EXECUTIVE SUMMARY





LAKE HAVASU

October 12, 2012



Lake Havasu City





Lake Havasu City

McCulloch Corridor Improvement Study

Executive Summary

Prepared for:

Lake Havasu City

Prepared by: HDR Engineering, Inc.

October 12, 2012

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		CC NO.:	20
COUNCI	LCOMMUNICATION	MEETING DATE: TYPE OF MEETING:	2/19/13 Regular
TO:	Honorable Mayor and Council		
FROM;	Gary Parsons, Operations Department Dire	ctor	
SUBJECT:	Resolution Adopting the McCulloch Co Program)	rridor Improvement S	Study (PAF
COUNCIL GOAL:	#1 Financially Sound City Government.		
SUMMARY:	The Arizona Department of Transportation Havasu City, conducted a long-range stud Boulevard, and Swanson Avenue traffic a identified a vision for the Corridor that bala District goals with the need to accommoda road in the Corridor.	(ADOT), in cooperat dy for Mesquite Avenu and pedestrian corride inces the City's Main s te future travel demar	ion with La ue, McCullo or. The stu- Street Uptov nd along ea
	At the December 11, 2012 Work Session, Lake Havasu City McCulloch Corridor recommendations. The Lake Havasu City Study was funded by ADOT's Multime Assistance for Rural Areas (PARA) progr through the Federal Highway Administration program to nonmetropolitan communities transportation planning studies.	staff provided a prese or Improvement Stu / McCulloch Corridor odal Planning Divisio am. The PARA progr on's State Planning a s for the purpose of	entation of t udy and Improveme on's Planni am is fund- and Resear of conducti
	City Council adoption of the study is reques to apply for future State or Federal fund recommendations. This resolution shows forward with projects within the document a	sted should Lake Hava s to implement any o the City's commitm s recommended.	su City des of the stud aent to mo
FISCAL IMPACT:	None at this time. To be determined should	a future contract(s) be	awarded.
ATTACHMENTS:	Resolution No. 13-2709 McCulloch Corridor Improvement Study		
RECOMMENDATION:	Staff recommends that the City Councer Improvement Study.	cil adopt the McCul	loch Corric
SUGGESTED MOTION:	I move to adopt Resolution No. 13 - 2709 Improvement Study.	approving the McCu	Illoch Corric
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RESOLUTION NO. 13- 2709



A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF LAKE HAVASU CITY, MOHAVE COUNTY, ARIZONA, ADOPTING THE MCCULLOCH CORRIDOR IMPROVEMENT STUDY

WHEREAS, the Arizona Department of Transportation, in cooperation with Lake Havasu City, conducted a long-range study know as the McCulloch Corridor Improvement Study for McCulloch Boulevard, Mesquite Avenue, and Swanson Avenue traffic corridor; and

WHEREAS, Lake Havasu City desires funding assistance from State and Federal agencies for future traffic and pedestrian corridor improvements and this study will be beneficial for this purpose.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of Lake Havasu City, Arizona, adopt the McCulloch Corridor Improvement Study.

PASSED AND ADOPTED by the City Council of Lake Havasu City, Arizona, this <u>19th</u> day of <u>February</u>, 2013.

APPROVED

Mark S. Nexsen, Mayor

ATTEST: Kelly Williams, City Clerk

APPROVED AS TO FORM:

Kellv Garr√. Cit∜ Attornev

REVIEWED BY:

Charle Cassens, City Manager

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CD of Lake Havasu City McCulloch Corridor Improvement Study is affixed to inside of back cover.



1.0 Introduction

Recent efforts to revitalize the Lake Havasu Main Street Uptown District on McCulloch Boulevard are paying off. Sidewalk and streetscape improvements provide a more seamless pedestrian experience. New restaurants and night spots are attracting a steady clientele. Trolley service provides tourists an easy connection between the Island area and Uptown District attractions. These efforts have started a renaissance in the corridor.

The Arizona Department of Transportation (ADOT), in cooperation with Lake Havasu City (City), conducted a long-range corridor study for Mesquite Avenue, McCulloch Boulevard, and Swanson Avenue (referred to in this summary collectively as the Corridor). The study identified a vision for the Corridor that balances the City's Main Street Uptown District goals with the need to accommodate future travel demand along each road in the Corridor.

This is a summary of the Lake Havasu City McCulloch Corridor Improvement Study and its recommendations. For a more detailed discussion of the plan elements and the planning process, please refer to the Final Report.

The Lake Havasu City McCulloch Corridor Improvement Study was funded by ADOT's Multimodal Planning Division's Planning Assistance for Rural Areas (PARA) program. The PARA program is funded through the Federal Highway Administration's State Planning and Research program to non-metropolitan communities for the purpose of conducting transportation planning studies. PARA funds may be applied to address a broad range of planning issues related to road and nonmotorized transportation modes.

2.0 Corridor Planning Process

Mesquite Avenue, McCulloch Boulevard, and Swanson Avenue provide a connection between the Uptown District and Lake Havasu activities. The City's long-term vision for McCulloch Boulevard through the Uptown District is a walkable, pedestrian-friendly urban street experience. The goal is to have McCulloch Boulevard become a "complete street" providing space for bicyclists, pedestrians, public transit, and motorized vehicles.

The recommendations presented in the plan are the result of a broad community-based planning process that included voices from business owners, property owners, city planners, and elected officials. These recommendations are consistent with the goals of the 2002 Lake Havasu City General Plan, and the vision of the 2007 Lake Havasu City Regional/Urban Design Action Team (R/UDAT) Plan.

2.1 Technical Advisory Committee

The Technical Advisory Committee met five times over the 16-month study process and provided important guidance on the development of the improvement recommendations. The committee membership included representatives from several City departments, ADOT, and the Western Arizona Council of Governments (WACOG).



Lake Havasu City

Greg Froslie – City Engineer Jeff LeMire – Public Works (Project Manager) Stuart Schmeling – Planning Rich Wells – Public Works

ADOT

Michele Beggs – Communications Matt Carpenter – Multimodal Planning Division (Project Manager) Ken Paetz – Kingman District Traffic Analyst

WACOG

Sharon Mitchell – Transportation Planner

2.2 Existing Transportation System Conditions

To establish an understanding of the corridor and baseline conditions, the study team reviewed existing transportation conditions by collecting data on road characteristics, traffic operations, crash history, public transit service and nonmotorized transportation. A traffic microsimulation tool was prepared to evaluate existing traffic operations in the Corridor.

2.3 Future Transportation System Conditions

The study team updated the 2005 Lake Havasu City Travel Demand Model to 2010 conditions using recent census data, and validated the model to recent traffic counts. The updated model was used with population and employment projections for 2030 to estimate future travel demand in the Corridor. The 2030 traffic forecasts were used to evaluate future traffic operations in the Corridor.

In addition to identifying forecast traffic operations deficiencies in the Corridor, the study team also reviewed nonmotorized and parking conditions as well as the potential growth in transit demand. The parking review showed ample parking available, but identified the lack of wayfinding/directional signs, the poor condition of rear parking lots, and a lack of signs and entrances at the rear of buildings. The study team also identified sidewalk conditions and pedestrian amenities, including nonmotorized crossings, and bicycle and pedestrian levels of service.

2.4 Community Outreach

A visioning workshop and two public meetings were conducted as part of this Corridor planning effort. The February 2012 visioning workshop asked residents, business owners, and property owners to describe their goals for the Corridor. Key recommendations that emerged from this vision session included:

• Improve existing parking-in-common areas behind storefronts



- Reconfigure on-street parking
- Improve bicycle and pedestrian access in the corridor to support the Arizona State University (ASU) campus on Swanson Avenue
- Relocate the Havasu Area Transit (HAT) transfer center to the Uptown District

At the first public held in April 2012 meeting stakeholders provided feedback on three Corridor improvement scenarios. The study team incorporated this feedback into the recommended Corridor improvements that were introduced for public comment at the second meeting held in August 2012 at the Red Onion Restaurant on McCulloch Boulevard.

2.5 Corridor Alternatives

Road Alternatives

The study team developed three alternative road scenarios for analysis and community consideration. The alternatives included a one-way couplet concept, a bicycle focus, and a median and roundabout focus. A brief description of each alternative by corridor is presented in Table ES-1 A no-build scenario was also evaluated.

	Alternative			
Corridor	One-way Couplet	Bicycle Focus	Medians and Roundabouts	
Mesquite Avenue	Two travel lanes westbound only; bicycle lane each direction	One travel lane each direction, center turning lane; bicycle lane each direction	Two travel lanes east, one travel lane west, landscaped median; no bicycle lanes	
McCulloch Boulevard (west)	No change	Bicycle lane each direction	No change	
McCulloch Boulevard (east)	North side landscaping	Bicycle lanes each direction	Median landscaping	
Swanson Avenue	Two travel lanes eastbound only; bicycle lanes each direction	One travel lane each direction; bicycle lane each direction; landscape buffer	One travel lane each direction; bicycle lane each direction; roundabout at Smoketree and Mulberry Avenues	

Table ES-1	Road Alternative	Scenarios	by Corridor

The traffic simulations showed that one-way couplet initially recommended by the 2005 Lake Havasu City Small Area Transportation Study (SATS) would cause traffic operations to deteriorate in the corridor. The study recommendations are hybrid of these elements that are based on technical evaluation and stakeholder feedback.



Nonmotorized and Transit Alternatives

Finding near-term solutions to improve parking is the key to long-term changes to the streetscape and road network that will make Mesquite Avenue, McCulloch Boulevard, and Swanson Avenue more bicycle and pedestrian friendly. The goal of these changes is to create a system of "complete streets" in the corridor that provide space for bicyclists, pedestrians, public transit, and motorized vehicles. These enhancements will support the City's long-term vision to make the Uptown District and the Mesquite-McCulloch-Swanson corridor a more walkable, pedestrian-friendly urban street experience.

The study team recommended switching the angled parking along McCulloch Boulevard in the Uptown area to parallel parking. This will improve safety and provide more room for other amenities. Before making the switch to parallel parking, parking at the rear of the buildings should be improved. Close parking access with short walking distances to businesses is important for both elderly snowbirds and year-round residents facing summer daytime temperatures over 110 degrees Fahrenheit.

Two undeveloped city-owned parcels along Pima Wash south of Mesquite Avenue would be an ideal location to relocate the HAT Downtown Transfer Station. This location would increase the visibility of the transfer station and make it easier to use. Combining the transit transfer station with a surface parking lot would add parking in the Uptown area.

Other recommendations include curb extensions along McCulloch Boulevard between Smoketree Avenue and Acoma Boulevard to shorten pedestrian crossing distance. Additional landscaping, safety lighting, and bicycle facilities are also part of the improvement alternatives considered for the corridor.

3.0 Improvement Plan

This planning process resulted in an overall vision for the corridor that includes road, nonmotorized, and transit elements. This vision is a hybrid of alternatives.

3.1 Improvement Overview

Table ES-2 outlines the recommended improvements for the Corridor. Figure ES-1 shows the road typical sections. An overview of the improvement recommendations is shown in ES-2.



Corridor	Priorities	Notes	
Mesquite Avenue	Intersections	Extend three-lane striping to Acoma Boulevard	
McCulloch Boulevard (west)	Intersections, bicycle lanes		
McCulloch Boulevard (east)	Parking	Hybrid option includes bicycle lanes and landscape buffer	
Swanson Avenue	Restripe for bicycle lanes, intersections	Coordinate with ASU	

Table ES-2 Recommended Improvements, by Corridor

Other recommended improvements identified through safety and traffic analysis:

- Increase storage distance for left turns at intersections along McCulloch Boulevard
- Add bicycle lanes along crossroads between McCulloch Boulevard and Swanson Avenue
- Add raised medians along Lake Havasu Avenue and Acoma Boulevard between Mesquite and Swanson Avenues to control access to and from adjacent driveways



Figure ES-1 Recommended Typical Sections





McCulloch Boulevard (west)



McCulloch Boulevard (east)









Figure ES-2 | Recommended Alternative

3.2 Prioritized Projects

Table ES-3 identifies the improvements needed to realize the Corridor vision. The latest update to the WACOG TIP includes \$424,000 allocated in FY 2014 for design and \$2,098,000 allocated in FY 2016 for construction of transportation projects in the Corridor. The City will consider the recommendations of this study as it determines how to allocate funding for transportation projects in the Corridor.



Table ES-3 McCulloch Corridor Improvement Plan

Project description	Туре	Priority	Cost opinion
Obtain easement to institute communal parking in Uptown area	Parking	Short-range	N/A
Improve rear parking lots with landscaping, lights, etc., in Uptown area	Parking	Short-range	\$1,463,000
Add signs for parking lots in Uptown area	Parking	Short-range	\$71,000
Construct new parking lot at Mesquite Avenue and Pima Wash	Parking	Short-range	\$313,000
Relocate transfer station facilities	Transit	Short-range	\$50,000
Extend left-turn bays along McCulloch Boulevard (five locations)	Road	Short-range	\$42,000
Restripe McCulloch Boulevard (Lake Havasu to Smoketree Avenues) with bicycle lanes	Road	Short-range	\$39,000
Restripe Swanson Avenue to recommended typical section	Road	Short-range	\$69,000
Restripe Mesquite Avenue to recommended typical section	Road	Short-range	\$19,000
	S	hort-range subtotal	\$2,066,000
Reconstruct McCulloch Boulevard (Smoketree Avenue to Acoma Boulevard)	Road	Medium-range	\$676,000
Install signal at Mesquite Avenue and Riviera Boulevard	Road	Medium-range	\$434,000
Install signal at Mesquite Avenue and Smoketree Avenue	Road	Medium-range	\$434,000
Install signal at Swanson Avenue and Smoketree Avenue	Road	Medium-range	\$434,000



Table ES-3 McCulloch Corridor Improvement Plan

Project description	Туре	Priority	Cost opinion
Modify intersection control to two-way stop at Mesquite Avenue and Capri Boulevard; Mesquite Avenue and Civic Center Drive; and Mesquite Avenue and Querio Drive	Road	Medium-range	\$21,000
Modify intersection control to two-way or side-street stop at Swanson Avenue and Capri Boulevard and at Swanson and Mulberry Avenues	Road	Medium-range	\$14,000
	Med	ium-range subtotal	\$2,013,000
Construct multiuse path along Swanson Avenue	Road	Long-range	\$1,578,000
(optional pavement preservation, mill, overlay)			\$519,000
(opnondi monose pain iigining)			\$748,000
Construct raised medians with landscaping along Mesquite Avenue	Road	Long-range	\$814,000
Construct raised medians on Lake Havasu Avenue between Mesquite and Swanson Avenues	Road	Long-range	\$75,000
Construct raised medians on Acoma Boulevard between Mesquite and Swanson Avenues	Road	Long-range	\$108,000
Construct parking garage	Parking	Long-range	\$7,000,000
	L	ong-range subtotal	\$10,842,000
		Total all projects	\$14,921,000





