	I would feel more comfortable if the intersection where we live wasn't insanely busy. Most parents here are aware that Havasu is an extremely dangerous place to walk and drive because no one is paying attention. We are the #3 most dangerous city to drive in Arizona. A vehicle to child incident would be my first concern. It happens all the time here. On top of that we would still drive most days out of the year because of weather a 10-15 minute walk in 120 degree weather could be deadly. I think the best solution that the city needs to come up with is at least one bus per Elementary school. Even if we had sidewalks and cross walks. No one should have to walk to school in this heat for half the school year. Its child endangerment to force them to walk several miles in 120-110 degree weather. Please spend less energy on "safe routes" and get some busses. Normal cities have busses for kids to go to school. We're a growing city. One bus per Elementary school would solve most of the problems.	8/28/2025 5:12 AM
37	Not controllable	8/27/2025 11:15 PM
38	Thunderbolt is way too far away to even consider allowing our daughter to walk to school.	8/27/2025 10:32 PM
39	Acoma Boulevard is too busy, with sidewalks too close to the driving lanes, and people drive like idiots. I don't want my children close to that traffic.	8/27/2025 10:30 PM
40	There is a lot of traffic on mcculloch and the stop at Jamaica, and also Kiowa and then Palo verde. Very dangerous. Drivers speed. My son now drives to school as of last month. But he rode his e-bike for 2 school years (9th and 10th grade). There was no bus service for high school. I was very concerned for his safety (and my other son who graduated last year and also rode his e-bike to and from school).	8/27/2025 9:54 PM
41	If we had sidewalks in this town, not only would I allow my children to walk to school, I'd also allow them to go on regular walks by themselves in the neighborhood! We'd go on nightly family walks together! It is SO sad that we don't have sidewalks for our children/families. I just don't get it. Makes the whole town feel like less of a community. Please, bring us sidewalks everywhere!	8/27/2025 9:46 PM
42	They walk but I would love if there were 100% someone always there to cross them.	8/27/2025 9:14 PM
43	This world isn’t safe	8/27/2025 9:01 PM
44	Child's age and the distance are the biggest factors for me.	8/27/2025 8:53 PM
45	Not having a sidewalk or bike lane for a portion of their walk makes me nervous. I have no intention of letting my elementary students bike because of this, and walking still makes me anxious.	8/27/2025 8:51 PM
46	The warm weather is still a huge issue in the summer months. Outside of that, I’d possibly be open to it if the route was safer.	8/27/2025 8:51 PM
47	Sidewalks would be so much better - I am not comfortable with walking or riding a bike on the side of the road	8/27/2025 8:31 PM
48	All my boys have special needs.	8/27/2025 8:30 PM
49	Some paths along the route to and from school and our home have no sidewalks. The weather can get up to 115 degrees. Also, we live over 3 miles from the school so it’s not really feasible to walk to and from everyday.	8/27/2025 8:30 PM
50	My children would have to cross Jamaica and walk/ride along Saratoga. During the mornings people drive so quickly through those areas.	8/27/2025 8:29 PM
51	The acoma/daytona intersection is very busy as well as the rest of the way up Daytona to Starline. If there was a crossing guard and a sidewalk I may be apt to letting her go on her own while she’s at Starline.	8/27/2025 8:20 PM
52	Not safe, I don’t trust other drivers or school safety measures	8/27/2025 8:17 PM
53	Too many reckless teen and parent drivers on Kiowa and at the high school.	8/27/2025 8:10 PM
54	because there is an increase in crimes against children in our schools why would I risk letting mine walk and potentially be bullied. why would I risk ny child potentially becoming a victim of sex offender in the area? it's our job as parents to get them there safely.	8/27/2025 8:08 PM

55	There is a lot of traffic and congestion around the schools and I worry about safety.	8/27/2025 8:03 PM
56	If there were well-lit sidewalks with appropriate shoulders and marked intersections (with flashing lights), I would probably allow my child to start walking or riding a bike around 5th grade.	8/27/2025 8:02 PM
57	Drivers are distracted, especially with their cell phones. We don't trust other drivers to stay out of bike lanes or see kids in crosswalks.	8/27/2025 7:28 PM
58	Since you can never prevent child predators, that won't change. And before high school, my kids also needed to be driven to school since most times, the school is not just writhing 6 blocks or so. And since bus is only available to middle school, we'll continue driving them and picking them up	8/27/2025 7:04 PM
59	Only if bike lanes with safety poles get added along the busy roads. Most drivers go over 10 miles over the limit.	8/27/2025 6:55 PM
60	There is a lot that would have to change not only with the safety of doing so but the maturity level of my child and how I feel come that time.	8/27/2025 6:53 PM
61	It is too hot to walk/bike that far of a distance. There are a lack of sidewalks. Cars travel to fast on roads	8/27/2025 6:49 PM
62	I let my child walk or e-scooter to school but all those issues stress me out when he goes.	8/27/2025 6:46 PM
63	My child rides the bus. It is safe and convenient.	8/27/2025 6:46 PM
64	Summer is too hot for the distance. Major intersections are Mcculloch / oro grande / Saratoga . No sidewalks or crossing areas that are safe.	8/27/2025 6:45 PM
65	Drivers along route drive entirely too fast. It's too hot. There are no sidewalks so with fast cars, and hot weather safety is a high concern.	8/27/2025 6:42 PM
66	Can't change the weather or dangerous people	8/27/2025 6:33 PM
67	Distance and safety are my biggest factors	8/27/2025 6:22 PM
68	More Sidewalks! More safety!	8/27/2025 6:13 PM
69	There is a lot of fast traffic, and there are very few crosswalks and crossing guards from my home to any school in the LHUSD #1 area.	8/27/2025 6:02 PM
70	If we lived closer to the school it would be a lot easier for her to walk or ride a bike. Also if it wasn't so hot I would take that into consideration. Other than that we have too many major intersections where I have seen children hurt.	8/27/2025 6:01 PM
71	Apprehensive due to accidents that can happen	8/27/2025 5:51 PM
72	I hate when my child has to ride her bike to school because there is not a crosswalk near our house, no bike lane, and traffic often will not slow for kids.	8/27/2025 5:50 PM
73	Knowing this district, nothing will be changed. Most mornings there's no crossing guard. People speed constantly and police aren't around to fix it. It's over 100 most days. Way too hot to be walking home… there are insane drug addicts in town. I'm not letting my kids walk. Come on now. This is just a dumb way for you guys to not have to pay for busses.	8/27/2025 5:49 PM
74	The weather doesn't seem to want to change 😌	8/27/2025 5:47 PM
75	The school still cannot keep children safe when out of my eyes	8/27/2025 5:44 PM
76	We live too far from the school	8/27/2025 5:44 PM
77	Because I don't intend to move	8/27/2025 5:35 PM
78	The speed limit is already low, but an unsettling amount of drivers still ignore it.	8/27/2025 5:32 PM
79	Avalon, Havasupai, Empress intersection needs a cross walk.	8/27/2025 5:28 PM
80	there are ALOT of vehichles that speed thru the school zone and also the school parking lot , something needs to change about that	8/27/2025 5:28 PM
81	We will start walking as the weather cools off but together until our little guy is old enough.	8/27/2025 5:28 PM

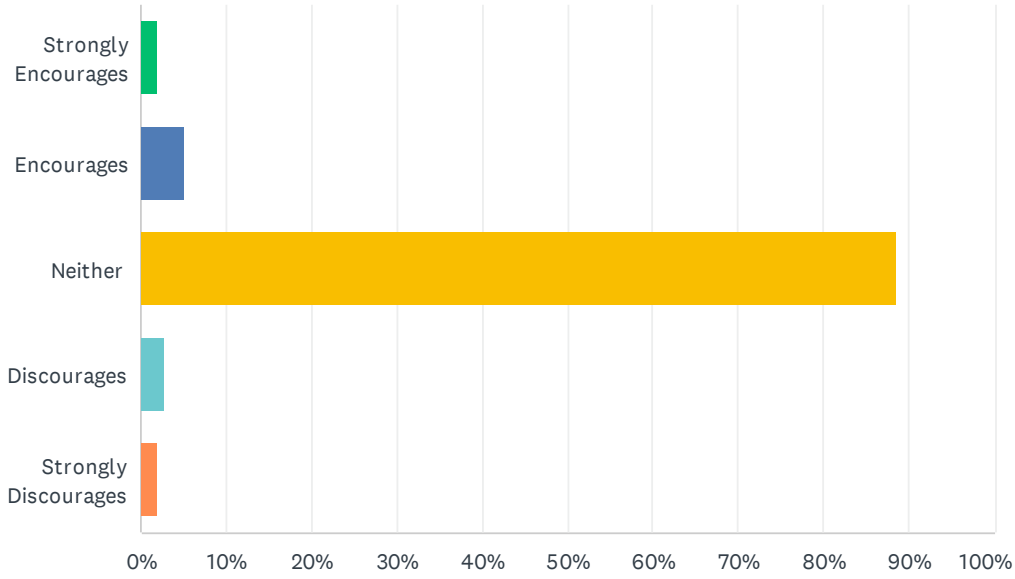
82	That is a lot of changing	8/27/2025 5:27 PM
83	Too far and too hot to walk a few miles.	8/27/2025 5:25 PM
84	N/A	8/27/2025 5:23 PM
85	She's an adorable little girl, and people are disgusting. People also drive like idiots. I don't want her kidnapped, molested, or hit by a driver not paying attention, and she has ADHD and also isn't the best at paying attention. So I pick her up and drop her off. Next year she'll be at Thunderbolt and will have to either take the bus or I'll have to pick her up and drop her off.	8/27/2025 5:20 PM
86	Rather ensure that my child arrives to and from school safely.	8/27/2025 5:05 PM
87	I would love to drive him part way and let him finish but the intersections are so busy	8/27/2025 5:01 PM
88	I would prefer for him to have bus transportation For the safety aspect	8/27/2025 4:54 PM
89	The intersections are uncontrolled. The Daytona and Starline intersection is too dangerous for kids to cross.	8/27/2025 4:50 PM
90	The school district recieves plenty of money for transportation. She should be able to ride the bus. Every child in parker AZ can ride a bus to school, even though the district is poor. Havasu has and receives more money than parker, yet no bussing for the children.	8/27/2025 4:49 PM
91	I work mostly in the heart monitor room so I cannot leave on lunch break unless I'm working in the floor to pickup my son from school. He either has to try to ask friends for a ride otherwise has to walk 1.8 miles home. I've seen, most recent was yesterday morning, kids almost get hit by other vehicles at the crossing from Smoketree to Kiowa. I am also concerned because there isn't a cross walk for my son to walk across McCulloch blvd N from el dorado. It's a busy street and he has to bolt across because the lane on McCulloch merges to one lane right at the crossing of El dorado. I don't feel safe calling an uber or dial a ride to have some random stranger take my kid home. It's the hot days that is worrisome because they get out of school at the hottest part of the day.	8/27/2025 4:47 PM
92	Ensuring children's safety while walking or biking to school is important. Parents that need to get to work at a certain time and that don't work local need options to be able to send their children by other means of transportation to school, by feeling safe with the items marked above that would ensure that a parent feels more comfortable with the alternative methods of my child getting to school.	8/27/2025 4:46 PM
93	Speed is a problem on Thunderbolt	8/27/2025 4:46 PM
94	Right now it's too hot. I do get nervous about crossing busy roads with distracted drivers and drivers who speed.	8/27/2025 4:40 PM
95	No sidewalks and there is no training for kids to safely ride there bike, especially the E bikes. Start school in Sept for cooler weather	8/27/2025 4:40 PM
96	The crosswalk from Thunderbolt Ave crossing Star is not safe. Kids trying to cross and traffic is going fast. I turn down Star and wait for kids to cross and have almost been hit by vehicles behind me. So many kids are walking along that stretch or riding a bike or scooter and cars do not stop for them to cross.	8/27/2025 4:39 PM
97	Can't change the weather. But even during cooler months, my child is Autistic so him safely walking to school and back by himself is not feasible.	8/27/2025 4:37 PM
98	Accidents happen and my child's life is more important.	8/27/2025 4:36 PM
99	Crossing guards at Starline and Thistle. Crossing guards at Starline and Daytona. 4 way stop at Daytona and Starline.	8/27/2025 4:35 PM
100	People are unpredictable, you never know what could Happen to your choosing walking Or riding a bike on the streets. Especially with all The hills and hidden/blind spots that we have in Lake Havasu.	8/27/2025 4:32 PM
101	There is no way to control distracted drivers.	8/27/2025 4:28 PM
102	For the distance I am in I would not have my kid walk or ride a bike. But for kids who live close to there school (which I did as a kid, in this town) walking or riding isn't bad. I grew up with a mother as a teacher (a middle school teacher) so walking or riding my bike wasn't bad.	8/27/2025 4:25 PM

103	If you could reassure me that my child would not be stopped and talked to by strangers and coerced into going with them, I would let them ride or walk. Too much goes on in this town for me to trust strangers passing my child to let them walk or ride. Plus when its so hot, I don't want them to have heat stroke or get sunburnt.	8/27/2025 4:24 PM
104	We are still far from the school	8/27/2025 4:23 PM
105	Safety of intersections is the highest concern with limited sidewalks and crosswalks on the way to school.	8/27/2025 4:22 PM
106	Help find options. Its not 1 size fits all. !!!!	8/27/2025 4:22 PM
107	The main route to school is down Palo Verde N amd it's a busy street with no sidewalks.	8/27/2025 4:19 PM
108	Hot outside. Extreme heat and nearly 4 miles away.	8/27/2025 4:18 PM
109	I have seen teenagers hit by cars, multiple accidents in the intersection of Kiowa and Smoketree and the stop sign right after. People are constantly running the stop sign a block from Kiowa off Smoketree. It's not a safe area for anyone during school hours because a lot of people don't pay attention to the kids or they don't pay attention to other cars. By Smoketree Elementary alone I have seen stop signs ran, children on bikes almost hit by cars not paying attention to surroundings, people speeding through the school parking lot going the wrong way or stopping and blocking other cars.	8/27/2025 4:18 PM
110	Too far	8/27/2025 4:17 PM
111	Traffic is crazy around there. I beleive it should be 15 mph on kiowa and palo verde at least up to the rainbow cross street.	8/27/2025 4:17 PM
112	I went to thunderbolt and rode a skateboard home, If the police would do there job I would feel safer in this town that doesn't solve problems, just blames it on other issues.	8/27/2025 4:16 PM
113	My child would have to cross an intersection that is very busy and confusing. My kids do not have a safe path to walk on straight to school.	8/27/2025 4:16 PM
114	It would be difficult to address some of these problems if at all.	8/27/2025 4:16 PM
115	There needs to be dedicated bussing for elementary, middle school and high school students based on distance from their school. Distance, extreme heat and heavy traffic prevent walking to and from school.	8/27/2025 4:16 PM
116	Sex offenders in the area	8/27/2025 4:14 PM
117	If we lived closer to one of the schools my two kids attend then they would be allowed to walk.	8/27/2025 4:14 PM
118	There are many busy streets between my house and both schools(starline for my younger son, highschool for my older). The highschool is too far for bike or walk home for my older son. Thunderbolt is walkable but I'm not really comfortable with my kids trying to cross acoma and the lack of sidewalks along southwind and acoma are troublesome for me as well. My older son walked home once last year from thunderbolt when he didn't want to wait for his ride to get there.	8/27/2025 4:12 PM
119	My child bikes to and from school but has to take alternate routes due to safety and traffic. It’s still very concerning.	8/27/2025 4:12 PM
120	Lack of side walks and the speed/negligence of drivers makes me hesitant to let me kids walk/bike to and from school.	8/27/2025 4:11 PM
121	We live too far and across a highway fromm the school. Plus it's too hot. Not safe at all.	8/27/2025 4:11 PM
122	My son is a senior now and has transportation on his own. However prior to this, our weather is too hot for him to walk, even when on his visits at dad's on ElDorado.	8/27/2025 4:10 PM
123	It is not safe to ride a bike in town during school hours	8/27/2025 4:10 PM
124	I would allow my child to walk/bike to high school if there was a route that was safe with sidewalks.	8/27/2025 4:09 PM
125	There are some groups of kids that congregate on thunderbolt.	8/27/2025 4:09 PM
126	Kid needs exercise. I’d let him ride to school but the rout to the high school is atrocious	8/27/2025 4:09 PM

127	It’s unsafe for my child to ride her bike to school acoma is too busy and not enough safe routes	8/27/2025 4:08 PM
128	I do not feel safe with my child walking or biking to school alone due to traffic and safety concerns with him encountering strangers.	8/27/2025 4:07 PM
129	Not sure	8/27/2025 4:06 PM
130	No safe walkways on high traffic roads	8/27/2025 4:06 PM
131	The heat and lack of crosswalk is alarming	8/27/2025 4:05 PM

Q14 In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

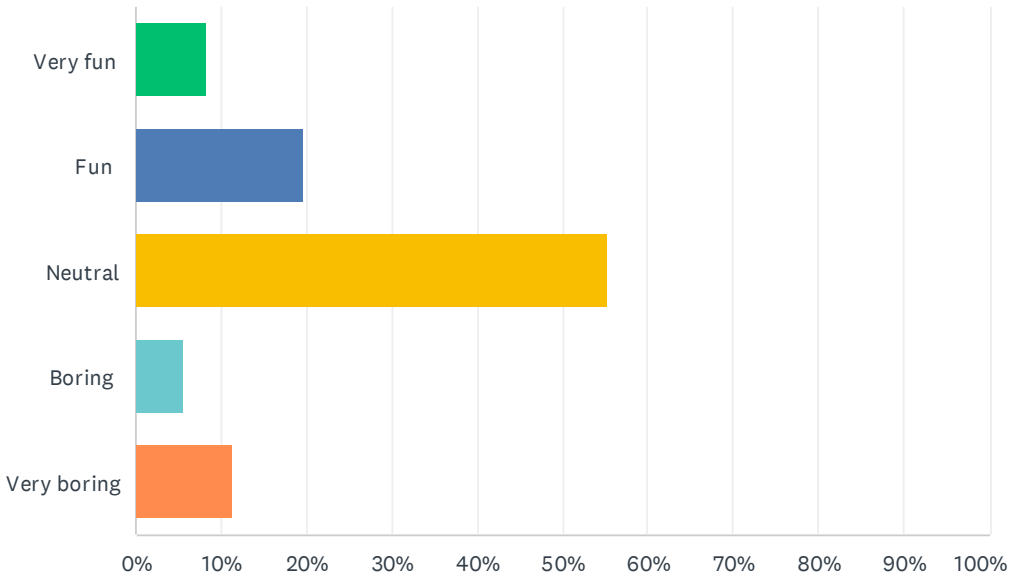
Answered: 219 Skipped: 11



ANSWER CHOICES	RESPONSES	
Strongly Encourages	1.83%	4
Encourages	5.02%	11
Neither	88.58%	194
Discourages	2.74%	6
Strongly Discourages	1.83%	4
TOTAL		219

Q15 How much fun is walking or biking to/from school for your child?

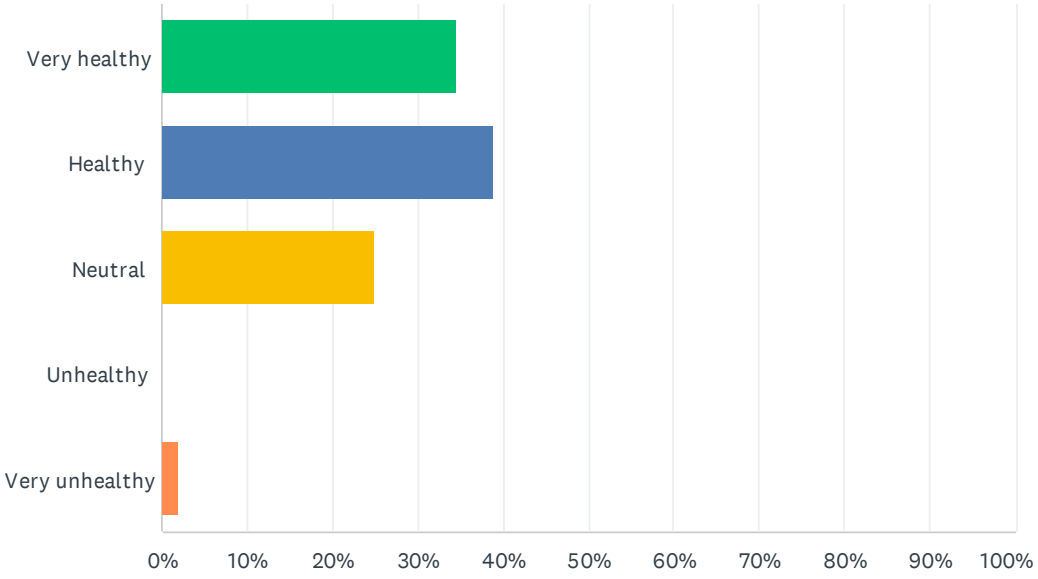
Answered: 214 Skipped: 16



ANSWER CHOICES	RESPONSES	
Very fun	8.41%	18
Fun	19.63%	42
Neutral	55.14%	118
Boring	5.61%	12
Very boring	11.21%	24
TOTAL		214

Q16 How healthy is walking or biking to/from school for your child?

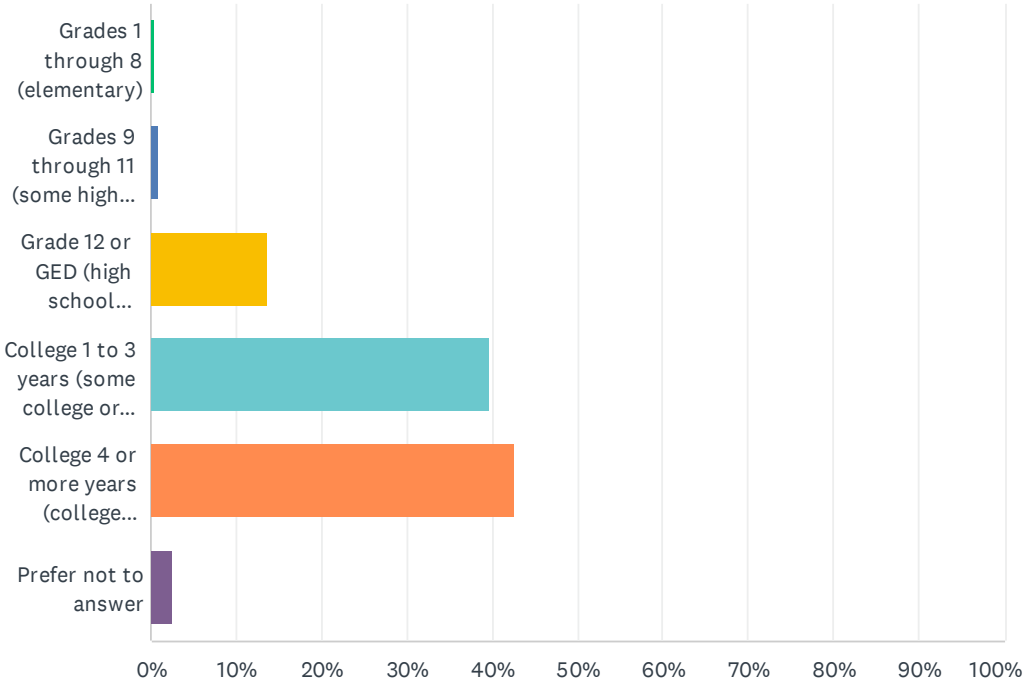
Answered: 217 Skipped: 13



ANSWER CHOICES	RESPONSES	
Very healthy	34.56%	75
Healthy	38.71%	84
Neutral	24.88%	54
Unhealthy	0.00%	0
Very unhealthy	1.84%	4
TOTAL		217

Q17 What is the highest grade or year of school you completed?

Answered: 227 Skipped: 3



ANSWER CHOICES	RESPONSES	
Grades 1 through 8 (elementary)	0.44%	1
Grades 9 through 11 (some high school)	0.88%	2
Grade 12 or GED (high school graduate)	13.66%	31
College 1 to 3 years (some college or technical school)	39.65%	90
College 4 or more years (college graduate)	42.73%	97
Prefer not to answer	2.64%	6
TOTAL		227

Q18 Please provide any additional comments below.

Answered: 50 Skipped: 180

#	RESPONSES	DATE
1	Being a school bus driver doesn't give you very many options for transporting your own children. Being a single mom on top of that.	9/12/2025 5:18 PM
2	I grew up with every kid being able to take a school bus if they were outside of a mile radius. Moving here, I know many kids with difficult home lives and parents who do not prioritize school. If our district cannot provide buses for more kids, they need to get the traffic, entrances and exits under control and more options for bike parking. I am sure if it felt safer for the parents to let their kids bike or walk, these kids would be able to show up more often.	9/3/2025 7:26 PM
3	There is no bus service in lake havasu for the high school so kids have to figure out there own way to school	9/3/2025 11:49 AM
4	Temperature is too hot this time of year	8/29/2025 8:25 PM
5	I do not think the traffic is this town is safe for any bicycle but as parents we must get them to school. They are less safe traveling in this city due to little or no bike paths away from cars.	8/29/2025 10:35 AM
6	None	8/28/2025 10:04 PM
7	Add more sidewalks especially on busier streets near schools. It’s unsafe for these kids to be walking on the street with the amount of traffic this town has now	8/28/2025 6:21 PM
8	We would benefit of having an extensive public transportation route. There are so many vehicles at the high school and most of them are teenagers that need defense driving school and it is dangerous. Drivers Ed is needed in our town and signal pedestrian and bicycling awareness is important. Everyone needs to follow rules.	8/28/2025 5:56 PM
9	We were hit by an e-bike last year. We tried to go to the city to make changes and they were not very helpful.	8/28/2025 1:56 PM
10	My children understand the rules of the road and how to ride their bikes. We see that there are many drivers who do not. I would like there to be bike routes throughout the City.	8/28/2025 11:36 AM
11	Why are the children not offered school bus rides? We have lived in small communities where transportation is available to all students, unless they are disrespectful or disruptive.	8/28/2025 10:33 AM
12	Bike lanes for all the kids in e-bikes would be great or sidewalks for kids to walk on.	8/28/2025 9:50 AM
13	Its extremely hot during the month of August. School shouldn't start until AFTER Labor Day.	8/28/2025 9:35 AM
14	It would be great if all our schools had a busing system like most cities do we have enough kids to accommodate it?	8/28/2025 7:52 AM
15	It's too hot in summer months to walk anyway.	8/28/2025 7:28 AM
16	Need sidewalks for the kids to use so they are not out in traffic down the busy main streets and intersections	8/28/2025 7:19 AM
17	The traffic leaving the high school is horrible. My child has been stuck in that mess for 30 minutes or more	8/28/2025 7:00 AM
18	We live 4.0 miles from the school , traffic weather and time make it all not ok and paying $5 each way daily is not ok or affordable .	8/28/2025 6:15 AM
19	I have taught my son about bike safety and we talk about it almost daily, to remind him that vehicles are NOT looking out for the kids biking to school and that he has to be aware of them instead and act like they don’t see you. He has already had a very close call when a vehicle didn’t come to a complete stop and didn’t see him trying to cross from one street corner to the other street corner. I am full of anxiety daily when he is going to or from school and make him text me right when he arrives and right when he gets home. Even if he is being safe and aware	8/28/2025 6:09 AM

	I know he has a high chance of getting hit and I don't feel like it should be that way for kids trying to get to school. More visible, lighted and painted cross walks need to be put in! More sidewalks and bike lanes or paths ARE Crucial to put in for the safety of the kids! And people need to slow down and be more aware during school morning hours and release hours! At this point I believe it is very unsafe for the kids in our community!	
20	Another note I didn't mention is most parents have to be at work and are already traveling via car. My suggestion to the district is BUSSES. You can't expect children to walk in this weather. Just to risk being mowed down by a distracted driver.	8/28/2025 5:12 AM
21	Havasu schools require parents to provide transportation to & from school thereby making it nearly impossible for both parents to work full time. It is ridiculous to not provide buses for students who are more than 2 miles from the school they attend. This is especially true for high school since there are very few alternatives, one being directly across the street from the public high school. No child of any age should be expected to walk or ride a bicycle to and from school in Havasu due to the extremes in weather. School starts in July when it is still 120 degrees in the afternoon to December and January when it may be in the 30's in the morning. A response school district would know this and provide a means to assist children to go to school safely without impacting the parents income ability.	8/27/2025 11:15 PM
22	Why are you asking me about my own school experience? That's irrelevant to this survey and a little invasive.	8/27/2025 10:30 PM
23	I love that it sounds like the city and district are interested in encouraging more children to walk/bike to school. Our kids need this! Kids are not only too sedintary these days, but they are also over-protected and are not given enough opportunities for independence. However, a lack of sidewalks or biking paths makes it extremely difficult in this town.	8/27/2025 9:46 PM
24	My 7th grader rides a low speed e bike to Telesis and enjoys it.	8/27/2025 8:53 PM
25	Starline needs to get their arrival and dismissal in order. It's a free-for-all for parents to park or drop off wherever they want with no regard for the rules. Teachers seem to try their best but there is hardly any space for parking or for parents to stand. Just some perspective from a member of the community here.	8/27/2025 8:17 PM
26	I would like a stronger police presence near the schools to deter bad parent and teen driving behaviors. I am appalled at the laws that are broken daily by both.	8/27/2025 8:10 PM
27	The city could really make the town more family friendly by providing basic amenities like sidewalks, street lights, crosswalks with flashing lights, and other things that are considered a basic standard in other communities. The school does a good job of staffing nearby cross walks and also drags out those big clunky signs. It seems like the crosswalk signs that are in front of the hospital could be provided in front of our schools. Children and the working class families seem to routinely be an after thought in the community's goals and strategic planning: no lights at parks, no sidewalks, not enough room for recreation (soccer, football, baseball)... I could go on. Parents and business owners are left with the inconvenience of trying to figure things out for themselves. Frustrating that those who are actively living in the community and paying taxes are an after thought to the tourists and part-time residents. As for transportation, working class families are left trying to arrange for transportation because there are not safe options for walking or riding even when students are at a responsible age to do so and live within the boundary of their schools.	8/27/2025 8:02 PM
28	Nautilus does a phenomenal job of moving the pick up lane quickly and safely. We love to see all the friendly staff out in the drive through lane.	8/27/2025 7:25 PM
29	Too hot and far to walk for many kids. Not even sure your goal here? What? To have even less busses?	8/27/2025 7:04 PM
30	Please add bike lanes and safety pole or barriers to keep people safe from drivers.	8/27/2025 6:55 PM
31	There needs to be a bus system for high school students. The traffic is to busy, and crazy. The weather is too hot, and there is a huge lack of places to take coverage from sun.	8/27/2025 6:49 PM
32	Stricter punishments for speeding in school zones and parking tickets for those who are doing so illegally, as it seems no one is ever ticketed and the problems continue to get worse	8/27/2025 6:42 PM
33	I don't mind them riding scooters home when its cool out and my teenage son is with them. However it is too hot for several months of the year	8/27/2025 6:33 PM

34	Knowing this district, nothing will be changed. Most mornings there's no crossing guard. People speed constantly and police aren't around to fix it. It's over 100 most days. Way too hot to be walking home… there are insane drug addicts in town. I'm not letting my kids walk. Come on now. This is just a dumb way for you guys to not have to pay for busses.	8/27/2025 5:49 PM
35	I received an Associates degree in Liberal Studies in 2004	8/27/2025 5:20 PM
36	Na	8/27/2025 5:05 PM
37	Would love to see traffic flow on school streets better. Cars pull out in front of other and almost hit kids or other cars	8/27/2025 5:01 PM
38	Our child was driven to school K-2nd grade. She was homeschooled 3rd-8th grade. She was driven to high school until mid sophomore year when she received her drivers license. From our location, I wouldn't recommend any child walk or bike to school, due to the necessity of crossing Hwy 95 during peak commuting hours in the morning.	8/27/2025 4:35 PM
39	I would never discard walking or riding. I live in Desert Hills and see kids who ride there electric bike on the side of the highway to nautilus elementary school. As a parent who was born and raised here nothing is wrong with walking or riding bikes.	8/27/2025 4:25 PM
40	sidewalks do not extend far enough away from the schools, only 1/4 mile or so and then most sidewalks seem to just end.	8/27/2025 4:22 PM
41	There needs to be more mindful options for our youth	8/27/2025 4:22 PM
42	There needs to be more safety measures for our kids in this community and the ones who will be growing up in it as well in the years to come. Driving my kids to school in the morning has become one of those moments in the day where I'm not only worried about people no paying attention but also having to lookout for other people children and cars driving ignorantly. Sidewalks are limited all over this town, stop signs near school zones are seen to be more of a suggestion to work vehicles and people in a rush. I feel that when it comes to our kids safety in this community, it should be regarded at a higher standard.	8/27/2025 4:18 PM
43	Are student walked to middle school - because the distance was about 12-15 minutes. They do not walk to the high school.	8/27/2025 4:17 PM
44	I dont feel that the police are doing there job about making sure streets are safe, people are on there phone to much and don't pay attention. I live by the high-school and don't feel comfortable getting my mail thank you no police effort.	8/27/2025 4:16 PM
45	Bussing for every school in the district is in dire need.	8/27/2025 4:16 PM
46	My oldest son, 9th grade, is also not allowed to bike to school. It's approximately 8 miles feom where we live. My nephew was hit by a car biking. I'm not risking it. My son has to be dropped off more than an hour early and get picked up late because of lack of transportation.	8/27/2025 4:11 PM
47	Living southside for 8 years was difficult, as bus system was not offered one he was in high school, due to lack of drivers I was told. As a senior now, he is seeing the difficulties as he has a gas guzzler of a vehicle. I do not have a car but a scooter, and could not take him anywhere if I wanted to.	8/27/2025 4:10 PM
48	M/a	8/27/2025 4:09 PM
49	If traffic was regulated better, the routes taken wouldn't be dangerous. E-bikes are unregulated personal vehicles. Kids don't understand the rules of the road and more. generated safe routes would suffice. Possible path ways through the washes?	8/27/2025 4:09 PM
50	Get buses	8/27/2025 4:06 PM

Attachment D – PublicCoordinate Comments

Comment Category	Latitude	Longitude	Message	Timestamp	Sentiment	Email Address
Intersection Safety Concern	34.47124	-114.291	There needs to be more visible, lighted and painted crosswalks along this area. It gets very congested after school and vehicles are not seeing the kids trying to cross the street.	2025-08-28T13:08:22.1307412+00:00	Negative	janessadohoda@gmail.com
Intersection Safety Concern	34.48508	-114.297	Adding 4 way stop sign, light or traffic controller after school would be very helpful here	2025-08-28T20:35:02.6138565+00:00	Positive	
Intersection Safety Concern	34.49851	-114.285	This area gets super congested before and after school. Would be a great spot to add a light.	2025-08-29T02:50:11.8481667+00:00	Positive	tnkrbug@gmail.com
Vehicular Concern	34.52005	-114.35	When putting these islands in there is no spot for emergency cases. If breakdowns happen they have nowhere to pull over. People don’t slow down and accidents can occur.	2025-08-29T02:53:53.6774167+00:00	Neutral	tnkrbug@gmail.com
Improvement Idea	34.51115	-114.317	Crosswalk has no lighting or crossing guard. During the winter hours before sunrise, it's hard to see if anyone is crossing the street.	2025-09-02T16:38:04.635981+00:00	Negative	
Transit Concern	34.46622	-114.31	No buses available for high school students on the south side. Only for elementary and middle school.	2025-09-20T17:59:54.6688502+00:00	Negative	
Intersection Safety Concern	34.48277	-114.349	Turning arrow needed here for safety	2025-09-20T18:15:51.5777361+00:00	Positive	
Intersection Safety Concern	34.49528	-114.298	This area backs up with traffic during school pick up and drop off times.	2025-09-20T18:16:45.7259544+00:00	Neutral	
Intersection Safety Concern	34.48276	-114.349	Turning arrow needed at light for safety.	2025-09-20T18:18:37.4650417+00:00	Neutral	
Intersection Safety Concern	34.49851	-114.285	Agree I like a light here!	2025-09-20T18:24:51.6566418+00:00	Positive	
Vehicular Concern	34.46326	-114.335	Industrial on way has walls in the median and they are too bulky and interfere with the road. They come all the way to the yellow line and there are already skid marks from people scraping their cars. I like having a center divider but not that the wall is so close to the lanes.	2025-09-20T18:27:10.8652466+00:00	Mixed	
Intersection Safety Concern	34.48491	-114.326	The new light here is an issue. I have seen two people almost get rear ended because they aren’t used to the new light. Take it out or have the flashing signs warning people a light is ahead. The traffic signals are too frequent on this road.	2025-09-20T18:28:59.3220774+00:00	Negative	
Vehicular Concern	34.46326	-114.335	Agreed take out the medians they are unsafe	2025-09-20T18:31:10.9491622+00:00	Positive	
Vehicular Concern	34.46326	-114.335	I refuse to drive in the left lane because I’m scared of the median	2025-09-20T18:32:27.6286108+00:00	Negative	
Intersection Safety Concern	34.4964	-114.334	There needs to be a sign saying right turn only because this is unsafe. Almost been hit.	2025-09-20T18:37:27.6938041+00:00	Negative	
Vehicular Concern	34.49083	-114.313	Frequent speeding need speed bumps!	2025-09-20T18:40:02.493792+00:00	Neutral	
Other	34.46419	-114.34	No e-bikes in Rotary park	2025-09-20T18:50:38.642268+00:00	Neutral	
Bike/Pedestrian Safety Concern	34.48831	-114.288	Children drive e-bikes at high speeds they should require a license. They don’t stop at stop signs.	2025-09-20T18:55:53.3771713+00:00	Neutral	
Other	34.47586	-114.344	E-bikes speed in this area very unsafe at night. License to ride bikes should be required	2025-09-20T18:58:43.3431929+00:00	Negative	
Vehicular Concern	34.46326	-114.335	Medians are unsafe too close to road	2025-09-20T19:02:16.2684324+00:00	Negative	
Other	34.47438	-114.315	E-bikes always around this area. Very afraid I will hit a child.	2025-09-20T19:04:25.9432744+00:00	Negative	
Other	34.52961	-114.348	No turn lane currently into Chrysler dealership and it is scary almost been in accidents because people speed. Need right turn lane.	2025-09-20T19:07:44.6264323+00:00	Negative	
Vehicular Concern	34.46326	-114.335	Two people for the median curb and two people against. One against is worried there is no area for emergency pull offs.	2025-09-20T19:10:50.5709067+00:00	Negative	
Other	34.52041	-114.321	E-bikes are a concern they go through stop signs	2025-09-20T19:13:03.1965101+00:00	Negative	
Other	34.47247	-114.347	E-bikes should not be allowed on London bridge or at parks they are unsafe for walkers	2025-09-20T19:14:22.5181112+00:00	Negative	
Other	34.46419	-114.34	Helmets should be required. Should be ticketed for not wearing.	2025-09-20T19:15:32.7803268+00:00	Neutral	
Vehicular Concern	34.46326	-114.335	Nowhere to pull off in emergencies	2025-09-20T19:18:27.1424173+00:00	Negative	
Vehicular Concern	34.51128	-114.35	Horrible traffic here. Many accidents.People blow through red lights	2025-09-20T19:20:03.1790597+00:00	Negative	
Intersection Safety Concern	34.72763	-114.317	Horrible connection.	2025-09-20T19:21:11.1736323+00:00	Negative	
Vehicular Concern	34.46326	-114.335	Median is going to be deadly. People are going to hit it and roll.	2025-09-20T19:22:25.1568104+00:00	Negative	
Vehicular Concern	34.46326	-114.335	Median is dangerous. Can’t make a turn	2025-09-20T19:23:37.238842+00:00	Negative	
Transit Concern	34.51482	-114.291	Extreme lack of transit. People who work aren’t able to get there efficiently. Can take an hour or more with current transit options.	2025-09-20T19:26:35.4199492+00:00	Negative	
Intersection Safety Concern	34.4631	-114.334	Can’t see when a car is getting ready to turn right. People block the interesection.	2025-09-20T19:34:42.0351914+00:00	Negative	
Intersection Safety Concern	34.4631	-114.334	The two lights right in a row are dangerous. Sometimes one is green and one red can be confusing.	2025-09-20T19:35:42.5566967+00:00	Negative	
Bike/Pedestrian Safety Concern	34.52228	-114.354	This neighborhood needs sidewalks	2025-10-03T19:11:10.2119566+00:00	Neutral	
Sidewalk/Path Safety Concern	34.52848	-114.35	Extend the current multiuse path that ends at N Palo Verde up north to Chenowick	2025-10-03T19:18:23.1355107+00:00	Neutral	
Other	34.51607	-114.35	New median is too wide it’s right on the line needs to be made smaller	2025-10-03T19:40:09.4506362+00:00	Neutral	
Intersection Safety Concern	34.46331	-114.334	Street lights/intersections like this are very unsafe. They are too close together and it is easy to look at the wrong light. Can only fit one cat in between the lights. Makes no sense	2025-10-03T22:09:03.1818785+00:00	Negative	
Transit Concern	34.50363	-114.348	Hospital patients have no way to get home if they get released especially at night. Buses needed!	2025-10-03T22:10:21.9180448+00:00	Mixed	

Attachment E – Project Flyer

THE LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION (LHMPO)

wants your input on the future of transportation in the region!

SAFE ROUTES TO SCHOOL (SRTS)

SRTS is a program that encourages and enables students to choose active transportation methods (walking, biking, etc.) to get to school.

TAKE THE SRTS SURVEY: https://www.surveymonkey.com/r/TRPPVRS

REGIONAL TRANSPORTATION PLAN (RTP)

The LHMPO RTP will guide transportation investments for the next 25 years and solidify the region's strategy for creating a regional transportation system that serves users of all modes of travel and abilities.

TAKE THE RTP SURVEY: https://www.surveymonkey.com/r/YCKT73Z

WE WANT YOUR INPUT!

Scan the QR code to visit the interactive map! Provide comments and learn more about the SRTS and RTP projects.

https://engage.publiccoordinate.com/project/lhmpo-safe-routes-to-school

LAKE HAVASU Metropolitan Planning Organization

ARIZONA DEPARTMENT OF TRANSPORTATION

LAKE HAVASU CITY, ARIZONA • INCORPORATED 1978 •

Attachment F – Other Branded Materials

LAKE HAVASU
Regional Transportation Plan

OCTOBER 2ND, 2025

LAKE HAVASU MPO

NAME	EMAIL (for project updates)

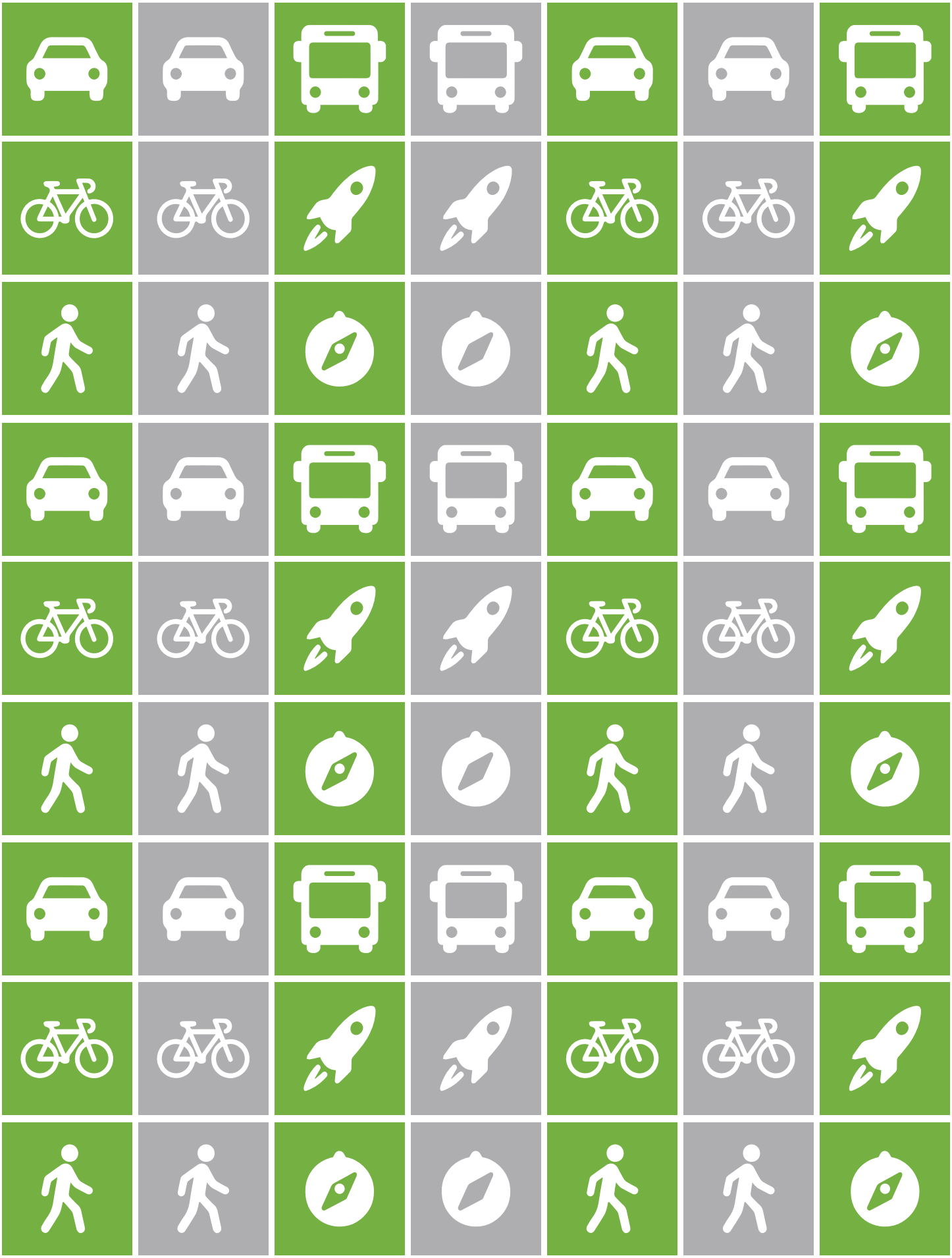
Name and email (optional):

Please share any comments or questions that you have below:

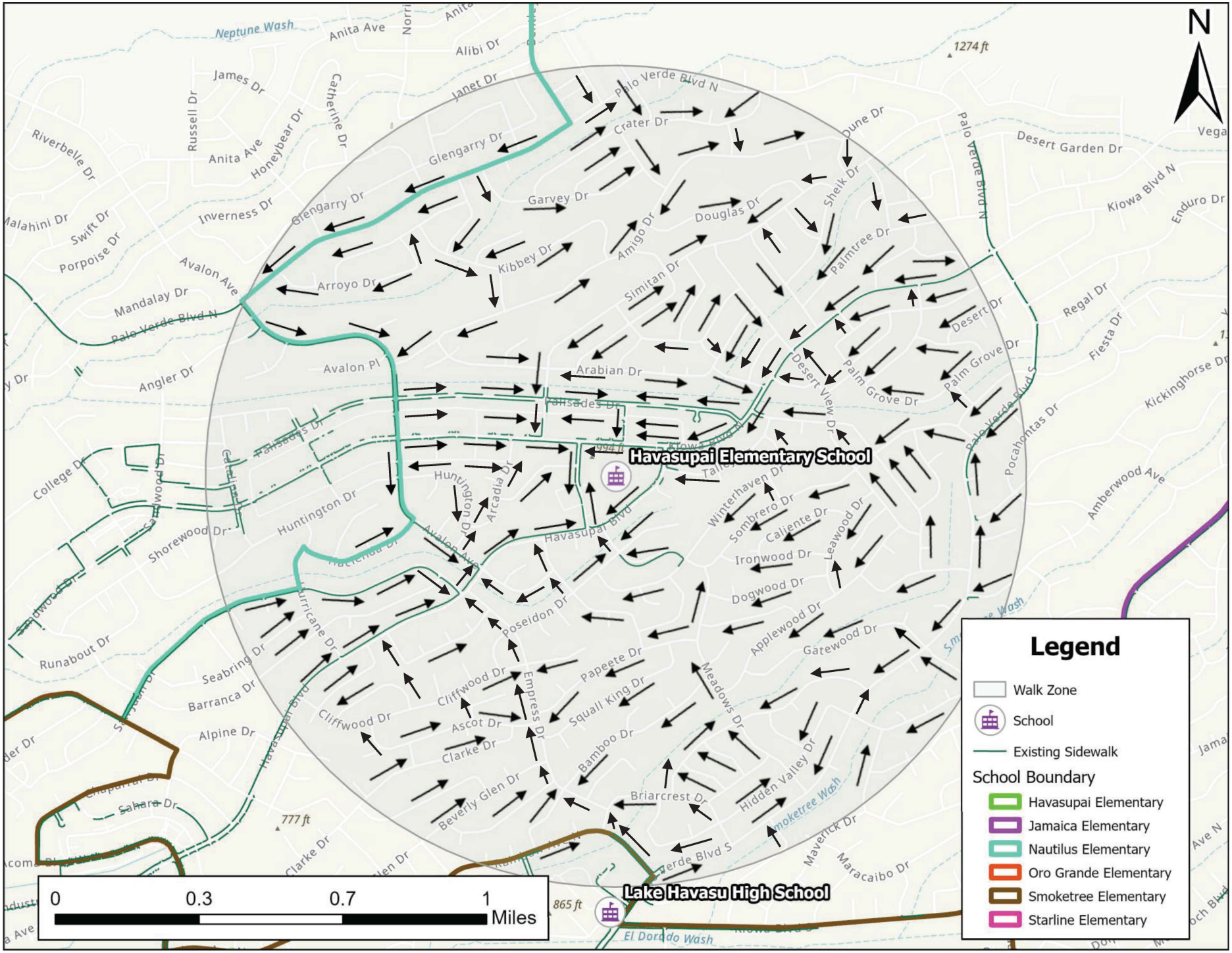
LAKE HAVASU
Regional Transportation Plan

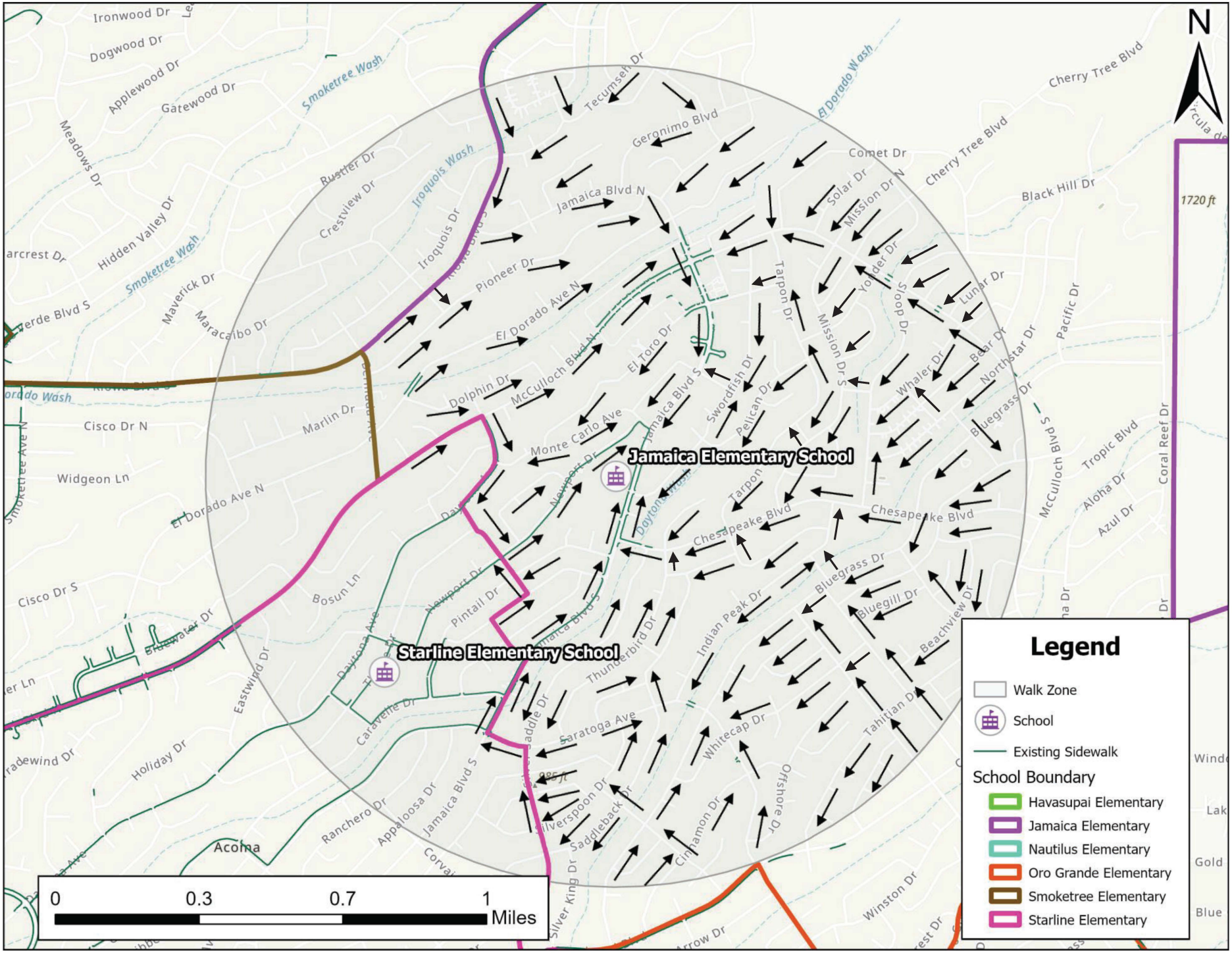
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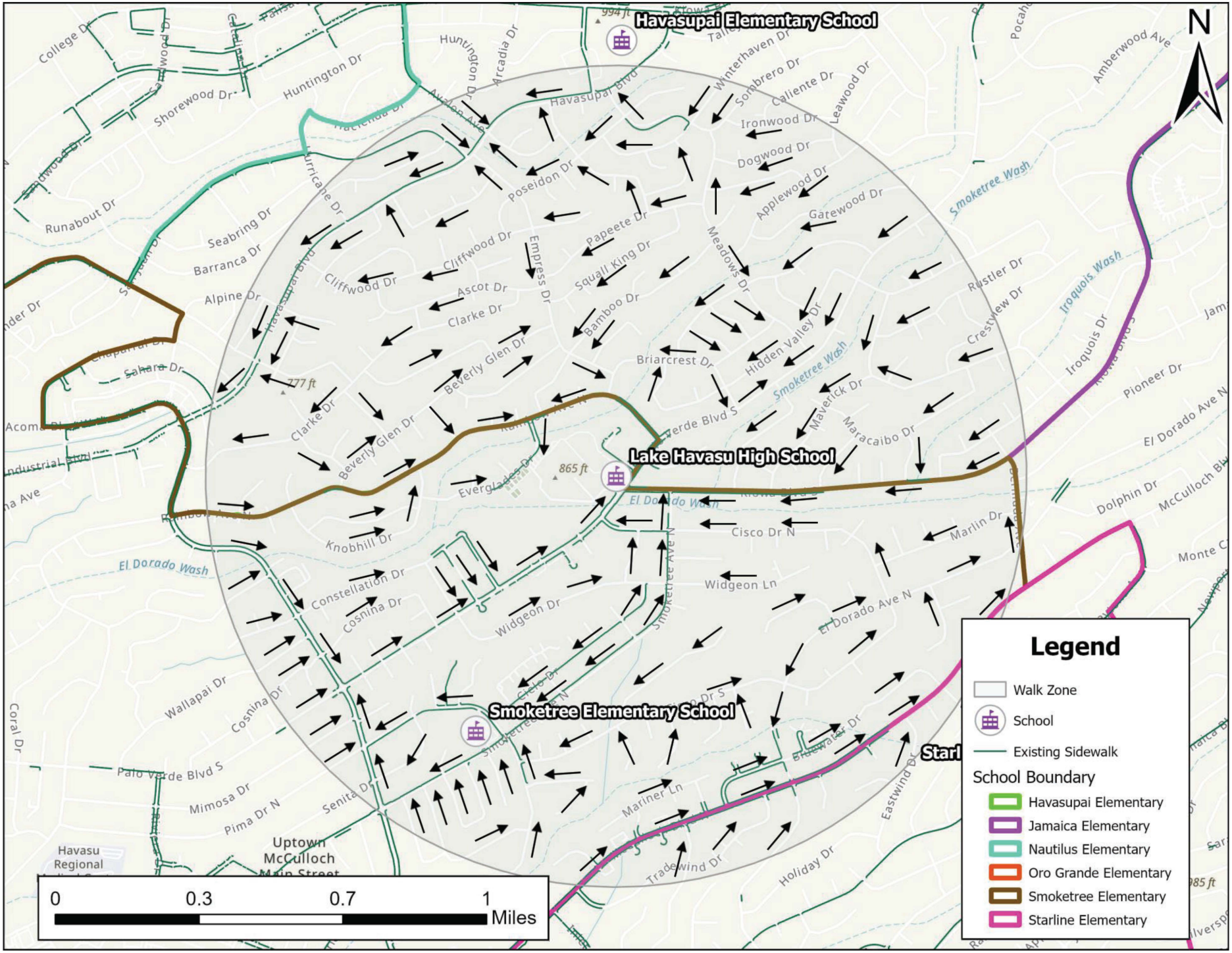
Please share any comments or questions that you have below:

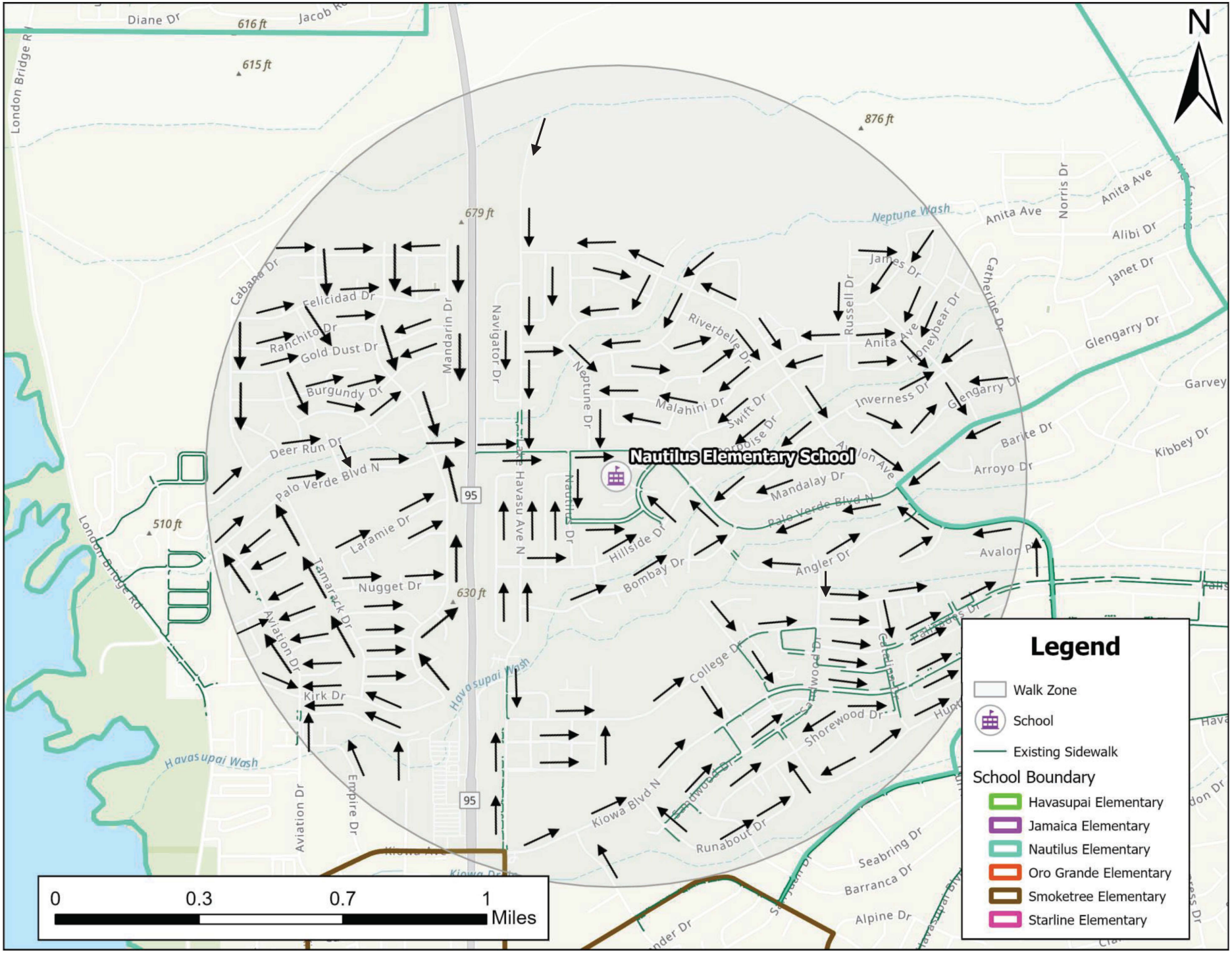


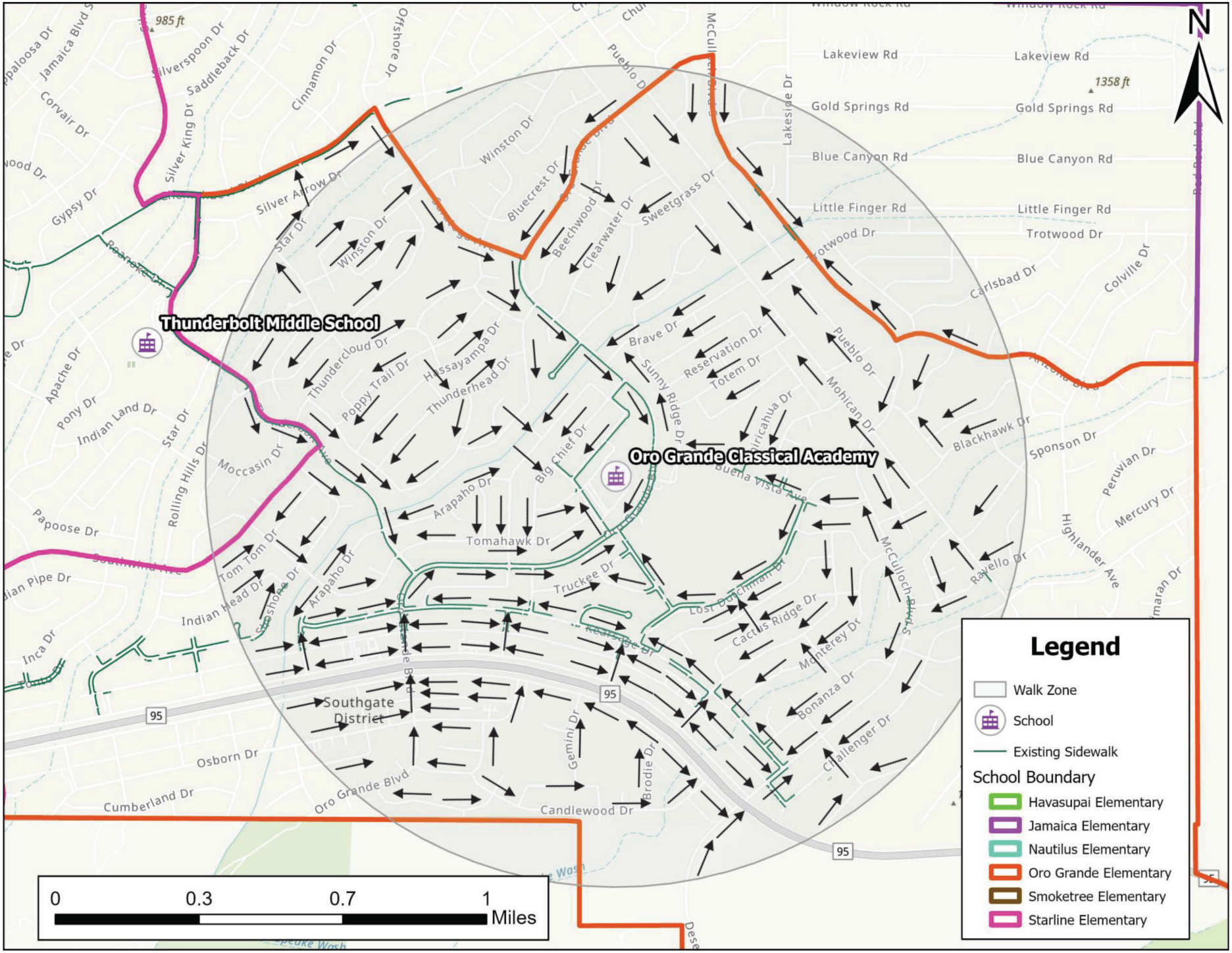
Appendix C – Walking and Biking Routes

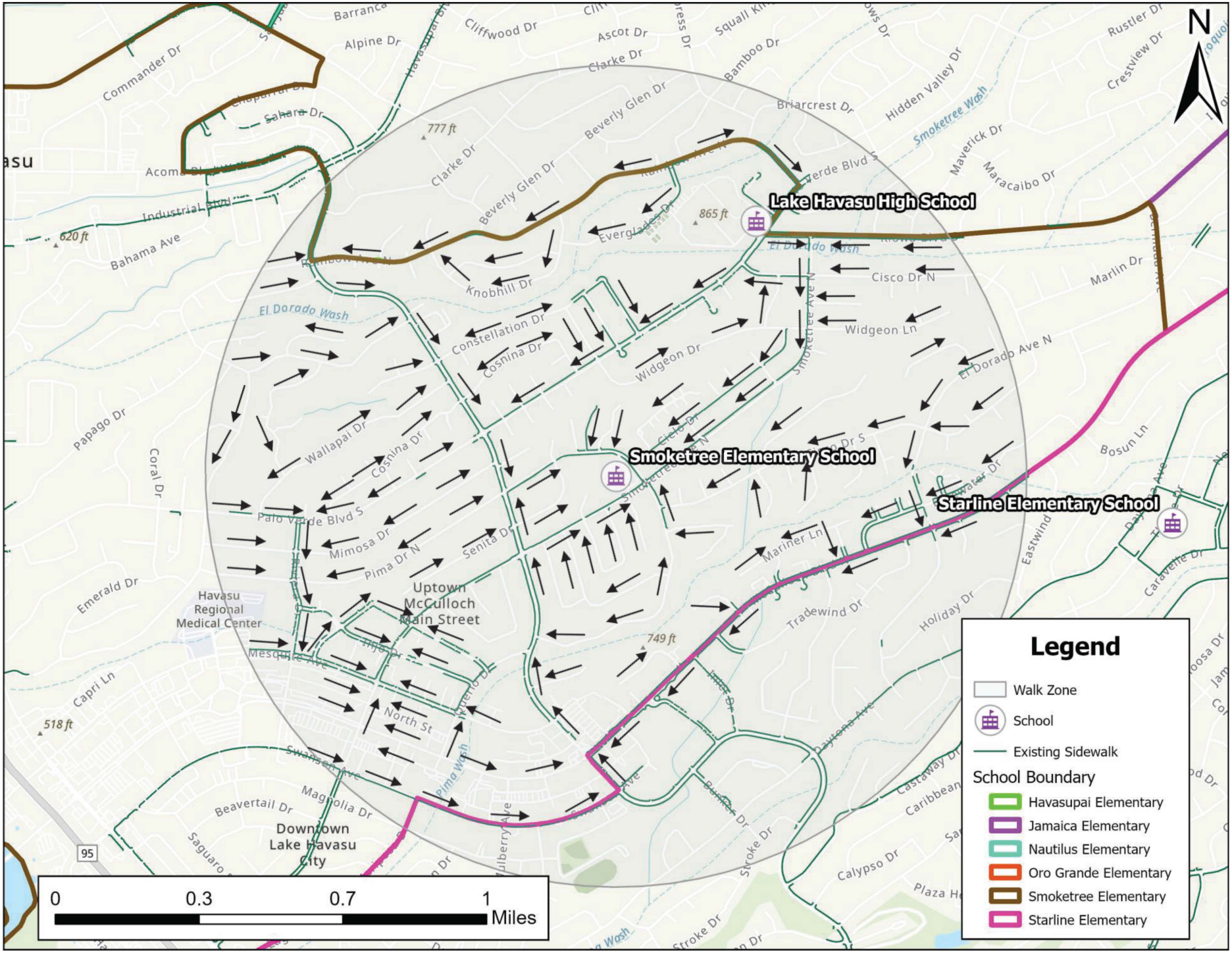

N
Havasupai Elementary School
Lake Havasu High School
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
0
0.3
0.7
1
Miles
Neptune Wash
Anita Ave
Alibi Dr
James Dr
Janet Dr
Russell Dr
Catherine Dr
Riverbelle Dr
Honeybear Dr
Inverness Dr
Glengarry Dr
Garvey Dr
Palo Verde Blvd N
Crater Dr
Dune Dr
Sheik Dr
Douglas Dr
Amigo Dr
Kibbey Dr
Arroyo Dr
Simitan Dr
Palmtree Dr
Desert Garden Dr
Kiowa Blvd N
Enduro Dr
Regal Dr
Fiesta Dr
Kickinghorse Dr
Desert Dr
Palm Grove Dr
Desert View Dr
Pocahontas Dr
Amberwood Ave
Swift Dr
Porpoise Dr
Malahini Dr
Avalon Ave
Mandalay Dr
Angler Dr
Avalon Pl
Arabian Dr
Palisades Dr
Havasupai Blvd
Huntington Dr
Arcadia Dr
College Dr
Shorewood Dr
Winterhaven Dr
Sombrero Dr
Caliente Dr
Leawood Dr
Ironwood Dr
Dogwood Dr
Applewood Dr
Gatewood Dr
Poseidon Dr
Hurricane Dr
Runabout Dr
Seabring Dr
Barranca Dr
Alpine Dr
Cliffwood Dr
Ascot Dr
Clarke Dr
Empress Dr
Papeete Dr
Squall King Dr
Bamboo Dr
Meadows Dr
Hidden Valley Dr
Briarcrest Dr
Beverly Glen Dr
Maverick Dr
Maracaibo Dr
Sahara Dr
Smoketree Wash
El Dorado Wash
1274 ft
777 ft
865 ft

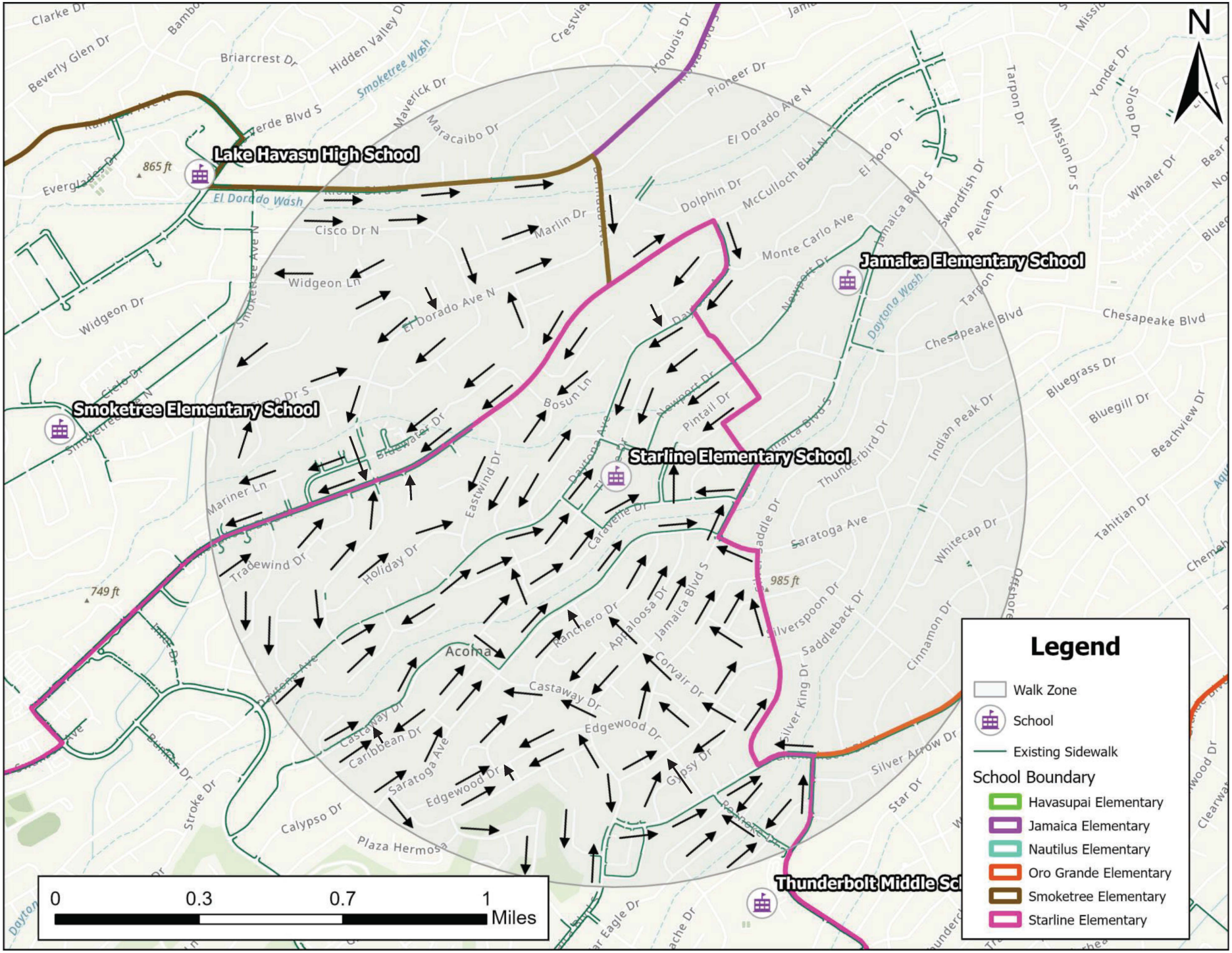

N
Jamaica Elementary School
Starline Elementary School
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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Miles
Ironwood Dr
Dogwood Dr
Applewood Dr
Gatewood Dr
Meadows Dr
Smoketree Wash
Iroquois Wash
El Dorado Wash
Cherry Tree Blvd
Tecumseh Dr
Geronimo Blvd
Comet Dr
Black Hill Dr
1720 ft
Rustler Dr
Crestview Dr
Hidden Valley Dr
Maverick Dr
Maracaibo Dr
Pioneer Dr
Jamaica Blvd N
Solar Dr
Mission Dr N
Yoder Dr
Lunar Dr
Pacific Dr
Tarpon Dr
El Dorado Ave N
McCulloch Blvd N
El Toro Dr
Dolphin Dr
Marlin Dr
Cisco Dr N
Widgeon Ln
Monte Carlo Ave
Jamaica Blvd S
Swordfish Dr
Pelican Dr
Mission Dr S
Whaler Dr
Bear Dr
Northstar Dr
Bluegrass Dr
McCulloch Blvd S
Tropic Blvd
Aloha Dr
Azul Dr
Coral Reef Dr
Newport Dr
Daytona Ave
Tarpon
Chesapeake Blvd
Cisco Dr S
Bosun Ln
Pintail Dr
Bluegrass Dr
Bluegill Dr
Beachview Dr
Indian Peak Dr
Thunderbird Dr
Eastwind Dr
Caravelle Dr
Saddle Dr
Saratoga Ave
Whitecap Dr
Tahitian Dr
Holiday Dr
Ranchero Dr
Appaloosa Dr
Jamaica Blvd S
Silverspoon Dr
Saddleback Dr
Cinnamon Dr
Offshore Dr
Silver King Dr
Winston Dr
Arrow Dr
Acoma

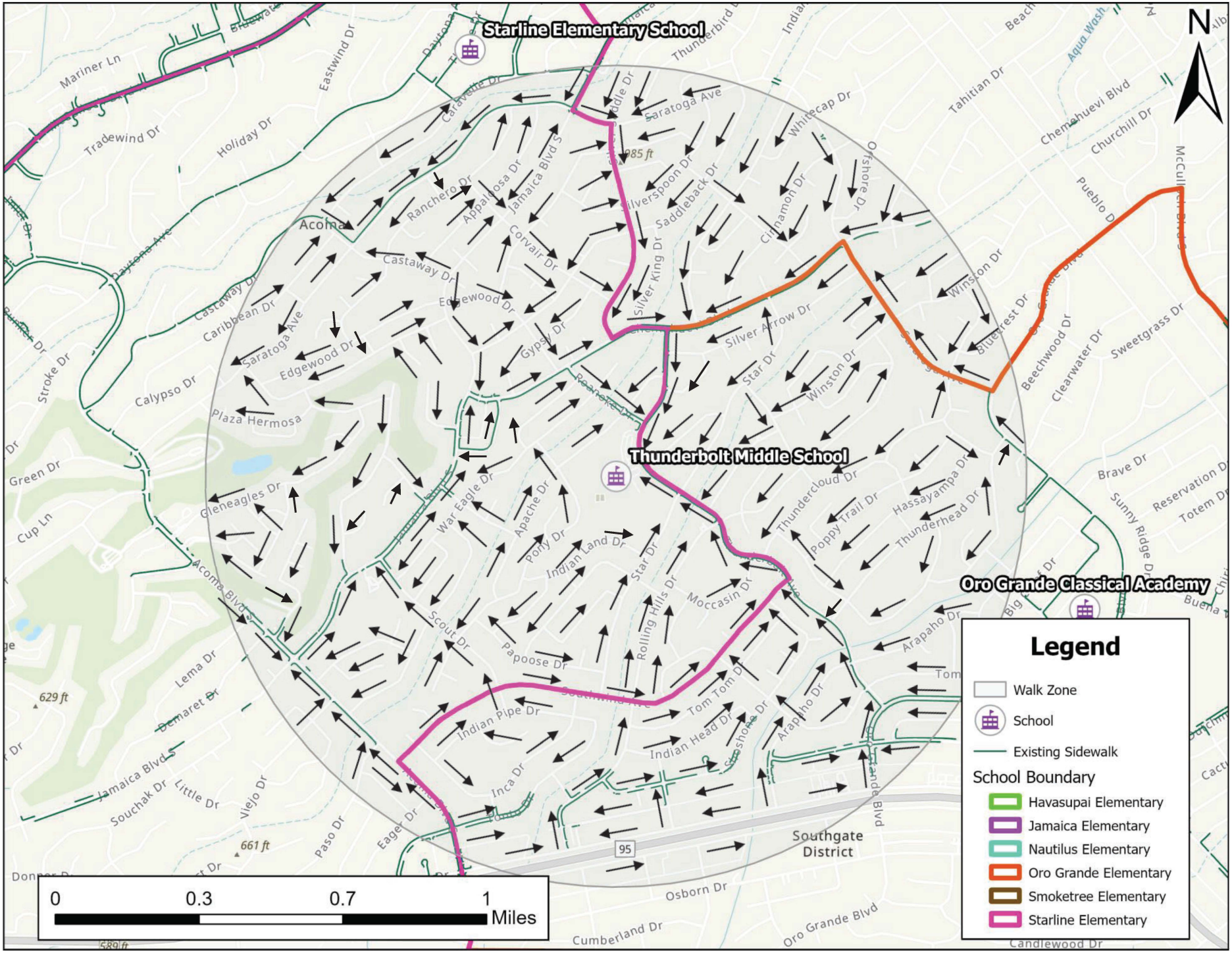

Havasupai Elementary School
Lake Havasu High School
Smoketree Elementary School
N
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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Miles
Havasupai Blvd
Palo Verde Blvd S
Smoketree Wash
El Dorado Wash
Iroquois Wash
Uptown McCulloch Main Street
Havasu Regional


N
Nautilus Elementary School
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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Miles
Diane Dr
616 ft
615 ft
876 ft
679 ft
630 ft
510 ft
London Bridge Rd
Neptune Wash
Havasupai Wash
Cabana Dr
Felicidad Dr
Ranchito Dr
Gold Dust Dr
Burgundy Dr
Deer Run Dr
Palo Verde Blvd N
Laramie Dr
Nugget Dr
Tamarack Dr
Aviation Dr
Kirk Dr
Empire Dr
Mandarin Dr
Navigator Dr
Lake Havasu Ave N
Neptune Dr
Nautilus Dr
Hillside Dr
Bombay Dr
Malahini Dr
Riverbelle Dr
Swift Dr
Mandalay Dr
Angler Dr
College Dr
Shorewood Dr
Kiowa Blvd N
Runabout Dr
Seabring Dr
Barranca Dr
Alpine Dr
James Dr
Russell Dr
Honeybear Dr
Anita Ave
Norris Dr
Alibi Dr
Janet Dr
Catherine Dr
Glengarry Dr
Inverness Dr
Barite Dr
Arroyo Dr
Kibbey Dr
Garvey
Avalon Ave
95


Thunderbolt Middle School
Oro Grande Classical Academy
Southgate District
N
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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0.7
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Miles
Lakeview Rd
Gold Springs Rd
Blue Canyon Rd
Little Finger Rd
Trotwood Dr
Carlsbad Dr
Colville Dr
Winston Dr
Bluecrest Dr
Beechwood Dr
Clearwater Dr
Sweetgrass Dr
Lakeside Dr
Silver Arrow Dr
Star Dr
Silver King Dr
Saddleback Dr
Cinnamon Dr
Offshore Dr
Gypsy Dr
Apache Dr
Pony Dr
Indian Land Dr
Rolling Hills Dr
Moccasin Dr
Papoose Dr
Indian Pipe Dr
Inca Dr
Indian Head Dr
Tom Tom Dr
Arapaho Dr
Thundercloud Dr
Poppy Trail Dr
Hassayampa Dr
Thunderhead Dr
Brave Dr
Sunny Ridge Dr
Reservation Dr
Totem Dr
Big Chief Dr
Tomahawk Dr
Truckee Dr
Lost Buckman Dr
Cactus Ridge Dr
Monterey Dr
Bonanza Dr
Challenger Dr
Gemini Dr
Brodie Dr
Candlewood Dr
Oro Grande Blvd
Osborn Dr
Cumberland Dr
Pueblo Dr
Mohican Dr
Blackhawk Dr
Sponson Dr
Peruvian Dr
Mercury Dr
Highlander Ave
Ravello Dr
McCulloch Blvd
Buena Vista Ave
Redridge Dr
95
985 ft
1358 ft


N
Lake Havasu High School
Smoketree Elementary School
Starline Elementary School
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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Miles
Uptown McCulloch Main Street
Havasu Regional Medical Center
Downtown Lake Havasu City
Commander Dr
Alpine Dr
Cliffwood Dr
Ascot Dr
Clarke Dr
Bamboo Dr
Briarcrest Dr
Hidden Valley Dr
Rustler Dr
Crestview Dr
Maverick Dr
Maracaibo Dr
Marlin Dr
Sahara Dr
Beverly Glen Dr
Clarke Dr
Knobhill Dr
Everglades Dr
Cisco Dr N
Widgeon Ln
Widgeon Dr
Constellation Dr
Cosnina Dr
Wallapai Dr
Palo Verde Blvd S
Mimosa Dr
Pima Dr N
Senita Dr
Mariner Ln
Tradewind Dr
Holiday Dr
Eastwind Dr
Bosun Ln
Caravelle Dr
Papago Dr
Coral Dr
Emerald Dr
Capri Ln
Bahama Ave
Industrial Blvd
Acoma Blvd
Mesquite Ave
North St
Swanson Ave
Magnolia Dr
Beavertail Dr
Saguaro
Pima Wash
El Dorado Wash
Smoketree Wash
Daytona Ave
Caribbean
Calypso Dr
Stroke Dr
Plaza
777 ft
865 ft
620 ft
749 ft
518 ft
95


N
Lake Havasu High School
Jamaica Elementary School
Smoketree Elementary School
Starline Elementary School
Thunderbolt Middle Sch
865 ft
749 ft
985 ft
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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Miles


Starline Elementary School
Thunderbolt Middle School
Oro Grande Classical Academy
N
Legend
Walk Zone
School
Existing Sidewalk
School Boundary
Havasupai Elementary
Jamaica Elementary
Nautilus Elementary
Oro Grande Elementary
Smoketree Elementary
Starline Elementary
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1
Miles
Southgate District
Acoma
Mariner Ln
Tradewind Dr
Holiday Dr
Eastwind Dr
Daytona Ave
Castaway Dr
Caribbean Dr
Saratoga Ave
Edgewood Dr
Calypso Dr
Plaza Hermosa
Stroke Dr
Green Dr
Cup Ln
Gleneagles Dr
Acoma Blvd
Lema Dr
Demaret Dr
Jamaica Blvd
Souchak Dr
Little Dr
Viejo Dr
Paso Dr
Eager Dr
Donner Dr
629 ft
661 ft
589 ft
Ranchero Dr
Appaloosa Dr
Jamaica Blvd S
Corvair Dr
Gypsy Dr
Roanoke Dr
Silver King Dr
Silverspoon Dr
Saddleback Dr
Whitecap Dr
Offshore Dr
Cinnamon Dr
Silver Arrow Dr
Star Dr
Winston Dr
War Eagle Dr
Apache Dr
Pony Dr
Indian Land Dr
Scout Dr
Papoose Dr
Rolling Hills Dr
Moccasin Dr
Indian Pipe Dr
Inca Dr
Tom Tom Dr
Indian Head Dr
Seashore Dr
Arapaho Dr
Thundercloud Dr
Poppy Trail Dr
Hassayampa Dr
Thunderhead Dr
Brave Dr
Sunny Ridge Dr
Reservation Dr
Totem Dr
Tahitian Dr
Chemehuevi Blvd
Churchill Dr
Aqua Wash
Pueblo Dr
McCulloch Blvd
Beechwood Dr
Clearwater Dr
Sweetgrass Dr
Bluetrest Dr
Oro Grande Blvd
Osborn Dr
Cumberland Dr
Candlewood Dr
95

Appendix D – School Project Sheets

Havasupai Elementary School

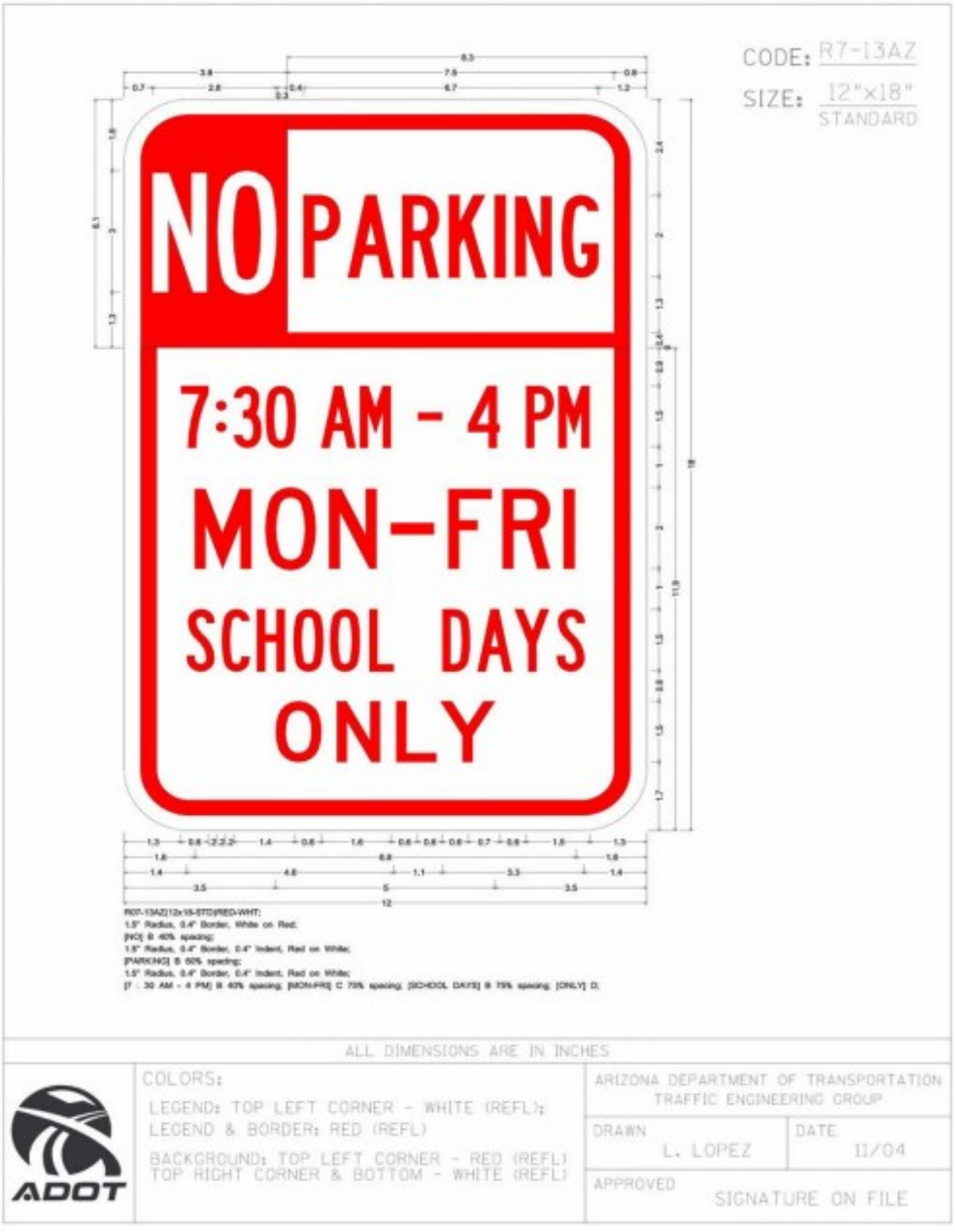
Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Havasupai Elementary School.

Recommendations

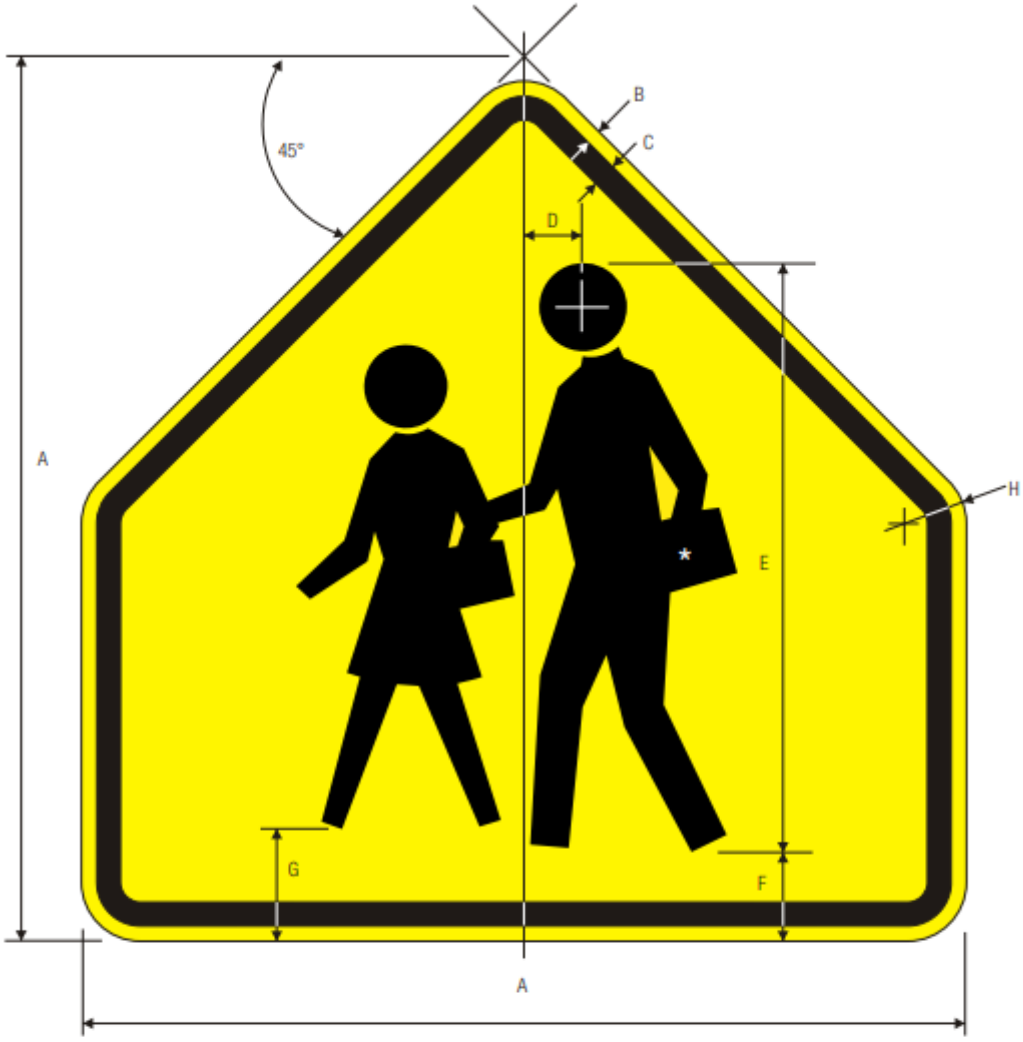
Issue	Countermeasure	Location	Lead Agency
Staff that were responsible for assisting students crossing the street were occasionally observed navigating traffic.	Staff that are expected to perform crossing guard duties should attend a crossing guard training.	-	LHMPO / District / School
	All staff members that engage in crossing guard duties should wear proper retroreflective safety vests, closed toed shoes, and have a stop paddle	-	LHMPO / District / School
Behavior of students as pedestrians and bicyclists: • Students were observed not using crosswalks • E-bikes were observed on sidewalks, conflicting with pedestrians and speeding • Multiple riders on a bicycle and e-bike • Bicyclists not using helmets	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.	-	District / School / PD
	Implement an e-bike registration or permit program for children grades 3+ that have completed the Bicycle and Pedestrian Safety program.	-	District / School / PD
Gaps in the bicycle infrastructure near the school.	There is adequate pavement width to provide buffered bike lanes on Cashmere Dr in front of the school up to Havasupai Blvd	Cashmere Dr	City
	Near term recommendation: Install "No Parking During School Hours" signage in parking lanes adjacent to and surrounding the school.	Kiowa Blvd Havasupai Blvd	City
	Long term recommendation: Restripe the existing parking lanes adjacent to the school to provide buffered bike lanes near Havasupai Elementary School.	Kiowa Blvd Havasupai Blvd	City
Existing crosswalks lack adequate visibility.	Install high visibility crosswalks. Install 36"x36" S1-1 pedestrian crossing signs on Kiowa Blvd and Havasupai Blvd Install new RRFB and new crosswalk at the intersection of Kiowa Blvd at Havasupai Blvd. Improve street lighting at the crosswalks	Havasupai Blvd Cashmere Dr Kiowa Blvd	City
Parents fail to comply with the intended circulation patterns and park on adjacent streets.	Install pavement markings to designate space of on-street parking on Cashmere Drive in front of the school. Construct new sidewalk across existing landscape rocks and install a new crosswalk across the parking lot to connect to the school.	Cashmere Dr	City / District / School
Faded signs/pavement markings around schools.	Replace faded signs around Havasupai Elementary School.	Cashmere Dr Havasupai Blvd Kiowa Blvd	City/School District

Signage examples, Project Map, and Project Concept Exhibits are included on the following pages.

Arizona School Zone No Parking Sign (R7-13AZ)



MUTCD School Crossing Sign (S1-1)



S1-1

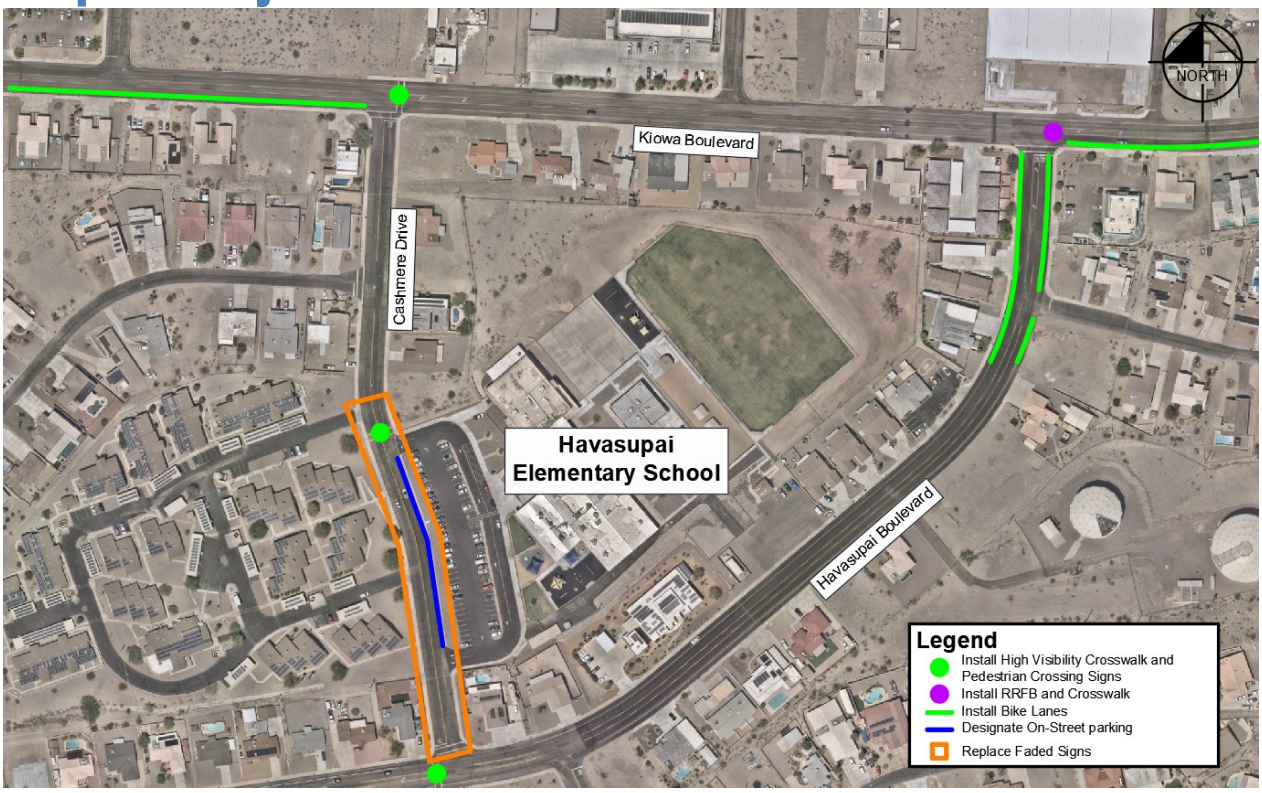
SCHOOL

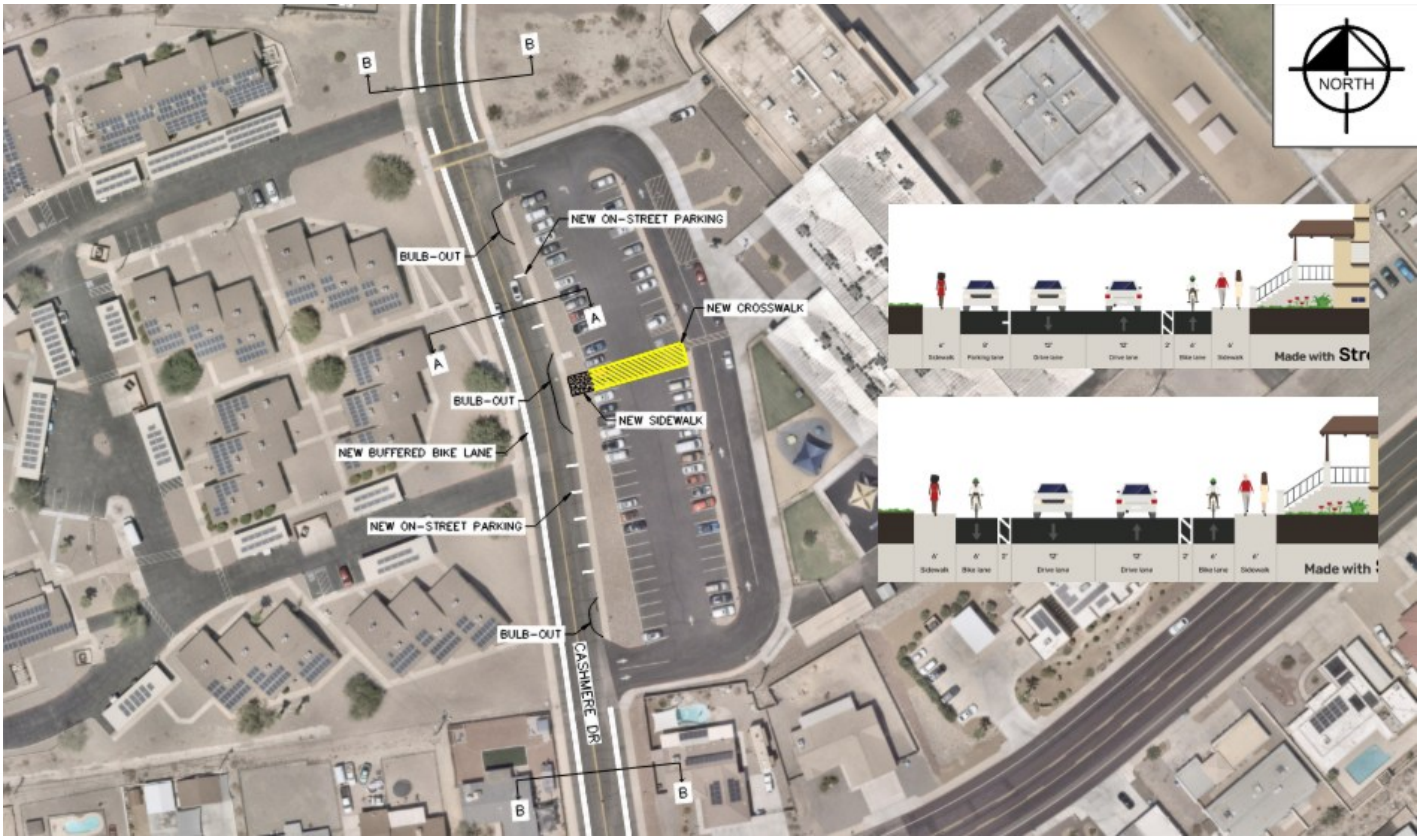
*See page 6-58 for symbol design.

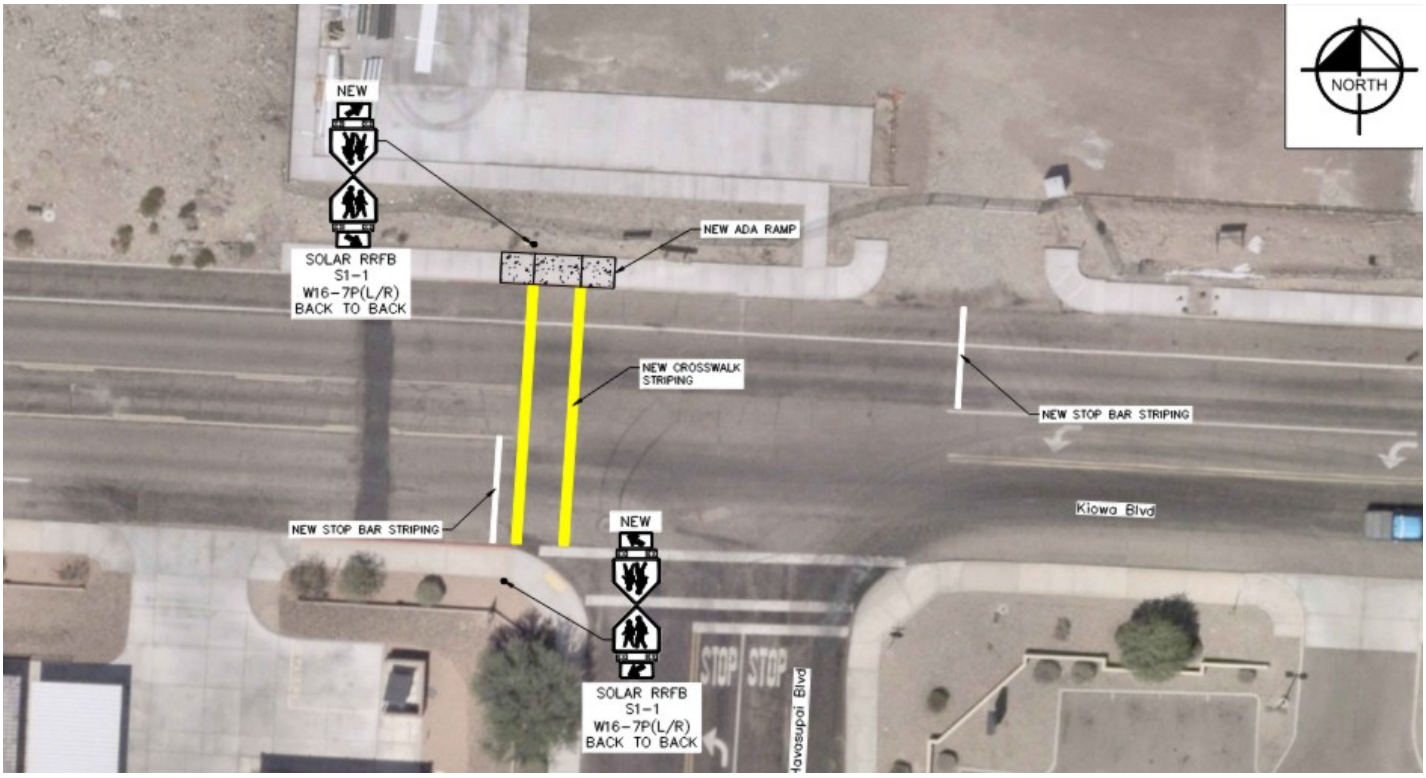
	A	B	C	D	E	F	G	H
	30	.5	.75	2	20	3	3.75	1.875
C	36	.625	.875	2.5	24	3.5	4.5	2.25
	48	.75	1.25	3.25	32	5	6	3

COLORS: SYMBOL — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)
FLOURESCENT YELLOW GREEN (RETROREFLECTIVE) OPTIONAL

Map of Projects






NORTH
NEW
SOLAR RRFB
S1-1
W16-7P(L/R)
BACK TO BACK
NEW ADA RAMP
NEW CROSSWALK
STRIPING
NEW STOP BAR STRIPING
NEW STOP BAR STRIPING
Kiowa Blvd
NEW
SOLAR RRFB
S1-1
W16-7P(L/R)
BACK TO BACK
STOP
STOP

Jamaica Elementary School

Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Jamaica Elementary School.

Recommendations

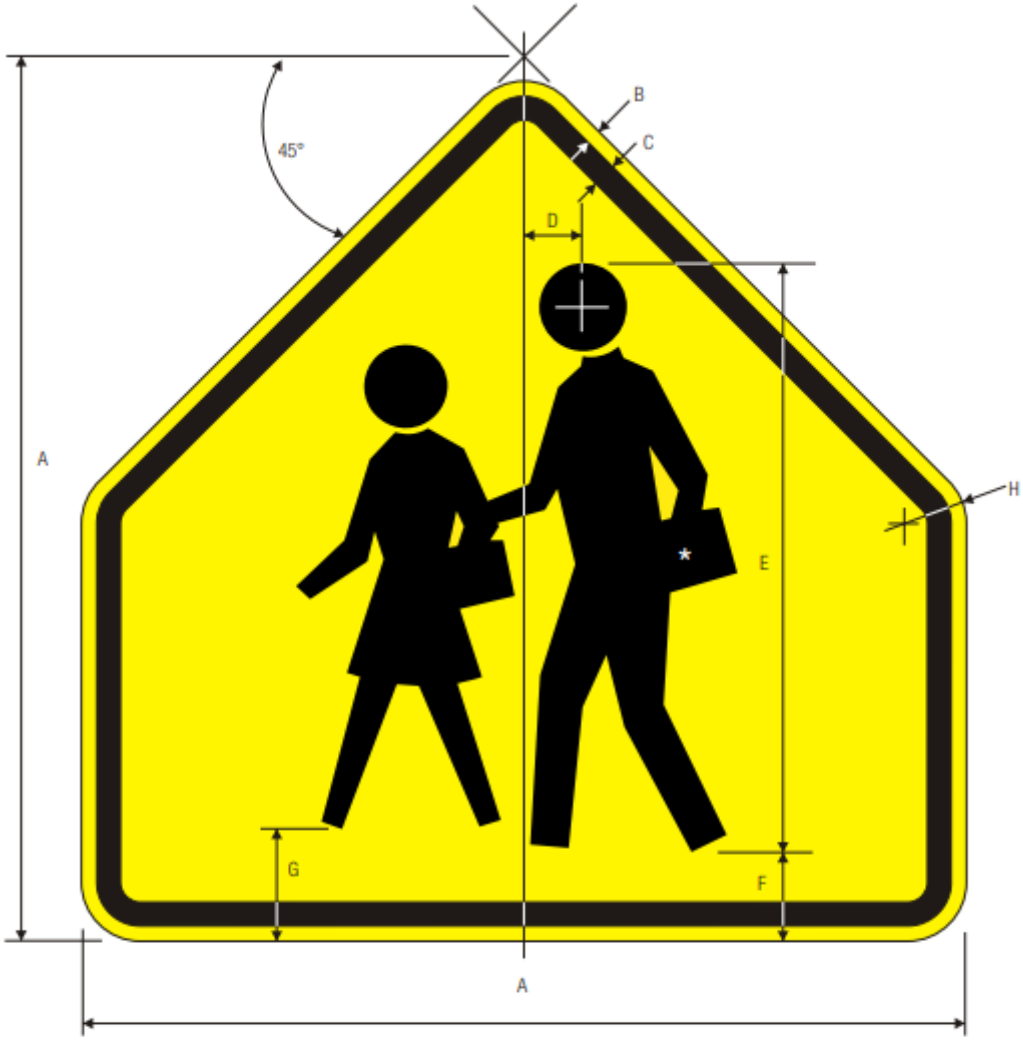
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	Establish a Bicycle and Pedestrian Safety program.	-	District / School / PD
	Implement an e-bike registration or permit program for children grades 3+ that have completed the Bicycle and Pedestrian Safety program.	-	District / School / PD
	Install a new crosswalk.	Northern entrance of Jamaica Elementary School	City / School
Gaps in the bicycle infrastructure surrounding schools.	*Near term recommendation:* Install "No Parking During School Hours" signage in parking lanes adjacent and surrounding the school.	Jamaica Blvd	City
	Long term recommendation: Restripe the existing parking lanes adjacent to the school to provide buffered bike lanes near Jamaica Elementary School.	Jamaica Blvd	City
Existing crosswalks lack adequate visibility.	Install high visibility crosswalk at existing crosswalk location. Install new S1-1 signs at the cross walks	Jamaica Blvd / Swordfish Dr	City
Speeding in the school zone, were observed during pick-up and drop-off.	Install flashing speed feedback sign. (*Existing City project*) Implement parent and public education program – through flyers and frequent reminders to slow down in the school zone	Jamaica Blvd	City/School District

Signage Example and Project Map are included on the following pages.

Arizona School Zone No Parking Sign (R7-13AZ)



MUTCD School Crossing Sign (S1-1)



S1-1

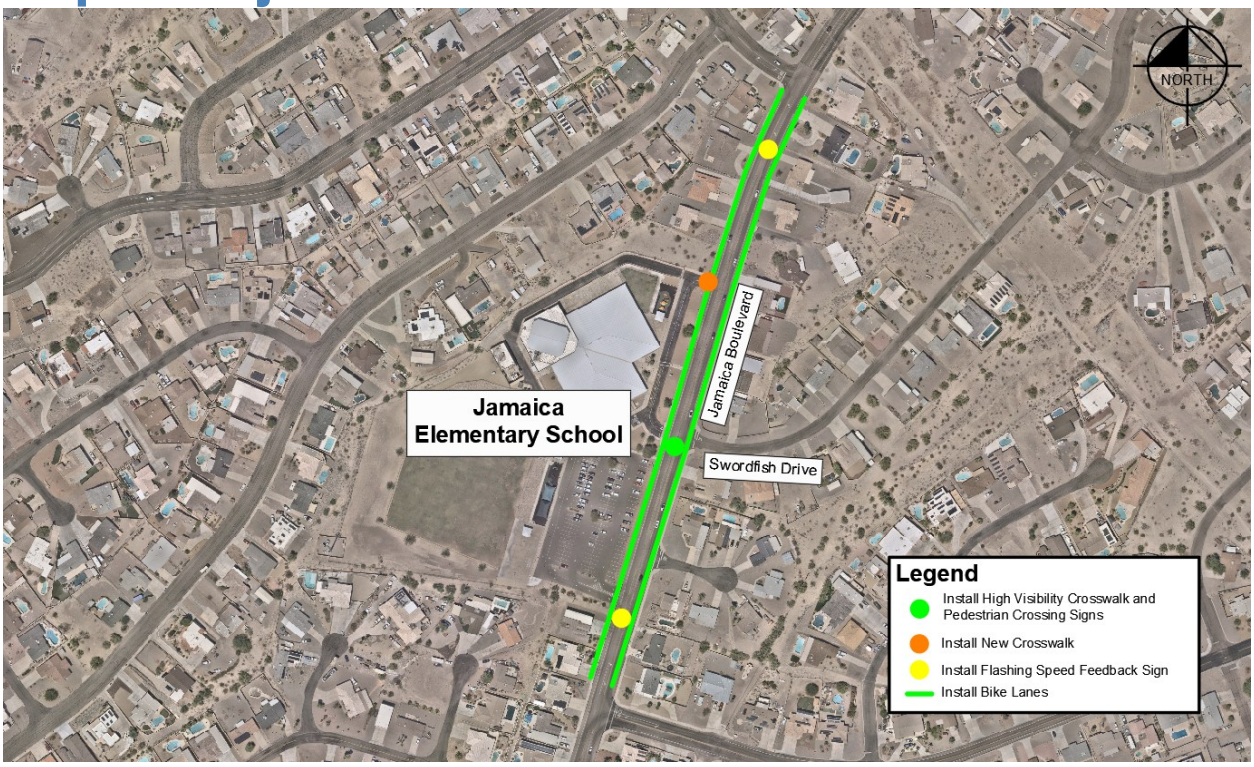
SCHOOL

*See page 6-58 for symbol design.

	A	B	C	D	E	F	G	H
	30	.5	.75	2	20	3	3.75	1.875
C	36	.625	.875	2.5	24	3.5	4.5	2.25
	48	.75	1.25	3.25	32	5	6	3

COLORS: SYMBOL — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)
FLOURESCENT YELLOW GREEN (RETROREFLECTIVE) OPTIONAL

Map of Projects



Nautilus Elementary School

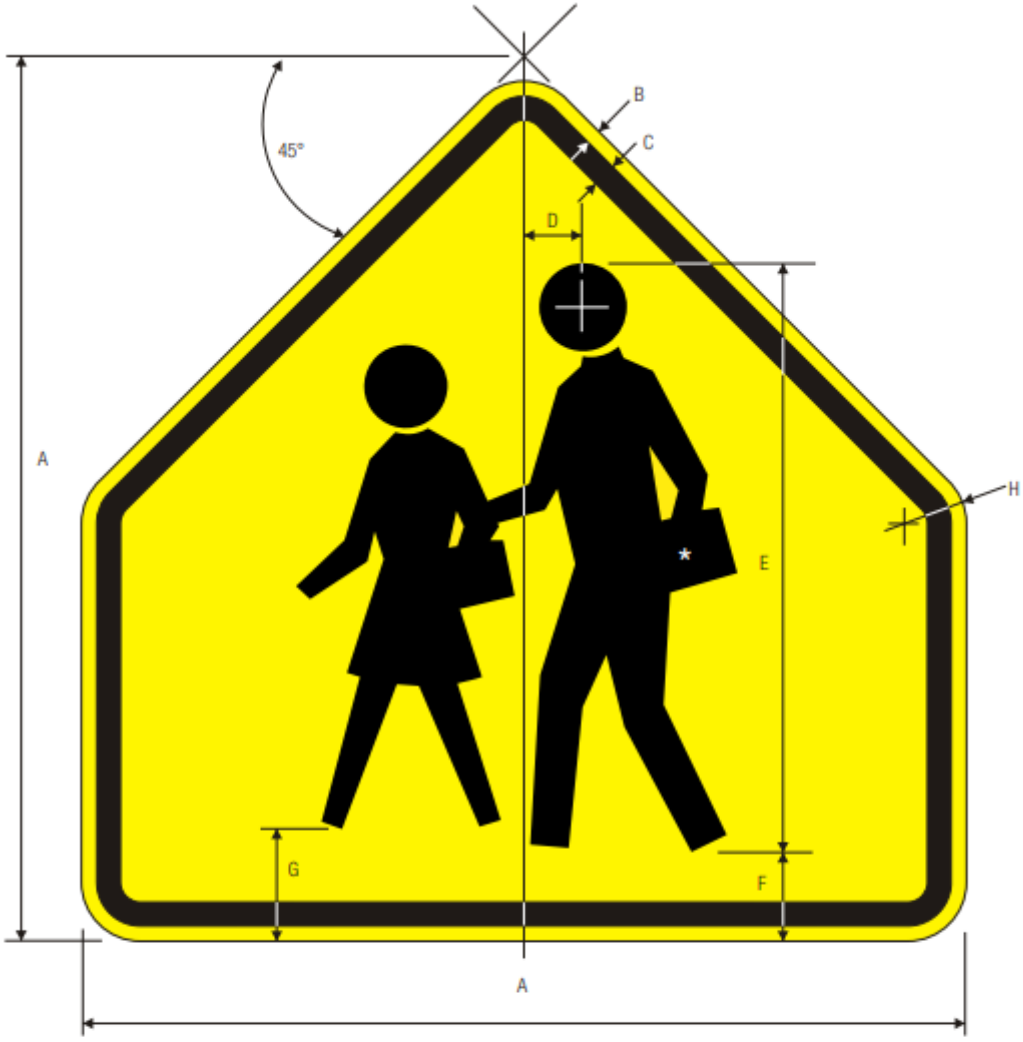
Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Nautilus Elementary School.

Recommendations

Issue	Countermeasure	Location	Lead Agency
Staff that were responsible for assisting students crossing the street were occasionally observed participating in unsafe practices.	Staff that are expected to perform crossing guard duties should attend a crossing guard training.	-	LHMPO / District / School
	All staff members that engage in crossing guard duties should wear proper retroreflective safety vests, closed toed shoes, and have a stop paddle	-	LHMPO / District / School
Behavior of students as pedestrians and bicyclists: • Students were observed not using crosswalks • E-bikes were observed on sidewalks, conflicting with pedestrians and speeding • Multiple riders on bicycle and e-bikes • Bicyclist were not using helmets	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.	-	District / School / PD
	Implement an e-bike registration or permit program for children grades 3+ that have completed the Bicycle and Pedestrian Safety program.	-	District / School / PD
Gaps in the bicycle infrastructure near the school.	Install buffered bike lanes near the school.	Patrician Dr	City
Gaps in the sidewalk infrastructure surrounding the school and inside the school	Widen sidewalk on school property.	On Patrician Dr in front of school Inside the school	District / School
Existing crosswalks lack adequate visibility.	Install high visibility striping and new S1-1 signs Install new RRFBs at crosswalk on Palo Verde Blvd.	Palo Verde Blvd Patrician Dr Charing Cross Dr	City

Signage examples and Project Map are included on the following pages.

MUTCD School Crossing Sign (S1-1)



S1-1

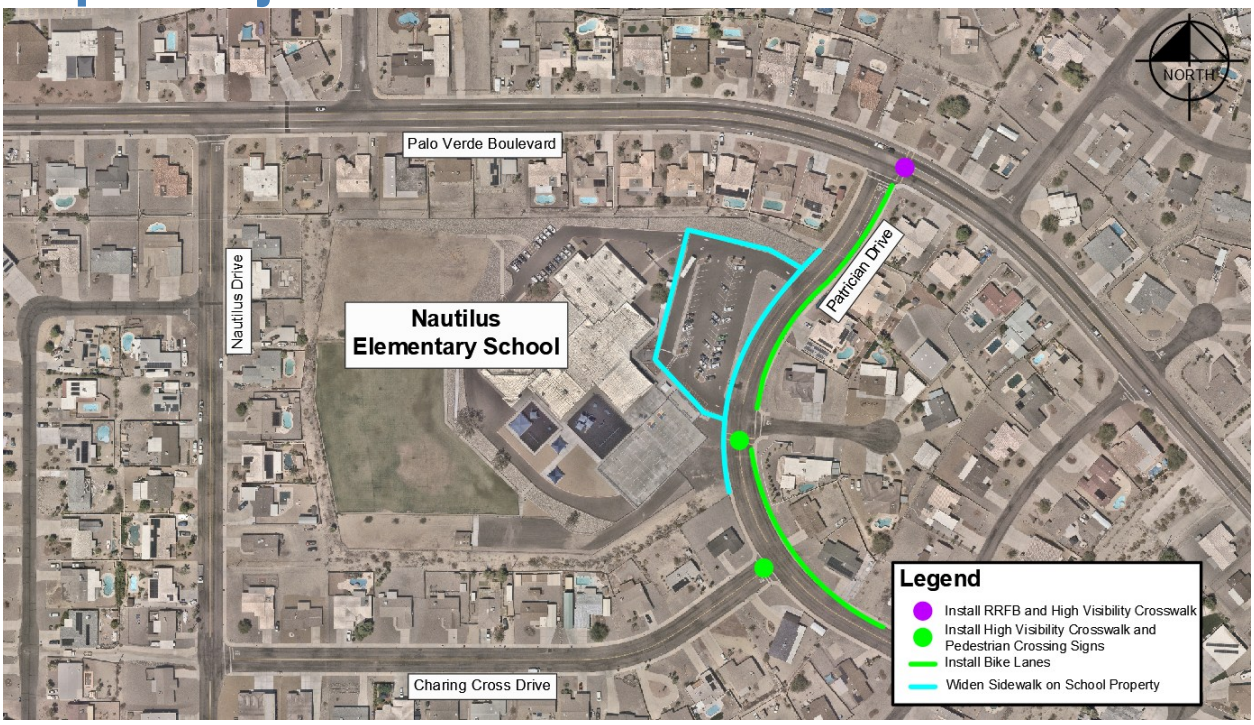
SCHOOL

*See page 6-58 for symbol design.

	A	B	C	D	E	F	G	H
	30	.5	.75	2	20	3	3.75	1.875
C	36	.625	.875	2.5	24	3.5	4.5	2.25
	48	.75	1.25	3.25	32	5	6	3

COLORS: SYMBOL — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)
FLOURESCENT YELLOW GREEN (RETROREFLECTIVE) OPTIONAL

Map of Projects



Oro Grande Classical Academy

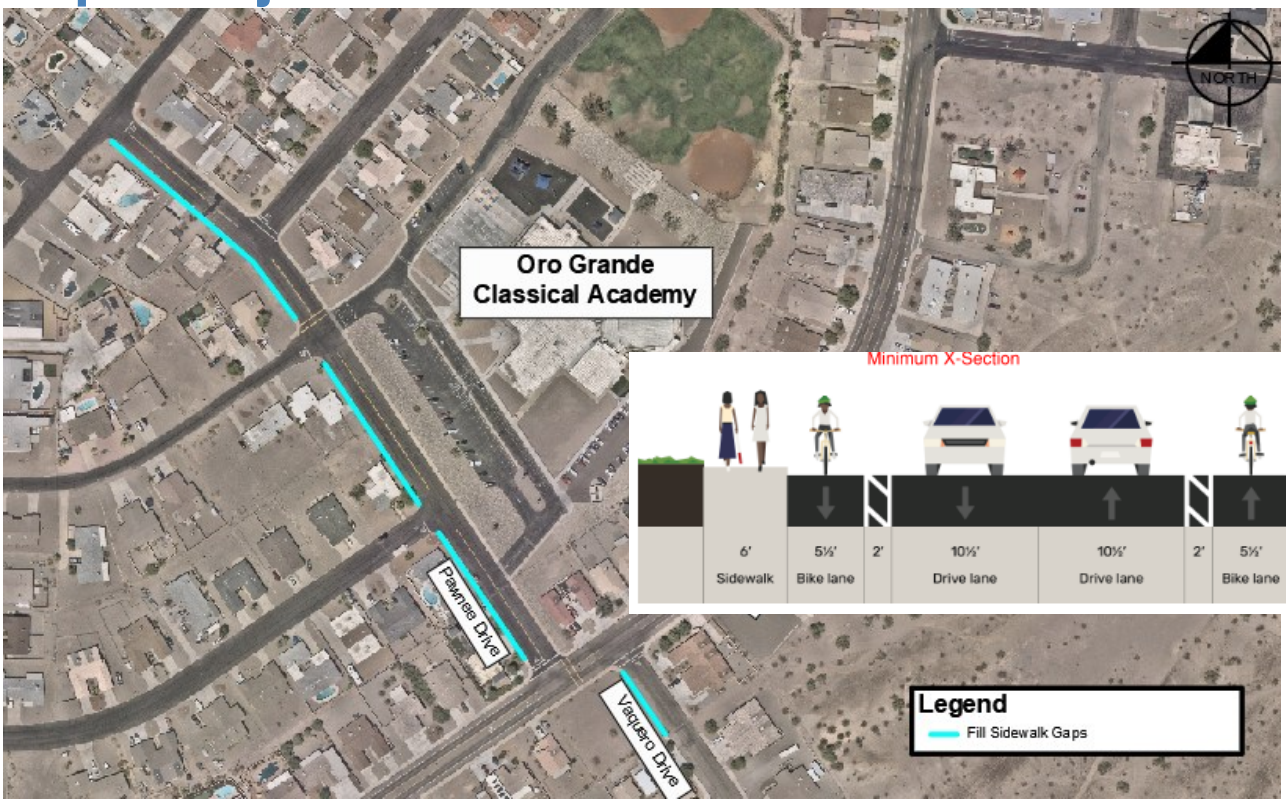
Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Oro Grande Classical Academy.

Recommendations

Issue	Countermeasure	Location	Lead Agency
Staff that were responsible for assisting students crossing the street were occasionally observed participating in unsafe practices.	Staff that are expected to perform crossing guard duties should attend a crossing guard training.	-	LHMPO / District / School
	All staff members that engage in crossing guard duties should wear proper retroreflective safety vests, closed toed shoes, and have a stop paddle	-	LHMPO / District / School
Behavior of students as pedestrians and bicyclists: • Students were observed not using crosswalks • E-bikes were observed on sidewalks, conflicting with pedestrians and speeding • Multiple riders on a bicycle and e-bike • Bicyclists not using helmets	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.	-	District / School / PD
	Implement an e-bike registration or permit program for children grades 3+ that have completed the Bicycle and Pedestrian Safety program.	-	District / School / PD
Gaps in the sidewalk infrastructure near the school.	Fill sidewalk gaps near the school.	Vaquero Drive Pawnee Drive	City

Project Map is included on the following page.

Map of Projects



Smoketree Elementary School

Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Smoketree Elementary School.

Recommendations

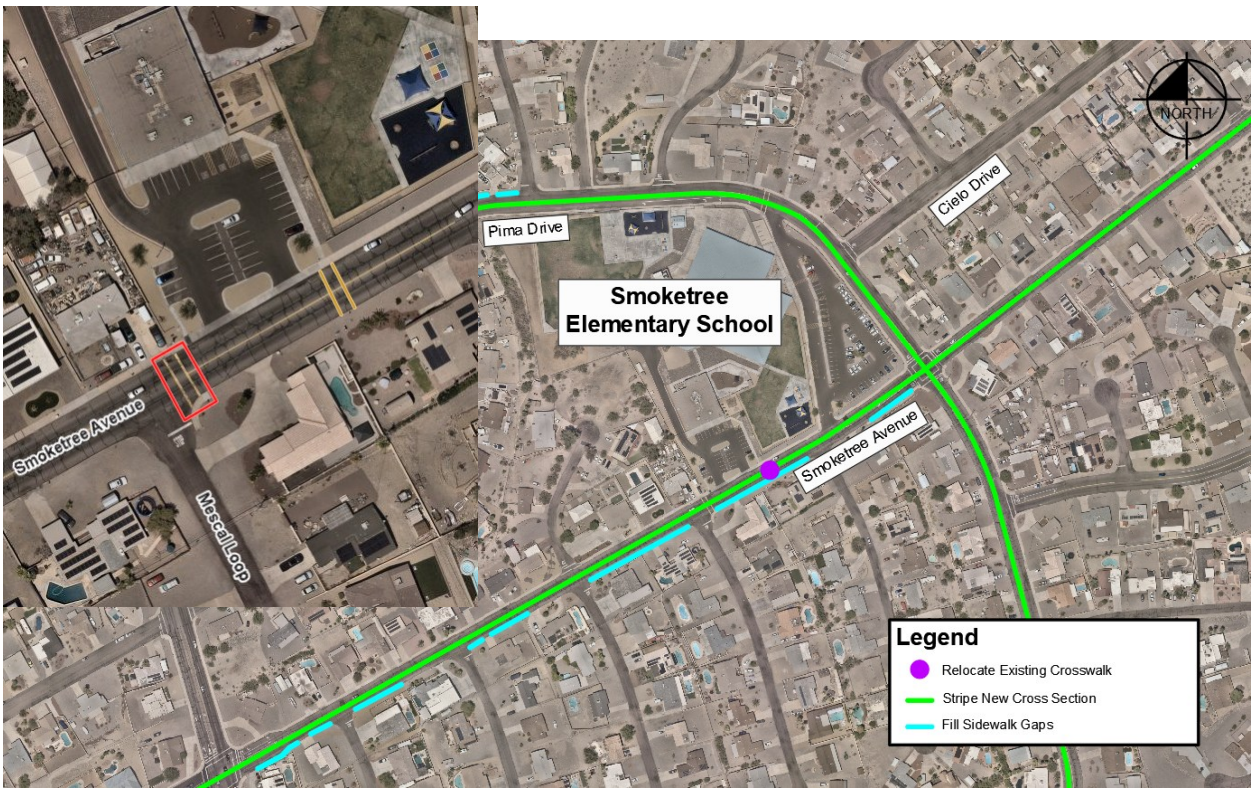
Issue	Countermeasure	Location	Lead Agency
Staff that were responsible for assisting students crossing the street were occasionally observed navigating traffic.	Staff that are expected to perform crossing guard duties should attend a crossing guard training.	-	LHMPO / District / School
	All staff members engage in crossing guard duties should wear proper retroreflective safety vests, closed toed shoes, and stop paddle	-	LHMPO / District / School
Behavior of students as pedestrians and bicyclists: • Students were observed not using crosswalks • E-bikes were observed on sidewalks, conflicting with pedestrians and speeding • Multiple riders on a bicycle and e-bike • Bicyclists not using helmets	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.	-	District / School / PD
	Implement an e-bike registration or permit program for children grades 3+ that have completed the Bicycle and Pedestrian Safety program.	-	District / School / PD
Crosswalk too far from school property causing student to do mid-block crossing	Install new high visibility crosswalk on Smoketree Ave closer to the school boundary Remove the existing crosswalk and signs	Smoketree Ave	City
Gaps in the sidewalk infrastructure near the school.	Fill sidewalk gaps near the school.	Pima Dr Smoketree Ave	City
Gaps in the bicycle infrastructure near the school.	Restripe roadways to provide buffered bike lanes surrounding Smoketree Elementary. *Near term recommendation*: Install "No Parking During School Hours" signage in parking lanes adjacent to and surrounding the school. *Long term recommendation*: Restripe the existing parking lanes adjacent to the school to provide buffered bike lanes near Havasupai Elementary School.	Pima Drive Smoketree Ave	City

Signage example, Project Map, and Cross Section Alternatives are included on the following pages.

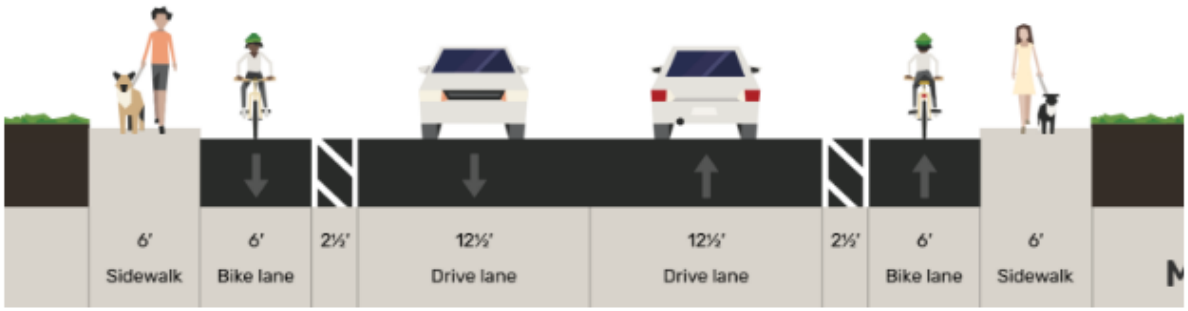
Arizona School Zone No Parking Sign (R7-13AZ)



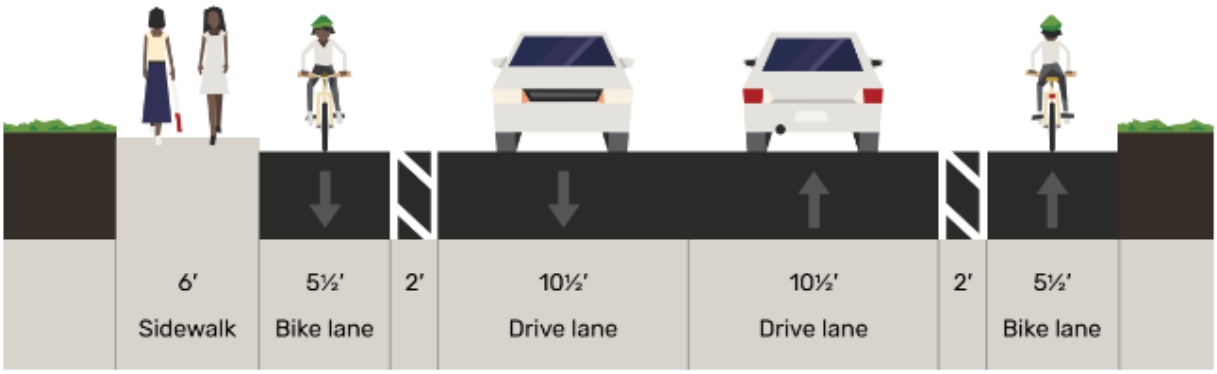
Map of Projects



Preferred X-Section



Minimum X-Section



Starline Elementary School

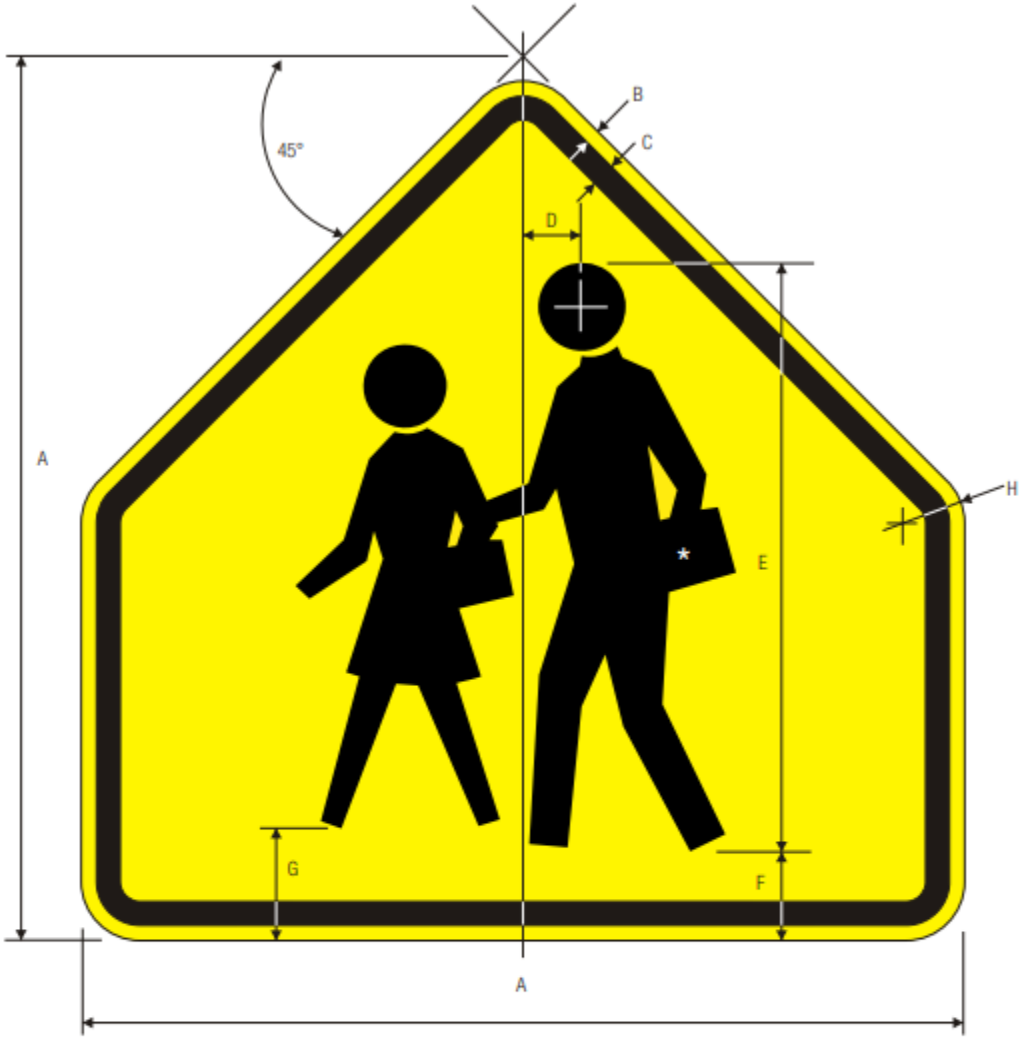
Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Starline Elementary School.

Recommendations

Issue	Countermeasure	Location	Lead Agency
Staff that were responsible for assisting students crossing the street were occasionally observed navigating traffic.	Staff who are expected to perform crossing guard duties should attend a crossing guard training.	-	LHMPO / District / School
	All staff members who engage in crossing guard duties should wear proper retroreflective safety vests, closed-toed shoes, and have a stop paddle.		
Behavior of students as pedestrians and bicyclists: • Students were observed not using crosswalks • E-bikes were observed on sidewalks, conflicting with pedestrians and speeding • Multiple riders on a bicycle and e-bike • Bicyclists not using helmets	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.		District / School / PD
	Implement an e-bike registration or permit program for children grades 3+ that have completed the Bicycle and Pedestrian Safety program.		
Gaps/obstructions in the sidewalk infrastructure near the school.	Install sidewalk/shared use path near the school.	Pintail Dr Starline Dr	City
	Provide 18" buffer between back of sidewalk and school fence along school property.		District/School
Gaps in the bicycle infrastructure near the school.	Install buffered bike lanes near the school. Install a shared use path along the school frontage on Pintail Drive from Starline Drive to Caravelle Drive	Pintail Dr Starline Dr Caravelle Dr	City
Existing crosswalks lack adequate visibility.	Install high visibility crosswalks and new S1-1 signs Install new RRFBs at crosswalk on Caravelle Dr at Pintail Dr	Starline Dr/Newport Dr Starline Dr/Thistle Dr Starline Dr/Pintail Dr Pintail Dr/Caravelle Dr	City
Parents fail to comply with the intended circulation patterns and park on adjacent streets.	Designate additional pick-up and drop-off areas near the school.	Starline Dr	City
	In the future, consider additional pick-up and drop-off areas in existing teacher parking lot.	Thistle Dr	School
	In the future, consider constructing a new pick-up and drop-off location in the field south of campus.	Caravelle Dr	City
Faded signs/pavement markings around the school.	Update pavement markings.	Caravelle Dr	City/School District

Signage examples, Project Map, and Project Concept Exhibits are included on the following pages.

MUTCD School Crossing Sign (S1-1)



S1-1

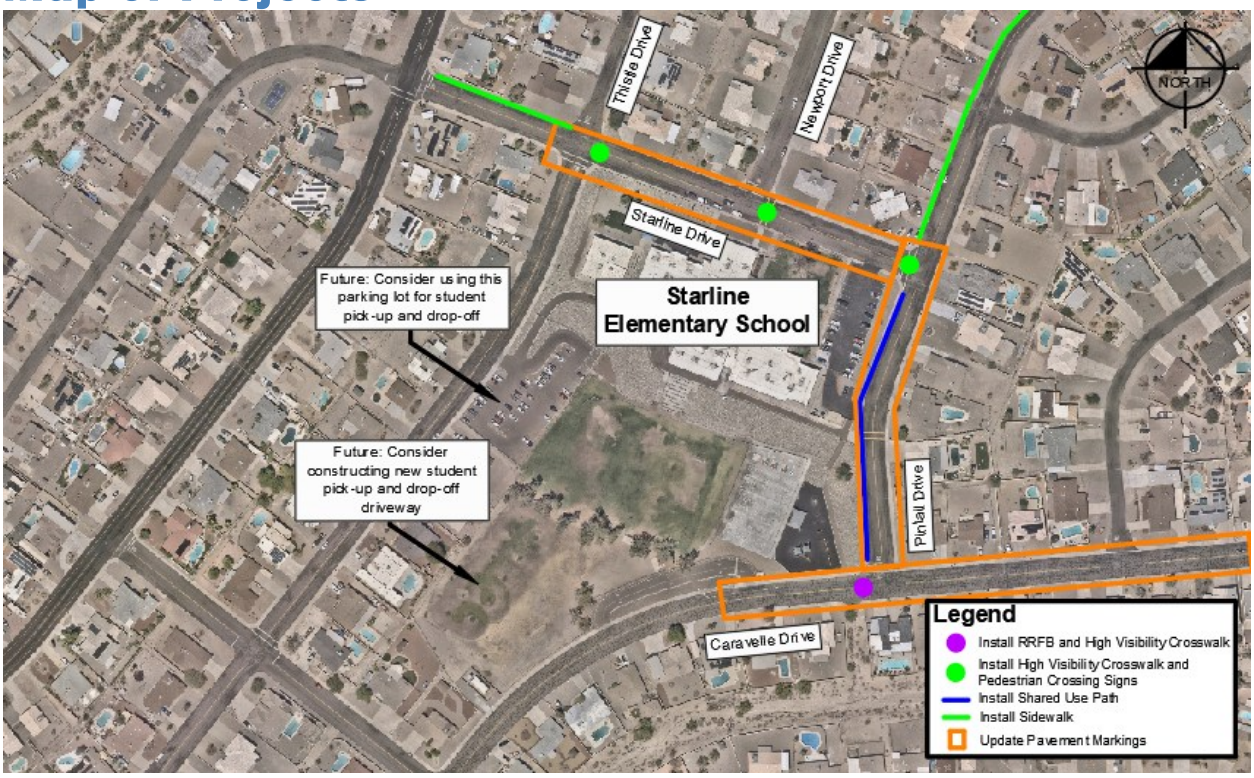
SCHOOL

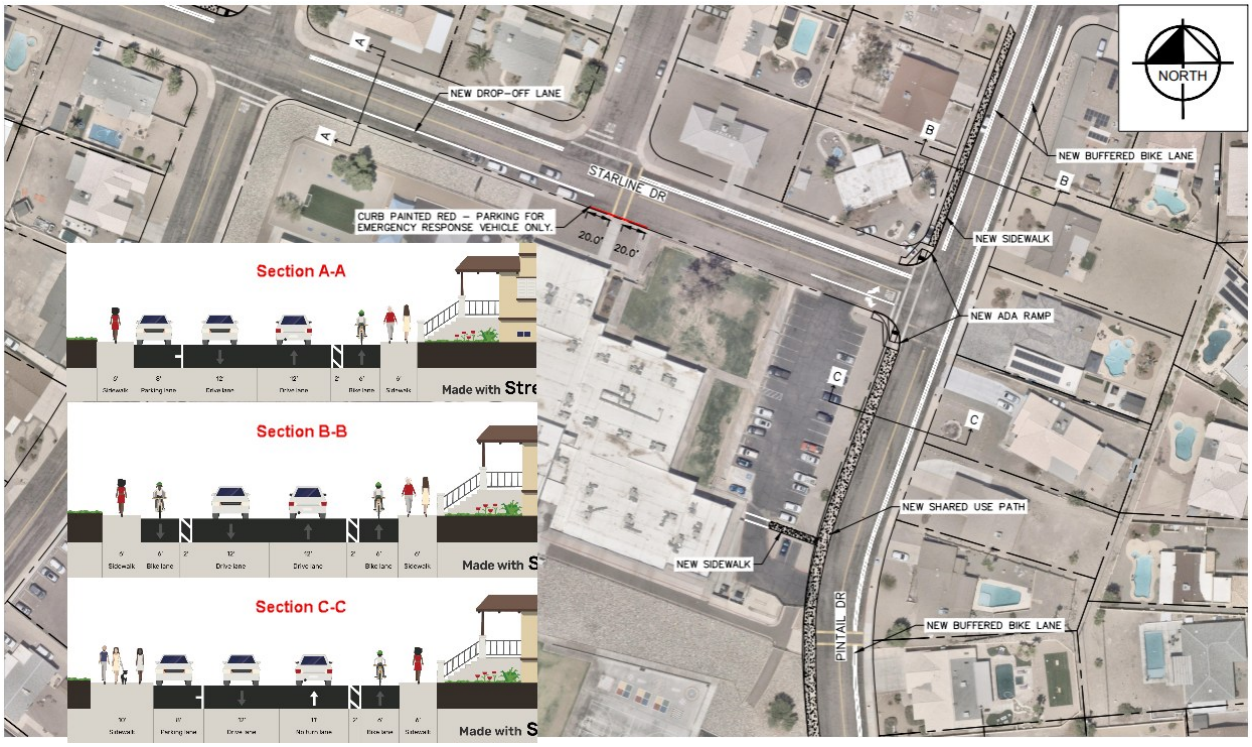
*See page 6-58 for symbol design.

	A	B	C	D	E	F	G	H
	30	.5	.75	2	20	3	3.75	1.875
C	36	.625	.875	2.5	24	3.5	4.5	2.25
	48	.75	1.25	3.25	32	5	6	3

COLORS: SYMBOL — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)
FLOURESCENT YELLOW GREEN (RETROREFLECTIVE) OPTIONAL

Map of Projects





Thunderbolt Middle School

Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Thunderbolt Middle School.

Recommendations

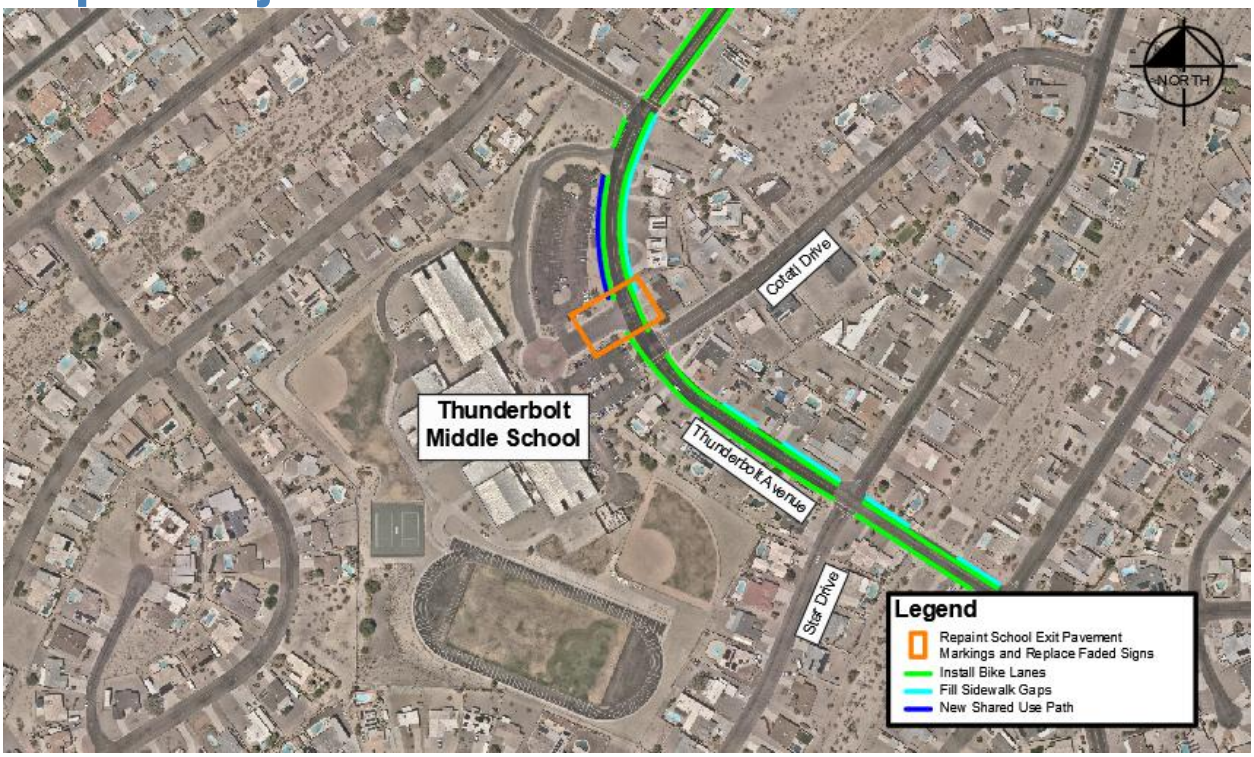
Issue	Countermeasure	Location	Lead Agency
Staff responsible for assisting students crossing the street were occasionally observed participating in unsafe practices.	Staff that are expected to perform crossing guard duties should attend a crossing guard training.	-	LHMPO / District / School
	All staff members that engage in crossing guard duties should wear proper retroreflective safety vests and closed toed shoes and stop paddle.		
Students were observed committing unsafe maneuvers getting to and from school. - Using e-bike and speeding on sidewalks - Unsafe walking and bicycling on main lanes along with traffic	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.		District / School / PD
	Implement an e-bike registration or permit program for students who have completed the Bicycle and Pedestrian Safety program.		
Gaps in the sidewalk infrastructure near the school.	Fill sidewalk gaps near the school.	Thunderbolt Ave	City
Gaps in the bicycle infrastructure near the school.	*Near term recommendation:* Install "No Parking During School Hours" signage in parking lanes adjacent and surrounding the school.	Thunderbolt Ave Roanoke Dr	City
	Long term recommendation: Restripe the existing parking lanes adjacent and surrounding the school to provide buffered bike lanes near Thunderbolt Middle School.		
Faded non-MUTCD compliant signs/pavement markings around the school.	Repaint school exit pavement markings and replace faded signs with MUTCD compliant signage.	On school property	District / School

Signage Example, Project Map, and Cross Section Alternatives are included on the following pages.

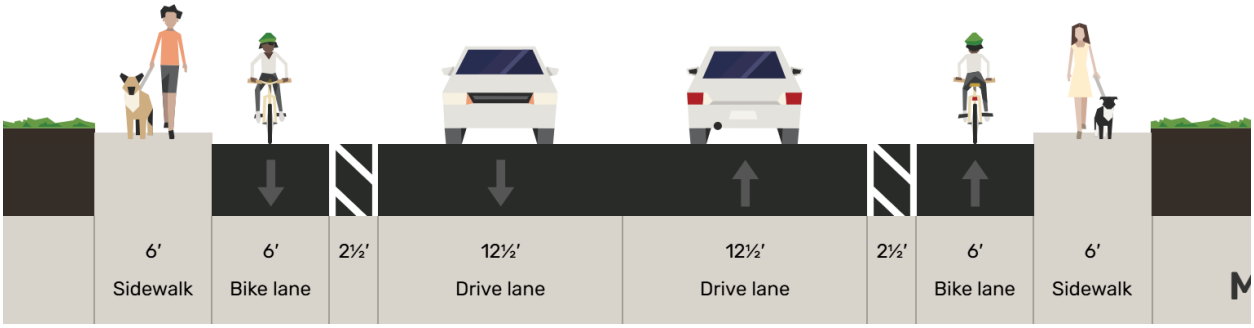
Arizona School Zone No Parking Sign (R7-13AZ)



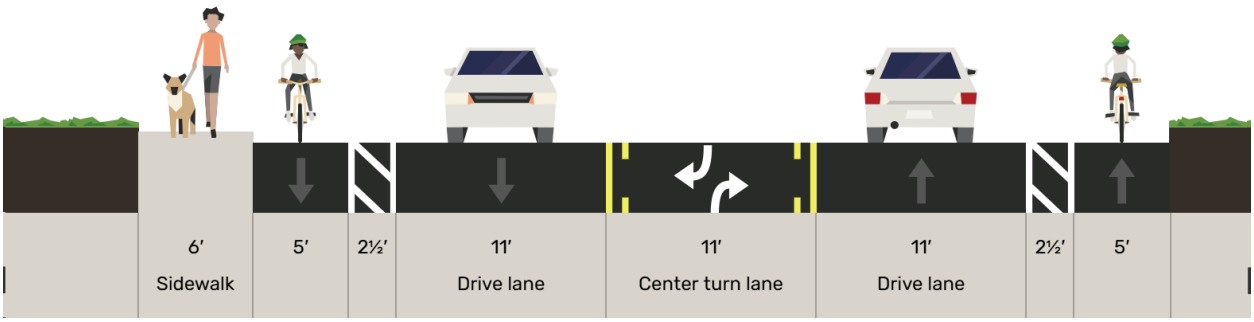
Map of Projects



Minimum X-Section for Roanoke Drive



Minimum X-Section for Thunderbolt Ave



Lake Havasu High School

Lake Havasu City was awarded Safe Routes to School (SRTS) funding from the Lake Havasu Metropolitan Planning Organization (LHMPO) to promote safe walking and biking for students to schools in the area. Below are recommendations from the SRTS study for the area surrounding Lake Havasu High School.

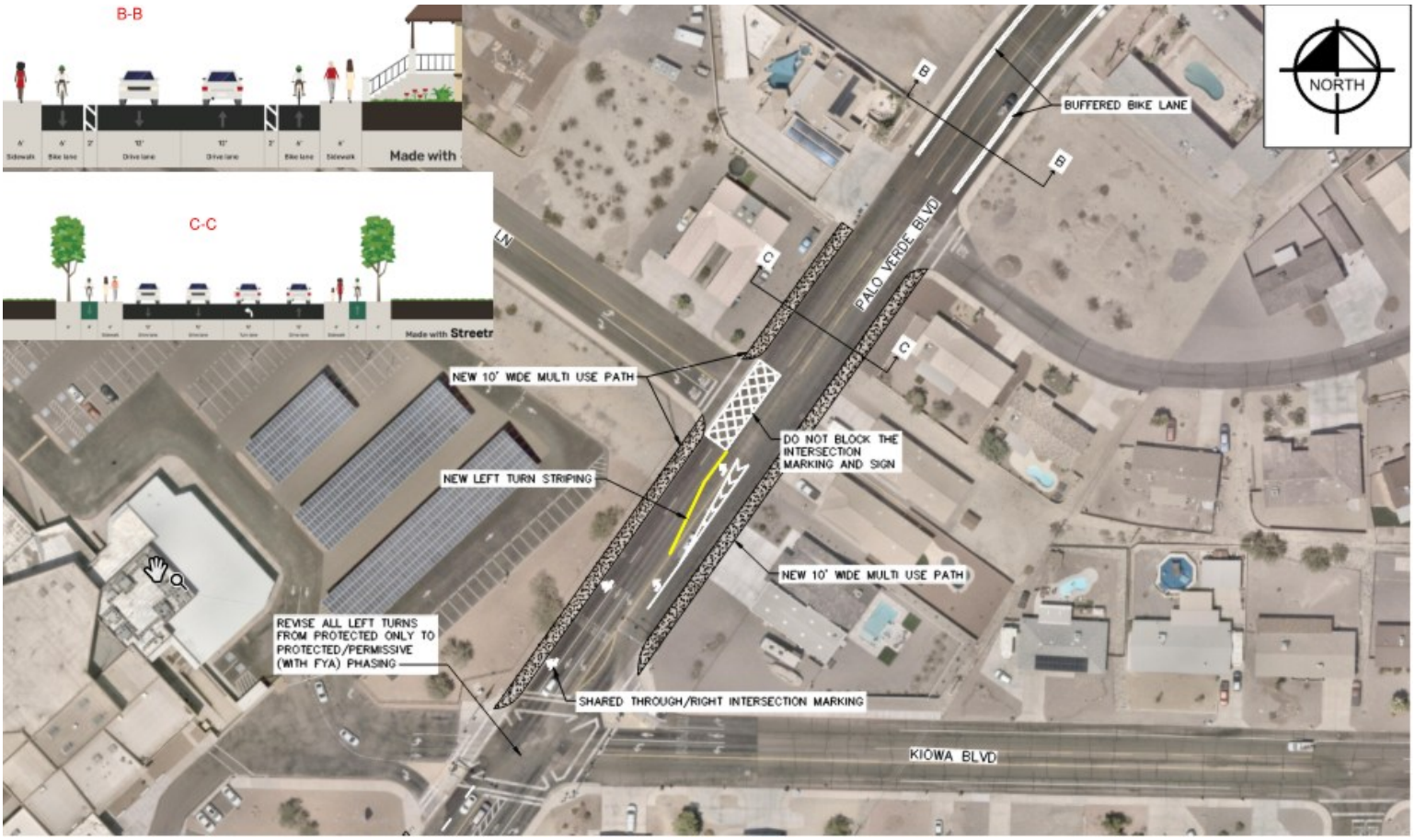
Recommendations

Issue	Countermeasure	Location	Lead Agency
Students were observed committing unsafe maneuvers getting to and from school. Examples include: - Speeding on e-bike on the sidewalk - Crossing at unmarked locations on Palo Verde Blvd - Speeding inside the parking lot	Install new High-Intensity Activated Crosswalk (HAWK)	Cisco Dr / Palo Verde Blvd	City
	Revise city e-bike policy to establish clear procedures surrounding e-bike usage.	-	City
	Establish a Bicycle and Pedestrian Safety program.		District / School / PD
	Establish a Driver's Education program targeted towards young drivers.		
	Promote the Teens in the Driver's Seat mobile app incentive program.		
	Implement an e-bike registration or permit program for students aged 16 or younger who have completed the Bicycle and Pedestrian Safety program.		
	Reinstall the parking stall curb stops within the student parking area.	School parking lot	District / School
Congestion on Palo Verde Blvd between Monaco Lane and Kiowa Blvd created the following safety issues: 1. Longer queues that blocked the intersection of Palo Verde at Monaco 2. Students took shorter gaps to complete the left turn from Palo Verde at Monaco 3. The existing negative left-turn condition further increased this program 4. Increased vehicle and pedestrian/bicycle conflict at Monaco and Palo Verde.	Reduce southbound queue on Palo Verde at Kiowa Blvd: - Revise signal phasing at the intersection of Palo Verde Blvd and Kiowa Blvd to include Flashing Yellow Arrow (FYA) with protected-permitted operations for left-turns - Restripe the existing southbound right turn lane at Kiowa Blvd to a shared through-right lane, create two receiving lanes south of Kiowa Blvd	Palo Verde Blvd / Kiowa Blvd	City
	Improve Intersection Visibility at Palo Verde Blvd at Monaco Lane - Restripe the southbound approach of Palo Verde Blvd with "Do Not Block Intersection" markings - Restripe the center turn lane with an exclusive left-turn lane	Palo Verde Blvd at Monaco Blvd	
	Separate Parent Drop off from School traffic: Relocate parent drop off to the parking lot at Palo Verde Blvd / Starmist Ln.	Palo Verde Blvd / Starmist Ln	School
	Separate pedestrian/bicycle traffic from vehicular traffic: - Install a 10-foot shared-use path along the school frontage from Palo Verde Blvd to Starmist Lane to Minnow Lane - Install a 10-foot shared use path along the northbound approach of Palo Verde Blvd from Kiowa Blvd to Minnow Lane	Palo Verde Blvd / Starmist Ln to Minnow Lane	City
Gaps in the bicycle infrastructure near the school.	Repurpose the parking lanes as a bicycle path	Palo Verde Blvd	City
	Near term recommendation: Install "No Parking During School Hours" signage in parking lanes surrounding the school.		
	Long term recommendation: Restripe the existing parking lanes adjacent and surrounding the school to provide buffered bike lanes near Havasupai Elementary School.		

Project Concept Exhibits are included on the following pages.

Arizona School Zone No Parking Sign (R7-13AZ)




B-B
C-C
Made with Streetr
NORTH
BUFFERED BIKE LANE
PALO VERDE BLVD
NEW 10' WIDE MULTI USE PATH
DO NOT BLOCK THE INTERSECTION MARKING AND SIGN
NEW LEFT TURN STRIPING
NEW 10' WIDE MULTI USE PATH
REVISE ALL LEFT TURNS FROM PROTECTED ONLY TO PROTECTED/PERMISSIVE (WITH FYA) PHASING
SHARED THROUGH/RIGHT INTERSECTION MARKING
KIOWA BLVD


Section A-A
KIOWA BLVD
PALO VERDE BLVD
CISCO DR
NORTH
REVISE ALL LEFT TURNS FROM PROTECTED ONLY TO PROTECTED/PERMISSIVE (WITH FYA) PHASING
NEW 10' WIDE MULTI USE PATH
NEW HAWK CROSSING
A
A