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LAKE HAVASU
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*Lake Havasu Metropolitan Planning Organization **Regional Transit Feasibility and Implementation Plan***

DRAFT

Working Paper 1: Existing and Future Conditions

August 2019



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1. PLAN OVERVIEW

The Lake Havasu Metropolitan Planning Organization (LHMPO) initiated the *Regional Transit Feasibility and Implementation Plan* to determine the demand for transit in the region and to outline feasible steps to implement a transit service. This important Plan is the first, critical step to implement a public transit system that addresses the current and future unmet transportation and mobility needs of the area. The goal of this Plan is to determine the needs and feasibility of implementing transit services to allow residents to fulfill their daily commuting needs that includes medical, educational, shopping, recreational, and emergency travel commitments. The Plan is being developed with support from local stakeholders and community members and is driven by a robust community engagement process.

STUDY PURPOSE

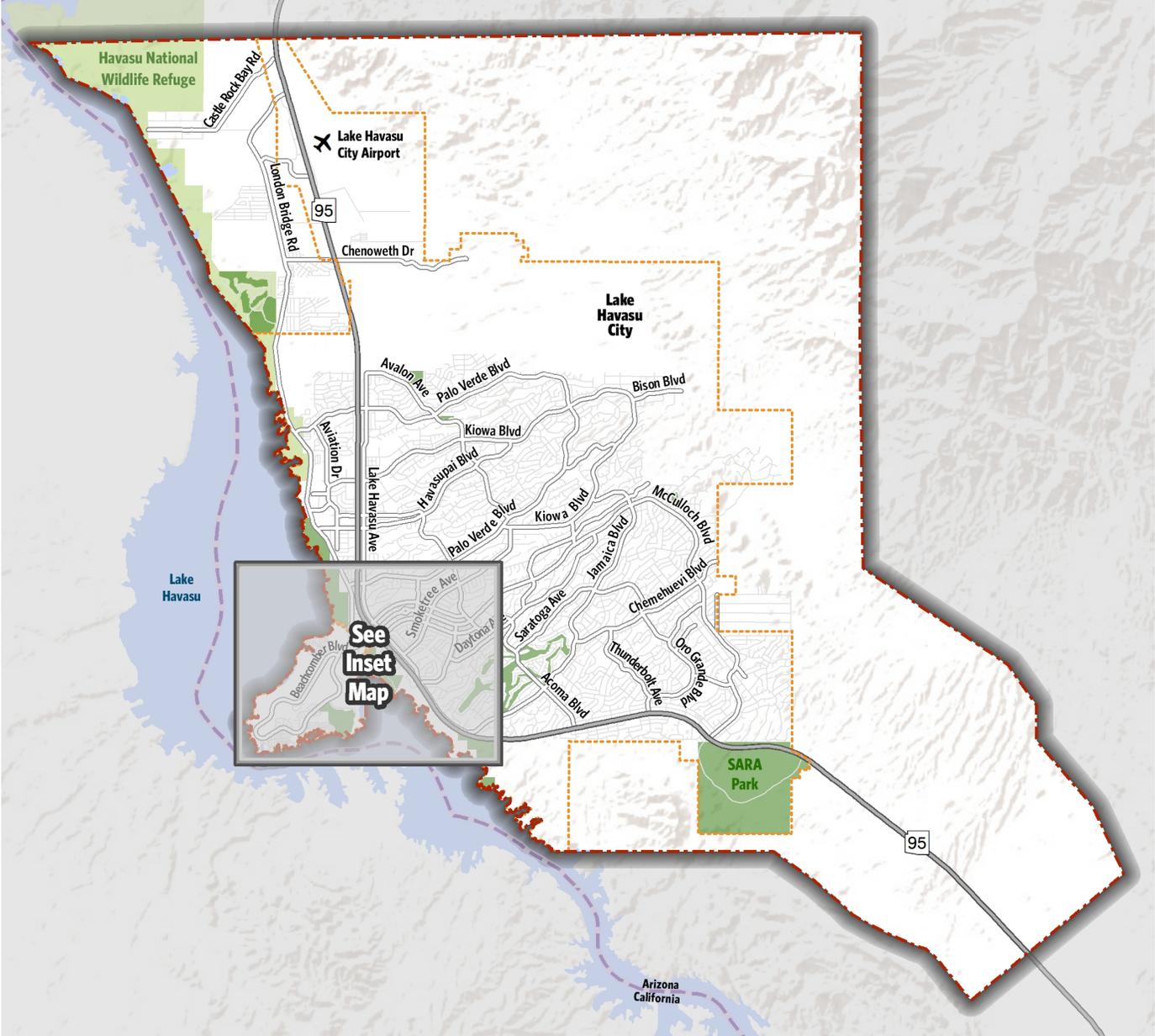
The objective of the transit feasibility study is to determine if and what type of transit service might be appropriate for the LHMPO area. Assessing the appropriateness of service includes evaluating and documenting existing transit needs and determining the type of public transportation service that best meets that need (if any). By understanding and documenting potential demand and matching it to different service types, it is possible to evaluate potential service options. The main tasks of the *LHMPO Regional Transit Feasibility and Implementation Study* include:

- Evaluating the need and community support for public transportation through data analysis, community surveys, and discussions with businesses, community leaders, and local organizations.
- Assessing current local and regional travel patterns to identify needs, gaps, and opportunities.
- Identifying potential service characteristics associated with identified needs (i.e., commuter services, specialized services for medical appointments, etc.).
- Evaluating different service options and emerging technologies for public transportation services to meet needs.
- Estimating the costs and benefits associated with providing this service and recommending which (if any) services make sense.
- Identifying an implementation plan including both short term steps and long term vision.
- Identifying potential funding sources to support any of the recommended services.

STUDY AREA

As illustrated in Figure 1.1, the *Regional Transit Feasibility and Implementation Plan* is focused on the LHMPO planning area that includes Lake Havasu City and unincorporated portions of Mohave County including the communities of Desert Hills, Horizon Six, and Crystal Beach. Lake Havasu City is located along the scenic Colorado River and was first conceived as a master-planned community in 1963. The focal point of Lake Havasu is the London Bridge that has stood in the waters of the Colorado River since 1971. Today, Lake Havasu City is a thriving community that offers an active, recreation-oriented lifestyle, mild climates, and a great sense of community. To provide regional access, this study will also analyze connecting the LHMPO planning area to neighboring communities, such as Kingman, Parker, and Bullhead City.

Figure 1.1 Study Area



Background

-  State Highway
-  Major Road
-  Local Road
-  Lake Havasu City Boundary
-  Lake Havasu MPO Boundary
-  State Boundary
-  Park/Golf Course
-  National Wildlife Refuge

0 2 4 Miles 

Sources: Arizona State Land Department 2018, US Census Bureau 2018

STUDY PROCESS

This Plan is a multi-phased process that includes a feasibility review, service evaluation, and implementation plan. The first phase of the study focuses on conducting a review of existing and future conditions and potential demand and need for a public transportation system. Upcoming phases on the study include evaluating service options and developing a plan for implementing transit service. Figure 1.2 illustrates the process that will be utilized for this study. This document focuses on a review of existing and future conditions and feasibility review to verify the need and community support for transit services within the study area.

Figure 1.2. Study Process



RELATED STUDIES, REPORTS, PLANS

Review of completed and current planning efforts provides an insight into previously identified transit issues and potential transit opportunities. The following provides a synopsis of resources, plans, and programs relevant to this study.

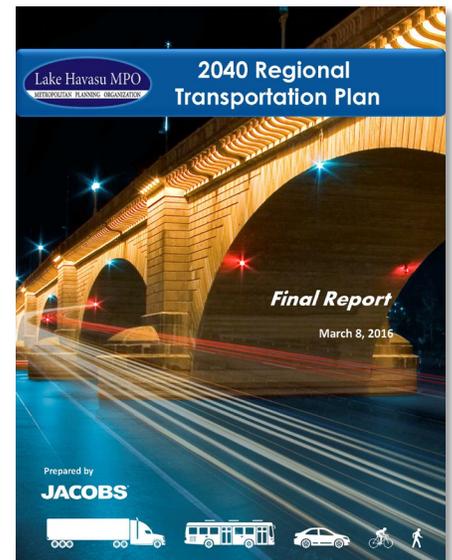
LHMPO 2040 Regional Transportation Plan (2016)

The 2040 Regional Transportation Plan (RTP) created a blueprint to guide multimodal transportation investments within the LHMPO region over a 25-year period. As part of the public outreach component of the RTP, it concluded that the public was interested in transit service to Desert Hills and Donkey Acres, regional service to Kingman and Bullhead City, and longer access to Havasu Transit. The Transit Element of the RTP indicated that while the region faces several challenges to implementing and sustaining transit, including:

- The region has low density, an extensive street network, and activity centers that are spread out.
- There is not a large university or major activity center to serve as a focal point for transit.
- State funding is no longer available for transit.
- The transit network must also be affordable for riders and financially viable for the taxpayers.

Despite the challenges facing the LHMPO region, the RTP recommended specific transit service actions, including:

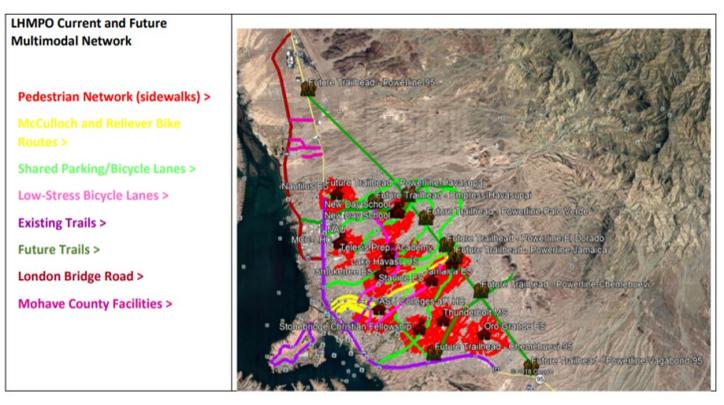
- For Lake Havasu City to continue to expand current transit services to include longer hours (from 7am to 7pm) and to allow riders to reserve service one-day in advance.
- Identify a financially affordable general public transit service for the region.



- Establish rideshare services and van pool services for commuters (with park-and-rides).
- Provide comprehensive information to the community and stakeholders about transportation service options.
- Identify potential regional routes.
- Build partnerships with human service agencies and other transportation providers in the region.
- Investigate options for regional transit management, working with Bullhead City and Kingman, for joint operations.

LHMPO Bicycle and Pedestrian Implementation Plan (2018)

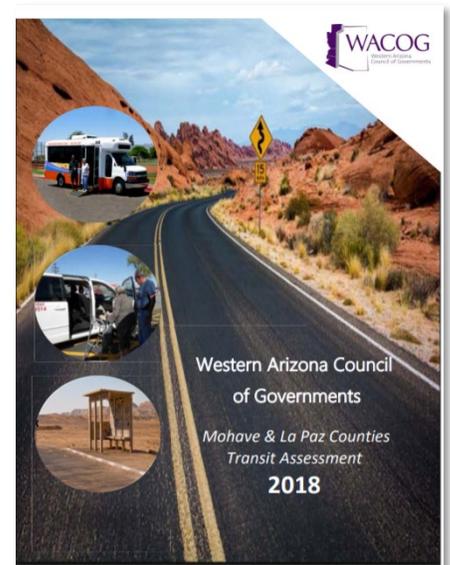
The 2018 LHMPO Bicycle and Pedestrian Implementation Plan (BIP) was conducted to develop a plan for context-sensitive pedestrian and bicycle facility improvements to address nonmotorized transportation needs within LHMPO. The BIP included an inventory and prioritization of gaps within the pedestrian and bicycle network, safety needs, and trail connections. Inventory and recommendations developed for the Plan will be utilized as a basis for determining where current and recommended facilities will provide first/last mile transit connections.



WACOG Transit Needs Assessment (2018)

In 2018, the Western Arizona Council of Government (WACOG) completed a Transit Needs Assessment to better understand transit service gaps in Mohave and La Paz counties. The Assessment included conducting a community survey to garner information about current demographics (age, health status, residency), travel methods, reasons for travel, travel destinations, awareness of public/private transit systems and feedback on those transit systems. Key relevant findings included:

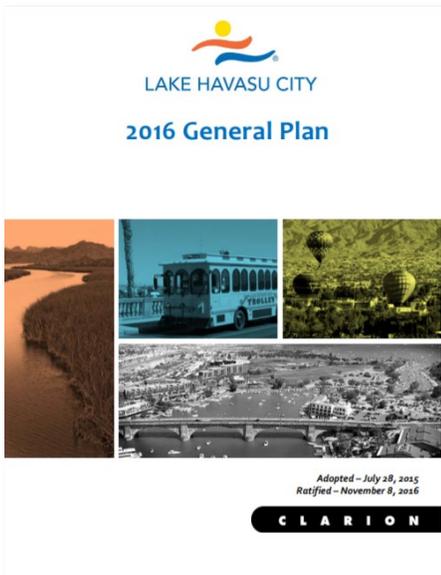
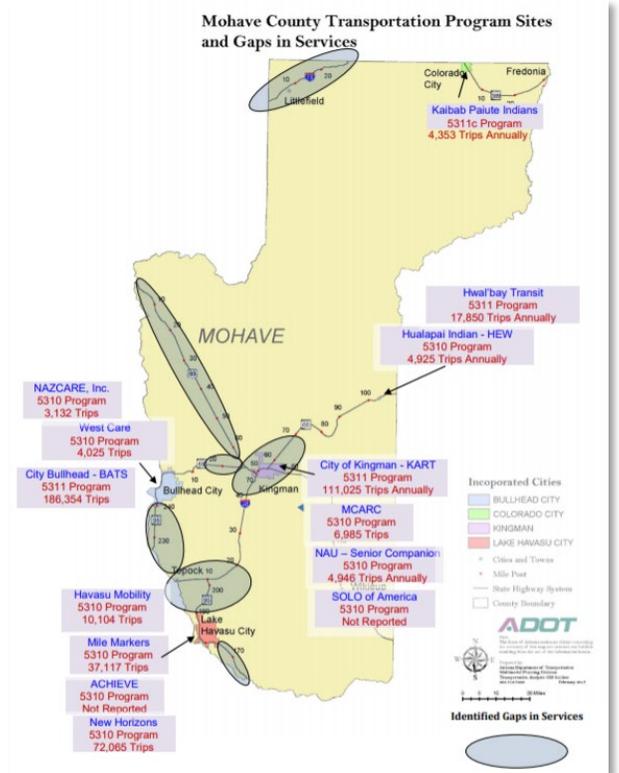
- 24.8 percent of respondents resided within the Lake Havasu Area.
- 86.8 percent of Lake Havasu respondents primarily drive their own car to travel.
- 25.8 percent of Lake Havasu respondents would be willing to pay \$3.00 to \$6.00 for a ride.
- Key travel destinations of Lake Havasu respondents included: Walmart, Smiths, the Dollar Store, Havasu Regional Medical Center, and to medical appointments or the pharmacy.
- 51.8 percent of all respondents travel to Lake Havasu City for shopping and medical appointments.



WACOG Transportation Human Services Coordination Plan (2018)

This Plan was prepared by the Western Arizona Council of Governments (WACOG) with the purpose of identifying transportation needs of individuals with disabilities, older adults, and people with low incomes residing in Mohave and La Paz counties. It is the culmination of an update, required every three years, and provides strategies to improve coordination between agencies to improve transportation services. Identified needs included:

- Additional funding and other resources that would allow expansion or enhancement of services.
- Continued funding of existing programs to provide stability and support for new programs and expansions.
- Coordination between agencies that current work in silos.
- Development of an up-to-date, easy to understand, information and resource guide to disseminate information to the public.
- Increased connections between communities and major work centers to reduce barriers to employment, health, and education.



Lake Havasu City General Plan (2016)

The Lake Havasu City General Plan is a long-range plan to guide the future growth of the community. The General Plan Update is a statement of policy and an expression of the community’s vision for the future. The plan is a tool to help guide and shape the planning area’s physical development. As identified in the Plan, the continual support for the maintenance of transit service—and for the potential of reestablishing public transit—is essential to serve residents of and visitors to Lake Havasu City and the surrounding region. However, the Plan states that the relatively low population density and the dispersed nature of activity centers in the community present ongoing challenges for creating and sustaining a transit system.

2. LAKE HAVASU TODAY

A key aspect to assessing the demand for public transportation services is developing a clear understanding of an area’s current demographics and travel conditions. The following section presents an analysis of specific community characteristics, demographics, and employment characteristics as they relate to public transportation service.

CURRENT POPULATION

Socioeconomic data is utilized to understand current and future transit demand within the Study Area. This information was used to identify areas with the greatest transit needs. The Arizona Office of Economic Opportunity estimates that the LHMPO planning area has a population of 58,784. Table 2.1 provides an overview of population and housing statistics for the LHMPO planning area, Lake Havasu City, and the census designated places (CDP) of Desert Hills and Crystal Beach. As illustrated in the table, the majority of the LHMPO’s population resides within Lake Havasu City, with only 5.6 percent residing in unincorporated Mohave County (which includes Desert Hills CDP and Crystal Beach CDP).

Table 2.1. Community Overview

	LHMPO Planning Area*	Lake Havasu City	Desert Hills CDP	Crystal Beach CDP
Total Population	58,784	55,600	2,838	135
Housing Characteristics				
Total Housing Units	34,669	32,222	1,981	109
Occupied Housing Units	24,783	23,345	1,266	82
Vacant Housing Units	9,886	8,877	715	27
<i>% of Vacant Housing Units for Seasonal, Recreational, or Occasional Use</i>	<i>79%</i>	<i>79%</i>	<i>93%</i>	<i>100%</i>

Source: Arizona Office of Economic Opportunity; American Community Survey 5-Year Estimate (2013-2017).

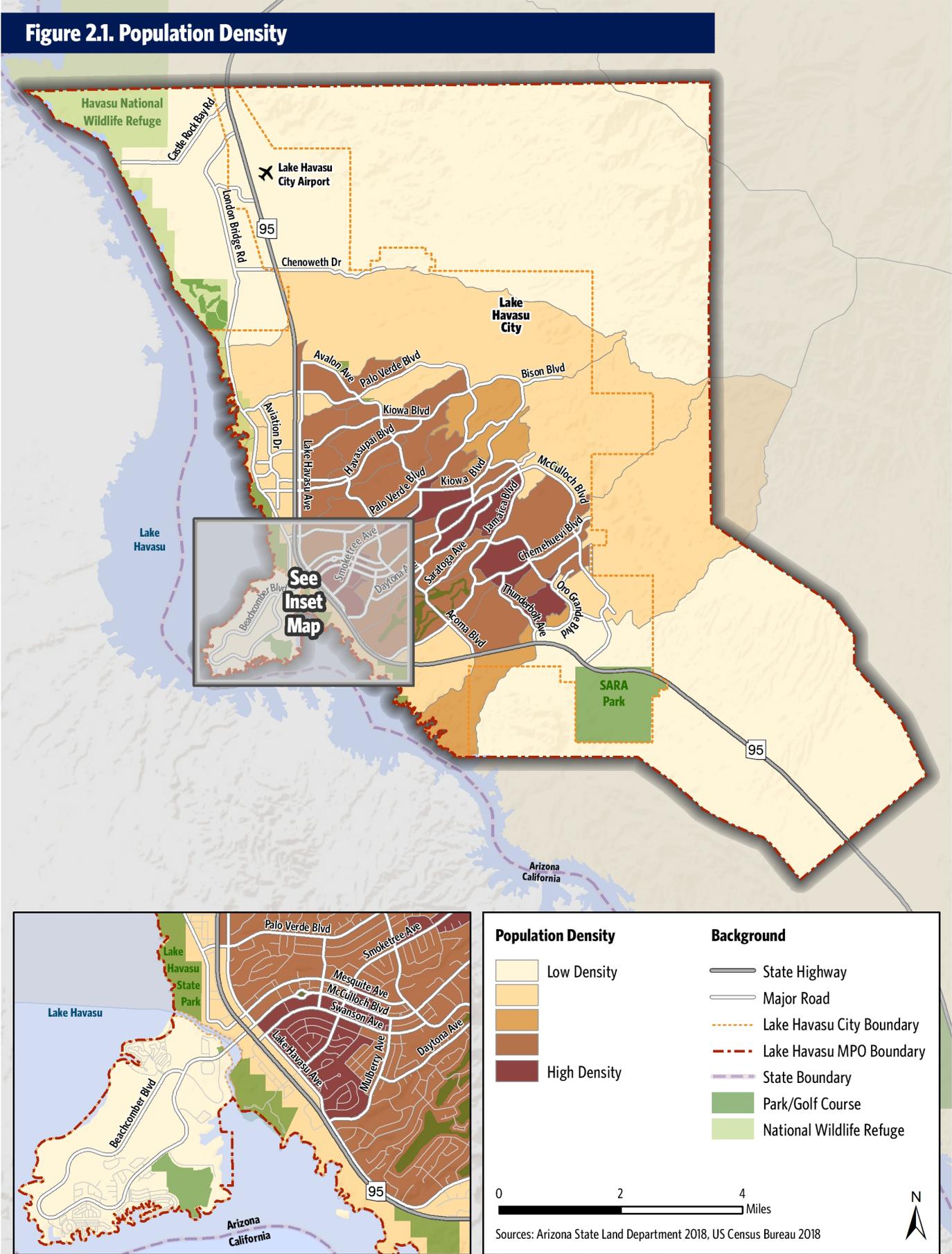
*The LHMPO Planning Area includes populations within Lake Havasu City and unincorporated Mohave County, which includes Desert Hills CDP and Crystal Beach CDP.

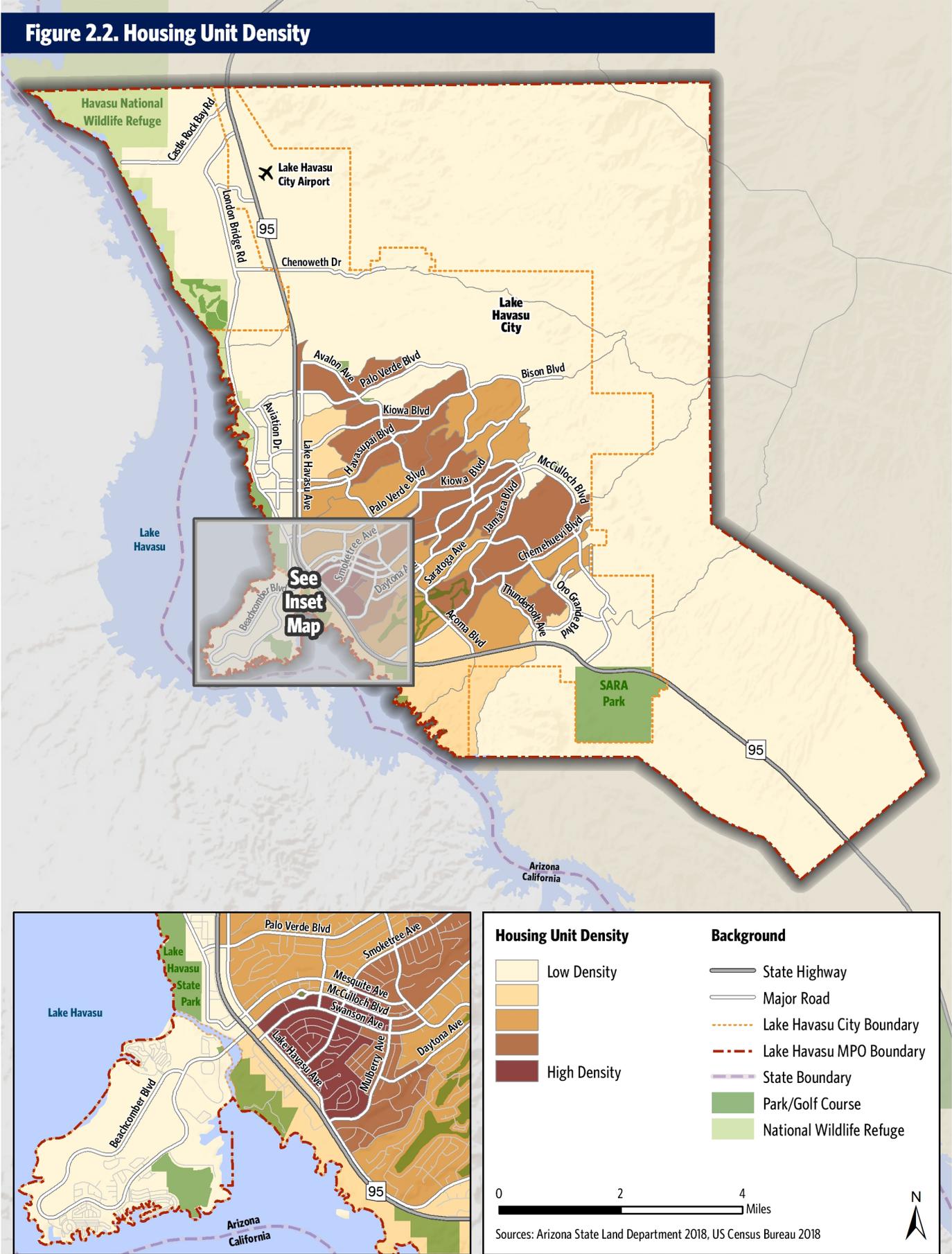
Population Density

Population density is one of the most important factors when determining the success of a public transportation system, as majority of trips (both transit or non-transit trips) originate or end at the home. Figure 2.1 illustrates the distribution and density of population in the LHMPO area. The majority of LHMPO’s population is located in Lake Havasu City east of SR 95. Corridors connecting these high population densities include: Smoketree Ave, Kiowa Blvd, McCulloch Blvd, Jamaica Blvd, Acoma Blvd, and Palo Verde Blvd.

Housing Unit Density

Figure 2.2 illustrates the location of areas with high densities of housing units. As noted in the previous sections, the LHMPO is a major destination for tourist and part-time, seasonal residents, adding to the region’s uniquely high percentage of housing units used for seasonal, recreational, or occasional use. With more than 20 percent of vacant housing units in the LHMPO region serving seasonal or recreation visitors, areas with high densities of seasonal housing units pose a challenge to transit services.





TRANSIT DEPENDENT POPULATIONS

In addition to considering the overall population characteristics of an area, understanding specific demographics distribution and needs is vital to evaluating the feasibility of a transit system. Transit riders are typically generalized into two categories:

- **Choice riders** have adequate resources and abilities to own, operate, and maintain a vehicle but chose to use transit. Choice riders are more likely to use public transportation for commuting or when transit offers an advantage over driving (i.e., roads are congested, high parking fees, passenger amenities, etc.)
- **Captive riders**, referred to as transit dependent riders, use public transportation because they lack access or resources to own or operate a vehicle. These riders use public transportation for the majority of their trips, including to get to work, medical appointments, shop, and social activities.

Choice riders can be located anywhere in a community, with the strongest market areas typically being areas with high population or employment density. Market areas for captive riders, however, is more complex as an understanding of population distributions and considerations for special concerns is needed. For example, older adults tend to travel during the daytime and require shorter walks to/from a bus stop. The following outlines six demographic groups typically associated with higher use of transit:

- **Youth** – individuals under 18 years old may have limited access to a vehicle or are unable to drive.
- **Older adults** – individuals aged 65 and older may become less comfortable driving as they age or are no longer physically able to drive.
- **Low-income individuals** – individuals that live within a set of income thresholds established by the US Census Bureau, which vary by family size and composition. Low-income households traditionally rely on public transportation as it is less expensive than owning and operating a vehicle.
- **Female led households** – female head of households are households led by a female with no spouse present, with children under 18 years old present. Traditionally, this population group has a fixed income and generally have limited personal vehicle availability.
- **Zero car households** – persons residing in households without access to a vehicle traditionally rely on walking, biking, public transportation, or carpooling to meet their mobility needs.
- **Mobility limited** – persons with a disability often have difficulty operating a vehicle and require access to public transportation.

Table 2.2 provides a graphical comparison of transit dependent riders within the study area.

Table 2.2. Overview of Transit Dependent Populations

	LHMPO Planning Area*	Lake Havasu City	Desert Hills CDP	Crystal Beach CDP
Total Population	58,784	55,600	2,838	135
18 Years and Younger	15.6%	15.8%	10.6%	0%
Age 65 and Older	31.8%	31.5%	37.1%	51.1%
Low-Income Individuals	11.9%	11.4%	21.2%	0%
Female Head of Households	7.9%	8.2%	2.8%	0%
Zero Car Households	4.5%	4.4%	5.2%	0%
Mobility Limited Persons	18.6%	12.2%	19.1%	40.7%

Source: Arizona Office of Economic Opportunity; American Community Survey 5-Year Estimate (2013-2017).

*The LHMPO Planning Area includes populations within Lake Havasu City and unincorporated Mohave County, which includes Desert Hills CDP and Crystal Beach CDP.

Youth and Older Adults

Analyzing an area's age composition helps decision-makers understand the potential need for increased transit options. As people age, a person typically begins to drive less and requires alternative modes of transportation for medical appointments, shopping, and visiting family and friends. Whereas, children are unable to operate a vehicle and must rely on family, friends, walking, biking, or public transportation to travel. Figure 2.3 and Figures 2.4 illustrates areas with concentrations of youth and older adults, respectively. As illustrated in the figures, both youth and elderly populations have a strong density off of Thunderbolt Ave and near the downtown core area.

Low-Income Individuals

Low-income populations are individuals that live within a set of income thresholds established by the US Census Bureau, which vary by family size and composition. Traditionally, persons with low incomes may rely on active and public transportation more than the general population; therefore, recognition of this group's concentration centers is needed to determine transportation needs. Figure 2.5 illustrates areas with high percentages of person's living below the poverty level. Densities of individuals residing below the poverty level are scattered through the study area, including areas along Kiowa Blvd and Smoketree Ave.

Female Head of Households

Female head of households are identified as females with no spouse present, with children younger than 18 years of age present in the household. Households led by females are especially sensitive in the framework of planning for public transit services. Traditionally, this population group is particularly vulnerable to poverty. Households that have low incomes generally have limited vehicle availability, spend a higher proportion of income on transportation expenses, and have a higher usage of public transportation or carpooling. Figure 2.6 illustrates areas with high percentages of households with female heads of houses. There are numerous block groups within the study area that have high densities of female led households, particulate along McCulloch Blvd and Jamaica Blvd.

Households Without Access to a Vehicle

Vehicle availability may limit a person's ability to commute to work or get to an activity center. Depending on the number of people living in each household, a certain number of vehicles may not be able to provide everyone with a means of transportation. According to the 2013-2017 ACS, 4.5 percent of households in the LHMPO region do not have any vehicles available, forcing residents to utilize alternative means of transportation. Figure 2.7 illustrates areas with concentrations of households with no vehicles available. The highest densities of zero-vehicle households occur surrounding the downtown core area along Mesquite Ave and Smoketree Ave. This may be attributed to the higher density of commercial buildings, apartments, and condos in those areas.

Mobility Limited Persons

Mobility limited populations are civilian, noninstitutionalized persons who have disabilities (such as sensory, physical, self-care, and/or employment disabilities). This population group often has difficulty operating automobiles and may require access to public transportation. Figure 2.8 illustrates areas with concentrations of persons with mobility limitations. Block groups throughout the study have high densities of mobility limited persons.

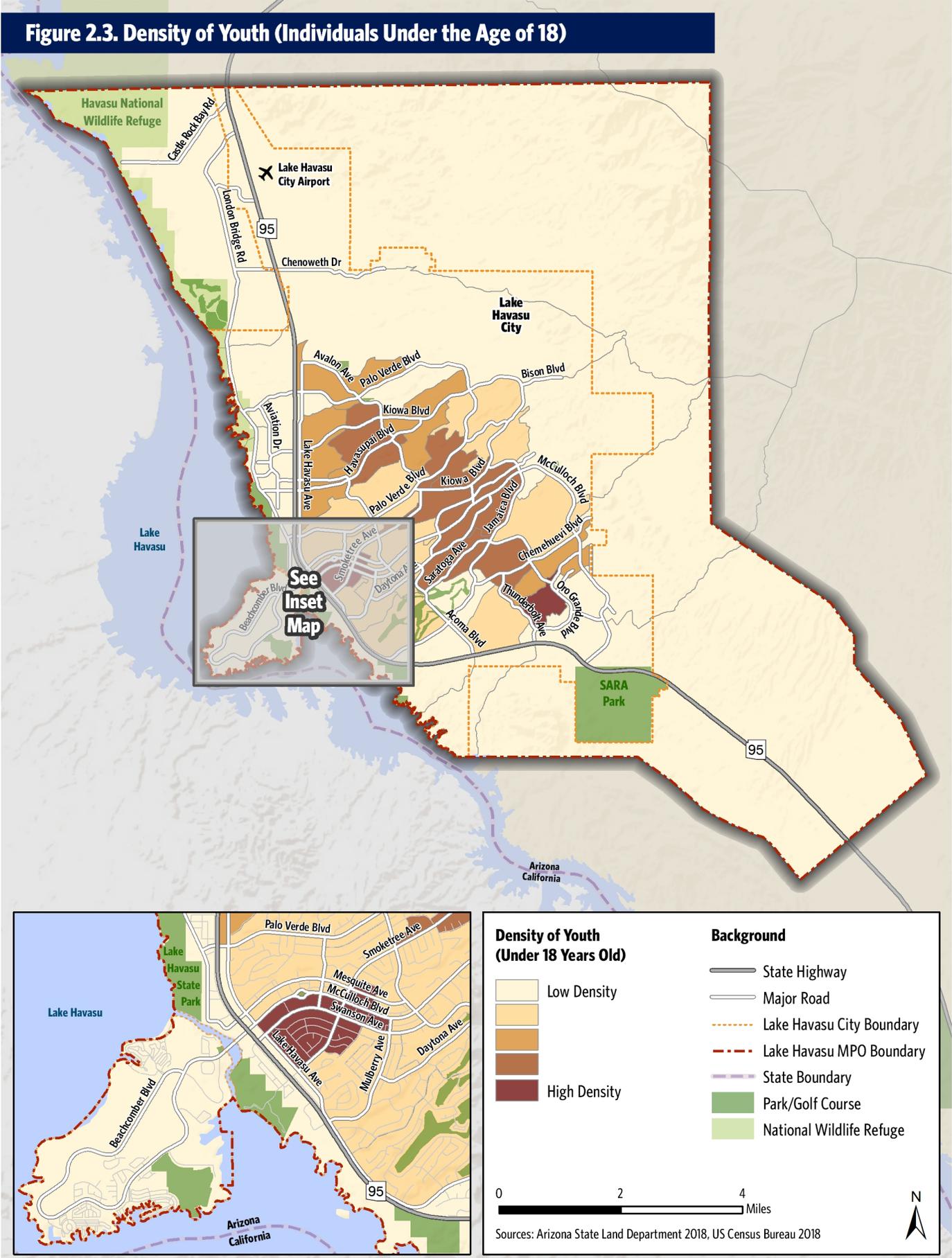
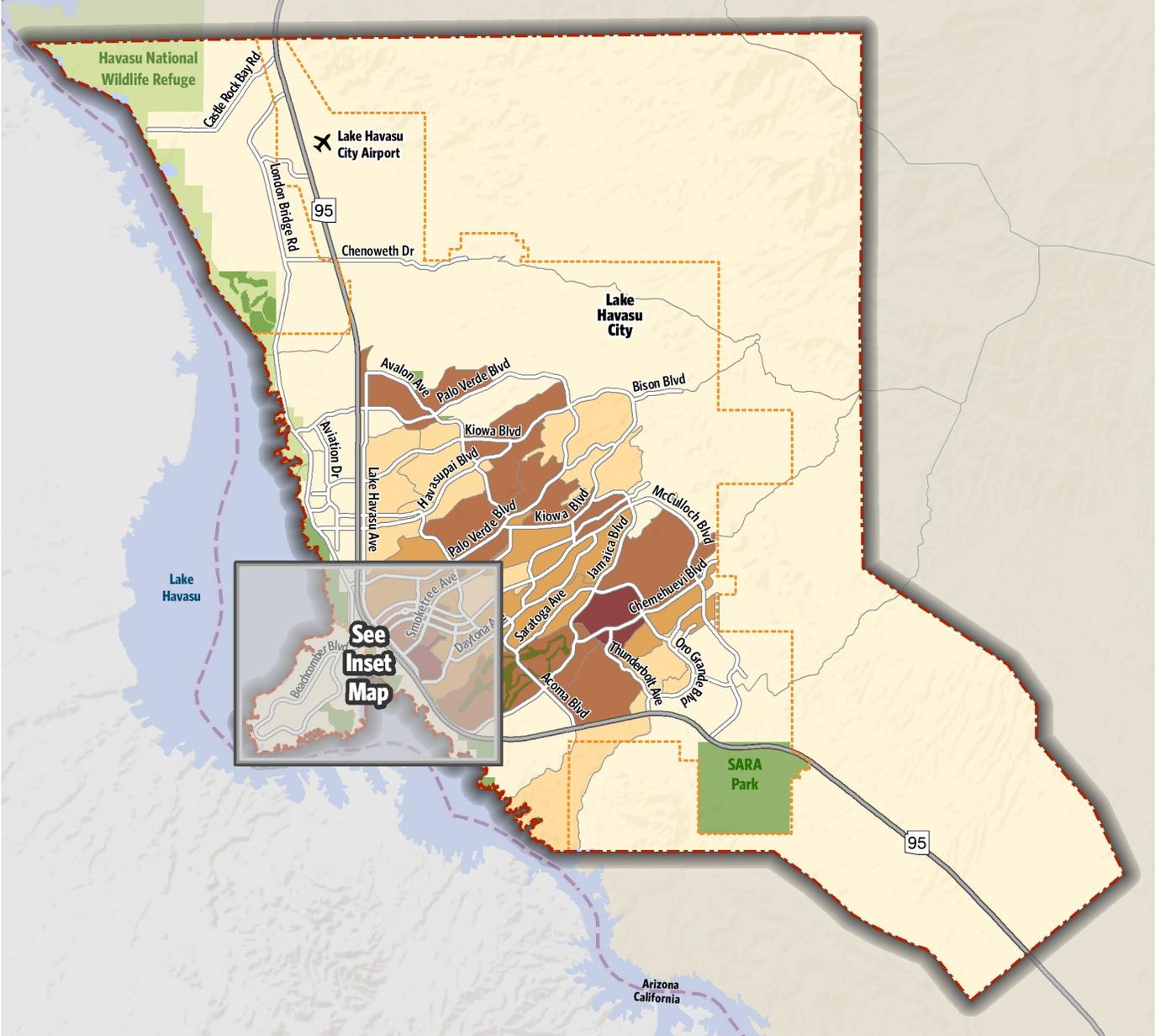
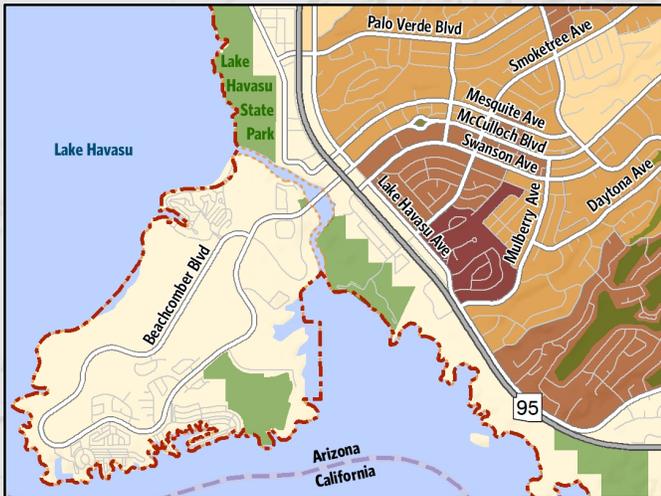


Figure 2.4. Density of Older Adults (Age 65 and Older)



See Inset Map

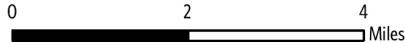


Density of Older Adults

- Low Density
-
-
-
- High Density

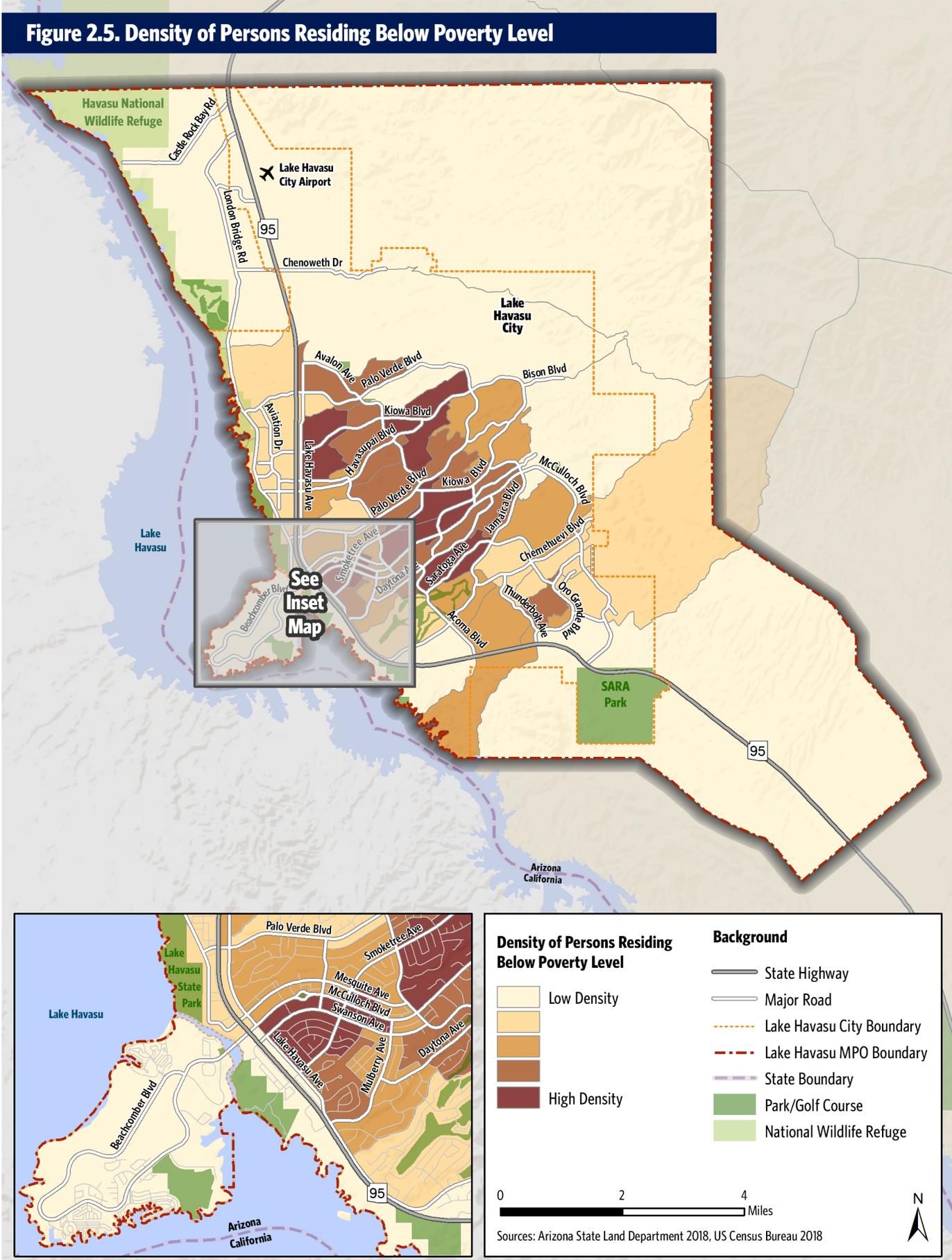
Background

- State Highway
- Major Road
- Lake Havasu City Boundary
- Lake Havasu MPO Boundary
- State Boundary
- Park/Golf Course
- National Wildlife Refuge



Sources: Arizona State Land Department 2018, US Census Bureau 2018





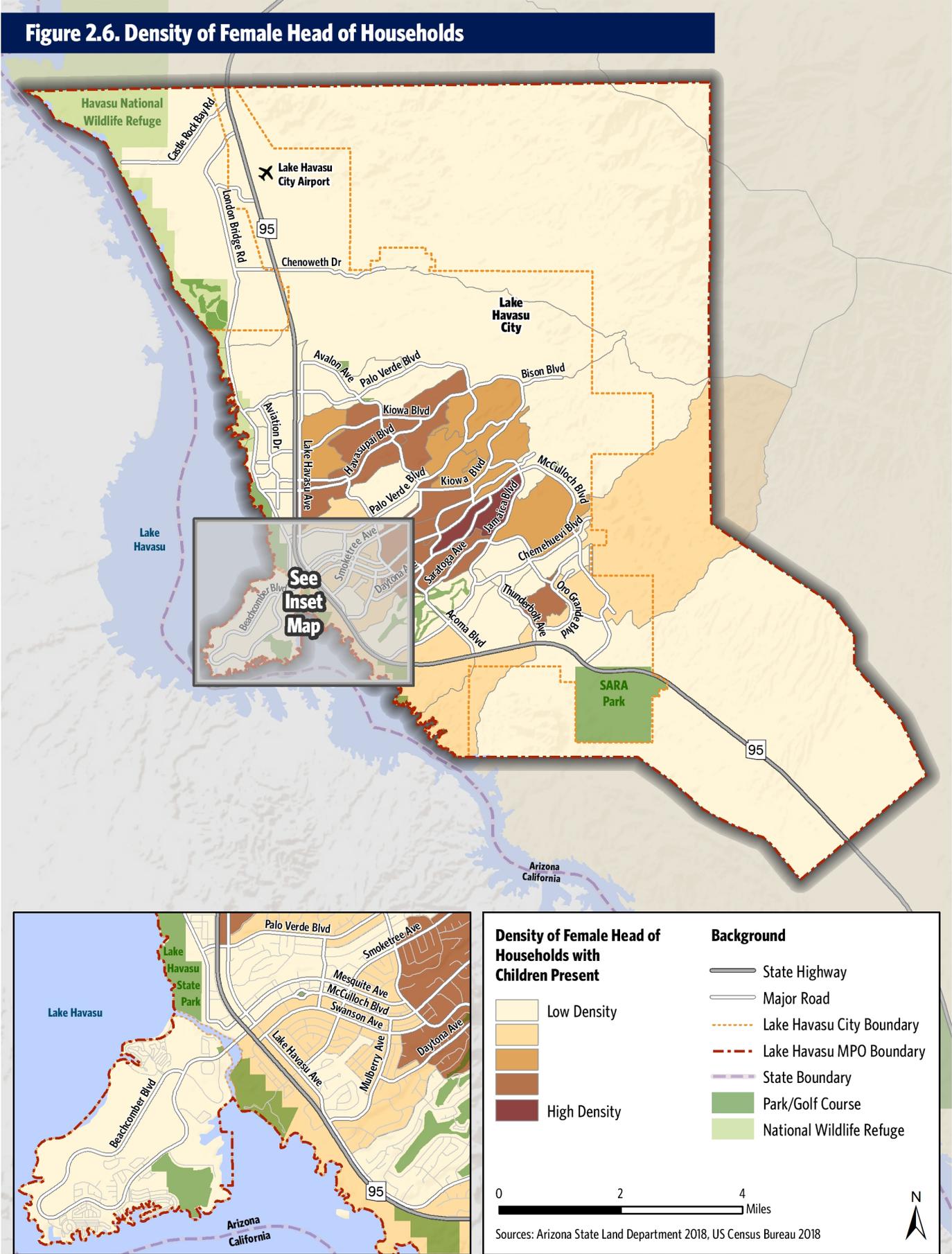
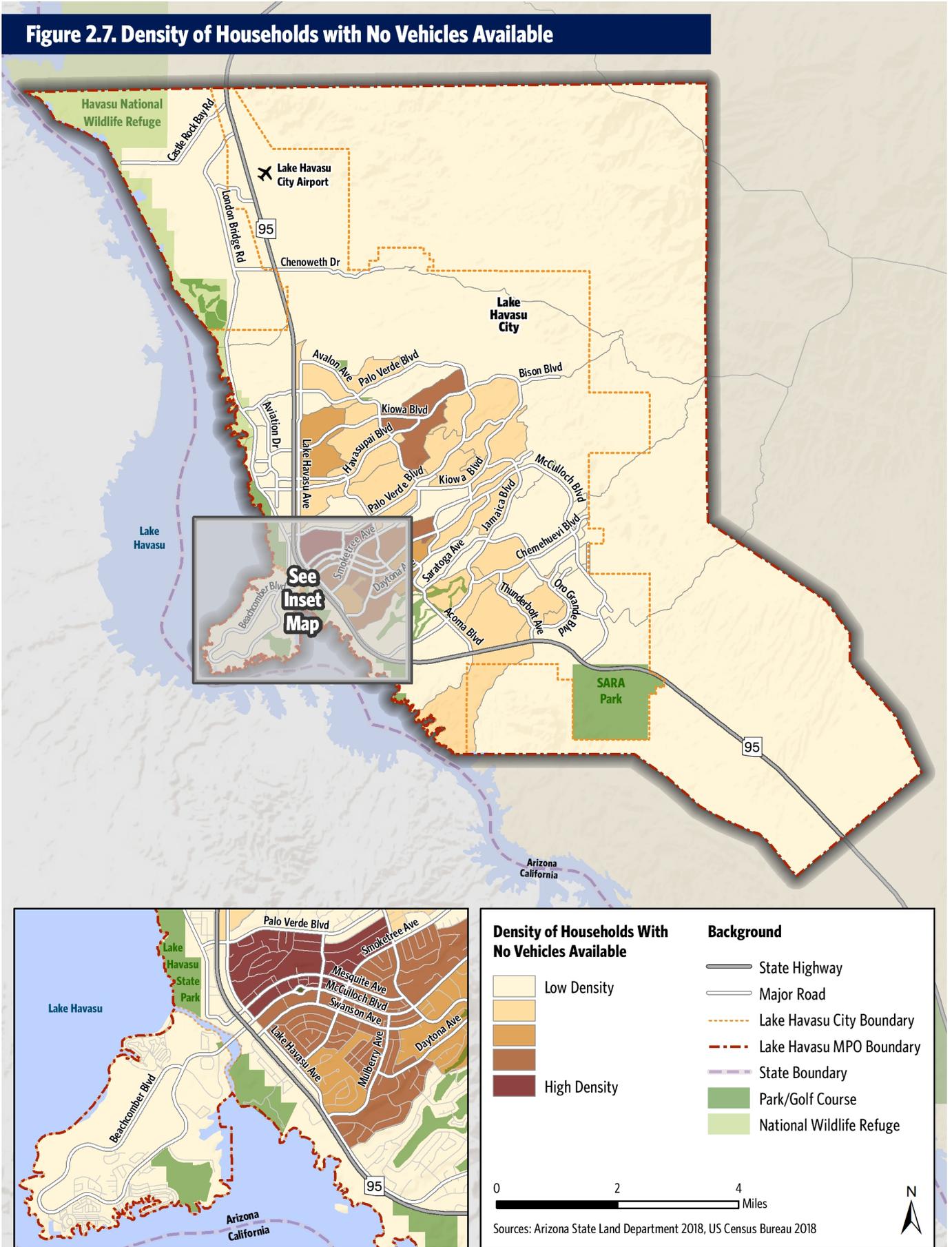
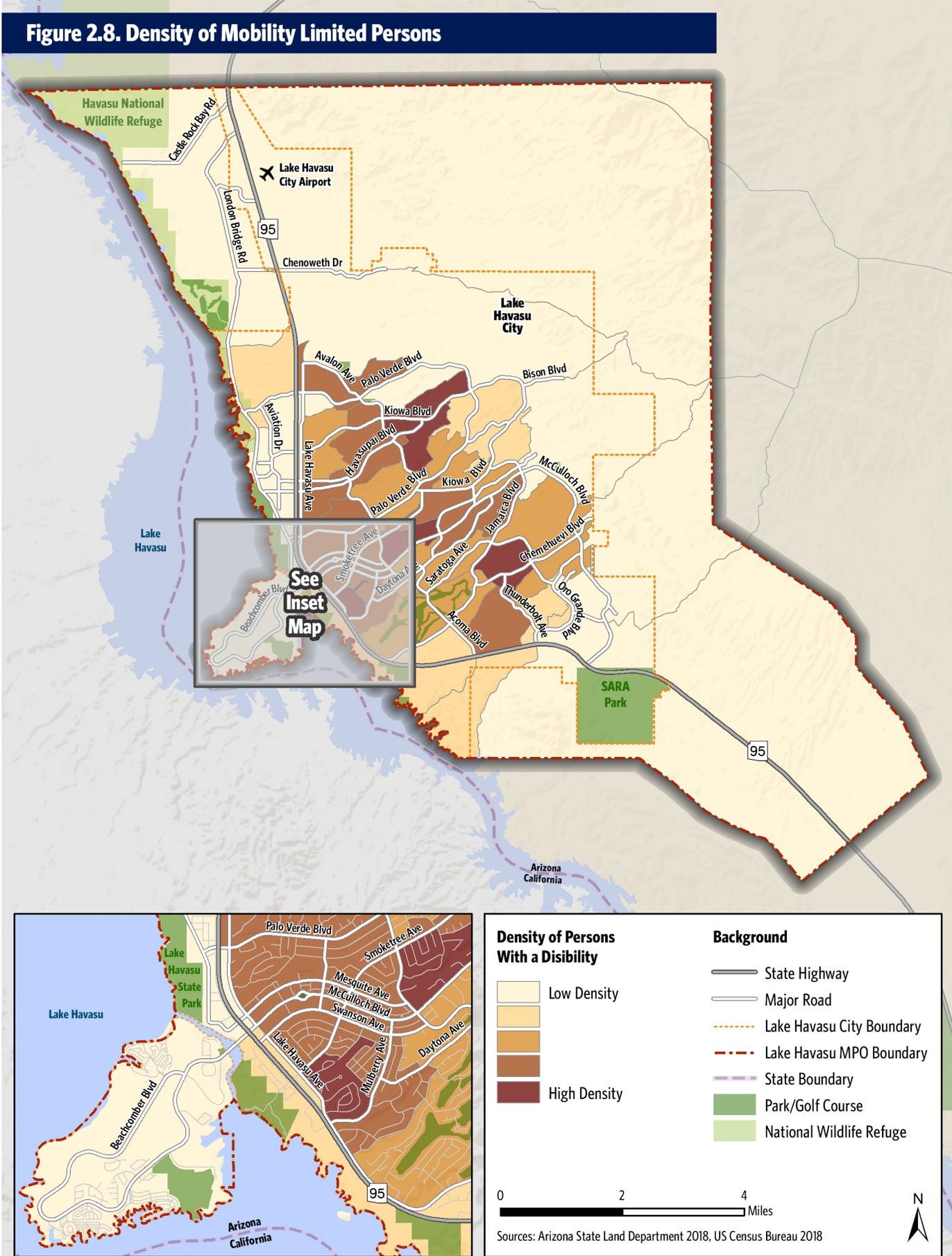


Figure 2.7. Density of Households with No Vehicles Available





COMPOSITE TRANSIT RELIANCE INDEX

Transit reliance combines key socioeconomic characteristics of transit dependent population groups into a single measure to estimate areas that might have a greater tendency to use public transportation as their primary method of transport. To understand areas within the LHMPO region that may have the highest need for public transportation services, a transit reliance index was developed and mapped.

To create the index score, each Census block group was assigned a score between 1 to 5 based on the level of density of each transit dependent population group. For example, a block group with a high density of older adults will receive a score of 5, whereas, if the block group has a low density of youth it would receive a score of 1. After assigning each block group a score, the score for each characteristic is summed, resulting in a number from 6 to 30, called the "Transit Reliance Index." Table 2.3 outlines the index scoring system and each group's breakpoint.

Table 2.3. Transit Reliance Scoring System

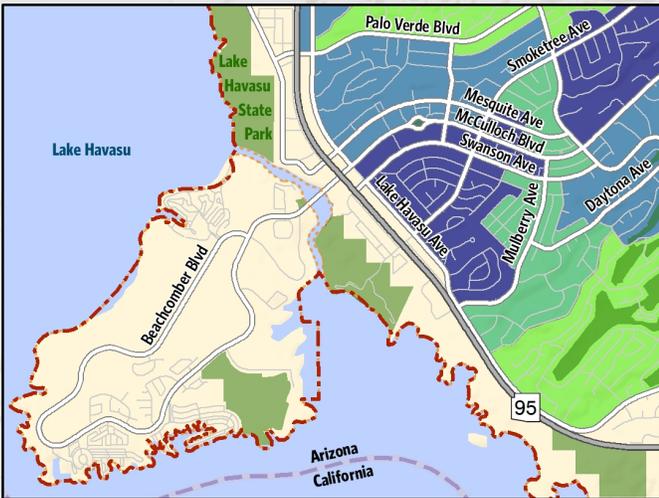
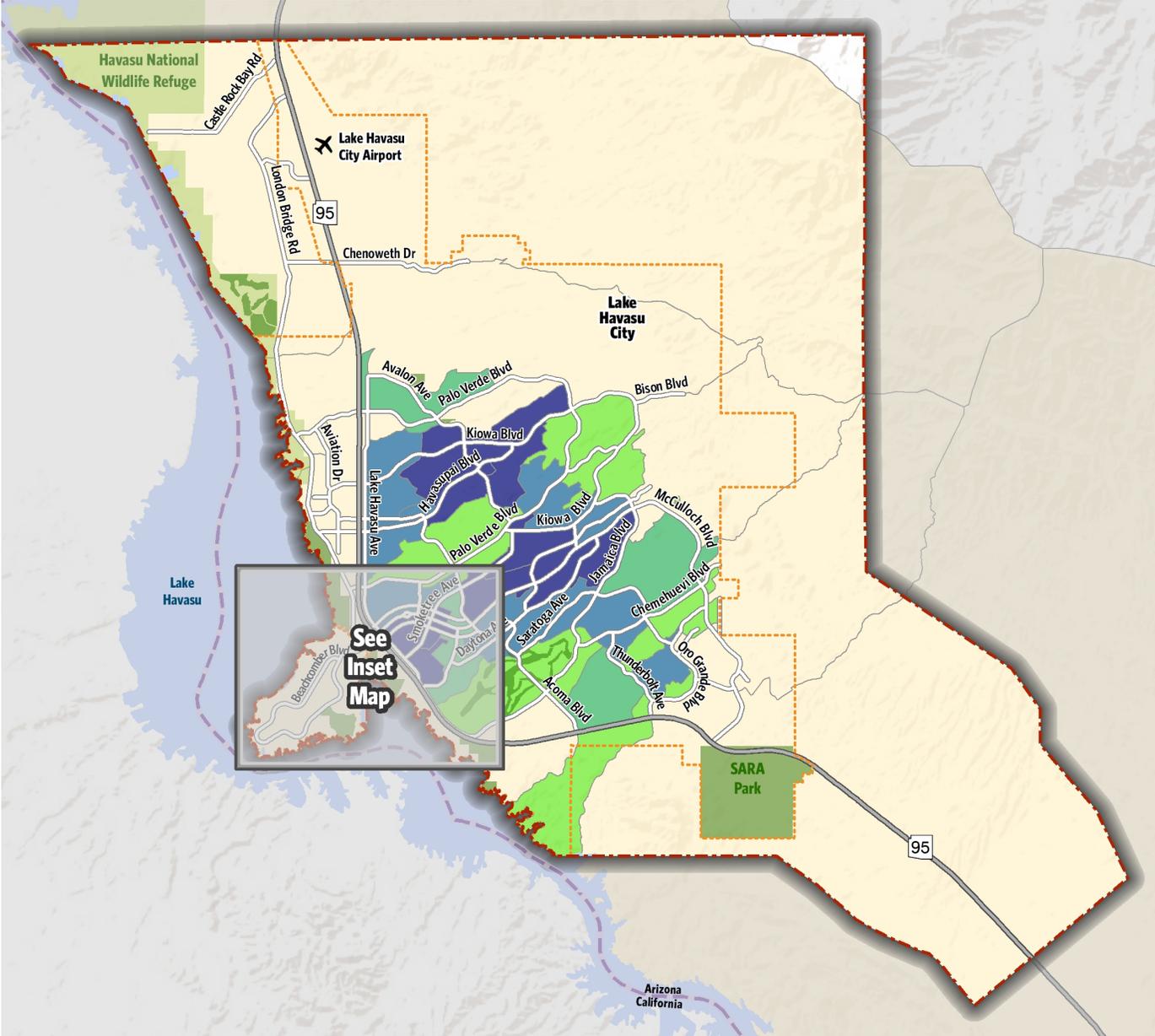
Score	Youth	Older Adults	Low-Income Individuals	Female Households	Zero Vehicle Households	Mobility Limited Persons
1	0	0 - 332	0 - 112	0	0 - 13	0
2	1 - 139	333 - 693	113 - 350	1 - 12	14 - 55	1 - 169
3	140 - 505	694 - 1053	351 - 588	13 - 65	56 - 97	170 - 354
4	506 - 872	1054 - 1414	589 - 826	66 - 119	98 - 140	355 - 539
5	873+	1415+	827 +	119+	141 +	540+

Scores for each factor are based on the standard deviation of the density of the population group within the LHMPO region.

Figure 2.9 illustrates the composite Transit Reliance Index for the LHMPO region. Several trends illustrated in the figure include:

- Downtown core area has a high transit reliance mainly due to the high density of youth, elderly, low-income, zero-vehicle households, and mobility limited population groups that occupy the area.
- Block groups surrounding Havasupai Blvd and Kiowa Blvd have a high transit reliance, primarily due to the high density of low-income, zero-vehicle households, and mobility limited population groups that reside in the area.
- While areas west of US-95 do not show high transit reliance, there may be a demand for transit service in these areas, particularly to provide access to employment and shopping centers.

Figure 2.9. Transit Reliance Index



Transit Reliance by Census Block Group		Background	
	Greatest Reliance		State Highway
			Major Road
			Lake Havasu City Boundary
			Lake Havasu MPO Boundary
	Lowest Reliance		State Boundary
			Park/Golf Course
			National Wildlife Refuge

0 2 4 Miles

Sources: Arizona State Land Department 2018, US Census Bureau 2018

TRANSPORTATION GENERATORS

Transportation generators are locations within a community that act as generators of transportation trips and are frequent destinations within a community. Understanding these destinations is a critical step in the evaluation of existing services and determining future transit needs.

Major Employers

The location and number of jobs is a strong indicator of transit demand, as traveling to and from work is a frequent trip type served by transit. Healthcare, manufacturing, consumer services, retail, tourism, and government are the primary drivers of the region’s economy. Based on readily available data from the 2017 Arizona COG /MPO Employer Database, there are approximately 15,210 employees within the LHMPO area. The top five employers in the region include:

- Havasu Regional Medical Center – 650 employees
- City of Lake Havasu – 530 employees
- Lake Havasu Unified School District 1 – 520 employees
- Sterlite Corporation – 300 employees
- Walmart – 270 employees

In the same manner as population densities, employment densities provide a strong indication of underlying employment-based transit demand. Figure 2.10 illustrates employment densities within the LHMPO region. As illustrated in the Figure, the downtown core as has the highest density of employment within the study area. Although the Shops at Lake Havasu, Walmart, and Lowes are one of the largest employers in the region, population density is low due to the large size of the block group. Low density areas do not illustrate a lack of potential transit demand, but rather additional analysis and insight into trip attractions and generators are needed.

Major Activity Centers

Major activity centers are catalysts in creating trips within communities. Areas of higher numbers of activity centers tend to have more people attempting to commute to them; therefore, it is important to provide transportation options to and from these areas. Within the LHMPO region there are a multitude of recreational destinations that would benefit from transit access including:

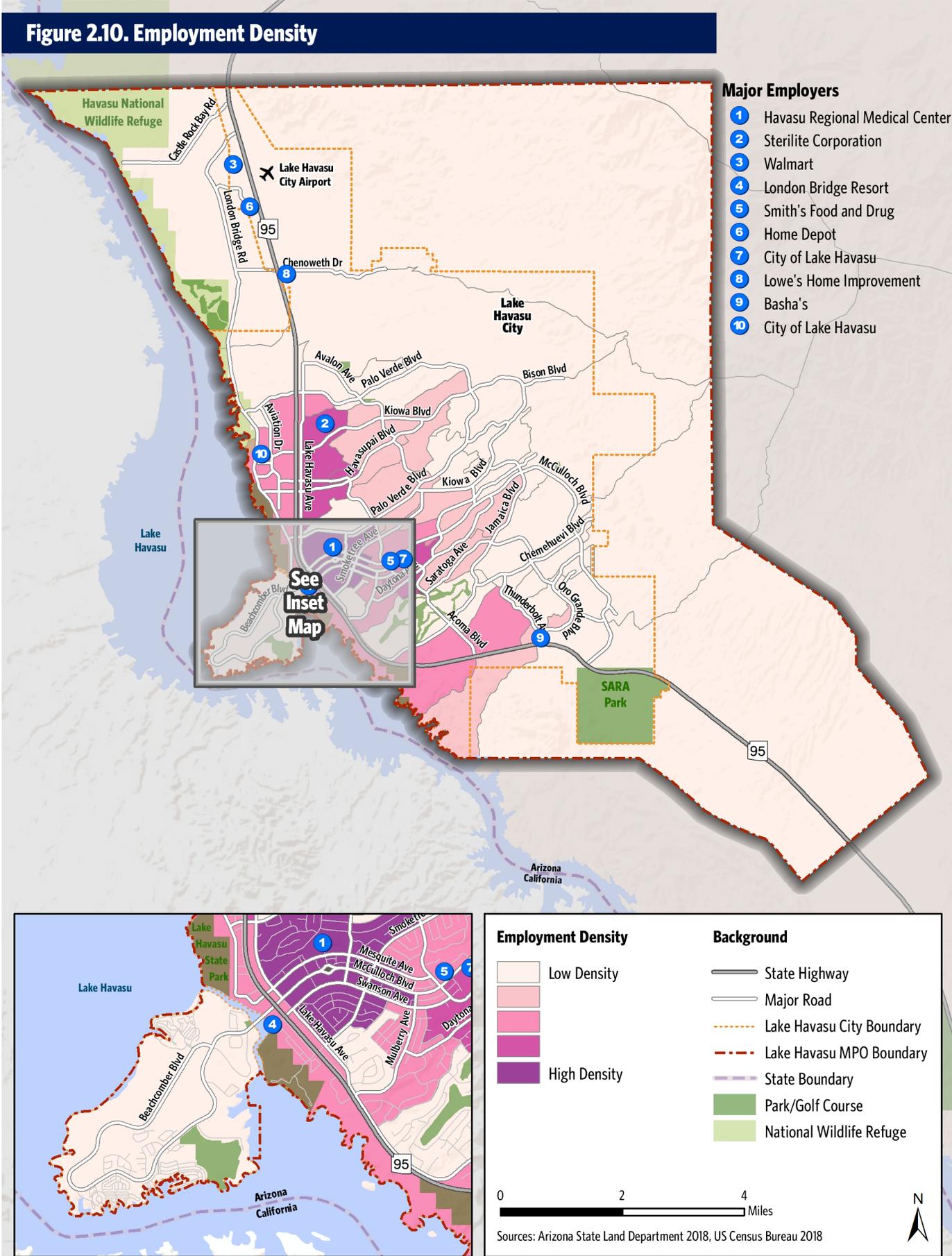
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|------------------------|-------------------------|-----------------------------|
| • Shops at Lake Havasu | • Havasu Landing Casino | • Libraries |
| • Downtown District | • Havasu 95 Speedway | • Community and State Parks |
| • English Village | • Aquatic Center | • Government Buildings |
| • Shopping Centers | • Senior Center | |

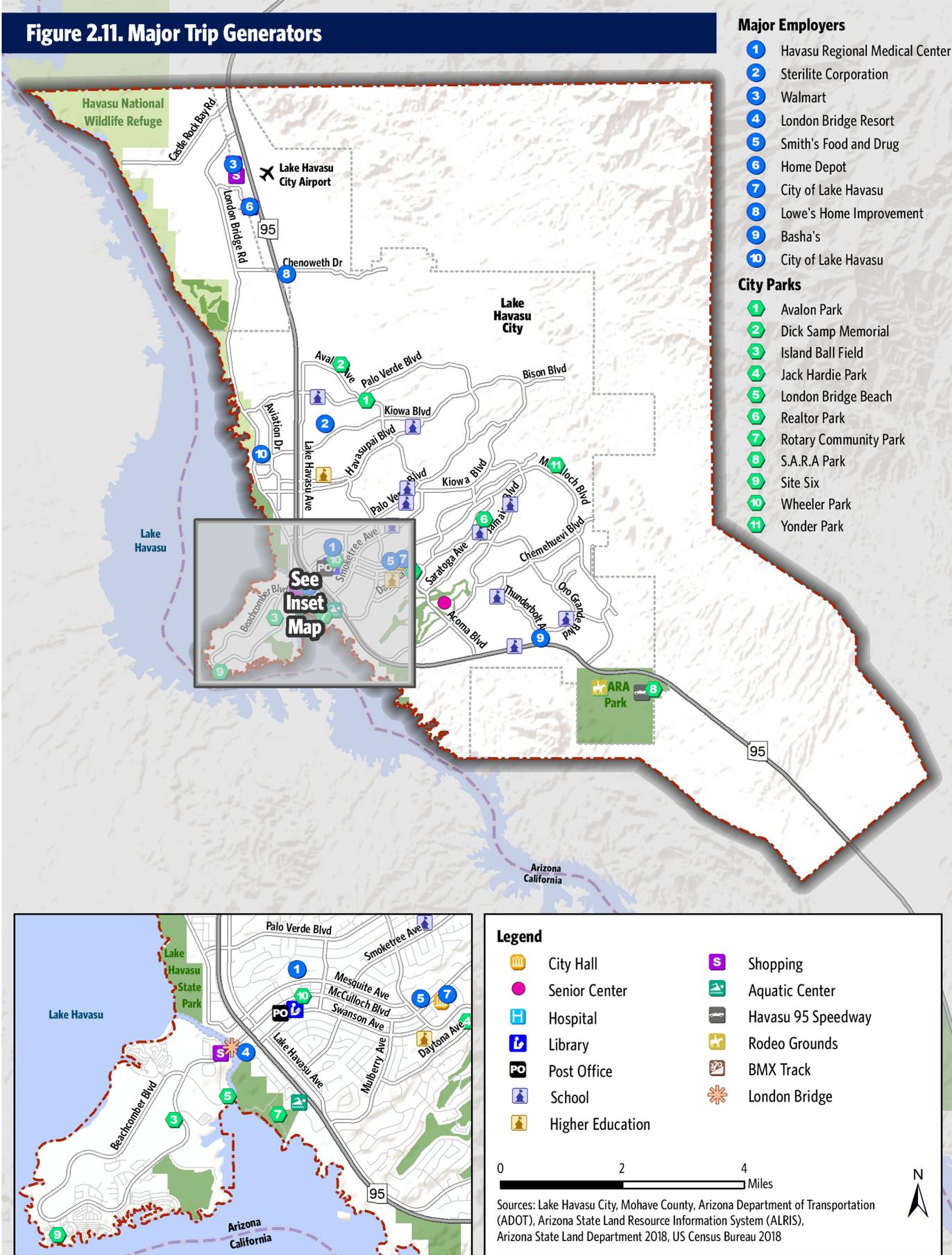
Schools

While this study does not focus on providing services for elementary, middle, and high school students, providing services for residents to access educational opportunities at colleges is a critical element.

- Arizona State University Lake Havasu Campus – with over 150 students a semester, the Arizona State University extension in Lake Havasu is increasing in popularity.
- Mohave County Community College (MCCC) – MCC is a thriving campus that serves over 1,400 students from Lake Havasu and surrounding communities.

In discussions with local college officials, the implementation of a transit service in Lake Havasu is critical to not only provide transportation for students but also to meet future enrollment goals of the colleges.





CURRENT COMMUTE AND TRAVEL BEHAVIOR

Knowing where people take transit or utilize other modes of transportation can help develop effective transit improvements and programs that will better serve the residents and visitors of the region. Utilizing 2013-2017 ACS data, employee commuting patterns and vehicle availability was identified. With great distances between activity centers, the LHMPO region and Mohave County is primarily an automobile-oriented area; however, many people do not have access to a vehicle, choose not to drive, or are unable to operate a vehicle.

Means of Transportation

Table 2.4 summarizes the mode of transportation for workers age 16 and older to commute to work within the study area. As presented in the table, Lake Havasu City has the highest number of persons that carpool to work; whereas Desert Hills has a high percentage of workers that bike or walk to work. As a whole, all areas within the LHMPO primarily drive alone to work.

Table 2.4. Means of Transportation to Work

	LHMPO Planning Area*	Lake Havasu City	Desert Hills CDP	Crystal Beach CDP
Workers 16 Years and Over	20,670	19,883	671	81
Drove Alone	80.3%	80.3%	85.4%	86.4%
Carpooled	12.0%	12.4%	3.4%	0%
Public Transportation	0.1%	0.1%	1.8%	0%
Biked or Walked	1.3%	1.1%	2.5%	0%
Worked at Home	4.2%	4.1%	5.7%	13.6%
Other	2.1%	2.1%	1.2%	0%

Source: American Community Survey 5-Year Estimate (2013-2017).

*The LHMPO Planning Area includes populations within Lake Havasu City and unincorporated Mohave County, which includes Desert Hills CDP and Crystal Beach CDP.

Travel Time to Work

According to the 2013-2017 ACS, the mean, one-way travel time for workers in the LHMPO region is around 20 minutes. In comparison, Mohave County averages a 20.4-minute, one-way commute. Table 2.5 outlines commute times within the LHMPO area. As outlined in the Table, 29 percent of employees in the Lake Havasu City and 32 percent in Desert Hills have a commute time of less than 10 minutes. The shorter the work commute, the less attractive public transportation is for choice riders. Traditional bus public transportation systems are unable to match the commute times associated with the personal vehicle. Interestingly, the majority of employees have a 10 to 19-minute commute time; however, Crystal Beach residents tend to have a longer 20 to 29-minute commute.

Table 2.5. Travel Time to Work

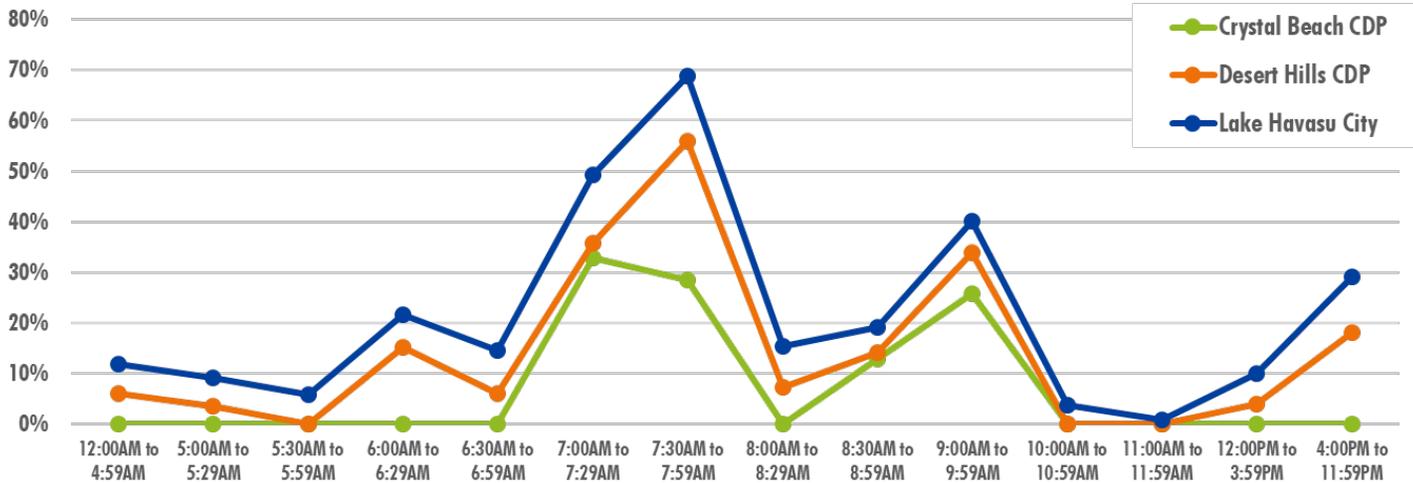
	Lake Havasu City	Desert Hills CDP	Crystal Beach CDP
Less than 10 Minutes	29%	32%	0%
10 to 19 Minutes	49%	48%	13%
20 to 29 Minutes	6%	7%	87%
30 to 59 Minutes	9%	3%	0%
60 to 89 Minutes	3%	6%	0%
90 or More Minutes	4%	4%	0%

Source: American Community Survey 5-Year Estimate (2013-2017).

*The LHMPO Planning Area includes populations within Lake Havasu City and unincorporated Mohave County, which includes Desert Hills CDP and Crystal Beach CDP.

Figure 2.12 illustrates the typical time employees leave for their commute to work in the study area. As shown in the figure, the major of employees leave their house between 7:00 am and 8:00 am. There is also a spike in commute times between 9:00 am and 10:00 am and in the evening after 4:00 pm.

Figure 2.12. Time Leaving Home for Work



Source: American Community Survey 5-Year Estimate (2013-2017).

Vehicle Availability

Vehicle availability may limit a person's ability to commute to work or get to an activity center. Depending on the number of people living in each household, a certain number of vehicles may not be able to provide everyone with a means of transportation. Table 2.6 outlines the total number of vehicles available per households in the LHMPPO region. According to the 2013-2017 ACS, 4.5 percent of households do not have any vehicles available, forcing residents to utilize alternative means of transportation. It's important to note, that some householders in single vehicle households may also have transportation concerns as a vehicle may not be available when in use by the other household member.

Table 2.6. Access to Vehicles

	LHMPPO Planning Area*	Lake Havasu City	Desert Hills CDP	Crystal Beach CDP
Occupied Housing Units	24,783	23,345	1,266	82
No Vehicle Available	4.5%	4.4%	5.2%	0%
1 Vehicle Available	32.6%	32.5%	35.6%	47.6%
2 Vehicles Available	37.3%	37.5%	40.8%	39.0%
3 or More Vehicles Available	25.5%	25.7%	18.4%	13.4%

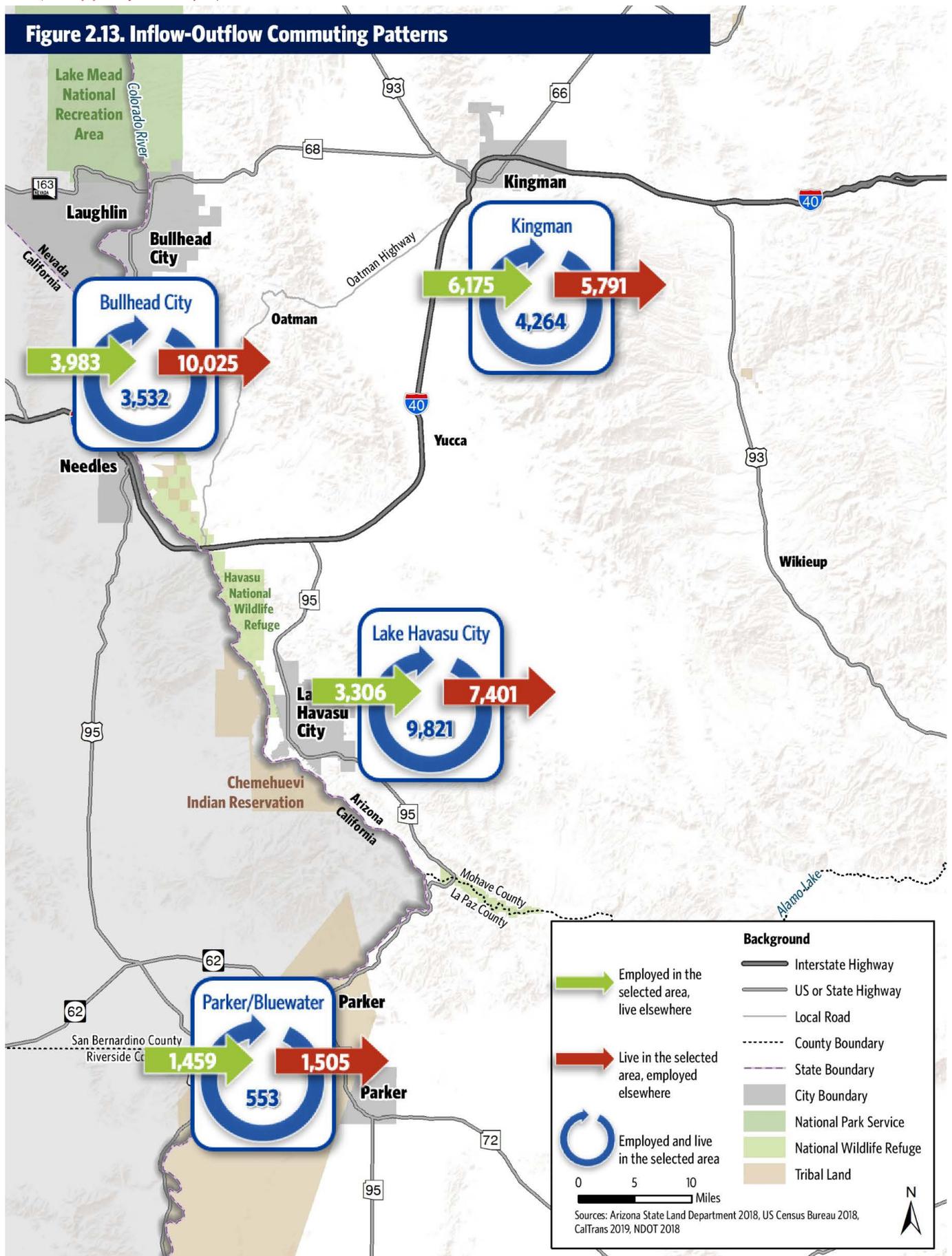
Source: American Community Survey 5-Year Estimate (2013-2017).

*The LHMPPO Planning Area includes populations within Lake Havasu City and unincorporated Mohave County, which includes Desert Hills CDP and Crystal Beach CDP.

Commuting Patterns

Utilizing the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) OnTheMap application, regional commuting patterns can be identified. The portal is a nationwide database that reports where workers are employed and where they live. Figure 2.13 illustrates commuting patterns per the LEHD data. While the majority of workers that live in Lake Havasu work in Lake Havasu (9,281 workers), a large number (7,401 workers) live in Lake Havasu and work elsewhere. Approximately 8.8 percent work in Phoenix, 4.3 percent in Kingman, and 1.9 percent in Bullhead City. For workers that live in Kingman, nearly 2.7 percent work in Lake Havasu City.

Figure 2.13. Inflow-Outflow Commuting Patterns

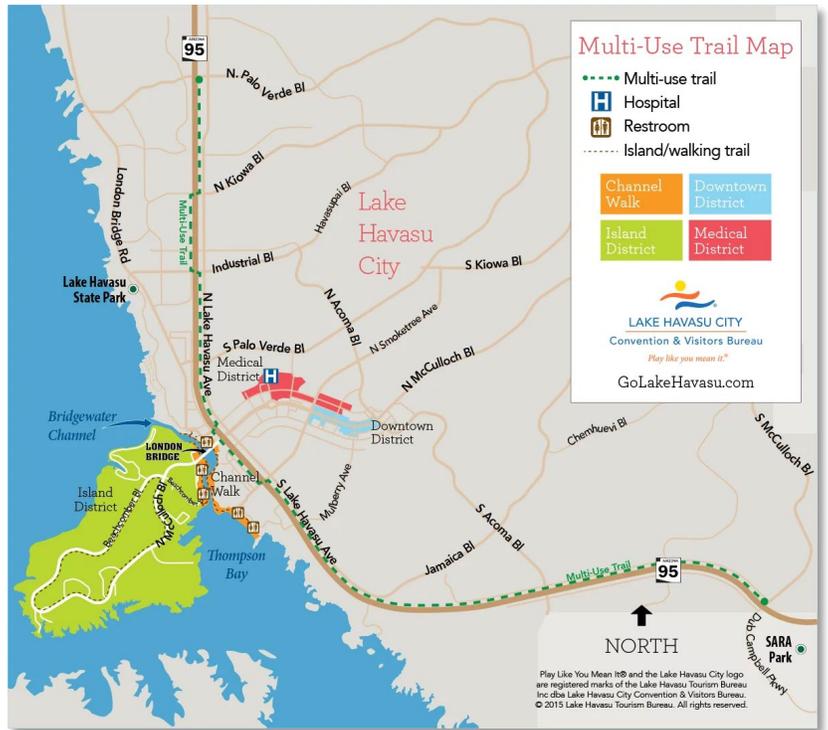


ACTIVE TRANSPORTATION CONDITIONS

Active transportation includes any self-propelled, human powered mode of transportation that engages people in active participation, including walking, biking, jogging, skateboarding, inline skating, scooters, and the use of assistive mobility devices. Just as roads connect motorists to destinations, active transportation networks allow the public to travel without the use of a car. Convenient walking and biking connections to transit stops are important to the overall usefulness and effectiveness of a transit network.

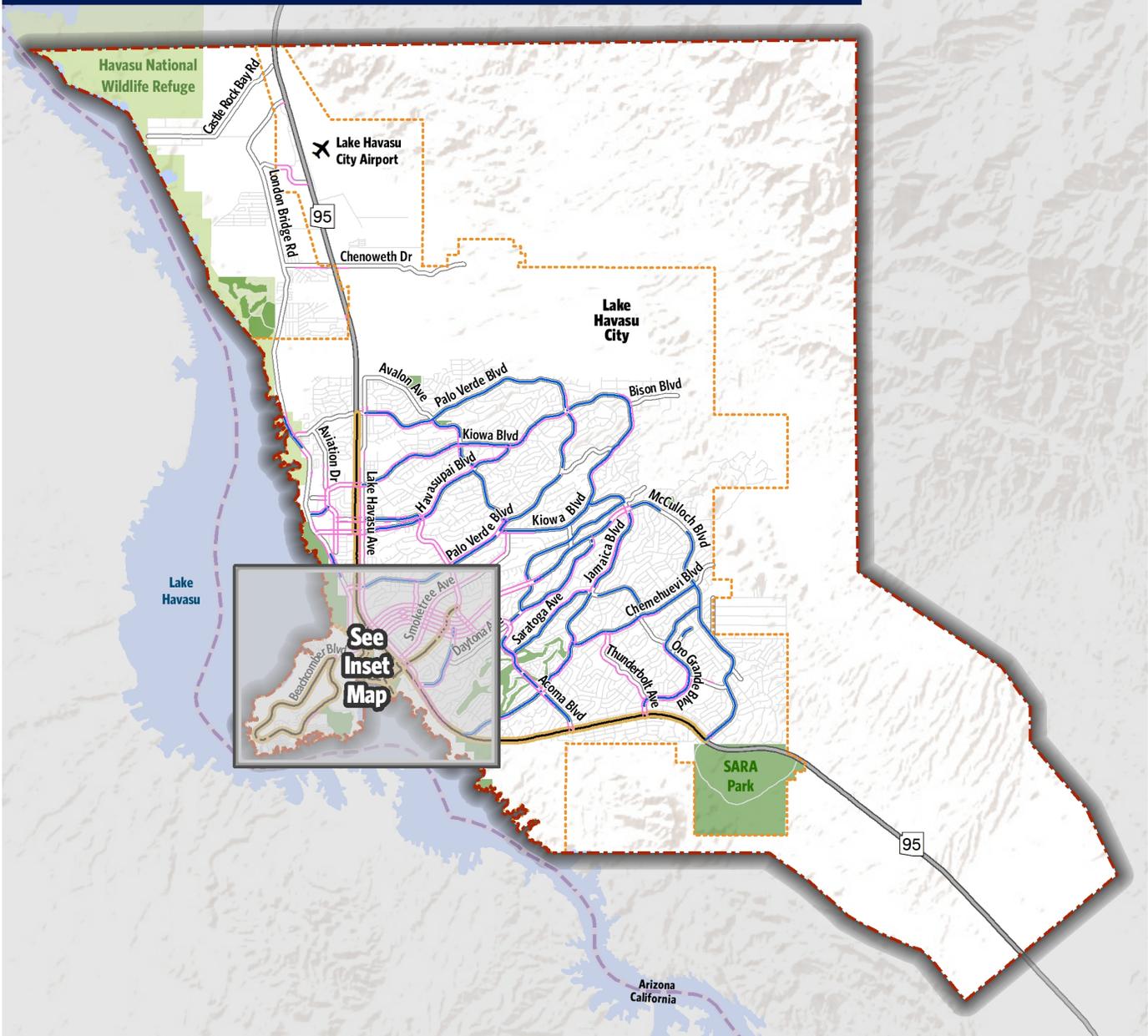
Active transportation is complementary to transit, as every transit rider is either a pedestrian or a bicyclist at some point of their trip. For example, a rider must first walk, bike, drive, or roll themselves to and from the nearest bus stop. This is commonly referred to as “first/last mile”. Some riders have a short walk from a parking lot and others have a longer walk or ride from their home, office, or shopping center.

Understanding the location of existing pedestrian and bicycle infrastructure is critical to creating a sustainable, convenient transit system and reducing first/last mile barriers. Figure 2.14 illustrates the location of existing pedestrian and bicycle facilities in the LHMPO region. Facility types in the LHMPO region vary between traditional sidewalks, offset shared use paths/trails, paved shoulders, and in-street bike lanes. In future phases on this study, the existing active transportation facilities information will be utilized to determine locations that have convenient first/last mile transit connections.



Example of paved shoulders on Kiowa Blvd. Paved shoulders in the City often are utilized by vehicles to park, limiting bicycle usage.

Figure 2.14. Existing Active Transportation Facilities

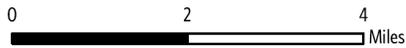


Existing Active Transportation Facilities

- Sidewalk
- Bike Facility
- Trail/Shared Use Path

Background

- State Highway
- Major Road
- Local Road
- Lake Havasu City Boundary
- Lake Havasu MPO Boundary
- State Boundary
- Park/Golf Course
- National Wildlife Refuge



Sources: Arizona State Land Department 2018, US Census Bureau 2018, Lake Havasu City 2015



TRANSIT SUPPORTIVE AREAS

As previously noted, population and land use patterns are critical when determining potential transit service needs of an area. Population and employment densities can be used to provide an indication of the type and frequency of service that would be most appropriate. In order to get an inclusive picture of potential service types and frequencies applicable in the LHMPO planning area an analysis of transit supportive development was conducted. The most transit supportive areas are those that have higher densities, which makes transit services more efficient and sustainable. While frequent service is clearly desirable, it is more expensive to operate.

Table 2.7 outlines factors utilized to determine potential transit service needs based on employment and population densities. These factors are based on national research from the Transit Cooperative Research Program (TCRP). There are no density requirements for demand response or dial-a-ride service. Demand response services can work in any environment but remain less efficient in areas with low density, due to costs and long travel times. Fixed-route service, however, does generally require some level of density to be effective. As illustrated in the Table, as population and employment densities increase, so does the demand for more frequent service.

Table 2.7. Transit Supportive Densities

Transit Mode and Frequency	Population Per Acre	Jobs Per Acre
Flex Bus	0.5	N/A
Community Circulator	2	N/A
Local Bus (60-minute headway)	8 – 16	4 – 8
Local Bus (30-minute headway)	16 – 31	8 – 16

Source: Transit Cooperative Research Program and Ohio Department of Transportation

Figures 2.15 and 2.16 illustrate census block groups with transit-support population and employment densities, respectively. The downtown core has greater than 8 persons per acre and 4 jobs per acre, which lends the area to supporting a more robust, frequent bus service. Residential areas, with a lower population density of between 0.5 to 2 persons per acre, support more infrequent service such as a flex bus or circulator. Creating an efficient fixed-route transit service to population distributed outside these dense population areas can be challenging.

It’s important to note, that the data illustrated in the Figure captures employment densities by census block group and may not provide the full picture of demand due to the large geographic size of block groups. For instance, the northern portion of the LHMPO area includes major employers like the Shops of Lake Havasu, Airpark, and Walmart. While these specific locations have demand for transit access, the remoteness of the surrounding area does not have sufficient density to support higher level transit service.

Figure 2.15. Transit Supportive Population Densities

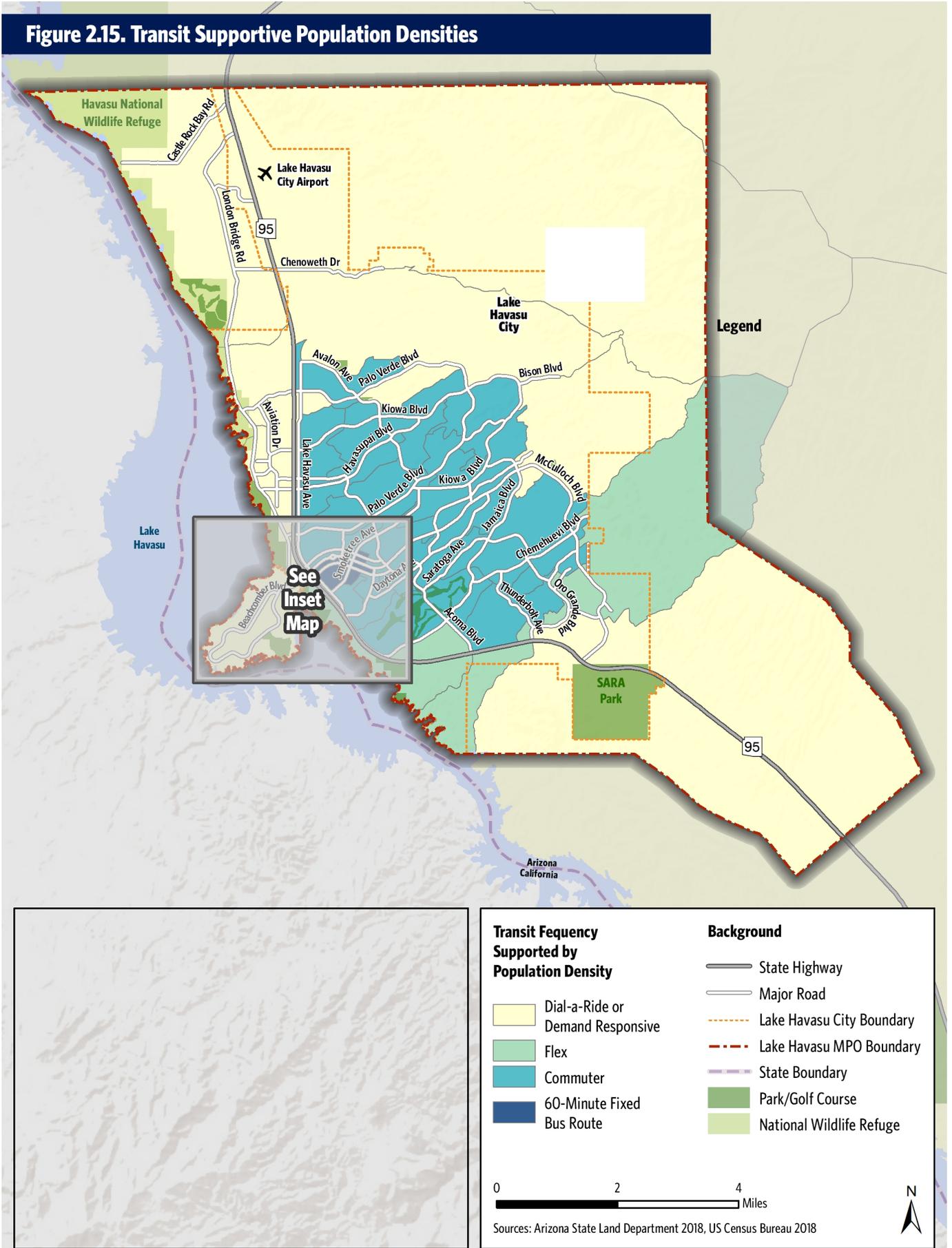
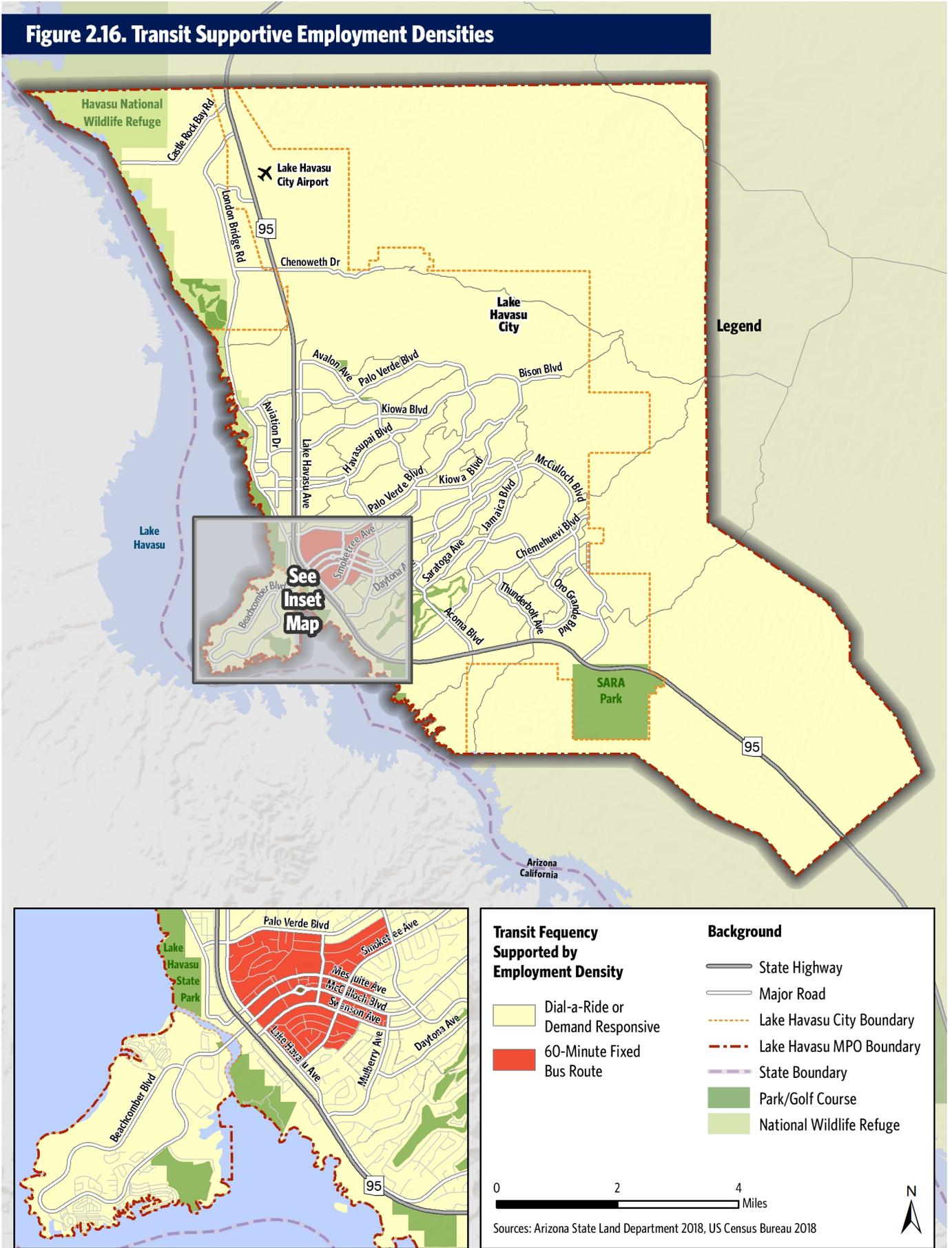


Figure 2.16. Transit Supportive Employment Densities



3. EXISTING AND PREVIOUS TRANSIT SERVICES

The region’s public transportation has taken many forms since the mid-1990s. Beginning with a dial-a-ride system, public transportation eventually morphed into a fixed-route bus service, called the Havasu Area Transit (HAT) in the 2000s. By 2014, however, reduction in grant revenue led to the elimination of public transportation in Lake Havasu. A timeline of public transportation services is illustrated below.

- 1986** **City Transit**, a small demand response (curb-to-curb) system is started by Lake Havasu City. Riders were picked-up within 30-minutes of their call and rides cost \$3.00. The service was funded through federal grants and local general fund subsidy.
- 2004** City Transit ridership reached an all-time high of 140,000 annual trips making City Transit was one of the largest rural systems in the state. Local subsidies, however, were approaching \$800,000 a year so the service area was reduced to reduce costs.
- 2006** Through a Lake Havasu City Council vote, City Transit was transformed into a traditional fixed route service called **Havasu Area Transit (HAT)**.
- 2010** The State of Arizona’s budget rebalancing significantly reduces funding for transit in Lake Havasu, forcing the City to pick-up the funding shortfall.
- 2012** Due to higher fuel prices and an aging bus fleet, Havasu Area Transit eliminates one of its five routes to reduce costs.
- 2013** Federal Transit Administration directs that HAT transition to the Section 5307 grant program further reducing grant revenues.
- 2014** With the reduction of grant revenue and a potential general fund subsidy in excess of \$900,000, the Lake Havasu City Council made the difficult decision to eliminate public transit service. The Council directs HAT to reopen as a curb-to-curb service to seniors and persons with disabilities for grocery, medical and employment rides, known today as **Havasu Mobility**.

The following sections review historical and current public transportation options within the LHMPO area in order to gain lessons learned from previous service options and to understand current transportation opportunities.

OVERVIEW OF PREVIOUS HAVASU AREA TRANSIT (HAT)

In 2006, the Lake Havasu City Council voted to transform City Transit to a traditional fixed route service and updated the name to Havasu Area Transit (HAT). Besides reducing service costs, goals of the service included reducing walking distances to bus stop and providing services to rural, unincorporated areas. HAT originally began with Monday to Thursday service, running from 8:00am to 2:00pm, with a fleet of 15-20 vans. At the height of the service, HAT had five routes, including a downtown trolley. The Trolley, which operated Monday to Saturday and connected Lake Havasu City downtown to Island with 30-minute frequency, was suspended in 2011. During the final two years of HAT service, the system included:

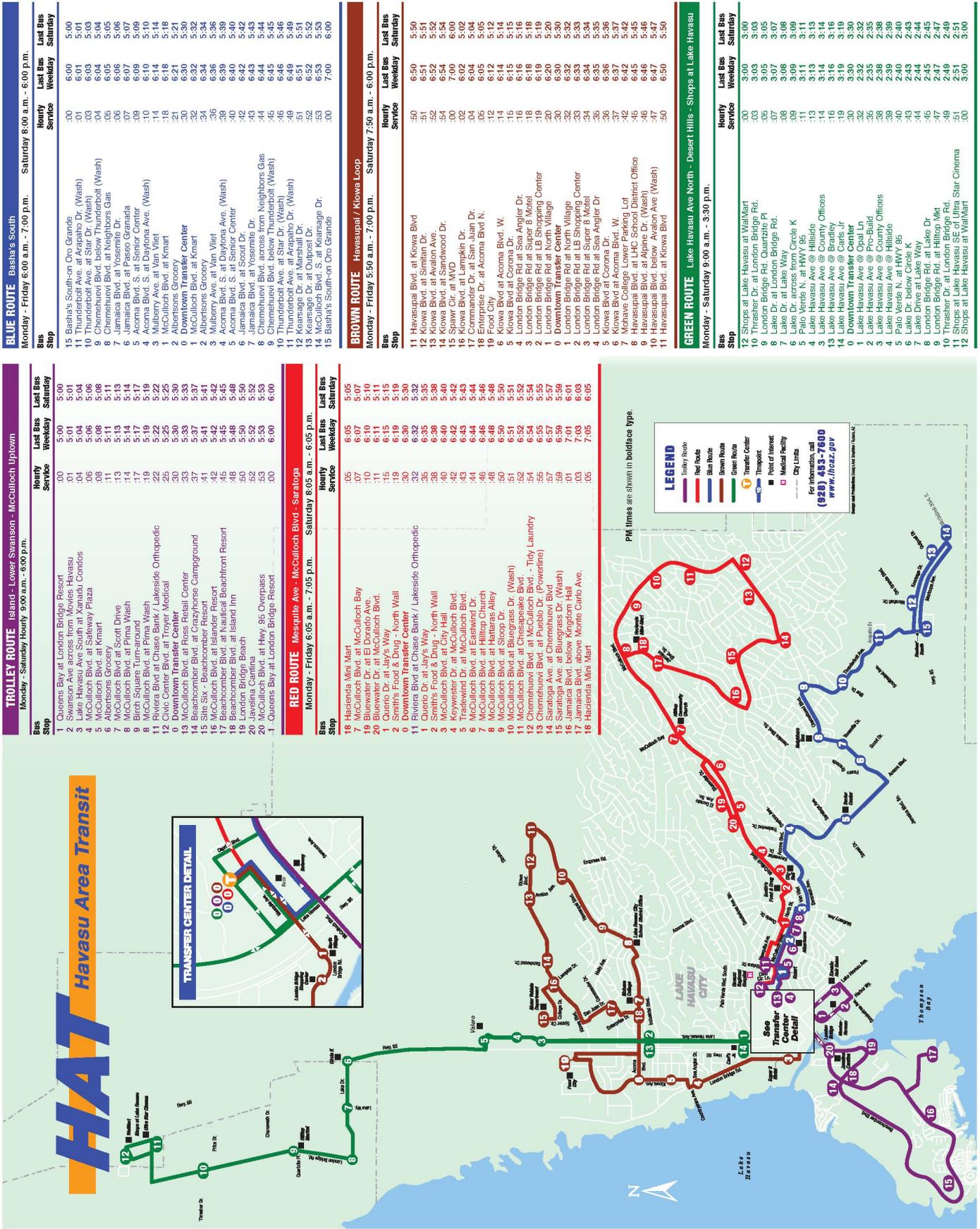
- **Fixed Service Routes:**
 - Red Route: 11.6-mile route that connected residential areas to the Downtown Transfer Center
 - Blue Route: 13.2-mile route that connected the Downtown Transfer Center to residential areas in the southern portion of Lake Havasu City.
 - Brown Route: 14.2-mile route that connected the Havasupai Blvd and Kiowa Blvd to the Downtown Transfer Center.
 - Green Route: 17.9-mile connection from the Downtown Transfer Center to the Shops at Lake Havasu
 - Transfer Center: all buses met at a Downtown Transfer Center 25 minutes pass the hour. The station was located at 83 Capri Lane

- **Days and Hours of Operations:**
 - Scheduled Fixed Bus Route:
 - Hourly service Monday to Saturday
 - Monday - Friday 6:00am to 7:00pm; Saturday 6:00am to 7:00pm
 - Curbside Service
 - Monday - Friday 6:30am to 7:00pm; Saturday 8:00am to 6:00pm
 - Requires reservations made 24 hours in advance

- **Fares:**
 - Regular Fares: \$1.25
 - Children under 5: Free
 - Monthly Pass (unlimited rides): \$36.00
 - Curbside Service: \$3.75; \$2.50 for riders 65 and older and persons with a disability

Figure 3.1 illustrates HAT’s service route and schedule.

Figure 3.1. Havasu Area Transit Service Route and Schedule



EXISTING SPECIALIZED TRANSPORTATION SERVICES

As previously mentioned, there is no existing fixed-route transit service available in the LHMPO region. There are, however, numerous specialty transportation. The following provides an overview of existing public transportation providers in the LHMPO region.

FTA 5310 Transit Service Providers

Transit Administration (FTA) Section 5310 provides funding for capital purchases and sometimes operating costs to provide dedicated services for seniors and individuals with disabilities. FTA Section 5310 provides funding for capital purchases and sometimes operating costs to provide dedicated seniors and individuals with disabilities.

Havasu Mobility

Havasu Mobility is an FTA 5310 transit service provider operated by Lake Havasu City to provide transportation services for seniors, persons with disabilities, and military veterans. One of Havasu Mobility’s many benefits is that seniors are provided with a free ride to enjoy a free lunch at the Senior Center from Monday to Friday. An overview of Havasu Mobility’s service is provided below:



- **Days of Operation:** Monday through Friday for the demand response service and Monday through Friday for the Senior Center lunch.
- **Hours of Operation:** Appointments may be made from 8:00 a.m. to 5:00 p.m.
- **Fares:** Curbside service is \$2.00 each way.
- **Fleet:** seven passenger vans that carry nine to 14 passengers
- **Annual Trips/Ridership:** 5,608 annual ridership; 10,104 annual trips
- **Trip Purpose:** medical/dental/therapy appointments, work related trips, trips to the pharmacy, the courthouse and social service agencies, to grocery stores, or to the Senior Center
- **Reservations:** must be made the day prior to travel or up to two weeks in advance. For the Senior lunch bus, reservations should can be made one week in advance. Same day appointments may be made if there is room in the schedule.

In discussions with Havasu Mobility staff, it was noted that many destinations for riders include:

- Walmart – served once or twice a day
- Senior Center
- Downtown Lake Havasu City

Table 3.1 outlines budgets for Havasu Mobility for the previous five years. As illustrated in the Table, due to fiscal constraints budgets for Havasu Mobility are reduced every year.

Table 3.1. Havasu Mobility Budgets (2015- 2020)

	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Personnel	\$276,715	\$238,350	\$239,643	\$231,077	\$241,862
Operations and Maintenance	\$212,681	\$72,678	\$44,626	\$45,146	\$45,146
Capital Outlay		\$0	\$0	\$0	\$0
Total Expenditures	\$489,396	\$311,028	\$284,269	\$276,223	\$287,008

New Horizons Center for People with Special Needs

New Horizons is a non-profit organization that provides service to people of all ages with developmental disabilities (includes: Autism, Epilepsy and Cerebral Palsy in addition to cognitive disabilities). In addition to providing residential housing, New Horizon provides transportation services to work, school, for shopping, for social activities, and for prescription pickups. According to the WACOG 2018 Coordinated Transportation Plan, key statistics of New Horizons operations include:

- **Fleet:** 22 vehicles (not all vehicles are within the LHMPO region)
- **Annual Trips/Ridership:** 30,000 annual ridership; 72,065 annual trips (includes ridership and trips completed by other New Horizons in the state).

Mile Markers Therapy

Mile Markers Therapy offers offer occupational, physical, and speech therapy services; a children’s afterschool program; an adult day program; employment programs, and transportation services to and from the facility. According to the WACOG 2018 Coordinated Transportation Plan, key statistics of Mile Markers Therapy’s operations include:

- **Fleet:** 17 vehicles (not all vehicles are within the LHMPO region)
- **Annual Trips/Ridership:** 52 annual ridership; 37,117 annual trips (includes ridership and trips completed by other New Horizons in the state).

RISE Services

RISE Services provides services for people with disabilities including residential settings, day programs, employment assistance, managed care, and home and community-based services. Adults do not need to be living in a RISE home to participate in programs, as transportation can be arranged and provided through the agency.

Other Specialty Providers

In addition to the specialty 5310 service providers, the LHMPPO region is served by a variety of private carriers, shuttle services, taxis, and regional transit operators. The following provides a listing of these operations.

Private Providers

Uber and Lyft

Peer-to-peer ridesharing and ride service hailing on-demand service. Via a smartphone application, riders request a ride and are connected to a nearby driver.

5 Dollar Holler Shuttle

Private shuttle services that provides transportation services 7 days a week from 8:00am to 3:00am. The shuttle prices rides based on what zone the passenger is traveling to/from.

B-Right There Shuttle

Private shuttle service that provides 24-hour service 365 days a year. Shuttle prices vary by zones.

B-Smart Shuttle Services

Private shuttle service that provides 24-hour service 365 days a year. Shuttle price is \$6.00

Day & Night Shuttle

Private shuttle service that provides 24-hour service 365 days a year. Shuttle prices vary by route.

Elite VIP Shuttle

Private shuttle service that provides 24-hour service 365 days a year. Shuttle prices vary by route.

Johnsons Non-Emergency Medical Transport

Provides non-emergency medical transportation in Lake Havasu, as well as airport transfers. Service hours are Monday to Friday from 7:00am to 7:00pm and Saturday 7:00am to 1:00pm.

Regional Transportation Providers

The following operators provide regional transportation opportunities.

Commuter Services

Provides airport shuttle service from Lake Havasu to Las Vegas McCarran Airport for \$55.00 per person.

Aloha Airport Express

Provides airport shuttle service from Lake Havasu to Las Vegas McCarran Airport for \$60.00 per person.

Havasus/Vegas Express

Door to door daily shuttle service between Lake Havasu City and Las Vegas McCarran Airport, hotels and medical facilities. Prices are \$65 one-way.

Greyhound

Greyhound provides regional connections to the Phoenix and Las Vegas metropolitan areas and any destination on the Greyhound service route. The nearest Greyhound station is located in Kingman.

Amtrak

Amtrak is a national passenger railroad service that connects destinations across America. The nearest Amtrak station is located in Needles, California, approximately 40 miles northwest of Lake Havasu.

4. LAKE HAVASU TOMORROW

Understanding future population and employment changes is a critical component in planning and developing a sustainable transit system. Identifying future growth area locations also allows us to determine future transit needs. Population and employment projections were obtained LHMPO’s Long Range Transportation Plan.

FUTURE POPULATION CONDITIONS

Lake Havasu MPO is projected to have a population of nearly 62,222 by year 2025, a 6 percent increase from current levels; and a projected population of nearly 71,277 by year 2040, a 21 percent increase from current levels. Table 4.1 provides a summary of population growth in the study area. Most of the population growth is expected to take place within Lake Havasu City. Figure 4.1 and 4.2 illustrate the areas of increased population densities for years 2025 and 2040 in comparison to current levels.

Table 4.1. Population Projections

POPULATION	Y2018	Y2025	Y2040	PERCENT CHANGE	
				Y2018 to Y2025	Y2018 to Y2040
Lake Havasu City	55,600	58,570	66,698	5%	20%
Unincorporated Mohave County*	3,184	3,652	4,579	15%	44%
LHMPO Area	58,784	62,222	71,277	6%	21%

Source: Arizona Office of Economic Opportunity, LHMPO Long-Range Transportation Plan

* Unincorporated Mohave County within LHMPO area only.

FUTURE EMPLOYMENT CONDITIONS

Lake Havasu MPO is projected to have approximately 22,972 employees by year 2025, a 6 percent increase from current levels; and 27,494 employees by year 2040, a 27 percent increase from current levels. Table 4.2 provides a summary of employment growth in the study area. Most of the employment growth is expected to take place within Lake Havasu City. Figure 4.3 and 4.4 illustrate the areas of increased employment densities for years 2025 and 2040 in comparison to current levels.

Table 4.2. Employment Projections

Employment	Y2018	Y2025	Y2040	PERCENT CHANGE	
				Y2018 to Y2025	Y2018 to Y2040
Lake Havasu City	21,233	22,563	27,068	6%	27%
Unincorporated Mohave County*	363	409	426	13%	17%
LHMPO Area	21,596	22,972	27,494	6%	27%

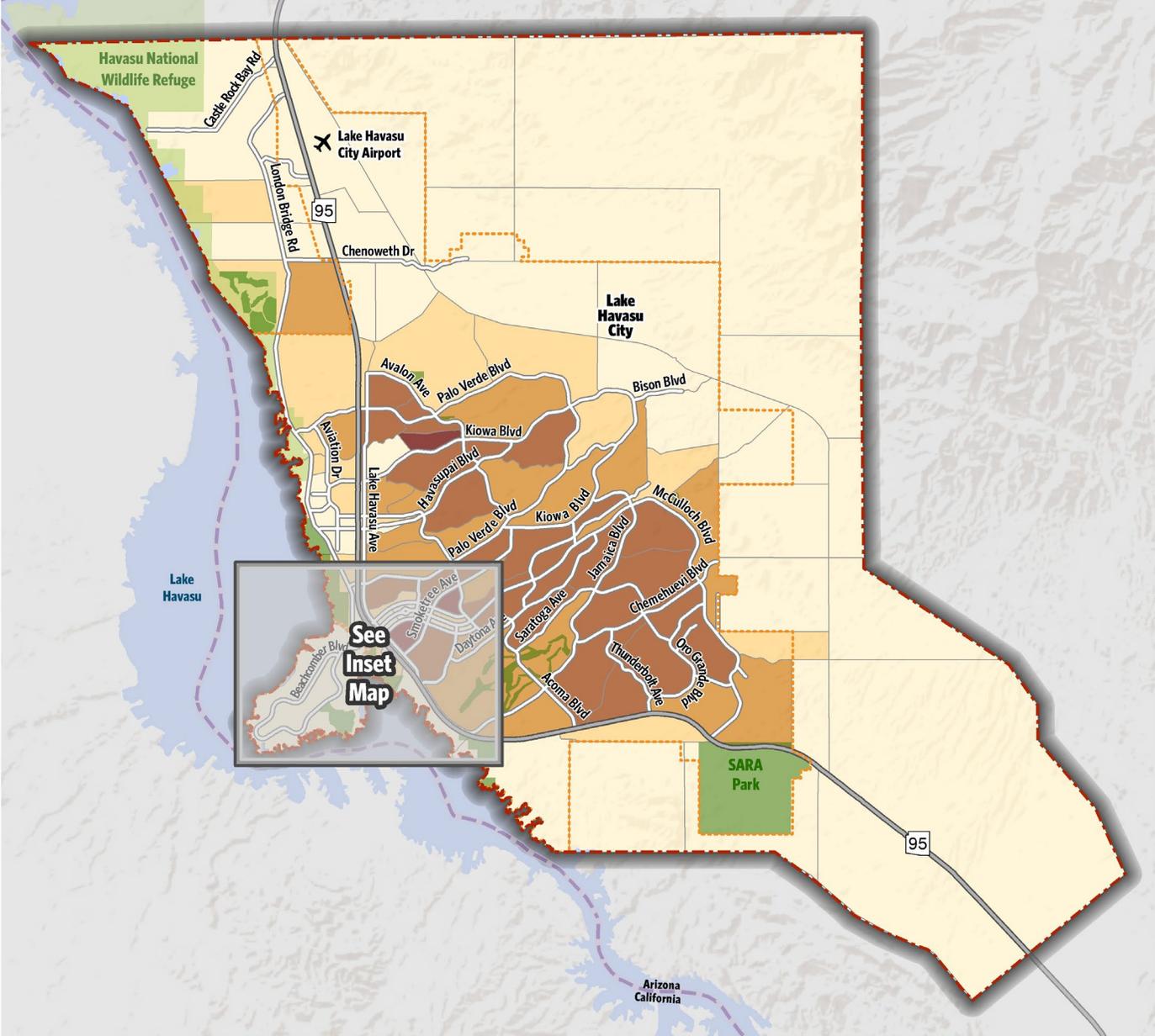
Source: Arizona Office of Economic Opportunity, LHMPO Long-Range Transportation Plan

* Unincorporated Mohave County within LHMPO area only.

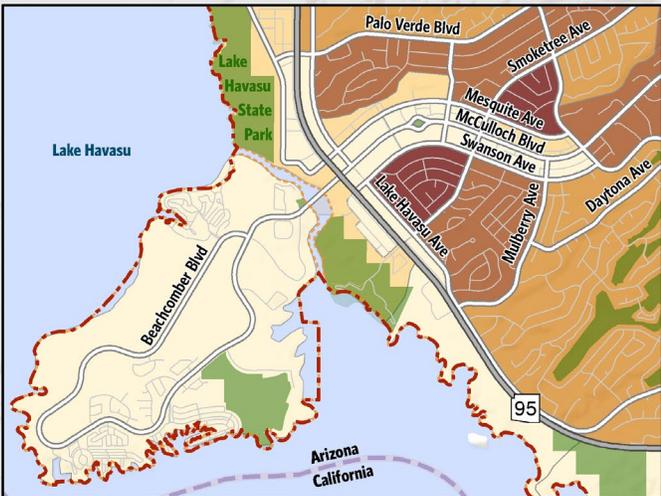
KEY TAKEAWAYS

Anticipated 21 percent increase in population and 27 percent increase in employment by year 2040 represents significant growth. As illustrated in Figure 4.5, much of the projected growth is in-fill development which creates more density needed for a sustainable transit system. In addition, elder population percentage could also increase significantly. These two factors could contribute towards the sustainability of existing transit service and also warrant the need for expansion of transit services.

Figure 4.1. Population Density - Year 2025



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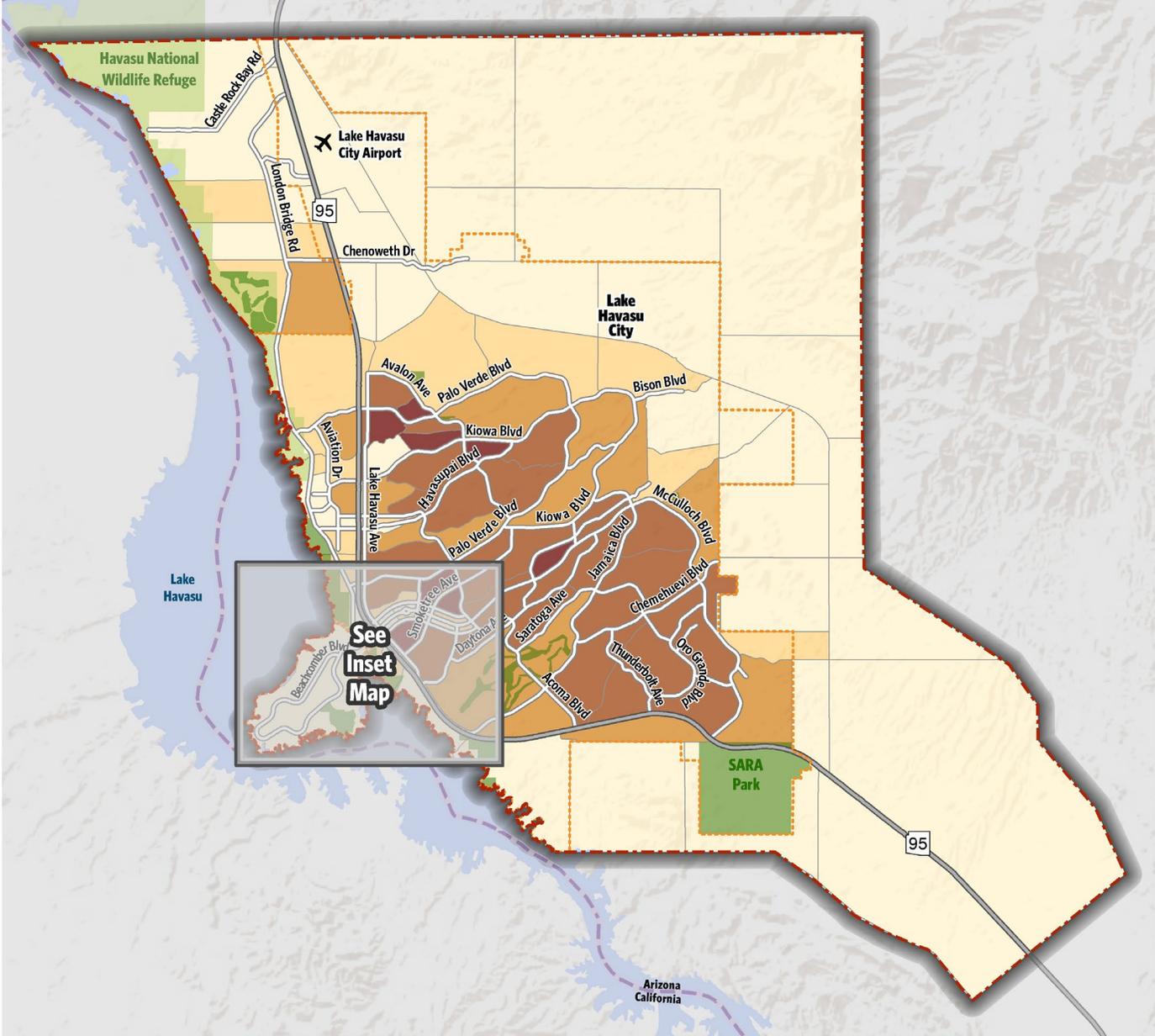


Population Density	Background
Low Population Density	State Highway
	Major Road
	Lake Havasu City Boundary
	Lake Havasu MPO Boundary
High Population Density	State Boundary
	Park/Golf Course
	National Wildlife Refuge

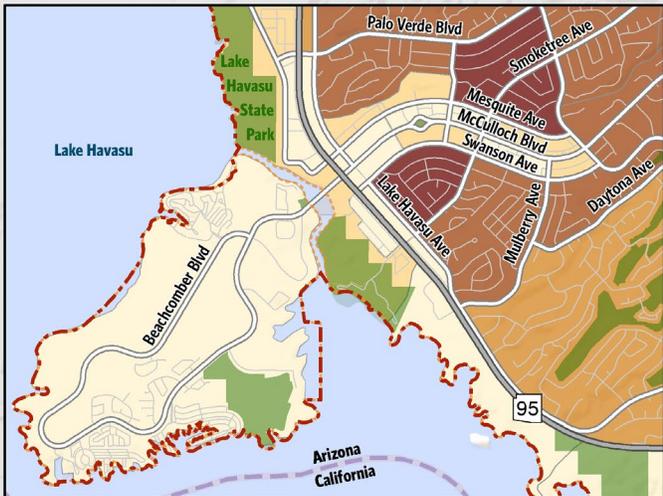
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Sources: Arizona State Land Department 2018, US Census Bureau 2018

Figure 4.2. Population Density - Year 2040



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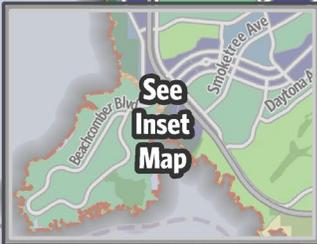
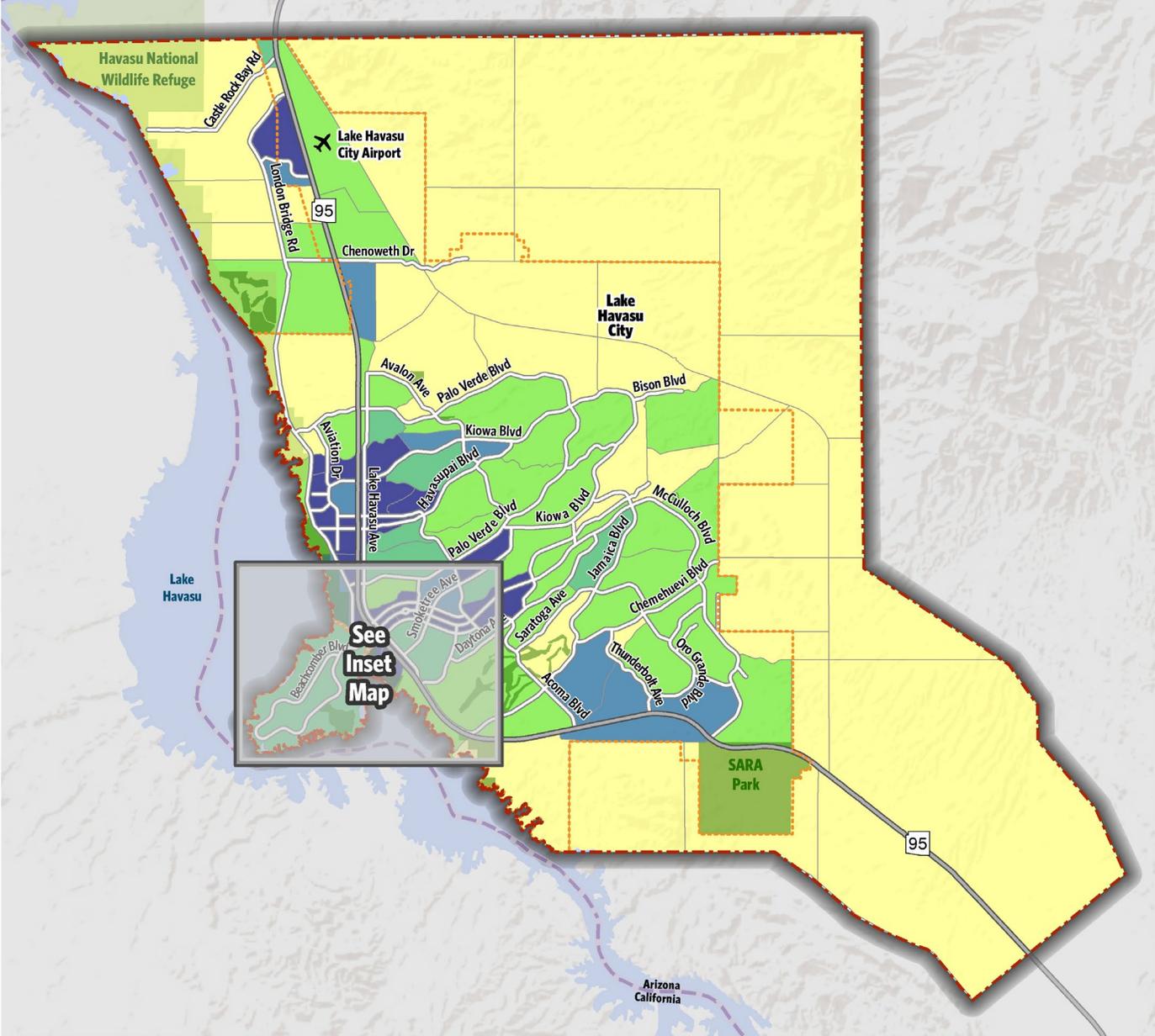


Population Density	Background
Low Population Density	State Highway
	Major Road
	Lake Havasu City Boundary
	Lake Havasu MPO Boundary
	State Boundary
High Population Density	Park/Golf Course
	National Wildlife Refuge

0 2 4 Miles

Sources: Arizona State Land Department 2018, US Census Bureau 2018

Figure 4.3. Employment Density - Year 2025



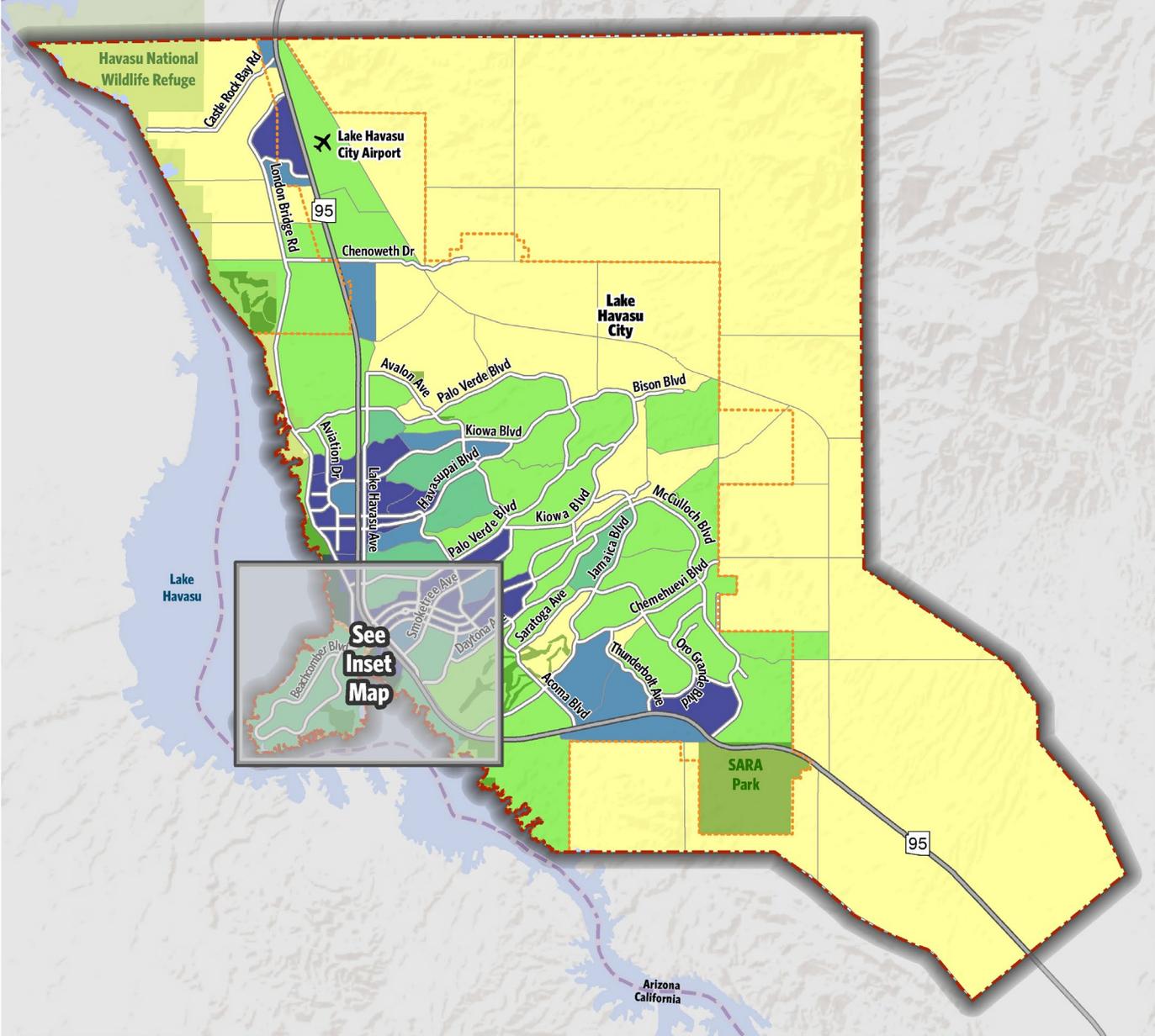
Population Density	Background
Low Employment Density	State Highway
Medium Employment Density	Major Road
High Employment Density	Lake Havasu City Boundary
Very High Employment Density	Lake Havasu MPO Boundary
	State Boundary
	Park/Golf Course
	National Wildlife Refuge

0 2 4 Miles

Sources: Arizona State Land Department 2018, US Census Bureau 2018



Figure 4.4. Employment Density - Year 2040



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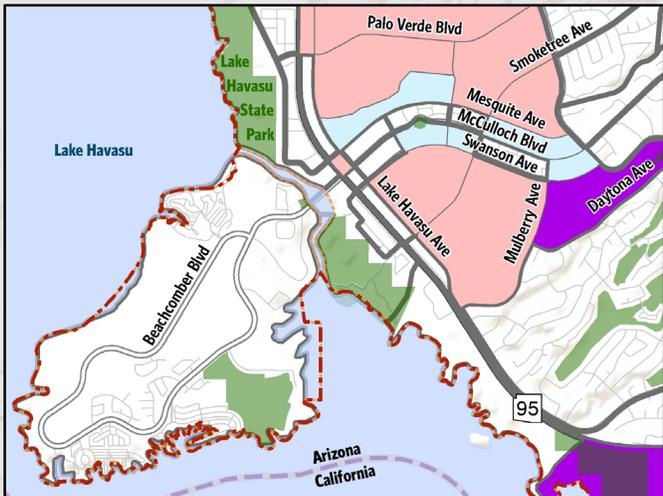
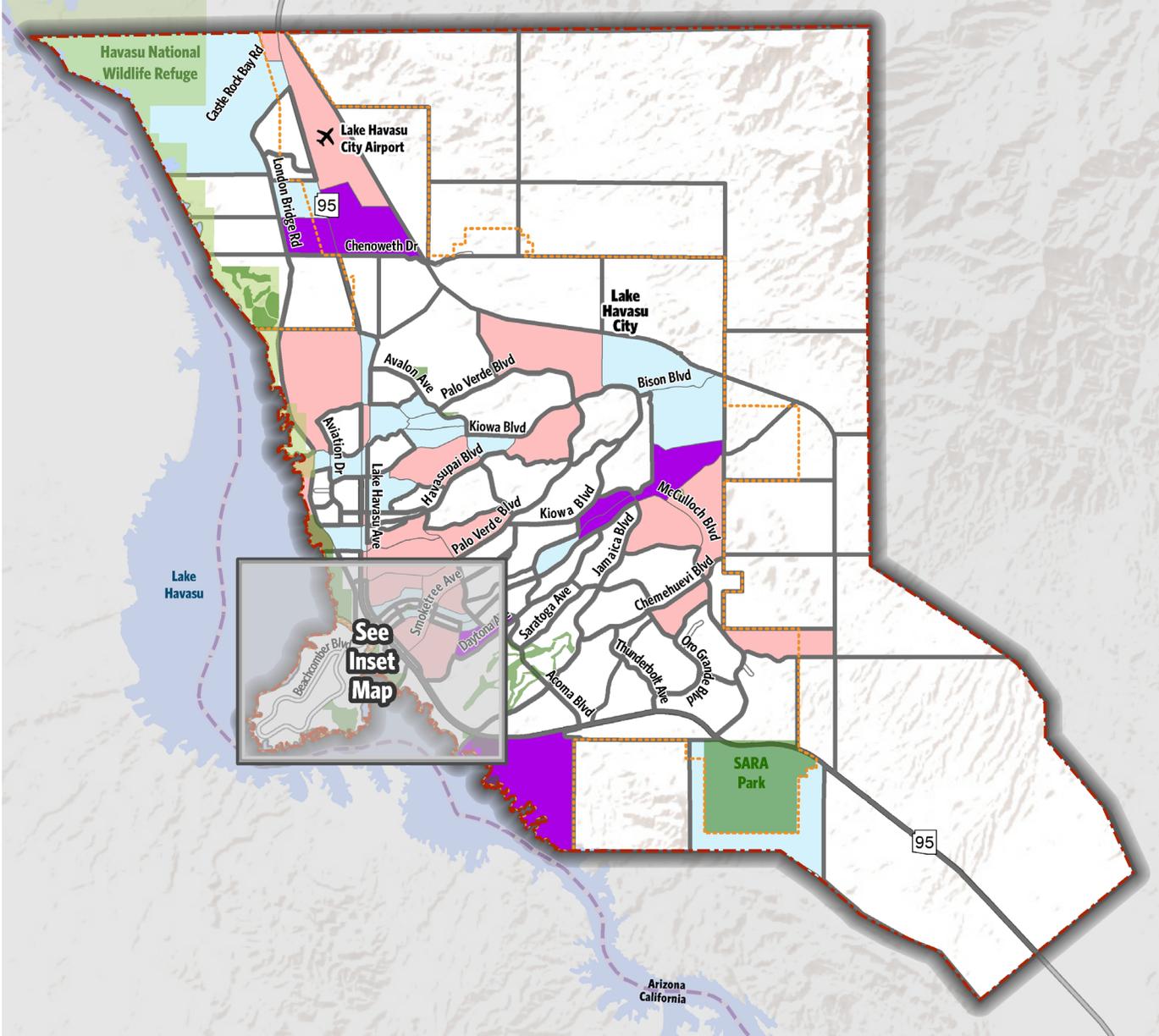
Population Density	Background
Low Employment Density	State Highway
	Major Road
	Lake Havasu City Boundary
High Employment Density	Lake Havasu MPO Boundary
	State Boundary
	Park/Golf Course
	National Wildlife Refuge

0 2 4 Miles

Sources: Arizona State Land Department 2018, US Census Bureau 2018



Figure 4.5. Growth Areas



Growth Areas		Background	
	High Population Growth		State Highway
	High Employment Growth		Major Road
	High Population and Employment Growth		Lake Havasu City Boundary
			Lake Havasu MPO Boundary
			State Boundary
			Park/Golf Course
			National Wildlife Refuge

0 2 4 Miles

Sources: Lake Havasu City, Mohave County, Arizona State Land Department 2018, US Census Bureau 2018



5. COMMUNITY OUTREACH

The *LHMPO Transit Feasibility and Implementation Plan* incorporates a robust community outreach process to gather information on the public attitudes towards public transportation and how residents are traveling within the study area. Initial outreach focused on obtaining public input on:

- What types of transportation residents and visitors are currently using;
- How potential riders feel about implementing a public transportation system;
- Where residents and visitors are traveling for work, shopping, medical appointment, school or other reasons;
- What transportation barriers are there within the study area;
- What type of public transportation service would the community like to see.

PROJECT WEBSITE

A project website was developed and launched in January 2019, allowing the public easy access to important information about the study. The website is hosted on the City of Lake Havasu City’s website and includes outreach event dates, project documents links, and survey links. A comment form is also provided to allow the public to submit a question or concern directly to the study team.



Comments Received via Project Website

To date, comments received directly via the Project Website include the following:

I think a public transit system would be great, particularly through snow-bird season. I noticed that Urgent Care is not a suggested destination. With extremely high cost involved with HRMC emergency room visits of even a few minutes, I think a lot of people use local Urgent Care facilities since their fees are more reasonable. Just food for thought. A transit system of sorts has been tried a couple of times over the past couple of decades. The ridership did not justify the costs. LHC has grown and I'm glad to see it being explored again.

Utilize the existing bus stops and put in rental scooters and bikes. Recharging stations placed at the bus stops to pick up another and continue on your desired destination.

There is a public transit on southpadre island,TX. We lived there for years. They had little free trolleys that went every half he. It boosts revenue for all the local businesses.

Keep em small & infrequent, neva reverse & strictly monitored.

An effective transit service for those in need would also provide a safety effect as many drivers should not be driving, namely many elderly persons, those whose licenses have been suspended or revoked, etc. They would have a safer option to take the bus. Thank you.

You / we definitely need Transit here in this beautiful little town! My gosh I've seen towns with a lesser population with Transit available, to not have it here in Havasu is a disgrace.

Lake Havasu City needs Public Transportation. We are a CITY with over 50,000 people. Havasu streets have no sidewalks no street lights, and with temperatures exceeding 115* degrees during the long summer months. Just walking up the street at these temperatures is not easy it requires great mental and physical effort. Please Help We need Public Transportation.

Much needed!!!

I would like to see public transit in your city. I really want to move closer to my daughter. Make it happen. I appreciate you. I will use public transit services.

ADVERTISEMENT AND PROMOTION

To make the public aware of the purpose of the study and to invite them to participate in an online survey, the study team advertised and promoted the Plan utilizing various platforms. Advertisements and promotions complete to date include:

- Social media posts on the Lake Havasu MPO, City of Lake Havasu, and Lake Havasu Convention and Visitors Bureau’s Facebook, Twitter, and Instagram feeds.
- Press release and interview with the Havasu News newspaper.
- Posters and flyers were displayed at City Hall.
- Paper surveys and flyers were distributed to key activity centers throughout the community, including: Senior Center, Arizona State University, Mohave County Community College, Women, Infant, Children (WIC) clinic.



Additional advertisements and promotions will be conducted future phases on the study.

COMMUNITY EVENTS

At community events, study team members hosted booths and asked participants to fill out a hardcopy survey. Events attended to date include:

- PaddyDay Fest – March 16 – 17, 2019
- Sunday Sway Meet – March 17, 2019
- Coffee with the Mayor – January 2019

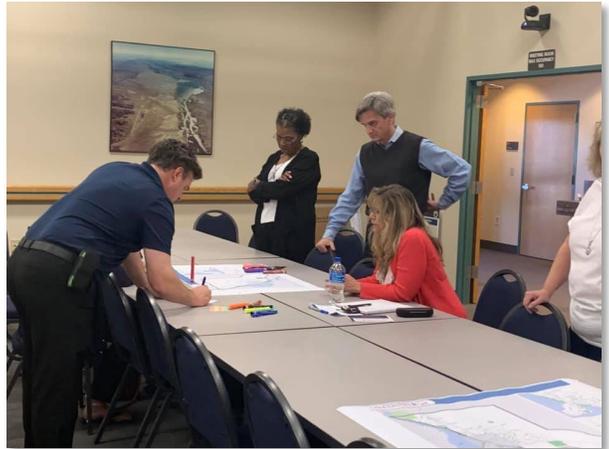
During future phases on the study, additional participation in community events will occur.



FOCUS GROUPS

As part of the community outreach process for the study, a series of focus group meets were held on March 18, 2019. The focus groups, which involved targeted community agencies /businesses and the general public, were conducted to have one-on-one discussions with community members of the public transportation needs within the LHMPPO region. Flyers and emails were directly distributed to colleges, businesses, and local community organization for their attendance. The public was invited via social media invitations and press releases through Havasu News.

To provide ample opportunities for participations, three separate meetings where held at 9:30am, 1:30pm, and 4:30pm. The agenda for each meeting included: intro ductions of attendees, a brief presentation introducing the study, facilitated discussion on the needs of the community, and a group exercise mapping exercise to identify key activity centers and potential transit routes. The following outlines discussion from the meetings. Meeting materials are provided in the Appendix.



Havasu Transit Focus Group Session 1 (9:30-11:00 AM)

The following presents information from the open discussion during the Focus Group meeting.

Question #1. What do you think is the biggest transportation problem facing Lake Havasu region today? Long-term?

- Lack of public transportation options.
- Pavement maintenance and tire wear.

Question #2. What is the current public sentiment towards public transportation services?

- The success HAT/City Transit was the door to door service, unfortunately it closed when people needed it most.
- Expanded hours of services.
- Flexible weekend service.
- Serving popular locations.
- Protecting passengers from heat, weather and delays.

Question #3. Do you currently use any type of shuttle or transportation service?

- Private shuttles

Question #4. What do you think are the biggest benefits to implementing transit?

- A scheduled public transit option also benefits business.
- Shuttles to shopping venues would benefit.
- Shuttle service to the county seat of Kingman for jury duty.
- Assisting the aging demographic, which are in an ideal community for aging in place as active seniors.
- Students at the local colleges would benefit.
- Employees in the service industry/tourist industry would benefit.

Question #5. What do you think are the biggest challenges to implementing transit?

- If it didn't work before 2014 why will it work now in 2019?
- Protecting passengers from heat and climate exposure.
- Most people prefer private automobiles.
- The narrow and curving roads are not conducive to transit in the Lake Havasu area.
- Transit schedule timing does not match the public needs.
- Lake Havasu City must re-earn the public trust.
- Changing public transit sentiment from negative to positive.

Question #6. What do you think the primary focus for a new public transportation service should be?

- Seniors
- Students
- Workers
- Tourists

Question #7. Finish the statement: "I think creating a new public transportation system is a good/bad idea because..."

- It is good because he used to volunteer at the Senior Center which cost \$2 dollars per day but had to quit volunteering when transit disappeared in 2014. The \$6+ fees of other shuttles make it too expensive for his income.
- It is good because making transit available to serve Walmart and other shopping would be a value to the community.
- It is good because that he had been a Havasu resident for 48 years and that transit is valuable to him, but that we need to find out the costs of operating and maintaining the system to make it palatable again to the citizens.
- City Transit was great, and that Havasu Mobility has been good,
- It was bad that they eliminated the groceries and supplies size, making it more difficult for seniors to shop.

- It is good that long-term transit needs are vital to the community.
- It's a good idea as the population needs transportation options, the community is poised for growth as per the vision 2020 plan.

Additional questions, comments, and ideas

- One participant works as chaplain at the hospital and she is concerned over people with disabilities who frequent NOMI mental health services which provide benefits to the residents. She noted that Havasu mobility was too restrictive for some mentally ill patients and we need additional options from the City.
- The operators of Day & Night Shuttle (a local private business), noted that they offer 24/7 service, door to door, for six dollars per trip. They asked if a private provider could seek a federal or state grant to provide public private partnership and build upon the government bus service in the future. It should lead to a better success for both the new transit in the existing private services.
- ASU Havasu will have a difficult time increasing the student population until they have a reliable transit system in place.

Havasu Transit Focus Group Session 2 (1:30-3:00 PM)

The following presents information from the open discussion during the Focus Group meeting.

Question #1. What do you think is the biggest transportation problem facing Lake Havasu region today? Long-term?

- There are limited transportation options in Havasu.
- The distances to shops and areas outside the downtown area are difficult to get to.
- It must be sustainable as well.

Question #2. What is the current public sentiment towards public transportation services?

- Want transit needs to serve people.
- Include outreach via the newspaper, social media and engage with the public.

Question #3. Do you currently use any type of shuttle or transportation service?

- Prices of shuttle and the pressure to tip is too expensive for people on fixed income.

Question #4. What do you think are the biggest benefits to implementing transit?

- Folks are open to taxis and shuttles however sometimes it takes forever to pick up passengers.
- New service or mobility is attracting more riders.
- Connectivity to jobs.
- A partnership with private sector.
- Benefit medical needs.
- Earlier start times.

Question #5. What do you think are the biggest challenges to implementing transit?

- A negative sentiment is that it may raise your taxes.
- Two-hour wait times during the summer are unbearable.
- A concern is that Havasu just stopped the last system, so folks will ask why a new system will be any better.
- Congestion and traffic - being caught behind the buses.
- The buses inability to maneuver on curvy roads.
- If it didn't work before 2014 why will it work now in 2019?

Question #6. What do you think the primary focus for a new public transportation service should be?

- Saving money.
- Improving quality of life.
- New Saturday and Sunday service.
- Expanded hours.
- Open to all users/low income is a way to ensure success.

Question #7. Finish the statement: "I think creating a new public transportation system is a good/bad idea because..."

- It is good because transit is necessity for a good city.
- It is good because it is needed.
- It is good because we can't grow without transit.
- It is good because it is a necessity, but we must know how it will be funded and managed.
- It would be good if it meets the needs of the many and it would better because everyone can use it.

Additional questions, comments, and ideas

- The success of HAT included good area coverage, folks were willing to pay more money for better service and timing and the HAT drivers were good people.
- Perhaps passengers can join in pool their efforts for discount tickets.

Havasu Transit Focus Group Session 2 (4:30-6:00 PM)

The following presents information from the open discussion during the Focus Group meeting.

Question #1. What do you think is the biggest transportation problem facing Lake Havasu region today? Long-term?

- The roads are under construction.
- The region has lax public transit options.
- Parking is a problem in the city in relation to where to catch transit services. (park and ride).
- Lack of transit limits visitor tourist convenience in getting around the community when the city should encourage walking.

- In the long term there's a lack of medical crisis transportation for those in need especially since major hospitals are far-away.
- The success of HAT/City Transit was that you save fuel over time when you rode the bus and you didn't have to use your car.

Question #2. What is the current public sentiment towards public transportation services?

- Residents want a system of some sort.
- Seniors and the aging need a system for late evenings-employment.
- Must be within walking distance of stops.

Question #3. Do you currently use any type of shuttle or transportation service?

- None

Question #4. What do you think are the biggest benefits to implementing transit?

- Reduce congestion and pollution.
- Wheelchair/ADA compliant vehicles - affordable and available.
- Folks are open to using other services such as Uber, taxi and shuttle, but it must compliment a new transit system.
- People can get around because there will be a decrease in home isolation and being homebound for seniors.

Question #5. What do you think are the biggest challenges to implementing transit?

- People miss appointments due to lack of options and convenience.
- Public support.
- New service costs (taxes).
- The spread-out community and distance.

Question #6. What do you think the primary focus for a new public transportation service should be?

- Low income folks.
- The disabled community.
- Seniors.
- Youth-Students.
- Working folks.

Question #7. Finish the statement: "I think creating a new public transportation system is a good/bad idea because..."

- It is good because it enhances livability.
- It is good because we need more transit.
- It is good because it will provide goodwill and benefit locals and tourists.
- It is good because it will get folks out of the house.
- It is good because it is necessary for the long-term growth and prosperity of the Lake Havasu region.

Additional questions, comments, and ideas

- Should meet community needs and be available for special events, which Lake Havasu has many throughout the seasons.
- Perhaps passengers can join in pool their efforts for discount tickets.

Focus Group Mapping Exercise

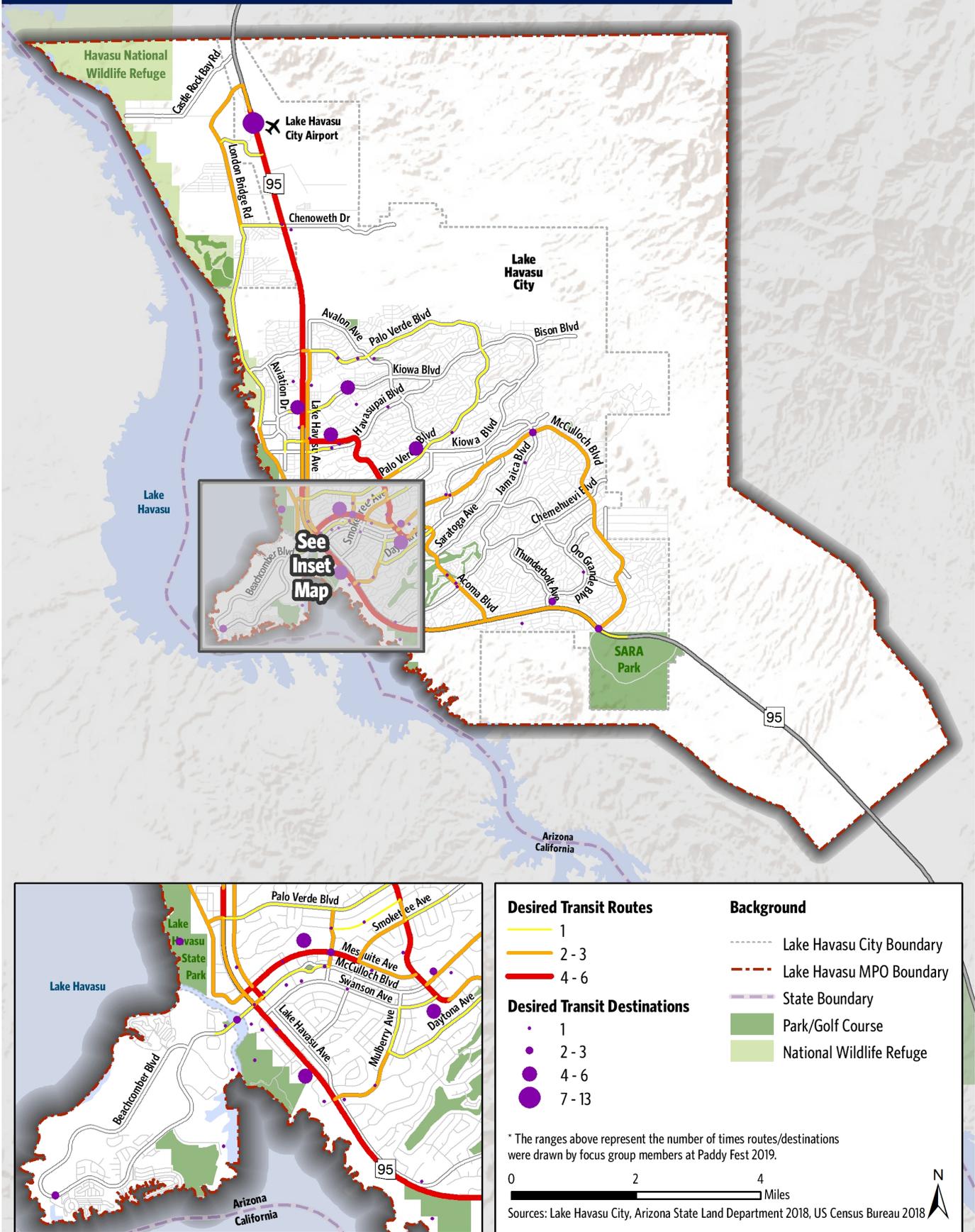
During each Focus Group meetings, attendees were asked to divide into teams and to complete a mapping exercise of a potential transit system. The mapping exercise was completed in following steps:

- Step 1. On the map, mark all attractions or activity centers public transportation should serve
- Step 2. Highlight the top 5 most important stops
- Step 3. Highlight what corridors you would use to travel between key stops
- Step 4. Determine what type of service, hours, and frequency the service you highlighted would include

Figure 5.1 illustrates the stops and routes that were most identified as potential transit stops and routes during the Focus Group meetings. Key stops included:

- Walmart and Shops at Lake Havasu
- Mohave County Community College
- Arizona State University
- Hospital/Medical Corridor
- Aquatic Center
- Hobby Lobby/Food City shopping complex

Figure 5.1 Key Destinations and Routes from Focus Groups



COMMUNITY SURVEY

To gain insight in the transportation needs of residents and visitors in the study area, as well as their opinion of public transportation, a community survey was conducted. The survey was administered from January 2019 to May 2019. Available in both hardcopy and electronic forms, the 21-question survey included questions in regards to three main topics:

- Demographic information
- Current travel behaviors and needs
- Perception of public transportation

With the assistance of LHMPO and Lake Havasu City staff, study team members, and community organizations, flyers and hardcopy surveys were distributed at major activity centers throughout the LHMPO region. A copy of the survey is available in the Appendix.

HELP SHAPE FUTURE TRANSIT
 To plan for the region's future, we are conducting a short survey to understand your transit needs. This information will help develop a plan for transit improvements.
 FOR QUICKER ENTRY: SUBMIT SURVEY ON-LINE AT: www.lhmoo.gov/transit-solan

TELL US ABOUT YOU

1) Where do you live? City: _____ Closest Intersection/Crossroad: _____

2) Are you currently employed and/or in school? (check all that apply)
 Employed (Name of Business: _____) School (name: _____) Neither

3) What is your age range? Under 18 18-34 35-49 50-64 65 and older Prefer not to answer

HOW DO YOU GET AROUND?

4) What form of transportation do you most commonly use? (check all that apply)
 Drive myself Bus or van operated by senior center, community organization, or other agency
 Get a ride with family member of friend/carpool Uber/Lyft → Name: _____
 Ride a bike or walk Other: _____

5) On average, how many times a week do you travel to the following places? (mark X for all that apply)

Destination	Never	1-2 Days a Week	3-5 Days a Week	Everyday
London Bridge Resort				
Nautical Beachfront Resort				
Walmer Supercenter				
The Shops at Lake Havasu				
Home Depot				
Lanes				
Grocery Stores				
Big Lots Shopping Center				
Ross Shopping Center				
Havasu Regional Medical Center				
Mohave Community College				
Arizona State University				
Mohave County Library				
Lake Havasu Aquatic Center				
Parker				
Kingman				
Bullhead City				

6) In the last 12 months, have you missed a medical appointment, school, or work due to lack of transportation? Yes No

7) What keeps you from getting where you need to go? (check all that apply)
 I do not have a car No public transportation services available for my trips
 Nobody is available to drive me Other _____

8) What do you think is the biggest transportation problem facing Lake Havasu region today?

Summary of Survey Results

The online and hardcopy survey was also available in Spanish. As of June 2019, a total of 429 surveys were completed. Results presented henceforth represent the results of the 429 surveys received and may not represent a complete picture of the needs of residents in the study area.

Characteristics of Survey Respondents

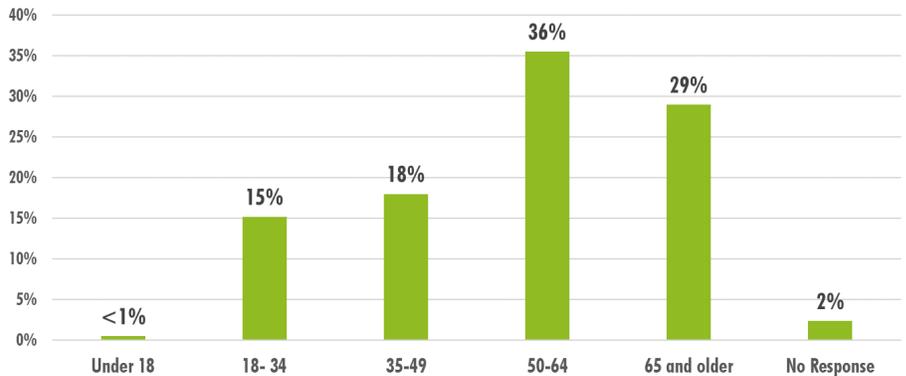
Where Respondent Live

- 96% live in Lake Havasu City
- 7 respondents live in Desert Hills
- 10 respondents live in other areas (including Crystal Beach, Donkey Acres, Quartzsite, etc.)

Age of Respondents

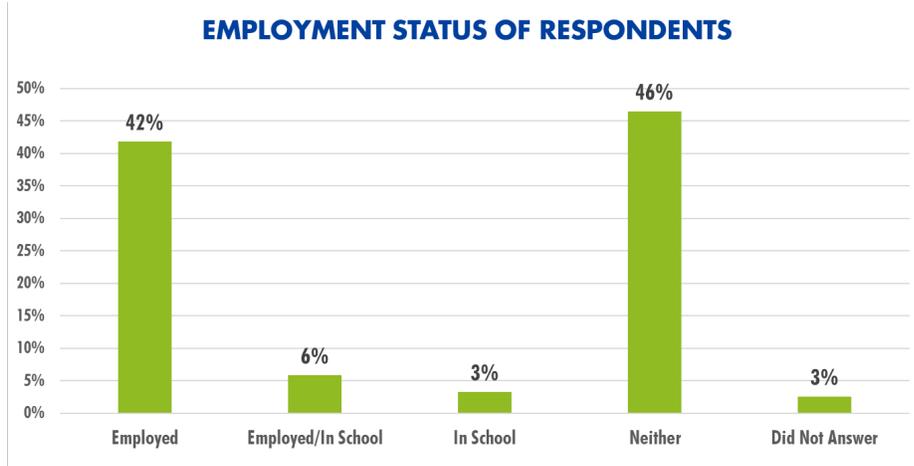
- Under 18: less than 1%
- Ages 18-49: 33%
- Ages 50-64: 36%
- Ages 65 and Older: 29%

AGE OF RESPONDENTS



Current Employment Status

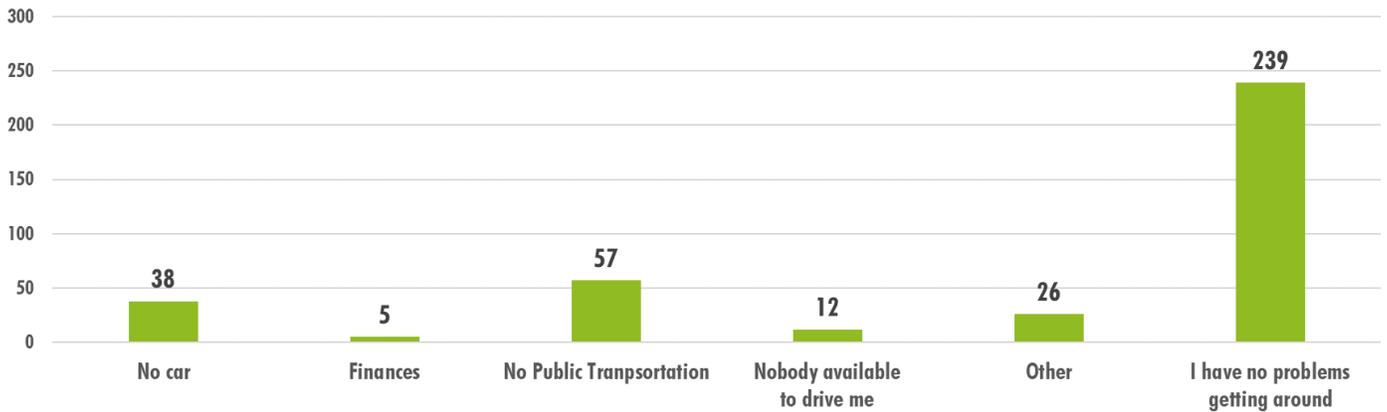
- 42% employed
- Major employment locations of respondents included:
 - Shops at Lake Havasu
 - Walmart
 - Arizona State University
 - City Government
- 3% in school
- 46% neither in school or employed



Travel Limitations

- 57 respondents commented that there is no public transportation available for them to travel
- 38 respondents commented that they do not have access to a vehicle

WHAT KEEPS RESPONDENTS FROM WHERE THEY NEED TO GO



Opinion on Biggest Transportation Problems Facing Lake Havasu Today

Common themes found in responses to this open-ended question include:

- Cost of transportation too high
- No low-cost public transportation service provided
- Not convenient to travel
- Congestion causes delays

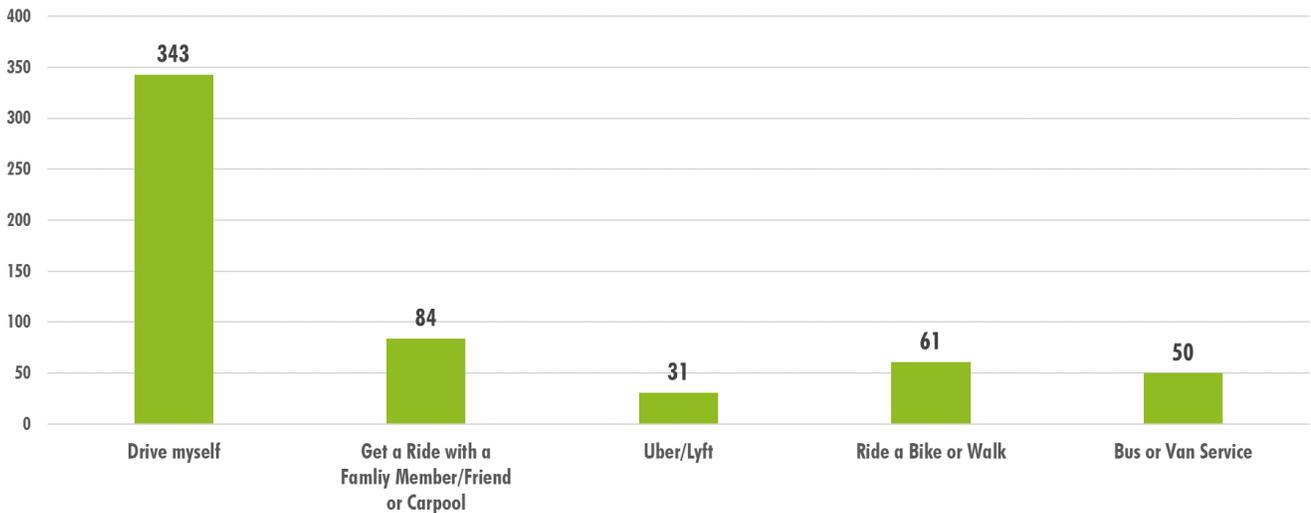
Respondents Travel Behaviors

The survey included questions regarding existing commute and travel patterns of respondents to aid in identifying potential public transportation needs.

Form of Transportation Commonly Used

- Majority of respondents drive themselves
- Carpooling is a second most popular travel mode
- 61 respondents walk or bike

MOST COMMON FORM OF TRANSPORTATION FOR RESPONDENTS



Frequent Origins and Destinations

The survey also included a question that asked respondents to indicate which towns they travel to for what reasons, giving them the choice of employment, shopping, medical appointment, entertainment/visiting friends/family, and school/college. Findings from this question include:

- Travel to everyday:
 - Arizona State University - 22 respondents
 - Grocery Stores – 12 respondents
 - Mohave County Community College – 10 respondents
- Travel to One to Two Days a Week:
 - Walmart: 257 respondents
 - Grocery Stores: 245 respondents
 - Shops at Lake Havasu: 208 respondents
 - Lowes: 182 respondents
 - Home Depot: 170 respondents
 - Ross Shopping Center: 169 respondents

Attitude Towards Public Transportation

The survey included a question that encouraged respondents to report their attitudes towards existing public transportation.

Support of Public Transportation

70% of respondents agreed that creating a public transportation service is a good idea. Depending on cost, schedule, convenience, approximately 20% of respondents state that public transportation in Lake Havasu.

Potential Public Transportation Use

60% of respondents commented that they would use public transportation if it were available.

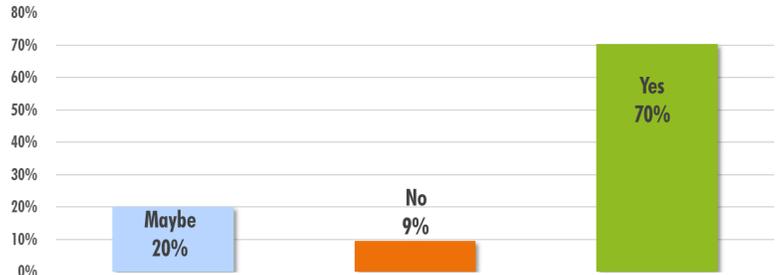
If Public Transportation Were Available – How Often It Would be Utilized

39% of respondents stated they would occasionally use public transportation, while 23% commented they would use it several times a week.

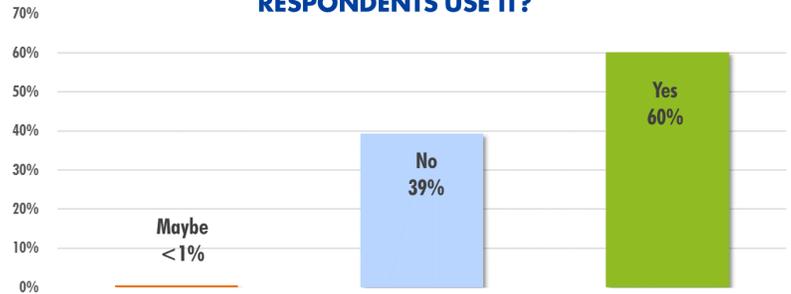
Reasons for Not Wanting to Utilize Public Transportation

The majority of respondents that commented they would not use public transit cited the preference for driving over public transportation. Varying schedules was also cited as a common reason for not using public transportation.

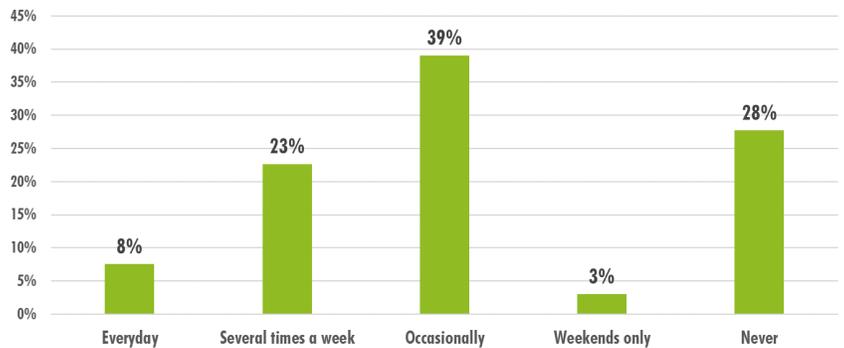
IS CREATING A PUBLIC TRANSIT SERVICE A GOOD IDEA?



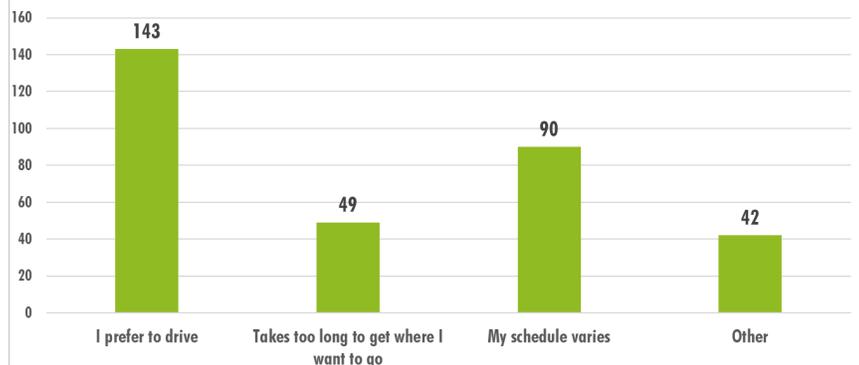
IF PUBLIC TRANSIT WERE AVAILABLE, WOULD RESPONDENTS USE IT?



HOW OFTEN WOULD YOU USE PUBLIC TRANSIT?



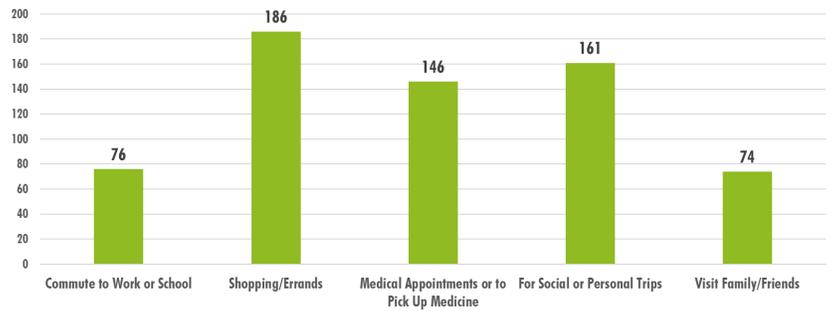
REASONS FOR NOT USING PUBLIC TRANSIT



Public Transportation Trip Purpose

- 186 respondents stated they would utilize public transportation for shopping or errands.
- 161 respondents commented that they would utilize public transportation for social or personal reasons (i.e., (going to dinner, going to the movies, etc.).

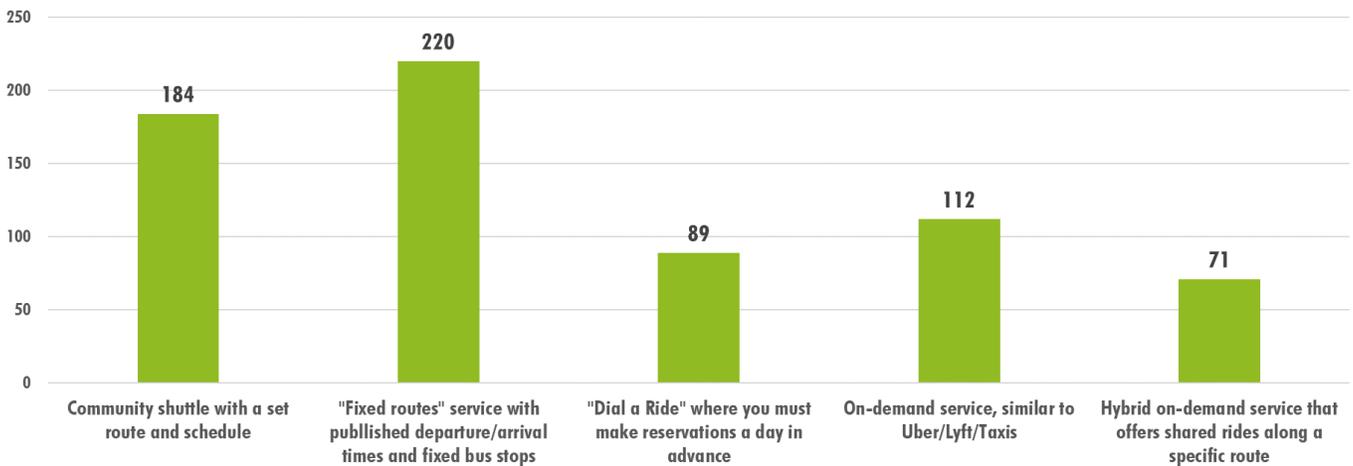
LIKELY USAGE OF PUBLIC TRANSPORTATION



Public Transportation Options

- Respondents primarily cited a “fixed route” service with published departure/arrival times and a fixed bus route as the best suited service type for the Lake Havasu area.
- A community shuttle with a set route and schedule was also appealed to numerous respondents (184 respondents).
- 112 respondents commented that an on-demand service, similar to Uber or Lyft, would be appealing.

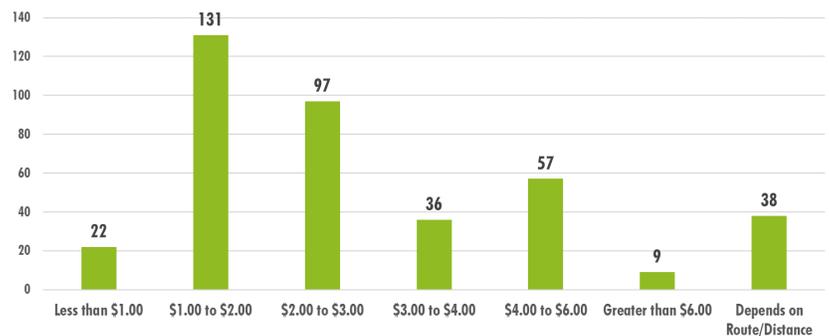
MOST APPEALING TRANSIT SERVICE OPTIONS



Costs

Respondents primarily commented that they would pay between \$1.00 to \$4.00 for a one-way trip in Lake Havasu.

ONE-WAY TRIP COST



6. NEEDS ASSESSMENT

In general, transit is cost-effective when large volumes of transit riders can be transported for short to moderate distances. The LHMPO planning area; however, has a small population and employment base, spread out over a large area with long, indirect travel routes. These challenges make it harder to provide cost-effective and efficient transit service that covers the entire study area.

CHALLENGES AND OPPORTUNITIES

Findings collected through the existing conditions analysis, review of previous studies, community profile and public and stakeholder outreach efforts suggest that there are both challenges and opportunities associated with developing public transportation services within the LHMPO planning area. The following summarizes the challenges and opportunities as they related to the need and demand for public transportation.

Challenges

- Existing land use density present a challenge as overall population and employment density in the region is low. National transit industry standards suggest that there are very few areas that could support fixed-route transit service.
- The LHMPO area is an automobile-oriented community with curvy and windy roadways and long travel distances between activity centers and from residential areas to businesses.
- Previous public transportation services in Lake Havasu City were very ambitious, with numerous stops and routes – creating an expensive and inefficient system. Due to this, many residents have a negative perception of public transportation.
- Differences in population types, from students, tourist, and elderly, vary greatly throughout the region (and over the course of the year) making it difficult to create a one-size-fits all service option.
- There is some reluctance from the community with regards to the cost and sustainability of public transportation, suggesting service might not offer enough value given costs to implement.
- Service efficiency may be difficult given the long distances between the residential, employment and service centers.
- Significant walking distances off main roads and extreme weather conditions in the summer make first/last mile connections to bus stops challenging.

Opportunities

- The Downtown Core has a heavy concentration of population, employment, and activity centers (medical, shopping, restaurants, entertainment). Creating a localized, downtown core public transportation service may be beneficial to both residents, seasonal visitors, tourists, and local businesses.
- The popularity of the Havasu Mobility program illustrates an interest in public transportation services. These services may be leveraged to expand public transportation in the study area.
- Fluctuations in part-time, seasonal visitors and tourists may provide opportunities for flex routing and scheduling options. Special event activities may also benefit from flex public transportation services to reduce parking and congestion issues.

- Numerous stakeholders support public transportation and are interested in developing options and choices within the region. There may be opportunities to partner with local businesses and colleges to fund marketing campaigns, advertisements, and passenger facilities.
- Initial community outreach suggests that a large portion of respondents see a need for implementing a public transportation system. Survey respondents felt public transportation could be most valuable if it was oriented towards meeting the needs of the most vulnerable (older adults, persons with a disability, and people with low incomes) population groups and employment related transportation.
- Long-term potential to connect into regional transportation providers in Kingman and Bullhead City to provide regional access to employment centers, colleges, and shopping centers.



Appendix A. Public Outreach Phase 1

HELP SHAPE FUTURE TRANSIT

To plan for the region's future, we are conducting a short survey to understand your transit needs. This information will help develop a plan for transit improvements.

FOR QUICKER ENTRY - SUBMIT SURVEY ON-LINE AT:
www.lhcaz.gov/transit-plan

TELL US ABOUT YOU

- 1) **Where do you live?** City: _____ Closest Intersection/Crossroad: _____
- 2) **Are you currently employed and/or in school?** (check all that apply)
 Employed (Name of Business): _____ School (name): _____ Neither
- 3) **What is your age range?** Under 18 18-34 35-49 50-64 65 and older Prefer not to answer

HOW DO YOU GET AROUND?

- 4) **What form of transportation do you most commonly use?** (check all that apply)
 Drive myself Bus or van operated by senior center, community organization, or other agency
 Get a ride with family member of friend/carpool Uber/Lyft **→ Name:** _____
 Ride a bike or walk Other: _____
- 5) **On average, how many times a week do you travel to the following places?** (mark X for all that place)

Destination	Never	1 - 2 Days a Week	3 - 5 Days a Week	Everyday
London Bridge Resort				
Nautical Beachfront Resort				
Walmart Supercenter				
The Shops at Lake Havasu				
Home Depot				
Lowes				
Grocery Stores				
Big Lots Shopping Center				
Ross Shopping Center				
Havasu Regional Medical Center				
Mohave Community College				
Arizona State University				
Mohave County Library				
Lake Havasu Aquatic Center				
Parker				
Kingman				
Bullhead City				

- 6) **In the last 12 months, have you missed a medical appointment, school, or work due to lack of transportation?** Yes No

- 7) **What keeps you from getting where you need to go?** (check all that apply)
 I do not have a car No public transportation services available for my trips
 Nobody is available to drive me Other _____

- 8) **What do you think is the biggest transportation problem facing Lake Havasu region today?**

YOUR OPINION ON PUBLIC TRANSPORTATION

9) Is creating a public transit service a good idea for the Lake Havasu region? Yes No Maybe

10) What benefits do you see in public transportation? (check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Transportation for elderly, physically limited, persons who can't drive, and persons without a vehicle | <input type="checkbox"/> Helps get people to work and school |
| <input type="checkbox"/> Reduces traffic congestion | <input type="checkbox"/> Good for the environment |
| <input type="checkbox"/> Helps residents save money, especially with high gas prices | <input type="checkbox"/> Other: _____ |

11) If public transportation were available, would you use it? Yes No

→ If yes, how often would you use transit?

- Everyday
- Several times a week
- Occasionally
- Weekends only

→ If no, reason for not using transit?

- I prefer to drive
- Takes too long to get where I want to go
- My schedule varies
- Other:

IF PUBLIC TRANSIT SERVICE WERE AVAILABLE IN THE LAKE HAVASU REGION...

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

- | | |
|--|---|
| <input type="checkbox"/> Commute to work or school | <input type="checkbox"/> Visit friends/family |
| <input type="checkbox"/> Shopping/errands | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Medical appointments or pick-up prescriptions | |

13) Where would you like to see public transit service go? _____

14) If transit service between cities/communities appeals to you, from where and to where would you like to see it?

15) Which of the following transit service option appeals to you the most? (check all that apply)

- ___ Community shuttle with a set route and schedule
- ___ "Fixed routes" service with published departure/arrival times and fixed bus stops
- ___ "Dial-a-ride" service for qualifying riders
- ___ On-demand service or Uber/Lyft/Taxis
- ___ Hybrid on-demand service that offers shared rides along a specific route
- ___ Other: _____

16) How much would you pay for a one-way ride? \$: _____

17) What payment method would you prefer for transit service? Cash Credit Card Smartphone app Other:

ADDITIONAL COMMENTS OR CONCERNS?

Participate in the Plan!

If you would like to participate as a member of a focus group, please submit your email address below:

Please submit in person or mail/email to:

Lake Havasu MPO
900 London Bridge Road, Bldg. B, Lake Havasu City, AZ 86404
Phyllis.Davis@jacobs.com

FOR QUICKER ENTRY - SUBMIT SURVEY ON-LINE AT:
www.lhcaz.gov/transit-plan



WE WANT TO HEAR FROM YOU!

Is creating public transit a good idea for the Lake Havasu Region?

To plan for the region's future, Lake Havasu MPO is conducting a short survey to understand your transit needs. This information will help develop a plan for transit improvements.

To develop this plan, we need your input! Here's how you can help:

Take the Survey at:
www.lhcaz.gov/transit-plan



Focus Group Participants Needed

You Talk. We Listen. Join Us. Get Involved.

March 18, 2019
9:30 to
11:00 AM

Lake Havasu City Police Facility
2360 McCulloch Boulevard N.
Lake Havasu City, AZ 86403

RSVP at http://LHMPO_Transit_Focus.eventbrite.com

Focus Group #2

March 18, 2019

1:30- 3:00 pm

NAME	AGENCY	EMAIL
Stephanie McKinney NORM PANGRACS		steph.mckinney@hotmail.com cgull37@yahoo
Albert Garcia Don & Chris BERGEN		alga mail@yahoo.com BERGENLHC@AMHL.COM
Robert Hayes		
Joy Smith	HRMC, Chaplain	jsmith.chaplain@gmail.com
Kathy Cibulka		KAGlascock1@yahoo.com
Tianna Crawford	Milemarkers	
DAVID LANG	LAKE HAVASU CITY	laned@LHCAZ.GOV

LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION
**REGIONAL TRANSIT FEASIBILITY
AND IMPLEMENTATION STUDY**

Get On Board
LAKE HAVASU 
Connecting People & Places

Focus Group Meeting
March 18, 2019

JACOBS[®]

Agenda

- ▶ Introductions
- ▶ Study Overview
- ▶ Your Role in the Study
- ▶ Group Breakouts
- ▶ Open Discussion

Introductions

- ▶ Your Name
- ▶ Agency You Represent
- ▶ Why You Are Here
- ▶ Favorite Thing About Lake Havasu

Purpose of the Study

- Identify the Need/Demand for Transit Service for Captive and Choice Riders
- Determine Local and Regional Needs
- Evaluate Alternative Service Scenarios
- Create a Short- and Long-Term Plan

"Both Havasu Area Transit (HAT) and before that City Transit have been a fixture in my life since I moved here and it looks like the end of the road cannot be far off. I am distressed as to what I will have to do from now on."

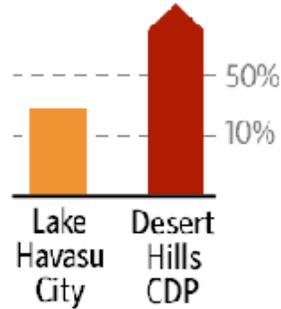
~2013 Havasu News Article Comment

Purpose of the Study (Continued)



56,130

2018 POPULATION
in LHMPO region



18%
POPULATION INCREASE
in LHMPO by
year 2050

17%

of LHMPO residents
have a **DISABILITY**

4.2%

of LHMPO residents

NO VEHICLE AVAILABLE

33% only have access
to one vehicle



AGE 65 AND OLDER

36%
Desert Hills

31%
Lake Havasu



31%
Desert Hills

13%
Lake Havasu

BELOW POVERTY LEVEL

MAJOR EMPLOYERS

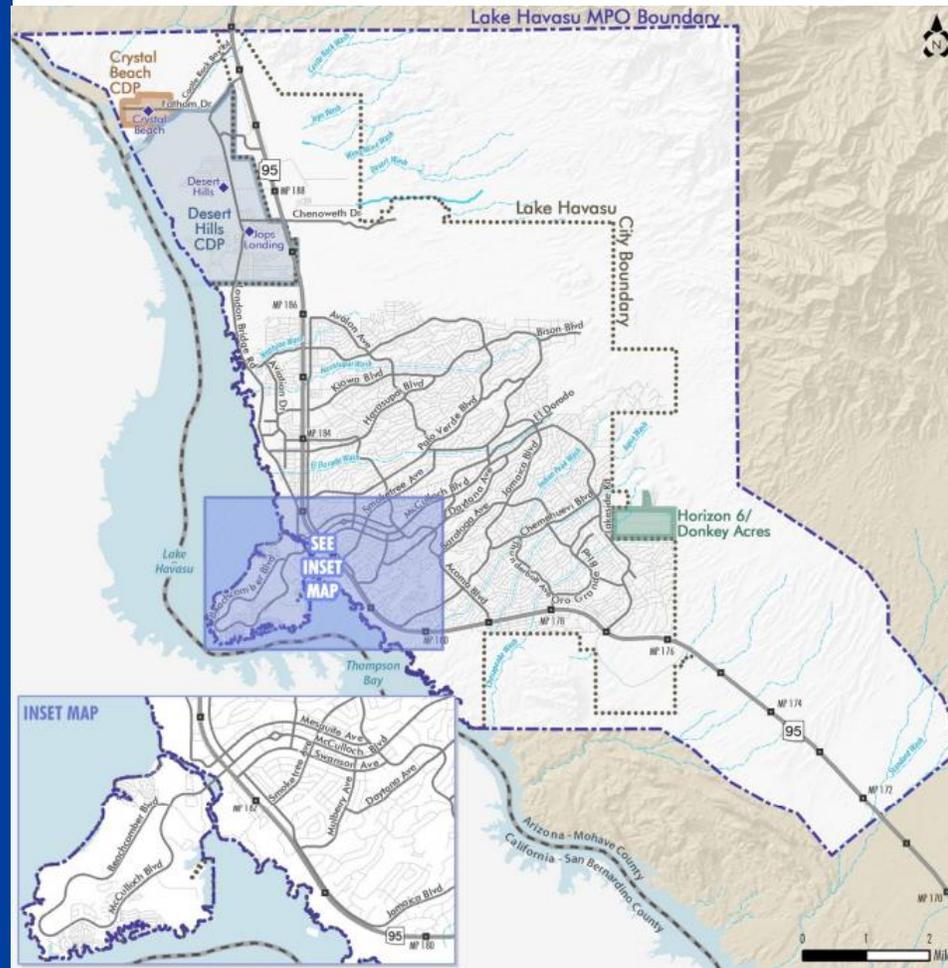


HAYASU REGIONAL
MEDICAL CENTER



>775,000
Tourists visit Lake
Havasu a year

Study Area



Your Role in Study



You're a member of the team!



Provide guidance and feedback



Serve as champions

Study Schedule

2018

2019

NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JULY | AUG | SEPT | OCT | NOV

CURRENT TRANSIT CONDITIONS, FUTURE CONDITIONS,
AND MULTIMODAL ASSESSMENT

SHORT- AND LONG-RANGE IMPLEMENTATION PLAN

OUTREACH



**Focus Group and
Public Meetings**

Open Discussion

What do you think is the biggest transportation problem facing Lake Havasu region today? Long-term?

Open Discussion

What is the current public sentiment towards public transportation services?

Open Discussion

Do you currently use any type of shuttle or transportation service?

Open Discussion

What do you think are the biggest benefits to implementing transit?

Open Discussion

What do you think are the biggest challenges to implementing transit?

Open Discussion

What do you think the primary focus for a new public transportation service should be?

Mapping Exercise

What specific attractions or activity centers should be served by transit?

Highlight top 5 stops!

Mapping Exercise

Highlight what corridors you think are the most important to consider for public transportation service

Mapping Exercise

Determine:

- Type of service
- Service hours
- Frequency

Finish This Statement

I think creating a new public transportation system is a good/bad idea because.....

**Additional
Questions,
Comments,
Ideas?**

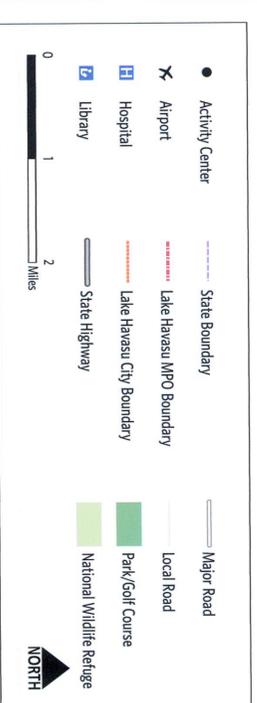
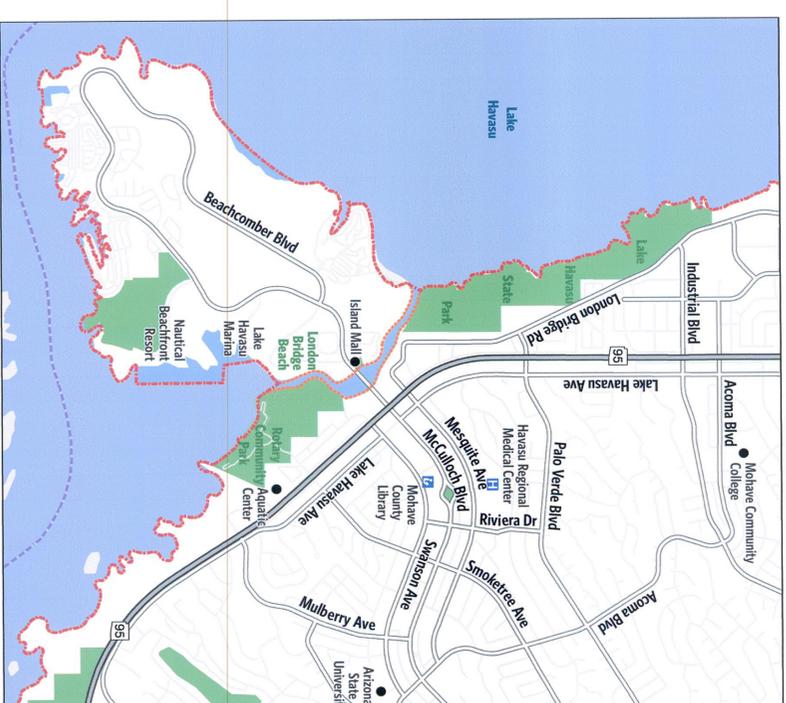
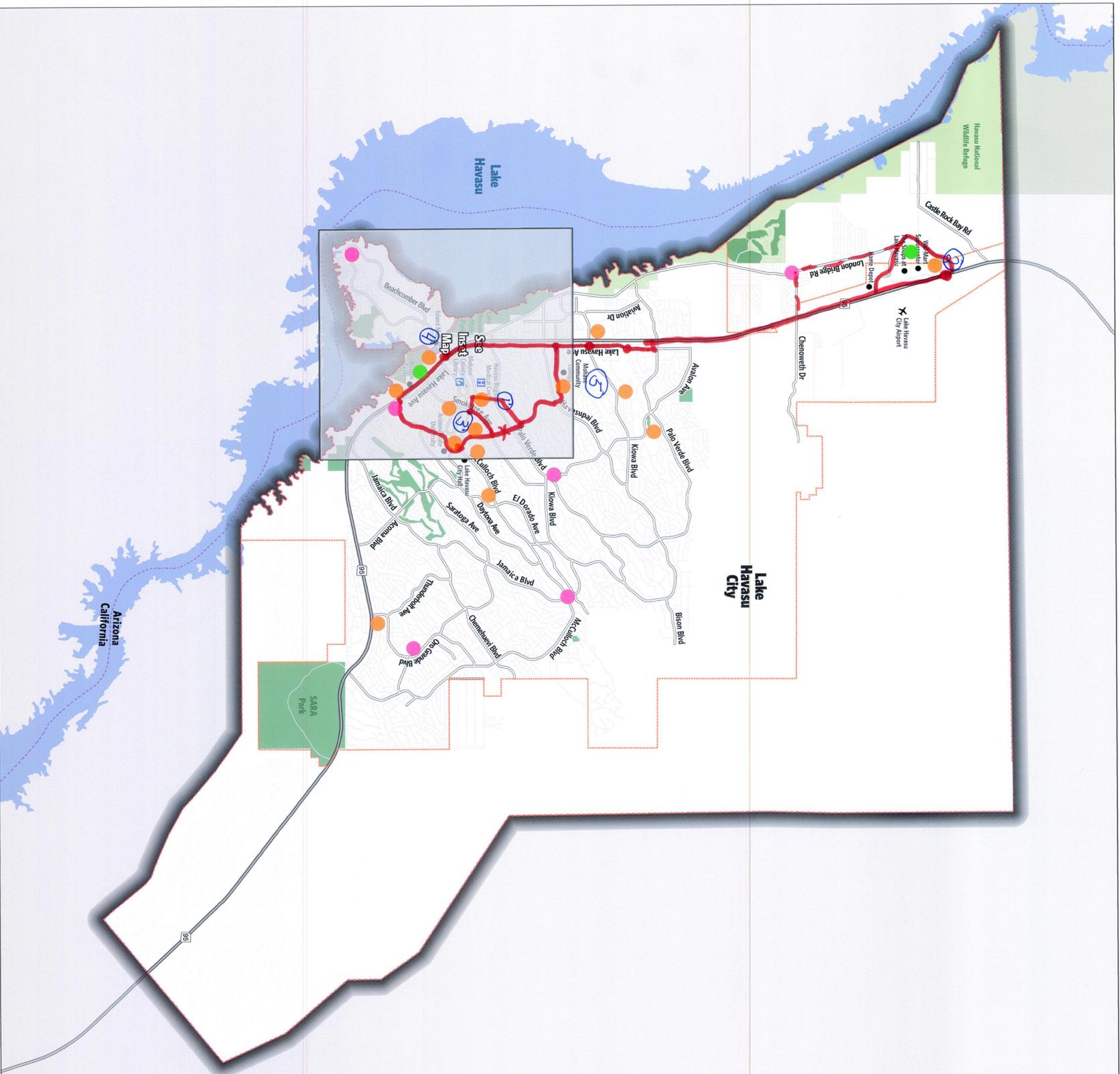
LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION
**REGIONAL TRANSIT FEASIBILITY
AND IMPLEMENTATION STUDY**

Get On Board
LAKE HAVASU 
Connecting People & Places

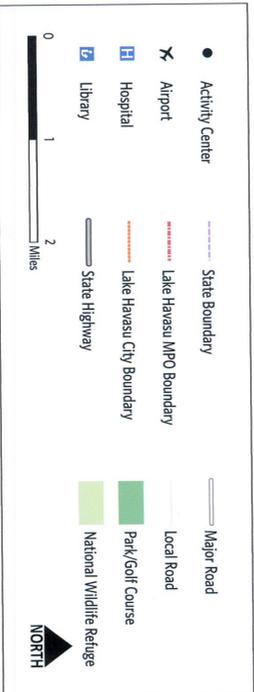
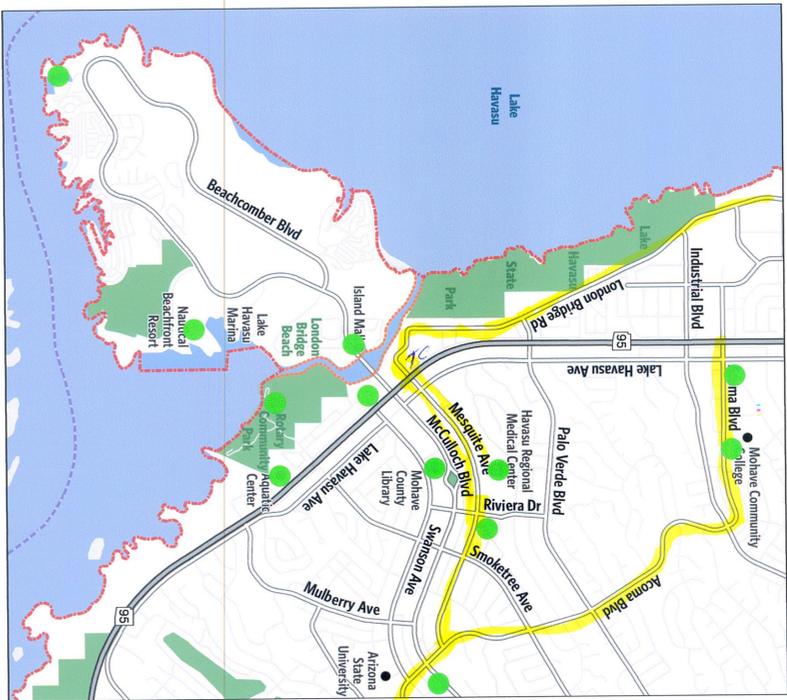
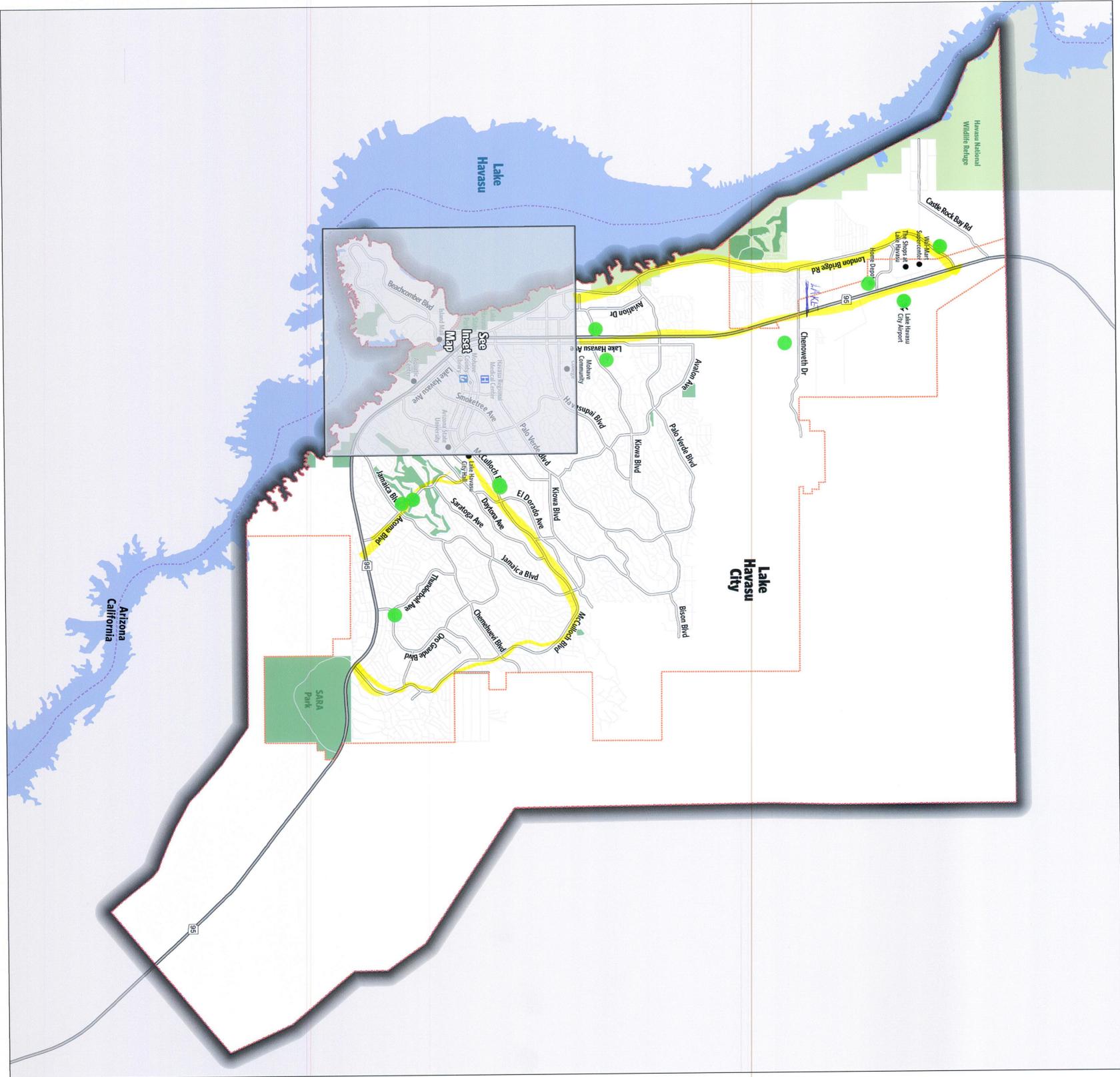
6am - 7pm
 M-F
 Medical Hospital
 Starbucks
 Shopping
 College Education

Saturday 8-8

Special events
 Windsor Beach
 Rotary Park
 Sara Park
 London Bridge
 Special Olympics
 Water sports
 Rider
 (potential revenue source)



Other Comments



Other Comments

M-F: 7am-7pm
 S-S: 7am-7pm
 8am-9pm

Summer
 M-F 7am-7pm
 7 day a week
 - 10 passenger van
 - trolley
 - something feasible

- Havasu High
- Desert Hill
- Donkey Acres
- 1-40/95
- Seldon Blvd Rd
- churches
- s-u-e-c-h-u-c-h-s
- Rte

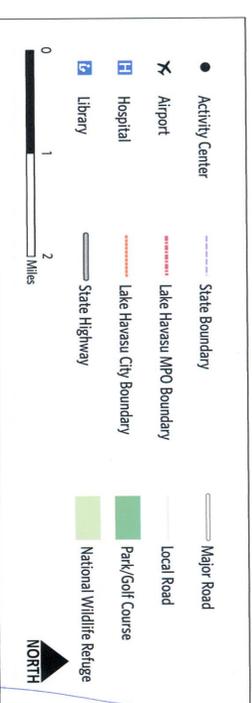
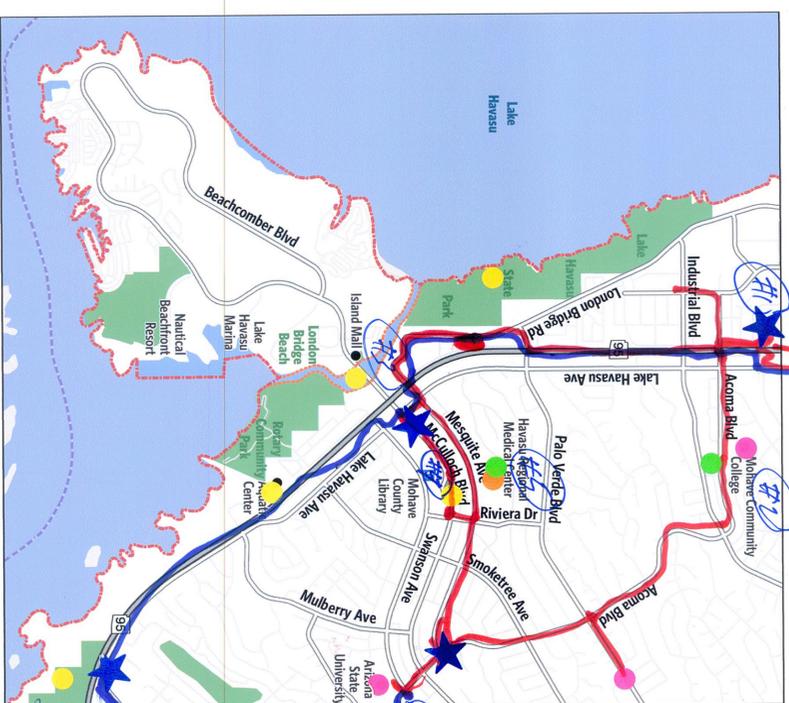
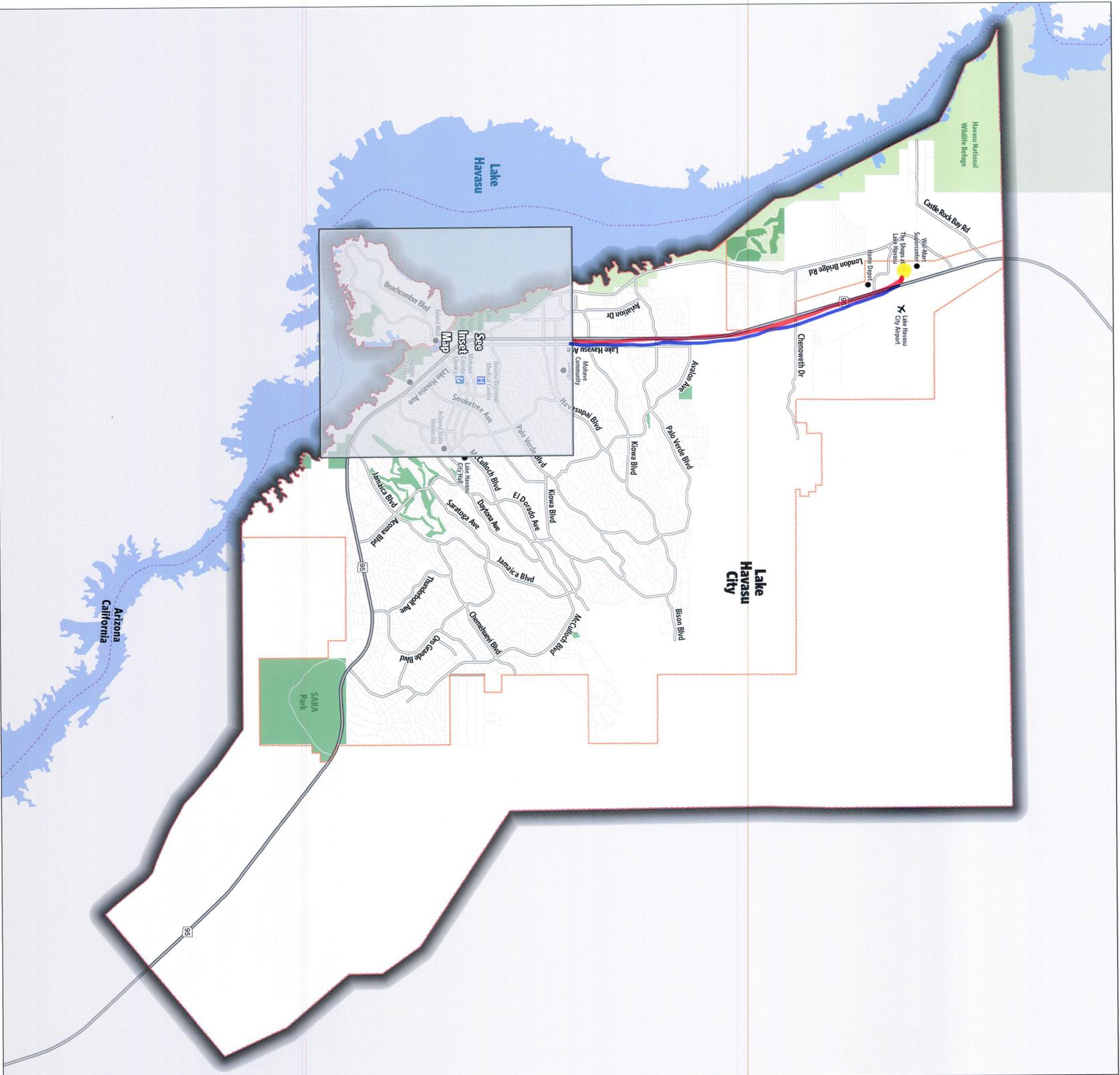
1. World Airport
2. Dr. Gaudin
3. Senior Center
4. City Hall/MD
5. Libran/Market

- clean
- Vet - Maguire/Copi
 Rehab surgery with Food - Compad/ Accoun
 - Kunal/Sara Juan - Under
- Greeny - @ Basher
 Donkey Acres.

6:30am-2pm

GROUP #2
 (MARCH 18, 2019)

S
 A
 M/H
 E
 G



Other Comments

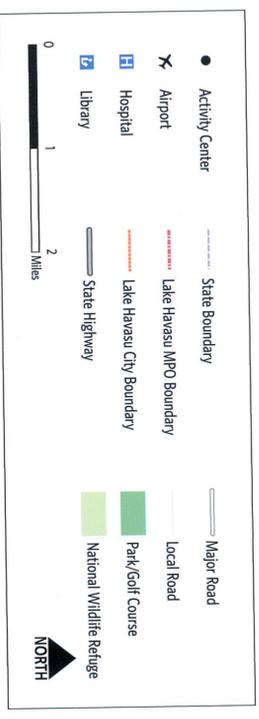
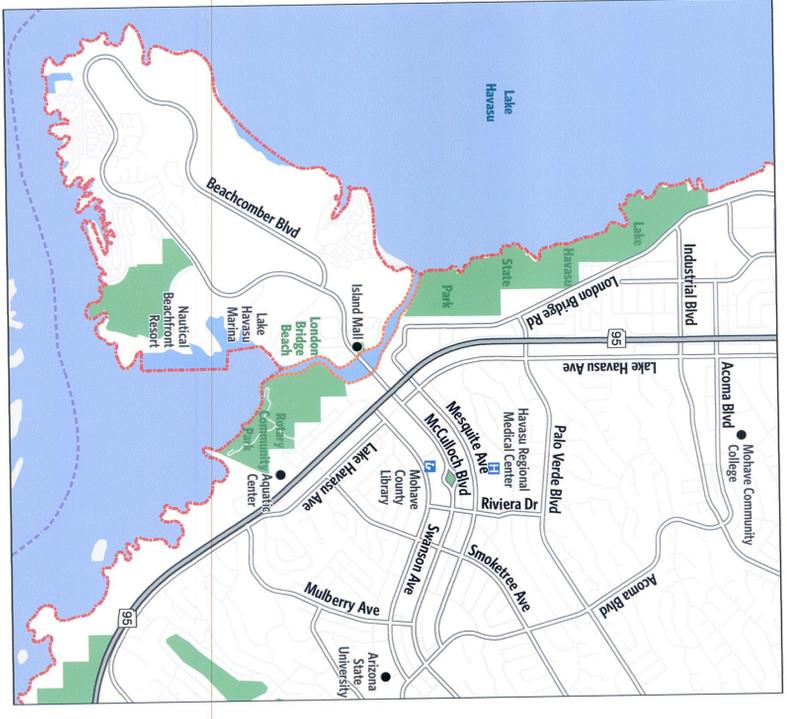
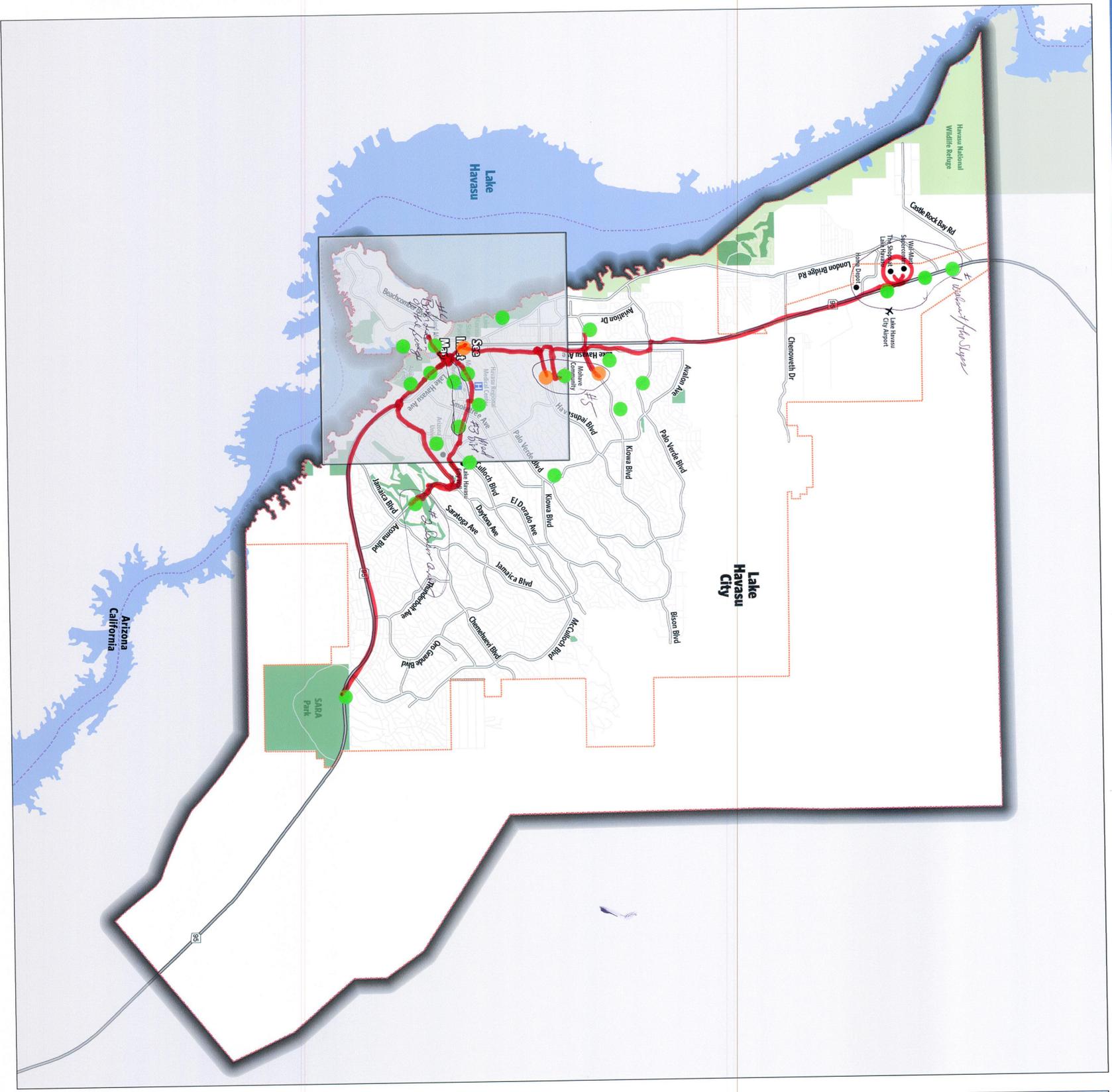
M-Fours
 30 min
 6am-10pm

F/Sat
 30 min
 6am-10pm

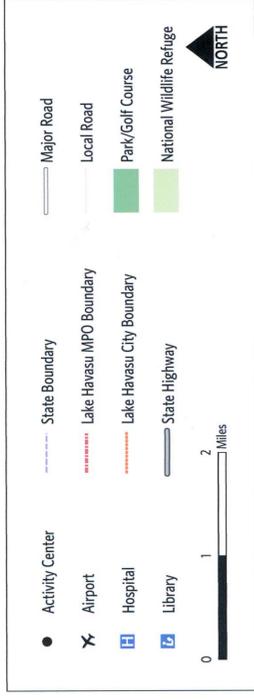
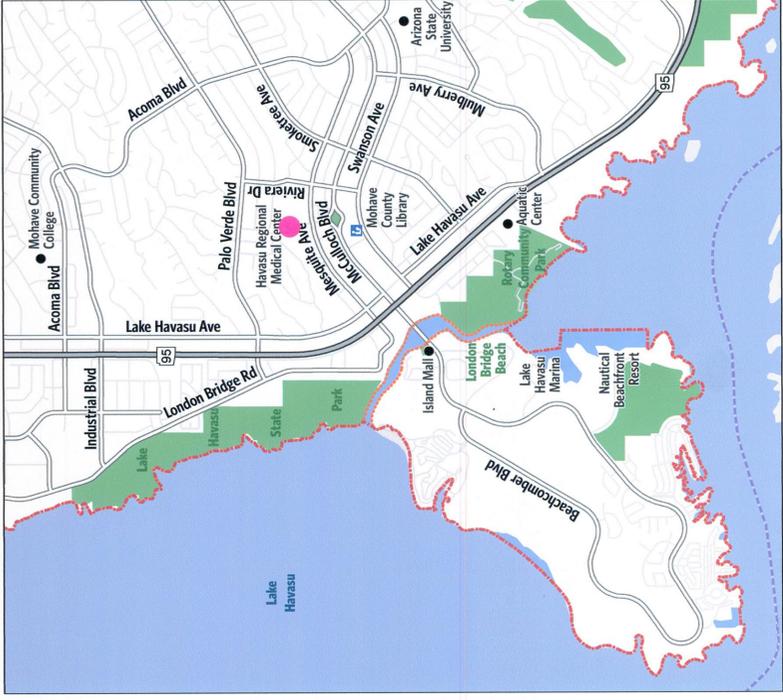
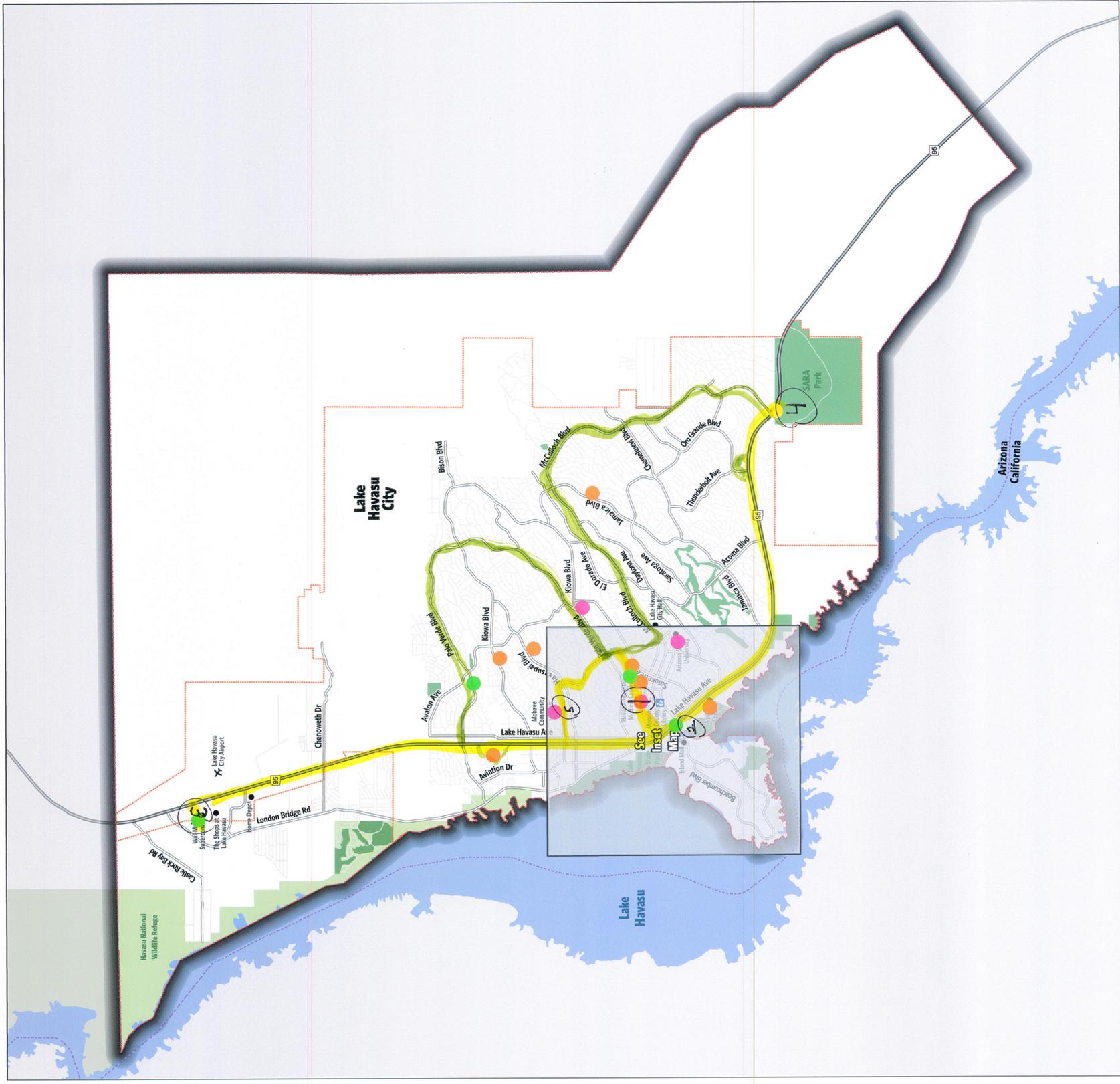
Sun
 60 mins
 6am-10pm

6am-2pm

7 Days/Week
 6am - 9pm
 8-12 passengers
 2 wheelchair accessible
 Park Transit System
 1 Dorset town (rents) 1 to New
 Red Stigler on outside
 1 Vans (with hand controls)
 Transfers b/w 2 vans



Other Comments
 Recreation - Beaches - BRIDGE -
 Entertainment
 PARK AND RIDE



Other Comments

1
 2
 WINTER
 M-F 11
 S/S 11
 SUMMER
 JUNE 1 - OCT 1
 M-F 5:30am - 10pm
 F/S 5AM 10:30AM



QUESTIONS

RESPONSES 428

428 responses



- SUMMARY
- INDIVIDUAL

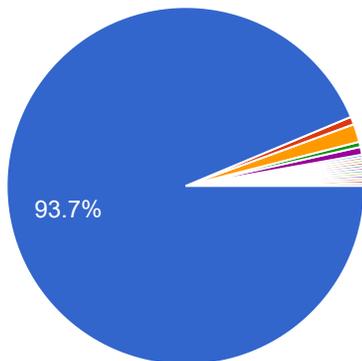
Accepting responses

To plan for the region's future, we are conducting a short survey to understand your transit needs. This information will help develop a plan for transit improvements. The survey will remain open until March 31, 2019.

Tell us About You

Where do you live?

428 responses



- Lake Havasu City
- Lake Havasu City - On the Island
- Desert Hills
- Crystal Beach
- Horizon Six
- Bullhead City
- Havasu Heights
- Yucca

▲ 1/3 ▼

What is the closest intersection to your house?

402 responses

McCulloch Blvd/Cherry Tree Blvd

Kiowa

S Palo Verde

Smoketree and Acoma

Smoketree and Pima

Acoma & Hwy 95

El Dorado

Oro Grande and Thunderbolt

Acoma and Industrial

Castaway

Acoma

cashmere & Havasupi

Lake Havasu Ave

Oro grande

Kiowa & Hwy 95

Daytona and Acoma

Smoketree & Mesquite

South McCulloch

Walnut

Smoketree

McCulloch Blvd and Chesapeake

Mohican / Oro Grande

Saratoga & Blugrass

Swanson-South Acoma

lake havasu Ave

Kiowa & Driftwood

Lakeside and Blue Canyon

Mulberry

McCulloch/Solar

Jamaica and Lake Havasu Avenue

S. Acoma and Jamaica

Saratoga and Jamaica

Sweetgrass

Swanson and Capri

Jamaica Blvd/Saratoga Ave

Whitecap/Saratoga

McCulloch Blvd/Trotwood Dr

McCulloch Blvd/Daytona

Bombay Dr/Lake Havasu

Arabian & Simitan

Ore Gande

Hillside and Beefeater

Apache Drive and pony drive

Mcculloch/Jamaica

Highway 95/Aztec Rd.

Oro Grande Blvd and Highway 95

Arizona Blvd and Arizona Place

Mesquite and Lake Havasu avenue

S Palo Verde and Acoma

industrial

Acoma Ave Daytona Ave

Havasu Heights Blvd and SR95

London Bridge Road/Pero

jamaica s acoma blvd

McCulloch S

Saratoga & Chemehuevi

McCulloch South & Chesapeake

Mcculloch and Jamacia

Highlander - Silver Clipper Ln

Saratoga & Jamaica

McCulloch Blvd and Jamaica

North Palo Verde and Kiowa

Runabout/Barranca

Chip Drive/Snead

Ranchero Dr and Saratoga Ave

McCullough and Comet

Avalon/Palo Verde No.

Saratoga Ave & Jamaica

Acoma S, Palo Verde s

Southside

Scout At Jamaica

Chemehuevi

Avalon and Huntington Dr.

North Palo Verde and Lake Havasu Ave

Kiowa Blvd. N.

ACOMA SMOKETREE

cisco dr n

Poppy Trail Place and Poppy Trail Drive

Mcculloch/hwy 95

McCulloch Blvd & Jamaica Blvd

Fireside Rd.

Palo Verde N. & Kiowa

Edgewood/Chemuavi

N Palo Verde and Hwy 95

Mcullough

Chemehuevi and oro grande

Daytona Mulberry

El Dorado/Bluewater

Hwy 95 & Palo Verde N

saratoga ave and saddleback dr

Feather Palm and Palmtree

95 and McCulluch

Highlander and Challenger

Thunderbolt @ Oro Grande

Vista and Edgewater.

The biggest intersection I guess would be in London Bridge Road and Kirk

95

Mohave & McCulloch

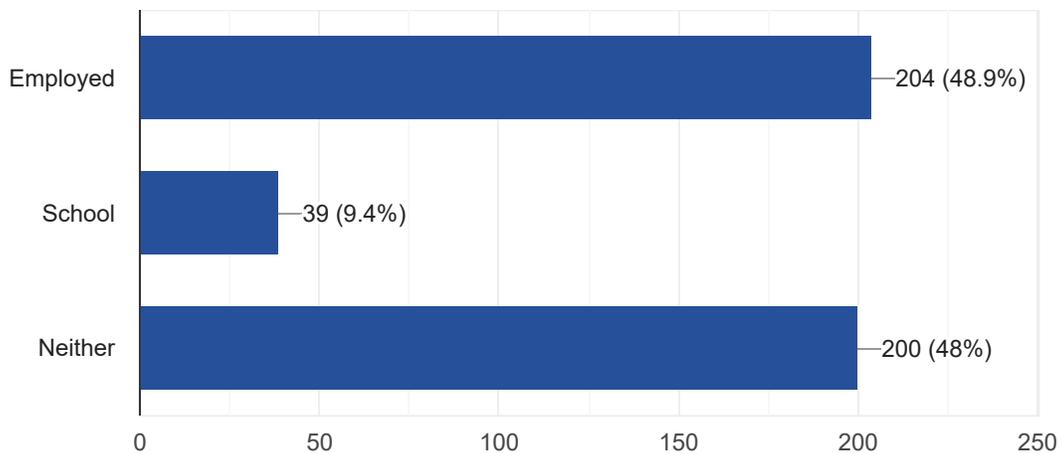
Maracaibo Dr & Maverick

Palo Verde N. & Avalon Ave

OTHER (277)

Are you currently employed or in school? (check all that apply)

417 responses



Where do you work and/or go to school?

Retired

Lake Havasu City

ASU

Milemarkers

retired

N/A

city volunteer

NA

MCC

City Hall

LHC

Retired

Kiowa and 95

Goodwill

Milemarkers

City of Lake Havasu

lake havasu city

Lake Havasu City

Refuge

Canyon State Crane

Walmart

Home

ASU

Arizona State University

Na

Lake Havasu

Lake Havasu MPO

Arizona State University

Downtown/Main Street area

From home

Safeway

DCM

Havasu Regional Medical Center

Kiowa Avenue

Milemarkers Therapy

Courthouse

LHCPD

LHC Public Works building

Lake Havasu Police Dept

Lake Havasu City Police Department

City Government

Self Employed

Island

Asu Havasu

BrooksClark & Associates Real Estate

lake Havasu city

L.H.C.

DOWNTOWN

For the City

96 Acoma Blvd. South

City

On the island

Retire

McCulloch/Capri

900 london bridge road

LHHS

Mohave County

Self employed

Lake Havasu City Public Works

Lake Havasu City - Water Dept

The Shops at Lake Havasu

N/a

Taco Bell

Mohave community college

Smiths

Online

Neither - Volunteer

Premier Title/ Kids to LHHS

South Sidr

Government

Bullhead

Downtown

Sunstone Realty Professionals, Inc.

City Hall

Mobile Business

Jamaiaa Blvd

LC Engineering

Toyota

School Distict

Lake Havasu High School

Work all over city

Southside/MCC

Chili's Grill and Bar ASU Havasu

Vet Center&ASU

ASU&Handly Smooking

American STD Roofing

Hangar 24

VA Benefits- UOP

Catholic Charities

Medstar medical transport

Hospital

Lake Havasu city maintenance

Bullhead City Fire Dep.

CTI

Air Control

Seville Homes

Mudshunk

Jasmine place

Self

The shops of lake havasu

OTHER (54)

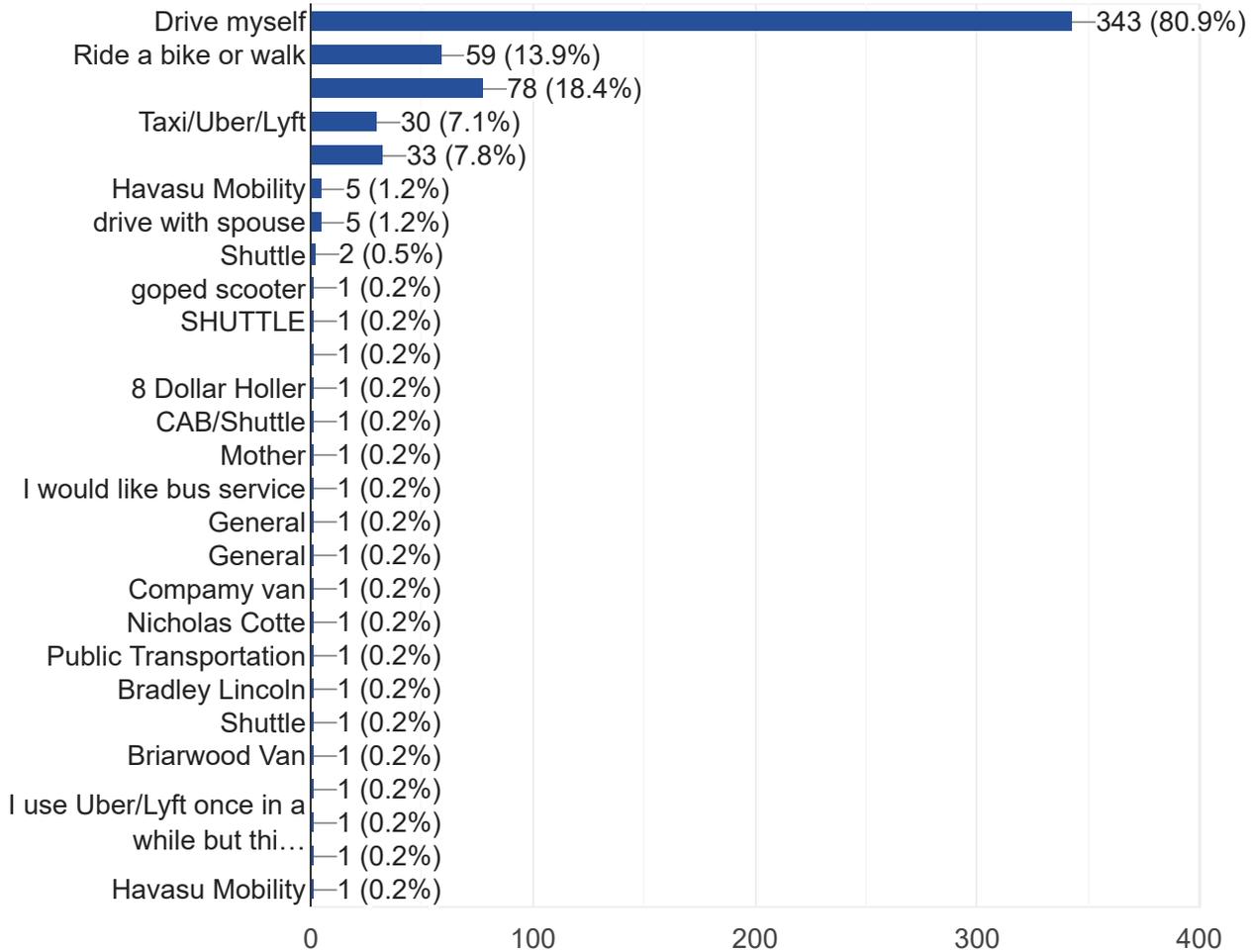
What is your age range?

427 responses

How Do you Get Around?

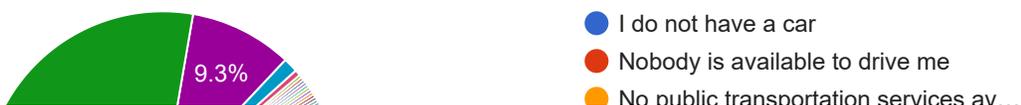
What form of transportation do you most commonly use? (check all that apply)

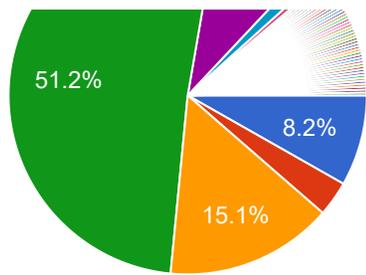
424 responses



What keeps you from getting where you need to go?

377 responses

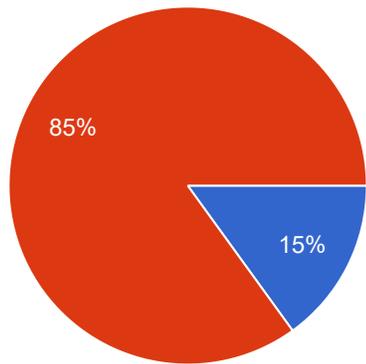




- I get around on my own
 - Not applicable - I have no problems...
 - Not applicable - I have no problems...
 - none
 - Nothing
 - I get around on my own
- ▲ 1/7 ▼

In the last 12 months, have you missed a medical appointment, school, or work due to lack of transportation?

419 responses



- Yes
- No

How many times a week do you travel to the following places?

What do you think is the biggest transportation problem facing the Lake Havasu region today?

357 responses

routes and stops to cover the city

None

No public transportation

Congestion

Lack of public transportation

Cost

Lack of public transportation

Nothing

No bus system

none

no public transit

Snowbirds

No Buses

Roadwork

Lack of reliable options

congestion

Weather

No public bus

Too much traffic at certain times of year and need of red lights at certain intersections. I would rather bike and use a bus then drive.

Door to door transportation

No public transportation. Need it badly for low income workforce.

Lack of public transportation to outlying areas for those living in affordable housing to get to where the jobs are in the central area of town

Lack of affordable transportation for low income residents.

No reliable options

Street lights and signaled intersections

AFFORDABLE and regularly scheduled rides are next to impossible to get.

Not having transportation for the elderly.

Public transportation is lacking.

No sidewalks. unsafe senior drivers with health issues that should remove them from the roads, but officers do not prevent them from driving.

school buses for all schools!

transportation for students, elderly, and disabled

lack of public transportation for disabled people on weekends & after 5pm

The lack of it

Too much traffic

Lack of public transportation. Heavy traffic on certain streets.

N/a

Public Perception

No public transportation and unreliable taxi services.

Affordable transportation available to all

Public transit to close by towns and Las Vegas

Widespread community and lack of organized individual transit or mass transit

lack of public buses for the elderly and those who can't afford a taxi or uber.

I don't believe there is a transportation problem here.

lack of public transit

I would like to use my bicycle more as transportation however not a friendly or safe environment for bikes on the street.

Lack of low cost public transit

Need more stop lights, stop signs are no longer sufficient. Need street lights to make pedestrian/cyclist travel safer at night.

Lack of funding for it.

Lack of public transportation.

Travel options for the elderly or those without a mode of transportation

no bus service for the young-need to get rides or borrow transportation-too hot much of the time to walk-limited services for the handicapped

Transportation currently is only basically by car or shuttle service. Shuttles aren't bad but they are better for a single round trip, like for people who go to the bars and call to get picked up later. If you don't have your own transportation however, and you just need to run your weekend errands or have several appointments in a day, a shuttle isn't very economical

No connectivity to other cities like Las Vegas and Phoenix.

No sidewalks and bike lanes

Lots of traffic during the winter

The cost effectiveness of a system

Our community is too small for public transportation, but some people don't have regular transportation. We have several Ubers & all the \$5 Rides.

There is not an affordable/reliable way for people who cant drive to get around

I thing for the average worker/or low scale worker the lack if public transit scheduled for peak work/school hours is troublesome.

TRAFFIC

funding from the community

Lack of funds for the people who need transportation, but are not able to take the taxi or shuttles.

There isn't any other than expensive private shuttles

UBER

Adequate public transportation

This town is the only one in the tri-state area that does not have a public transit. Needs to be done. I believe federal assistance is available. Check out this link <https://www.transit.dot.gov/rural-formula-grants-5311>. Does not need to fall all on local tax payers.

There should be better access to different airline flights to different places.

public transportation

poor quality roads, Traffic lights that function oddly and sometimes differently

Lack of Buses

Lack of low cost transportation access for people with disabilities.

Cost of shuttles uber and lyft to high

Lack of reasonably priced transportation

People that want other taxpayers to pay for their Transportation

Lack of dependable transportation for those who don't own vehicles or are too young to drive. Common parking lots are in dangerously poor condition, especially in the downtown area.

Congestion on Lake Havasu Avenue and the traffic light synchronization.

on time and price

No busses

Traffic

Snow Bird Drivers

Poor Road Maintenance

Bike trails

No bus transportation

no public transport available for people with no/broken vehicles

convenient access to downtown, the bridge and the mall

We have several of them. #1) not enough accessible parking is the reason I do not go to certain stores in town. #2) Havasu Mobility is M-F 8-5 only and is often overbooked. #3) Most of our local taxi services are *not* w/chair friendly

handicap access

lack of transportation - no way out of town to Bullhead/Laughlin/Vegas

Affordable transportation and punctuality with the services we currently have available in town.

The biggest problem for transportation serious for my son. He doesn't have a car, and pay six dollars each Way for a ride to his work. This is a huge expense for him, being a veteran and having to pay that much money for a ride this out rages

There isn't one currently

Not enough of it the old transit system with the transfer worked fine

Airport transportation

Too many cars for the infrastructure

layout of the city

4 way stop signs,WAY TO MANY

Special needs, seniors

Outside temperature

No one would pick up my disabled husband because they couldn't come in my driveway... couldn't block Acoma blvd

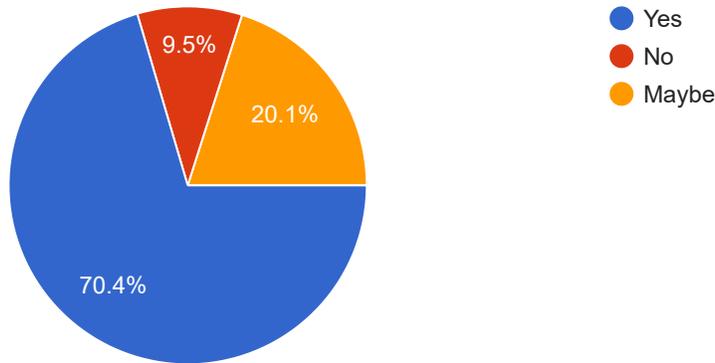
Mulberry & 95 intersection, make into a giant round a bout

OTHER (236)

Your Opinion on Public Transportation

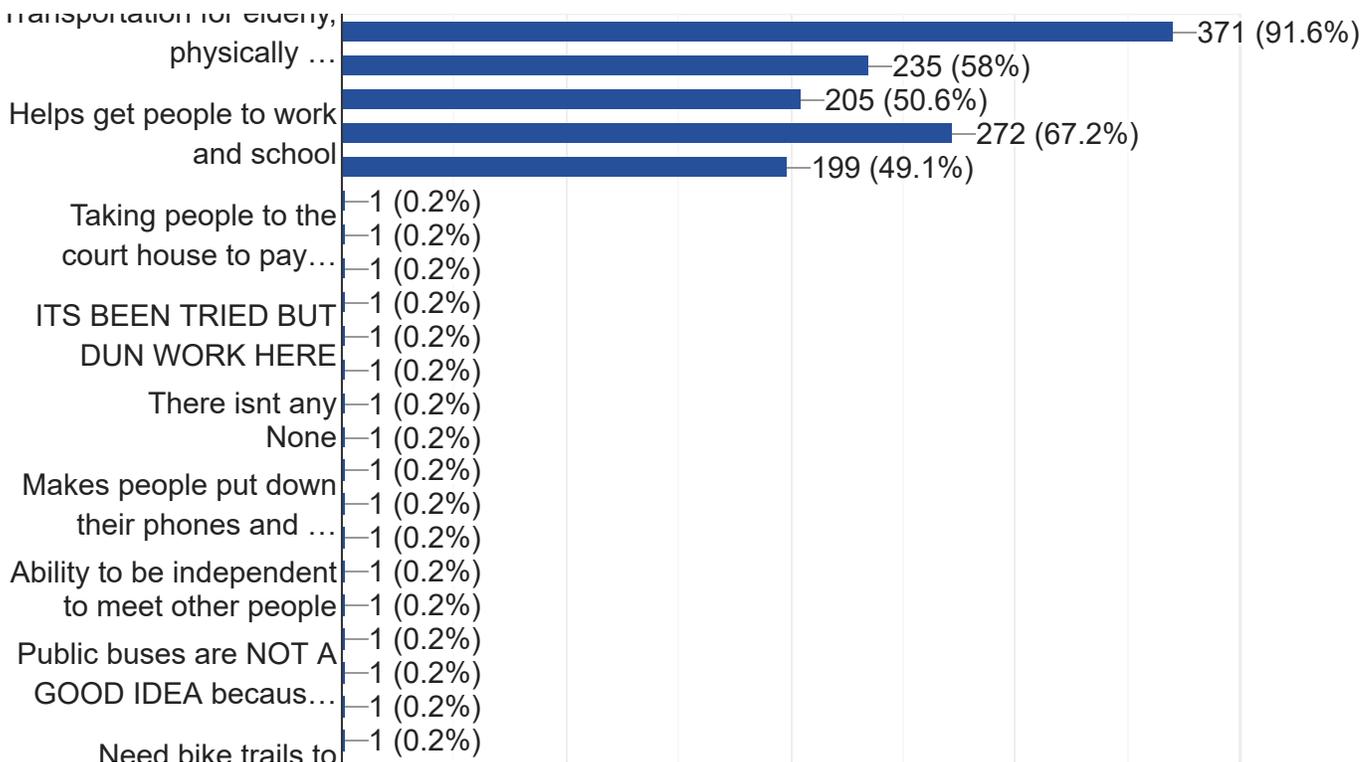
Is creating a public transit service a good idea for the Lake Havasu region?

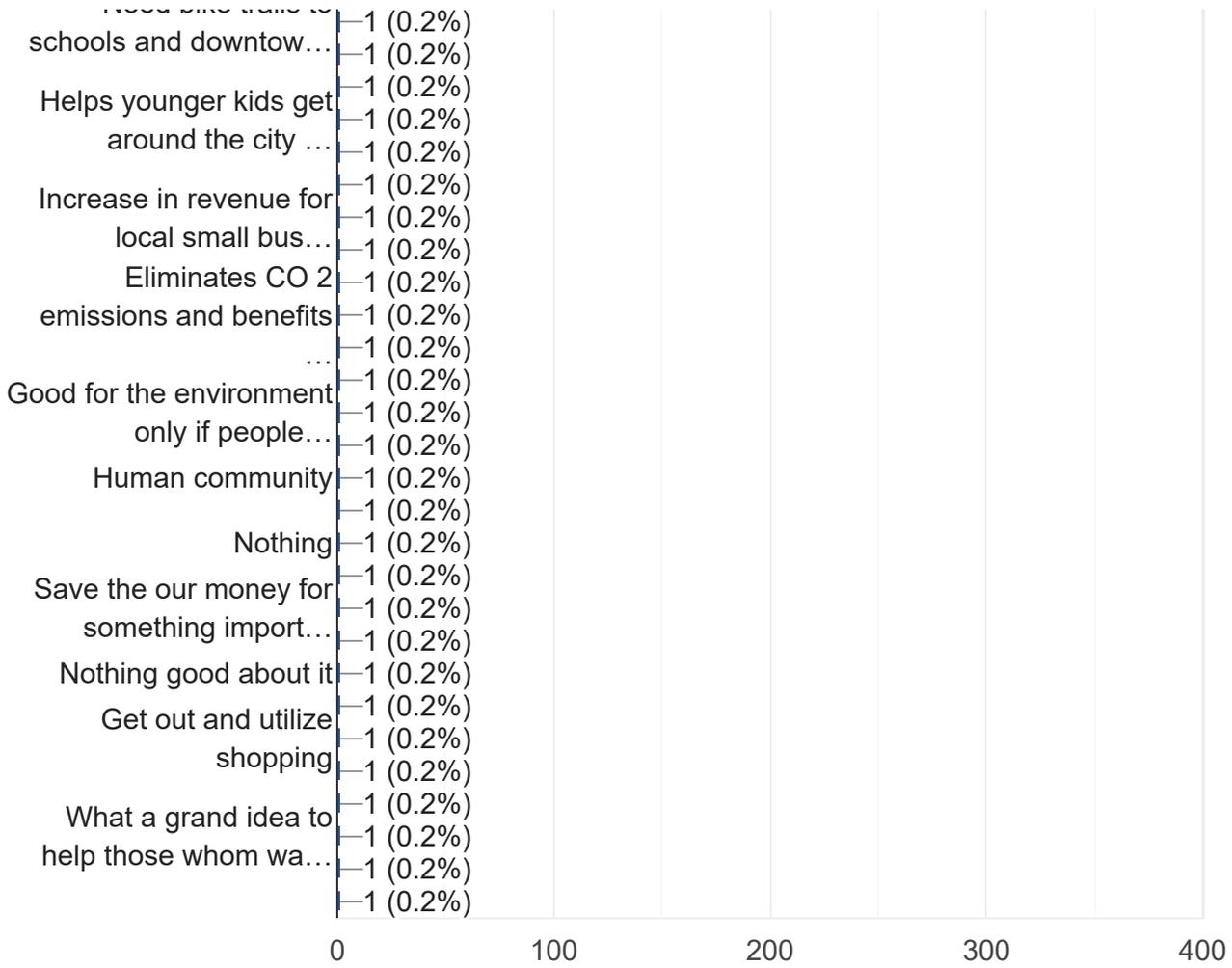
423 responses



What benefits do you see in public transit? (check all that apply)

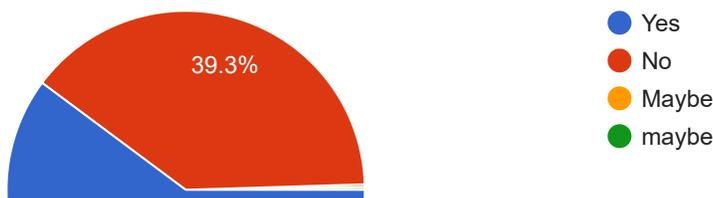
405 responses





If a public transit service were available, would you use it?

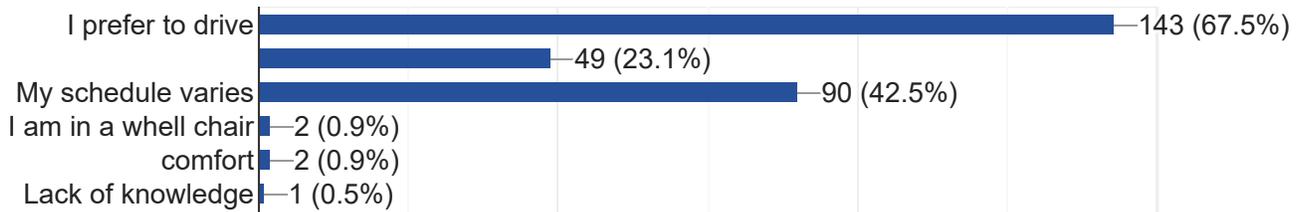
407 responses





If you wouldn't use public transit, why? (check all that apply)

212 responses

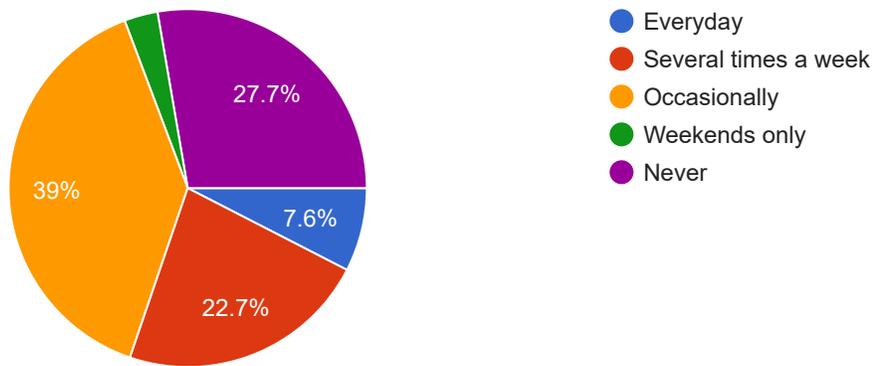


I live outside City limits	1 (0.5%)
Dont like the idea it creates	1 (0.5%)
problems	1 (0.5%)
My husband usually travels	1 (0.5%)

If Public Transit Service Were Available in the Lake Havasu region....

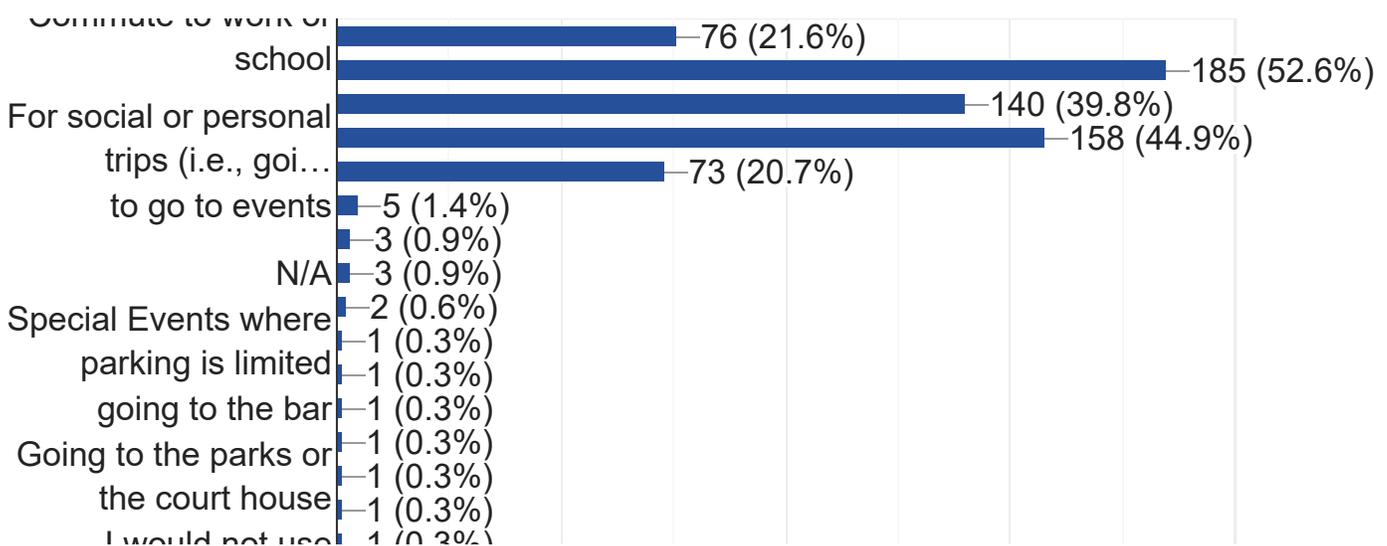
How often would you use public transit?

397 responses

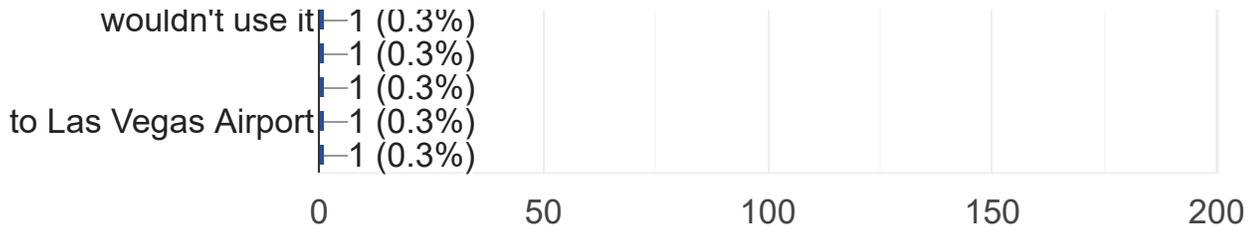


What would you most likely use public transit for? (check all that apply)

352 responses



I would not use 1 (0.3%)
 undetermined it would 1 (0.3%)
 depend on a... 1 (0.3%)
 When my car is being 1 (0.3%)
 serviced. 1 (0.3%)
 school/clubs 1 (0.3%)
 Special events 1 (0.3%)
 none 1 (0.3%)
 Recreation and 1 (0.3%)
 walking areas 1 (0.3%)
 Travel 1 (0.3%)
 Movies, restaurants 1 (0.3%)
 Wouldn't are all 1 (0.3%)
 To/from major events 1 (0.3%)
 like Balloon Fest 1 (0.3%)
 No other option. 1 (0.3%)
 Go to movies etc 1 (0.3%)
 Visit areas 1 (0.3%)
 Restourants etc 1 (0.3%)
 Going to bar 1 (0.3%)
 Would be used as I 1 (0.3%)
 age. 1 (0.3%)
 Special community 1 (0.3%)
 events 1 (0.3%)
 Going to the mall 1 (0.3%)
 never 1 (0.3%)
 church on Sundays 1 (0.3%)
 Personal emergencies 1 (0.3%)
 Probably would not 1 (0.3%)
 use it 1 (0.3%)
 I woujdnt 1 (0.3%)
 To Aquatic Center 1 (0.3%)
 classes 1 (0.3%)
 Daily life 1 (0.3%)
 go to the senior center 1 (0.3%)



Where would you like to see public transit service go to?

299 responses

Walmart

city businesses and mall

Everywhere

Everywhere

All over town

N/A

Walmart

Restaurants

The mall

downtown

all over the city

Downtown

No where

Parker

Yes

Main business hubs and available when special events come to town.

to the casino

Restaurants and movies

downtown lake havasu or the lake

The island, the mall, grocery stores, BigLots area,

Front door to location needed

Bullhead, Laughlin, Kingman, major north south and east west.

Major shopping centers, doctors offices, and near all large residential areas in town

Shopping areas

The major shopping areas, library, and the mall.

Anywhere in the city.

Walmart complex and city center

evolve like larger cities

to bullhead city

Parks, Grocery Stores

I won't use it but perhaps transportation out to Walmart

All shopping, restaurants, medical areas

Laughlin

Kingman, Bullhead, Parker, Las Vegas

In Lake Havasu City and out lying areas such as Havasu Heights

from one end of the town to the other.

All over Lake Havasu City

hospital; dr appt's

Business/commercial districts

Mall/Walmart, Main Street McCulloch, and residential areas like South McCulloch, Palo Verde Blvds, Kiowa Blvds, Jamaica Blvd, Havasu High and ASU

To parks and the court house

airport to designated areas around town including McCulloch Blvd S/HWY 95

I would like it have stops in the entire Lake Havasu City and surrounding areas.

library, Aquatic Center-any youth friendly hang out place-schools as the parking and congestion is horrendous (don't currently have school aged kids but...grandkids may come along)

All the main shopping centers in town, emergency facilities, and schools

downtown to residential areas

Everywhere in Havasu

Walmart/Shops

To the different schools, and grocery stores

Anywhere in Lake Havasu City

The lake

NONE

Grocery stores, medical offices, pharmacies

Should be a dedicated route/s that encompasses entire city

anywhere in the city limits & outer communities

grocery stores, doctor appointments

Sara Park to Walmart

Not in havasu

The gym, grocery stores

To Hell

Within the LHC city limits to start

mall

From the mall to medical areas, schools and uptown

Maybe Kingman or Bullhead area

all over town to all shopping areas

Main Street, The Bridge and The Shops at Lake Havasu

In LHC of course (including Walmart) and also outside city limits, like Kingman, or even Laughlin, NV or Vegas.

Walmart/Smiths/Food City Medical area

Senior center, Walmart, medical center, rotary park, aquatic center

Entire Havasu, Bullhead and Kingman

Las Vegas Bullhead

All of lake havasu city

The mall and downtown

keep it in mothballs

Job centers, community college, ASU

a few times a week to southside and or walmart daily around town

North side to south side and every where in between. I love to spent time at rotary but in the summer it's to hot to walk from the south side.

Transit service between the tri-cities would be too expensive with limited ridership. Public transit within the communities seems more feasible, although expensive and probably limited ridership as we are all too independent to park our autos and try something new that requires us to slow down and smell the roses!

Center of town, out to the shops and back with stops at home depot, lowes, big lots, London Bridge shopping center, movies Havasu, Aquatic center.

Local

The same routes as the bus service we used to have here would be perfect!

Shopping centers, medical clinics

Walmart, Rotary Park

Cover the south end of town better than before.

urban areas to downtown

Senior Center

Las Vegas Airport, Walmart

Open on weekends

Routes in town

Needles, CA

Walmart/Lowes shopping center

Movies

the mall

Dillard's

All of Havasu

Main st, Shops at LH, Rotary Park/Channel, Local Events (Balloonfest, etc)

I do not want city buses in Havasu!!!

Church

Bridge and Downtown

To Vegas or Phoenix

OTHER (171)

If transit service between cities/communities appeals to you, from where and to where would you like to see it?

233 responses

Laughlin

Parker

Kingman

LHC to Parker

Las Vegas

No

Bars and restaurants

Las Vegas

kingman

Vegas

Bullhead

none

Havasu to Parker and Havasu to Bullhead City

Kingman

Kingman and Bullhead

N/A

It would appeal to my husband since he drives to Kingman every day. I do know there are commuters to the water company in Parker. Also I think there are commuters to the prison in Kingman.

downtown area

None

n/a

Laughlin, Parker,

Bullhead Laughlin Kingman

BHC and Kingman

Kingman and Bullhead.

From north and south of town

nope

LHC to a greyhound or airport

LHC to Bullhead city

Main hubs such as vegas

Bullhead, Parker, Phoenix

Lake Havasu City to Bullhead City

Possibly from Havasu to Kingman, Bullhead and/or Vegas

Havasu to Bullhead and Kingman

Kingman, Bullhead, Parker, Las Vegas

Bullhead and Kingman

Tri-City area would be nice for those commuting to work i.e. Kingman Jail.

Between here and Kingman

Havasu-Vegas Havasu Phoenix Havasu - Nogalas

It would be nice if it traveled between Parker, Kingman, and Bullhead City.

from Havasu to Bullhead, Parker and Kingman

LHC to Bullhead City

To Las Vegas, Phoenix, Parker, Bullhead City, and Kingman

From LHC to Parker and back.

Kingman and Parker

Kingman, Bullhead, Laughlin, Parker and LHC

Anywhere

From Parker to Laughlin

Bullhead City and Kingman

Kingman and Bullheadd City

Stupid

Havasu to Las Vegas

BHC Kingman LHC MoVal

around Mohave County

Vegas, Phoenix, Laughlin, Kingman

Kingman, Laughlin/Bullhead, Las Vegas, Parker, Needles

Lake Havasu to Bullhead/Laughlin/Kingman

LHC and Las Vegas airport

Bullhead, Kingman, Vegas, Phx, Tucson

Maybe

See aboo

Las vegas

Havasu to bullhead

Bullhead

Subcontract the transit.

Laughlin would be nice

Not interested in transit between cities.

Havasu to kingman, bullhead, parker. Many people travel for medical.

LHC and Bullhead, LHC to Bus Station in Kingman (to get to Flagstaff)

Shopping centers, medical clinics

From LHC to Parker

Senior Center

From Havasu to Parker and Kingman

Kingman court house, Bullhead City

LHC to Bullhead and to Las Vegas

Havasu

Not interested

I do not want public transportation in lake Havasu city. It's a tax burden on the city and unnecessary!!

Bullhead & Vegas

Lake Havasu to Kingman

Hawaii

See previous answer

Bulkhead, Kingman, Parker and Phoenix metro areas

Bullhead kingman

Not Applicable - Don't see a need for this.

See above

From one end of town to the other

Havasu to Bullhead, Parker, Kingman

From Lake Havasu City to Prescott

South to Northside

No where

Bullhead, Kingman, Las Vegas

Parker, Bullhead, (Kingman maybe but it might be too far)

PARKER TO BULLHEAD

South side to town

From here to Laughlin and vegas

from lake havasu to kingman and Bullhead City

Bullhead City

Los Angeles, Las Vegas, Phoenix

All zip codes in Havasu

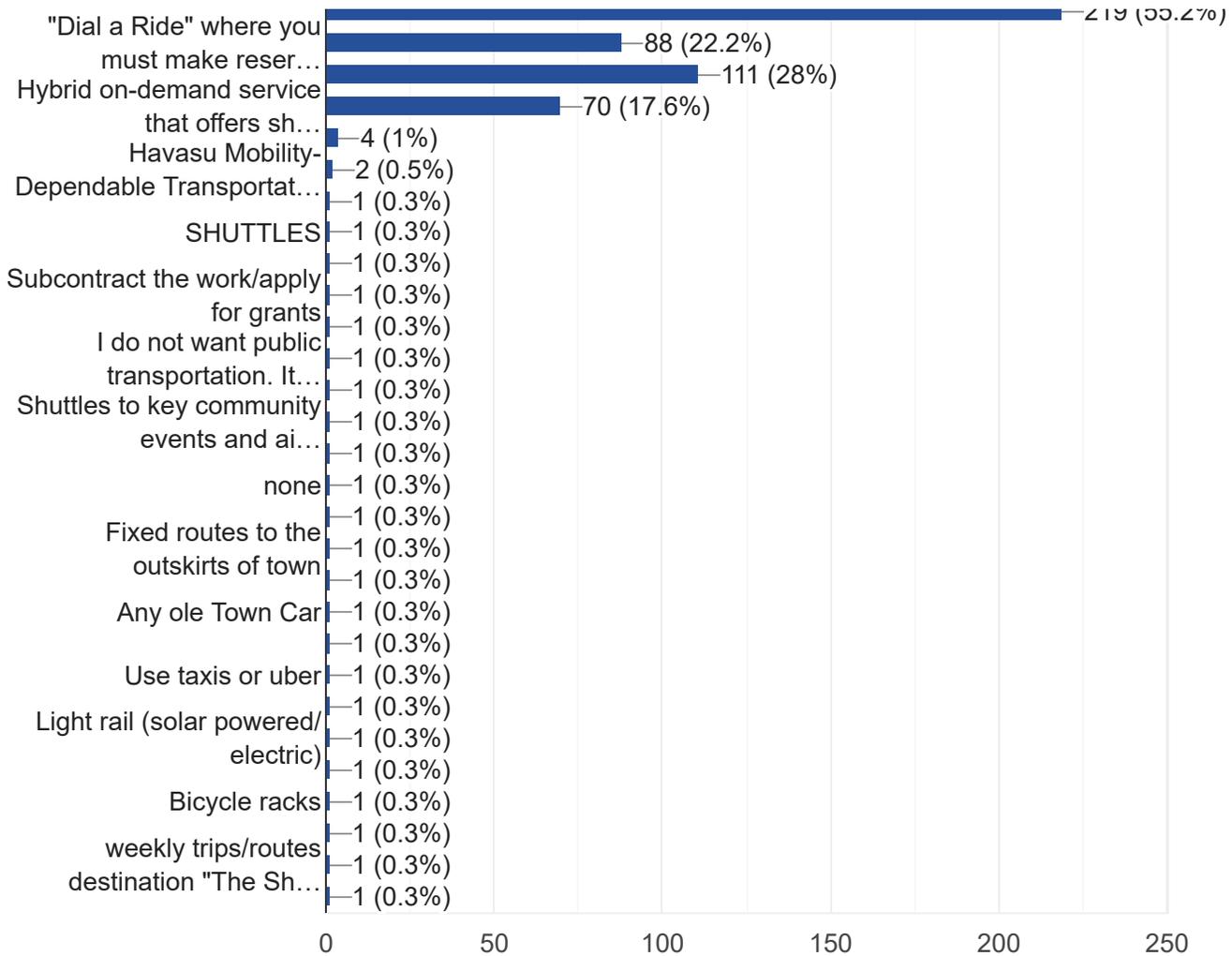
Shopping Centers

OTHER (103)

Which of the following transit service option appeals to you the most?

397 responses





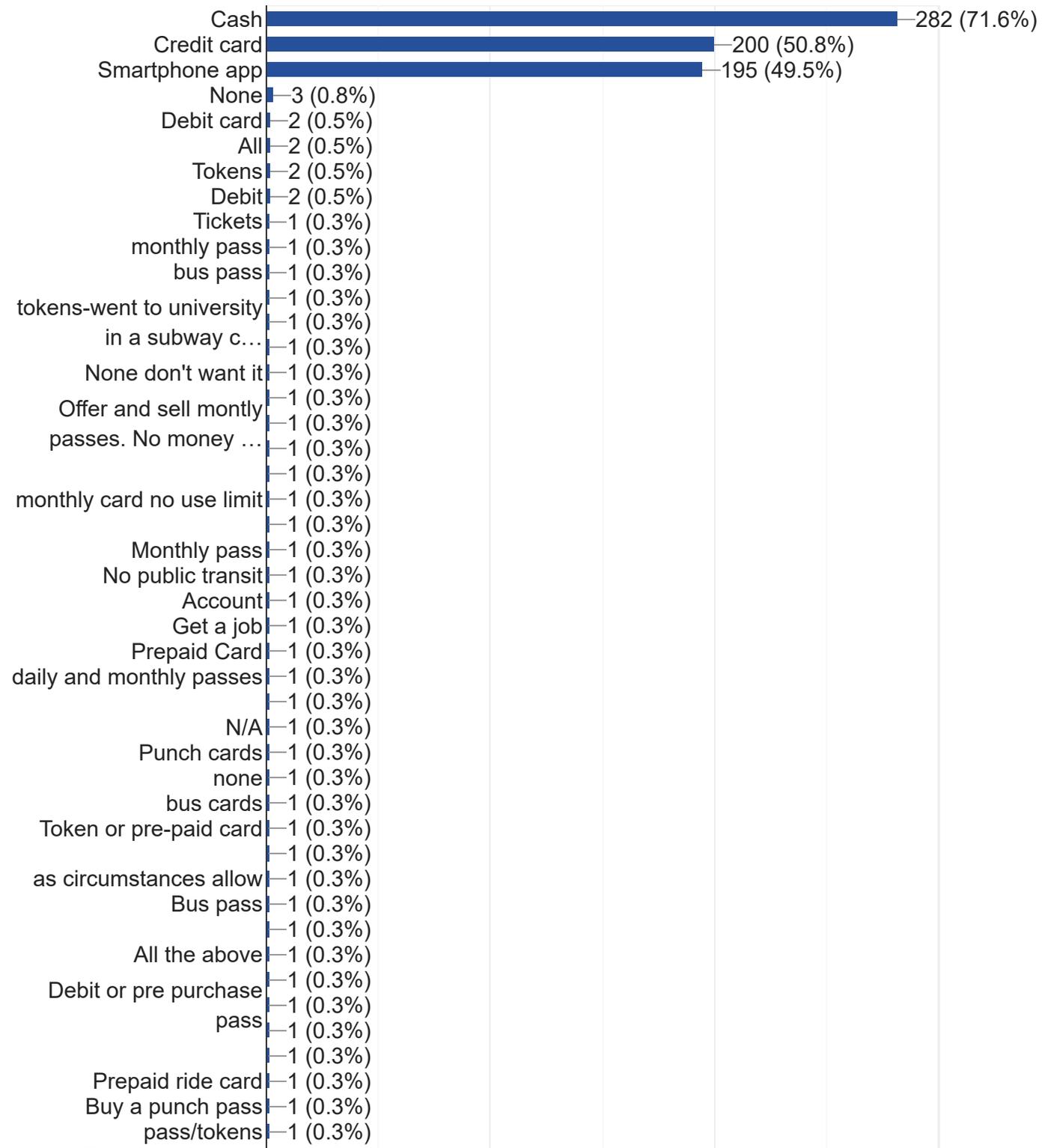
How much would you pay for a one-way ride?

390 responses



What payment method would you prefer for transit service? (check all that apply)

394 responses





Additional Comments or Concerns?

If you would like to participate as a member of a focus group, please submit your email address

89 responses

No

N/A

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conlankw@windstream.net

yes

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issyjet@msn.com

Yes

zingerguy40@yahoo.com

I would very much like to be part of a focus group RobertAtShop@gmail.com 928-530-8945

sctzoe16@zoho.com

Liltripnlagartija@gmail.com

corint13@hotmail.com

Additional Comments

97 responses

Thank you

Q-7- Havasu Mobility already booked to capacity

Hi Phyllis.... :)

Havasu Mobility is amazing. I would like to see public transport expanded.

Thanks for looking into it. Transit is different based on the city design, we get it do your best and it may or may not work but "A" for effort.

I just became physically disabled in 2018. HAVASU Mobility has saved my life ! It has enabled me to return to my job on a full time basis and get to medical appointments.

The biggest traffic issue in this town is RED LIGHT RUNNERS. I have never lived in a town that had such a serious issue. About 2-3 times a day I see someone run a red light. I have learned when the light changes to green I wait about 10 secs before accelerating. It's scary! Cameras that take pics of license plates and generate tickets would stop it!

Many people live in Lake Havasu City for the appeal of a small town atmosphere. People who move here know that the city is rural and isolated; for many that is an important factor for living here. Bringing in a transit system creates the "big city" feel that many do not want. Lake Havasu City cannot grow uncontrolled. There is a point of maximum sustainability and

build out. That process would be accelerated if a mass transit system were to be implemented. Mass transit is not a proper fit for a town like Lake Havasu City, nor is it necessary.

I believe we need a transit service to help people with transportation as the town is spread out so much, and because the summer months make it incredibly difficult for people to get around.

This would be a great service for our community!

I think standard bus fair would be a good way of setting up routes. 75cents to 1.50 for one way trips, free transfers in certain areas, or a smaller transfer fee, and also daily, weekly, and monthly bus pass options

N/A

Socialism is DOA

Thank you for doing this! We ****really**** need more public transportation and sidewalks/ramps. As a wheelchair user, there are times that I must literally ride my wheelchair in the street against the flow of traffic, and more than once, I've had to drive off the road and into the gravel because a driver was looking at their cell phone instead of the road. Other times, drivers get so surprised to see a wheelchair they hit their brakes (for no reason) and pose traffic dangers to other drivers (like the poor car behind them).

medical condition degenerative, will eventually require transportation to maintain independence

Good luck. It's a huge task. Can't please everyone!

While I would not use the transportation in town, I think it would be beneficial to have a bus to Las Vegas / Bullhead / Laughlin

As small as this town is and the way the roads are designed I think transit other than on Acoma and 95. It would be a bad idea

If a new system is put in place, the ridership will never be cost effective

Transit is expensive and not widely used in any city. Subcontract the work, apply for grants to subsidize the cost.

It would be very nice to be able to get around Havasu, not only Central but to Big lots and perhaps once a week or so to Lowes, Walmart and the southside. Especially at night.

I understand the need and desire for transit services, and know how difficult it is to develop a system that serves the greatest number of riders daily. Thank you for studying this transportation issue and seeking input from the community residents.

We need transportation for our youth, riding bikes, skateboards, is becoming unreasonable and unsafe. If kids could take a bus around town they would have more options. We are getting more traffic and not getting roads and sidewalks or bike lanes.

Thank you SO MUCH for working on providing residents with this community improvement!!!

I really appreciate HAT services, keeps me independent

A study to confirm usage streets and occupant cars. Handicapped people need on call evening and later transportation. They all seem to shut down by 5 PM. There is private/owner transportation for price like \$35 one way.

I appreciate the Havasu Mobility bus

Longer on weekends

Consider transportation for visually impaired

You have a great deal of wonderful walking paths. As a winter visitor, I really appreciate that. We stay here for 4 months (Jan to May) I think some type of bus transit would allow more people access to some areas that are not within walking distance.

Public transportation in the City of Lake Havasu City would benefit all ages from young to old and disabled people.

Start small going to designated places of activity maybe on limited days (ex Thu-Sun like Palm Springs Buzz)

I am curious who started this project and what is the real meaning behind starting a social service in a tourist town/retirement community?? Who would this social bus system really benefit? Who would pay for it? In my opinion, this is just another government over reach that would have a negative impact on Lake Havasu city. JUST SAY NO TO PUBLIC TRANSPORTATION//OTHERWISE KNOWN AS CITY BUSES!!!

Don't waste taxpayer's money

Don't do it

This could be very useful and successful if truly based on public needs.

This is a fast growing area and some people are noble others are not. I do think this is a wonderful idea.

I am happily too young to have a huge use of the Mass Transit, but someday I will want & need. This is how Havasu should go forward with community growth.

Not a bicycle/pedestrian friendly community. Sidewalks are generally useless because of mailboxes and other garbage. No shoulder on many roads.

Bike trails should be included in plans.

Don't buy giant diesel busses!

No Taxes Please.

I really hope we get a bus system back

We need public transp. It would be very benefit to economy paying \$16 for roundtrip service for grocery shopping it hurting people financially living on fixed income.

Evening and weekend service

I like Havasu Mobility a lot

Got on bored LHC connecting people and places in a good idea one would get to know there town.

Please don't change anything

My home is a mile away from any Main Street, too far to catch transit.

I have a group of people that would like to participate...

Public transit is most needed for those who can not drive due to age, disability or cost

Remember- Public Transportation didn't work when last tried. Go back to the time when we had "Seniors on the move". \$3 one way- called for ride within 15-30 minutes. It was there for you- same on return trip.

It would be nice to have a bus go over county line

There is no easy transportation system to commute to Phoenix, Chandler, Tempe. It would be great for students and faculty to visit in weekend if any service would be available. Local taxis are very costly to go Phoenix like \$550

The survey questions need to capture more quantifiable data or actual behavior. It could be related to past experience with public transit to ascertain more likelihood of actual usage habits. Many of the questions were too general, and depending on assumptions that may not be held by others.

you do not want me in a group because the issues are more than public transportation

Transit should Not come out of citizens pocket when a small percentage use this .

Hard issue. Needed service but limited need if that makes sense. We're growing. Gotta address it

Great idea --- thinking small buses, on a regular rotation -- blue line, red line, yellow line etc. to shopping, dining, recreation.

I am happy to see these options are being considered. I know people who can't drive or do not have a car that could use this. It is sometimes difficult to get my fiance to work because we have to share a car and work different schedules, so this would make transportation so much easier for us. I also know plenty of people who commute between Bullhead City and Lake Havasu so if we had a public system going out there, it would benefit a lot of people I know. This has been needed for a long time!

It's nice that the city is at least researching this.

Don't want havasu any bigger than it is.

I am a Lyft Driver, there app is a great example most rides are picked up in less than 10 minutes.

Fare should be commensurate with distance travelled.

We moved here precisely because we appreciate the low tax environment, do not need these types of services and don't want to pay for them. We have varied schedules, and came from "big cities" that have nothing more than corrupt failed transit systems that are supported by mostly working taxpayers that have no use for them. They are inconvenient, time consuming, and only work if you happen to live right on a route, have an extremely predictable and routine schedule, and have the time to adjust your schedule. How many times have you gone to work at different times, or had to leave for appt., kids, etc.? This is why carpools have generally not caught on either. Just another bureaucracy. Now, ppl want to "demand" services that we'll all have to pay for. No thanks, we'll move again.

We need a cost affected plan that use mostly Fed/State funds

Public transportation is a vital service to the disadvantaged and low income. The City needs to step up the the responsibility of supporting this population segment.

Focus groups are fun! With this plan & our more than 60 years in transportation, this is gonna be a hoot!

The kids, elderly and working class would benefit greatly from a bus system but it needs to be affordable

A scheduled bus system would be useful in our city of elderly drivers with bad vision & bad driving skills as well as for those who drink then drive during our many events. I hear many people complain about being in a shuttle with others that are drunk and obnoxious which is not a good exampleship for our children or many visitors.

This isn't a survey. It is clearly biased and assumes that people want taxpayer funded, government run transportation. They don't!

I used the HAT fixed route service years ago, I would like to see it return. Suggest better promotion of the service with discounts or prizes to lure new passengers. Strongly suggest pick ups every 1/2 hour vs hourly as before. Thank you.

possibly go to las vegas area

We are seasonal residents.

I think it is a disgrace that the current Havasu Mobility refuses to let shoppers do a proper shopping trip, limiting us to only what we can carry. The carbon footprint, time involved and cost can be tripled or quadrupled as opposed to one complete shopping trip.

Children and working parents need this

Transportation is desperately needed. It's a win-win for the community. More people would be able to access events, shops too far to walk. During the Christmas a bus to see all of the Christmas lights for families. I do think we need a place to fly in and out of closer to us than Vegas or Pheonix. It makes traveling very difficult. It could bring in tourists year around and allow residents the opportunity to see family more often. I love it here but my only complaint is a 5+ hour round trip to pick up/drop off my family. My mother wont visit because of the time sitting is too hard on myself, with my chronic illness, and doesnt want me to do that drive. Transportation may help bring back flights to Laughlin (especially more direct flights) if advertised. There is so many positives to bringing in a great transportation system to our city!

Use a cross-section of ideas from other areas of the country

I work with older adults who live at home and find affordable transport to doctors to be an issue

As mentioned in this survey, I think the real opportunity here is taking advantage of the private sector Uber style taxi shuttles, interlinking that with a few standard City operated routes

Bring back transfer station and benches with shade/protection from the elements

If city bus is running we could go many places

None

Place yourself on this bus level, to get around, then decide. Please just bring back the transportation - what if this was you - living on just bare money each month. Help us Please.

I would have come to the open house but it would have cost me \$12 for a shuttle. Just about all my fellow low income Seniors do not have computers, I am so glad I am able to participate in this survey by mail. This service should be for ONLY full time residents.

Very Negative Survey!!!

Transit stops need to include out lower income apartments, Briarwood/Anacappa/Havasus Hills and Becket House

I pay \$6 one way for a ride. Its expensive and not worth it. I'm on a fixed income.

I think it is disgraceful that Havasu Mobility limits patrons to two bags.

For those who are unable to drive due to age related limitations, it is unlikely thy would be able to walk to a bus stop. Fixed routes wouldn't be much help. I doubt that a one size fits all system will meet the needs.

Fixed routes with departure times and fixed stops is awesome. like how they used to have..More Walmart and Mall runs... on Saturday and Sundays would be nice too. I enjoyed all of it.

Worth while effort to make it happen for our growing community.

No ride charge for low income

Most of the survey does not apply to me as I still drive and also have family here

Lets help our people who love living here especially the one who are struggling to stay and live here with their families. Thank you

