

# LAKE HAVASU MPO

## 2050 Regional Transportation Plan



**DRAFT | September 2026**

**LAKE HAVASU**  
Metropolitan Planning Organization





## Acknowledgments

The Lake Havasu Metropolitan Planning Organization (LHMPO) extends its sincere appreciation to the many community members, stakeholders, and partners who contributed to the development of the **2050 Regional Transportation Plan (RTP)**. Through participation in public open houses, community pop-up events, virtual surveys, social media engagement, and other outreach activities, community members shared valuable insights, ideas, and feedback that helped shape this plan.

Your continued involvement and commitment to the future of the Lake Havasu region played an essential role in identifying transportation needs, priorities, and opportunities. The LHMPO is grateful for your contributions and partnership in creating a transportation system that supports a safe, connected, and vibrant future for our communities. Many thanks to the LHMPO Executive Committee and the LHMPO Technical Advisory Committee (TAC) that provided invaluable insight at key decision points throughout the process.



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# What is the LHMPO 2050 RTP?

01





## What is the LHMPO 2050 RTP?

The Lake Havasu Metropolitan Planning Organization (LHMPO) is a federally designated metropolitan planning organization (MPO) of the Lake Havasu City area, encompassing 100 square miles of land. LHMPO member agencies include City of Lake Havasu City, Mohave County, the Western Arizona Council of Governments (WACOG), and the Arizona Department of Transportation (ADOT).



### What is an MPO?

An MPO is a federally designated organization as approved by the governor and the local governments of the MPO. MPOs represent Census-designated urbanized areas with populations exceeding 50,000, oversee long-range transportation planning, and are responsible for allocating federal transportation funding within the regions.

To account for changes in population and changing transportation needs, LHMPO is updating the federally required Regional Transportation Plan (RTP), last adopted in 2022, for the horizon year of 2050. The RTP will guide LHMPO's 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 and abilities.

### What is an RTP?

- A long-term blueprint for the region's transportation system
- Fulfills federal requirements and serves as the region's 25-year transportation vision
- Allows federal funding to be allocated to transportation projects and programs included in the RTP
- May be amended and is required to be updated every 5 years to ensure that it continues to meet the needs of the region

The LHMPO RTP will:



**Develop consistent regional data that can be leveraged by member agencies**



**Guide how federal transportation funding is spent in the region**



**Consider population and employment growth in decision making**



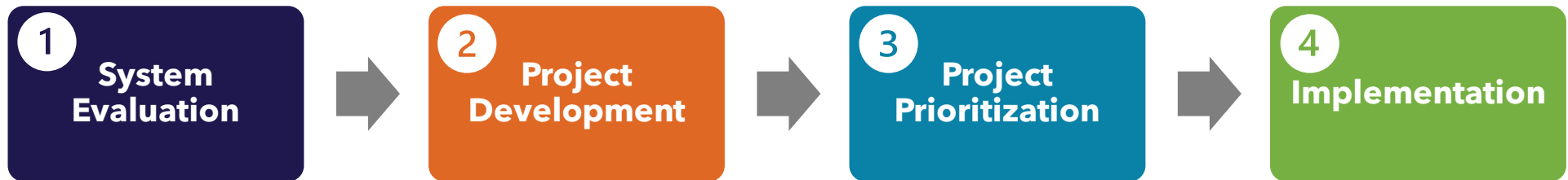
**Set priorities for what will get further study**



## LHMPO RTP Development Process

The LHMPO 2050 RTP development process prioritizes public and stakeholder engagement, with opportunities for input at key decision points throughout the study process. **Figure 1** shows the RTP development process. It is important to recognize that member agencies and community members have considerable insight into the places they travel and the implementation feasibility of the LHMPO 2050 RTP's recommendations.

Figure 1. LHMPO RTP Development Process



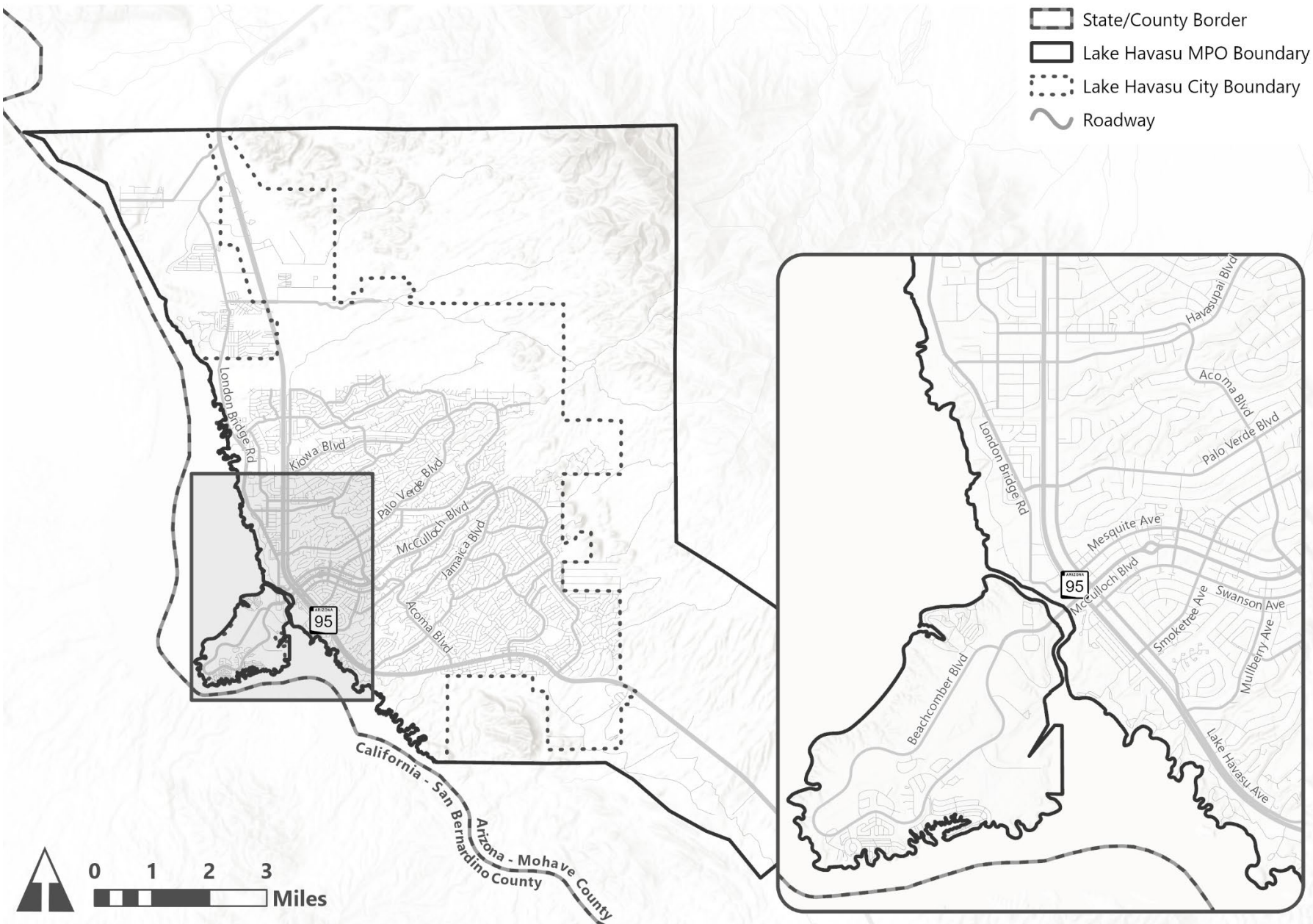
- 1 System Evaluation.** Assess the current socioeconomic conditions and transportation network in the region, future growth, and transportation needs through data analysis and public and stakeholder input.
- 2 Project Development.** Develop transportation solutions that address identified needs and support the region's long-term vision.
- 3 Project Prioritization.** Evaluate and rank projects based on regional transportation priorities and correlated performance measures and public and stakeholder input.
- 4 Implementation.** Identify an implementation plan to move high-priority projects, including establishing the region's recommended investment choice, funding constraints and opportunities, and recommended project phasing.

## Study Area

LHMPO is in western Arizona, sharing a border with California to the west. Within LHMPO is the City of Lake Havasu, and areas of unincorporated Mohave County. The study area is shown in **Figure 2**.



Figure 2. Study Area



# Goals and Performance 02





## Goals and Performance

To support the development of the RTP, a set of goals and objectives was established to guide the planning process. Each objective is paired with a measurable performance indicator, providing a framework for evaluating progress, informing decision-making, and ensuring that RTP investments are strategic and effective. In addition to the RTP goals and objectives, LHMPO has chosen to adopt and support ADOT's transportation planning performance targets. These targets are reviewed annually and help measure progress toward statewide transportation system performance goals.

### RTP Goals, Objectives, and Performance Measures

To support the development of the RTP and prioritize potential transportation investments, LHMPO established a series of goals and objectives that reflect the region's transportation needs and priorities. Each objective is supported by measurable performance indicators that provide a framework for evaluating potential RTP investments and ensuring plan recommendations address regional transportation needs and are implementable. Goals, objectives, and their associated performance measures are shown in **Figure 3**.

**Performance measures will be used to prioritize potential transportation investments identified during the project development process. These data-driven metrics will leverage existing conditions data and public and stakeholder input to evaluate transportation priorities in the region.**

Figure 3. RTP Goals

**Economic Development:** Promote economic development by enhancing access to locations primed for growth.

**Objective 1.** Align transportation improvements with the Lake Havasu City General Plan to foster economic development.

**Performance Measure:** Project improves multimodal access to a General Plan-identified growth area

**Safety:** Promote safe transportation by reducing fatal and serious injury crashes.

**Objective 1.** Improve infrastructure at locations with severe crashes.

**Performance Measure:** Monetary value of crashes in the project area

**Objective 2.** Improve infrastructure at locations with safety concerns for Vulnerable Road Users.

**Performance Measure:** Monetary value of pedestrian- and bicycle-involved crashes in the project area

**Connectivity:** Enhance connectivity and accessibility to key destinations for all modes of travel.

**Objective 1.** Improve multimodal access to key destinations.

**Performance Measure:** Number of activity centers within ¼ mile of the project multiplied by the number of modes improved with the project.

**Objective 2.** Address transportation barriers in disadvantaged areas.

**Performance Measure:** Average equity score of Census block groups in the project area



**Multimodal Integration:** Expand safe and accessible walking, biking, and transit options for people of all ages and abilities.

**Objective 1.** Promote the expansion of active transportation and transit as practical transportation options.

**Performance Measure:** Mileage of gaps in the active transportation network that the project fills

**Efficient Travel:** Reduce travel times by expanding vehicle and active transportation networks in a context-appropriate manner.

**Objective 1.** Invest in capacity improvements in areas with significant congestion today.

**Performance Measure:** Existing level of service from the regional travel demand model

**Objective 2.** Invest in capacity improvements in areas with congestion predicted in the future.

**Performance Measure:** Change in anticipated delay in the project area with and without the project in the 2050 regional travel demand model

**Objective 3.** Invest in active transportation facilities that better support travel patterns of bicyclists and pedestrians.

**Performance Measure:** Maximum number of active transportation trips on route from Replica Data

**Sustainability:** Support community resiliency through environmentally conscious transportation improvements.

**Objective 1.** Invest in recommendations that minimize intersection with the region's hydrology.

**Performance Measure:** Mileage of project within a Federal Emergency Management Agency (FEMA)-designated floodplain

**Objective 2.** Invest in recommendations that do not negatively impact protected species.

**Performance Measure:** Number of critical habitats potentially impacted by the project

**Maintenance:** Maintain a safe, reliable transportation system through regular maintenance and preservation.

**Objective 1.** Improve areas with poor pavement conditions.

**Performance Measure:** Pavement condition score

**Objective 2.** Improve bridges with fair or poor condition.

**Performance Measure:** Bridge condition score

**Implementation:** Support transportation improvements that can be realistically implemented and are supported by the public and stakeholders.

**Objective 1.** Invest in cost-effective solutions.

**Performance Measure:** Improvement cost per mile or intersection

**Objective 2.** Advance projects that are within existing right-of-way.

**Performance Objective:** Project does not require additional right-of-way

**Objective 3.** Advance projects that are supported by member agencies.

**Performance Measure:** Number of upvotes for the project by the LHMPO TAC

**Objective 4.** Advance projects that are supported by the public.

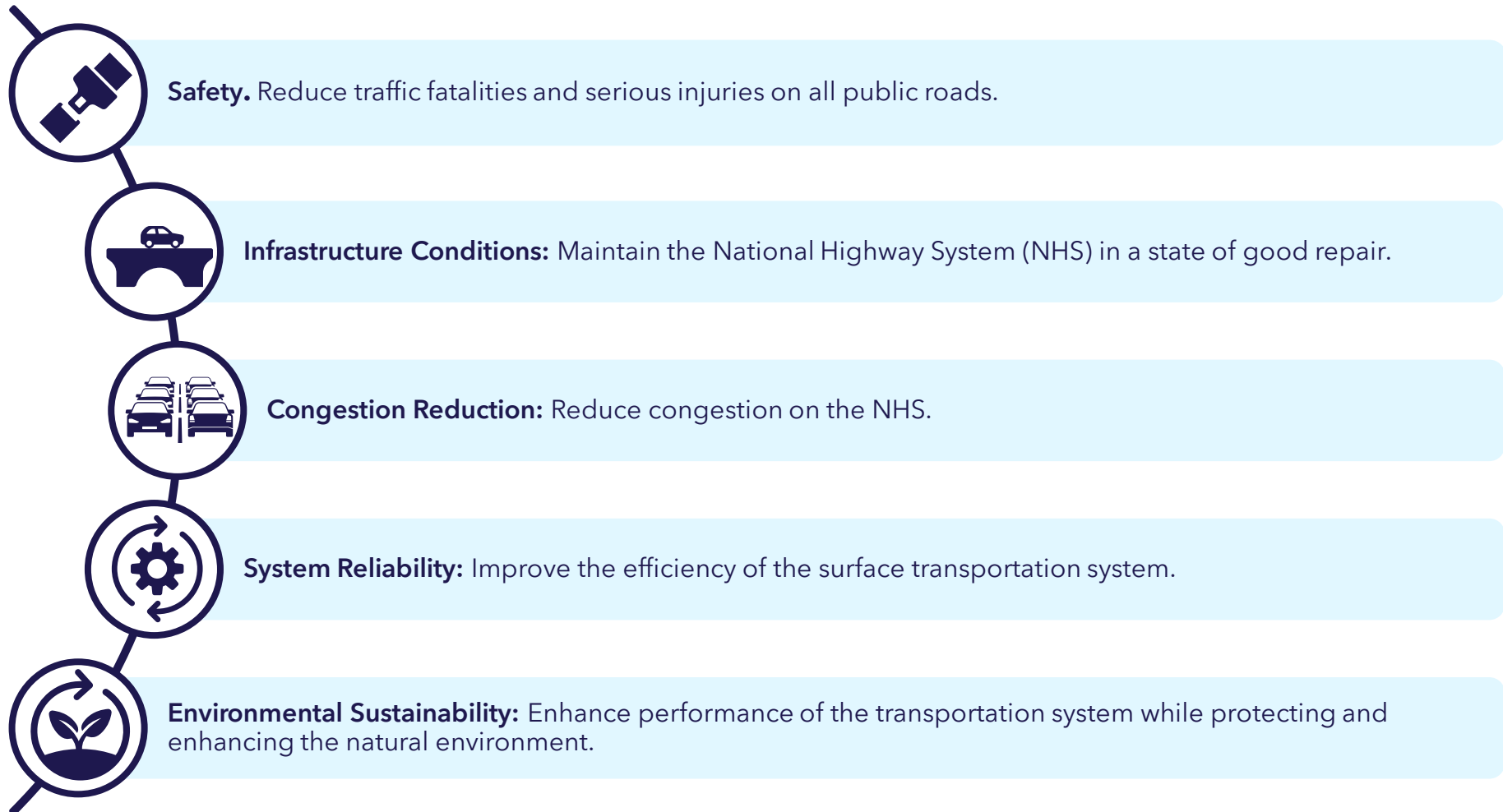
**Performance Measure:** Number of comments from the first round of public engagement web map



## LHMPO's Performance

To align with Federal Highway Administration (FHWA) requirements, LHMPO has elected to adopt and support ADOT's transportation planning goals. The adopted goals are reviewed on an annual basis and aid the region in setting reasonable targets for state-level planning goals. LHMPO has also elected to support ADOT's performance measures and targets along with their goals. To supplement these statewide measures, Lake Havasu City has established its own transit performance targets. LHMPO's adopted ADOT goals and associated performance measures and targets are shown in **Figure 4** and **Figure 5**, respectively.

Figure 4. LHMPO-Adopted ADOT Goals



Source: ADOT, LHMPO



Figure 5. ADOT Performance Measures and Targets

## Pavement Condition

- 28% or more of non-interstate NHS in good condition.
- 10% or less of non-interstate NHS pavements in poor condition.

## Bridge Condition

- 52% or more of NHS bridges in good condition.
- 4% or less of NHS bridges in poor condition.

## Safety

- 11 or fewer fatalities.
- 1.645 fatalities per 100 million vehicle miles traveled (VMT).
- 31 or fewer serious injuries.
- 4.756 serious injuries per 100 million VMT.
- 7 or fewer non-motorized fatalities and serious injuries.

## Travel Time Reliability

- 84% of person-miles on non-interstate NHS have reliable travel times.

## Transit

- 20% or less of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark.
- 20% or less of non-revenue vehicles that have met or exceeded their Useful Life Benchmark.
- 5% or less of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirements Model (TERM) scale.



LHMPO's current status regarding each of the performance targets is shown in **Table 1**. The safety statistics are based on 5-year rolling averages per the ADOT Arizona Crash Information System (ACIS). The 5-year averages of the years 2020-2024 were compared to determine progress towards safety goals.

Table 1. LHMPO Performance

| 2020 Performance Target                                                                                               | 2026 LHMPO Status                                               |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <b>Infrastructure Condition</b>                                                                                       |                                                                 |
| 28% or more of non-interstate NHS in good condition                                                                   | 99.2% of NHS pavement in good condition                         |
| 10% or less of non-interstate NHS pavements in poor condition                                                         | 0% of NHS pavement in poor condition                            |
| <b>Bridge Condition</b>                                                                                               |                                                                 |
| 52% or more of NHS bridges in Good condition                                                                          | 89.2% of NHS bridges in good condition                          |
| 4% or less of NHS bridges in Poor condition                                                                           | 0% of NHS bridges in poor condition                             |
| <b>Safety</b>                                                                                                         |                                                                 |
| 11 or fewer fatalities                                                                                                | 6.6 fatalities per year                                         |
| 1.645 fatalities per 100 million VMT                                                                                  | 2.487 fatalities per 100 million VMT                            |
| 31 or fewer serious injuries                                                                                          | 20.4 suspected serious injuries per year                        |
| 4.756 serious injuries per 100 million VMT                                                                            | 7.688 suspected serious injuries per 100 million VMT            |
| 7 or fewer non-motorized fatalities and serious injuries                                                              | 4 non-motorized fatalities/suspected serious injuries per year  |
| <b>System Reliability</b>                                                                                             |                                                                 |
| 84% of person-miles on non-interstate NHS have reliable travel times                                                  | 100% of non-interstate NHS facilities have reliable travel time |
| <b>Transit</b>                                                                                                        |                                                                 |
| 20% or less of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark | 0.08% of revenue vehicle miles beyond useful life benchmark     |
| 20% or less of non-revenue vehicles that have met or exceeded their Useful Life Benchmark                             | 0% of equipment beyond useful life benchmark                    |
| 5% or less of facilities with a condition rating below 3.0 on a FTA Transit Economic Requirements Model (TERM) scale  | 0% of a TERM rating below 3.0                                   |

# What We Heard 03



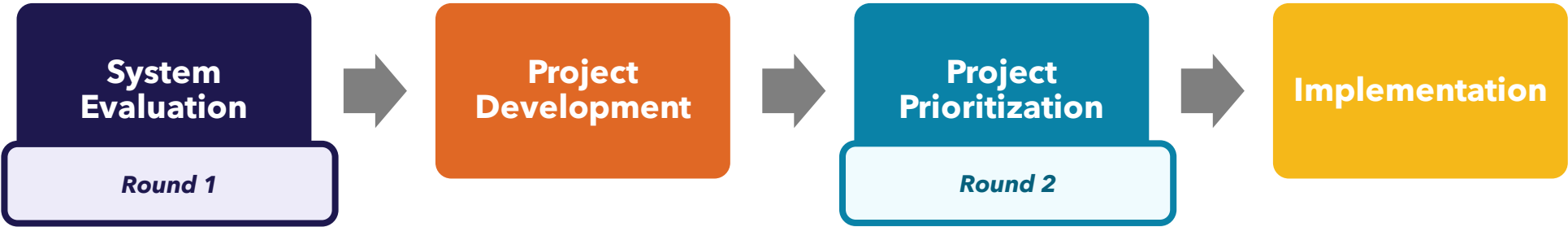


## What We Heard

Public input is vital to the success of the LHMPPO 2050 RTP. The RTP engaged with the public at two key points in the plan’s development to ensure the resulting transportation improvements reflect the community’s needs and desires. **Figure 6** shows engagement in the planning process.

**Round 1 of public engagement aimed to obtain feedback on the existing transportation system and regional transportation priorities, whereas round 2 of engagement gathered input on the RTP potential transportation investments and initial prioritization.**

Figure 6. Public Engagement in the RTP Planning Process

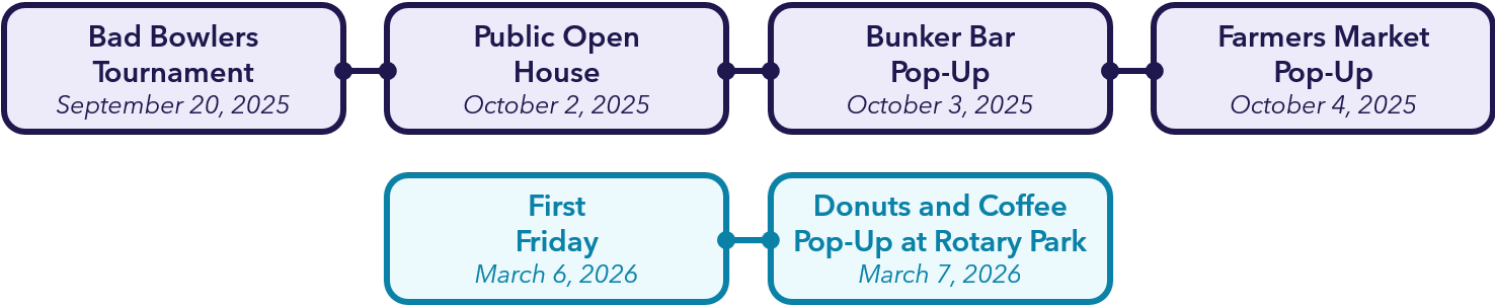


### Coordination with Other Ongoing Plans

A collaborative outreach approach combined engagement activities for the RTP and other ongoing plans in the region, including the LHMPPO Safe Routes to School Plan, and the Lake Havasu City General Plan to maximize public participation and minimize duplication.

## How We Engaged

Virtual and in-person engagement methods were leveraged to reach residents and visitors across the region. Virtual engagement efforts included a virtual web map and survey that allowed the public to provide input anytime, anywhere. Project staff also promoted the RTP and engagement opportunities at community events, including:



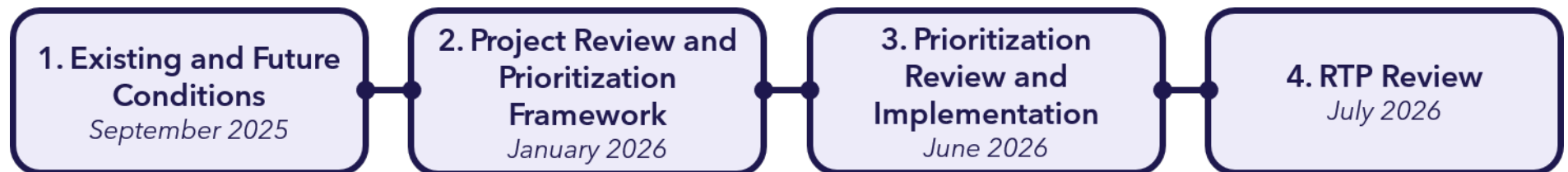


To promote both in-person and virtual engagement opportunities, targeted advertising efforts were implemented to inform the public about the engagement opportunity and encourage participation. These efforts included flyers, social media posts and captions, and a press release. Flyers and press releases not only guided residents to the virtual engagement platform but shared upcoming in-person events to build momentum in the community. The various advertisements for both rounds of public engagement can be found in **Appendix C**.



## Stakeholder Engagement

To guide the development of the RTP, LHMPO leveraged its TAC, consisting of technical experts from member agencies and stakeholder organizations across the region. The TAC provided valuable technical input and local expertise throughout the planning process, helping to inform key decisions and ensure the RTP reflected regional needs and priorities. The committee met at four key milestones during the study to review project findings, discuss recommendations, and provide direction on plan development. TAC members also reviewed interim deliverables, fostering collaboration, building consensus, and ensuring agency buy-in throughout the RTP development process. The stakeholder engagement process is shown below.

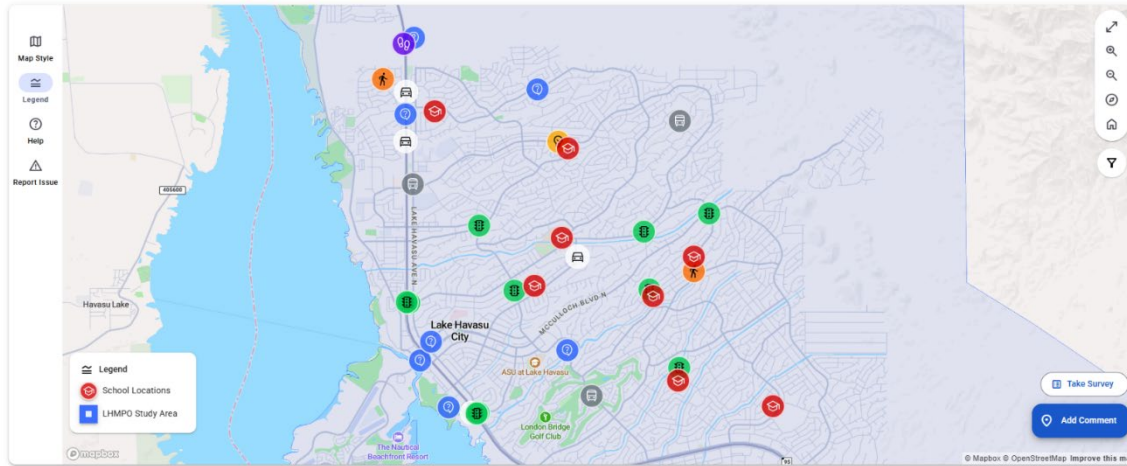




## Public Engagement Round 1

The first round of public engagement comprised a virtual web map and survey. The interactive web map allowed users to drop pins directly at locations of concern or any existing transportation infrastructure they liked. Community members also responded to a transportation priorities survey, where they ranked the RTP-developed goals based on their importance to the transportation system.

Figure 7. Round 1 Virtual Web Map



**39** points



**13**

Intersection Safety Concerns



**11**

Vehicular Concerns



**1**

Improvement Idea



**3**

Transit Concerns



**3**

Bike/Pedestrian Safety Concern

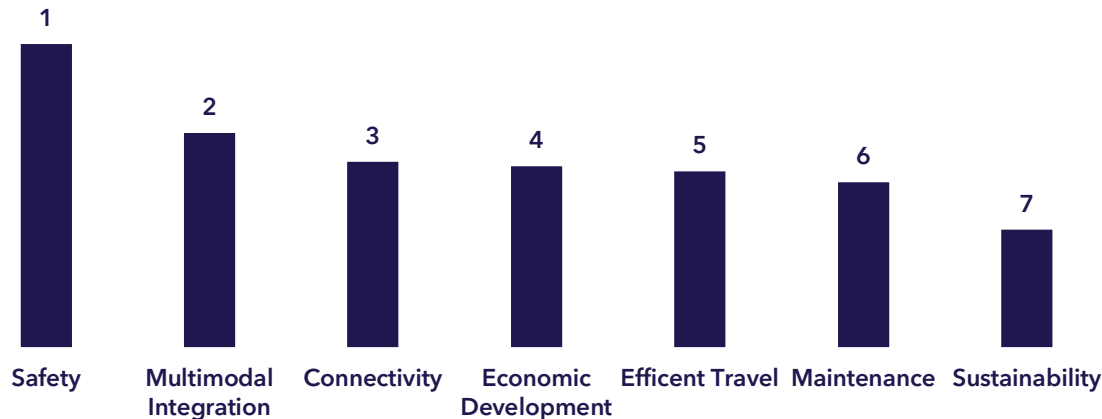


**8**

Other Comments

Residents identified a need for safer crossings, improved lighting, intersection upgrades, expanded transit service, and a more connected active transportation network, while also citing safety concerns related to e-bikes.

Figure 8. Transportation Priorities Ranking



For vehicular travel, respondents are most interested in improving existing roadway capacity and intersections.

Respondents value increased safety most of all active transportation investments.

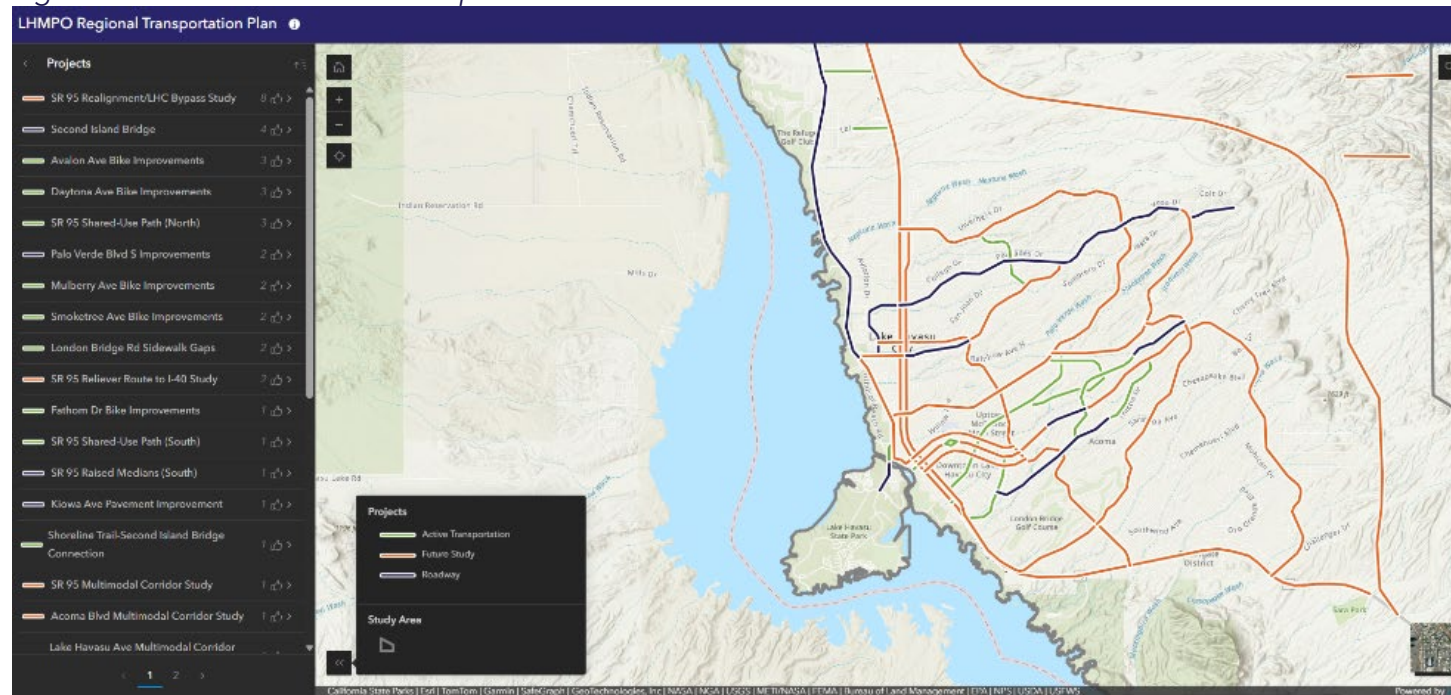


## Public Engagement Round 2

The second round of public engagement comprised of a virtual web map. The interactive web map displayed the proposed RTP transportation investments. RTP projects were symbolized by mode, including roadway projects, active transportation projects, and future studies. Respondents could toggle through the map to review project details, including the project's bounds, description, source, and initial priority level. The web map is shown in **Figure 9**.

Members of the public were able to upvote their top three projects, downvote projects they did not support, and provide comments on projects of interest.

Figure 9. Round 2 Virtual Web Map



92 project upvotes

83 project comments

90 direct interactions

120+ passive interactions

Key themes discussed by residents include:

- **Invest in SR 95 Operations.** Residents stated a need for operational improvements on SR 95, especially related to signal timing and intersection improvements, and supported the SR 95 bypass route to support long-term growth in the region.
- **Need for a Built-Out Active Transportation Network.** Residents stated they want a well-connected active transportation network rather than isolated pedestrian and bicycle improvements.
- **Island Access.** Residents noted that Second Island Bridge is needed, although some are concerned about potential bottlenecks.

# Demographic Profile 04





## Demographic Profile

The region's current and future demographic profile help define the transportation needs and desires of the community. As the population grows and shifts, the region's transportation network must expand to service all modes and abilities.

## Population and Employment

Population statistics from the U.S. Census Bureau are not available for MPOs; therefore, the summary statistics for Lake Havasu City and Mohave County are provided to show regional population trends. **Figure 10** and **Figure 11** show historical population by age in Lake Havasu City and Mohave County, respectively. The LHMPO region has steadily grown since 2010 and this growth is anticipated to continue, with Lake Havasu City reaching almost 70,000 residents in 2050.

Since 2010, the county's population over the age of 65 has increased by 10%, shifting the needs of the transportation system as older adults may require enhanced accessibility and mobility options tailored to their needs.

Figure 10. Lake Havasu City Population by Age (2010-2023)

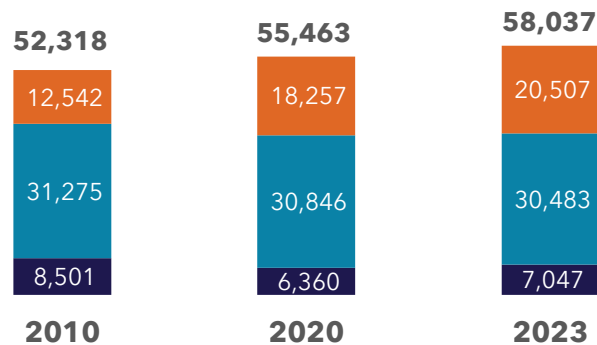
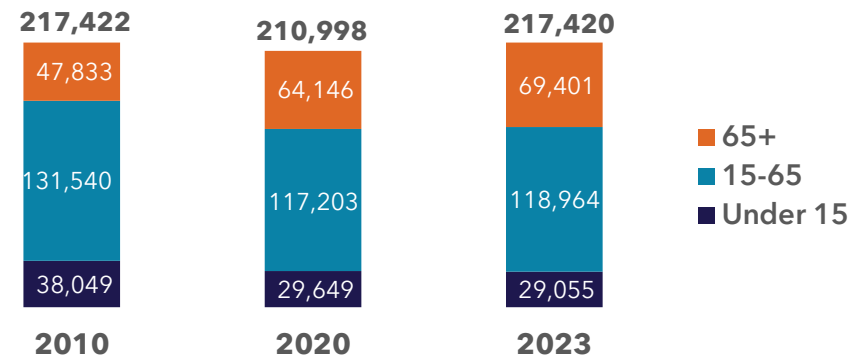


Figure 11. Mohave County Population by Age (2010 - 2023)



Source: U.S. Census Bureau

In 2022, the LHMPO region had just over 16,500 jobs, 97% of which were located in Lake Havasu City. From 2004 to 2022 the LHMPO region lost 401 jobs, at an average rate of 22 jobs per year. The top three industries in the region are historically Accommodations and Food Services, accounting for 18% of jobs; Retail Trade with 18% of jobs; and Health Care and Social Assistance with 15% of jobs.

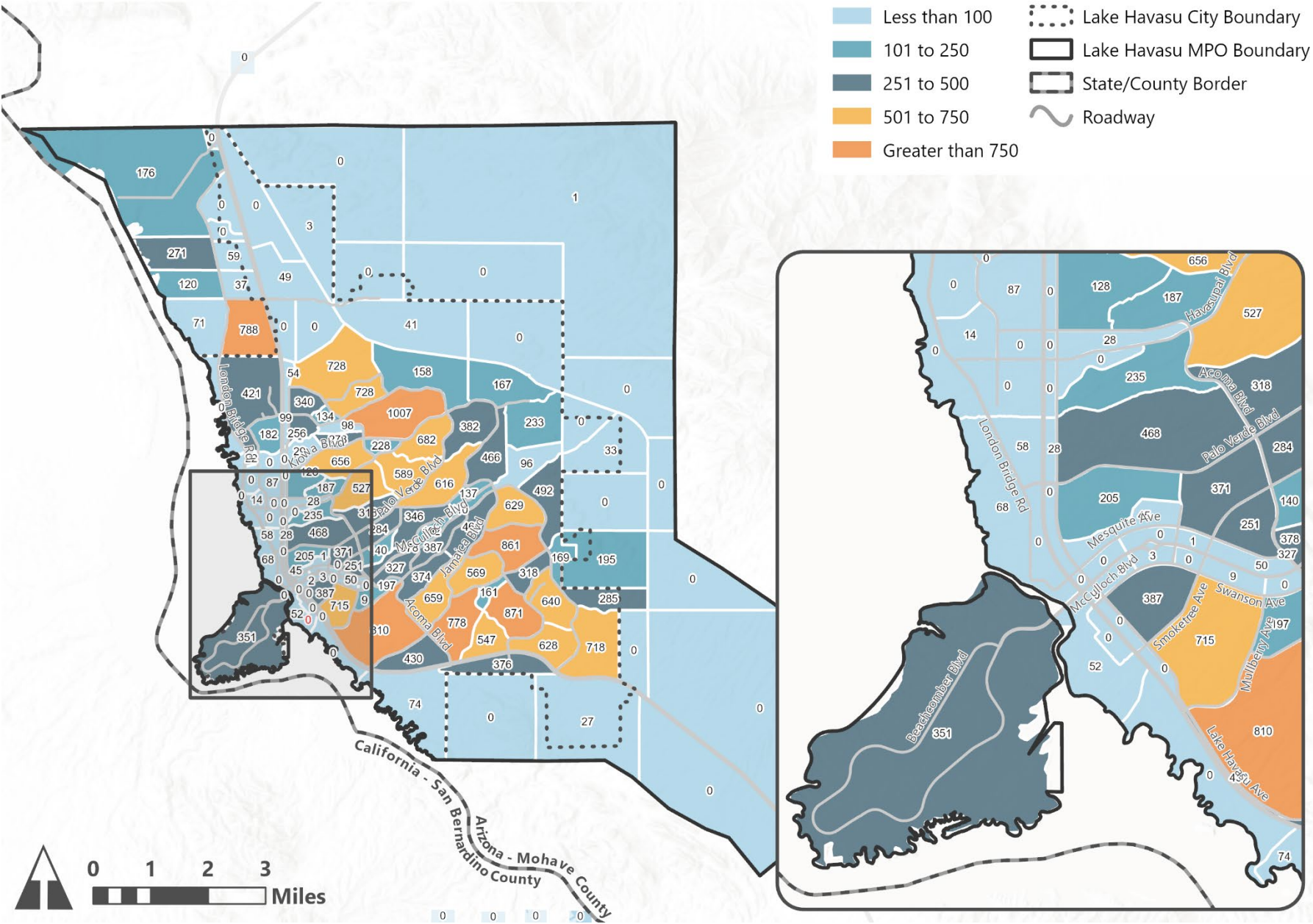
Anticipated changes to employment by 2050 include:

- Employment is anticipated to grow on the Island, with more than 700 new jobs anticipated by 2050.
- The Shops at Lake Havasu is a major contributor to jobs in the region and is anticipated to provide an additional 460 jobs by 2050.
- Population increases along SR 95 near Oro Grande Boulevard are anticipated to result in approximately 690 additional jobs.

Population and employment density in the region is shown in **Figure 12** and **Figure 13**, respectively.



Figure 12. Current Population Density (2022)



Source: LHMPO

Map of Lake Havasu City showing population density by census tract. The map includes a legend for population ranges and boundary types. A scale bar indicates 0 to 3 miles. An inset map provides a detailed view of the city center.

**Legend:**

- Less than 100
- 101 - 250
- 251 - 500
- 501 - 750
- Greater than 750
- State/County Border
- Lake Havasu MPO Boundary
- Lake Havasu City Boundary
- Roadway

**Inset Map Labels:**

- Beachcomber Blvd
- London Bridge Rd
- Mulberry Ave
- Acorn Ave
- Palo Verde Blvd
- Lake Havasu Ave

**Inset Map Population Values (Census Tracts):**

- 735
- 313
- 199
- 196
- 1101
- 138
- 262
- 891
- 342
- 212
- 67
- 60
- 195
- 114
- 229
- 203
- 87
- 267
- 35
- 62
- 27
- 36
- 16
- 30
- 0
- 426
- 159
- 258
- 516
- 126
- 0
- 418
- 80
- 20
- 151
- 246
- 329
- 613
- 538
- 267
- 833
- 329
- 175
- 312
- 300
- 369
- 225
- 564
- 359
- 92
- 54
- 280
- 410
- 448
- 258
- 162
- 246
- 20

23



## Regional Demographics

Understanding the socioeconomic conditions in the region is crucial to identifying the community’s needs and assessing how proposed improvements may affect its social and economic character. Through assessing demographic and economic factors, transportation investment and policy recommendations can be beneficial to all community members, particularly those who are historically underserved or disadvantaged. To assess vulnerable populations in the region the following indicators were considered:

- Minority populations
- Low-income populations
- Zero-vehicle households
- Seniors
- Persons with Limited English Proficiency

|      |                                              |     |                                               |
|------|----------------------------------------------|-----|-----------------------------------------------|
| 20%  | of residents are minorities                  | 36% | of residents are aged 65 or older             |
| 14%  | of the population is living in poverty       | 2%  | of residents have Limited English Proficiency |
| 3.5% | of households do not have a personal vehicle |     |                                               |

## Community Focus Areas

Based on the identified underserved communities summarized above, community focus areas by block group were identified for the region, shown in **Figure 14**. The most concentrated amount of community focus areas is near downtown Lake Havasu City and near the southern Lake Havasu City-Mohave County boundary.

## Land Use and Activity Centers

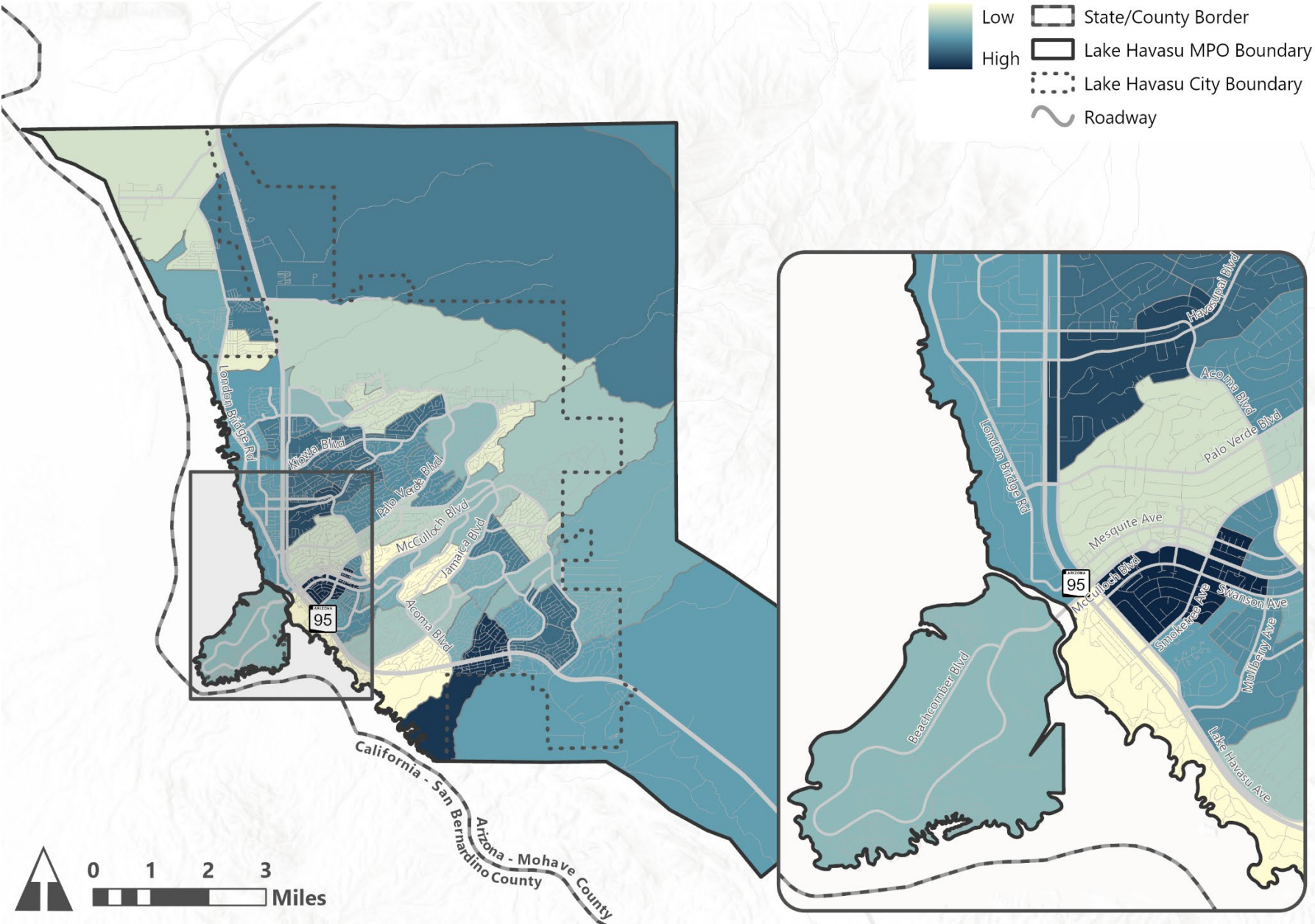
Land use in the region is shown in **Figure 15**. Residential is the most prominent land use, accounting for 48% of land. ‘Other’ is also prevalent and is predominantly made up of open space and mountain protection areas.

Activity centers act as destinations for residents and visitors of the region. Key activity centers that should be considered as the transportation system is assessed to ensure users of all modes can access their destination. Activity centers are shown below and in **Figure 16**.





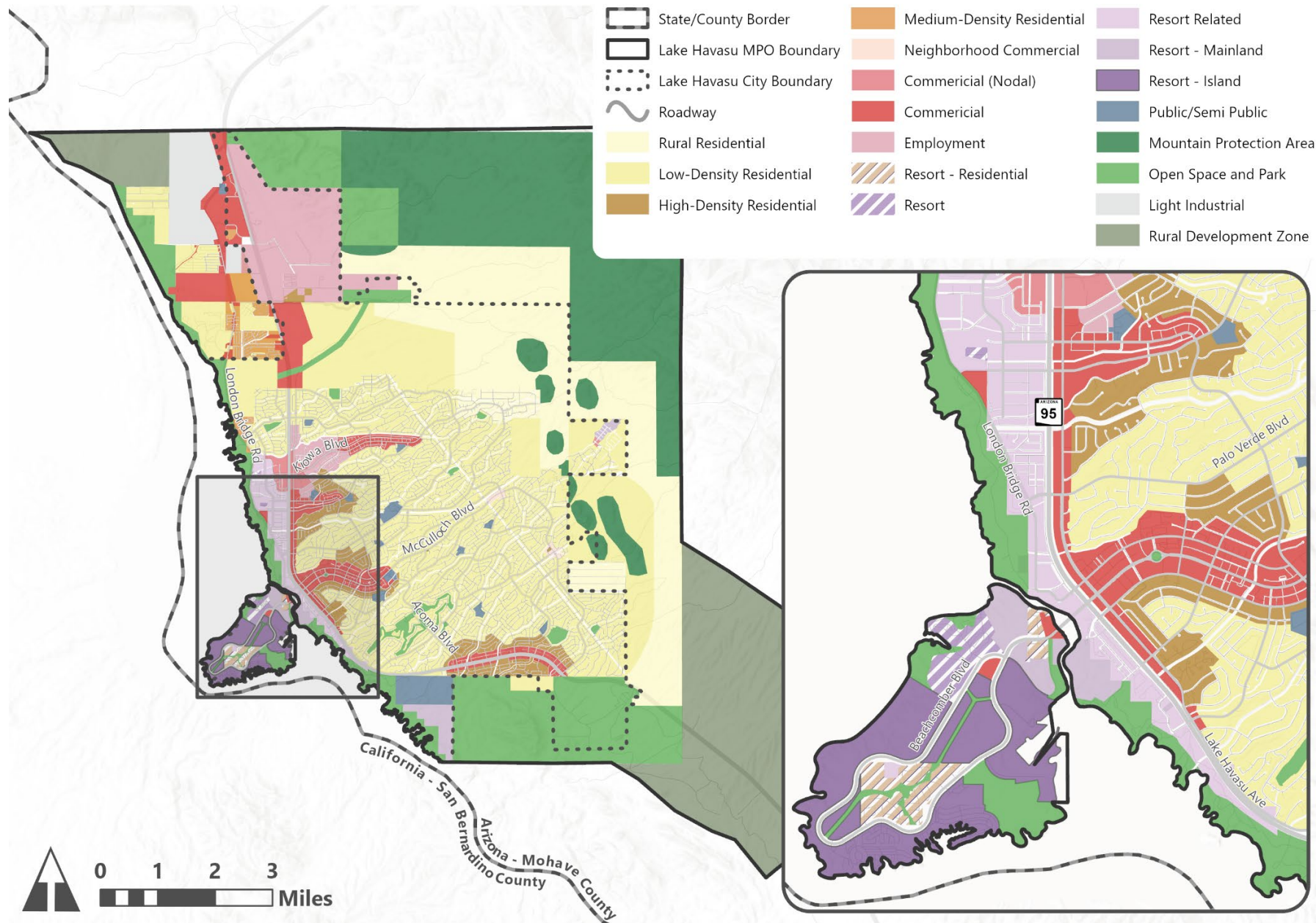
Figure 14. Community Focus Areas



Source: LHMPO



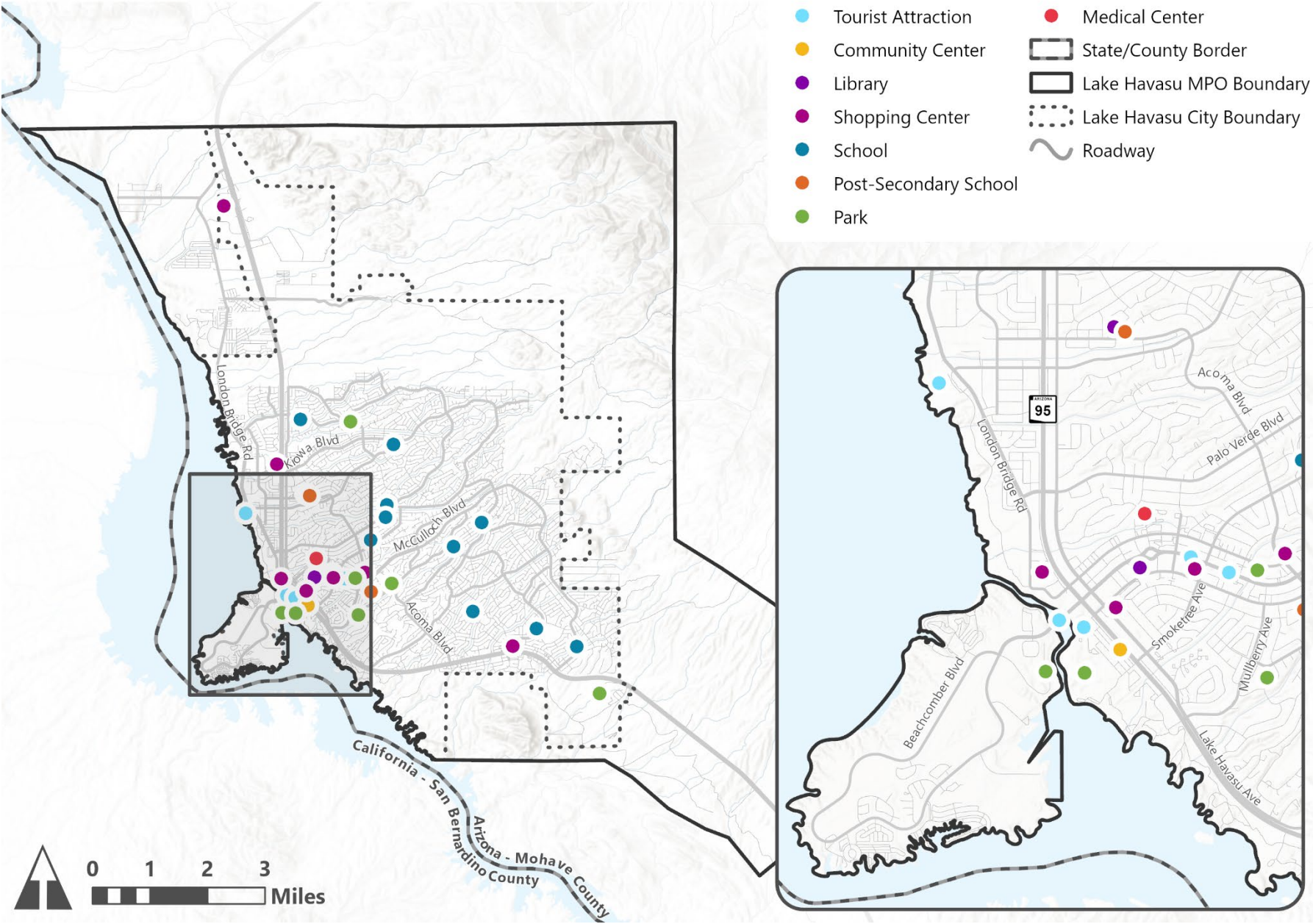
Figure 15. Land Use



Source: LHMPO



Figure 16. Activity Centers



Source: LHMP



## Commuting Trends

Approximately 12,000 people both live and work in the LHMPO region. Additionally, 10,590 residents commute out of the region for work. Almost 5,000 workers live elsewhere and commute into the region for work. The study area commute flow is shown in **Figure 17**. Residents most commonly work within the region, although a significant number of residents commute north and southeast of the region, to Bullhead City, Kingman, and Parker. Most workers reside in the east of the region. A significant portion of those living to the east have commutes of 10 miles or less. Conversely, workers commuting from the southeast and north tend to have longer commutes, a majority of which reside in Bullhead City, Kingman, Parker, and other small nearby communities.

Figure 17. Study Area Commute Flow



In the region, driving alone is the most common commuting method, second to **carpooling**, accounting for 10.2% in 2023.

The least used mode of alternative transportation is **transit**, accounting for 0.2% of commuting trips in 2020 and 0.4% in 2023.

Source: U.S. Census Bureau

## Key Takeaways

- **Population Characteristics.** In recent years, the region's population aged 65 and older has increased significantly. Mohave County is projected to grow by 48% by 2050. This anticipated growth, combined with an aging population, underscores the need for a multimodal transportation network that accommodates all ages and mobility levels.
- **Employment Characteristics.** A majority of jobs in the LHMPO region are located in Lake Havasu City with key industries being Accommodation and Food Services, Retail Trade, and Health Care. These industries typically have alternative work hours and may shift commuting trends and needs in the region.
- **Employment Growth.** Employment is anticipated to grow at major shopping centers in the region. Ensuring these developments have comfortable transportation connections for all modes of travel is important to support current and future commuter trips.
- **Land Use.** With 48% of the LHMPO region classified as residential land use and activity centers concentrated near McCulloch Boulevard, significant multimodal facilities are needed to connect residential areas to commercial areas to promote active transportation trips.
- **Commuting Patterns.** Twice as many commuters leave the region than commute into the region, showing that the current job market may not be able to support all residents. Commuters typically leave the region to commute to Kingman, Bullhead City, and Parker.

# Roadway Network 05





## Roadway Network

The core of the transportation network for the LHMPO is the roadway system. LHMPO’s roadway network acts as the backbone to the region, accommodating vehicular, active transportation, and transit uses. This section explores roadway network characteristics and usage, transportation safety, and previously recommended and planned roadway improvements.

### Existing Roadway Network

The region’s roadway network was assessed by the roadway’s characteristics, conditions, and usage. **Figure 19** shows the functional classification of LHMPO’s roadway network.

The LHMPO region's functional classification network lacks continuity, with arterials concentrated in downtown Lake Havasu City and select western north-south corridors. As a result, much of the region relies on collector roadways for regional travel, while the prevalence of two-lane facilities and 35 mph speed limits constrains mobility and travel efficiency.

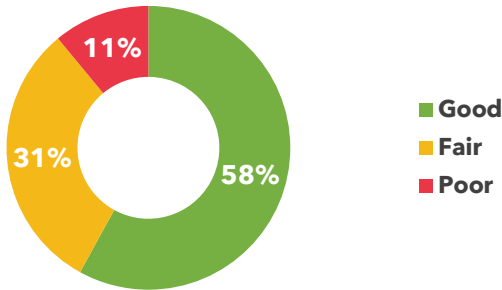
### Pavement and Bridge Condition

Most roadways have fair or better pavement condition, although there are several key corridors in the region in poor condition. Pavement condition in the region is shown in **Figure 18**.

All bridges in the region are in fair or good condition. Bridges are not just measured on their structural condition but age as age has an impact on the structural condition of the bridge. Bridges 50 years or older have exceeded their designed lifespan and are expected to require replacement in the coming years. **Figure 20** shows pavement condition and bridge condition in the region.



Figure 18. Pavement Condition by Percentage

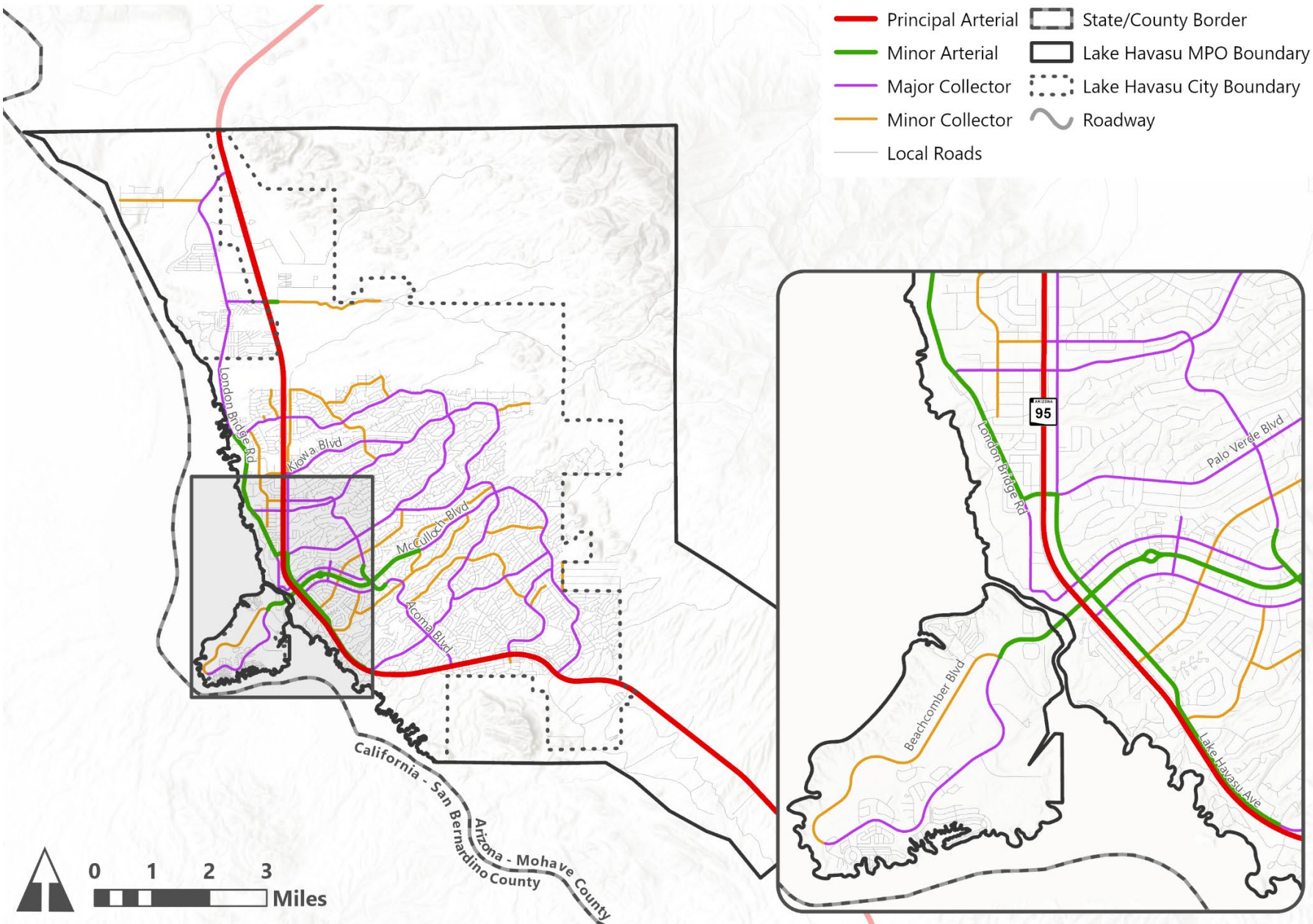


#### Roadways with Poor Pavement Condition

- Kiowa Boulevard, between Industrial Boulevard and Enduro Drive
- Daytona Avenue, between Mulberry Avenue and Acoma Blvd
- Lake Havasu Avenue, north of Swanson Avenue



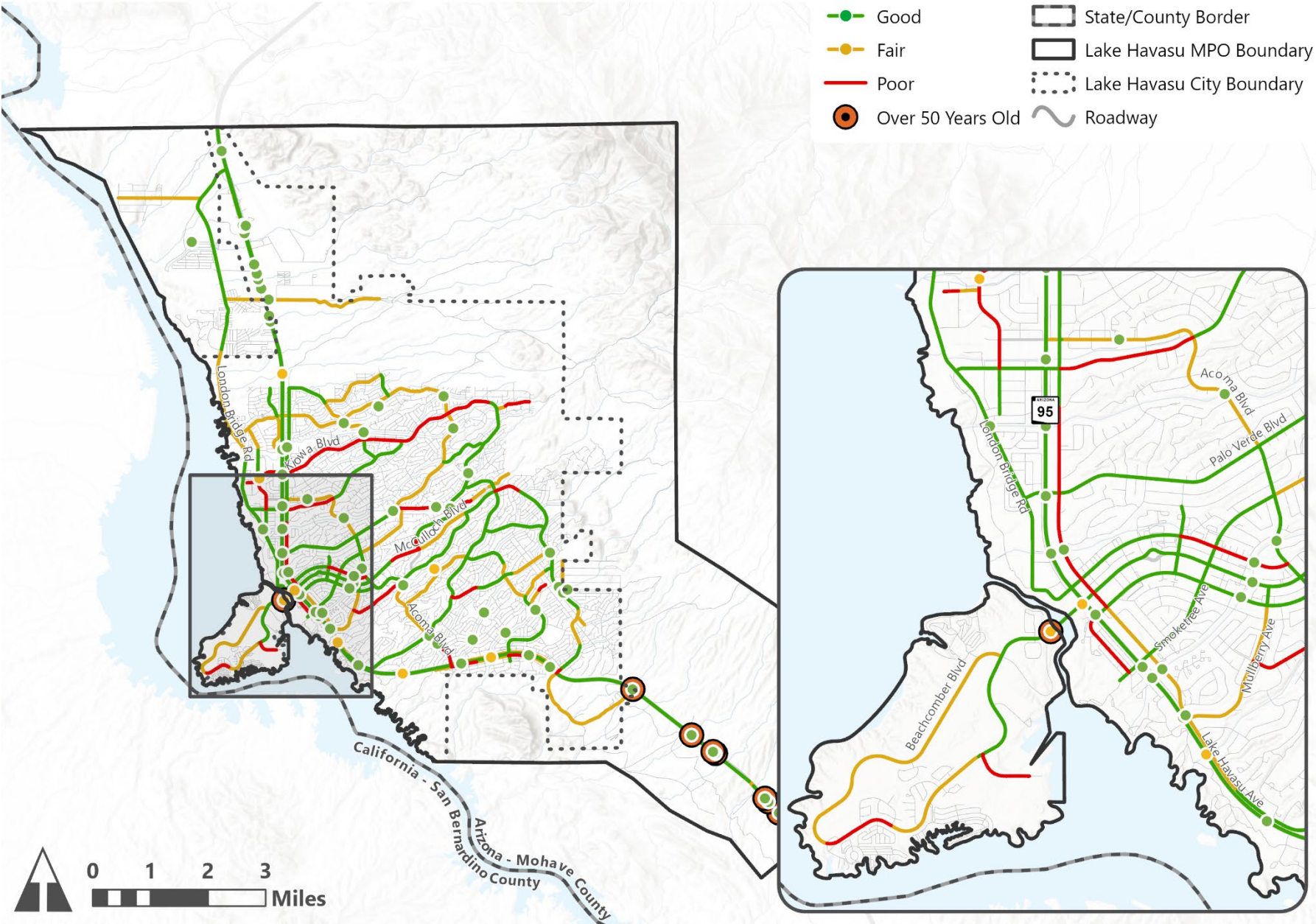
Figure 19. Functional Classification



Source: ADOT



Figure 20. Pavement and Bridge Conditions



Source: ADOT, Mohave County



## Current and Future Traffic Volumes and Congestion

Traffic volumes are highest on SR 95 from Acoma Boulevard to Kiowa Boulevard, exceeding 25,000 vehicles per day. McCulloch Boulevard, near downtown Lake Havasu City, exceeds 13,000 vehicles per day.

To understand the roadways' network capacity to support their current volume, traffic congestion was evaluated using level of service (LOS), a measure that rates the performance of the roadway network based on the degree of traffic congestion. LOS is measured from 'A' to 'F', with A being the best and F being the worst.



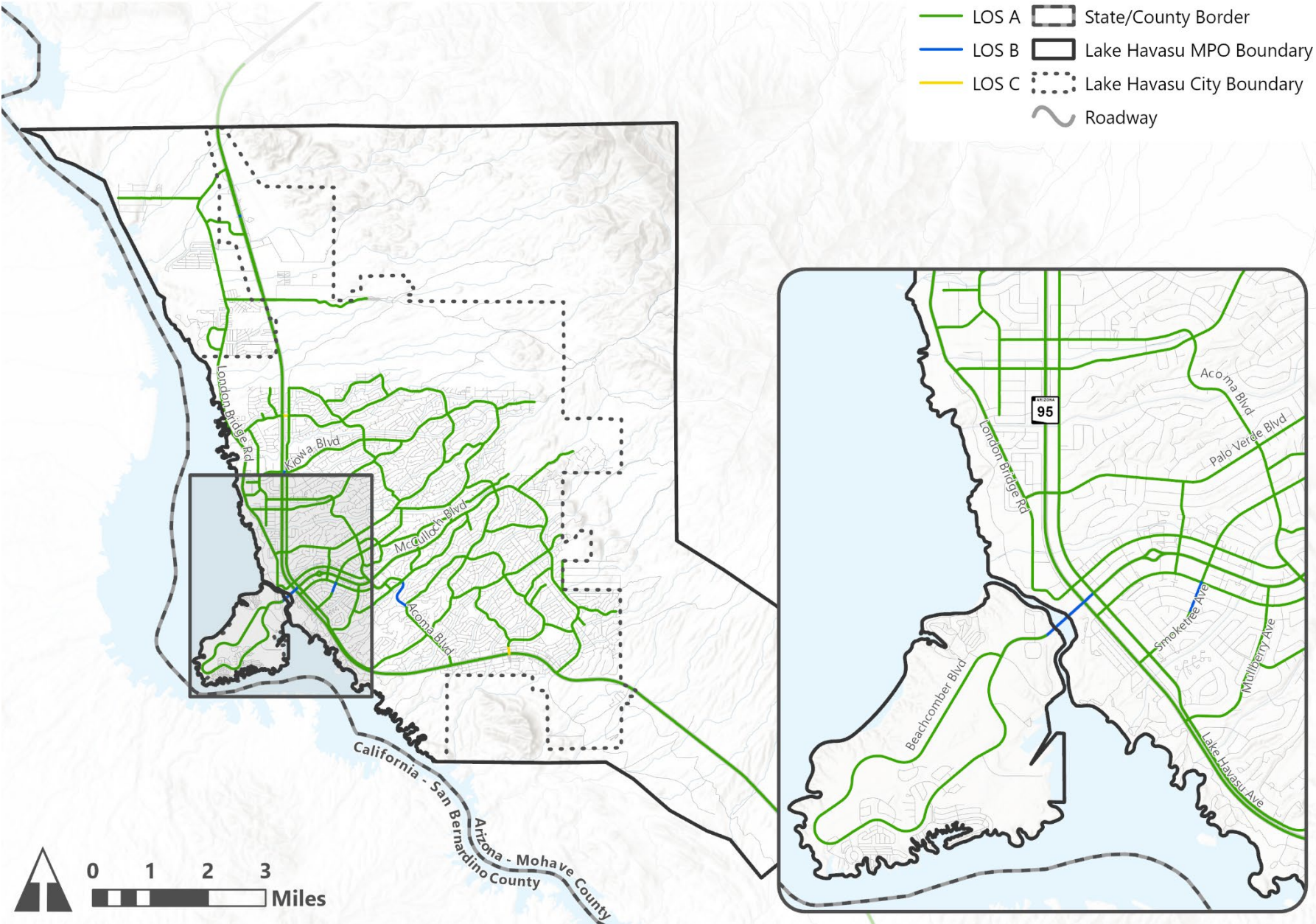
**Figure 21** shows the current LOS on major roadways in the region, based on the volume to capacity (V/C) ratio of daily modeled volumes in the regional Travel Demand Model (TDM) compared to the roadway capacity. No segments exceed LOS C in the region. **Figure 22** shows the forecasted LOS on major roads in 2050.

In 2050, it is anticipated that most roadways will operate at an acceptable LOS, although some segments are anticipated to reach an LOS of E or F, including McCulloch Blvd from Island Mall to Lake Havasu Avenue and Airport Centre Boulevard from SR 95 to Whelan Dr. Additional investment will be required at these locations to support future capacity.





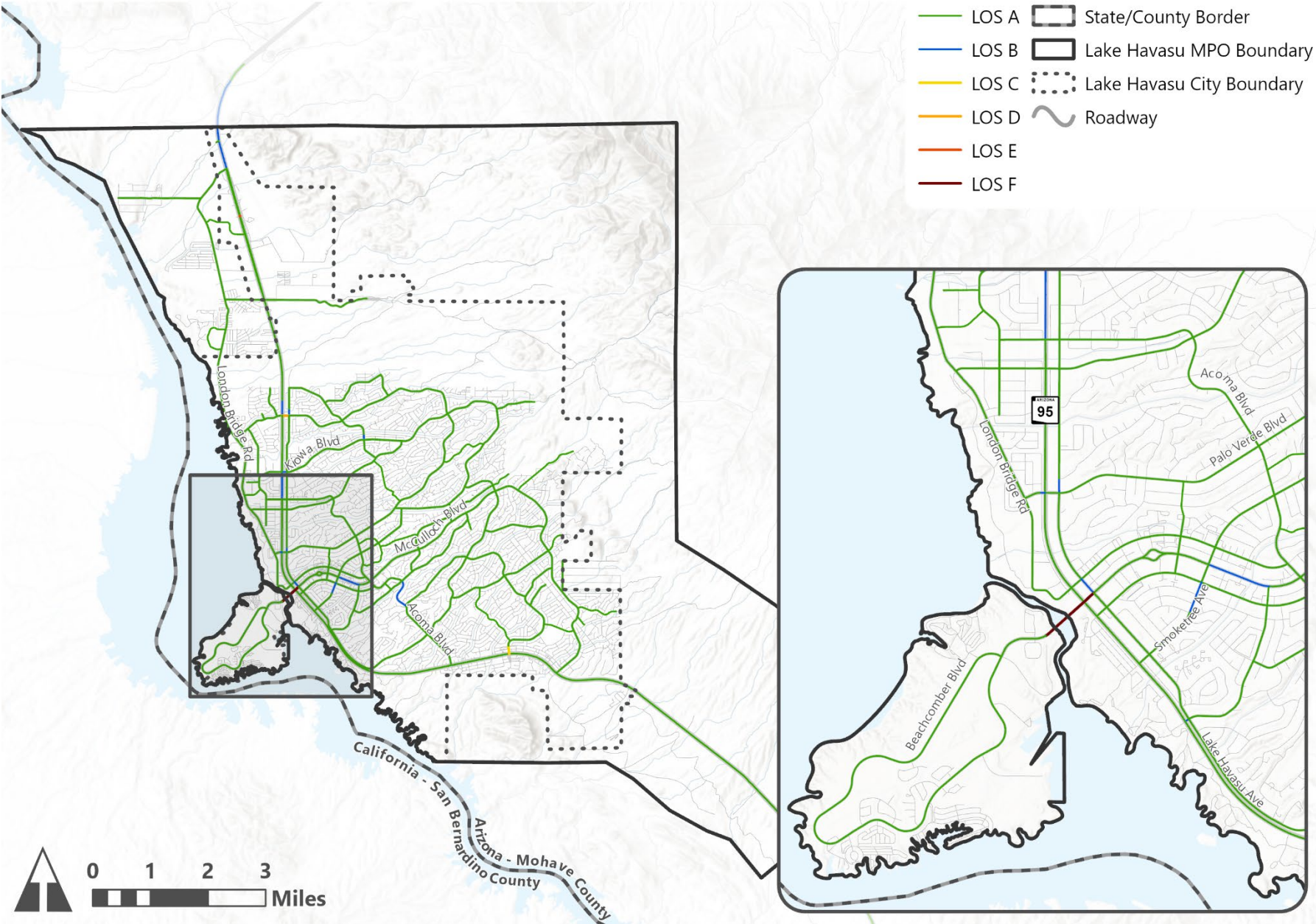
Figure 21. Existing LOS



Source: LHMPO TDM



Figure 22. Forecasted 2050 Modeled LOS



Source: LHMPO TDM



Transportation Safety

Crash history for the region was analyzed using ADOT ACIS database for the most recent 5-year period available, from 2020-2024. Crash trends in the region are shown in **Figure 23**.

Figure 23. Crash Trends (2020-2024)

2,946 Crashes from 2020 to 2024

29% Increase in crashes from 2020 to 2024

Crashes by Year

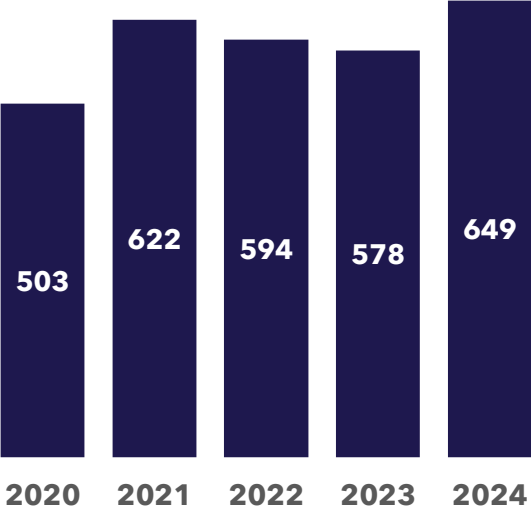
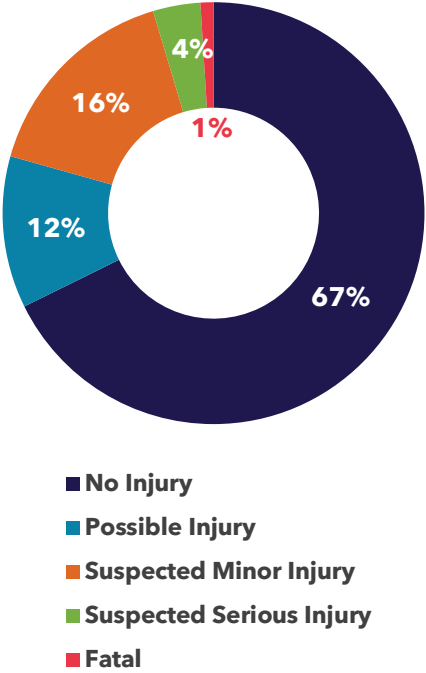
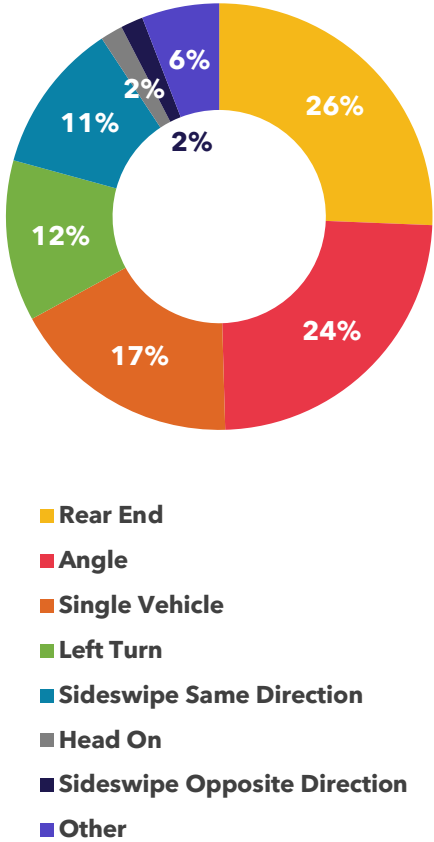


**Figure 24** shows crash density in the region, as well as locations of serious injury and fatal crashes. Crash density is highest in and surrounding downtown Lake Havasu City. Although fatal crashes are present throughout the entire region, fatalities are concentrated on SR 95.

Crashes by Severity



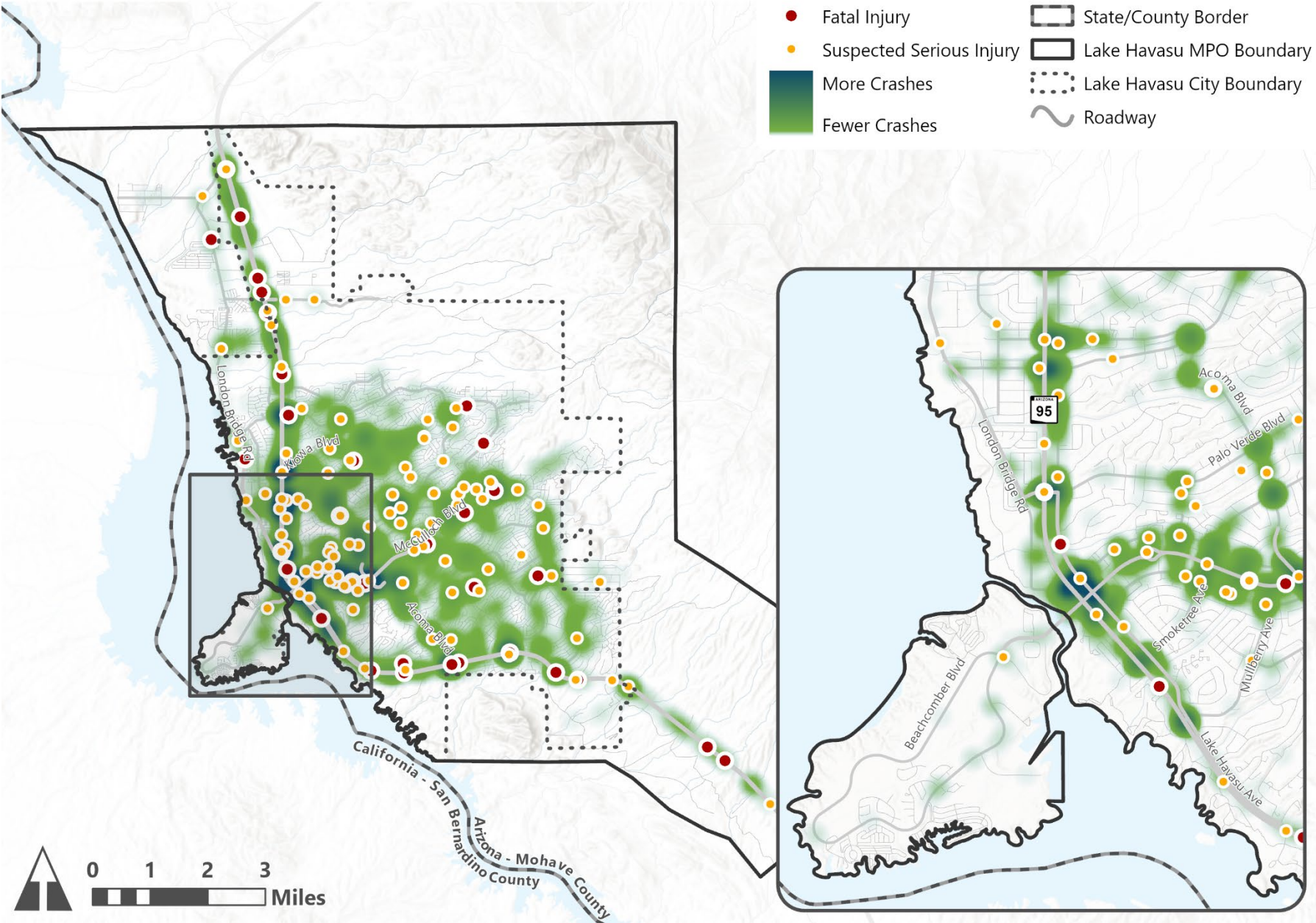
Crashes by Collision Manner



Source: ADOT ACIS



Figure 24. Transportation Safety Trends (2020-2024)

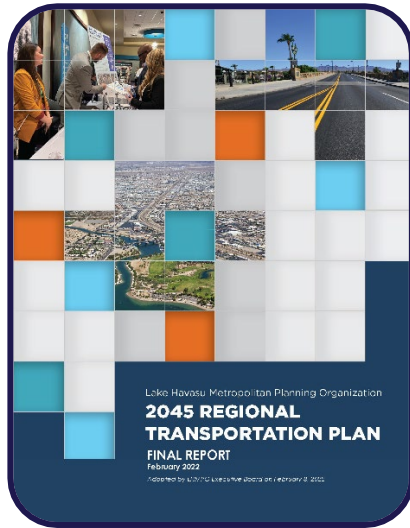


Source: ADOT ACIS



## Previous Roadway Project Recommendations and Programmed Projects

The LHMPO 2050 RTP builds upon previous planning efforts done by LHMPO and its member agencies. Previously recommended and programmed projects were summarized to understand previously identified needs of the roadway network. The following plans identified roadway improvement recommendations:

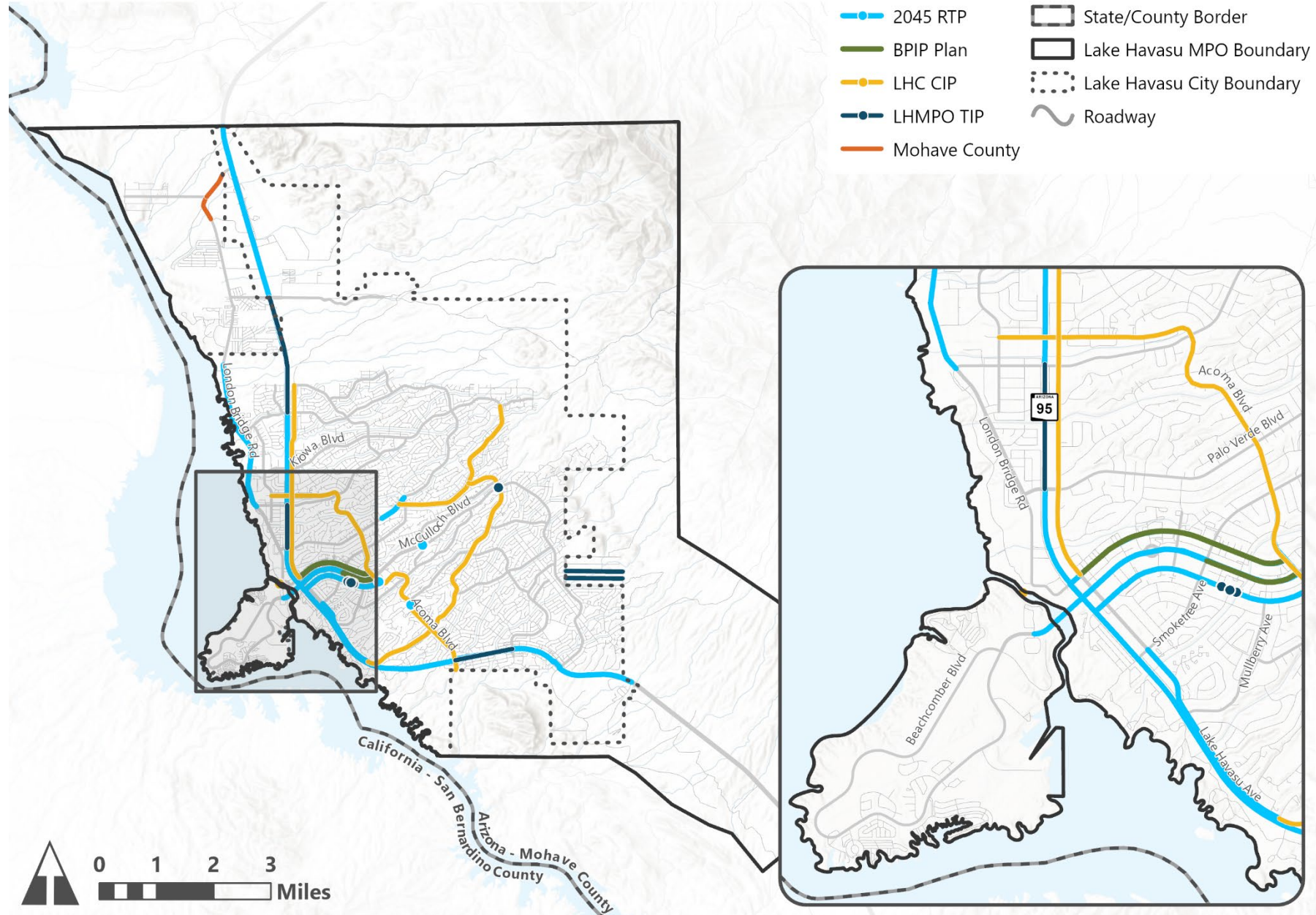


Programmed roadway improvements were reviewed to understand projects currently under construction or planned within the region. These projects, when considered alongside previously identified needs and recommendations, help establish a framework for developing RTP recommendations. Programmed projects were identified from LHMPO's 2026-2030 Transportation Improvement Program (TIP), Lake Havasu City's 2025-2029 Capital Improvement Plan (CIP), Mohave County's 2025-2026 Capital Improvement Road Program, and LHMPO's Bicycle and Pedestrian Implementation Plan (BPIP).

Roadway recommendations and programmed projects are shown in **Appendix B**, respectively. Locations for previously recommended and programmed roadway projects are shown in **Figure 25**.



Figure 25. Previous Roadway Project Recommendations and Programmed Projects



Source: LHMPO 2045 RTP, LHMPO Bike and Pedestrian Plan, LHMPO 2026-2030 TIP, LHC 2025-2029 CIP, Mohave County CIRP



## Key Takeaways

- **Functional Classification:** Many of the region's major roadways change functional classification in illogical places in some instances. This pattern in the functional classification may impact transportation planning efforts for the roadway and should be updated to match the function of the roadway in the regional transportation system.
- **Bridge Conditions:** Although no bridges are in poor condition, 15 bridges exceed 50 years of age and should be reviewed more frequently to ensure the facilities remain safe.
- **Existing Traffic Congestion:** Although most classified roadways are two lanes, there are currently no capacity issues present on the network from a laneage perspective.
- **Future Traffic Congestion:** In 2050, most roadways are still anticipated to operate at an acceptable LOS, although key intersections surrounding downtown Lake Havasu City and the London Bridge are anticipated to operate at a failing LOS.
- **Crashes Over Time.** Over the past 5 years, crash rates have risen by 29%, outpacing population growth during the same period. Although crashes typically result in no injury, most are rear-end or angle crashes with another vehicle, likely due to human behavior.
- **Crash Density.** Although fatal crashes are present throughout the region, they are concentrated on SR 95 and along McCulloch Boulevard.
- **Active Transportation-Involved Crashes.** Pedestrian and bicyclist crashes make up 3% of the region's total crashes and are more than twice as likely to cause serious injuries than vehicle-only crashes.
- **Increasing Trends.** The rise in pedestrian- and bicyclist-involved crashes over recent years shows a need for safe, context-appropriate active transportation facilities in the region.

# Active Transportation Network

06





## Active Transportation Network

The region’s active transportation network includes pedestrian paths, bicycle lanes, and shared-use trails. These facilities promote safe and convenient routes for non-motorized travelers. This section reviews the current infrastructure, identifies gaps, and presents strategies to improve and expand the network to better serve the community.

### Pedestrian, Bicycle, and Trail Networks

A high-quality, well-connected active transportation network provides alternative modes of transportation for users of all abilities. **Figure 27** shows the location of pedestrian, bicycle, and trail facilities in the LHMPPO region. Pedestrian facilities are common in downtown Lake Havasu City, whereas the rest of the region has disconnected and scattered pedestrian facilities. Additionally, while many roadways have wide shoulders or parking lanes, on-street bike lanes are not present in the region.



58

miles of pedestrian facilities, including sidewalks and shared-use paths.

Pedestrian and bicycle crashes were also analyzed for the most recent 5-year period (2020-2024). **Figure 26** shows active transportation-involved crashes by year and by severity. **Figure 28** shows the locations of pedestrian and bicycle crashes by severity.

Figure 26. Active Transportation-Involved Crash Trends

94

crashes from 2020 to 2024

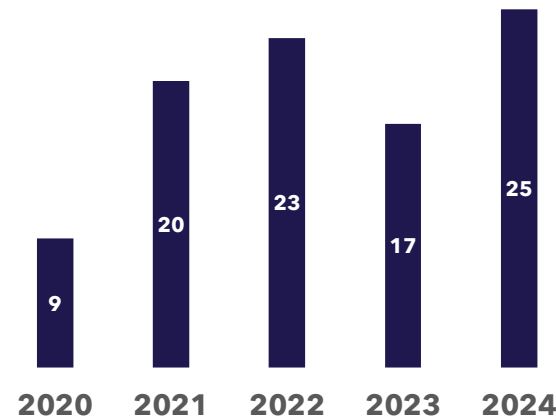
3.2%

Of all crashes are active-transportation-related

25%

resulted in serious or fatal injury

Crashes by Year



Crashes by Severity

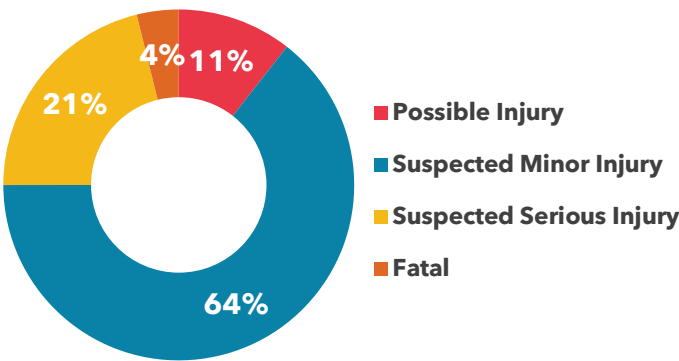
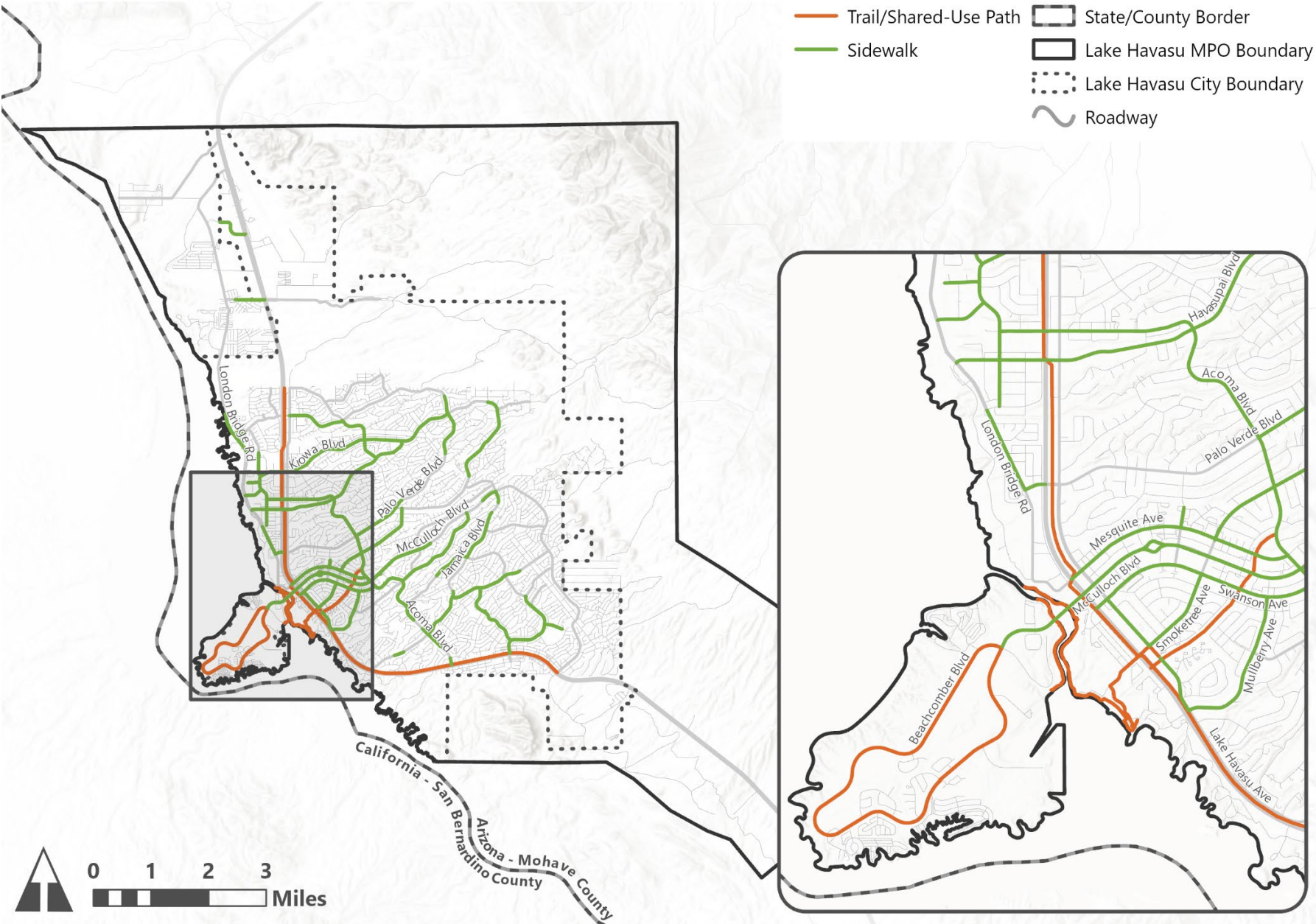


**Figure 28** shows pedestrian and bicycle crashes by severity in the region. Active transportation-involved crashes are most concentrated surrounding downtown Lake Havasu City and along SR 95.



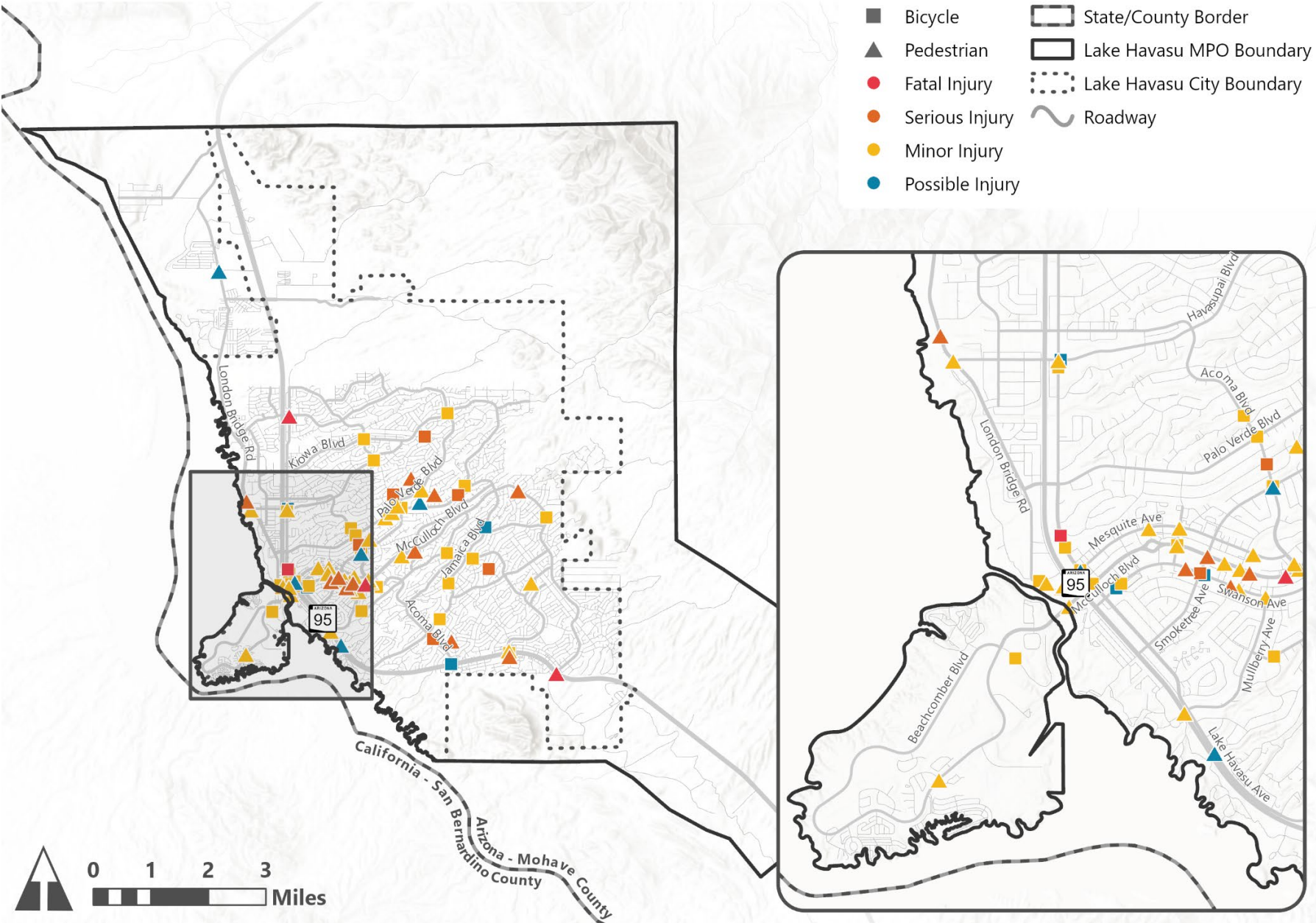
Figure 27. Bicycle and Pedestrian Network



Source: LHMPO



Figure 28. Pedestrian and Bicyclist Crashes by Severity (2020-2024)



Source: ADOT ACIS



## Previous Active Transportation Recommendations and Programmed Projects

Similar to roadway recommendations and programmed projects, the following sources identified active transportation recommendations and programmed projects in the region:

- LHMPO 2045 RTP
- LHMPO BPIP
- LHC CIP
- LHMPO TIP

There are 57 previously recommended active transportation improvements and one programmed project, shown in **Figure 29** and in **Appendix B**. Active transportation recommendations include:

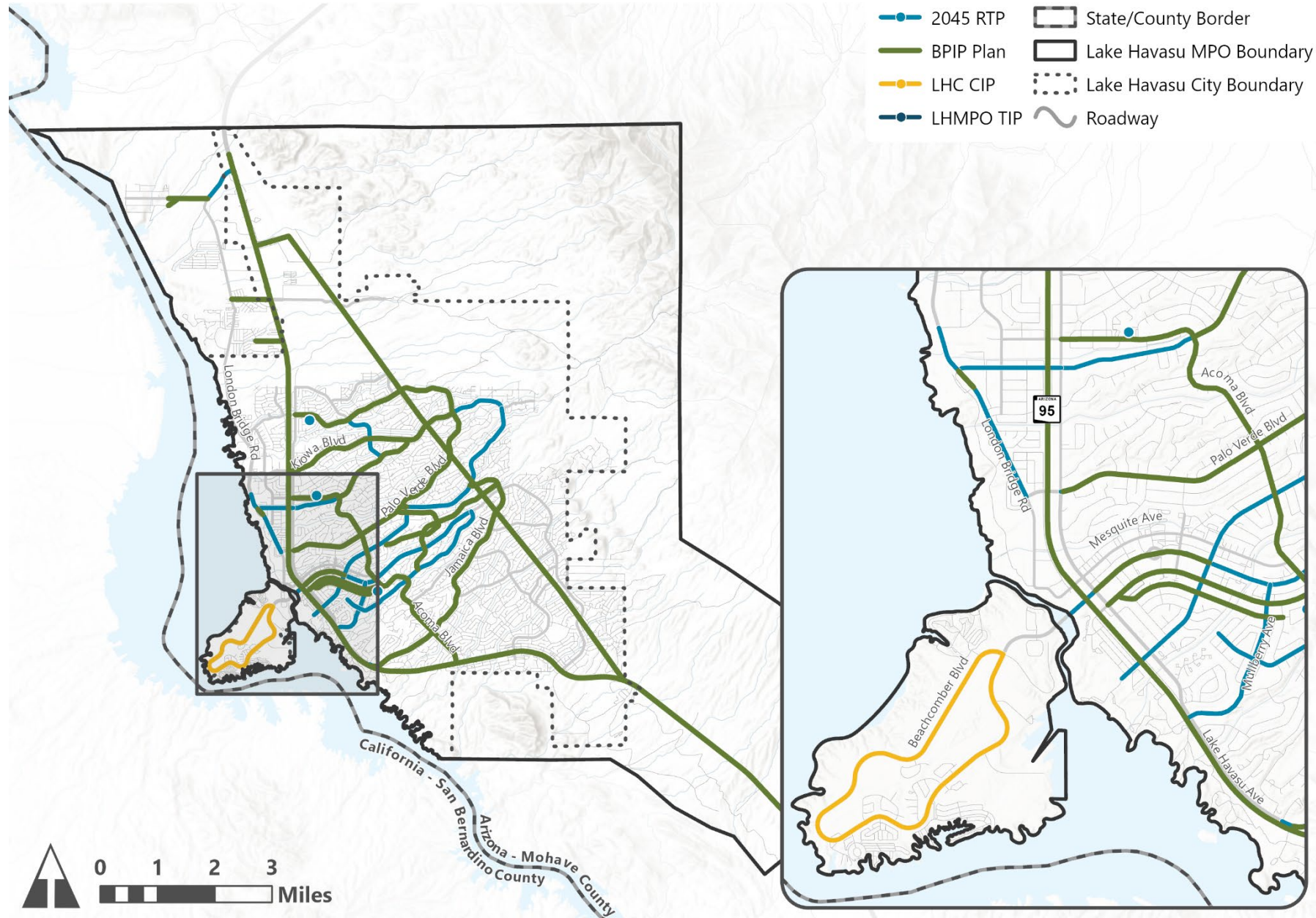


## Key Takeaways

- **Pedestrian Network.** Although the pedestrian network is well connected in central Lake Havasu City, pedestrian network gaps outside of the city's core make it difficult for walking trips to be completed.
- **Bicycle Network.** Although many roadways in the region have a wide shoulder or parking lanes that can be used by bicyclists, there are no dedicated bicycle on-street facilities in the region, making it difficult to complete trips using a bicycle.



Figure 29. Previous Active Transportation Recommendations and Programmed Projects



Source: LHMPO 2045 RTP, LHMPO Bike and Pedestrian Plan, LHMPO 2026-2030 TIP, LHC 2025-2029 CIP

# Shared Mobility Networks

07





## Shared Mobility Networks

The region's shared mobility network includes transit services and aviation facilities that connect people and goods within and beyond the region. These options support mobility, economic development, and access to key destinations. This chapter reviews existing transit and aviation conditions in the LHMPO region and identifies needs and gaps.

### Transit

Transit in the region is provided by Lake Havasu City Transit, which runs LHC Direct, a microtransit and paratransit service. The LHC Direct service zone is shown in **Figure 30**.

**Microtransit is an on-demand transit service that provides shared-ride curb-to-curb service in the Lake Havasu City limits. LHC Direct uses an app to book and track rides. The service leverages small- or medium-duty vans and cutaway buses that vary to accommodate capacity demands and accessibility needs of riders. Riders pay \$3.00 per one-way ride. The service operates Monday through Friday from 9:00 AM - 4:00 PM. Trips must be scheduled 1 to 7 days in advance. The paratransit service can be used by senior and disabled customers.**

Monthly ridership from July 2024 to May of 2025 has averaged 2,050 riders per month. Ridership is lowest over summer months, with ridership at its height in August, October, and April, reaching 2,600 riders.

### Aviation

Lake Havasu City Municipal Airport (HII) is the main airport serving the region. The airport is located approximately 7.5 miles north of downtown Lake Havasu City. According to the Federal Aviation Administration's Terminal Area Forecast (TAF), the airport is home to 157 based aircraft as of 2023. The airport features two full-service Fixed Base Operators (FBOs) and offers on-site car rentals through Avis and Budget. Currently, HII does not offer commercial airline services. The nearest full-service airports are Harry Reid International Airport in Las Vegas (LAS) and Sky Harbor International Airport in Phoenix (PHX).

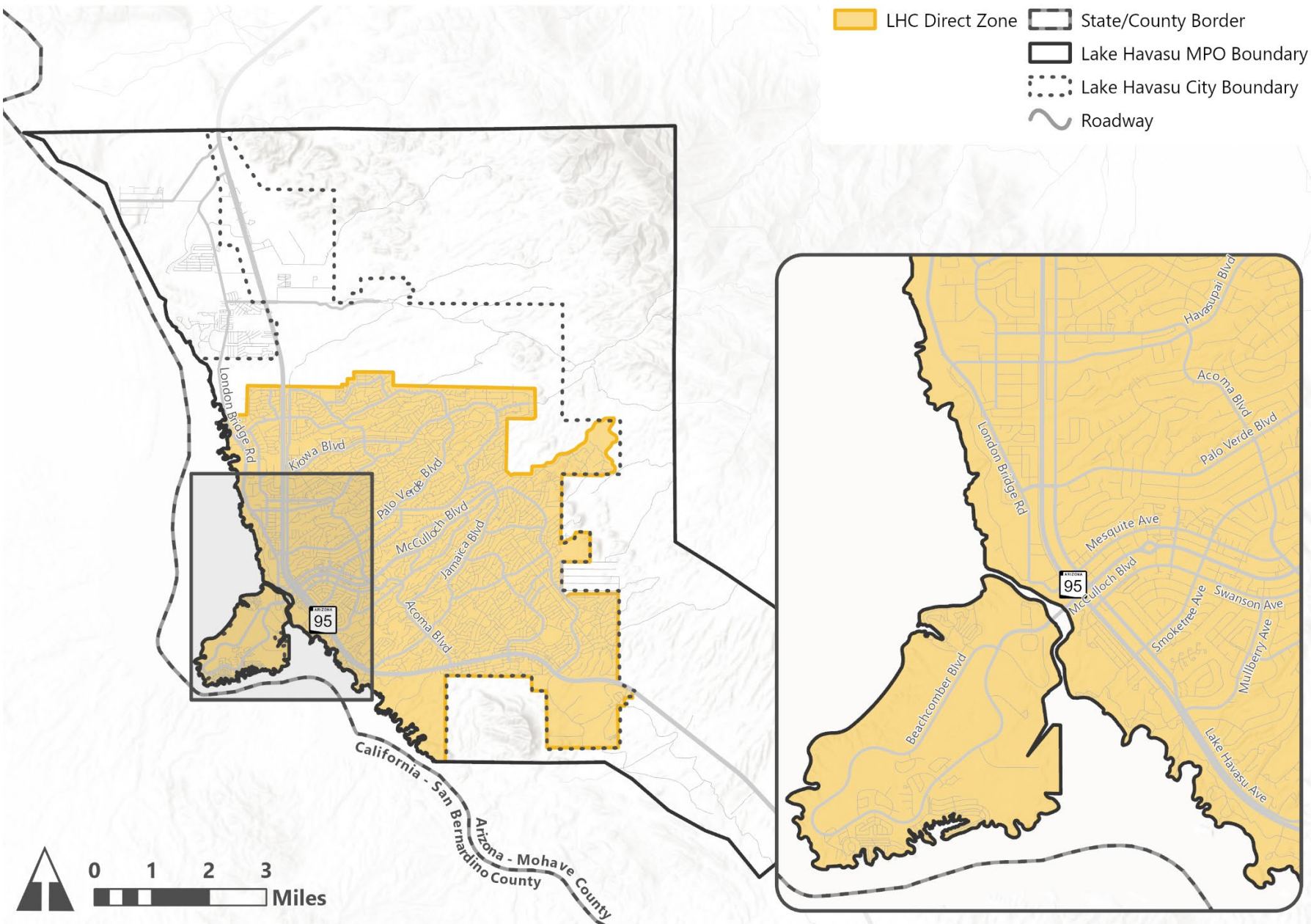
**Annual operations in 2023 comprise 55% itinerant (outside of region) operations and 45% local (in-region) operations. Approximately 2,000 trips were by military aircraft in the area, accounting for less than 4% of all operations.**

### Key Takeaways

- **LHC Direct.** Although the current microtransit service provides curb-to-curb service in Lake Havasu City, the service is not available on weekends and does not provide service to residents in unincorporated Mohave County. Riders requiring transit access outside of the city boundary cannot use the service.
- **Lake Havasu City Municipal Airport.** Although the airport provides military and local aviation services, the airport does not provide commercial flights. Residents and visitors must travel to LAS or PHX for commercial travel.



Figure 30. LHC Direct Zones



Source: Lake Havasu City Transit

# Potential Transportation Projects

08



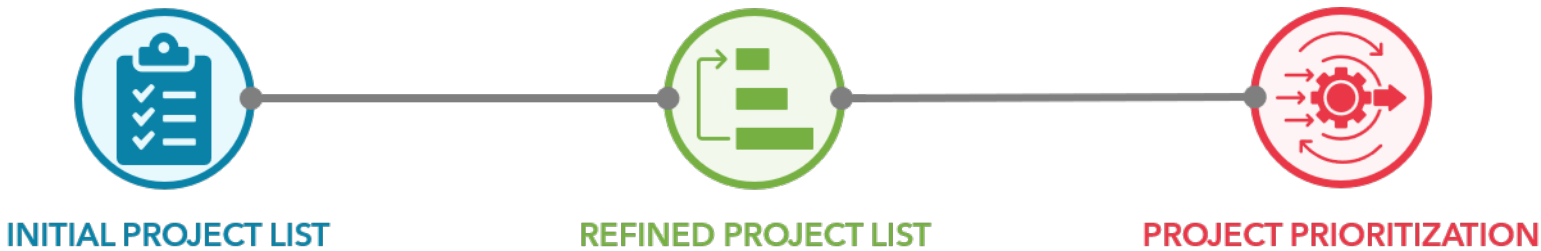


## Potential Transportation Projects

From existing and future conditions deficiencies, previous plan recommendations, and public engagement, potential transportation projects were developed for the region. The following section reviews the project development process and the resulting roadway, active transportation, and transit projects that have been prioritized as part of the RTP.

### Project Development and Refinement

An initial list of transportation infrastructure projects for the region were identified based on multiple sources. The project development process is shown below:



The initial project list was developed from identified transportation needs, previous plan recommendations, and public input. Projects were organized into four categories: Vehicular, Active Transportation, Safety Improvements, and Future Studies. Through a collaborative project refinement workshop with Lake Havasu City, Mohave County, and ADOT, LHMPO developed a vetted list of 45 transportation projects. The project list and their locations are shown in the following sections.

Modes associated with each project are denoted by:

- V** Vehicular
- A** Active Transportation
- T** Transit

Sources for each project are denoted by:

- 1** 2045 RTP
- 2** LHMPO Safe Routes to School (SRTS)
- 3** LHMPO BPIP
- 4** Existing Conditions Analysis
- 5** Public Comment
- 6** Project Refinement Workshop



Vehicular Projects

During the project development process 13 potential vehicular projects were identified. Projects by category include:



Capacity improvement projects are shown in **Table 2** and **Figure 31**. Pavement improvement projects are shown in **Table 3** and **Figure 31**.

Table 2. Capacity Improvement Projects

| ID    | Name                           | Primary Route     | From/At          | To               | Mode | Description                                                                                                                                                                                  | Source | Primary Agency |
|-------|--------------------------------|-------------------|------------------|------------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------|
| RWY-A | Palo Verde Blvd S Improvements | Palo Verde Blvd S | Constellation Dr | Rainbow Ave N    | V,A  | Construct shared-use paths on west side of road south of Kiowa Blvd S and both sides of road north of Kiowa Blvd S, restripe roadway for two southbound lanes and a buffered northbound left | 1      | LHC            |
| RWY-C | Second Island Bridge           | New Roadway       | McCulloch Blvd N | London Bridge Rd | V,A  | Construct a new bridge and connecting roadways from the Island to London Bridge Road at Paseo del Sol Ave                                                                                    | 1      | LHC            |

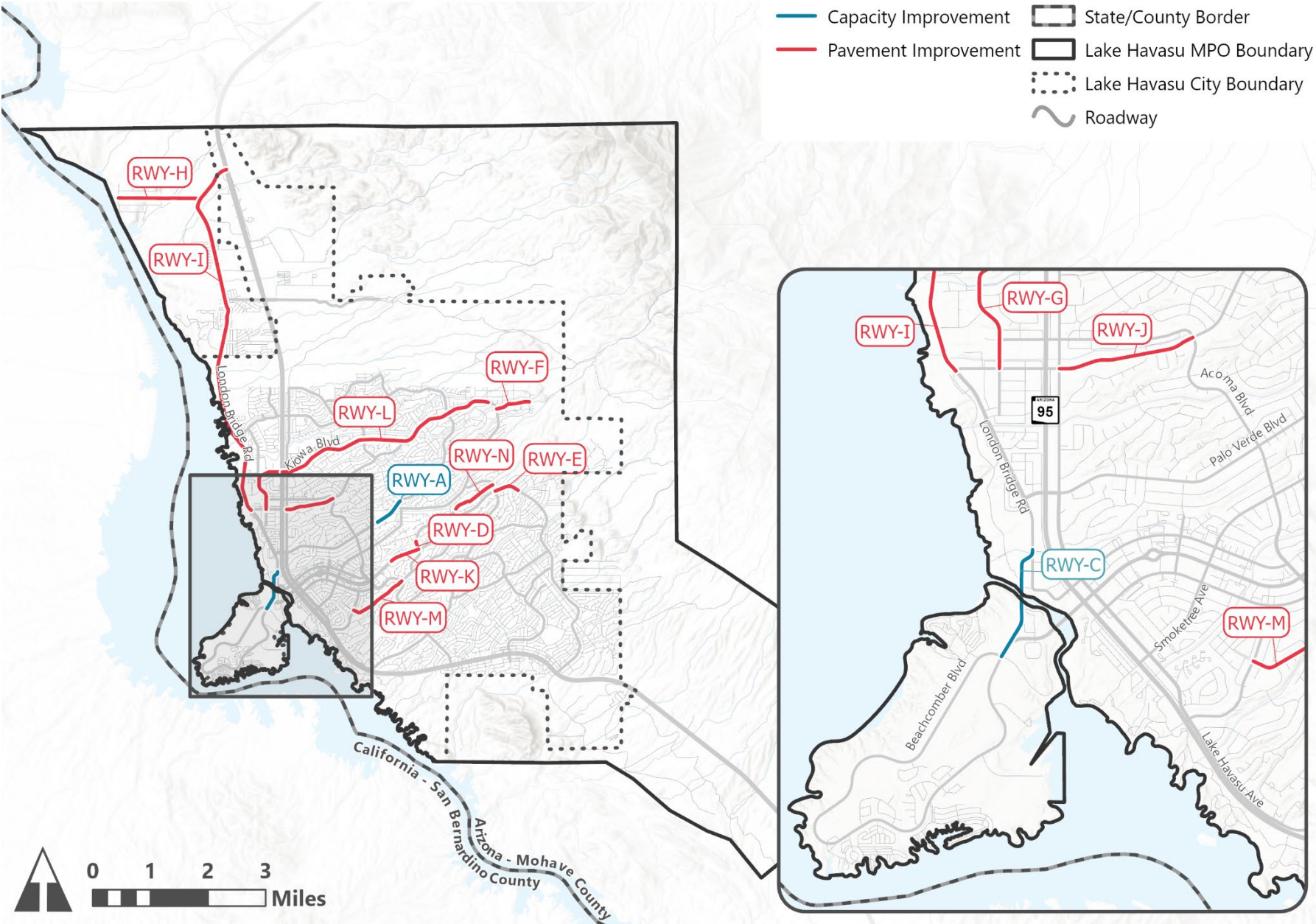


Table 3. Pavement Improvements

| ID    | Name                                         | Primary Route    | From/At          | To               | Mode | Description       | Source | Primary Agency |
|-------|----------------------------------------------|------------------|------------------|------------------|------|-------------------|--------|----------------|
| RWY-D | El Dorado Ave Pavement Improvement (South)   | El Dorado Ave    | McCulloch Blvd N | Pima Wash        | V    | Resurface roadway | 4      | LHC            |
| RWY-E | McCulloch Blvd N Pavement Improvement        | McCulloch Blvd N | Jamaica Blvd N   | Cherry Tree Blvd | V    | Resurface roadway | 4      | LHC            |
| RWY-F | Bison Blvd Pavement Improvement              | Bison Blvd       | Kiowa Blvd N     | Colt Dr          | V    | Resurface roadway | 4      | LHC            |
| RWY-G | Kiowa Ave Pavement Improvement               | Kiowa Ave        | Acoma Blvd       | SR 95            | V    | Resurface roadway | 4      | LHC            |
| RWY-H | Fathom Dr Pavement Improvement               | Fathom Dr        | Edgewater Blvd   | London Bridge Rd | V    | Resurface roadway | 4      | MC             |
| RWY-I | London Bridge Rd Pavement Improvement        | London Bridge Rd | Industrial Blvd  | SR 95            | V    | Resurface roadway | 6      | MC             |
| RWY-J | Industrial Blvd Pavement Improvement         | Industrial Blvd  | Lake Havasu Ave  | Acoma Blvd       | V    | Resurface roadway | 4      | LHC            |
| RWY-K | McCulloch Blvd N Pavement Improvement (West) | McCulloch Blvd N | Nolina Ln        | El Dorado Ave    | V    | Resurface roadway | 4      | LHC            |
| RWY-L | Kiowa Blvd N Pavement Improvement            | Kiowa Blvd N     | SR 95            | Enduro Dr        | V    | Resurface roadway | 4      | LHC            |
| RWY-M | Daytona Ave Pavement Improvement             | Daytona Ave      | Acoma Blvd       | Mulberry Ave     | V    | Resurface roadway | 4      | LHC            |
| RWY-N | El Dorado Ave Pavement Improvement (North)   | El Dorado Ave    | Daytona Wash     | Jamaica Blvd N   | V    | Resurface roadway | 4      | LHC            |



Figure 31. Vehicular Projects





## Active Transportation Projects

During the project development process, 10 potential active capital projects were identified. Projects by category include:



6

on-street bicycle  
enhancements



3

off-street bicycle  
enhancements



1

sidewalk enhancement

On-street bicycle enhancement projects are shown in **Table 4** and **Figure 32**. Off-street bicycle enhancement projects are shown in **Table 5** and **Figure 32**. The sidewalk enhancement project is shown in **Table 6** and **Figure 32**.

Table 4. On-Street Bicycle Enhancements

| ID    | Name                           | Primary Route | From/At           | To                | Mode | Description                                                 | Source | Primary Agency |
|-------|--------------------------------|---------------|-------------------|-------------------|------|-------------------------------------------------------------|--------|----------------|
| ACT-A | Avalon Ave Bike Improvements   | Avalon Ave    | Havasupai Blvd    | Palo Verde Blvd N | A    | Restripe and sign parking lanes to buffered bike lanes      | 1      | LHC            |
| ACT-B | Mulberry Ave Bike Improvements | Mulberry Ave  | SR 95             | McCulloch Blvd N  | A    | Restripe and sign parking lanes to buffered bike lanes      | 1      | LHC            |
| ACT-D | Fathom Dr Bike Improvements    | Fathom Dr     | Reef Dr           | London Bridge Rd  | A,V  | Widen roadway to add buffered bike lanes, resurface roadway | 1      | MC             |
| ACT-H | Chenoweth Dr Bike Improvements | Chenoweth Dr  | London Bridge Rd  | SR 95             | A,V  | Stripe bike lanes, resurface roadway                        | 3      | MC             |
| ACT-I | Cisco Dr Bike Improvements     | Cisco Dr      | Palo Verde Blvd S | Pima Dr S         | A    | Narrow and add bike lanes and parking                       | 3      | LHC            |
| ACT-J | Lake Dr Bike Improvements      | Lake Dr       | Pero Dr           | SR95              | A    | Narrow and add bike lanes and parking                       | 3      | MC             |



Table 5. Off-Street Bicycle Enhancements

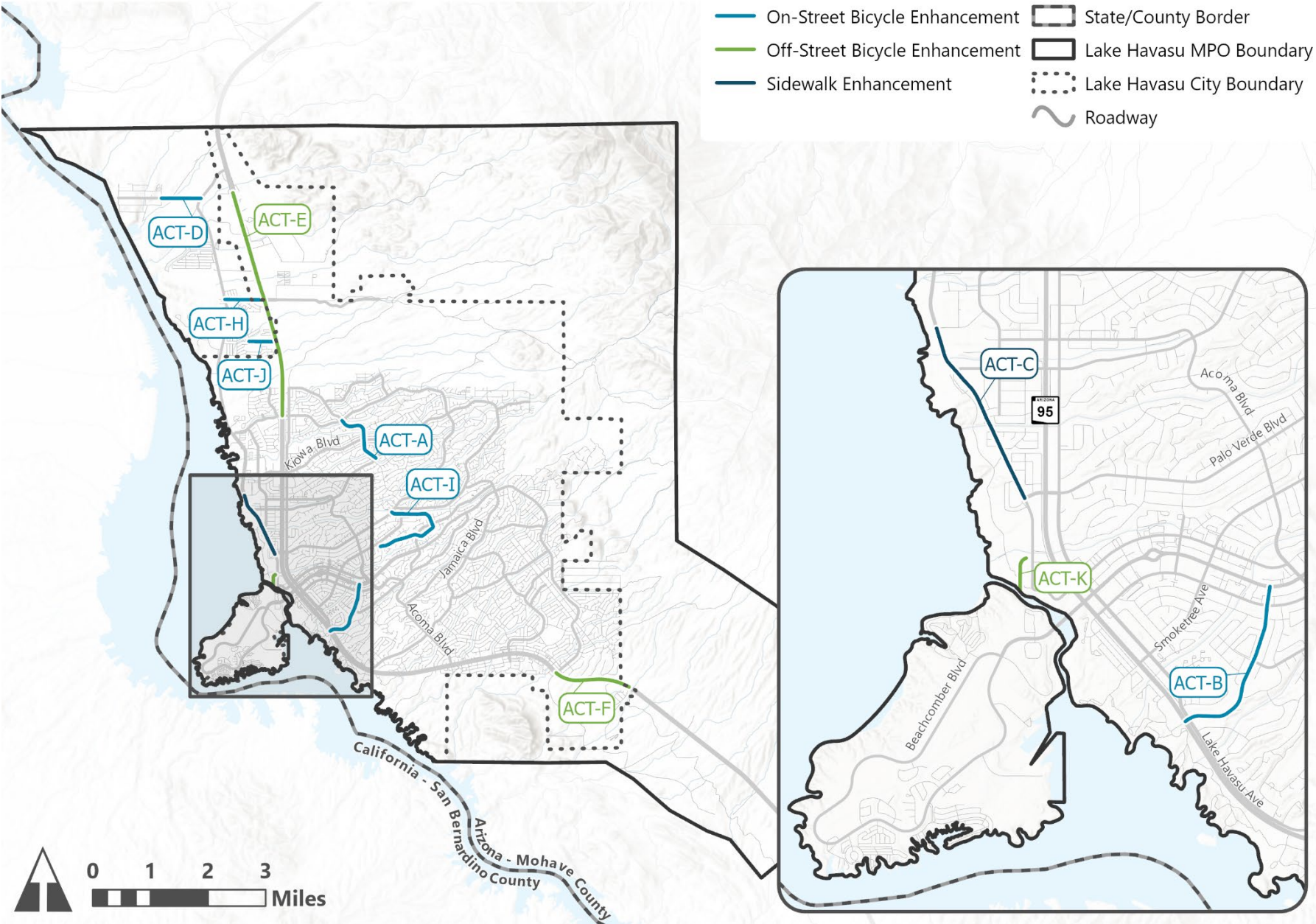
| ID    | Name                          | Primary Route       | From/At           | To                   | Mode | Description                                                                    | Source | Primary Agency |
|-------|-------------------------------|---------------------|-------------------|----------------------|------|--------------------------------------------------------------------------------|--------|----------------|
| ACT-E | SR 95 Shared-Use Path (North) | SR 95               | Palo Verde Blvd N | Walmart              | A,V  | Construct shared-use path and add turning arrow at SR 95 and Palo Verde Blvd S | 3      | LHC            |
| ACT-F | SR 95 Shared-Use Path (South) | SR 95               | Dub Campbell Pkwy | McCulloch Blvd S     | A    | Construct shared-use path                                                      | 3      | LHC            |
| ACT-K | Shoreline Trail               | New Trail Alignment | Shoreline Trail   | Second Island Bridge | A    | Construct shared-use path                                                      | 4      | LHC            |

Table 6. Sidewalk Enhancements

| ID    | Name                           | Primary Route    | From/At           | To        | Mode | Description                                                                                    | Source | Primary Agency |
|-------|--------------------------------|------------------|-------------------|-----------|------|------------------------------------------------------------------------------------------------|--------|----------------|
| ACT-C | London Bridge Rd Sidewalk Gaps | London Bridge Rd | Palo Verde Blvd S | Dover Ave | A    | Fill sidewalk gaps to create continuous sidewalks on both sides of the road and add bike lanes | 1,3    | LHC            |



Figure 32. Active Transportation Projects





## Safety Improvement Projects

During the project development process, four potential safety improvement projects were identified. Projects by category are shown in **Table 7** and **Figure 33**.



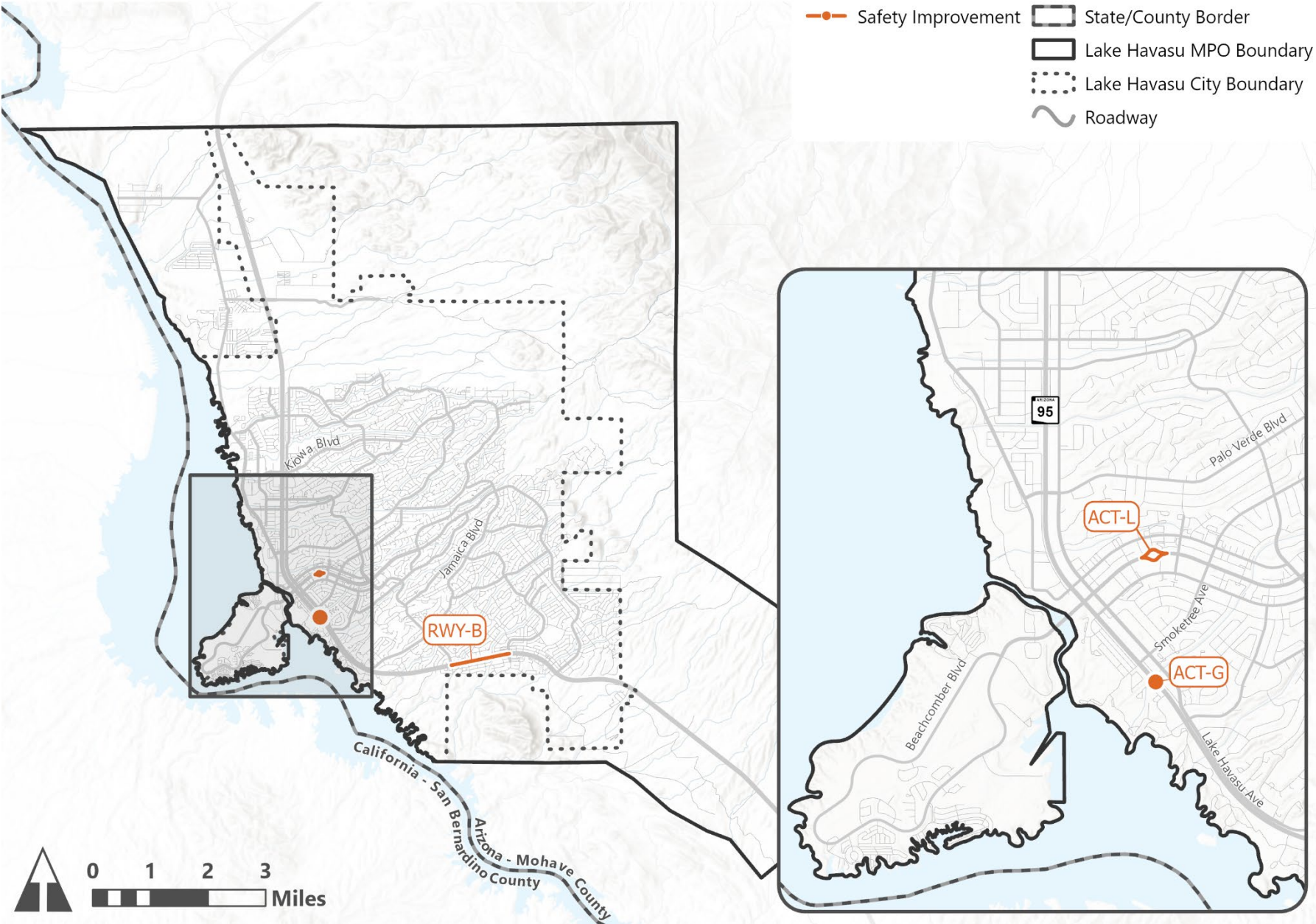
Table 7. Safety Improvements

| ID     | Name                                                     | Primary Route    | From/At            | To              | Mode | Description                                                                                          | Source | Primary Agency |
|--------|----------------------------------------------------------|------------------|--------------------|-----------------|------|------------------------------------------------------------------------------------------------------|--------|----------------|
| ACT-G  | SR 95 Pedestrian Crossing                                | SR 95            | LHC Aquatic Center |                 | A    | Construct a grade-separated pedestrian crossing                                                      | 1      | ADOT           |
| ACT-L  | Wheeler Park Access Improvements                         | McCulloch Blvd N | Capri Blvd         | Riviera Blvd    | A    | Construct four new high-visibility crosswalks and RRFBs to access Wheeler Park across McCulloch Blvd | 1      | LHC            |
| RWY-B  | SR 95 Raised Medians (South)                             | SR 95            | Acoma Blvd         | Oro Grande Blvd | V    | Construct raised median to replace center turn lane                                                  | 1      | ADOT           |
| RWY-O* | Traffic Signal Emergency Vehicle Preemption Improvements | Regionwide       |                    |                 | V    | Install emergency vehicle preemption on any traffic signals that do not already have them            | 6      | LHC            |

\*RWY-O is not shown in **Figure 33** as it is regionwide.



Figure 33. Safety Improvements





Future Studies

During the project development process, 14 future studies were identified. Projects by category include:



There is one potential regional study and one potential transit study, which are described in **Table 8**. There are 12 potential corridor studies, which are shown in **Table 9** and **Figure 34**.

Table 8. Regional Studies

| ID    | Name                                | Mode | Description                                                             | Source | Primary Agency |
|-------|-------------------------------------|------|-------------------------------------------------------------------------|--------|----------------|
| SDY-M | Regional Active Transportation Plan | A    | Conduct a regional active transportation plan for the MPO planning area | 6      | LHMPO          |
| SDY-N | Transit Development Plan Update     | T    | Conduct a transit development plan for LHC Direct                       | 4      | LHC            |

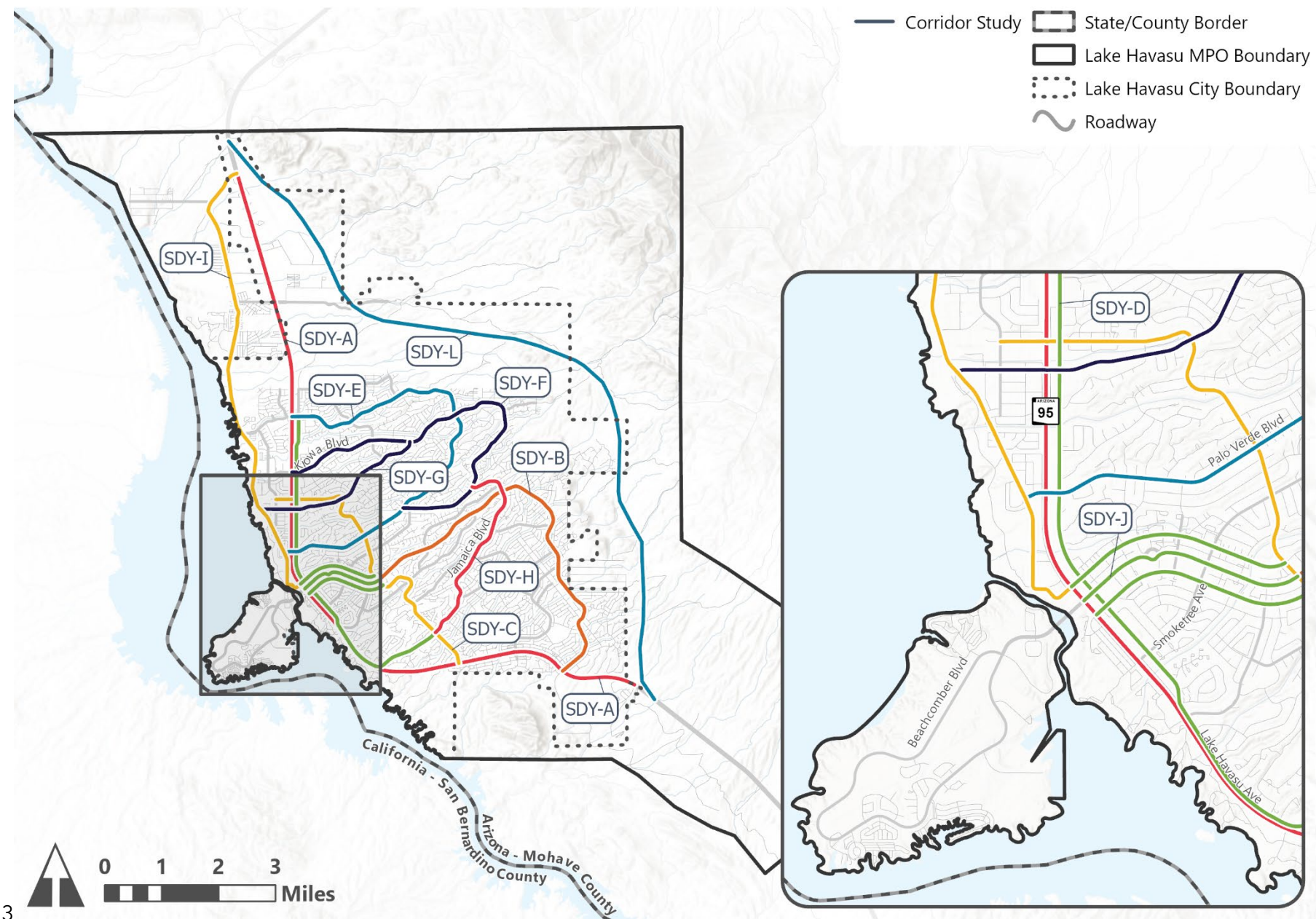


Table 9. Corridor Studies

| ID    | Name                                                | Primary Route                             | From/At                      | To                         | Mode | Description                                                                                                                        | Source | Primary Agency |
|-------|-----------------------------------------------------|-------------------------------------------|------------------------------|----------------------------|------|------------------------------------------------------------------------------------------------------------------------------------|--------|----------------|
| SDY-A | SR 95 Multimodal Corridor Study                     | SR 95                                     | Dub Campbell Pkwy            | London Bridge Rd           | V,A  | Conduct a multimodal corridor study on SR 95 and the adjacent frontage roads                                                       | 6      | LHMPO          |
| SDY-B | McCulloch Blvd Multimodal Corridor Study            | McCulloch Blvd                            | Acoma Ave                    | SR 95                      | V,A  | Conduct a multimodal corridor study on McCulloch Blvd N and McCulloch Blvd S                                                       | 6      | LHMPO          |
| SDY-C | Acoma Blvd Multimodal Corridor Study                | Acoma Blvd                                | SR 95                        | Kiowa Ave                  | V,A  | Conduct a multimodal corridor study on Acoma Blvd                                                                                  | 6      | LHMPO          |
| SDY-D | Lake Havasu Ave Multimodal Corridor Study           | Lake Havasu Ave                           | Acoma Blvd at Jamaica Blvd S | Palo Verde Blvd N          | V,A  | Conduct a multimodal corridor study on Lake Havasu Ave and a portion of Jamaica Blvd S                                             | 6      | LHMPO          |
| SDY-E | Palo Verde Blvd Multimodal Corridor Study           | Palo Verde Blvd                           | London Bridge Rd             | SR 95                      | V,A  | Conduct a multimodal corridor study on Palo Verde Blvd                                                                             | 6      | LHMPO          |
| SDY-F | Kiowa Blvd Multimodal Corridor Study                | Kiowa Blvd                                | SR 95                        | Palo Verde Blvd S          | V,A  | Conduct a multimodal corridor study on Kiowa Blvd N and Kiowa Blvd S                                                               | 6      | LHMPO          |
| SDY-G | Industrial/Havasupai Blvd Multimodal Corridor Study | Industrial Blvd/Havasupai Blvd            | London Bridge Rd             | Kiowa Blvd N               | V,A  | Conduct a multimodal corridor study on Industrial Blvd and Havasupai Blvd                                                          | 6      | LHMPO          |
| SDY-H | Jamaica Blvd Multimodal Corridor Study              | Jamaica Blvd                              | Acoma Blvd                   | Kiowa Blvd S               | V,A  | Conduct a multimodal corridor study on Jamaica Blvd S and Jamaica Blvd N                                                           | 6      | LHMPO          |
| SDY-I | London Bridge Rd Multimodal Corridor Study          | London Bridge Rd                          | SR 95 (South)                | SR 95 (North)              | V,A  | Conduct a multimodal corridor study on London Bridge Rd                                                                            | 6      | LHMPO          |
| SDY-J | Downtown Lake Havasu City Multimodal Study          | Swanson Ave/McCulloch Blvd N/Mesquite Ave | SR 95                        | Acoma Blvd                 | V,A  | Conduct a multimodal study for the area bounded by SR 95, Mesquite Ave, Acoma Blvd, and Swanson Ave                                | 6      | LHMPO          |
| SDY-K | SR 95 Reliever Route to I-40 Study                  | New SR 95 Reliever Route                  | Lake Havasu City             | I-40                       | V    | Conduct a study to identify a northern reliever route connecting between Lake Havasu City and I-40                                 | 6      | LHMPO          |
| SDY-L | SR 95 Realignment/LHC Bypass Study                  | SR 95                                     | SR 95 south of SARA Park     | SR 95 north of LHC Airport | V    | Conduct a study to update the 2009 SR 95 Realignment Study to confirm its purpose and need and further define the bypass alignment | 6      | LHMPO          |



Figure 34. Corridor Studies





## Planning-Level Cost Estimation

Planning-level cost estimates were developed for each potential transportation project for use in the prioritization process. Planning-level costs are based on unit costs for similar project types.

Additional study will be needed for each project to identify more detailed cost estimates that will be used for programming construction funds.

## Planning-Level Unit Costs

Planning-level unit costs for vehicular improvements and active transportation improvements are shown in **Table 10** and **Table 11** respectively.

Table 10. Vehicular Potential Improvement Unit Costs

| Improvement                                 | Description                                          | Unit Cost (2025 \$) | Unit             |
|---------------------------------------------|------------------------------------------------------|---------------------|------------------|
| <b>Resurface and Restripe Roadway</b>       | Resurface and restripe existing roadway              | \$500,000           | Lane-mile        |
| <b>Widen Roadway</b>                        | Construct one additional lane on existing road       | \$2,360,000         | Lane-mile        |
| <b>Add Raised Median</b>                    | Construct new median                                 | \$240               | Linear-foot      |
| <b>New Traffic Signal</b>                   | Install new traffic signal                           | \$1,100,000         | Intersection     |
| <b>Install Left-Turn Signal</b>             | Install a left-turn turn arrow at an existing signal | \$6,000             | Intersection Leg |
| <b>Install Emergency Vehicle Preemption</b> | Install emergency vehicle preemption                 | \$10,000            | Intersection Leg |
| <b>New Bridge</b>                           | Construct a new bridge                               | \$520               | Square-foot      |

Table 11. Active Transportation Potential Improvement Unit Costs

| Improvement                          | Description                                                                | Unit Cost (2025 \$) | Unit        |
|--------------------------------------|----------------------------------------------------------------------------|---------------------|-------------|
| <b>New High-Visibility Crosswalk</b> | Install enhanced visibility striping and curb ramps                        | \$10,000            | Location    |
| <b>Sidewalk</b>                      | Construct a new sidewalk                                                   | \$25                | Square-foot |
| <b>Shared-Use Path</b>               | Construct a new 10' off-street paved path                                  | \$2,200,000         | Mile        |
| <b>Pedestrian Bridge</b>             | Construct a new pedestrian bridge                                          | \$2,500,000         | Location    |
| <b>New RRFB</b>                      | Install a rectangular rapid flashing beacon (RRFB) at an existing crossing | \$102,500           | Location    |

## Planning-Level Project Costs

Planning-level project cost estimates were prepared by examining and quantifying the physical extents of each potential project and then applying the unit costs shown above. Planning unit costs do not identify specific funding sources and are only reflective of the total cost to implement the improvement.



Vehicular projects are estimated to cost \$60,054,000, as shown in Table 12.

Table 12. Vehicular Project Cost Estimates

| ID                           | Name                                         | Cost                |
|------------------------------|----------------------------------------------|---------------------|
| <b>Capacity Improvements</b> |                                              |                     |
| <b>RWY-A</b>                 | Palo Verde Blvd S Improvements               | \$1,985,000         |
| <b>RWY-C</b>                 | Second Island Bridge                         | \$34,350,000        |
|                              | <b>Sub-total</b>                             | <b>\$36,335,000</b> |
| <b>Pavement Improvements</b> |                                              |                     |
| <b>RWY-D</b>                 | El Dorado Ave Pavement Improvement (South)   | \$143,000           |
| <b>RWY-E</b>                 | McCulloch Blvd N Pavement Improvement (East) | \$650,000           |
| <b>RWY-F</b>                 | Bison Blvd Pavement Improvement              | \$593,000           |
| <b>RWY-G</b>                 | Kiowa Ave Pavement Improvement               | \$1,536,000         |
| <b>RWY-H</b>                 | Fathom Dr Pavement Improvement               | \$1,434,000         |
| <b>RWY-I</b>                 | London Bridge Rd Pavement Improvement        | \$9,562,000         |
| <b>RWY-J</b>                 | Industrial Blvd Pavement Improvement         | \$1,246,000         |
| <b>RWY-K</b>                 | McCulloch Blvd N Pavement Improvement (West) | \$777,000           |
| <b>RWY-L</b>                 | Kiowa Blvd N Pavement Improvement            | \$5,972,000         |
| <b>RWY-M</b>                 | Daytona Ave Pavement Improvement             | \$1,030,000         |
| <b>RWY-N</b>                 | El Dorado Ave Pavement Improvement (North)   | \$776,000           |
|                              | <b>Sub-total</b>                             | <b>\$23,719,000</b> |
|                              | <b>Total</b>                                 | <b>\$60,054,000</b> |



Active transportation projects are estimated to cost \$19,312,000, as shown in Table 13.

Table 13. Active Transportation Project Cost Estimates

| Project ID                             | Name                           | Cost                |
|----------------------------------------|--------------------------------|---------------------|
| <b>On-Street Bicycle Enhancements</b>  |                                |                     |
| <b>ACT-A</b>                           | Avalon Ave Bike Improvements   | \$1,037,000         |
| <b>ACT-B</b>                           | Mulberry Ave Bike Improvements | \$1,083,000         |
| <b>ACT-D</b>                           | Fathom Dr Bike Improvements    | \$2,305,000         |
| <b>ACT-H</b>                           | Chenoweth Dr Bike Improvements | \$342,000           |
| <b>ACT-I</b>                           | Cisco Dr Bike Improvements     | \$943,000           |
| <b>ACT-J</b>                           | Lake Dr Bike Improvements      | \$237,000           |
|                                        | <b>Sub-total</b>               | <b>\$5,947,000</b>  |
| <b>Off-Street Bicycle Enhancements</b> |                                |                     |
| <b>ACT-E</b>                           | SR 95 Shared-Use Path (North)  | \$8,795,000         |
| <b>ACT-F</b>                           | SR 95 Shared-Use Path (South)  | \$2,904,000         |
| <b>ACT-K</b>                           | Shoreline Trail                | \$484,000           |
|                                        | <b>Sub-total</b>               | <b>\$12,183,000</b> |
| <b>Sidewalk Enhancements</b>           |                                |                     |
| <b>ACT-C</b>                           | London Bridge Rd Sidewalk Gaps | \$1,182,000         |
|                                        | <b>Sub-total</b>               | <b>\$1,182,000</b>  |
|                                        | <b>Total</b>                   | <b>\$19,312,000</b> |



Safety improvement projects are estimated to cost \$4,885,000. Project costs are shown Table 14.

Table 14. Safety Improvement Project Cost Estimates

| Project ID   | Name                                                     | Cost               |
|--------------|----------------------------------------------------------|--------------------|
| <b>ACT-G</b> | SR 95 Pedestrian Crossing                                | \$2,500,000        |
| <b>ACT-L</b> | Wheeler Park Access Improvements                         | \$450,000          |
| <b>RWY-B</b> | SR 95 Raised Medians (South)                             | \$1,305,000        |
| <b>RWY-O</b> | Traffic Signal Emergency Vehicle Preemption Improvements | \$630,000          |
| <b>Total</b> |                                                          | <b>\$4,885,000</b> |

Future studies are estimated to cost \$2,875,000, as shown in Table 15.

Table 15. Future Studies Cost Estimates

| Project ID              | Name                                                | Cost               |
|-------------------------|-----------------------------------------------------|--------------------|
| <b>Regional Studies</b> |                                                     |                    |
| <b>SDY-M</b>            | Regional Active Transportation Plan                 | \$200,000          |
| <b>SDY-N</b>            | Transit Development Plan Update                     | \$200,000          |
|                         | <b>Sub-total</b>                                    | <b>\$400,000</b>   |
| <b>Corridor Studies</b> |                                                     |                    |
| <b>SDY-A</b>            | SR 95 Multimodal Corridor Study                     | \$400,000          |
| <b>SDY-B</b>            | McCulloch Blvd Multimodal Corridor Study            | \$175,000          |
| <b>SDY-C</b>            | Acoma Blvd Multimodal Corridor Study                | \$125,000          |
| <b>SDY-D</b>            | Lake Havasu Ave Multimodal Corridor Study           | \$150,000          |
| <b>SDY-E</b>            | Palo Verde Blvd Multimodal Corridor Study           | \$200,000          |
| <b>SDY-F</b>            | Kiowa Blvd Multimodal Corridor Study                | \$175,000          |
| <b>SDY-G</b>            | Industrial/Havasupai Blvd Multimodal Corridor Study | \$100,000          |
| <b>SDY-H</b>            | Jamaica Blvd Multimodal Corridor Study              | \$100,000          |
| <b>SDY-I</b>            | London Bridge Rd Multimodal Corridor Study          | \$200,000          |
| <b>SDY-J</b>            | Downtown Lake Havasu City Multimodal Study          | \$100,000          |
| <b>SDY-K</b>            | SR 95 Reliever Route to I-40 Study                  | \$250,000          |
| <b>SDY-L</b>            | SR 95 Realignment/LHC Bypass Study                  | \$500,000          |
|                         | <b>Sub-total</b>                                    | <b>\$2,475,000</b> |
| <b>Total</b>            |                                                     | <b>\$2,875,000</b> |

# Project Prioritization 09





## Project Prioritization

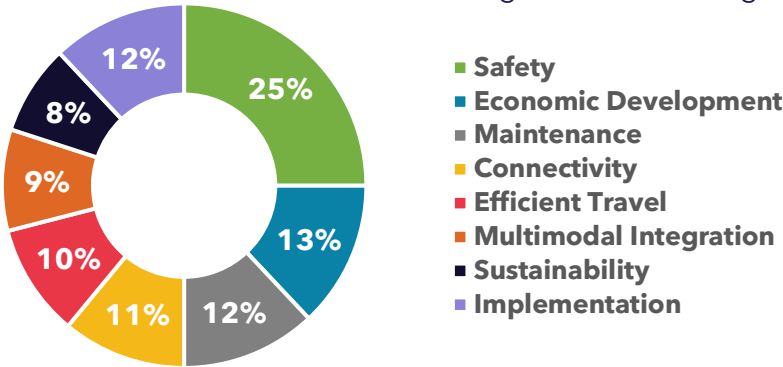
Given limited funding for transportation investments, prioritization is essential to ensure resources are directed toward projects that provide the greatest benefit to the region’s multimodal transportation system.

RTP projects were evaluated using the performance measures associated with the RTP goals and objectives. A spreadsheet-based prioritization tool assessed each project based on these measures and their corresponding goal weights, producing both goal-specific scores and an overall composite score. Projects were then grouped into high-, medium-, and low-priority tiers by mode based on their composite scores. The prioritization process is illustrated in **Figure 35**.

Figure 35. Prioritization Process Overview



Figure 36. Goal Weighting



The weighting of identified goals for prioritization was informed by both public and stakeholder input. Public input was collected during the first round of public outreach, in which the public was asked to rank the goals through a survey. The resulting goal weight is shown in **Figure 36**.



## Prioritization Results

Prioritization results by mode are shown in the following sections and detailed prioritization results are included in **Appendix D**.

Vehicular projects are shown in Table 16 in the order of their composite prioritization score and are shown graphically in **Figure 37**. Vehicular projects by priority are anticipated to cost:

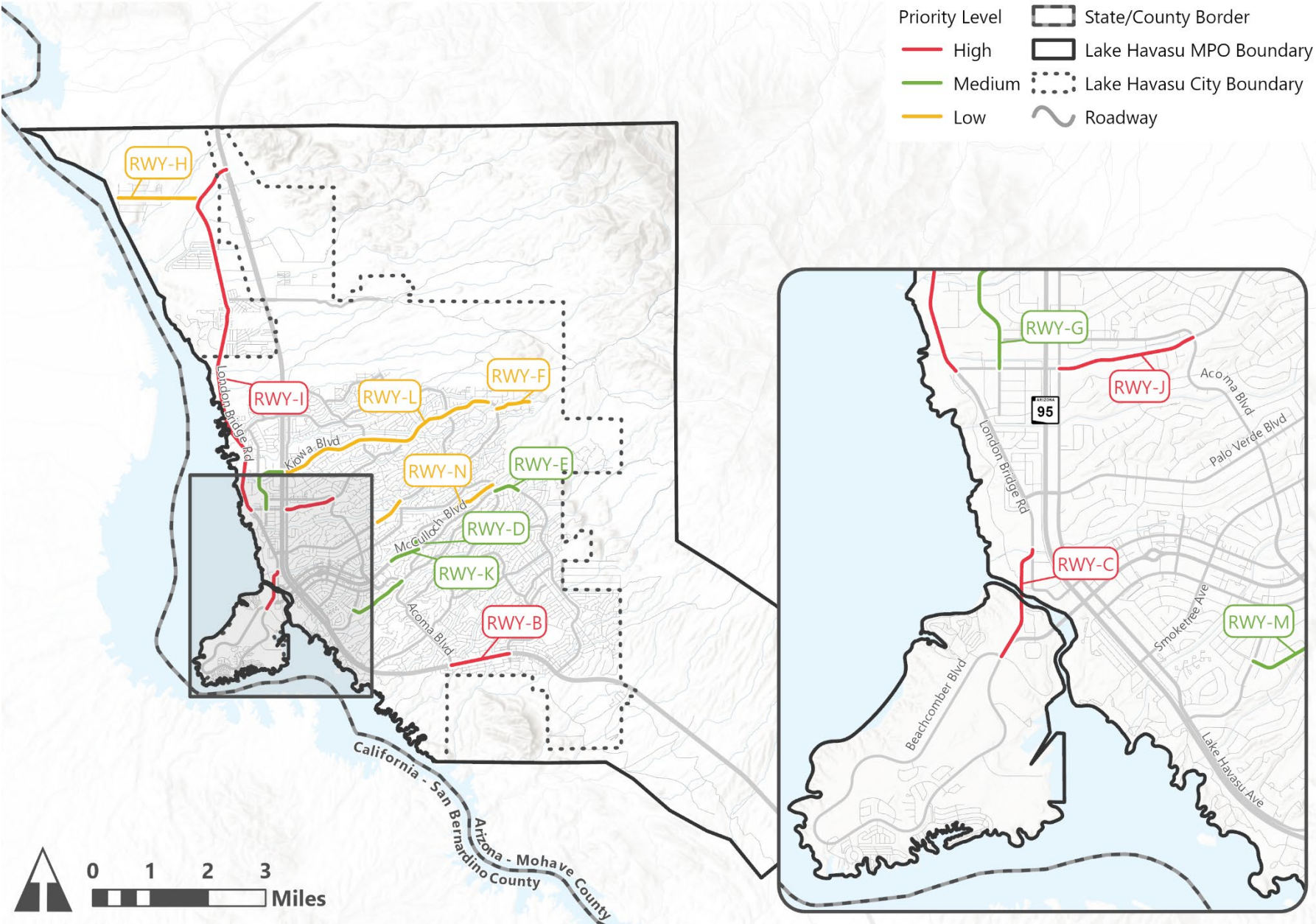
- **High Priority:** \$47,093,000
- **Medium Priority:** \$4,136,000
- **Low Priority:** \$10,760,000

Table 16. Vehicular Projects by Priority

| Rank | ID    | Project Name                                             | Description                                                                                                                                                                                  | Composite Score | Cost (\$k) | Priority |
|------|-------|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------|----------|
| 1    | RWY-O | Traffic Signal Emergency Vehicle Preemption Improvements | Install emergency vehicle preemption on any traffic signals that do not already have them                                                                                                    | 44              | 630        | High     |
| 2    | RWY-B | SR 95 Raised Medians (South)                             | Construct raised median to replace center turn lane                                                                                                                                          | 36              | 1,305      | High     |
| 3    | RWY-J | Industrial Blvd Pavement Improvement                     | Resurface roadway                                                                                                                                                                            | 34              | 1,246      | High     |
| 4    | RWY-C | Second Island Bridge                                     | Construct a new bridge and connecting roadways from the Island to London Bridge Road at Paseo del Sol Ave                                                                                    | 34              | 34,350     | High     |
| 5    | RWY-I | London Bridge Rd Pavement Improvement                    | Resurface roadway                                                                                                                                                                            | 32              | 9,562      | High     |
| 6    | RWY-M | Daytona Ave Pavement Improvement                         | Resurface roadway                                                                                                                                                                            | 31              | 1,030      | Medium   |
| 7    | RWY-G | Kiowa Ave Pavement Improvement                           | Resurface roadway                                                                                                                                                                            | 31              | 1,536      | Medium   |
| 8    | RWY-D | El Dorado Ave Pavement Improvement (South)               | Resurface roadway                                                                                                                                                                            | 31              | 143        | Medium   |
| 9    | RWY-E | McCulloch Blvd N Pavement Improvement (East)             | Resurface roadway                                                                                                                                                                            | 30              | 650        | Medium   |
| 10   | RWY-K | McCulloch Blvd N Pavement Improvement (West)             | Resurface roadway                                                                                                                                                                            | 30              | 777        | Medium   |
| 11   | RWY-A | Palo Verde Blvd S Improvements                           | Construct shared-use paths on west side of road south of Kiowa Blvd S and both sides of road north of Kiowa Blvd S, restripe roadway for two southbound lanes and a buffered northbound left | 30              | 1,985      | Low      |
| 12   | RWY-L | Kiowa Blvd N Pavement Improvement                        | Resurface roadway                                                                                                                                                                            | 30              | 5,972      | Low      |
| 13   | RWY-N | El Dorado Ave Pavement Improvement (North)               | Resurface roadway                                                                                                                                                                            | 26              | 776        | Low      |
| 14   | RWY-F | Bison Blvd Pavement Improvement                          | Resurface roadway                                                                                                                                                                            | 25              | 593        | Low      |
| 15   | RWY-H | Fathom Dr Pavement Improvement                           | Resurface roadway                                                                                                                                                                            | 23              | 1,434      | Low      |



Figure 37. Vehicular Projects by Priority





Active transportation projects are shown in **Table 17** in the order of their composite prioritization score and are shown graphically in **Figure 38**. Active transportation projects by priority are anticipated to cost:

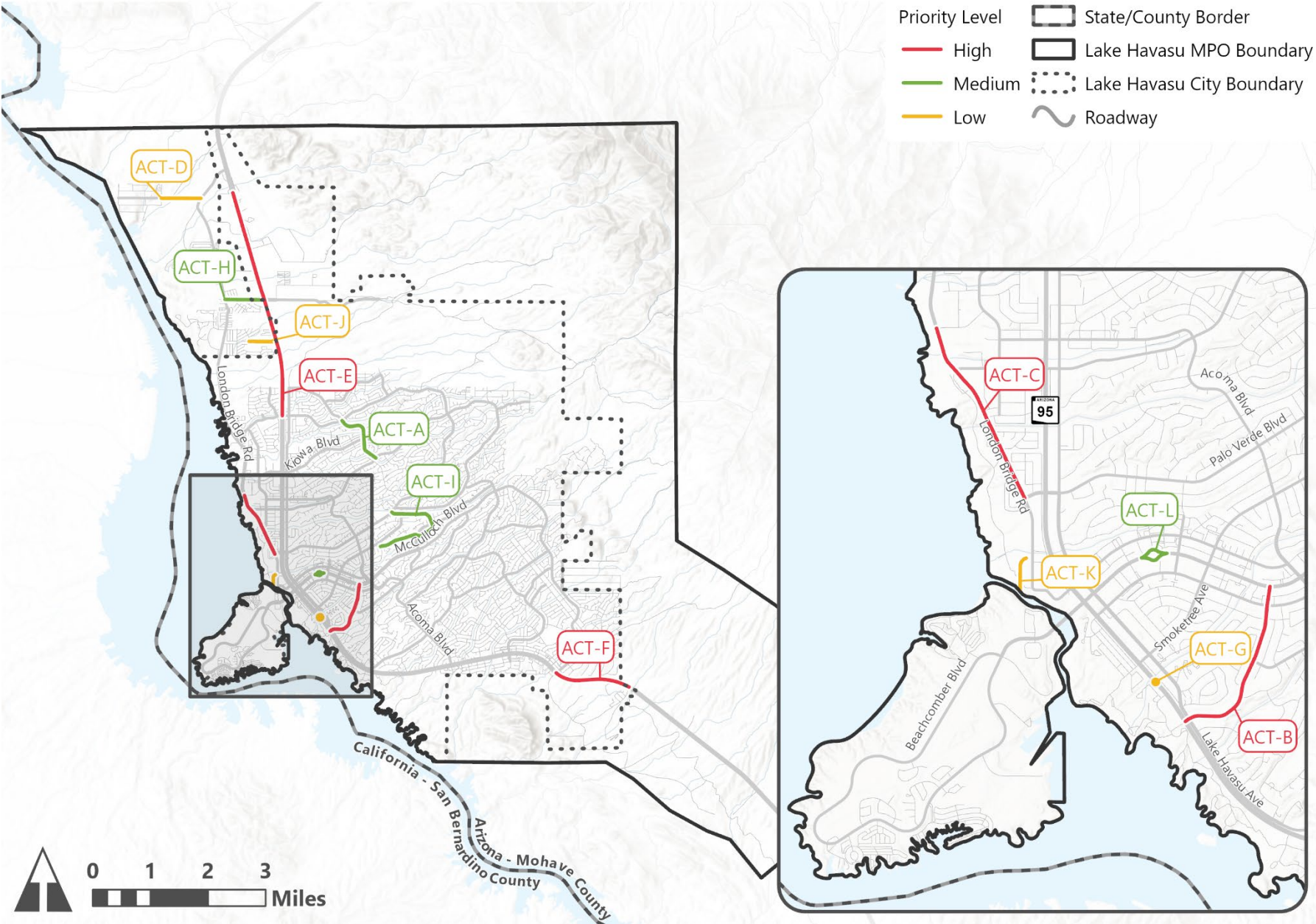
- **High Priority:** \$13,964,000
- **Medium Priority:** \$2,772,000
- **Low Priority:** \$5,526,000

Table 17. Active Transportation Projects by Priority

| Rank | ID    | Project Name                     | Description                                                                                          | Composite Score | Cost (\$k) | Priority |
|------|-------|----------------------------------|------------------------------------------------------------------------------------------------------|-----------------|------------|----------|
| 1    | ACT-F | SR 95 Shared-Use Path (South)    | Construct shared-use path                                                                            | 52              | 2,904      | High     |
| 2    | ACT-E | SR 95 Shared-Use Path (North)    | Construct shared-use path and add turning arrow on Palo Verde Blvd S approaches at SR 95             | 45              | 8,795      | High     |
| 3    | ACT-C | London Bridge Rd Sidewalk Gaps   | Fill sidewalk gaps to create continuous sidewalks on both sides of the road and add bike lanes       | 39              | 1,182      | High     |
| 4    | ACT-B | Mulberry Ave Bike Improvements   | Restripe and sign parking lanes to buffered bike lanes                                               | 37              | 1,083      | High     |
| 5    | ACT-L | Wheeler Park Access Improvements | Construct four new high-visibility crosswalks and RRFBs to access Wheeler Park across McCulloch Blvd | 35              | 450        | Medium   |
| 6    | ACT-A | Avalon Ave Bike Improvements     | Restripe and sign parking lanes to buffered bike lanes                                               | 34              | 1,037      | Medium   |
| 7    | ACT-I | Cisco Dr Bike Improvements       | Narrow and add bike lanes and parking                                                                | 34              | 943        | Medium   |
| 8    | ACT-H | Chenoweth Dr Bike Improvements   | Stripe bike lanes                                                                                    | 33              | 342        | Medium   |
| 9    | ACT-J | Lake Dr Bike Improvements        | Narrow and add bike lanes and parking                                                                | 32              | 237        | Low      |
| 10   | ACT-G | SR 95 Pedestrian Crossing        | Construct a grade-separated pedestrian crossing                                                      | 32              | 2,500      | Low      |
| 11   | ACT-K | Shoreline Trail                  | Construct shared-use path                                                                            | 30              | 484        | Low      |
| 12   | ACT-D | Fathom Dr Bike Improvements      | Widen roadway to add buffered bike lanes                                                             | 28              | 2,305      | Low      |



Figure 38. Active Transportation Projects by Priority





Studies are listed in **Table 18** in the order of their composite prioritization score and are shown graphically in **Figure 39**. Studies by priority are anticipated to cost:

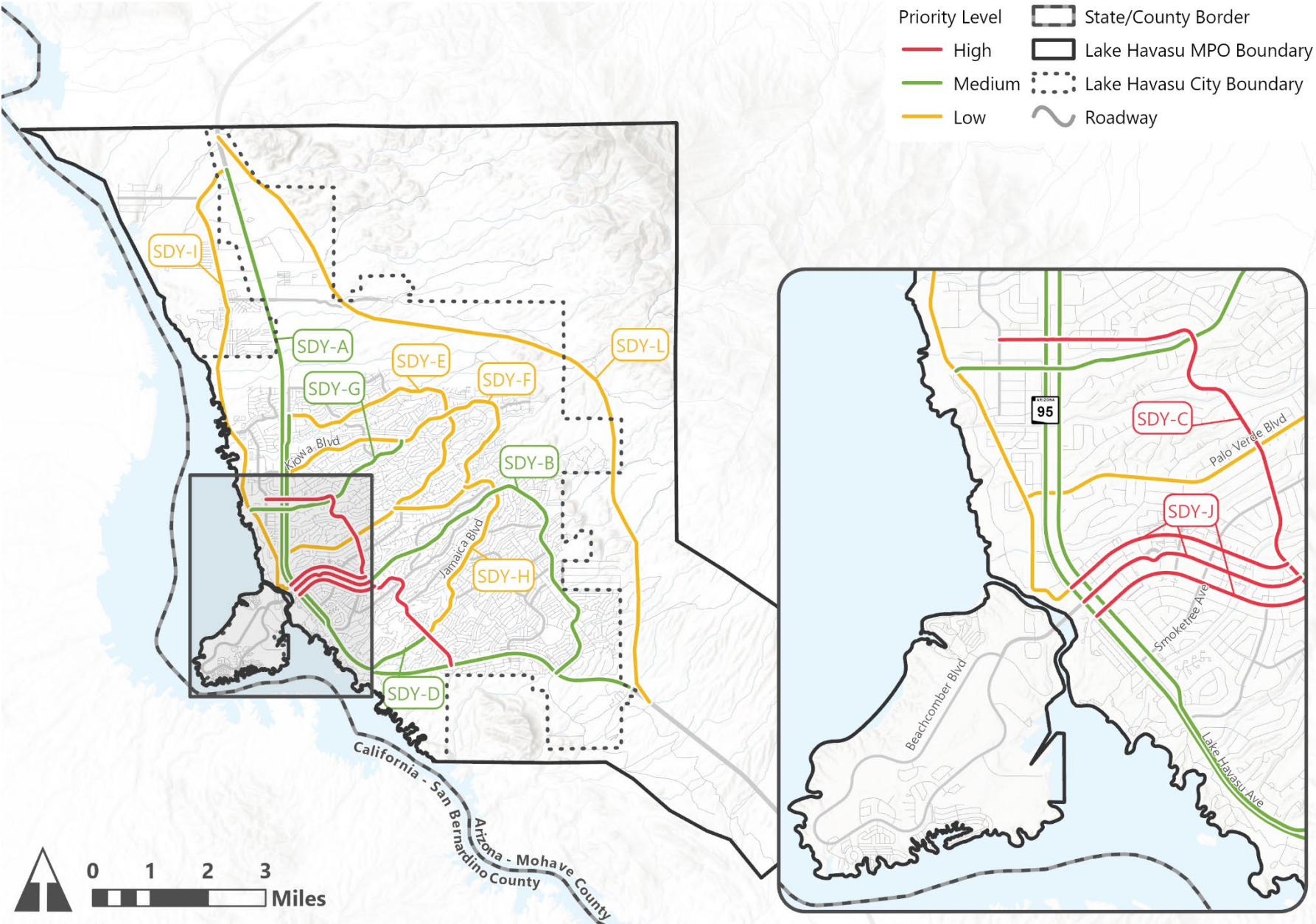
- **High Priority:** \$875,000
- **Medium Priority:** \$825,000
- **Low Priority:** \$1,175,000

Table 18. Studies by Priority

| Rank | ID    | Project Name                                        | Description                                                                                                                        | Composite Score | Cost (\$k) | Priority |
|------|-------|-----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------|----------|
| 1    | SDY-J | Downtown Lake Havasu City Multimodal Study          | Conduct a multimodal study for the area bounded by SR 95, Mesquite Ave, Acoma Blvd, and Swanson Ave                                | 57              | 100        | High     |
| 2    | SDY-N | Transit Development Plan Update                     | Conduct a transit development plan for LHC Direct                                                                                  | 49              | 200        | High     |
| 3    | SDY-M | Regional Active Transportation Plan                 | Conduct a regional active transportation plan for the MPO planning area                                                            | 49              | 200        | High     |
| 4    | SDY-K | SR 95 Reliever Route to I-40 Study                  | Conduct a study to identify a northern reliever route connecting between Lake Havasu City and I-40                                 | 48              | 250        | High     |
| 5    | SDY-C | Acoma Blvd Multimodal Corridor Study                | Conduct a multimodal corridor study on Acoma Blvd                                                                                  | 48              | 125        | High     |
| 6    | SDY-B | McCulloch Blvd Multimodal Corridor Study            | Conduct a multimodal corridor study on McCulloch Blvd N and McCulloch Blvd S                                                       | 47              | 175        | Medium   |
| 7    | SDY-D | Lake Havasu Ave Multimodal Corridor Study           | Conduct a multimodal corridor study on Lake Havasu Ave and a portion of Jamaica Blvd S                                             | 46              | 150        | Medium   |
| 8    | SDY-A | SR 95 Multimodal Corridor Study                     | Conduct a multimodal corridor study on SR 95 and the adjacent frontage roads                                                       | 44              | 400        | Medium   |
| 9    | SDY-G | Industrial/Havasupai Blvd Multimodal Corridor Study | Conduct a multimodal corridor study on Industrial Blvd and Havasupai Blvd                                                          | 43              | 100        | Medium   |
| 10   | SDY-E | Palo Verde Blvd Multimodal Corridor Study           | Conduct a multimodal corridor study on Palo Verde Blvd                                                                             | 38              | 200        | Low      |
| 11   | SDY-I | London Bridge Rd Multimodal Corridor Study          | Conduct a multimodal corridor study on London Bridge Rd                                                                            | 37              | 200        | Low      |
| 12   | SDY-F | Kiowa Blvd Multimodal Corridor Study                | Conduct a multimodal corridor study on Kiowa Blvd N and Kiowa Blvd S                                                               | 36              | 175        | Low      |
| 13   | SDY-H | Jamaica Blvd Multimodal Corridor Study              | Conduct a multimodal corridor study on Jamaica Blvd S and Jamaica Blvd N                                                           | 35              | 100        | Low      |
| 14   | SDY-L | SR 95 Realignment/LHC Bypass Study                  | Conduct a study to update the 2009 SR 95 Realignment Study to confirm its purpose and need and further define the bypass alignment | 32              | 500        | Low      |



Figure 39. Studies by Priority



# Implementation Plan 10





## Implementation Plan

To support the advancement of its recommendations, the RTP outlines the region's recommended investment choice, potential funding opportunities, and recommended project phasing. The LHMPO RTP identifies high-priority projects as well as future planning opportunities and potential partnerships to implement its recommendations.

### Recommended Investment Choice

LHMPO's Recommended Investment Choice (RIC) establishes the region's 25-year transportation investment strategy by identifying funding priorities for roadway and active transportation improvements. Projects are organized into three categories:

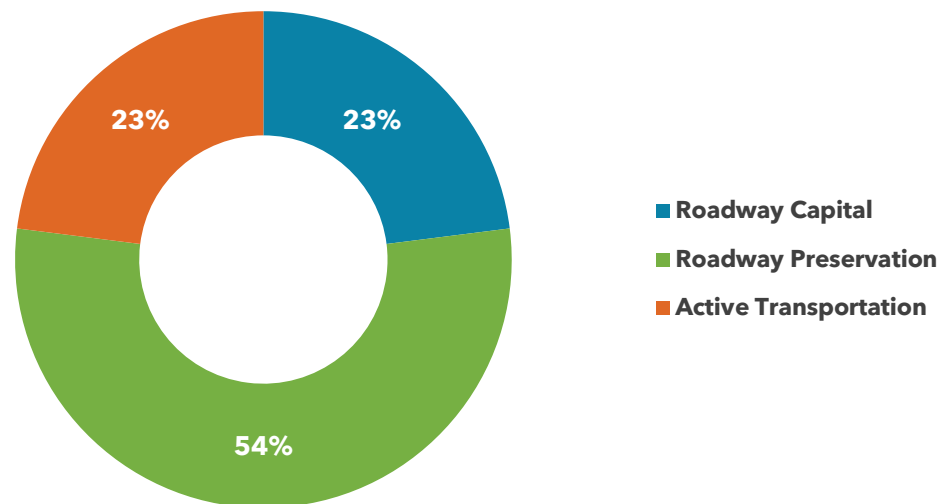
**ROADWAY CAPITAL.** The improvement, widening, or new addition of facilities to the roadway network like the reallocation of roadway space, new roadways, safety improvements, and other general improvements.

**ROADWAY PRESERVATION.** The resurfacing of existing roadways or reconstruction of existing bridges.

**ACTIVE TRANSPORTATION.** The installation or reconstruction of new active transportation facilities, such as sidewalk, bike lanes, or trails.

**Figure 40** shows the proposed LHMPO 2050 RTP RIC.

*Figure 40. Recommended Investment Choice*





## Fiscal Forecast

Transportation funding forecasts were developed to estimate the federal funding anticipated to be available through LHMPO for transportation capital projects. The fiscal forecast draws on the LHMPO TIP and Lake Havasu City CIP to identify existing funding sources and project available funding through 2050. Funding sources for LHMPO and Lake Havasu City include:

### LHMPO Funding Sources

- Planning Funds (PL)
- State Planning and Research (SPR)
- Surface Transportation Block Grant (STBG)
- Carbon Reduction Program (CRP)
- Federal Transit Administration (FTA) Section 5305(d)
- FTA Section 5307

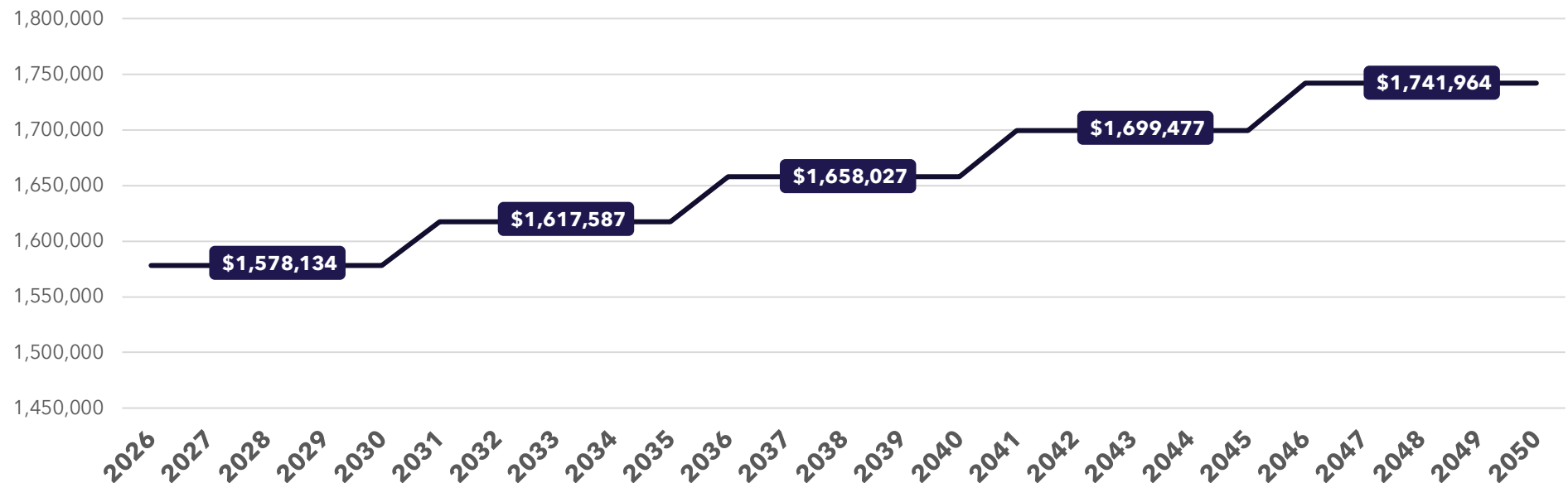
### Lake Havasu City Funding Sources

- Highway User Revenue Fund (HURF) – funded by state gasoline tax
- Second Bridge Fund – funded by state legislative appropriations
- Federal and State grants
- Local funds and reserves
- Other special funds

## Forecasted Funding

The funding levels established by the LHMPO TIP and Lake Havasu City CIP were extrapolated to forecast transportation revenues for the years 2026 through 2050. For federal funds, a 2.5% inflation rate was applied once every 5 years to account for anticipated minor increases in available funding with each federal funding reauthorization. Note that the funding forecast does not include HURF funding allocated to Lake Havasu City. The federal funding forecast is shown in **Figure 41**.

Figure 41. Federal Funding Forecast (2026-2050)





To determine what projects can be funded in short-, mid-, and long-term horizons, the forecasted transportation funding that can be used towards progressing RTP recommendations have been grouped into three funding tiers. Of LHMPO’s anticipated funds, STBG funds may be used to advance recommendations identified in the RTP. Anticipated STBG funds anticipated to be available by funding tier are shown in **Figure 42**. Note that projected funding available to advance RTP recommendations includes anticipated STBG allocations in addition to loan paybacks allocated to the MPO anticipated for the current TIP window of FY 2026 to 2030.

Figure 42. Forecasted Funding Available to Advance RTP Recommendations by Tier



## Recommended Project Phasing

To implement high-priority recommendations from the RTP, LHMPO and its member agencies must have an implementation plan for each project. There are many steps between identifying a high-priority project in RTP and its implementation. For most projects, additional study is needed to develop a cost estimate accurate enough to apply for grant funding or negotiate with partnering jurisdictions. **Figure 43** shows the steps between identified projects in the RTP and construction.

Figure 43. High-Priority Project Implementation Process



Project partnerships are key to successfully implementing recommendations from the RTP. As the MPO, LHMPO relies on the support of its member agencies to commit to implementing this plan’s recommendations. LHMPO should leverage its relationship with ADOT and its member agencies to identify funding for project implementation.



Project phasing is anticipated to occur in three funding tiers:

## Short-Term 2031-2035

## Mid-Term 2036-2040

## Long-Term 2041-2050

## Beyond 2050 2051+

Project phasing for short-, mid-, long-term, and beyond 2050 implementation is shown below, distinguishing between study recommendations that may be funded through LHMPO's STBG program and infrastructure improvements anticipated to require additional funding sources for implementation. Study phasing is constrained by STBG funding available in each revenue fund and considers unallocated STBG funds in LHMPO's current FY26-30 TIP. Infrastructure project phasing is unconstrained and anticipated to be funded through additional grant funding.

## Short-Term Phasing

Short-term study and infrastructure project phasing is shown in **Table 19** and **Table 20**, respectively. Short-term studies are anticipated to cost approximately \$2,600,000. Short-term infrastructure projects are anticipated to cost approximately \$11,700,000.

Table 19. Short-Term Study Phasing

| ID            | Name                                                | Cost (\$k) | Responsible Agency | Next Step     |
|---------------|-----------------------------------------------------|------------|--------------------|---------------|
| <b>SDY-J*</b> | Downtown Lake Havasu City Multimodal Study          | 100        | LHMPO              | Scoping Study |
| <b>SDY-N*</b> | Transit Development Plan Update                     | 200        | LHC                | Scoping Study |
| <b>SDY-M*</b> | Regional Active Transportation Plan                 | 200        | LHMPO              | Scoping Study |
| <b>SDY-C*</b> | Acoma Blvd Multimodal Corridor Study                | 125        | LHMPO              | Scoping Study |
| <b>SDY-K*</b> | SR 95 Reliever Route to I-40 Study                  | 250        | LHMPO              | Scoping Study |
| <b>SDY-B*</b> | McCulloch Blvd Multimodal Corridor Study            | 175        | LHMPO              | Scoping Study |
| <b>SDY-D*</b> | Lake Havasu Ave Multimodal Corridor Study           | 150        | LHMPO              | Scoping Study |
| <b>SDY-A*</b> | SR 95 Multimodal Corridor Study                     | 400        | LHMPO              | Scoping Study |
| <b>SDY-G</b>  | Industrial/Havasupai Blvd Multimodal Corridor Study | 100        | LHMPO              | Scoping Study |
| <b>SDY-E</b>  | Palo Verde Blvd Multimodal Corridor Study           | 200        | LHMPO              | Scoping Study |
| <b>SDY-I</b>  | London Bridge Rd Multimodal Corridor Study          | 200        | LHMPO              | Scoping Study |
| <b>SDY-L</b>  | SR 95 Realignment/LHC Bypass Study                  | 500        | LHMPO              | Scoping Study |

\*Studies are anticipated to be funded using unallocated STBG funds in FY2026-2030 TIP.

Table 20. Short-Term Infrastructure Project Phasing

| ID           | Name                          | Cost (\$k) | Responsible Agency | Next Step          |
|--------------|-------------------------------|------------|--------------------|--------------------|
| <b>ACT-F</b> | SR 95 Shared-Use Path (South) | 2,900      | Lake Havasu City   | Preliminary Design |
| <b>ACT-E</b> | SR 95 Shared-Use Path (North) | 8,800      | Lake Havasu City   | Preliminary Design |

The 2050 RTP prioritizes foundational planning studies across the region, recognizing that additional analysis is needed in many areas before major infrastructure investments can be confidently advanced. These studies will create a stronger planning framework and guide future RTP updates.



## Mid-Term Phasing

Mid-term study and infrastructure project phasing is shown in **Table 21** and **Table 22**, respectively. Mid-term studies are anticipated to cost approximately \$275,000. Mid-term infrastructure projects are anticipated to cost approximately \$2,830,000.

Table 21. Mid-Term Study Phasing

| ID           | Name                                   | Cost (\$k) | Responsible Agency | Next Step     |
|--------------|----------------------------------------|------------|--------------------|---------------|
| <b>SDY-F</b> | Kiowa Blvd Multimodal Corridor Study   | 175        | LHMPO              | Scoping Study |
| <b>SDY-H</b> | Jamaica Blvd Multimodal Corridor Study | 100        | LHMPO              | Scoping Study |

Table 22. Mid-Term Infrastructure Project Phasing

| ID           | Name                                                     | Cost (\$k) | Responsible Agency | Next Step          |
|--------------|----------------------------------------------------------|------------|--------------------|--------------------|
| <b>RWY-O</b> | Traffic Signal Emergency Vehicle Preemption Improvements | 630        | Lake Havasu City   | Scoping Study      |
| <b>ACT-C</b> | London Bridge Rd Sidewalk Gaps                           | 1,200      | Lake Havasu City   | Preliminary Design |
| <b>ACT-B</b> | Mulberry Ave Bike Improvements                           | 1,000      | Lake Havasu City   | Preliminary Design |

## Long-Term Phasing

Long-term infrastructure project phasing is shown in **Table 23**. Long-term infrastructure projects are anticipated to cost approximately \$39,673,000.

Table 23. Long-Term Infrastructure Project Phasing

| ID           | Name                                 | Cost (\$k) | Responsible Agency | Next Step          |
|--------------|--------------------------------------|------------|--------------------|--------------------|
| <b>RWY-B</b> | SR 95 Raised Medians (South)         | 1,305      | ADOT               | Preliminary Design |
| <b>ACT-L</b> | Wheeler Park Access Improvements     | 450        | Lake Havasu City   | Preliminary Design |
| <b>ACT-A</b> | Avalon Ave Bike Improvements         | 1,037      | Lake Havasu City   | Preliminary Design |
| <b>RWY-J</b> | Industrial Blvd Pavement Improvement | 1,246      | Lake Havasu City   | Preliminary Design |
| <b>ACT-I</b> | Cisco Dr Bike Improvements           | 943        | Lake Havasu City   | Preliminary Design |
| <b>RWY-C</b> | Second Island Bridge                 | 34,350     | Lake Havasu City   | Preliminary Design |
| <b>ACT-H</b> | Chenoweth Dr Bike Improvements       | 342        | Mohave County      | Preliminary Design |



## Beyond 2050 Phasing

Beyond 2050 infrastructure project phasing is shown in **Table 24**. Beyond 2050 infrastructure projects are anticipated to cost approximately \$29,985,000.

Table 24. Beyond 2050 Infrastructure Project Phasing

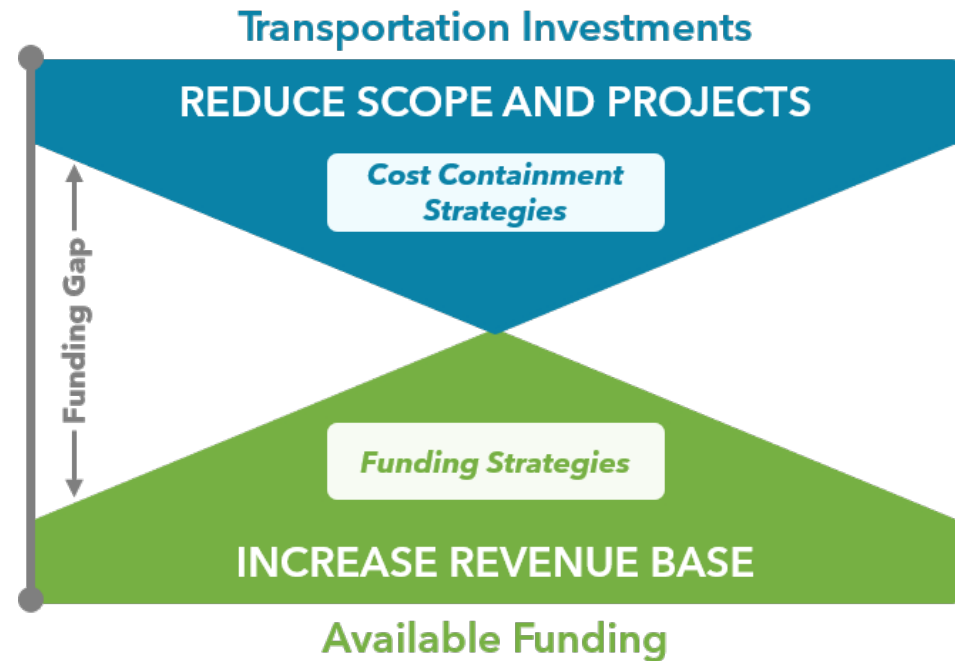
| ID           | Name                                            | Cost (\$k) | Responsible Agency | Next Step          |
|--------------|-------------------------------------------------|------------|--------------------|--------------------|
| <b>RWY-I</b> | London Bridge Rd Pavement Improvement           | 9,562      | Mohave County      | Preliminary Design |
| <b>ACT-G</b> | SR 95 Pedestrian Crossing                       | 2,500      | ADOT               | Preliminary Design |
| <b>ACT-J</b> | Lake Dr Bike Improvements                       | 237        | Mohave County      | Preliminary Design |
| <b>RWY-M</b> | Daytona Ave Pavement Improvement                | 1,030      | Lake Havasu City   | Preliminary Design |
| <b>RWY-G</b> | Kiowa Ave Pavement Improvement                  | 1,536      | Lake Havasu City   | Preliminary Design |
| <b>RWY-D</b> | El Dorado Ave Pavement Improvement (South)      | 143        | Lake Havasu City   | Preliminary Design |
| <b>ACT-K</b> | Shoreline Trail-Second Island Bridge Connection | 484        | Lake Havasu City   | Preliminary Design |
| <b>RWY-E</b> | McCulloch Blvd N Pavement Improvement (East)    | 650        | Lake Havasu City   | Preliminary Design |
| <b>RWY-K</b> | McCulloch Blvd N Pavement Improvement (West)    | 777        | Lake Havasu City   | Preliminary Design |
| <b>RWY-A</b> | Palo Verde Blvd S Improvements                  | 1,985      | Lake Havasu City   | Preliminary Design |
| <b>RWY-L</b> | Kiowa Blvd N Pavement Improvement               | 5,972      | Lake Havasu City   | Preliminary Design |
| <b>ACT-D</b> | Fathom Dr Bike Improvements                     | 2,305      | Mohave County      | Preliminary Design |
| <b>RWY-N</b> | El Dorado Ave Pavement Improvement (North)      | 776        | Lake Havasu City   | Preliminary Design |
| <b>RWY-F</b> | Bison Blvd Pavement Improvement                 | 593        | Lake Havasu City   | Preliminary Design |
| <b>RWY-H</b> | Fathom Dr Pavement Improvement                  | 1,434      | Mohave County      | Preliminary Design |



## Funding Opportunities

Due to limited funding available to LHMPPO and its member agencies, there is a funding gap between the available funding for the region and the cost of the recommended transportation projects in the RTP. A variety of strategies will be needed to leverage the limited regional funding to obtain additional funds through funding sources defined in the following subsections. If funding is not secured, the number of projects implemented, or the project scopes, will need to be reduced. **Figure 44** shows funding gap strategies for the LHMPPO 2050 RTP.

Figure 44. Funding Gap Strategies



## Federal Funding Sources

### Better Utilizing Investment to Leverage Development (BUILD) Grant

The United States Department of Transportation (USDOT) administers the BUILD Grant program, which allows local governments to compete for discretionary funds for transportation infrastructure projects. In FY 2025, there is \$1.5 billion available in BUILD funding. The focus of the BUILD grant is to stimulate job creation and spur economic growth in local economies. These projects will have a local and or regional impact and improve transportation infrastructure.

**Local Match: 20%**



## Infrastructure for Rebuilding America (INFRA)

The INFRA Grant, also known as the Nationally Significant Multimodal Freight & Highway Projects Program, a subset of the Multimodal Project Discretionary Grant (MPDG), awards competitive grants for multimodal, freight, and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The minimum grant size is \$5 million for small projects (total project cost of under \$100 million) and \$25 million for large projects.

**Local Match: 17.21%**

## Strengthening Mobility and Revolutionizing Transportation (SMART)

The SMART program was established to provide grants to eligible public-sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety. SMART is a two-stage program. Stage 1 (funds up to \$2 million) grants are open for any eligible entity to apply. Recipients of Stage 1 grants are eligible to expand their projects through Stage 2 grants (up to \$15 million). The SMART program is currently funded at \$100 million per year.

**Local Match: 0%**

## Transportation Infrastructure Finance and Innovation Act (TIFIA)

The TIFIA program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The program's goal is to leverage federal funds by attracting substantial private and other non-federal co-investment in critical improvements to the nation's surface transportation system.

**Local Match: 0%**

## Safe Streets and Roads for All (SS4A)

The SS4A grant program provides funding through a competitive selection process and is intended to support various initiatives related to planning, infrastructure, behavior, and operations. The goal is to prevent fatal and serious injury crashes on roadways for all road users. Jurisdictions must already have an SS4A-compliant Safety Action Plan in place to apply for implementation funds. The SS4A program is scheduled to sunset in 2026 with the final year of the Infrastructure Investment and Jobs Act (IIJA) unless it is reauthorized in the next federal transportation authorization.

**Local Match: 20%**



## Grants for Buses and Bus Facilities Competitive Program

The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing, or leasing bus-related facilities.

**Local Match: 0%**

## Transportation Alternatives (TA) Grant

The FHWA administers the TA program, which funds projects that expand travel choices and improve pedestrian, bicycle, and non-motorized transportation infrastructure. The program supports projects to expand active transportation facilities, recreational trails, SRTS, or environmental mitigation.

**Local Match: 20%**

## Off-System Bridge (OSB) Program Summary

The FHWA administers the OSB Program, which provides funding to rehabilitate and replace bridges located on public roads not part of the State Highway System. The program is designed to improve safety and reliability of locally owned bridges, ensuring critical connections for rural and regional communities.

**Local Match: 0%**

## State Funding Sources

### Highway User Revenue Fund (HURF)

The HURF is a revenue source in Arizona that is collected and distributed by the state based on a specific formula. It is composed of various taxes and fees, including gasoline and fuel taxes, motor-carrier taxes, vehicle-license taxes, motor vehicle registration fees, and other miscellaneous fees. HURF represents the largest source of funding for roadway construction and improvements in Arizona, aside from federal contributions. The revenues from HURF are distributed to cities, towns, counties, and the State Highway Fund, which is used for state transportation improvements.

**Local Match: 0%**



## Highway Safety Improvement Program (HSIP)

The HSIP serves as a vital funding source for roadway safety projects within the LHMPO region. Federally funded and managed by ADOT, the program aims to reduce serious traffic injuries and fatalities. In the LHMPO area, eligible projects can receive up to 94.3% federal funding, requiring only a 5.7% local match due to Arizona's sliding scale match rate authorized under 23 U.S.C. § 120(b). LHMPO works closely with local jurisdictions, such as Lake Havasu City, to identify safety priorities, assist with HSIP grant applications, and ensure approved projects are included in the TIP.

**Local Match: 5.7%, 0% for certain eligible projects**

## Arizona Legislative and Gubernatorial Discretionary Budget

Annually, the Arizona legislature and subsequently the Arizona Governor have the discretion to allocate surplus state funding toward a variety of different state department funds and/or specific projects. Historically, a portion of these funds have been allocated toward specific transportation projects across the state. Considering the limited statewide expansion funding mechanism, these directly allocated funds provide an opportunity for large budget funding opportunities.

**Local Match: 0%**

## Public Transit Program Grants (ADOT)

Public Transit Program Grants, administered by ADOT's Multimodal Planning Division, support transit planning, operations, and capital improvements in rural and small urban communities. Funded primarily through FTA Sections 5310, 5311, and 5339, these programs provide pass-through funding to eligible agencies, including cities, counties, and MPOs such as LHMPO, for activities such as vehicle purchases, service operations, planning studies, and mobility management.

**Local Match: 0%**

## Potential Local Funding Sources

### Lake Havasu City Transaction Privilege Tax (TPT)

Lake Havasu City currently imposes a 2.0% local TPT in addition to the state and county rates. This tax is assessed on a wide range of business categories including retail, contracting, restaurants, and utilities. While the revenue from this tax primarily supports the city's General Fund, it may be allocated to transportation purposes through the budgeting process. For example, portions of TPT revenue help fund street maintenance and capital improvement projects. Lake Havasu City does not currently earmark TPT for transportation, but doing so would be legally and administratively feasible. In FY 2022-2023, the City's TPT revenue totaled more than \$28 million, representing a significant potential funding base for local transportation projects.



## Development Impact Fees (DIF) - Lake Havasu City

Lake Havasu City currently assesses DIFs on new residential and commercial construction to fund infrastructure required by growth. These fees are authorized under A.R.S. § 9-463.05 and must be tied directly to the cost of new capital improvements. Lake Havasu City's DIF program includes a transportation component, which helps fund roadway expansions, intersection improvements, traffic control devices, and other related infrastructure needed due to new development. These fees are collected at the time building permits are issued and are a predictable, dedicated source of revenue for growth-related transportation projects.

## Tourism Taxes - Lodging (Transient Occupancy Tax)

Lake Havasu City currently levies a 4% Transient Occupancy Tax (commonly known as a bed tax) on hotel and short-term rental stays, in addition to state and county lodging taxes. This tax primarily funds the City's tourism promotion activities through partnerships with organizations like Go Lake Havasu. While these funds are not currently designated for transportation, there is a growing opportunity to explore allocating a portion of future bed tax revenue or increasing to the existing rate toward transportation infrastructure that directly supports tourism-related activity. Examples include traffic improvements near event venues, enhanced access to lakefront areas, multimodal paths serving hotels and recreational areas, or upgrades to roads serving tourism hot spots like London Bridge, boat ramps, and major parks. Given Lake Havasu's strong tourism economy, even a small percentage of lodging tax revenue could provide a recurring source of funding for infrastructure that sustains visitor access and enhances safety during peak tourism seasons.

## Voter-Approved Transportation Tax

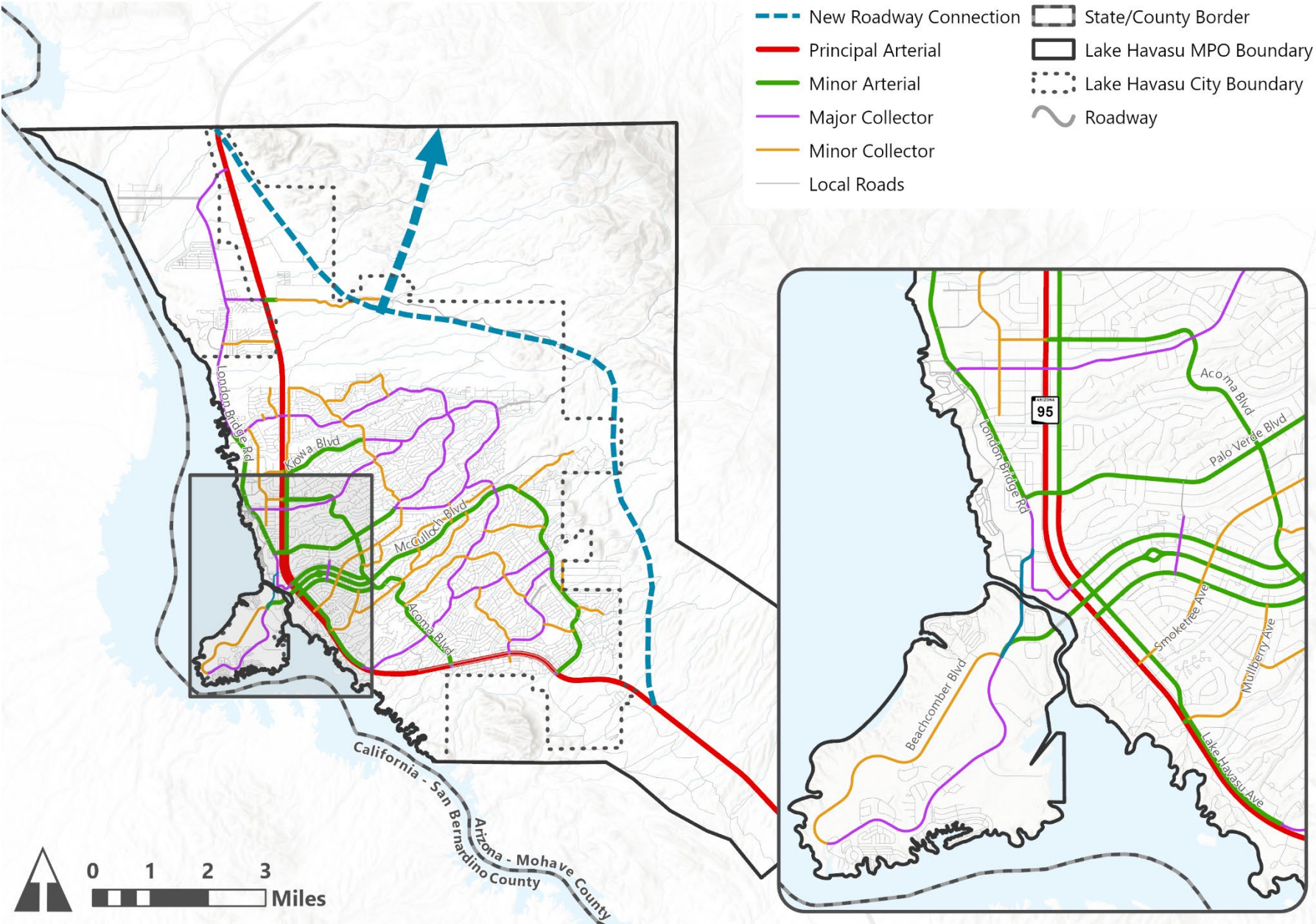
Regional transportation taxes are voter-approved sales taxes used in some Arizona counties to provide dedicated funding for long-term transportation investments. Managed through MPO-led RTPs, these revenues support roadway, transit, and multimodal projects while offering greater local flexibility than many state and federal funding sources. For regions such as LHMPO, a similar funding source could be established through enabling legislation and local voter approval.

## Future Transportation Network

As the LHMPO region continues to grow, the transportation network will continue to evolve. Proposed functional classification changes and new roadway connections are ways that the network will change between now and 2050. These changes are shown in **Figure 45**.



Figure 45. Future Transportation Network



# Appendices





## Appendix A - Federal and State LRTP Requirement Checklist

| Required Elements of a MPO LRTP                                                                                                                                                                                                                     | Code of Federal Regulation (CFR) Reference                       | RTP Chapter                           | LRTP Subsection                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------|---------------------------------------------------|
| <b>General Requirements</b>                                                                                                                                                                                                                         |                                                                  |                                       |                                                   |
| The LRTP must have no less than a 20-year planning horizon.                                                                                                                                                                                         | 23 CFR 450.324(a)                                                | Chapter 1                             | What is the LHMPO 2050 RTP?                       |
| Must include both long-range and short-range strategies/actions.                                                                                                                                                                                    | 23 CFR 450.324(b)                                                | Chapter 10                            | Recommended Project Phasing                       |
| Must identify the general locations of uses, residential densities, and building intensities within the region.                                                                                                                                     | Recommended Best Practice                                        | Chapter 4                             | Land Use and Activity Centers                     |
| Must Identify growth areas within the region and where net migration into the region, population growth, household formation, and employment growth will occur.                                                                                     | Recommended Best Practice                                        | Chapter 4                             | Population and Employment                         |
| Must use the most recent planning assumptions and consider local general plans and other factors.                                                                                                                                                   | Recommended Best Practice                                        | Chapter 10                            | Recommended Project Phasing                       |
| Must comply with the Federal Clean Air Act.                                                                                                                                                                                                         | Section 176 of the Federal Clean Air Act (4. U.S.C Section 7506) | Not Applicable - Reference Appendix A | Environmental Sustainability                      |
| Must include project intent, i.e. plan-level purpose and need statements.                                                                                                                                                                           | Recommended Best Practice                                        | Chapter 1                             | What is the LHMPO 2050 RTP?                       |
| Must specify how TDM methodology, results, and key assumptions were developed as part of the LRTP process                                                                                                                                           | Recommended Best Practice                                        | Chapter 5                             | Current and Future Traffic Volumes and Congestion |
| <b>Consultation/Cooperation Requirements</b>                                                                                                                                                                                                        |                                                                  |                                       |                                                   |
| Must include a public involvement program that provides adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the pending LRTP. | 23 CFR 450.316(a)                                                | Chapter 3                             | Entire Chapter                                    |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                                                                                  | Code of Federal Regulation (CFR) Reference | RTP Chapter | LRTP Subsection              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-------------|------------------------------|
| Must provide timely notices and reasonable access to information about transportation issues and processes.                                                                                                                                                                                                      | 23 CFR 450.316(a)                          | Chapter 3   | Entire Chapter               |
| Must use visualization techniques to describe the LRTP.                                                                                                                                                                                                                                                          | 23 CFR 450.316(a)                          | Chapter 1   | What is the LHMPPO 2050 RTP? |
| Public information (technical information and meeting notices) must be available in electronically accessible formats and means, such as the internet.                                                                                                                                                           | 23 CFR 450.316(a)                          | Chapter 3   | Entire Chapter               |
| Public meetings must be held at convenient and accessible locations and times.                                                                                                                                                                                                                                   | 23 CFR 450.316(a)                          | Chapter 3   | How We Engaged               |
| Demonstrations of explicit consideration and response to public input received during development of the LRTP must be included.                                                                                                                                                                                  | 23 CFR 450.316(a)                          | Chapter 3   | Stakeholder Engagement       |
| The process must seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.                                                                             | 23 CFR 450.316(a)                          | Chapter 4   | Regional Demographics        |
| Process must provide an additional opportunity for public comment, if the final LRTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts. | 23 CFR 450.316(a)                          | Chapter 3   | Draft LRTP Comment Period    |
| The LRTP must coordinate with statewide transportation planning public involvement and consultation processes, and a periodic review of the effectiveness of the procedures and strategies contained in the public participation plan completed, to ensure a full and open participation process.                | 23 CFR 450.316(a)                          | Chapter 3   | Stakeholder Engagement       |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                                                                   | Code of Federal Regulation (CFR) Reference | RTP Chapter    | LRTP Subsection           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------|---------------------------|
| The LRTP must contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft LRTP as part of the final LRTP.                                                                                                                           | 23 CFR 450.316(a)                          | Chapter 3      | Draft LRTP Comment Period |
| The MPO must consult with the appropriate State and local representatives, including representatives from environmental and economic communities: airport; transit; and freight during the preparation of the LRTP.                                                                               | 23 CFR 450.316(b)                          | Chapter 3      | Stakeholder Engagement    |
| Must involve federal land management agencies during the preparation of the LRTP if within the regional boundaries.                                                                                                                                                                               | 23 CFR 450.316(d)                          | Chapter 3      | Stakeholder Engagement    |
| Must specify that the appropriate state and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation were consulted.                                                                                                         | 23 CFR 450.316(g)                          | Chapter 3      | Stakeholder Engagement    |
| Tribal concerns must be addressed in the LRTP through consultation with the Tribal Government(s) if a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments are within its jurisdictional boundaries. | 23 CFR 450.316(c)                          | Not Applicable |                           |
| Must state how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public participation process.                                                                                                                                         | 23 CFR 450.316(a)                          | Chapter 3      | Entire Chapter            |
| Must contain information that describes the private sector involvement efforts that were used during the development of the plan.                                                                                                                                                                 | 23 CFR 450.316(a)                          | Chapter 3      | Stakeholder Engagement    |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                                                                                                                                        | Code of Federal Regulation (CFR) Reference | RTP Chapter                                                              | LRTP Subsection                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------|--------------------------------|
| Must contain a discussion describing the coordination efforts with regional air quality planning authorities.                                                                                                                                                                                                                                                          | 23 CFR 450.316(a)                          | Not Applicable - LHMPO is not within and air quality non-attainment area |                                |
| Must coordinate and be consistent with the Public Transit Human Services Transportation Plan, if applicable.                                                                                                                                                                                                                                                           | 23 CFR 450.306(h)                          | Chapter 7                                                                | Transit                        |
| Both the draft and adopted LRTP must be posted on the internet.                                                                                                                                                                                                                                                                                                        | 23 CFR 450.324(k)                          | Chapter 3                                                                | Entire Chapter                 |
| <b>Title VI and Environmental Justice Requirements</b>                                                                                                                                                                                                                                                                                                                 |                                            |                                                                          |                                |
| The MPO public participation plan for the LRTP effort must describe how the MPO will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income minority households, who may face challenges accessing employment and other services.                                                                | 23 CFR 450.316(a)                          | Chapter 3                                                                | Entire Chapter                 |
| <b>Planning Requirements</b>                                                                                                                                                                                                                                                                                                                                           |                                            |                                                                          |                                |
| The plan must address the planning factors described in 23 C.F.R. 450.306(b)?                                                                                                                                                                                                                                                                                          | 23 CFR 450.306(b)                          | Chapter 1                                                                | LHMPO RTP Development Process  |
| The LRTP must be updated at least every five years.                                                                                                                                                                                                                                                                                                                    | 23 CFR 450.324(b)                          | Chapter 1                                                                | What is an RTP?                |
| The plan must include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. | 23 CFR 450.324(c)                          | Chapter 8                                                                | Active Transportation Projects |
| Updates must be based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.                                                                                                                                                                                                               | 23 CFR 450.324(e)                          | Chapter 4                                                                | Entire Chapter                 |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Code of Federal Regulation (CFR) Reference | RTP Chapter         | LRTP Subsection                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------------|---------------------------------------------------|
| Must include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.                                                                                                                                                                                                                                                                                                                                          | 23 CFR 450.324(f)                          | Chapter 5           | Current and Future Traffic Volumes and Congestion |
| Must include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. | 23 CFR 450.324(f)                          | Chapters 5, 6, 7, 8 | Entire Chapter                                    |
| Must include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)?                                                                                                                                                                                                                                                                                                             | 23 CFR 450.324(f)                          | Chapter 2           | LHMPO's Performance                               |
| Must include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data.                                                                                                            | 23 CFR 450.324(f)                          | Chapter 2           | LHMPO's Performance                               |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                                                                                                                                                              | Code of Federal Regulation (CFR) Reference | RTP Chapter                                                              | LRTP Subsection               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------|-------------------------------|
| The MPO must integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program. | 23 CFR 450.306(d)                          | Chapter 2                                                                | LHMPO's Performance           |
| Must include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and good.                                                                                                                                                                                 | 23 CFR 450.324(f)                          | Chapter 8                                                                | Safety Improvement Projects   |
| Must include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.                                                                                                                                           | 23 CFR 450.324(f)                          | Not Applicable - LHMPO is not within and air quality non-attainment area |                               |
| Must include an assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.                                           | 23 CFR 450.324(f)                          | Chapter 10                                                               | Recommended Investment Choice |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Code of Federal Regulation (CFR) Reference | RTP Chapter              | LRTP Subsection                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------|-----------------------------------------------------|
| Must include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a). | 23 CFR 450.324(f)                          | Chapter 8                | Future Studies                                      |
| Must describe all proposed improvements in sufficient detail to develop cost estimates.                                                                                                                                                                                                                                                                                                                                                                                                                            | 23 CFR 450.324(f)                          | Chapter 9                | Planning-Level Project Costs                        |
| Must include a financial plan that demonstrates how the adopted transportation plan could be implemented.                                                                                                                                                                                                                                                                                                                                                                                                          | 23 CFR 450.324(f)                          | Chapter 10               | Recommended Project Phasing                         |
| Must include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation.                                                                                                                                                                                                                                                                                                                                                                | 23 CFR 450.324(f)                          | Chapter 9 and Chapter 10 | Planning-Level Project Costs, Funding Opportunities |
| The MPO, public transportation operator(s), and the State must cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a).                                                                                                                                                                                                                                                                                          | 23 CFR 450.324(f)                          | Chapter 10               | Fiscal Forecast                                     |
| The financial plan must include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, must identify strategies for ensuring their availability.                                                                                                                                                                                                                                                                          | 23 CFR 450.324(f)                          | Chapter 10               | Funding Opportunities                               |



| Required Elements of a MPO LRTP                                                                                                                                                                                                                         | Code of Federal Regulation (CFR) Reference | RTP Chapter                                                             | LRTP Subsection                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------------------------------------|--------------------------------|
| The plan's revenue and cost estimates must use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). | 23 CFR 450.324(f)                          | Chapter 10                                                              | Fiscal Forecast                |
| The financial plan must address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.                                                                                                                  | 23 CFR 450.324(f)                          | Not Applicable - LHMPO is not within an air quality non-attainment area |                                |
| Must include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g).                                                                                                                                                | 23 CFR 450.324(f)                          | Chapter 8                                                               | Active Transportation Projects |
| Must integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan.            | 23 CFR 450.324(f)                          | Chapter 8                                                               | Entire Chapter                 |



## Appendix B - Previously Recommended and Programmed Projects

| ID | Recommendation                                   | Description                                                                                                                                                                                                                                                                                                                                                                                      | Roadway               | From                                                                             | To                                                                           | Mode                  | Source   |
|----|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------|----------|
| 1  | McCulloch Boulevard Safety Improvements          | Resurface roadway, restripe with wider markings, install speed feedback signs                                                                                                                                                                                                                                                                                                                    | McCulloch Blvd        | Capri Blvd                                                                       | Smoketree Ave                                                                | Roadway               | 2045 RTP |
| 2  | SR 95 Raised Median                              | Install Raised Medians                                                                                                                                                                                                                                                                                                                                                                           | SR 95                 | 1)S. Palo Verde Boulevard<br>2) N. Palo Verde Boulevard<br>3) S. Acoma Boulevard | 1) Industrial Boulevard<br>2)North of Chenoweth Road<br>3) Oro Grande Avenue | Roadway               | 2045 RTP |
| 4  | McCulloh Blvd Pavement Rehabilitation            | 1) Mill and overlay roadway.<br>2) Restripe roadway to one travel lane each direction, striped median, bike lane each direction, and parallel parking (where appropriate).<br>3) Replace angled parking with parallel parking to accommodate bike lanes.                                                                                                                                         | McCulloh Blvd         | Smoketree Ave                                                                    | Acoma Blvd                                                                   | Active Transportation | 2045 RTP |
| 5  | Swanson Avenue Pavement Rehabilitation           | Mill and overlay roadway. Restripe roadway to include bike lane in WB direction and 10' shared-use path in EB direction . Replace ADA ramps to meet current standards.                                                                                                                                                                                                                           | Swanson Avenue        | Lake Havasu Ave                                                                  | Smoketree Ave                                                                | Active Transportation | 2045 RTP |
| 6  | SR 95 Pavement Rehabilitation                    | Repave roadway from north end of MPO boundary to Sara Parks (15 miles). Actual project limits are I-40 to Sara Park (26 miles)                                                                                                                                                                                                                                                                   | SR 95                 | North End of MPO Boundary                                                        | Sara Parks                                                                   | Roadway               | 2045 RTP |
| 7  | London Bridge Road Pavement Rehabilitation       | Mill and overlay roadway.                                                                                                                                                                                                                                                                                                                                                                        | London Bridge Rd      | Northern City Limits                                                             | Industrial Ave                                                               | Roadway               | 2045 RTP |
| 8  | Acoma Boulevard Widening                         | Restripe roadway to two lanes each direction with a center turn lane                                                                                                                                                                                                                                                                                                                             | Acoma Blvd            | Daytona Ave                                                                      | Saratgoga Ave                                                                | Roadway               | 2045 RTP |
| 9  | Palo Verde Boulevard South Widening              | Restripe roadway to two lanes each direction with a center turn lane                                                                                                                                                                                                                                                                                                                             | Palo Verde Blvd       | Constellation Dr                                                                 | Rainbow Ave                                                                  | Roadway               | 2045 RTP |
| 10 | McCulloch Boulevard Reversible Lanes             | Conduct a reversible lanes demonstration pilot project. Utilize tactical urbanism techniques and materials to mimic reversible lane conditions on McCulloch Boulevard between Lake Havasu Avenue and Isle Circle Drive along the London Bridge crossing. Leftmost travel lane in the eastbound direction should be converted to a reversible lane during peak periods and during special events. | McCulloch Blvd        | Lake Havasu Ave                                                                  | Isle Circle Dr                                                               | Roadway               | 2045 RTP |
| 11 | Island Second Access Point (Bridge) Construction | Design and construct bridge.                                                                                                                                                                                                                                                                                                                                                                     | SR 95                 |                                                                                  |                                                                              | Roadway               |          |
| 12 | London Bridge Road - Shoulder Widening           | Add shoulder to safely accommodate bicyclists and designate as bike route. Install bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.                                                                                                      | London Bridge Rd      | Fathom Dr                                                                        | SR 95                                                                        | Active Transportation | 2045 RTP |
| 13 | Fathom Drive - Shoulder Widening                 | Add shoulder to safely accommodate bicyclists and designate as bike route. Install bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.                                                                                                      | Fathom Dr             | London Bridge Rd                                                                 | Reef Dr.                                                                     | Active Transportation | 2045 RTP |
| 14 | SR 95 Trail Extension                            | Extend the SR 95 trail path that runs parallel to Highway 95.                                                                                                                                                                                                                                                                                                                                    | SR 95                 | Palo Verde Blvd                                                                  | Walmart                                                                      | Active Transportation | 2045 RTP |
| 15 | SR 95 Trail Extension                            | Extend the SR 95 trail path that runs parallel to Highway 95.                                                                                                                                                                                                                                                                                                                                    | SR 95                 | McCulloch Blvd                                                                   | Sara Parks                                                                   | Active Transportation | 2045 RTP |
| 16 | McCulloch Boulevard - Bike Lanes                 | Narrow the roadway by striping 11-foot travel lanes and adding 6-foot bicycle lanes.                                                                                                                                                                                                                                                                                                             | McCulloch Blvd        | Lake Havasu Ave                                                                  | Smoketree Ave                                                                | Active Transportation | 2045 RTP |
| 17 | McCulloch Boulevard - Shared Lane Markings       | Adjust roadway striping to create 10-foot inner lanes and 11–14-foot outer lanes based on available ROW. Add shared lane marking signs on pavement on the outer lanes to accommodate bike lanes.                                                                                                                                                                                                 | McCulloh Blvd         | Acoma Blvd                                                                       | El Dorado Ave                                                                | Active Transportation | 2045 RTP |
| 18 | McCulloh Boulevard - Bike Route Signage          | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.                                                                                                                                            | McCulloh Blvd         | Acoma Blvd                                                                       | SR 95 South End                                                              | Active Transportation | 2045 RTP |
| 19 | North Palo Verde Boulevard - Bike Route Signage  | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.                                                                                                                                            | North Palo Verde Blvd | Lake Havasu Ave                                                                  | North Kiowa Blvd                                                             | Active Transportation | 2045 RTP |

|    |                                                          |                                                                                                                                                                                                                                                              |                                                                                         |                                                         |                                                                                     |                       |          |
|----|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------|----------|
| 20 | South Palo Verde Boulevard - Bike Route Signage          | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | South Palo Verde Blvd                                                                   | Lake Havasu Ave                                         | North Kiowa Blvd                                                                    | Active Transportation | 2045 RTP |
| 21 | Avalon Avenue - Bike Route Signage                       | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Avalon Ave                                                                              | Palo Verde Blvd                                         | Havasupai Blvd                                                                      | Active Transportation | 2045 RTP |
| 22 | Kiowa Boulevard Sotuh - Bike Route Signage               | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Kiowa Blvd South                                                                        | Palo Verde Blvd                                         | Bison Boulevard                                                                     | Active Transportation | 2045 RTP |
| 23 | Kiowa Boulevard North - Bike Route Signage               | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Kiowa Blvd                                                                              | Palo Verde Blvd                                         | Bison Blvd                                                                          | Active Transportation | 2045 RTP |
| 24 | Havasupai Boulevard - Bike Route Signage                 | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Havasupai Blvd                                                                          | Acoma Blvd                                              | Kiowa Blvd                                                                          | Active Transportation | 2045 RTP |
| 25 | Industrial Boulevard - Bike Lanes                        | Restripe roadway to add 6-foot bike lanes in each direction.                                                                                                                                                                                                 | Industrial Blvd                                                                         | London Bridge Rd                                        | Lake Havasu Ave                                                                     | Active Transportation | 2045 RTP |
| 26 | Industrial Boulevard - Bike Route Signage                | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Industrial Blvd                                                                         | Lake Havasu Ave                                         | Acoma Blvd                                                                          | Active Transportation | 2045 RTP |
| 27 | Adaptive Signals Implementation - Lake Havasu Ave, SR 95 | Implement adaptive traffic signal control along<br>1) Lake Havasu Avenue: Acoma Boulevard to Smoketree Avenue<br>2) SR 95: Acoma Boulevard to Smoketree Avenue                                                                                               | 1) Lake Havasu Avenue<br>2) SR 95                                                       | 1) Acoma Boulevard<br>2) Acoma Boulevard                | 1) Smoketree Avenue<br>2) Smoketree Avenue                                          | Intersection          | 2045 RTP |
| 28 | Mulberry Avenue - Bike Route Signage                     | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Mulberry Ave                                                                            | SR 95                                                   | McCulloch Ave                                                                       | Active Transportation | 2045 RTP |
| 29 | Smoketree Avenue - Bike Lanes                            | Restripe roadway to add 6-foot bike lanes in each direction.                                                                                                                                                                                                 | Smoketree Ave                                                                           | Rotary Park                                             | Kiowa Blvd                                                                          | Active Transportation | 2045 RTP |
| 30 | Kiowa Boulevard South - Bike Route Signage               | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Kiowa Blvd                                                                              | Palo Verde Blvd                                         | Bison Blvd                                                                          | Active Transportation | 2045 RTP |
| 31 | Daytona Avenue - Shared Lane Markings                    | Add shared lane markings to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists in the travel lanes. Shared lane markings should be installed in accordance with MUTCD requirements.                               | Daytona Ave                                                                             | Mulberry Ave                                            | McCulloch Ave                                                                       | Active Transportation | 2045 RTP |
| 32 | Jamaica Boulevard - Bike Route Signage                   | Designate as bike route; install directional bike route signs to provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the shoulder. Bike signs should be installed in accordance with MUTCD requirements.        | Jamaica Blvd                                                                            | Lake Havasu Ave                                         | Kiowa Blvd                                                                          | Active Transportation | 2045 RTP |
| 33 | London Bridge Road - Sidewalk Gaps                       | Construct sidewalk to fill gaps along London Bridge Road.                                                                                                                                                                                                    | London Bridge Rd                                                                        | Palo Verde Blvd                                         | Dover Ave                                                                           | Active Transportation | 2045 RTP |
| 35 | Lake Havasu High School - Sidewalk Gaps                  | Construct sidewalk to fill gaps along roadways in the vicinity of Lake Havasu High School.(1/2 mile radius)                                                                                                                                                  |                                                                                         |                                                         |                                                                                     | Active Transportation | 2045 RTP |
| 36 | NAU / MCC - Sidewalk Gaps                                | Construct sidewalk to fill gaps along roadways in the vicinity of MCC.(1/2 mile radius)                                                                                                                                                                      |                                                                                         |                                                         |                                                                                     | Active Transportation | 2045 RTP |
| 37 | ASU College - Sidewalk Gaps: Half Mile Radius of College | Construct sidewalk to fill gaps along roadways in the vicinity of ASU.(1/2 mile radius)                                                                                                                                                                      |                                                                                         |                                                         |                                                                                     | Active Transportation | 2045 RTP |
| 38 | Pima Wash Trail Extension                                | Extend Pima Wash Trail from Downtown Lake Havasu City to Kiowa Blvd and Jamaica Blvd                                                                                                                                                                         | Pima Wash Trail                                                                         | Kiowa Blvd                                              | Jamaica Blvd                                                                        | Active Transportation |          |
| 39 | Adaptive Signals Implementation                          | Implement adaptive traffic signal control along<br>1) Mesquite Avenue: SR 95 to Acoma Boulevard<br>2) McCulloch Boulevard: SR 95 to Acoma Boulevard<br>3) Swanson Avenue: SR 95 to Acoma Boulevard<br>4) Acoma Boulevard: Smoketree Avenue to Swanson Avenue | 1) Mesquite Avenue<br>2) McCulloch Boulevard<br>3) Swanson Avenue<br>4) Acoma Boulevard | 1) SR 95<br>2) SR 95<br>3) SR 95<br>4) Smoketree Avenue | 1) Acoma Boulevard<br>2) Acoma Boulevard<br>3) Acoma Boulevard<br>4) Swanson Avenue | Intersection          | 2045 RTP |

|    |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                 |                                                                                  |                                     |                       |                                            |
|----|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------|-----------------------|--------------------------------------------|
| 40 | Safety Improvements                    | 1) Traffic signal at Acoma Blvd/Swanson Ave<br>2) Rectangular Rapid Flash Beacons at existing crosswalks on Acoma Blvd at Clubhouse Dr and at Wood Ln<br>3) Speed Feedback signs (2) on Acoma Blvd between Green Dr and Wood Ln<br>4) Speed feedback signs (2) on McCulloch Blvd approaching El Dorado Ave<br>5) City staff should leverage this project to coordinate and optimize signal timing for the three intersections on Acoma Boulevard at Mesquite Avenue, McCulloch Boulevard, and Swanson Avenue. | 1) Acoma Blvd<br>2) Acoma Blvd<br>3) Acoma Blvd | 1) Swanson Ave<br>2) Clubhouse Dr and Wood Ln<br>3) Between Green Dr and Wood Ln |                                     | Intersection          | 2045 RTP                                   |
| 41 | London Bridge Road Safety Improvements | Restripe London Bridge Road to include one travel lane and bike lane in each direction and a center turn lane.                                                                                                                                                                                                                                                                                                                                                                                                | London Bridge Road                              | 255' North of Reimer Dr.                                                         | 1,750' west of SR 95 South End      | Active Transportation | 2045 RTP                                   |
| 42 | Blue Canyon Road Safety Improvements   | 1) Widen 2 to 3 feet total, from the existing 23-foot cross section to a 25 or 26-foot section.<br>2) Restripe with thermoplastic striping to provide 10-foot travel lanes and 2.5- to 3-foot shoulders.<br>3) Widened pavement section will comprise 3-inch HMA over subgrade.                                                                                                                                                                                                                               | Blue Canyon Rd.                                 | 1,800 ft west of Red Rock Rd. and Gold Springs Rd.                               | 1,050 ft wst of Red Rock Rd.        | Roadway               | 2045 RTP                                   |
| 43 | London Bridge Road Widening            | Shoulder Widening for Bike Lane delineation                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | London Bridge Road                              | Fathom Dr.                                                                       | SR 95                               | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 44 | Fathom Drive Widening                  | Shoulder Widening for Bike Lane delineation                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Fathom Drive                                    | London Bridge Rd.                                                                | Reef Dr.                            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 45 | Castle Rock Loop                       | Stripe for bike lanes where there's adequate width; otherwise, install shared lane markings; include bike furniture at Castle Rock access point                                                                                                                                                                                                                                                                                                                                                               | Castle Rock Loop                                | Reef Dr.                                                                         | Vista Dr.                           | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 46 | Chenoweth Road                         | Stripe for bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Chenoweth Road                                  | London Bridge Rd.                                                                | SR 95                               | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 47 | Lake Drive                             | Stripe for bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Lake Dr                                         | Pero Dr.                                                                         | Jacob Row                           | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 48 | London Bridge Road                     | Stripe for bike lanes; install missing sidewalk                                                                                                                                                                                                                                                                                                                                                                                                                                                               | London Bridge Road                              | Windsor Beach                                                                    |                                     | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 49 | McCulloh Blvd                          | Narrow the roadway by striping 10-foot travel lanes and converting the existing angled parking to parallel parking                                                                                                                                                                                                                                                                                                                                                                                            | McCulloh Blvd                                   | Smoketree Ave.                                                                   | Acoma Blvd.                         | Roadway               | Bicycle and Pedestrian Implementation Plan |
| 50 | McCulloh Blvd                          | Narrow the roadway by striping 12-foot travel lanes and adding 5-foot bicycle lanes                                                                                                                                                                                                                                                                                                                                                                                                                           | McCulloh Blvd                                   | Lake Havasu Ave.                                                                 | Smoketree Ave.                      | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 51 | Mesquite Avenue                        | Narrow the roadway by striping 11- and 12-foot travel lanes and adding a center landscaped median                                                                                                                                                                                                                                                                                                                                                                                                             | Mesquite Avenue                                 | Lake Havasu Avenue                                                               | Acoma Blvd.                         | Roadway               | Bicycle and Pedestrian Implementation Plan |
| 52 | Swanson Avenue                         | Redistribute the width of the center two-way left-turn lane to stripe a bike lane on the north side of Swanson                                                                                                                                                                                                                                                                                                                                                                                                | Swanson Avenue                                  | Lake Havasu Avenue                                                               | Acoma Blvd.                         | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 53 | Magnolia Drive                         | Reconfigure the roadway by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles                                                                                                                                                                                                                                                                                                                                                                                 | Magnolia Drive                                  | Swanson Avenue                                                                   | Cypress Dr.                         | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 54 | Acoma Boulevard                        | Stripe 'advisory bike lanes' into the curb lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Acoma Boulevard                                 | Industrial Boulevard                                                             | Stroke Dr.                          | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 55 | Acoma Boulevard                        | Reconfigure the roadway between the existing curbs by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles                                                                                                                                                                                                                                                                                                                                                      | Acoma Boulevard                                 | 1) Stroke Dr<br>2) Industrial Blvd                                               | 1) Fremont Dr<br>2) Lake Havasu Ave | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 56 | Kiowa Boulevard                        | Reconfigure the roadway between the existing curbs by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles                                                                                                                                                                                                                                                                                                                                                      | Kiowa Boulevard                                 | Lake Havasu Ave.                                                                 | Palo Verde Blvd.                    | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 57 | Palo Verde Boulevard                   | Reconfigure the roadway between the existing curbs by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles                                                                                                                                                                                                                                                                                                                                                      | Palo Verde Boulevard                            | Lake Havasu Ave.                                                                 | Lake Havasu Ave.                    | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 58 | Jamaica Boulevard                      | Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes                                                                                                                                                                                                                                                                                                                                                                                                                 | Jamaica Boulevard                               | Lake Havasu Ave.                                                                 | Kiowa Boulevard                     | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 59 | El Dorado Avenue                       | Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes                                                                                                                                                                                                                                                                                                                                                                                                                 | El Dorado Avenue                                | Daytona Ave.                                                                     | Jamaice Blvd                        | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 60 | Havasupai Boulevard                    | Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes                                                                                                                                                                                                                                                                                                                                                                                                                 | Havasupai Boulevard                             | Acoma Blvd.                                                                      | Kiowa Blvd.                         | Active Transportation | Bicycle and Pedestrian Implementation Plan |

|    |                                  |                                                                                                                         |                                  |                      |            |                       |                                            |
|----|----------------------------------|-------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------|------------|-----------------------|--------------------------------------------|
| 61 | Cisco Drive                      | Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes                           | Cisco Drive                      | Palo Verde Boulevard | Pima Drive | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 62 | Scenic Connector Trail           | Utilize/upgrade the existing gas pipeline utility corridor for off-road biking and hiking from Lake Havasu City to I-40 | Scenic Connector Trail           | Lake Havasu City     | I-40       | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 64 | SR95 Multiuse Path               | Provide multiuse path on both sides of SR95                                                                             | SR95 Multiuse Path               |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 65 | ASU Colleges at Lake Havasu City | Construct sidewalks within 1/2 mile radius of school                                                                    | ASU Colleges at Lake Havasu City |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 66 | Havasupai Elementary School      | Construct sidewalks within 1/2 mile radius of school                                                                    | Havasupai Elementary School      |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 67 | Jamaica Elementary School        | Construct sidewalks within 1/2 mile radius of school                                                                    | Jamaica Elementary School        |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 68 | Lake Havasu High School          | Construct sidewalks within 1/2 mile radius of school                                                                    | Lake Havasu High School          |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 69 | NAU MCC-Lake Havasu City         | Construct sidewalks within 1/2 mile radius of school                                                                    | NAU MCC-Lake Havasu City         |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 70 | Nautilus Elementary School       | Construct sidewalks within 1/2 mile radius of school                                                                    | Nautilus Elementary School       |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 71 | Oro Grande Elementary School     | Construct sidewalks within 1/2 mile radius of school                                                                    | Oro Grande Elementary School     |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 72 | Smoketree Elementary School      | Construct sidewalks within 1/2 mile radius of school                                                                    | Smoketree Elementary School      |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 73 | Starline Elementary School       | Construct sidewalks within 1/2 mile radius of school                                                                    | Starline Elementary School       |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |
| 74 | Thunderbolt Elementary School    | Construct sidewalks within 1/2 mile radius of school                                                                    | Thunderbolt Elementary School    |                      |            | Active Transportation | Bicycle and Pedestrian Implementation Plan |

| ID | Recommendation                                                                        | Description                                                                                                                  | Roadway                         | From                                                     | To                                     | Mode                  | Source                                            |
|----|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------------------------------|----------------------------------------|-----------------------|---------------------------------------------------|
| 1  | McCulloch Blvd & Jamaica Blvd Traffic Signal                                          | McCulloch Boulevard and Jamaic Boulevard, McCulloh Blvd and El Dorado Ave                                                    | McCulloch Blvd                  | Jamaica Blvd                                             |                                        | Intersection          | LHMPO Transportation Improvement Plan (2026-2030) |
| 2  | State Route 95 - Raised Median                                                        | S. Palo Verde to Industrial Blvd (0.8 miles), N Palo Verde to North of Chenoweth (2.2 miles), S. Acoma to Oro Grande(1 mile) | SR 95                           | 1) Palo Verde Rd<br>2) Acoma Blvd                        | 1) North of Chenoweth<br>2) Oro Grande | Roadway               | LHMPO Transportation Improvement Plan (2026-2030) |
| 3  | Swanson Ave Intersections Rectangular Rapid Flash Beacons, High Visibility Crosswalks | Swanson Ave Intersections (Wing loop, Mariposa Dr, and Wing Loop)                                                            | Swanson Ave                     | 1) Wing Loop east<br>2) Wing Loop west<br>3) Mariposa Dr |                                        |                       | LHMPO Transportation Improvement Plan (2026-2030) |
| 4  | Horizon 6 - Gold Springs Rd and Blue Canyon Rd                                        | Horizon 6 - Gold Springs Rd and Blue Canyon Rd                                                                               | Gold Springs Rd, Blue Canyon Rd | NA                                                       | NA                                     | Roadway               | LHMPO Transportation Improvement Plan (2026-2030) |
| 5  | Island Path/Grand Island Repave                                                       | The Island path is deteriortating and is need of being repaved. An additional cut across path will be added.                 | Island Path                     | NA                                                       | NA                                     | Active Transportation | Lake Havasu City Capital Improvement Plan         |
| 6  | Second Bridge                                                                         | A second connection to the island                                                                                            | New roadway                     | Island                                                   | London Brudge Rd                       | Roadway               | Lake Havasu City Capital Improvement Plan         |
| 7  | Acoma Blvd Pavement Improvements                                                      | Acoma Blvd pavement improvements                                                                                             | Acoma Blvd                      | NA                                                       | NA                                     | Roadway               | Lake Havasu City Capital Improvement Plan         |
| 8  | Jamaica Blvd South Pavement Improvements                                              | Jamaica Blvd South pavement improvements                                                                                     | Jamaica Blvd                    | NA                                                       | NA                                     | Roadway               | Lake Havasu City Capital Improvement Plan         |
| 9  | Lake Havasu Ave & Mesquite Pavement Improvements                                      | Lake Havasu Ave & Mesquite pavement improvements                                                                             | Lake Havasu Ave, Mesquite       | NA                                                       | NA                                     | Roadway               | Lake Havasu City Capital Improvement Plan         |
| 10 | Kiowa Blvd Pavement Imporvements                                                      | Kiowa Blvd pavement improvements                                                                                             | Kiowa Blvd                      | NA                                                       | NA                                     | Roadway               | Lake Havasu City Capital Improvement Plan         |



## Appendix C - Public Engagement Advertisements

**THE LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION (LHMPPO)** 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 LHMPPO 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://engagepubliccoordinate.com/project/lhmpo-safe-routes-to-school>




**JOIN US AT ROTARY PARK FOR FREE COFFEE AND DONUTS!**

**LAKE HAVASU** Regional Transportation Plan

The Lake Havasu MPO is updating the Regional Transportation Plan! Tell us which transportation projects are your top priority and enjoy a donut and cup of coffee on us!

**SAVE THE DATE**  
**SATURDAY, MARCH 7TH**  
 09 AM UNTIL 12 PM  
 @ ROTARY PARK, RAMADA C

Find us at Ramada C (R#13) along Rotary Park Drive and the Shoreline Trail, across from the Tinnell Memorial Skate Plaza.

**CAN'T MAKE IT IN PERSON?**  
 Provide input online at <https://tinyurl.com/LHMPORPT>




**Lake Havasu City - Municipal Government's Post**

**Lake Havasu City - Municipal Government**  
 2d · 🌐

What transportation improvements matter most to you?

The Lake Havasu MPO is asking residents to weigh in on which projects should be prioritized in the Regional Transportation Plan.

Share your thoughts and help shape the future of our community:  
<https://tinyurl.com/lhmporpt>

Your feedback makes a difference!

**WHAT TRANSPORTATION IMPROVEMENTS MATTER MOST TO YOU?**

The Lake Havasu MPO is asking residents to weigh in on which projects should be prioritized in the Regional Transportation Plan.

**LAKE HAVASU** Regional Transportation Plan

Provide input online at <https://tinyurl.com/LHMPORPT>




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31 comments 6 shares



## We Want Your Feedback!

Help shape the future of Lake Havasu.

LAKE HAVASU  
Safe Routes to School



JOIN US AT FIRST FRIDAY  
FOR FREE PIZZA!



The Lake Havasu MPO is updating the Regional Transportation Plan! Tell us which transportation projects are your top priority and enjoy a slice on us!

SAVE THE DATE  
FRIDAY, MARCH 6TH

06 PM UNTIL 09 PM

@ Downtown Lake Havasu

Find us along the sidewalk of McCulloch outside of the Downtown businesses.



CAN'T MAKE IT IN PERSON?

Provide input online at <https://tinyurl.com/LHMPORTP>

lhcazgov • Follow

lhcazgov • 5d  
FREE Pizza + Your Input Needed!

Join the Lake Havasu Metropolitan Planning Organization at First Friday as we update the Regional Transportation Plan!

Tell us which transportation projects are your top priority and enjoy a slice on us!

Save the date: Friday, March 6  
6:00 PM – 9:00 PM  
Downtown Lake Havasu City

Find us along the sidewalk on McCulloch outside the downtown businesses.

Can't make it in person? Share your input online:  
<https://tinyurl.com/lhmporpt>

5 days ago

Log in to like or comment.



## Appendix D - Detailed Prioritization Results

| Rank | ID    | Name                                                     | A   | B  | C  | D   | E  | F   | G  | H  | Composite Score |
|------|-------|----------------------------------------------------------|-----|----|----|-----|----|-----|----|----|-----------------|
| 1    | SDY-J | Downtown Lake Havasu City Multimodal Study               | 21  | 56 | 83 | 50  | 58 | 100 | 50 | 61 | 57              |
| 2    | ACT-F | SR 95 Shared-Use Path (South)                            | 47  | 50 | 35 | 100 | 18 | 100 | 50 | 36 | 52              |
| 3    | SDY-N | Transit Development Plan Update                          | 140 | 0  | 50 | 50  | 17 | 100 | 50 | 44 | 49              |
| 4    | SDY-M | Regional Active Transportation Plan                      | 140 | 0  | 50 | 50  | 17 | 100 | 50 | 41 | 49              |
| 5    | SDY-K | SR 95 Reliever Route to I-40 Study                       | 140 | 0  | 50 | 50  | 17 | 100 | 50 | 35 | 48              |
| 6    | SDY-C | Acoma Blvd Multimodal Corridor Study                     | 17  | 21 | 60 | 50  | 67 | 98  | 50 | 70 | 48              |
| 7    | SDY-B | McCulloch Blvd Multimodal Corridor Study                 | 38  | 21 | 44 | 50  | 59 | 92  | 50 | 70 | 47              |
| 8    | SDY-D | Lake Havasu Ave Multimodal Corridor Study                | 21  | 36 | 59 | 50  | 34 | 93  | 50 | 57 | 46              |
| 9    | ACT-E | SR 95 Shared-Use Path (North)                            | 65  | 50 | 38 | 100 | 25 | 1   | 25 | 44 | 45              |
| 10   | SDY-A | SR 95 Multimodal Corridor Study                          | 65  | 20 | 68 | 50  | 63 | 0   | 25 | 77 | 44              |
| 11   | RWY-O | Traffic Signal Emergency Vehicle Preemption Improvements | 140 | 0  | 50 | 0   | 17 | 100 | 50 | 37 | 44              |
| 12   | SDY-G | Industrial/Havasupai Blvd Multimodal Corridor Study      | 17  | 6  | 58 | 50  | 60 | 100 | 75 | 43 | 43              |
| 13   | ACT-C | London Bridge Rd Sidewalk Gaps                           | 19  | 6  | 37 | 100 | 34 | 95  | 50 | 40 | 39              |
| 14   | SDY-E | Palo Verde Blvd Multimodal Corridor Study                | 22  | 17 | 53 | 50  | 43 | 96  | 25 | 46 | 38              |
| 15   | ACT-B | Mulberry Ave Bike Improvements                           | 8   | 0  | 46 | 100 | 28 | 100 | 50 | 42 | 37              |
| 16   | SDY-I | London Bridge Rd Multimodal Corridor Study               | 65  | 16 | 51 | 50  | 19 | 8   | 50 | 48 | 37              |
| 17   | SDY-F | Kiowa Blvd Multimodal Corridor Study                     | 2   | 13 | 48 | 50  | 36 | 98  | 50 | 48 | 36              |
| 18   | RWY-B | SR 95 Raised Medians (South)                             | 47  | 30 | 52 | 0   | 17 | 98  | 25 | 31 | 36              |
| 19   | ACT-L | Wheeler Park Access Improvements                         | 4   | 0  | 31 | 100 | 24 | 100 | 50 | 45 | 35              |
| 20   | SDY-H | Jamaica Blvd Multimodal Corridor Study                   | 2   | 6  | 32 | 50  | 48 | 69  | 75 | 45 | 35              |
| 21   | ACT-A | Avalon Ave Bike Improvements                             | 0   | 0  | 35 | 100 | 30 | 98  | 50 | 40 | 34              |
| 22   | RWY-J | Industrial Blvd Pavement Improvement                     | 17  | 10 | 45 | 0   | 17 | 100 | 75 | 50 | 34              |
| 23   | ACT-I | Cisco Dr Bike Improvements                               | 0   | 1  | 25 | 100 | 29 | 100 | 50 | 43 | 34              |
| 24   | RWY-C | Second Island Bridge                                     | 100 | 0  | 41 | 100 | 50 | 46  | 50 | 7  | 34              |
| 25   | ACT-H | Chenoweth Dr Bike Improvements                           | 6   | 0  | 40 | 100 | 20 | 50  | 50 | 59 | 33              |
| 26   | SDY-L | SR 95 Realignment/LHC Bypass Study                       | 0   | 0  | 50 | 50  | 17 | 100 | 50 | 55 | 32              |
| 27   | RWY-I | London Bridge Rd Pavement Improvement                    | 65  | 17 | 34 | 0   | 0  | 17  | 75 | 43 | 32              |
| 28   | ACT-G | SR 95 Pedestrian Crossing                                | 3   | 0  | 18 | 100 | 17 | 100 | 50 | 40 | 32              |
| 29   | ACT-J | Lake Dr Bike Improvements                                | 6   | 0  | 30 | 100 | 17 | 50  | 50 | 59 | 32              |
| 30   | RWY-M | Daytona Ave Pavement Improvement                         | 8   | 9  | 36 | 0   | 17 | 100 | 75 | 39 | 31              |
| 31   | RWY-G | Kiowa Ave Pavement Improvement                           | 16  | 6  | 37 | 0   | 0  | 100 | 75 | 49 | 31              |



| Rank | ID    | Name                                            | A  | B  | C  | D   | E  | F   | G  | H  | Composite Score |
|------|-------|-------------------------------------------------|----|----|----|-----|----|-----|----|----|-----------------|
| 32   | RWY-D | El Dorado Ave Pavement Improvement (South)      | 0  | 27 | 21 | 0   | 0  | 100 | 75 | 37 | 31              |
| 33   | ACT-K | Shoreline Trail-Second Island Bridge Connection | 11 | 0  | 37 | 100 | 17 | 50  | 50 | 33 | 30              |
| 34   | RWY-E | McCulloch Blvd N Pavement Improvement (East)    | 0  | 10 | 28 | 0   | 33 | 100 | 75 | 34 | 30              |
| 35   | RWY-K | McCulloch Blvd N Pavement Improvement (West)    | 0  | 15 | 25 | 0   | 0  | 100 | 75 | 53 | 30              |
| 36   | RWY-A | Palo Verde Blvd S Improvements                  | 0  | 27 | 35 | 0   | 36 | 98  | 25 | 38 | 30              |
| 37   | RWY-L | Kiowa Blvd N Pavement Improvement               | 0  | 10 | 41 | 0   | 17 | 98  | 75 | 33 | 30              |
| 38   | ACT-D | Fathom Dr Bike Improvements                     | 22 | 1  | 23 | 100 | 0  | 44  | 50 | 29 | 28              |
| 39   | RWY-N | El Dorado Ave Pavement Improvement (North)      | 0  | 5  | 30 | 0   | 0  | 98  | 75 | 38 | 26              |
| 40   | RWY-F | Bison Blvd Pavement Improvement                 | 2  | 2  | 23 | 0   | 0  | 100 | 75 | 41 | 25              |
| 41   | RWY-H | Fathom Dr Pavement Improvement                  | 22 | 1  | 23 | 0   | 0  | 35  | 75 | 48 | 23              |