



I-11/I-40 CORRIDOR

Gateway Vision Framework

A Planning Study for Kingman's Western Gateway

VISION FRAMEWORK REPORT
City of Kingman, Arizona

Prepared by ASU MUEP
Planning Workshop
PUP 580 · May 2026



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Executive Summary



Executive Summary

This project was commissioned by the City of Kingman Economic Development team to create a plan of action to address West Beale Street after the construction of Interstate 40 (I-40) and United States Route 93 (US-93) and capitalize on the potential travel pattern shifts it could create. West Beale Street and its surrounding area were extensively researched to find existing opportunities and to target areas for improvement. Peer cities that had faced similar challenges were researched to evaluate if their solutions could be applied to Kingman and to learn from their successes or failures.

Two methods of public engagement were undertaken for this project. The first was an in-person activity booth at Kingman Comic Con, where 45 people were interviewed, and the majority preferred West Beale Street to become a walkable Gateway to Downtown-like development. The second was an online survey with 1,200 respondents that mirrored the in-person group's opinions while also commenting on strategies to draw travelers and residents into the area. Kingman Planning and Zoning and the Arizona Department of Transportation were interviewed to verify recommendations and ensure they were realistic and actionable.

Recommendations And Implementation

Recommendations are the predominant focus of this study and project. The ASU student team has created a framework of recommendations for the City to utilize covering every topic discussed within this paper.

Land Use

A Land Use Development Code should be created. This code should regulate building materials, height, and character to create a unique aesthetic theme and location for new developments.

Land Ownership

Property owners must be engaged and cooperated with strategically. This will allow land owners who hold multiple parcels to redevelop vacant lands that are prime spots for economic redevelopment.

Zoning

West Beale Street should be rezoned to a category that requires higher levels of density in new developments. Rezoning into a Downtown District, such as Main and Neighborhood, would be ideal. Alternatively, it could be rezoned to higher current uses, an overlay to begin a tiered approach to increase residential and commercial intensity, or no change and incentives to develop and match the highest current designation.

Transportation

After the completion of the Interchange, a traffic count should be conducted to understand the new number of vehicles using West Beale Street. If it is lower, the street can be redesigned to increase pedestrian infrastructure and trail connections. If it remains the same, then sidewalks should be separated from the road and a roundabout implemented.

Parks and Recreation

Trail accessibility and desirability should be increased. This can be accomplished by implementing better wayfinding, facilities for parking closer to West Beale Street, and amenities at trailheads.

Economic Development

West Beale Street will be redeveloped as a tourist destination by attracting new businesses themed around Route 66 and Kingman's history, and promoted through a new marketing and branding strategy. New businesses will infill current vacant lots, and the local workforce will be developed by regional workforce training, education, and/ or other similarly focused programs.

Arts & Culture

The City should identify and create artistic elements that convert West Beale Street into a positive first and last impression through methods identified in the Project Cities Arts & Culture Playbook.

Implementation and Funding

Implementation of these recommendations should be done in four phases. Phase 1 should occur before the interchange is completed and would start by engaging with the public and stakeholders, and implementing easy objectives such as wayfinding improvements. Phase 2 will be to gauge the level of change necessary to obtain the best outcome through traffic counts and regulatory adaptations. Phase 3 should begin economic development tasks that match the goals established in the previous phase, and improve access to trailheads. Phase 4, the final step, should be to expand businesses in the area, create a cluster economy, and improve amenities at trailheads to further their attractiveness.

Conclusion

The City of Kingman has a unique opportunity and can fundamentally improve the lives of its residents while also supporting tourism. This project has been dedicated to helping the City with the first step and to providing a solid and reliable base of information. Now is the time to begin Phase 1.

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Chapter 1:

Introduction

Chapter 1: Introduction

1.1 Project Background

The City of Kingman (City) was founded in 1882 as a railroad town to provide shipping to the west and east for Mohave County miners and ranchers. Around the time of the City's incorporation in the 1950's, US Route 66 made the City an important location again due to the emergence of the automobile. Then, with the completion of the Interstate 40 (I-40) in Arizona in 1984, Route 66 travel diminished, and travelers along the new route were directed around the City. Later, Kingman devised an economic redevelopment strategy that focused on attracting residents and travelers into the downtown area using the United States Route 93 (US 93) bottleneck. This strategy worked well, and the City saw an increase in visitors. Currently, however, this could be at risk with the coming of the interchange between US 93 and I-40, which would remove the number of potential visitors attracted Downtown from the bottleneck. In July of 2024, the Arizona Department of Transportation began construction of a high-speed interchange between I-40 and US 93 (Figure 1-1) called the I-40/US 93 West Kingman Traffic Interchange. The project is being undertaken to reduce the congestion that occurs when travelers need to turn from US 93 onto I-40 or vice versa, which can create travel delays in its current configuration through a signalized intersection. While the new alignment is planned to become part of the future Interstate 11 (I-11) corridor upon full completion and federal designation, it is presently constructed as US 93. For clarity and consistency throughout this document, the corridor will be referred to as US 93.



Figure 1-1: Interchange Project Location, Source: ADOT

The changing traffic patterns that may result from the interchange present a unique opportunity for the City to develop a new vision for the gateway into the community around the West Beale Street Corridor. To achieve this, the City of Kingman partnered with ASU- Project Cities and the Master's of Urban and Environmental Planning PUP: 580 Planning Workshop Capstone Course to generate recommendations for development and City action along West Beale Street. The ASU student team, working for the City of Kingman and Project Cities, set out to understand and curate a variety of strategies the City could utilize to turn the area into a unique place for residents to live, work, and recreate, while turning trips of convenience into trips of destination for interstate travelers. This report intends to create a framework from which City staff, Council, and residents can implement these strategies to achieve their ideal vision.

1.2 Scope of Work

This project has been undertaken to create a framework that the City of Kingman can choose strategies from to address the West Beale Street area as a result of the coming US 93 and I-40 interchange and future I-11. Both the interchange and I-11 create a unique opportunity to reevaluate the area as it currently stands and chart a new course. To do so, existing conditions were analyzed by the PUP 580 Kingman Gateway Vision team to find areas that were ripe for development and issues the City could tangibly address. Public engagement was utilized to deepen the understanding of the challenges and opportunities of the area and help shape and ensure recommendations directly addressed community needs. Communities of similar sizes and dilemmas were analyzed to find solutions that had already been tested and could be applied should they have proved positive. The recommendations are a menu of options, each of which can be implemented independently or in tandem with another in the future, allowing the City to select the choices that best reflect what the City believes to be the best future.

1.3 Project Area

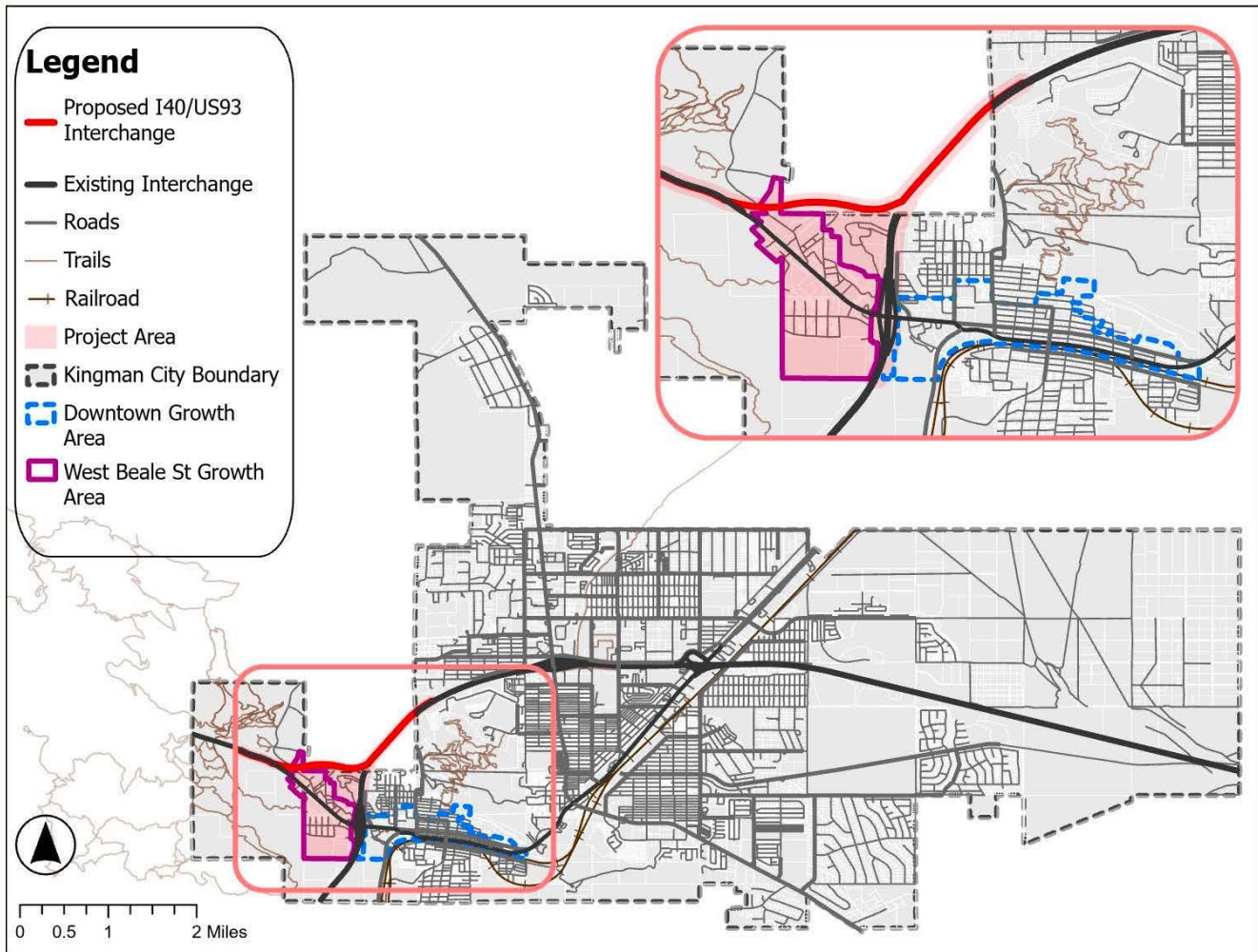


Figure 1-2: City of Kingman, AZ Vicinity Map

West Beale Street starts at North first street and runs west, crossing under the I-40 to the Kingman City limits. This project focuses on the street as well as the land surrounding it. The project area shown in Figure 1-3 conforms to the growth area designation that the City assigned to it in the 2040 General Plan.

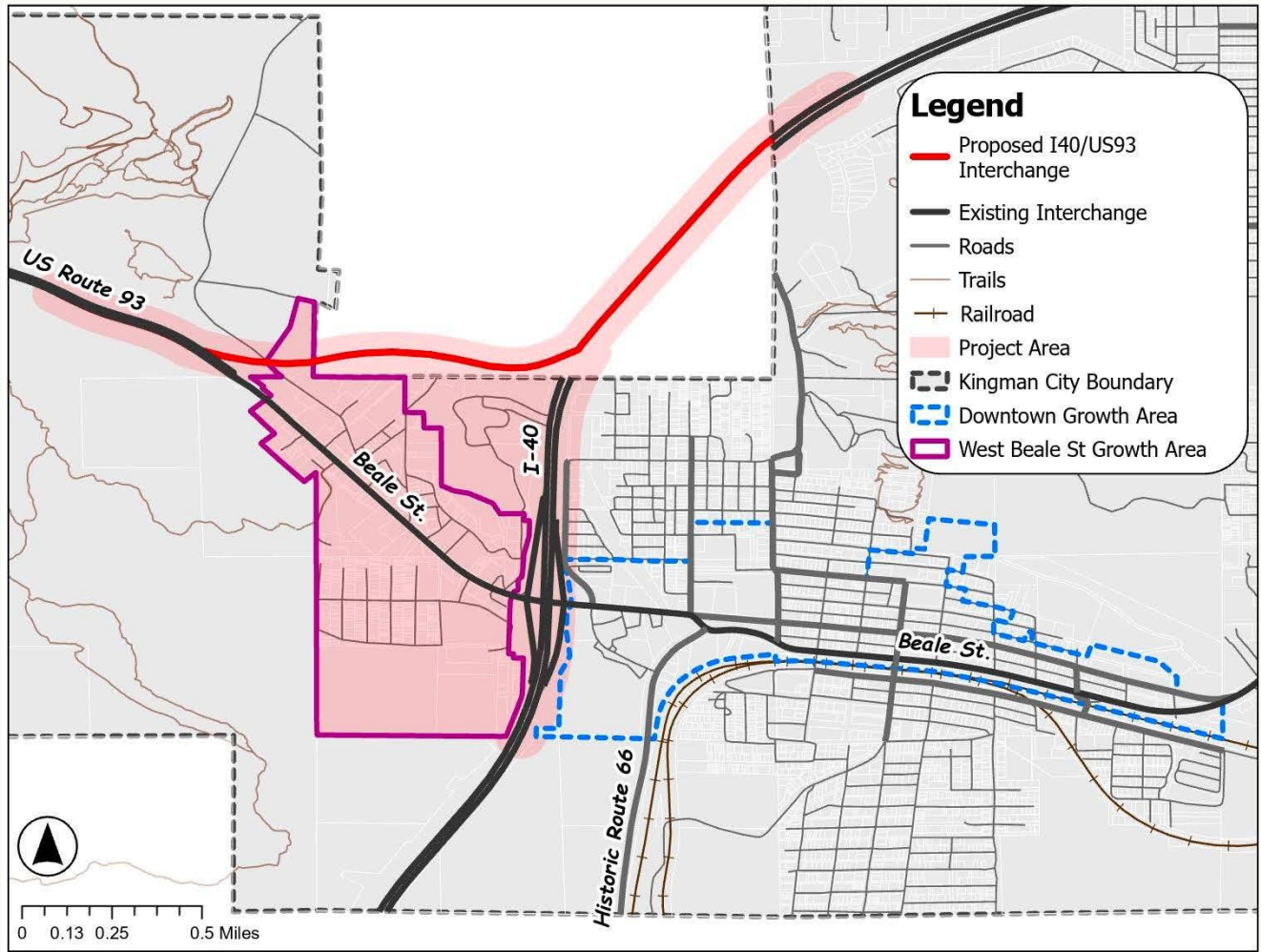


Figure 1-3: Project Area Map

The background of the entire page is a topographic map with contour lines in a light orange color. The map is centered on a solid orange background. The contour lines are more densely packed in some areas and more spread out in others, creating a sense of depth and terrain. The overall color palette is monochromatic, using various shades of orange and yellow.

Chapter 2: **Existing Conditions**

Chapter 2: Existing Conditions

2.1 Existing Planning Documents and Policies

The study began with an extensive review of all relevant planning documents that could be found. The City of Kingman 2040 General Plan was first to be reviewed, and served to align this project with the future that Kingman is hoping to achieve. Other key documents were the Project Cities Arts and Culture Playbook project, the Economic Development Plan, and the Transportation Master Plan. This is not an exhaustive list of all documents reviewed in this study; instead, this highlights only the most critical components for this project.

2.1.1 Kingman General Plan 2040 (2025)

Kingman's General Plan acts as a framework and vision for the City through 2040. The plan follows Arizona-mandated laws and is organized to guide growth, land use, infrastructure development, and economic development for the future. The General Plan was created as a collaboration between City staff and Kingman residents. It serves both the City as a whole and this project as guidelines to help make Kingman an even better place to live, work, and visit.

The General Plan identifies West Beale Street as a designated Growth Area and recognizes it as a key gateway into Kingman, particularly as regional transportation patterns change due to the coming I-40/US 93 Interchange. The Plan encourages infill and redevelopment within the West Beale Street Growth Area, promoting compact development patterns, infrastructure investment, and a mix of residential and commercial uses. As a result, the General Plan guides West Beale Street by providing the policy basis for land use decisions, redevelopment strategies, infrastructure improvements, and design considerations. It ensures that recommendations for the corridor align with the City's adopted vision for managed growth, enhanced tourism appeal, and downtown revitalization.

2.1.2 Transportation Master Plan (2023)

The Transportation Master Plan (TMP) evaluates existing and future conditions for the City of Kingman. Its goal is to guide transportation investment decisions and identify deficiencies in transportation systems, prioritizing which projects need investment. The plan prioritizes these projects based on five goals: Safety, Accessibility, Efficiency, Resilience, and Comfort. The Transportation Master Plan organized 102 potential solutions into 67 projects, assigning priority levels by High, Mid-High, Mid, Mid-Low, and Low.

The West Beale Street corridor is particularly important in the Transportation Master Plan because it directly addresses changing traffic patterns associated with the proposed I-40/US 93 Interchange and recognizes that the interchange is expected to reduce traffic on portions of West Beale Street and provide an opportunity for redevelopment. The plan identifies West Beale Street as a hotspot for vehicle crashes and a street lacking any provisions for cycling. The West Beale Street corridor is labeled as a Mid-High priority project in the TMP and ensures that recommendations are responsibly funded and grounded in safety, long-term growth, and multimodal goals.

2.1.3 I-11 and Intermountain West Corridor Study (2014)

Interstate 11 (I-11) is a proposed intercontinental trade corridor from Canada to Mexico that passes through Kingman. The I-11 and Intermountain West Study outlines the regional considerations and alignment options of the future interstate. The first segment of I-11 is already built and located in Nevada from Las Vegas to the state line with Arizona. The future I-11 will follow US 93 from Nevada towards Phoenix through Kingman, where it will follow I-40, before continuing along US 93 to Wickenburg.

2.1.4 Western Arizona Council of Governments Regional Transit Implementation Plan (2024)

Western Arizona Council of Governments (WACOG) is the Metropolitan Planning Organization (MPO) for Kingman and all of Mohave, La Paz, and Yuma counties. The Transit Implementation Plan (TIP) outlines regional transportation investment priorities, such as Kingman's role as both a hub and a bottleneck for logistics and long-distance buses.

2.1.5 I-40/US 93 West Kingman Traffic Interchange Feasibility Report (2009)

The Arizona Department of Transportation (ADOT) is building the West Kingman Traffic Interchange to address increasing highway congestion in Kingman. It will travel around the current US 93 West Beale Street project area from the north along the future I-11 corridor. As a part of this planning effort, ADOT released the original feasibility report for the interchange in 2009, the environmental assessment in 2020, and will complete construction of Phase 1 by 2027.

2.1.6 Kingman Area Regional Transit

The Kingman Area Regional Transit (KART) system operates 4 routes on an hourly headway within the City of Kingman. No routes currently serve or are planned to directly serve the West Beale Street corridor. There are proposals for service changes to better serve northern Kingman, as well as regional service to Golden Valley and Yucca.

2.1.7 Economic Development Strategy (2025)

Kingman's Economic Development Strategy, adopted in 2025, establishes a clear framework for advancing the City's economy. The plan is grounded in the City's 2040 General Plan and organized around three primary economic drivers: Traded Sector (advanced industry and logistics), Local-Serving Sector (retail, healthcare, and professional services), and Visitor-Driven Sector (tourism, heritage, and destination development). The City emphasizes strengthening key economic corridors, investing in infrastructure, supporting small business growth, expanding workforce pipelines, and advancing tourism branding under "Explore Kingman." West Beale Street is identified as a key arrival point that is currently underbuilt and under-branded, representing an opportunity for investment. The plan's implementation framework serves as a guide for investment through strategic objectives and actions that ensure the goals and mission of Kingman are met.

2.1.8 Community Art in Kingman (2025)

The City of Kingman collaborated with Arizona State University's Project Cities to create a playbook for public art projects and identify opportunities within the City. The playbook called for the capitalization of Kingman's historic past and community to create meaningful art within the City and downtown as a means of creating a sense of place. The Arts & Culture Playbook also resulted in the City taking the steps to draft and implement its own arts master plan. This project has a unique opportunity to be a forerunner in implementing the ideas created by both of these plans. Investment in public art can play an important role as a complementary action within this study.

2.1.9 Parks, Open Space, Trails, and Recreation Master Plan (2020)

Kingman's Parks Master Plan creates a ten-year outlook for all recreational assets managed by the City. It includes an inventory and level of service analysis for each facility, as well as upgrades needed to improve them. Public input was heavily utilized to ensure recommendations in the plan aligned with the community's vision. The plan's implementation section identifies funding needs and assigns each objective a timeframe of short, mid-term, long-term, or ongoing.

Many of the recommendations and values identified in the Master Plan are relevant to West Beale Street and its nearby recreational facilities. One of the most important topics mentioned by residents was improving trail connectivity, and hiking was the activity with the third highest participation in the City. Notably, Camp Beale Loop and White Cliffs Trail, both in close proximity to West Beale Street, were ranked low in importance to residents compared to other recreational facilities, presenting an opportunity for improvement. Important objectives repeated throughout the plan were to upgrade trailhead wayfinding and amenities, which were slated as short-term (3 years) and mid-term (7 years) goals, respectively.

2.2 Demographics

Kingman, located centrally between Las Vegas and Phoenix, is a steadily growing City with a population of 32,689 residents as of 2024. The community has an older demographic compared to national and state averages, with a median age of 43 years. As seen in Figure 2-1, the largest age group in the City is 35 to 44 years, with the second largest age group just below it at 25 to 34 years. 25.4% of residents are 65 or older, demonstrating Kingman’s appeal to retirees seeking a lower cost of living in Northwest Arizona.

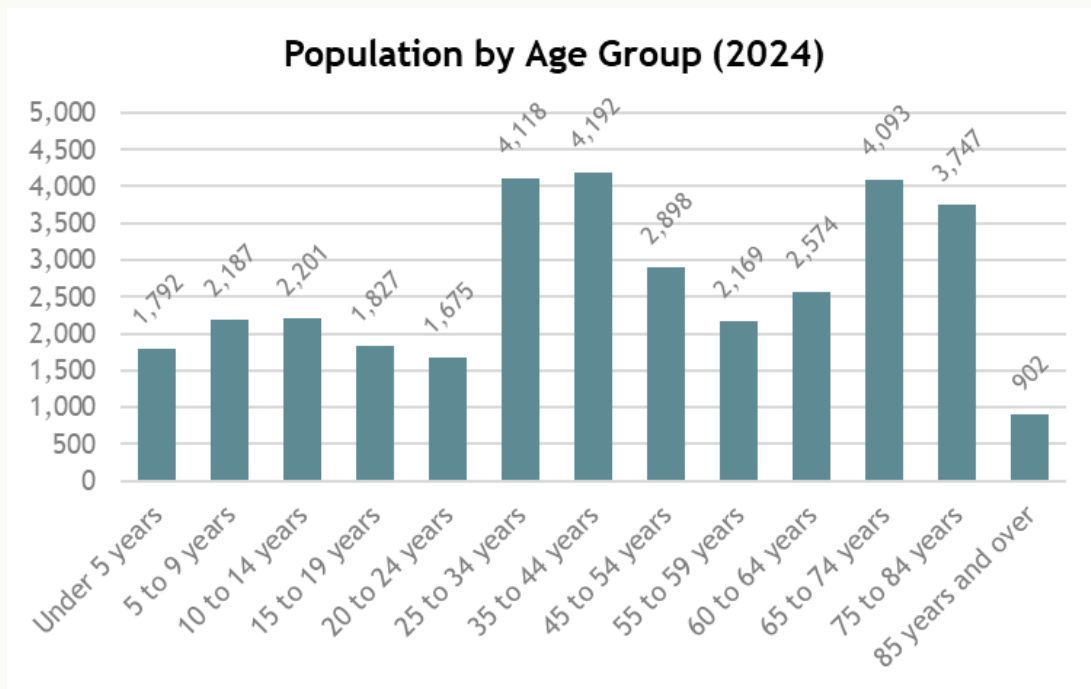


Figure 2-1: Kingman Population by Age Group, Data source: US Census ACS

2.2.1 Population

Kingman’s population is predominantly White (non-Hispanic), representing 79% of residents. Hispanic and Latino residents account for approximately 16% of the population. Smaller percentages of residents identify as two or more races, Native American, Asian, and Black or African American.

Over the last decade, population growth in Kingman has remained steady. Since 2010, the City has gained thousands of residents and experienced moderate population growth over the last five years. Growth has been predominantly driven by in-state migration and from neighboring states and other parts of Arizona, with many retirees relocating to Kingman due to the low cost of living and the desirable climate.

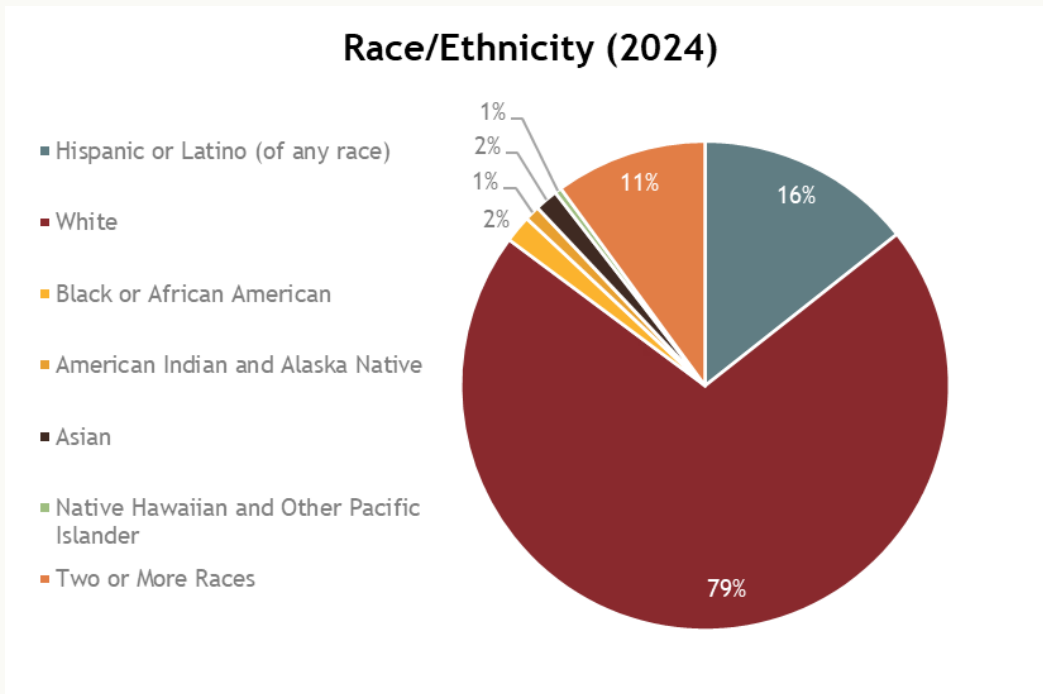


Figure 2-2: Kingman Race/Ethnicity, Data source: US Census ACS

2.2.2 Employment

The median household income in Kingman is \$61,792, which is slightly below the Arizona state average. Income levels differ based on census tract and neighborhood; some areas have higher household incomes, while others have more limited economic resources. The City’s average household income reflects retirees, healthcare workers, government employees, and service workers. The overall cost of living tends to be lower in Kingman than in Arizona’s larger metropolitan areas.

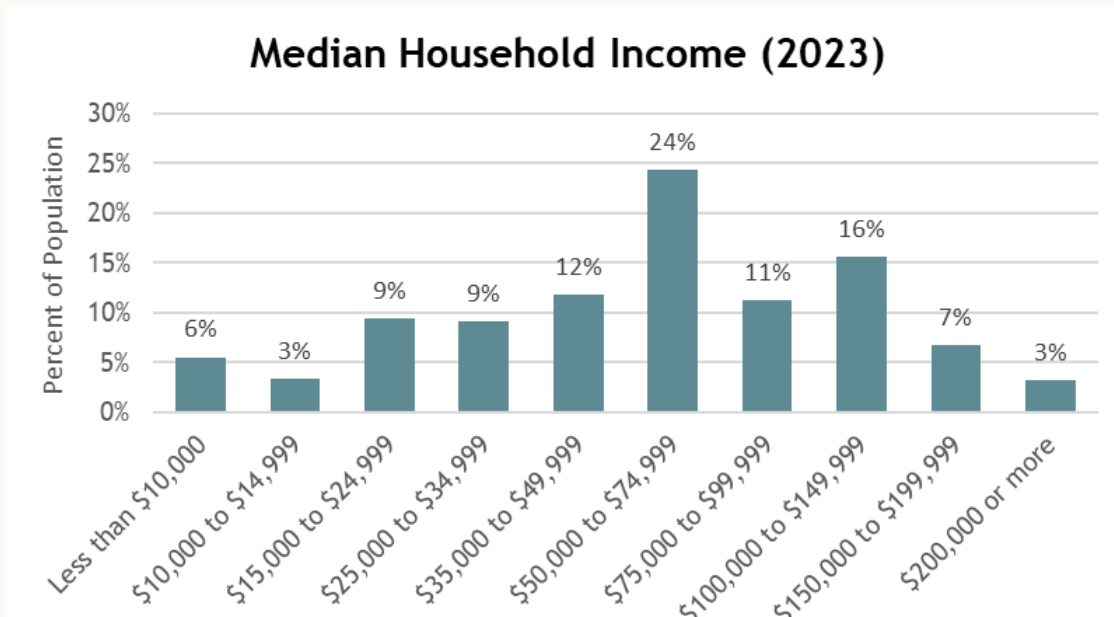


Figure 2-3: Kingman Median Household Income, Data source: US Census ACS

2.2.3 Education

Educational attainment levels in Kingman demonstrate that most adults have completed a high school diploma, with 20% of the population holding a bachelor's degree or higher. Education in Kingman is supported by the Kingman Unified School District and Mohave College. The percentage of residents holding a bachelor's or graduate degree is lower than the Arizona average.

2.2.4 Housing

The West Beale Street project area has less residential development compared to the rest of the city, likely due to its location on US 93. Much of the housing in the area is older, detached, though some of the motels along Beale Street have been converted into apartments for rent. This trend is notable as it has provided an increase in housing units and long-term residents within the West Beale Street Growth Area. Much of the land around Beale Street is undeveloped, providing an opportunity for further residential growth around the Gateway area.

Streetscape Vision	
Category	# of dots
Downtown street, pedestrian focus	27
Wide road, car access	11
Small road, balance of transportation types	4
Total:	42

Table 2-1: Housing Tenure, Data source: US Census ACS

The City as a whole has roughly 15,000 housing units, the majority of which are single-unit, detached homes, giving the City a low-density characteristic. About two-thirds are owner-occupied, with the remaining being renter-occupied. Shown in Figure 2-4, most of the City's housing stock is over 20 years old, with fewer than 1,000 housing units having been built from 2020 to 2024. If a diversified housing stock is desired by the City and its residents, such as more apartment-style units, the Growth Area may be an opportunity to provide it.

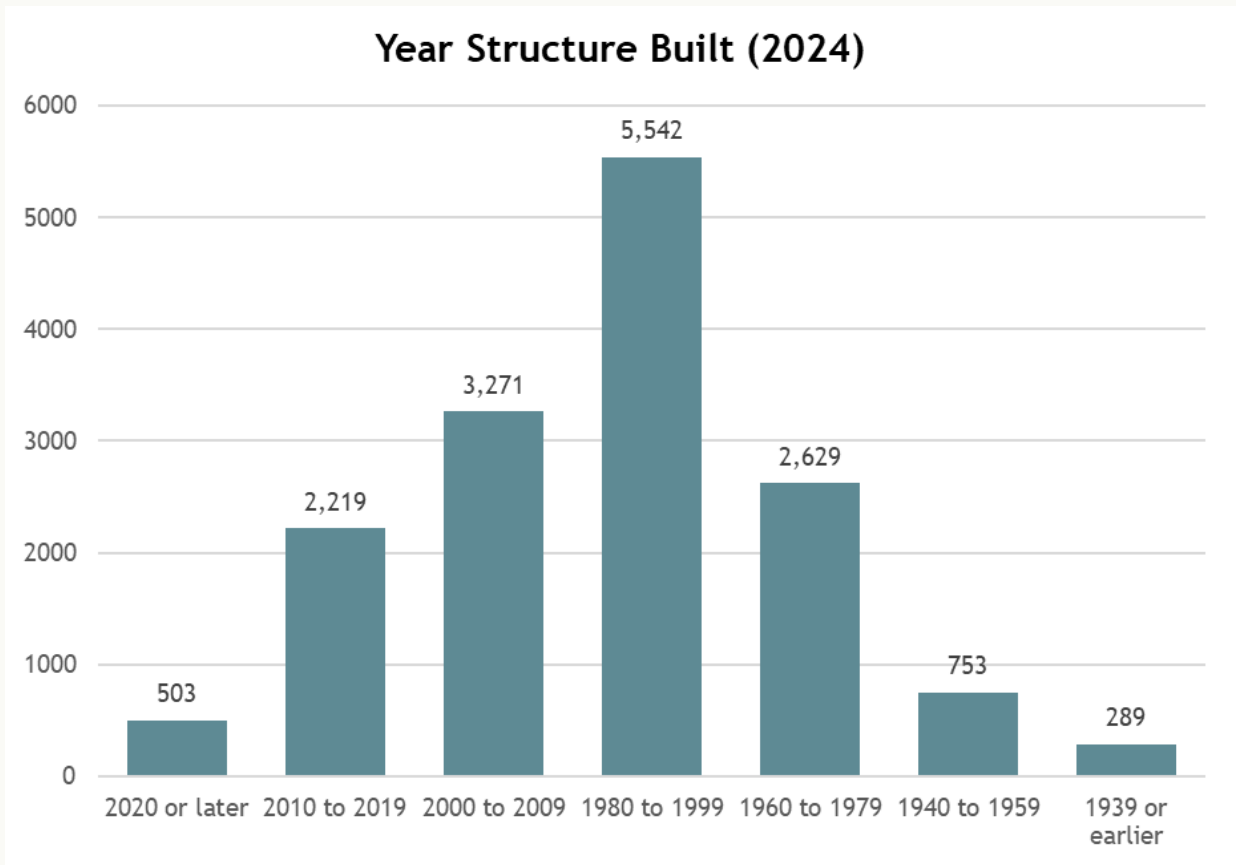


Figure 2-4: Year Structure Built, Data source: US Census ACS

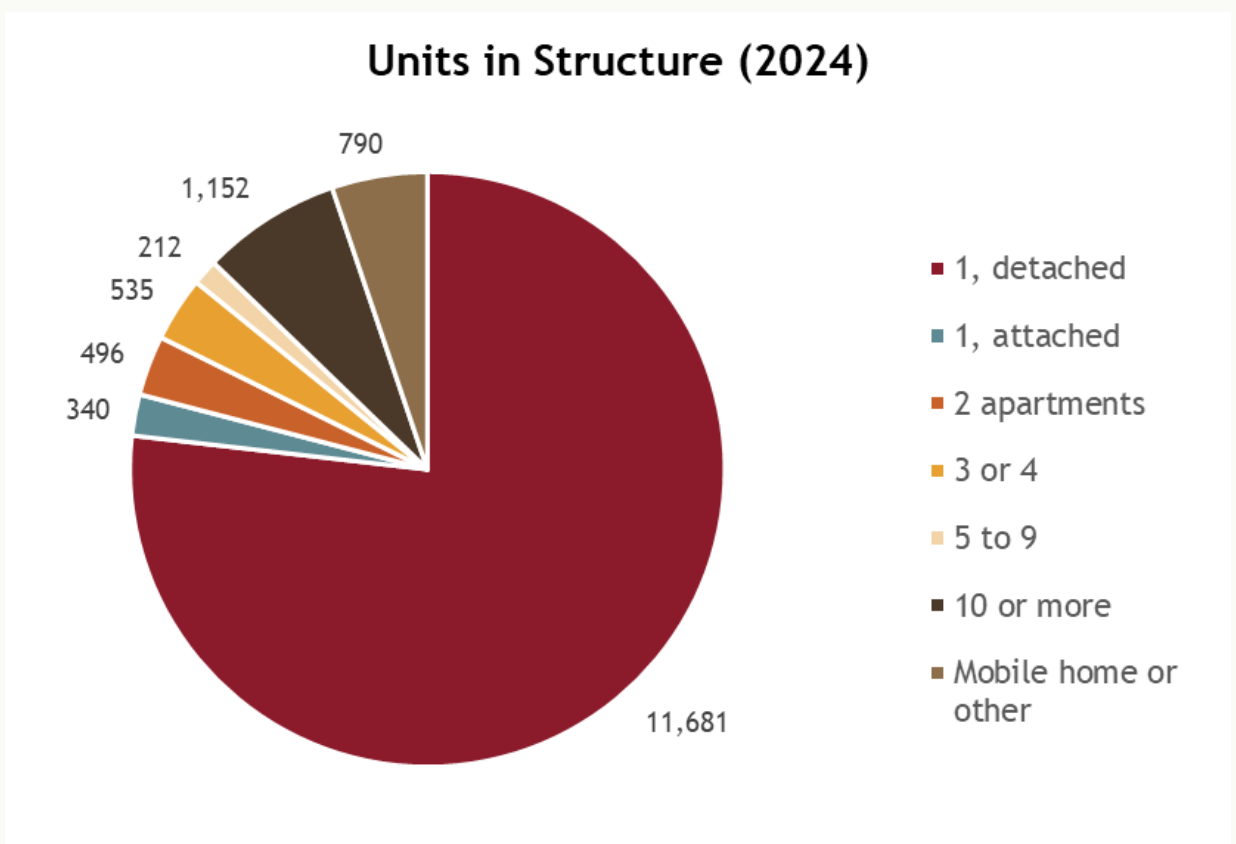


Figure 2-5: Units in Structure, Data source: US Census ACS

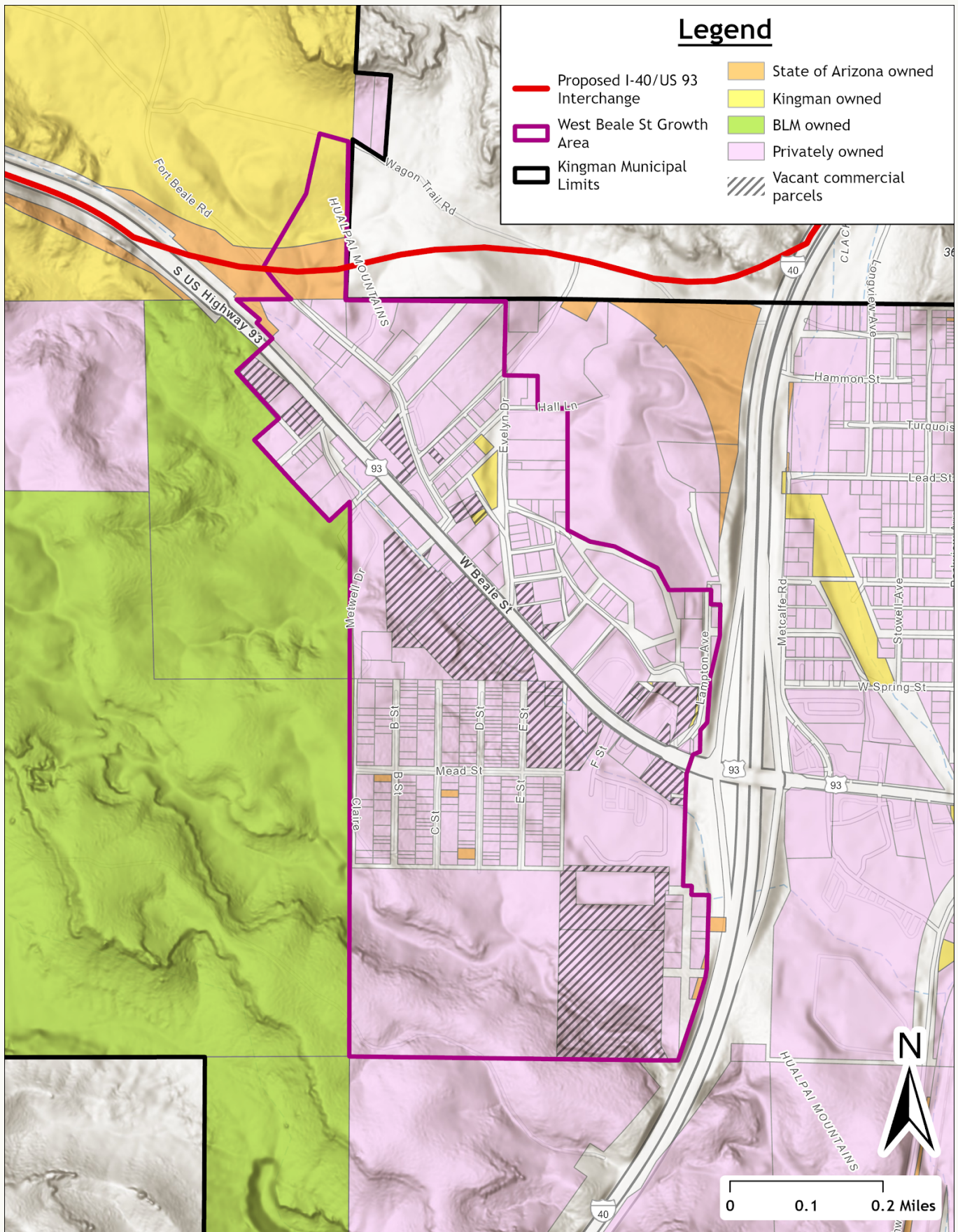


Figure 2-6: Land Ownership and Vacancy Map, Data source: City of Kingman GIS Team

2.3 Land Ownership

Land ownership within the West Beale Street corridor is largely fragmented, especially among small private owners. The vast majority of individual parcels are typically between 0.1 acres and 0.6 acres, which are zoned Residential (R-1-6). These parcels are mostly off of Beale Street with no frontage available. Several owners control large or multiple parcels, some of which have Beale Street frontage.

There are forty vacant parcels in the West Beale Street corridor, with eighteen of them located along Beale Street. These vacant lots are all zoned Commercial, with some of them zoned for Community Business (C2) and the rest zoned for Service Business (C3). Similar to the residential areas, the majority of these parcels are owned by a wide variety of different owners, shown in Figure 2-7. Of the forty parcels, over half are privately owned by individuals or families. Five are publicly owned, split between the City of Kingman, the State of Arizona, and the United States Government, represented by the Bureau of Land Management (BLM). Another seven parcels are businesses, which include anything under Inc., Co., or LLC. The remaining vacant five parcels are set aside as a mix of Arizona State Land Department trust and private trust land. Many of these vacant lots are directly along Beale Street and have either empty land or vacant buildings ready to be developed.

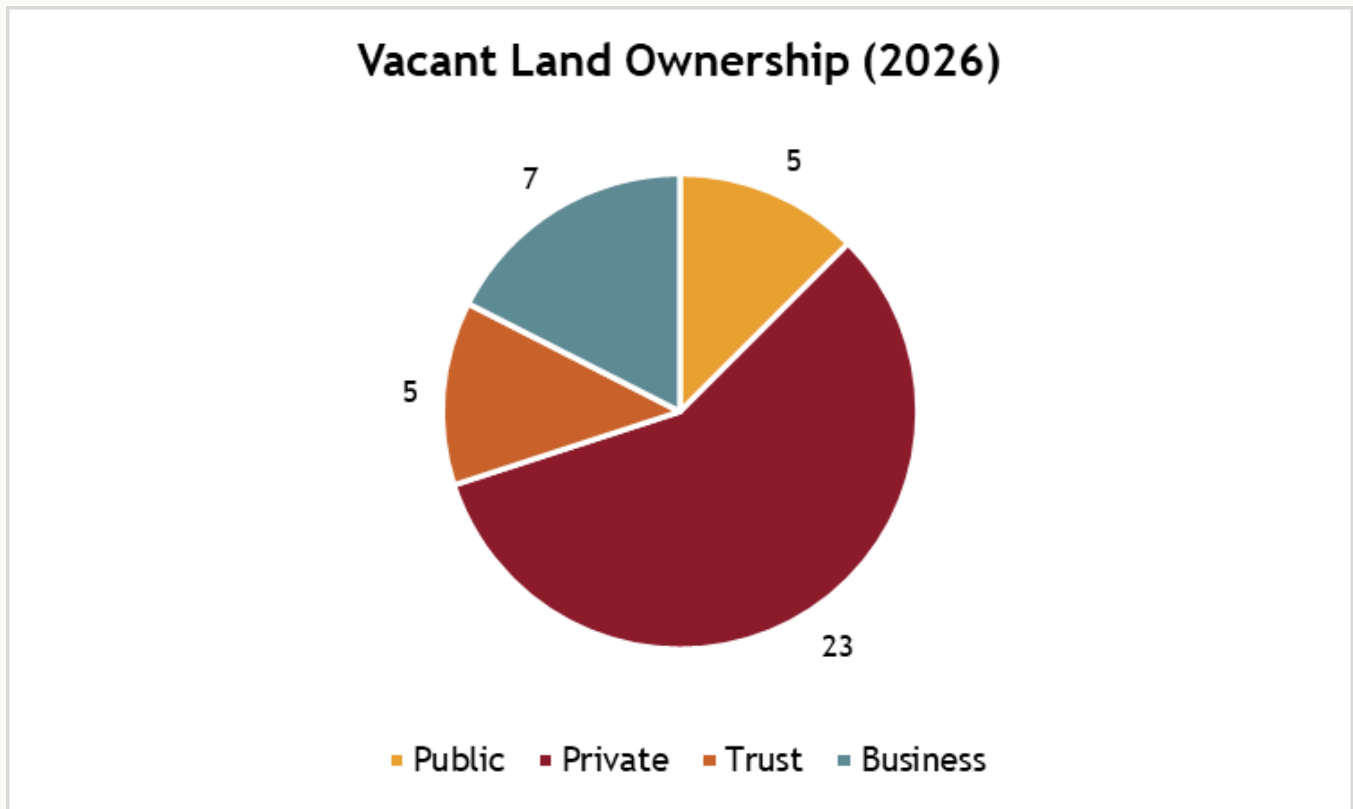


Figure 2-7: Vacant Land Ownership 2026, Data source: City of Kingman GIS Team

Of the vacant land, there are a few owners who control large or multiple parcels, some of which are along Beale Street. Four key parcels with Beale Street frontage are owned by Khan M Azam & Naghma A, located at prime intersections along the corridor. These four parcels are zoned Commercial for Community Business (C2) and are mostly undeveloped.

HPT TA Properties owns a few acres of vacant land just off Beale Street. These parcels are mostly zoned C3 and expand south along I-40. The parcels along Beale Street are right off the I-40 interchange and have some Beale Street frontage, though these are currently occupied by the TA Travel Center.

An important note is the vast amount of land that is publicly owned. The Bureau of Land Management has two open-space parcels, one 400-acre plot containing the Cerbat Foothills Recreation Area and another 68-acre plot with the Monolith Garden Trails, that are partially out of the project area but have an importance to the outdoor recreation that Kingman has to offer. The City of Kingman also owns large, open-space parcels that house outdoor recreation, such as the Camp Beale Loop Trail and the White Cliffs Trail System. These are outside the project area, but the City has a few smaller vacant parcels in prime position with Beale Street frontage.

2.4 General Plan Land Use

At the citywide level, land use in Kingman is predominantly residential, with an emphasis on lower-density development patterns as outlined in the City's General Plan. Rural density residential areas account for 34.9% of the city's land, followed by medium-density residential at 14.9% and low-density residential at 10.6%. High-density and intermediate-density residential uses each represent 1.5% of total land use.

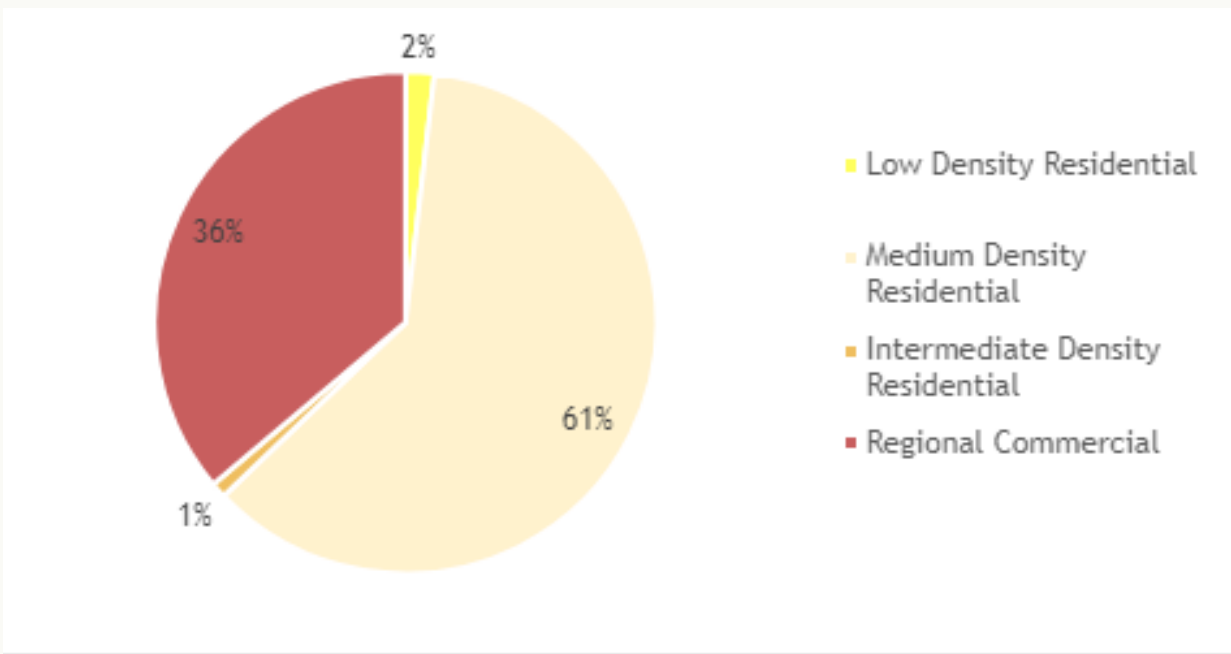


Figure 2-8: Land Use Balance

Parks and open spaces make up a significant portion of the City, covering 15.3% of the land, demonstrating the presence of preserved and recreational areas. Industrial uses account for 8.5%, with light industrial comprising 3.2% of that total. Commercial land uses are more limited, with regional commercial at 4.1% and local commercial at 1%. Public land uses represent 4.2%, while right-of-way areas, including transportation and utility infrastructure, account for 0.8%.

Within the project area, land use patterns generally reflect the broader General Plan but include a higher concentration of commercial and transportation-oriented uses due to the corridor’s role as a key route for both residents and regional travelers. According to the City of Kingman 2040 General Plan, the future land use pattern for the West Beale Street corridor includes a mix of commercial, residential, and open space uses intended to support both local needs and regional activity.

Planned land uses along the corridor include both local and regional commercial designations. Local commercial areas are intended for low- to mid-intensity retail, office, and service uses that primarily serve Kingman residents. Regional commercial areas are designed to support traveler-oriented uses such as gas stations, truck stops, and hotels, showing the corridor’s strategic location and accessibility.

Behind the commercial uses, the General Plan designates medium-density residential development, typically ranging from 3 to 8 dwelling units per acre. This demonstrates a planned shift toward higher-intensity residential development compared to the city’s existing predominance of rural and low-density housing. Parks and open spaces are also incorporated throughout the corridor, including both developed recreational areas and preserved land, contributing to environmental quality and providing amenities for residents.

The General Plan indicates a transition toward more mixed-use and higher-intensity development through its Future Land Use Map and supporting goals and policies. Designation of regional and local commercial uses along the corridor, with medium-density residential to the rear, supports compatible land use transitions, targeted growth, and integration of uses, while goals for economic development and transportation connectivity reinforce the corridor’s role as both a local service area and regional gateway.

Growth Area Designation

The project area is also located within a designated growth area identified by the City of Kingman. This designation indicates that the corridor is expected to accommodate higher intensity development, particularly in commercial and residential uses, as the city continues to expand.

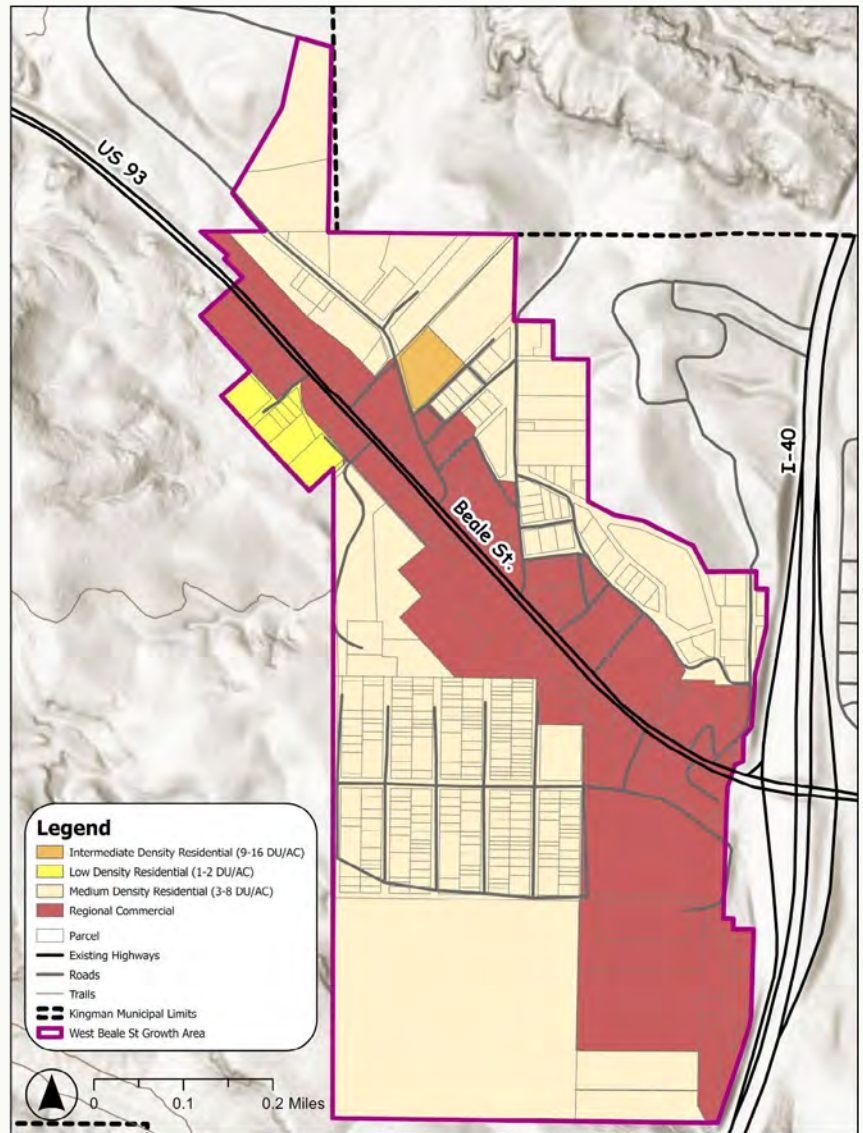


Figure 2-9: Land Use Map, Data source: City of Kingman

Development Constraints

The West Beale Street corridor is constrained by a narrow 100 foot right of way and hilly topography limiting development. Gas stations and truck stops constitute the bulk of graded, developable land in the area. Utility infrastructure improvements may be needed alongside future development.

2.5 Zoning

As identified in the City of Kingman zoning code, the land immediately adjacent to either side of West Beale Street is currently designated as commercial. Behind this area is single-family residential. Finally, on the outskirts are recreational open spaces. The current zoning conditions are not necessarily prohibitive to redevelopment, but might need to change to match the higher intensity residential and local development vision created by the Growth Area designation. Specifically, commercial uses may need to give way to multi-family residential uses should the City decide to move towards intermediate and higher density developments, should the City decide that building vertically is the preferred course of action. Commercial zoning in Kingman does allow for some multi-family housing, and this can be capitalized on to some extent without requiring rezoning at present, and may be utilized as a strong starting point.

2.5.1 Interstate 40 Corridor Overlay Zone

The eastern section of West Beale Street is located within the Interstate 40 Corridor Overlay Zone and is subject to additional signage standards outlined in the Zoning Code which exclude off premise signage. The overlay extends 1000 feet in width from the west and east bound I-40 travel lanes, the western section of the overlay reaches into the project area. Fortunately, this overlay does not reach the Monolith Gardens Trailhead turn off and should have little impact on new signage and wayfinding improvements.

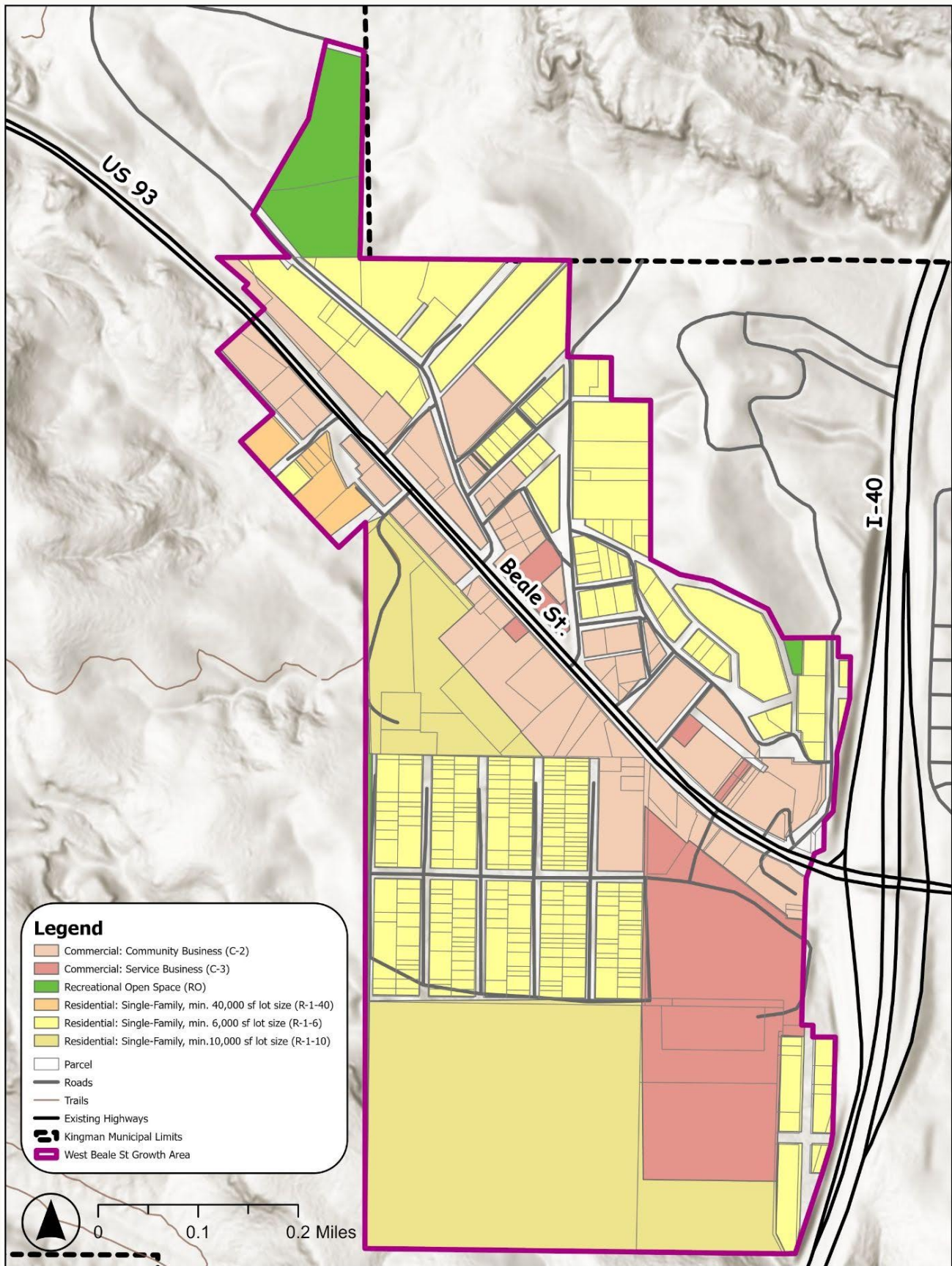


Figure 2-10: Zoning Map, Data source: City of Kingman

2.6 Transportation

2.6.1 ADOT I-40/US 93 Interchange

Increasing vehicle traffic has overloaded the current I-40/US 93 Interchange in the City. As part of its traffic monitoring, ADOT has studied ways to improve capacity. In October 2009, the final I-40/US 93 West Kingman Traffic Interchange Feasibility Report was released, detailing alternatives to build a high-speed interchange. ADOT released the Final Environmental Assessment in July 2020, with the preferred alternative being to direct traffic north of West Beale Street. Phase 1 would see ramps constructed in the Phoenix-Las Vegas direction. Phase 1 began construction in July 2024 and is slated to be completed sometime in 2027. Phase 2 is currently unfunded and would see additional ramps built for traffic heading towards California. ADOT's I-40/US 93 West Kingman Traffic Interchange project factors into related planning efforts such as the I-11 and Intermountain West Corridor Study as well as the Kingman Transportation Master Plan. Addressing the bottleneck at the diamond interchange will facilitate regional through-traffic as well as alleviate local congestion in Kingman.

2.6.2 Transit

The only regular public transit service in the City is the Kingman Area Regional Transit (KART), which provides hourly fixed-route bus service in Kingman, but does not serve the West Beale Street project area. It runs a limited service, with better service frequency, span, and coverage listed as key needs in the KART Short and Long Range Transit Plan. Route changes are being considered for northern Kingman, as well as regional service to Golden Valley and Yucca (WACOG Regional TIP). Amtrak's Southwest Chief stops daily in the middle of the night in Downtown, with a connecting thruway coach service to Las Vegas. Long-distance coach buses also stop along West Beale Street at the truck stops. The Tufesa or Goto bus operates three daily trips from Phoenix to Las Vegas, stopping in Kingman, while Flixbus and Greyhound each operate a daily trip. Greyhound stops near the Andy Devine Avenue interchange.

2.6.3 Logistics

The Kingman Airport does not currently carry passenger traffic, though it did so in the past. The BNSF (Burlington Northern and Santa Fe) Railway services freight near the airport on the east side of the City. The airport and railway, in conjunction with semi-truck traffic along I-40, create a hub for regional and national movement of goods.

2.6.4 Beale Street at Present

As of 2026, most of Beale Street is configured as a 5-lane urban roadway with two through lanes per direction, a center turn lane, and a sidewalk on either side.

It is classified as a Principal Arterial by ADOT with federal approval, all other roads west of I-40 are classified as Local. The only signalized intersections are at the current interchange with Interstate 40 and at Grandview Avenue on the approach to downtown Kingman. The segment west of I-40 is currently designated as United States Route 93. It sees heavy car and truck traffic that overwhelms the interchange and makes it difficult to turn into the many businesses nearby. The proposed US Route 93 and Interstate 40 interchange will direct traffic around West Beale Street in Kingman, thereby lessening the volume of through traffic. This could be an opportunity to reduce the number of through lanes on West Beale Street.

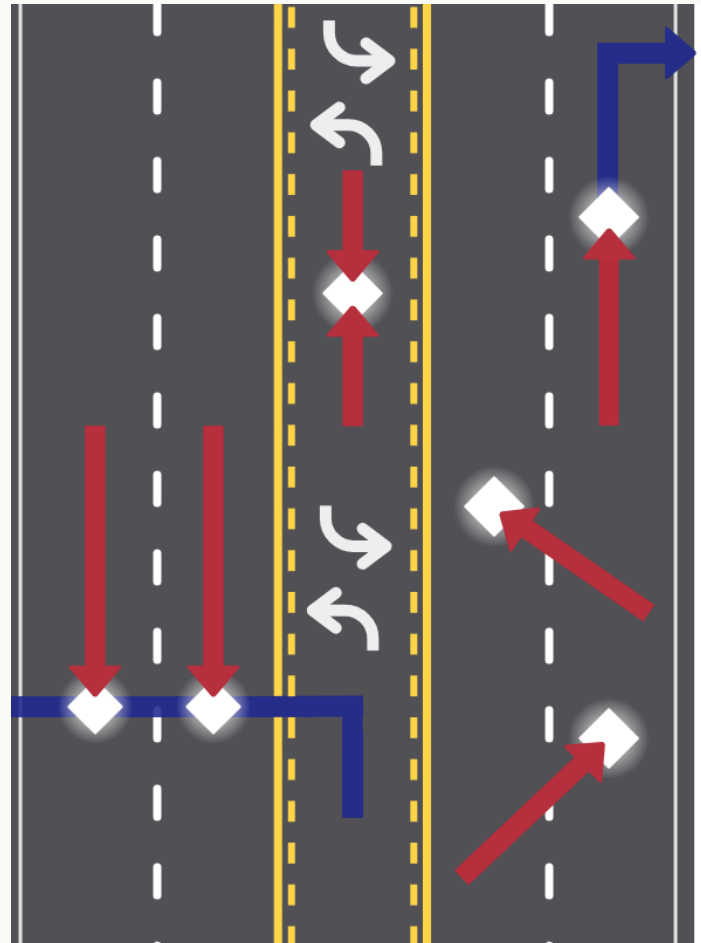


Figure 2-11: West Beale Street Existing Cross-Sectional View, Source: Google

2.6.5 Road Safety

The current design of West Beale Street is prone to dangerous vehicle and pedestrian conflicts. This segment saw at least three fatal crashes in the individual years 2018, 2024, and 2025 out of at least 30 fatal crashes in Kingman from 2014 to 2025. The Kingman Transportation Master Plan identified the I-40 and Beale Street interchange as a crash hotspot. Figure 2-13 demonstrates some of these conflicts, which include potential turning (blue arrows), braking (straight red arrows), weaving (diagonal red arrows), and head-on (red arrows in the turn lane) collisions. It should be noted that this does not demonstrate potential issues with pedestrians. Crossing pedestrians and vehicles turning left onto the street must generally wait for a gap in traffic across multiple lanes in traffic at once, which is risky and impractical. In addition to being narrow, the sidewalk has numerous curb cuts and no shoulder separating it from car traffic. The 35 miles per hour posted speed limit and lack of safe crossings are hostile to walking and also hostile to cyclists wishing to access the Camp Beale Trail or Monolith Garden Trail to the west. In the east, the I-40 Beale Street intersection is a bottleneck for travel towards downtown. At this location, traffic backs up and pedestrians or cyclists navigate heavy vehicle traffic along a narrow sidewalk with little to no separation.

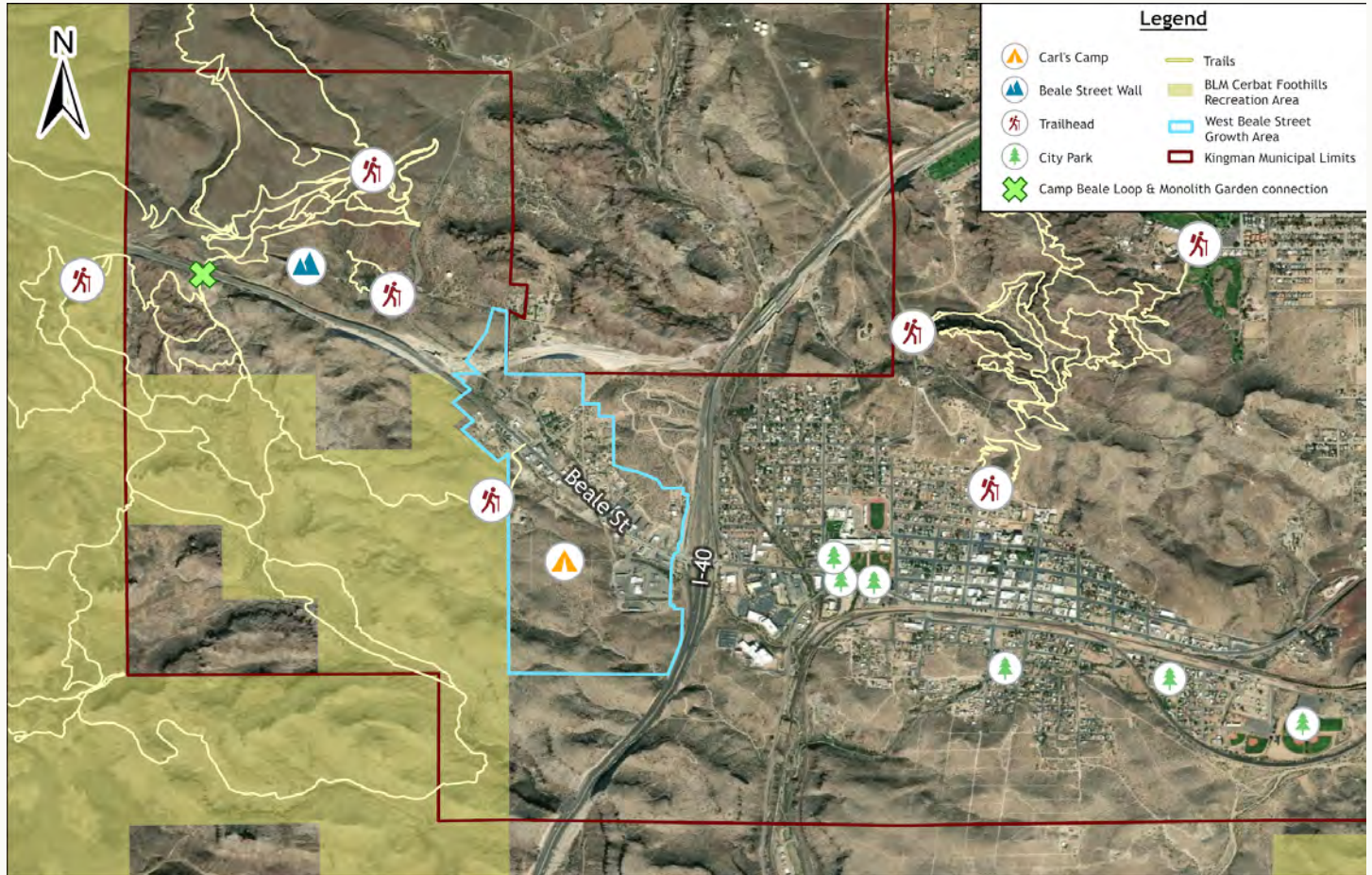
Figure 2-13: Overhead View of Conflicts, Source: USDOT/FHWA Road Diet Desk Reference



2.7 Parks and Recreation

The area surrounding the interstate and Beale Street contains many facilities for outdoor recreation that could serve both residents of Kingman and interstate travelers. With additional amenities, these facilities provide an opportunity to attract travelers passing through Kingman, headed towards the Grand Canyon or other recreation destinations.

Figure 2-14: Recreational Assets Map, Data source: Bureau of Land Management, City of Kingman



2.7.1 Cerbat Foothills Recreation Area

The Cerbat Foothills Recreation Area (CFRA) is an area of 11,330 acres cooperatively managed by the City of Kingman and the Bureau of Land Management (BLM). BLM is a federal agency responsible for preserving public land for resource management and protection or recreational use. The CFRA consists of a total of 43 miles of trails of varying difficulty levels, two of which are the Monolith Garden Trail and the Camp Beale Loop Trail, which are near the West Beale Street Growth Area. The trails in this area lack amenities like shade and water, existing close to their natural desert state.

2.7.2 Monolith Garden Trail

Monolith Garden Trail is a series of loop trails totalling about 8 miles, rated at a moderate difficulty level (blue square). The trailhead access points are just south of West Beale Street, shown in Figure 2-14. This trail is managed by BLM and is open to hiking, mountain biking, horseback riding, and allows leashed pets, though motorized vehicles are not allowed. Monolith Garden Trail connects to Camp Beale Loop Trail and Carl's Camp. Recent ADA improvements have been made at this trailhead, including asphalt surfacing on the CFRA Interpretive Trail and a packed gravel parking space providing access to it.

2.7.3 Camp Beale Loop Trail

Camp Beale Loop Trail is a 3.2-mile loop with trails rated from beginner (green circle) to expert (black diamond) difficulty levels, with varying grades and trail conditions. The trailhead is north of US 93, about a 1.5-mile drive from the West Beale Street Growth Area. The City of Kingman manages this trail system, rather than BLM, as part of the City's broader open space network. It is open to non-motorized activities. There is currently a connection between Camp Beale Loop and Monolith Garden Trail underneath US 93 that also serves as a wildlife crossing (call-out in Figure 2-14)

2.7.4 White Cliffs Trail System

The White Cliffs have about 9 miles of trails with a wide range of difficulty levels (green circle to double black diamond) and varied terrain. There are two trailheads north of Downtown Kingman, east of West Beale Street, each with water fountains and benches. These trails connect to Uptown Kingman to the north. This trail system is also managed by the City and is open to non-motorized activities.

2.7.5 Camping and Rock Climbing

The area around West Beale Street and US 93 has additional unique recreational opportunities. One is Carl's Camp, a campground for dispersed camping in an undeveloped desert environment. No amenities are provided, so campers must bring their own supplies. Carl's Camp has a close connection to Monolith Gardens Trail. Another unique outdoor attraction is the Beale Street Wall. This is a climbing wall with about 20 existing routes for sport climbing. It is just north of US 93 and close to Camp Beale Loop Trails.

2.8 Economic Development

Economic development, employment dynamics, and tourism activity are central components of Kingman's long-term fiscal resilience. The I-40/US 93 Interchange, when finished, will be a critical part of the CANAMEX Trade Corridor, part of the future I-11 route running from Mexico to Canada. This corridor will position Kingman as a service center for northwestern Arizona and for in-state and international travelers moving between Canada and Mexico. Understanding Kingman's economic structure and growth trajectory can help inform strategies for enhancing regional competitiveness and leveraging tourism for downtown revitalization.

2.8.1 Economic Base

The existing economic base is strong, representing a variety of different industries that lead to a resilient economy. Shown in Table 2-2, the top employment sectors in Kingman are Healthcare and Social Assistance, Retail Trade, Accommodations, Food Service, Arts & Entertainment, and Tourism Retail. The healthcare industry supports jobs in Kingman Regional Medical Center, an employment anchor in the City. Local government plays an essential role, with Mohave County providing public sector employment for Kingman residents. Manufacturing employers such as the American Woodmark Corporation contribute to the industrial base. Retail establishments, including Walmart, provide additional job opportunities to Kingman residents.

NAICS Code	Industry	2019 Jobs	2024 Jobs	National Average in 2024 Jobs	Change in Jobs	% Change in Jobs	2024 Employment Concentration	2024 Earnings Per Worker
62	Health Care and Social Assistance	3,841	3,974	1,945	133	3%	2.04	\$81,183
44	Retail Trade	2,629	2,872	1,346	242	9%	2.13	\$47,122
72	Accommodation and Food Services	2,195	2,202	1,206	7	0%	1.83	\$30,293
90	Government	675	992	2,103	317	47%	0.47	\$69,129
23	Construction	635	912	842	277	44%	1.08	\$64,484
56	Administrative and Support and Waste Management and Remediation Services	687	806	848	119	17%	0.95	\$45,372
48	Transportation and Warehousing	731	756	634	25	3%	1.19	\$93,839
81	Other Services (except Public Administration)	500	484	721	(17)	(3%)	0.67	\$39,548
42	Wholesale Trade	200	309	519	108	54%	0.59	\$83,854
54	Professional, Scientific, and Technical Services	288	263	1,015	(25)	(9%)	0.26	\$71,490
53	Real Estate and Rental and Leasing	168	202	253	34	20%	0.80	\$68,376
61	Educational Services	119	163	369	45	38%	0.44	\$53,452
52	Finance and Insurance	198	143	583	(54)	(27%)	0.25	\$77,634
31	Manufacturing	167	116	1,091	(51)	(30%)	0.11	\$61,732
55	Management of Companies and Enterprises	66	109	218	43	66%	0.50	\$123,938
51	Information	88	81	259	(7)	(8%)	0.31	\$76,278
71	Arts, Entertainment, and Recreation	65	77	263	12	19%	0.29	\$35,877
22	Utilities	15	14	50	(1)	(6%)	0.28	\$63,579

Figure 2-14: Recreational Assets Map, Data source: Bureau of Land Management, City of Kingman

2.8.2 Redevelopment Potential

The City of Kingman, and especially along Beale Street west of the I-40, has vacant and underutilized land. This represents a strategic asset for economic development and will be critical for the future I-11/I-40 gateway. Given the location within the City, the available land inventory is a competitive advantage for a variety of uses stretching from hotels to distribution centers. The configuration, visibility, infrastructure access, and zoning of these vacant parcels will largely determine their development readiness.

The planned I-40/US 93 Interchange has the potential to detour the number of vehicles traveling through Beale Street. There are currently seven gas stations within two-thirds of a mile. Because of this potential decrease in traffic along Beale Street, there would be a reduced need for gas stations (Seen in Figure 2-15). The potential closure of some of the gas stations will leave prime real estate vacancy for development right along Beale Street. The position of these vacant lots is particularly suited for branded gateway development with high visual impact, opening the doors for new investment opportunities.

2.8.3 Economic Sectors

Kingman’s Economic Development Strategy (2025) divides the economy into three main sectors, each of which is distinct but overlaps in infrastructure needs and workforce. These three sectors are as follows:

- **Traded-Sector:** Includes industries such as advanced manufacturing, aviation, and logistics. This sector brings money into the region from outside investment.

- Local-Serving: Industries such as retail, healthcare, and services that recirculate dollars to meet the needs of existing residents.
- Visitor-Driven: Attracts spending from tourists and other non-residents through lodging, dining, recreation, and other attractions.

TRADE-SECTOR

The traded sector is a critical part of Kingman’s economy, providing over \$251 million in direct and indirect economic output in 2024. The I-40/US 93 Interchange gives Kingman major economic growth potential in the traded sector with regional freight and trade corridor development. This will position Kingman as a strategic stop in the CANAMEX Trade Corridor and the future I-11 extension from Canada to Mexico. Complementing this north-south corridor, Kingman is also a designated hub in the I-40 TradePort Corridor, a federally supported, multistate logistics initiative linking the Port of Los Angeles to Albuquerque, reinforcing the city’s position at the intersection of two major trade arteries. The Airport Industrial Park, which operates as the core of advanced manufacturing, aviation, and logistics industries, sits at 90% occupied. The City is working with private partners to secure additional land to continue investment in this area and, therefore, will not be a major focus on the Beale Street redevelopment.

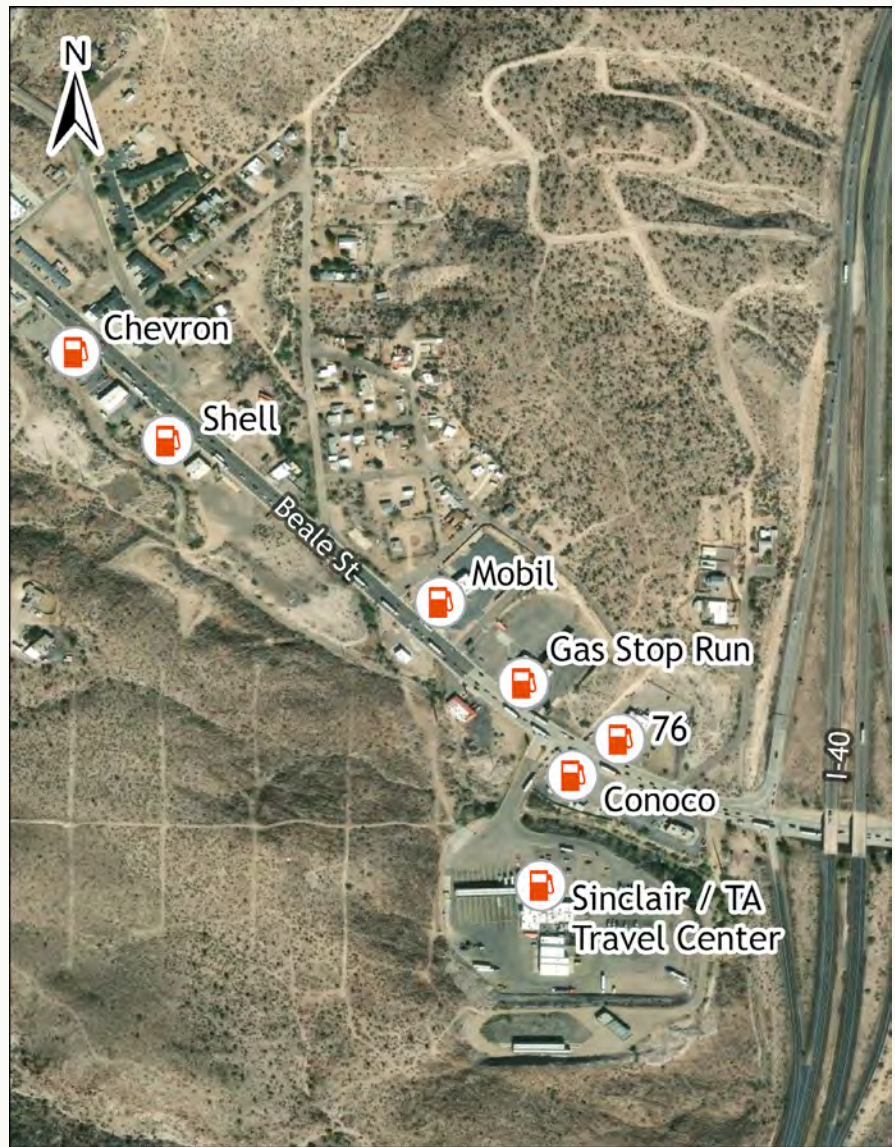


Figure 2-15: Gas Stations and Vacant Land Map

| LOCAL-SERVING SECTOR

Kingman has built a strong foundation for retail, professional services, and healthcare, though it still has many gaps in its market. These gaps include:

- Mid-market apparel and specialty grocery
- Family dining
- Specialty medical services
- Co-working and flexible office

Though there is strong retail performance driven by the trade area population (100,000+), the sector depends on continued population growth and healthcare expansion. As denoted in the Economic Development Strategy Plan (2025), Kingman plans on launching a small business incubator to support start-ups and entrepreneurs.

Programs such as “pop-up to permanent” and small/micro loans will be considered to incubate small, unique businesses in downtown Kingman. These will be tied to Route 66 events and adapting downtown buildings to fit current needs, and should be extended beyond downtown Kingman to West Beale Street.

| VISITOR DRIVEN/TOURISM

Tourism plays a critical and highly visible role in the local economy, bringing in over \$146 million in travel spending and supporting over 1,000 jobs, according to Kingman’s Economic Development Strategy (2025). Kingman has embraced its identity as a historic Route 66 community, which remains an internationally recognized heritage corridor drawing in domestic and international visitors. The City benefits from this legacy positioning, especially from people traveling between Phoenix and Las Vegas. Kingman attracts roughly 200,000 people per year due to its proximity to Phoenix, Las Vegas, and the Grand Canyon, as well as historic Route 66 and recreation corridors.

The “Explore Kingman Strategic Plan (2024-2025)” is centered around three priorities to increase tourism dollars in Kingman:

- Tourism Promotion
- Destination Development
- Collaboration

Kingman’s tourism appeal is in historic and cultural resources concentrated in and around the downtown core. Key assets include preserved Route 66-era architecture, railroad heritage, and museums that reinforce the City’s historic narrative. These assets contribute to placemaking potential but require a coordinated effort. The City has continued to invest in its tourism potential with grant matching efforts through the Kingman Tourism Initiative Grant and leveraging the “Explore Kingman” marketing campaign. The City plans to launch a targeted marketing campaign to capture a third of all statewide travelers to bring them to Kingman to experience a “can’t-get-at-home” experience.

Kingman’s proximity to natural landscapes and recreation corridors drives tourism for outdoor adventure lovers. The surrounding desert environment, mountain ranges, and mountain bike trails provide additional tourism opportunities.

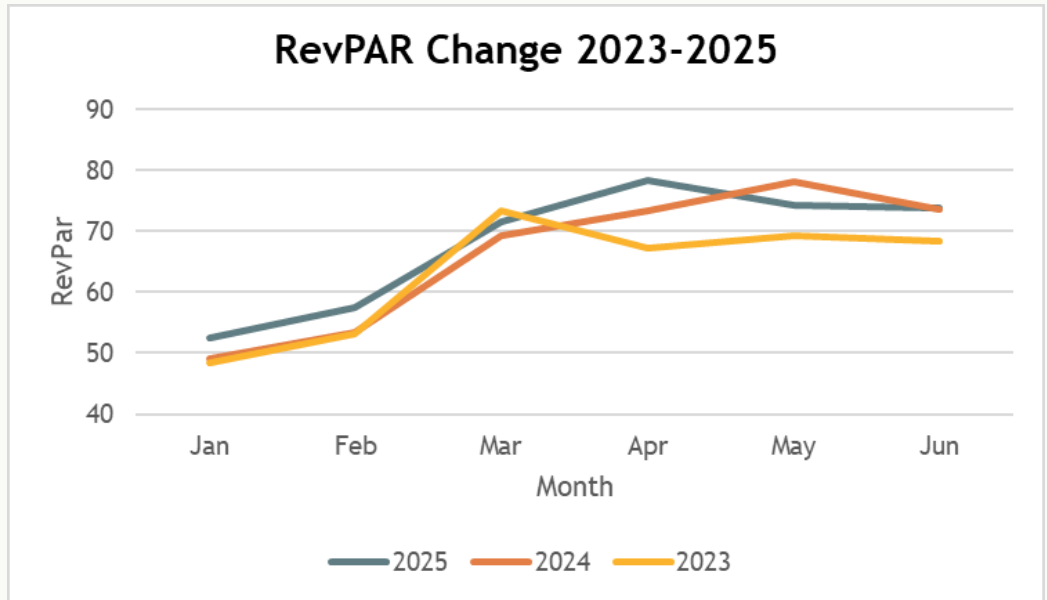


Figure 2-16: RevPAR Change by Month, Data source: City of Kingman Office of Tourism

Year to Date		
2023	2024	2025
63.39	66.27	68.05
67.88	63.39	66.27
-6.6	4.5	2.7

Table 2-3: RevPAR Change Year to Date, Data source: City of Kingman Office of Tourism

RevPAR		
	2025	2024
Arizona	117.29	120.73
Lake Havasu City AZ+	83.86	82.46
Needles CA+	49.24	47.52
Prescott AZ+	82.81	86.35
St George UT+	78.32	79.50
Williams AZ+	67.68	78.50

Table 2-4: RevPAR Comparison Cities, Data source: City of Kingman Office of Tourism

Kingman will collaborate with the parks and recreation department to create special events and guided tours to attract visitors. According to the Parks, Open Space, and Recreation Master Plan (2020), Kingman will leverage the areas near trailheads to implement investment zones for unique lodging opportunities for hikers and travelers alike.

Tourism requires places for the visitors to stay, and the hotel/motel industry continues to be a major revenue source for the City of Kingman. Hotel stays are an important measure for Kingman to determine how many people are spending an extended period of time in the City. Kingman measures hotel performance in a variety of ways, one of which is Revenue per Available Room (RevPAR). RevPAR is a critical hospitality KPI (key performance indicator) measuring financial performance by dividing total guest room revenue by total available rooms. It indicates how effectively a property fills rooms at optimal rates, with higher values generally signaling better performance. The graph in Figure 2-16 shows that RevPAR has continuously increased since 2023, showing strong visitor stays. Late spring and summer yield a particularly high RevPAR, showing an increased demand compared to supply during these months. As shown in Table 2-3 and Table 2-4, the increase in RevPAR from 2024 is much stronger than in peer markets. No peer city, or Arizona as a whole, can match the 2.22 increase in RevPAR. This shows strong growth and a need for hotels in Kingman.

2.9 Arts & Culture

Arts and culture play an important role in shaping how people experience Kingman, especially as they enter the City from the I-40/US 93 Interchange. Various cultural elements help express Kingman's identity, highlights its Route 66 heritage, and create a sense of place that can encourage travelers to leave the interstate and explore downtown. Understanding the City's existing cultural assets is an important step in evaluating how the gateway area can support stronger visibility, better connections, and new opportunities for economic activity.

2.9.1 Cultural Identity and Heritage Context

Kingman's cultural identity is strongly shaped by its history as a railroad town and a key stop along historic Route 66. The City's historic downtown, older motels, and roadside buildings reflect this legacy and help tell the story of Kingman as a travel hub in the region. These historic resources, along with nearby trails and landscapes, give Kingman a distinct character that sets it apart from other interstate communities.



Figure 2-17: City of Kingman Route 66 Arch, Source: City of Kingman Office of Tourism

Today, this heritage is most visible in and around downtown, where Route 66 themes, historic buildings, and local businesses create a recognizable sense of place. However, the West Beale Street corridor does not yet fully reflect this identity. When the planned interchange is fully constructed, there is an opportunity to better connect the corridor to Kingman's historic character so that visitors can understand they are entering a community with a rich past, not just passing another highway exit.

2.9.2 Existing Arts and Cultural Assets

I PUBLIC ART AND MURALS

Kingman has a growing collection of public art and murals that help express its identity and connect to its Route 66 history. Many of these works are located in and around the historic downtown, where building walls, alleyways, and public spaces feature murals that highlight local culture, landscapes, and transportation themes.

These pieces add color and character to the street environment and help create a more memorable experience for visitors and residents.

In Spring 2025, the City of Kingman worked with Arizona State University's Project Cities program to develop a playbook for Community Art and Planning. This collaboration laid the foundation for a formal Arts Master Plan. This ongoing planning effort shows that Kingman is actively working to expand and improve its public arts, and it highlights a growing commitment to creative expression across the community. These efforts also align with the goals of the Kingman Gateway Visioning project, as stronger public art planning can support future opportunities to bring cultural identity into the proposed I-11/I-40 gateway area.



Figure 2-18: Running Hare Sculpture on Route 66,
Source: Project Cities Arts Playbook

At this time, most public art is concentrated closer to downtown rather than in the West Beale Street corridor. As a result, travelers entering Kingman from the interstate may not immediately see the artistic and cultural character that is present deeper in the City. This pattern is important to note for the gateway project, as future public art or murals in the gateway area could help visually link the interstate, Beale Street corridor, and downtown.

CULTURAL VENUES AND INSTITUTIONS

Kingman has several cultural venues and institutions that help share the City's history and support local arts activity. Most of these places are located in or near the historic downtown, where visitors can easily access museums, performance spaces, and community programs. Key venues include the Mohave Museum of History and Arts, the Arizona

Route 66 Museum, and the Kingman Center for the Arts, which operates the recently renovated Beale Street Theater. These institutions highlight Kingman's heritage, offer educational programs, and provide space for performances, exhibits, and community events.

Kingman's existing cultural venues offer a strong foundation for attracting visitors, especially those traveling along US 93 and I-40. These museums and arts spaces can be key selling points for the City if they are better highlighted through signage, wayfinding, and marketing at the gateway.



Figure 2-19: Route 66 Locomotive Park, Source: Google Images

By more clearly promoting places like the Mohave Museum of History and Arts, the Arizona Route 66 Museum, and the Beale Street Theater to interstate travelers, Kingman has an opportunity to draw more people off the highway and into its historic and cultural core.

I EVENTS AND FESTIVALS

Kingman hosts a range of events and festivals that help bring people downtown and support the City's cultural identity. Many of these activities highlight local art, Route 66 heritage, and community life. A key recurring event is First Friday, a monthly downtown gathering with live music, local vendors, artists, and family-friendly activities that activate the historic core and support small businesses.

The City also organizes and supports several special events that draw regional visitors. These include Kingman Route 66 Fest celebrating the culture of the road, and other themed events such as car shows and cruises, and seasonal celebrations like holiday parades and festivals. Together, these events reinforce downtown as Kingman's main cultural hub and create regular reasons for residents and visitors to spend time in the area.

I CREATIVE BUSINESSES

Creative businesses play an important role in supporting Kingman's cultural identity and helping activate the downtown area. These businesses include art galleries, artisan shops, vintage stores, specialty retailers, and locally owned cafés that contribute to the City's character and offer unique experiences for visitors.

Examples in and around the historic downtown include Black Bridge Brewery, The Farmhouse, Savon Bath Treats, West of 3rd, and several Route 66–themed shops that feature local art, handmade goods, and historic memorabilia. These businesses help create a walkable, interesting environment that encourages people to spend more time in the area.



Figure 2-20: Mr. D's Route 66 Diner, Source: Google Images

While most creative businesses are located downtown, a few small shops and locally owned establishments can also be found closer to West Beale Street. These businesses help introduce visitors to Kingman's local character, but the gateway does not yet have the same concentration of creative activity found in the historic core. This pattern highlights an opportunity for the gateway project to strengthen connections between the interstate, nearby commercial areas, and the cultural offerings downtown.

Kingman's arts and cultural assets show that the City already has a strong foundation to build on as the West Beale Street corridor takes shape. The community's heritage, active downtown events, public art, and creative businesses all contribute to a clear sense of identity that sets Kingman apart from other highway stops. These existing strengths highlight opportunities for the gateway area to better connect visitors to the cultural experiences already present in the City and to support Kingman's broader goals for tourism and downtown activity.

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Chapter 3:
**Best Practices and
Peer Communities**

Chapter 3: Best Practices and Peer Communities

To begin the brainstorming of potential strategies for the revitalization of West Beale Street, an analysis was conducted on communities that faced similar challenges to Kingman today. Comparison communities were preferably located in the southwestern United States and had a historic downtown area with traffic that was rerouted to a larger nearby freeway. These freeway projects typically resulted in a reduction in visitors and economic activity in the communities, prompting various redevelopment strategies. Common approaches involve streetscape and infrastructure improvements, historic preservation, and an emphasis on the community’s local historic identity.

Characteristics	Williams, AZ	Wickenburg, AZ	Grants, NM	Boulder City, NV	Kingman, AZ
Current Population	3,369	8,059	8,951	14,919	32,689
Population at time of bypass	2,266	2,698	Approx. 10,000	15,860	-
Year of bypass	1984	1973	1974	2018	2027
Highway involved	Interstate 40	Interstate 10	Interstate 40	Interstate 11	Interstate 40 / 11
Median Household Income	\$76,136	\$67,600	\$47,183	\$74,757	\$61,792
Historic Economic Drivers	Tourism and outdoor recreation	Mining and tourism	Agriculture, mining, and tourism	Construction, military, and tourism	Railroad/trade and tourism

Table 3-1: Peer Communities Context

3.1 Williams, AZ

Williams’ economy has relied on tourism for most of its history. In 1901, the Santa Fe railroad was extended from the town to the Grand Canyon. In 1926, Route 66 was completed, bringing even more tourists into the town, supporting the opening of more businesses on their main street. On October 13, 1984, the final segment of I-40 was completed through Williams, and traffic was then directed away from the last remaining active section of Route 66. The town owed a lot of its success to Route 66 and the culture surrounding it, so residents and business owners were worried about the effect the new travel patterns would have on their economy. During the I-40’s construction, people in Williams shot at the bulldozers in protest.

On the day the new segment of the I-40 was completed, an event celebrating Route 66 was held that gained national attention thanks to promotion by ADOT. The town was later added to the National Register of Historic Places. Shortly after Route 66 was officially decertified, the number of tourists dropped, and some businesses closed.

The opening of more attractions in close proximity helped bring more tourist activity back to Williams. In 1989, the Grand Canyon Railway opened, which takes people directly from Williams to the Grand Canyon. Canyon Coaster Adventure Park, at the edge of the city, and Bearizona, also in close proximity, created more entertainment attractions for travelers. Since Williams is in Kaibab National Forest, there are plenty of recreational opportunities for camping, fishing, hunting, and other outdoor activities nearby. Signs on the I-40 say “Grand Canyon, next three exits” and “Route 66 Historic District,” which help bring travelers into the City. The strategies that seem to help Williams the most are preservation of historic buildings, retro Route 66 iconography, and themed events. Being on Williams’ main street is a unique experience that regularly attracts a lot of people, especially international tourists.

While the project area in Kingman does not have the same type of history as Williams’ main street, there are relevant strategies that could be applied. Signs on Route 93 or I-40 leading to the area could advertise Kingman and promote it more as a tourist stop rather than a simple rest stop. Beale Street could contain more services/amenities that support outdoor recreation in conjunction with the trails nearby. Land use changes, infill, and a consistent themed design could transform West Beale Street into an environment that aligns more closely with Downtown Kingman, giving travelers who exit off the freeway a more exciting first impression of the city.

3.2 Wickenburg, AZ

Historically, Wickenburg relied on gold and silver mining as its primary economic engine from 1863 to 1942. After the mine was closed, the town focused heavily on tourism based on its past as a mining town and western heritage. In the 1960’s, the planned I-10’s “Brenda Cutoff” routed the I-10 away from the US 60 and, as a result, away from Wickenburg. Wickenburg protested the new alignment on economic grounds, claiming it would have a disastrous effect on their economy, by then dependent upon tourism. Their protests were disregarded, and the I-10 was completed along the Brenda Cutoff in 1973. The extension of State Route 74 to the I-17 was created to lessen the damage by providing additional access from the I-17 to the US 60.

Tourism is at the center of Wickenburg's economic development plans. Leaning heavily into its old western history and aesthetic, the Wickenburg Redevelopment Area Plan (WRDA) depicts current buildings upscaling in density in this style. The town is considering a facade improvement grant to update old buildings and have new development conform to the vision. Wickenburg also plans to emphasize outdoor recreational opportunities, advertising the Hassayampa River Preserve to draw in tourists and locals alike. Along the Hassayampa River within the town, the WRDA plans to create a greenway for connections to local Bureau of Land Management trails in the surrounding area, with multi-use paths available to access the trails from downtown. WRDA also looks to increase the usage of land within the Town center by reusing existing alleyways to create pedestrian zones out of unused areas, effectively giving businesses two storefronts: one for drivers and one for pedestrians. Wickenburg has a lot of history, much of which has been preserved and reused. A prime example of adaptive reuse and historic preservation is an old gas station that had gone out of business. Capital Farms, a market that serves local meats and produce, renovated the space and now has become a popular destination for residents and tourists alike.

Currently, the Town of Wickenburg is examining means of advertising the proposed ideas and seeking feedback from both travelers and residents. Their methods are similar to the strategies this study has employed, of creating a survey to be distributed at the travel center and other businesses. As it stands, there is no public record of what this has resulted in or if implemented, nor is there any idea of what their wayfinding will look like.

Wickenburg is not a one-to-one comparison with the City of Kingman. It is situated upon two US highways, the US 60 and 93, that serve as the principal east-west and north-south connections, respectively, as well as the connection to the I-17 via State Route 74. Due to its connections and the main street being the US 60 to this day, it does not have the same dilemmas faced by Kingman. It is primarily focused on improving the current conditions by focusing on its green amenities, historic past, and new amenities for visitors. Elements that can be applied to Kingman come in the form of the facade grant and the establishment of an aesthetic identity for West Beale Street. Emphasizing and connecting West Beale Street to the surrounding BLM trails could also serve as a draw for tourists. While the West Beale Street Corridor has no alleyways, it may be possible to create secondary pedestrian-only zones behind businesses with the same effect as having two storefronts, and increase desirability as a place. To achieve this, Kingman could create an overlay that would support new developments of increased density.

Wickenburg has also seen positive adaptive reuse of older buildings and gas stations in the form of Capital Farms which could be used as a template for redeveloping a vacant business such as Woody's.

3.3 Grants, NM

Grants, New Mexico, is a small community along I-40 that has experienced challenges and opportunities from a freeway bypass. At the time I-40 was completed in 1974, Grants had a population of around 10,000 and was a stop along Route 66.

Historically, Grants experienced several different economic phases. Grants was founded in the 1880s as a railroad town tied to the Atlantic and Pacific Railroad, where the town prospered as a result of railroad logging in the nearby Zuni Mountains. As the logging industry died down in the 1930s, Grants transitioned to become an agricultural hub known as the "Carrot Capital of the World." Its most significant boom came during the uranium mining era from the 1950s through the 1980s, which drove population growth and economic activity. Following the decline of uranium mining and the completion of I-40, the local economy shifted toward service-oriented sectors. Today, key industries include tourism, healthcare and social services, retail trade, and accommodation and food services.

Grants benefits from a strong geographic context that supports tourism development. It's located along a highly traveled interstate and surrounded by significant natural attractions, such as El Malpais National Monument, the Zuni and San Mateo Mountains, Cibola National Forest, and unique destinations like the Continental Divide Ice Cave and Bandera Volcano. The presence of Route 66's history is still prominent in the downtown area with vintage neon signage, the Route 66 Drive-Thru Arch, and local museums serving as a draw for visitors. Though the downtown in Grants was not as prominent in its heyday as others along Route 66, it has become a focal point for revitalization efforts.

Grants has pursued a downtown revitalization strategy through its Great Blocks Project, which emphasizes streetscape improvements along Route 66, enhanced walkability, public art, landscaping, and public spaces. This plan also prioritizes support for local businesses, community engagement, and public-private partnerships. These strategies are implemented to balance vehicle access with a more pedestrian-friendly environment, helping to reestablish the downtown.

Several aspects of Grants' approach have proven effective. The preservation and adaptive reuse of historic downtown buildings have maintained architectural character, while restored Route 66 neon signs and the Drive Thru Arch serve as attractions that draw visitors. Regular community events and initiatives like the Route 66 Passport program help generate local activity and encourage tourism. However, the city's experience also highlights key challenges. There was a significant delay in actively attempting to attract travelers off I-40, which likely contributed to economic decline in the years immediately following the bypass. Additionally, while multiple planning efforts have been completed, implementation has often been slow, limiting the pace of change.

Grants highlights the need for strong implementation and cohesive plans. For Kingman, this means establishing clear priorities, phasing strategies, and funding mechanisms for Beale Street improvements. Kingman can follow Grants by leaning into an authentic identity. Grants has found success by embracing its Route 66 heritage, restoring neon signage, and highlighting its unique history alongside nearby natural attractions. Kingman is similarly well-positioned. The City can focus on creating a more recognizable historic downtown and Route 66 identity. Beale Street can build on this by reinforcing a cohesive sense of place through design elements, signage, public art, and events that celebrate Kingman's history and Route 66 legacy. Kingman can look to Grants as a guide to historic preservation and redevelopment initiatives.

3.4 Boulder City, NV

Boulder City, Nevada, provides a strong example of a community that has adapted to a highway bypass while maintaining a tourism-based economy. Before the completion of the I-11 Boulder City Overpass in 2018, U.S. 93 ran directly through downtown, making the city a stop for travelers between Las Vegas and Phoenix. The bypass redirected through-traffic approximately 1–2 miles away from downtown, reducing pass-through visitation. Since the bypass, Boulder City has experienced a small population decline of approximately 5.9%, decreasing from 15,860 in 2018 to 14,919 in 2024. Despite this, the city has remained economically stable, with a median household income of \$74,757.

Historically, Boulder City's economy was driven by construction and military activity, largely tied to the development of the Hoover Dam. Over time, tourism emerged as the main economic driver and continues to play a central role today, alongside public administration and small-scale service industries.

The city benefits from its proximity to Las Vegas, located approximately 30–40 minutes away, though this has also created competition for visitor attention.

Boulder City's identity has long been associated with the Hoover Dam, located just six miles from its historic downtown. Rather than relying on pass-through traffic, the city has successfully leveraged this internationally recognized landmark to attract visitors. This shows the strategy of utilizing a strong regional anchor to draw travelers off the highway. Key attractions such as the Boulder City Hoover Dam Museum, the Historic Railroad Hiking Trail, and Veterans Memorial Park contribute to its appeal, while the preserved historic downtown and Route 66 designation reinforce its tourism-focused heritage. This approach has been effective in maintaining visitation, though it also highlights a limitation, as the city is heavily reliant on a single primary attraction.

Following the bypass, Boulder City implemented a series of planning and redevelopment strategies focused on strengthening its downtown and enhancing the visitor experience. The Boulder City General Plan emphasizes historic preservation, infrastructure improvements, and enhanced walkability, reflecting strategies centered on placemaking and downtown revitalization. Projects such as the Nevada Way Reconstruction improve streetscapes, pedestrian safety, and accessibility. These investments have been successful in creating a more inviting environment and encouraging visitors to spend more time downtown. However, the city's strict limits on residential development, while supporting its small-town character, also constrain growth and reduce opportunities for increased economic activity.

Several additional strategies have contributed to sustaining economic activity. Support for local businesses, including cafes, restaurants, and specialty retail, demonstrates a focus on having a diverse and locally oriented commercial base. This has been effective in creating a vibrant downtown environment. Investments in pedestrian-friendly infrastructure, such as shaded walkways and improved lighting, further support walkability and comfort, particularly in a desert climate. Maintaining a distinct "small-town America" identity has also proven to be a successful branding strategy. At the same time, Boulder City faces challenges related to its proximity to Las Vegas, which creates ongoing competition for visitors, particularly for longer stays. Limited space for expansion in the historic downtown also restricts the ability to scale these strategies.

Boulder City offers several relevant lessons for Kingman when evaluated against these strategies.

The use of a strong tourism anchor demonstrates the value of drawing visitors off the highway, while investments in walkability and downtown improvements highlight the importance of creating a destination-oriented environment. However, the city also illustrates potential drawbacks, including overreliance on a single attraction and physical constraints to growth. For Kingman, this suggests the need to leverage its Route 66 heritage and existing assets while also diversifying attractions and allowing for flexible growth opportunities to support long-term economic resilience.

3.5 Comparison Communities Takeaways

Each of the four comparison cities is unique in its own way, but they have many similarities that the City of Kingman can draw on. This comparison community analysis illustrates how different combinations of strategies can help bypassed communities reposition themselves as destinations rather than pass-through locations. For this comparison, Historic Preservation involves the reuse or restoration of old buildings and the regulation of new buildings to create a consistent look. Route 66 Heritage refers to places with a previous reliance on Route 66 traffic that now utilize its historic significance in marketing the city or in themed businesses and a retro-style. Streetscape Investments include efforts to improve the pedestrian environment of a downtown with better comfort, safety, access, or amenities. Community Events are larger events regularly held in or near downtowns that draw attention to the city from a broad area. Nearby Attractions entail separate attractions or landmarks that are in proximity to a city and are associated with its identity, often supplementing a visit to the city. Lastly, Outdoor Recreation refers to nearby natural amenities with connections to a city that can supplement a visit.

Strategies	Williams, AZ	Wickenburg, AZ	Grants, NM	Boulder City, NV
Historic Preservation	x	x	x	x
Route 66 Heritage Focus	x	-	x	x
Streetscape Investment	-	x	x	x
Community Events	x	-	x	-
Leverage Nearby Attractions	x	-	-	x
Outdoor Recreation	x	x	-	-

Table 3-2: Peer Communities Strategy Summary

The background of the page features a topographic map pattern with contour lines in a light brown color, set against a darker brown background. The pattern is most prominent in the top and bottom corners, framing the central text area.

Chapter 4:
**Public and Stakeholder
Involvement**

Chapter 4: Public and Stakeholder Involvement

Public and stakeholder engagement for the Kingman I10-I40 Gateway Vision project sought to capture the values, priorities, and concerns of Kingman residents, tourists, and public actors in order to help guide the overall direction of the project. The public engagement process involved separate in-person and online elements, each focused on gathering different types of information. The primary goals of the in-person element were to hear participants' opinions on the existing conditions of the project area, as well as reactions to different ideas for redevelopment. Goals for the online element similarly consisted of gathering opinions on the City at present, as well as broader cultural and identity perceptions, travel patterns, and ideas for future development in the area to complement the in-person activities. Responses from the in-person and online elements were analyzed and used in conjunction with prior research to inform further actions to be taken in the project.

Meetings were conducted with several public agencies, such as Kingman Economic Development, Kingman Planning and Zoning, and the Arizona Department of Transportation. These meetings were held to test planned actions with their respective departments, set guidelines, and discuss implementation strategies to ensure any recommendations this study would create are realistic and actionable.

4.1 Kingman Comic Con Pop-Up Event

In-person engagement occurred across multiple events on different dates. The ASU student team led the first event at Kingman Comic Con on Friday, March 6, 2026. This event had approximately 45 visitors in total. The second round took place at a Kingman First Fridays event on April 3rd and was led by staff from the City of Kingman without the ASU student team. At the time of writing, the results of the First Fridays event from the Kingman staff have not been shared with the ASU student team. Each event utilized the same methods, consisting of three boards with different activities, described in the following sections.

4.1.1 Opportunities and Constraints Map

This activity was designed to allow participants to share specific opinions of the project area and nearby neighborhoods in their current condition and associate their comments with a specific location. The board, shown in Figure 4-1, depicted an aerial image of the project area surrounding the West Beale Street corridor. It included an outline of the West Beale Street Growth Area defined in the Kingman General Plan, and highlighted the location of the under-construction I-40 to US 93 Interchange. The map was first used to introduce participants to the project and orient them to its context. Participants were then given dot stickers to place on the map at particular locations. Red stickers signified constraints or challenges, and green stickers signified opportunities or existing positive assets. Written comments with more detailed thoughts about these locations were recorded by writing a number on a sticker, which corresponded to a number on a sticky note of the same color. Written notes were also taken by the ASU student team to account for any verbal comments made by participants. Close-up photos of this board are included in Appendix A, and tabulated comments are included in Appendix B.

CONSTRAINTS

In total, seven respondents placed dots relating to specific locations with a brief description of why they were constraints. The first dot was placed on the south side of the road across from Watch Dog Boarding near the intersection of Beale Street and Evelyn Drive, where there were concerns for pedestrian safety along the sidewalk caused by traffic.

- **DOT 2** was placed near the Subway sandwiches on West Beale Street, where there is a pothole that the commenter said made it unsafe for people traveling to or from the Subway on a bicycle to the point. This commenter said it made it impossible for them to access the area in their preferred method of transportation, the bicycle.
- **DOT 3** was placed on the East side of I-40 at the traffic signal. The signal was too short to sufficiently clear the vehicles that queued up to enter the Interstate. The respondent stated that in their experience, cars that have queued will frequently run the red light, making it an unsafe place for both pedestrians and vehicular travelers.
- **DOT 4** was similar to the first, in that its location was also at the Watch Dog Boarding. This comment was directed at the traffic that congregates at this location, and it gets very congested. Respondent stated it was a backup from the intersection onto the I-40.
- **DOT 5** was placed by a respondent on the Harmony Village Apartments. This respondent pointed out that traffic frequently backs up to the driveway when entering or exiting the premises. This can cause travelers to have great difficulty getting into or out of these apartments, and there is no alternative entry or exit.
- **DOT 6** was placed on the driveway to the TA Travel Center. The commenter stated that trucks entering the road from this location have to do so slowly. This can block the sidewalk and reduce visibility from the road, endangering both drivers and pedestrians.
- **DOT 7** was placed on the off-ramp from I-40 to West Beale Street. The participant mentioned how many potholes are located in this one spot. According to the respondent, there are so many as to be somewhat unavoidable, and it causes concern that they might be unable to maintain control of their vehicle. They also mentioned that the pothole issue extended to West Beale Street as a whole, but that the off-ramp is the worst part.

Participants' comments and dots primarily pointed out constraints that make West Beale Street uncomfortable, unpleasant, or unsafe. Some examples include potholes, excessive traffic, and a lack of pedestrian infrastructure. A commonly mentioned problem was cyclists looking to access trails in the surrounding area feeling uncomfortable riding through this section due to unsafe conditions. Other roadway users expressed their desire to travel through the area to reach destinations such as Black Bear Diner, but also felt that it was unsafe and often not worth the risk due to the road's condition, layout, and traffic. Though they were not able to place a dot for this concern, some respondents to this board expressed concerns for the displacement of existing residents through gentrification that could accompany new developments in the project area.

OPPORTUNITIES

The board did not see the same number of dots identifying opportunities as constraints. Though the dots were fewer, there was feedback and information provided in the comment cards. The first green dot was an example dot and comment; there were three green opportunity dots provided by respondents starting at 2.

- **DOT 2** was placed on Carl's Camp, where the participant said they would like to go motorcycle camping. Though the dot and comment they left were about this aspect, when asked follow-up questions, the commenter made it known that, despite living near Kingman for years, they had not known about this until someone directly told them about the campground. In essence, there was no way to learn about it in their daily travels, and they would like to see increased signage displaying opportunities for their and others' benefits.
- **DOT 3** was placed on the dirt roads of Hall Lane and Lampton Avenue outside of the project area. The participant placed the dot here because they felt it presented developable land for the elderly residents of Kingman. When asked if this was elderly residents of the City at large or Beale Street specifically, the respondent did not clarify their position. This comment did align with other community members interested in providing housing for ageing populations.
- **DOT 4** was placed South of West Beale Street between Evelyn Drive and Joyce Avenue. This commenter expressed interest in a bike lane improvement that included a solar panel canopy to provide shade and power.

While there were fewer opportunities identified, they did provide actionable information. Many people indicated that there are excellent outdoor amenities around Beale Street that need better signage or additional information provided to travelers, with infrastructure to accommodate their access without a vehicle being required. With such readily available land to be redeveloped, some contributors posited the implementation of accommodations, community services programs, or businesses located in this area to ease burdens upon seniors and families with children. To do so, they pointed to specific areas they thought would allow residential development for these demographics and expressed their opinions that the redevelopment as a whole should consider this going forward. Visitors to the booth stated they wanted to see the area as walkable and accounting for people of different mobility levels for safety, as well as to create a pleasant environment.

Several respondents to this board expressed their desire to see West Beale Street become a unique extension of downtown that would highlight the elements they selected through the course of this engagement, providing the mechanism to achieve this goal.

| ADDITIONAL COMMENTS OUTSIDE STUDY BOUNDARIES

The following comments were also received from the board activity but fall outside of the scope of this project. One participant felt as though the City was not focusing on South Downtown Kingman for the sake of tourism and could direct funding more evenly to other projects. This participant pointed out that services and quality of life were, in their opinion, worse off for those living south of the railroad tracks and believes that the City should instead focus on addressing this gap between sections of Kingman before funding the project to redevelop West Beale Street. The commenter is concerned that available funding will be unevenly spent on tourism efforts rather than addressing the concerns of South Downtown Kingman residents and providing high-quality services and economic opportunities. Pointing out that there is an aging population, this individual also recommended that there be a more significant investment in community services to address this fact, with elder care and other community resources. Additionally, this commenter wanted to see development in the areas they identified that honored and respected Kingman's historic past, and felt this project would be hazardous to that effort. In summary, this respondent felt the redevelopment of West Beale Street ignored the greater needs of South Downtown Kingman because not enough value is being placed on the well-being of the people living there.

4.1.2 Streetscape Vision Board

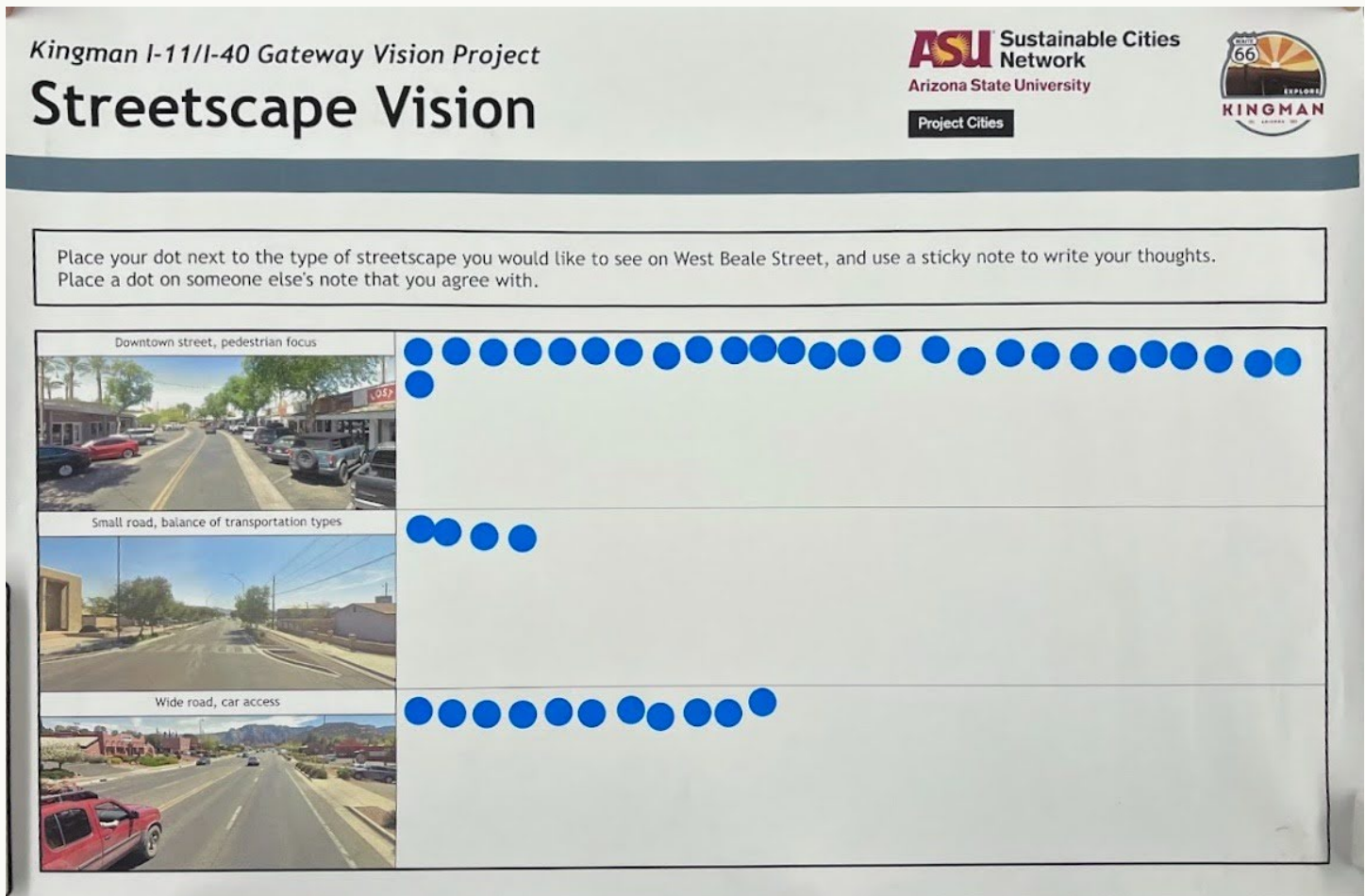


Figure 4-2: Streetscape Vision Board Photo

This activity captured participants' reactions to various concepts for potential street layout changes within the project corridor. The board, shown in Figure 4-2, displayed images of three different types of streetscapes with descriptive labels:

- ***“Downtown street, pedestrian focus”***: a two-lane street with curb parking and wide sidewalks
- ***“Small road, balance of transportation types”***: a three-lane road with a center turn lane and detached bike lanes
- ***“Wide road, car access”***: a five-lane arterial road with narrow sidewalks, similar to the existing condition of West Beale Street

Participants were given one sticker to place next to their preference of the three streetscapes. The most preferred idea for the streetscape was “Downtown street” with 27 dots, followed by “Wide road” with 11, and “Small road” with 4 (Table 4-1).

Participants expressed a desire to make West Beale Street a place for people with a higher level of pedestrian access to make the area more inviting for residents and tourists.

Streetscape Vision	
Category	# of dots
Downtown street, pedestrian focus	27
Wide road, car access	11
Small road, balance of transportation types	4
Total:	42

Table 4-1: Streetscape Vision Activity Results

4.1.3 Urban Character Vision Board

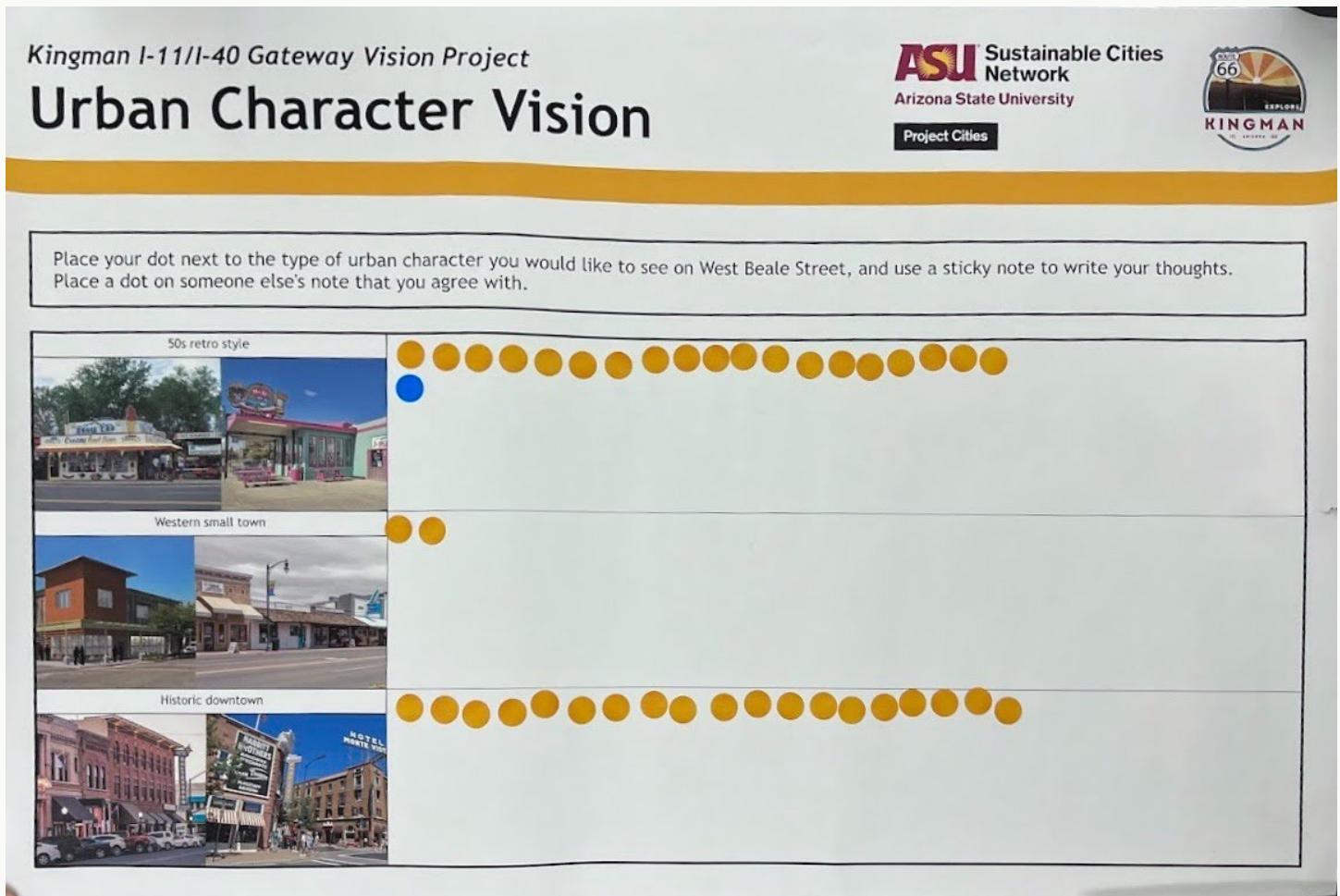


Figure 4-3: Urban Character Vision Board Photo

This board was designed to capture reactions to the different aesthetics and levels of intensity for urban development that could occur if West Beale Street were to experience growth. This board displayed six images of different building types varying in height, massing, and materials, grouped into three categories with descriptive labels:

- **“50s retro style”**: single-story standalone buildings
- **“Western small town”**: one to two-story buildings with connected facades
- **“Historic downtown”**: three to four-story buildings with connected facades

Participants were given one sticker to place next to their preferred urban character type among the three. The most preferred option for the urban character was “50s retro style” with 20 dots, followed by “Historic downtown” with 19 dots, then “Western small town” with only 2 (Table 4-2). Participants in this activity mentioned wanting to maintain aspects of Kingman’s historic identity and continue the retro themes they associate with the current downtown area.

Urban Character Vision	
Category	# of dots
50s retro style	20
Historic downtown	19
Western small town	2
Total:	41

Table 4-2: Urban Character Vision Activity Results

4.2 Online Survey

To gain a better understanding of the perspectives of Kingman residents and travelers, an online survey was conducted using Qualtrics. The survey questions were designed to provide a comprehensive insight into respondents’ relationships with Kingman, their primary reasons for spending time in the area, preferred transportation modes, attractions and events they associate with Kingman’s identity, desires for the future of West Beale Street, suggestions for directing travelers to Kingman, and beliefs about how the new interchange will impact the community.

4.2.1 Analysis of Survey Responses

The survey was available from March 6th to March 31st, 2026, garnering a total of 1,262 responses. The survey included 11 questions falling into 4 themes: demographics, mode choice, identity, and future preferences. The final question was in a long-answer format.

QUESTIONS 1-2: RESPONDENT DEMOGRAPHICS (figure 4-4 and 4-5)

The demographic theme is meant to understand who the survey takers are. Of the 1,262 respondents, only 49 were youth (24 or below) and 55 were elderly (75 or above). Most survey respondents were aged 25-74, with the most common age group being 35-44. The vast majority (89%) of respondents live in Kingman, 41% of respondents work in Kingman, and 10% live nearby.

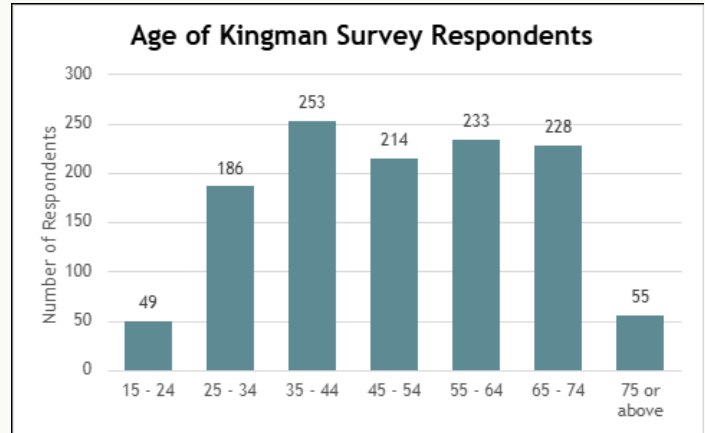


Figure 4-4: Age of Survey Respondents

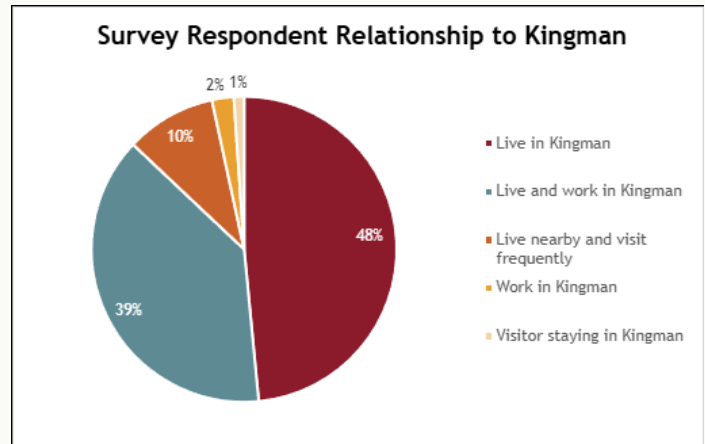


Figure 4-5: Survey Respondent Relationship to Kingman

QUESTIONS 4-5: MODE CHOICE (figure 4-6 and 4-7)

The mode choice theme asks how respondents travel to and within the existing downtown area. Out of 1,262 respondents, 1189 drive to downtown Kingman.

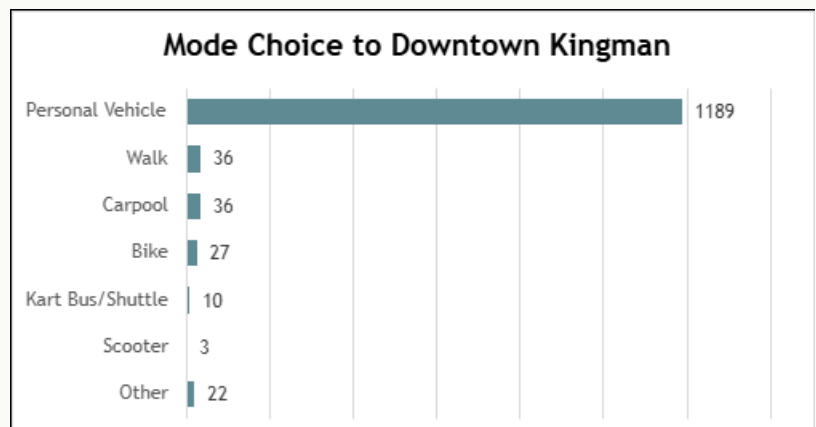


Figure 4-6: Survey Mode Choice to Downtown

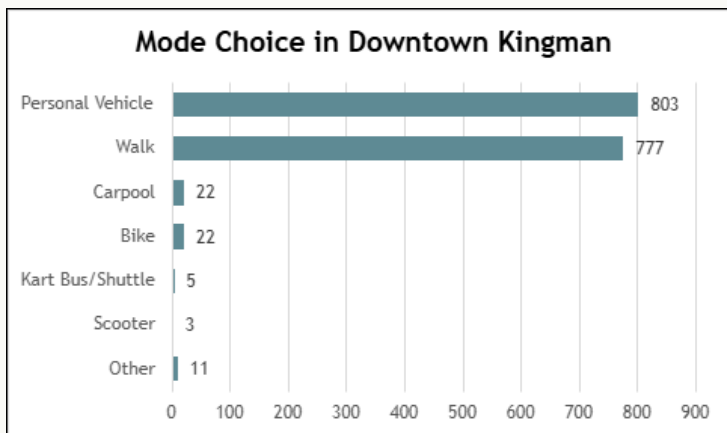


Figure 4-7: Survey Mode Choice Within Downtown

803 respondents drive within Downtown Kingman, followed closely by walking, with 777 responses. This is reflective of Downtown Kingman’s attractiveness as a walkable destination.

QUESTIONS 6-7: KINGMAN’S IDENTITY (figure 4-8 and 4-9)

The identity theme was included to find what attractions and events best represent the Kingman community. According to the survey results, Route 66 is the most popular attraction with 946 responses out of the total 1,262. The next highest group of answers is all related to downtown, with 225-300 responses.

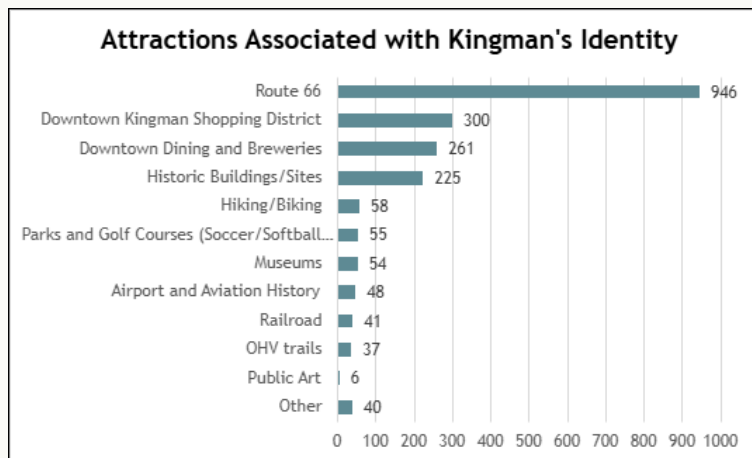


Figure 4-8: Survey Kingman Attractions

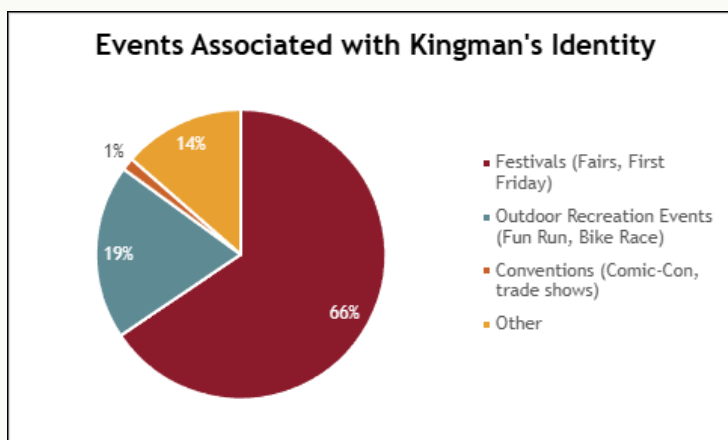


Figure 4-9: Survey Kingman Events

Festivals were the most popular events (66%), followed by outdoor recreation (19%). An outsized percentage of respondents answered Other (14%). The respondents who chose “Other” mostly associated Kingman’s identity with antique car shows, rodeos, drag races, the actor Andy Devine, a strong mining history, cattle, cowboys, and ranches.

QUESTIONS 8-10: FUTURE PREFERENCES (figure 4-10, 4-11, and 4-12)

The future preferences theme asked respondents to rate alternatives for investments in the West Beale Street area. The most popular future land use preferences were shops/restaurants and commercial/big box strip malls (21% each), followed by outdoor event space (16%).

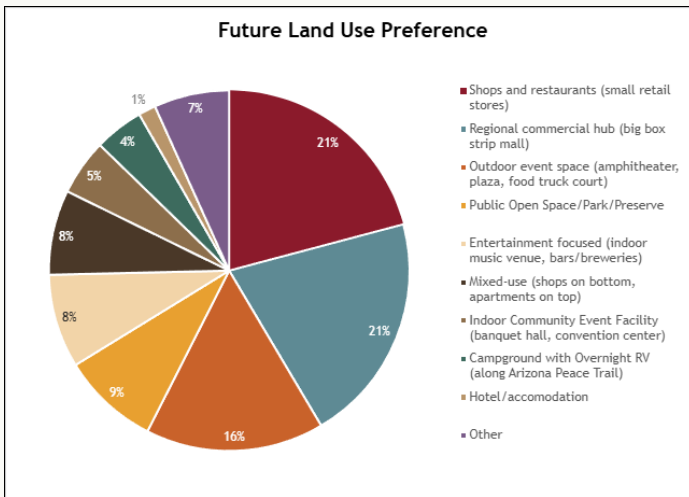


Figure 4-10: Survey Land Use Preferences

The most popular street additions were shops and restaurants, with 719 out of 1,262 total responses, followed by several walkability improvements, including lighting, landscaping, shade, and safe crossings (248-367 responses).

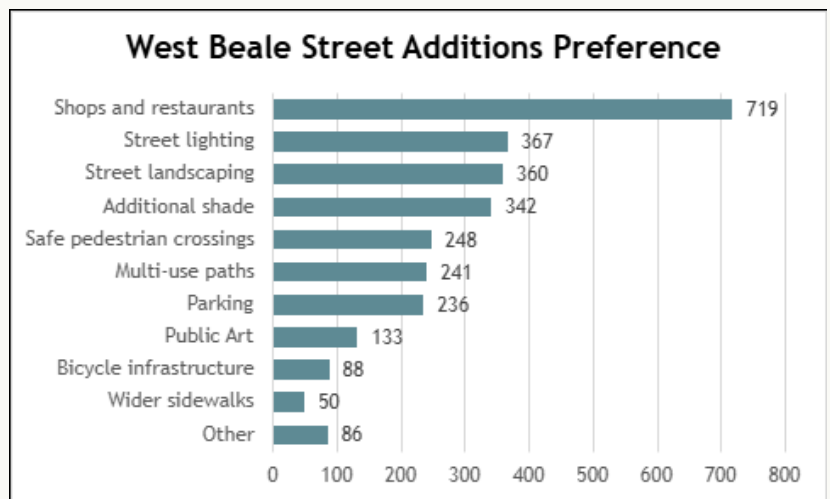


Figure 4-11: Survey Beale Street Additions Preferences

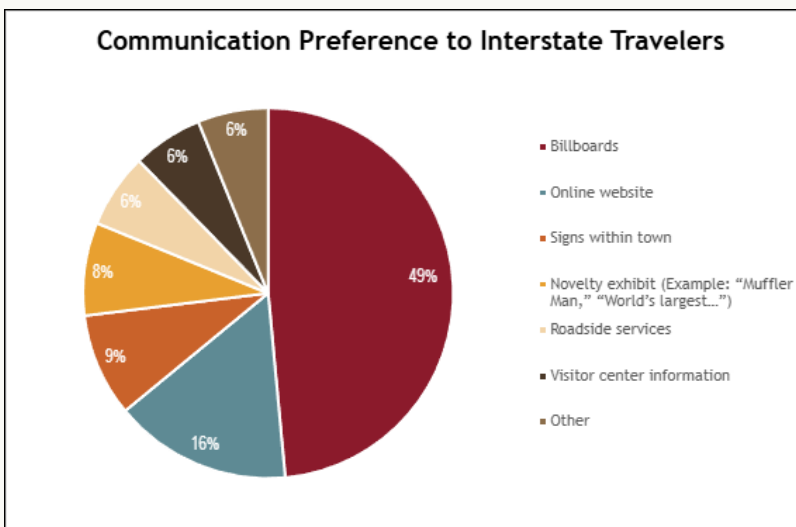


Figure 4-12: Survey Traveler Communication Preferences

49% of respondents believed a billboard is the most effective way to draw interstate travelers off the highway, with another 16% preferring online communication.

| QUESTION 11: INTERCHANGE IMPACTS

Question 11 ended the survey as an open-ended question designed to capture how respondents feel the interchange will affect them and the City. The stimulus being, “Please describe how you believe the interchange will positively or negatively affect you and/or the Kingman community,” 568 out of 1,262 respondents provided a written response. 359 of respondents felt that the interchange would have a positive impact, 63 believed it would have a negative impact, 95 felt it would have a neutral impact or left an unrelated comment, and 69 respondents thought the interchange would have both positive and negative effects on the Kingman community.

Respondents explained that the new interchange will have a positive impact on the Kingman community primarily because they believe it will help alleviate traffic congestion from the I-40 onto West Beale Street. They expressed that the interchange would reduce traffic for residents, decrease the number of large trucks on the streets, lead to fewer collisions, and enhance safety and accessibility to services, restaurants, and trails along the I-40.

Respondents who believed the new interchange would have a negative impact on the Kingman community argued that it would divert traffic away from the downtown area, potentially resulting in significant revenue losses for local businesses. One respondent described this development as possibly turning Kingman into a “pass-through town.” Additionally, some respondents believed that the new interchange would divert tourists from visiting Kingman, which could negatively affect the town’s tax base.

Survey respondents who were neutral about the new interchange believed it would not affect their lives or community, or were unsure about the impacts. Those who perceived the new interchange as having both positive and negative effects on the Kingman community noted that while local businesses downtown might suffer from a potential decrease in tourism, there would be reduced traffic congestion along West Beale Street.

4.3 Stakeholder Meetings

4.3.1 City of Kingman Planning and Zoning Department Coordination

On March 25, 2026, the ASU student team held a meeting with staff of the City Planning and Zoning Department (P&Z). The purpose of this was to inform them of the project, share information that was gathered, and get their input on the viability of recommendations. Overall, P&Z gave support for the redevelopment ideas of West Beale Street. They shared that the City currently has an infill incentives program that will expire on June 30th, but will be renewed and will still include the West Beale Street Area. Incentives involve a flat rate reduction in permitting and review costs, or a tiered cost reduction system based on the year. With this strategy, the City could promote the development of the underutilized land in the area.

One point of concern from the ASU team was the feasibility of rezoning in the area. The Planning and Zoning department explained that the current commercial zoning designation does allow for a greater variety of uses than what is actually built today, including multi-family residential and neighborhood-level services. Rezoning to an intermediate or high residential density was also seen as an acceptable option by P&Z. It was also explained that nearby residents and business owners would likely be on board with rezoning, as the benefits of revitalization may outweigh current uses or underutilized parcels. Reuse of existing buildings was also supported by P&Z, such as the large gas stations/truck stops moving or scaling down as a result of traffic volume reduction.

An important takeaway from this coordination meeting was that West Beale Street is in need of a refreshed character, a thought shared by both the Economic Development department and P&Z. The area currently feels disconnected from the rest of the community, especially Downtown Kingman, but there is an opportunity for that to change. If redevelopment occurs, it should give the area its own unique identity that still relates to the Downtown area and City as a whole.

4.3.2 Arizona Department of Transportation Coordination

On April 3, 2026, the ASU student team held a meeting with ADOT staff. The purpose of this was to inform them of the project and understand options for the future right-of-way and functional needs of West Beale Street.

The existing challenges identified by the project team are the difficulty of making turns or accessing businesses along the street, the lack of a buffer between vehicle lanes and the sidewalk, and the lack of pedestrian crossings or connections to the Monolith Garden and Fort Beale trailheads in the west. The most requested improvements from question 9 of the online survey are to accommodate future land use of the area through the addition of shops/restaurants and parking, along with the addition of street lighting, shade, landscaping, safe pedestrian crossings, and a multi-use path. Not all of these are equally easy or feasible to implement, given that the existing layout of West Beale Street is in a constrained 100-foot right of way (extending to 6-7 feet behind the sidewalk) and a continuing need to accommodate large trucks and some through traffic, even after the opening of Phase 1 of the I-40/US 93 Interchange.

An important consideration is the possible release of ADOT's possession of the West Beale Street right-of-way (ROW) to the City of Kingman. The change of ROW would require the City to take over maintenance and increase the amount spent on maintaining roads. As a result, a continuation of this situation means that ADOT will be primarily involved in the future of the street. ADOT staff mentioned previous experience with urban projects in Prescott and Wickenburg and showed understanding of the needs of different road users. However, staff also mentioned ADOT's primary mission is to keep traffic moving on highways with design guidelines that are based on more rural areas.

Landscaping within the right-of-way is heavily controlled, and signage is mostly banned due to the need to maintain adequate visibility. Rather than rely on projections, there was a preference for doing a traffic count after the opening of Phase 1 of the interchange to see how total vehicle traffic and truck volumes change in the future. The traffic volume and functional classification of the street, currently Primary Arterial, are both factors determining design needs. The interchange at Beale Street and I-40 only has 1 through lane under the interstate, while the future onramps to US 93 will also have only one lane per direction. Staff mentioned the urban profile of West Beale Street means that driveways and local streets are a source of delay, which may continue to justify the extra lane.

One strategy for access management is cross-access with connected parking lots. Such a configuration would also remove turning conflicts from the sidewalk. If traffic counts remain high, there is an option for a buffered sidewalk standard for any new development, similar to the setback path in front of Filiberto's. This would require attention to the placement of street lights and electric poles.

There was a desire not to introduce any unsafe traffic situations, such as an uncontrolled pedestrian crossing. A separated multi-use path is preferable to a bike lane from the perspective of usability and safety. A roundabout could reduce speeds to 20mph on approaches and provide a place for pedestrians to cross, but would require 150 to 200 feet of right of way, including diagonal easings for the road to curve on entry. The ADOT 2021 Roadway Design Guidelines indicate the ideal location for a roundabout, such as a gateway location with sufficient turning traffic, perhaps near Metwell Drive or in front of the TA Travel Center.

4.4 Kingman Site Visit

During the in-person visit to Kingman, the ASU team conducted field observations, walked the project area, and spoke to City of Kingman Staff who guided them through the locations they identified as most important to understand current conditions. Jeremy Palmer, Economic Development Project Manager, provided on-site context that was essential to grounding the team’s understanding of how the corridor functions day-to-day, where recurring challenges originate, and what opportunities exist for improvement. Seeing the corridor in person clarified physical conditions, traffic patterns, and the overall character of West Beale Street and the US 93/I-40 interchange in ways that maps and arterial imagery alone could not capture.

4.4.1 West Beale Street Takeaways

The guided walkthrough of West Beale Street highlighted several conditions that are difficult to fully understand remotely. The corridor is characterized by high traffic volumes, multiple driveways and curb cuts that create frequent conflict points, and noise levels that reinforce its identity as a highway rather than a destination. Key assets along the corridor include the Black Bear Diner and the TA Travel



Figure 4-13: Kingman Travel Center

Center, both of which generate significant stop activity but also contribute to congestion due to the difficulty of accessing them safely from the roadway. Harmony Village, a former hotel that was converted into long-term rental housing and studio apartments, was pointed out as a notable example of adaptive reuse already occurring in the corridor.



Figure 4-14: ADOT Construction

ADOT is currently conducting ADA improvements along the corridor that are visibly underway. These improvements reflect ongoing investment in the area and present an opportunity to coordinate future streetscape enhancements with work already in progress.

The pedestrian network along West Beale Street is inconsistent. Gaps in sidewalk coverage, high traffic speeds, and the absence of protected crossings make walking along the corridor uncomfortable and at times unsafe. City staff

identified these gaps as priorities and noted that the corridor's visual identity is similarly fragmented, with inconsistent signage, storefronts, and streetscape elements that do little to signal arrival into a distinct place.

Jeremy also raised a critical connectivity gap between the study area and downtown Kingman. The stretch connecting the two areas is fronted largely by a large county administrative complex on the south side, where sidewalks run directly adjacent to the roadway, creating an unwelcoming pedestrian environment that does little to draw people from one area to the other.

4.4.2 US 93/I-40 Interchange

The portion of the site visit focused on the US 93/I-40 interchange made clear how significantly the character of the project area shifts as it approaches the interstate. The interchange creates a bottleneck that affects the entire corridor. Left turns into the TA Travel Center back traffic up through the signalized intersection and all the way up the hill toward the interchange, a condition that worsens significantly on Sundays from Las Vegas and throughout the day on Fridays heading toward Phoenix. When traffic backs up to this degree, drivers have been observed pulling into the center turn lane and driving it as a travel lane, creating a serious safety hazard. Jeremy identified the intersections in this area as among the highest for car crashes in the city, with many incidents being fatal.

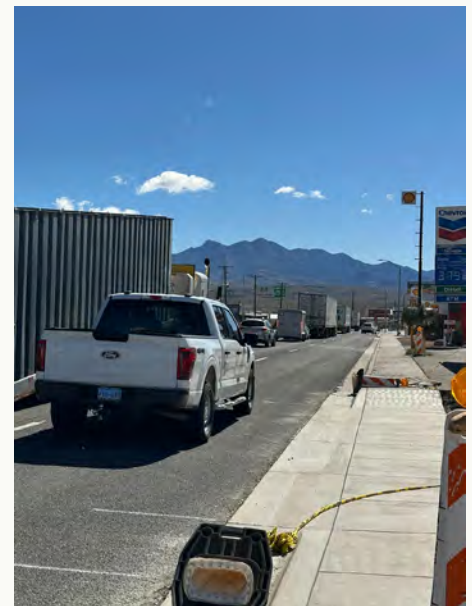


Figure 4-15: West Beale Street Semi Truck Traffic

Semis exiting the freeway and pulling across traffic to reach the truck stop further compound visibility and safety issues at the intersection.

Jeremy provided additional context on highway signage, noting that ADOT will fund billboard opportunities near the new interchange located on unincorporated county land just outside the city limits, placing them outside of ADOT's interstate right-of-way restrictions. Within the ADOT right-of-way itself, business and wayfinding signage is not permitted on the interstate. The only signage allowed along I-40 are motorist service signs — the standard logo signs advertising restaurants, hotels, and gas stations — which operate under a separate ADOT program.

Any additional business or destination signage must therefore be located on private property. Limited landscaping improvements are permitted within the right-of-way but must remain low-growing and low-maintenance so as not to obstruct sight lines, particularly near driveways. These constraints apply equally to recreational destination signage, meaning that the billboard opportunities on county land represent one of the only viable locations for corridor-level wayfinding and destination branding visible to interstate travelers before they reach the Beale Street exit.

As part of the interchange project, ADOT has constructed tunnels carrying Beale Street and Fort Beale Drive underneath the new high-speed ramps. These underpasses are designed to preserve local access and trail connectivity that would otherwise be severed by the new highway lanes, maintaining the ability for hikers and residents to move between city-managed lands and the BLM-managed CFRA trail system to the west.

4.4.3 Trails and Recreation

The site visit included observations of three trailheads with City staff: Coyote Pass in the Cerbat Foothills Recreation Area (CFRA), Monolith Garden, and Camp Beale Springs. A challenge shared by all three was a lack of directional signage. Coyote Pass is accessed by an unmarked road off US 93, Monolith Garden by an inconspicuous street intersecting West Beale, and Camp Beale Springs has only one small directional sign at the intersection with Fort Beale Drive. Because of this, the trails feel as though visitors would need to know about them and their exact location prior to arriving for the first time.



Figure 4-16: Camp Beale Springs Trailhead

Of the three, Coyote Pass is the only trailhead with developed amenities, including a bathroom, picnic table, trash bin, and multiple horse hitch posts. City staff also noted the presence of historic features along the trail and recent ADA improvements to the Cerbat Foothills Interpretive Trail, accessed from the same parking lot. The BLM trail system within CFRA offers a broader range of difficulty levels and sees consistent use, including organized racing

events that draw visitors from outside the region. The Monolith Garden Trailhead connects to trails that follow historic wagon routes through the area, including a small bridge over a wash, giving the trailhead a distinct natural character that is largely unknown to the traveling public.

The connection between Camp Beale Loop and Monolith Garden Trail beneath US 93 also functions as a wildlife crossing corridor. This network of connections is not well marked and is largely unknown to the traveling public. Vehicle break-ins at trailhead parking areas, which are located far from the road and out of sightlines, were noted as a recurring concern that discourages use.



Figure 4-16: Camp Beale Springs Trailhead

Jeremy noted that trailhead signage along the highway is a priority, though early coordination with ADOT will be a necessary prerequisite given the right-of-way constraints discussed above. The Colorado River Area Trail Alliance (CRATA), a local nonprofit trail advocacy group and longtime BLM partner, actively maintains the trail systems at CFRA, Monolith Gardens, and Camp Beale Loop, and hosts an annual permitted mountain bike race in the area. Any signage, wayfinding, or trail improvement efforts along the corridor should involve CRATA as a key partner and stakeholder given their established presence and ongoing stewardship of these assets.

4.5 Engagement Takeaways

Respondents to both in-person and online engagement emphasized similar desires. They want the Beale Street Corridor to be a safer and more pedestrian-friendly area that reflects what makes Kingman unique, with minor variations on what the primary businesses should be. Participants of in-person engagement activities primarily voiced that they would like the area to see an increase in residential and downtown-like commercial venues. Online respondents tended to lean more into regional commercial usage, but with an emphasis on downtown-style shops and restaurants. These visions are not mutually exclusive, and both types of developments could be encouraged to meet the desires of all respondents.

| PEDESTRIAN SAFETY

Both groups support the addition of pedestrian infrastructure and making movement within the West Beale Street project area safer and more convenient. Respondents at the Comic Con engagement commonly said they would also like to have the option to access trailheads in the area by bicycle, rather than exclusively by car. Additionally, Comic Con respondents, when further questioned, expressed support for the downsizing of West Beale Street in size and number of lanes. In addition to agreeing on what West Beale Street should be like in terms of mobility within, both groups thought signage and wayfinding should be improved in the area to alert and direct people to natural and urban amenities.

| VISUAL IDENTITY

The survey and in-person engagement aimed at establishing a visual branding as well as a playbook for what the built environment should look like to feel as “Kingman” as possible. From in-person engagement, preferences were close between the “Historic Downtown” and “50’s Retro” styles. The response from the survey was far more in favor of Route 66 styling, which matches the “50’s Retro” style from the Comic Con event. Given the strong survey support and the even split at Comic Con, Route 66 styling is the recommended aesthetic standard for the corridor.

| STAKEHOLDER MEETINGS

The meetings held with Kingman Planning and Zoning and ADOT allowed the student team to test proposals and ensure they were grounded in reality. Both agencies were supportive of the team’s direction and provided new information that helped refine recommendations and identify relevant funding and right-of-way considerations.

| FINAL TAKEAWAY

The majority of engagement participants would like to see West Beale Street become its own distinct section of Kingman, connected by multimodal transportation, anchored by downtown-style small businesses, restaurants, and housing, and designed to safely and comfortably accommodate pedestrians. Development in the corridor should reflect Route 66 and 50's styling to match the aesthetic preferences expressed across both engagement formats. Signage and wayfinding should be improved to direct visitors to the City's outdoor recreation assets and urban amenities. City staff, state agencies, and the general public are broadly aligned in their desire to create a safer, more vibrant, and more authentic Kingman corridor along West Beale Street.

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Chapter 5:

Recommendations & Implementation

Chapter 5: Recommendations & Implementation

5.1 Recommendations

Goal 1: Create a cohesive, high-quality built environment that reflects Kingman's identity and establishes West Beale Street as a distinctive destination corridor.

To support future development along the West Beale Street corridor, the City of Kingman should adopt a land development approach that establishes clear design standards to guide both land use and visual character. Similar to Sedona's approach, these standards can promote a cohesive community identity. However, in Arizona, strict design standards are often approached cautiously due to legal considerations, including takings concerns, making flexible design guidelines a more practical and widely supported option.

Sedona's Land Development Code regulates building height, materials, colors, and massing to reduce visual impacts. Applying similar but less prescriptive guidance in Kingman would help ensure a consistent architectural theme while remaining adaptable to local conditions. This could include direction for building materials, facade design, landscaping, signage, and building scale, as well as buffering between commercial and residential uses.

Kingman already has a Zoning Code, including the Downtown zoning district, which regulates land use and some aspects of form. This recommendation is not to replace it, but to build upon it within the project area. Enhancing the existing Development Code with corridor-specific standards or adopting targeted Design Guidelines for West Beale Street would provide more detailed guidance on site layout, frontage design, building form, and transitions between uses. Design Guidelines, in particular, may be more feasible in the near term, as they offer flexibility while still improving visual quality and cohesion along the corridor.

| PROPERTY OWNERSHIP

Property ownership is an essential element. The vacant parcels that are located along Beale Street are the most strategically important parcels to target. Beale Street frontage parcels define the first impression of the corridor and Kingman as a whole. They define the streetscape character and the walkability experience, making them the highest-value redevelopment targets. Since these have the highest visibility, they'll have the highest commercial viability and the strongest tourism potential, so these vacant properties are ideal for restaurants, local retail, and Route 66-themed development.

All of these parcels are owned privately or by a business, with some owners controlling more or larger lots than others. These owners who have plots along West Beale Street provide an advantage for the City of Kingman to target. Strategic engagement with these landowners is essential early on since they control the streetscape influence along West Beale Street.

Priority 1: Vacant Parcels with Direct Beale Street Frontage

Early efforts of the City of Kingman should be targeting the vacant sites that have Beale Street frontage. These are the most highly visible parcels and are the first impression someone has that is arriving into Kingman. Parcels along Beale Street will define the streetscape character and the pedestrian experience of the corridor. Early engagement of the private and business-owned parcels is essential to the character of West Beale Street.

Priority 2: Multiple or Large Parcels with Direct Beale Street Frontage

Property owners controlling multiple or large parcels along Beale Street should be prioritized for targeted redevelopment efforts. Due to their scale and prominent frontage, these sites have a disproportionate impact on streetscape continuity and corridor character. Strategic engagement with these owners can facilitate coordinated development outcomes, including the use of incentive packages or public-private partnerships to help establish an identity for the corridor.

Priority 3: Individual and Near-Frontage Parcels

Individual frontage parcels and near-frontage supporting parcels both play a critical role in shaping the corridor experience along West Beale Street. While smaller, single-parcel frontage properties contribute to filling gaps along Beale Street, even one underutilized site can disrupt walkability and diminish the corridor's visual appeal.

At the same time, nearby non-frontage parcels support these uses by providing space for outdoor seating, events, parking, and other essential operational needs. Kingman can provide grants and programs to align the character of businesses along West Beale Street.

A revitalization plan for the West Beale Street corridor could position the City of Kingman to be more competitive in state and federal funding. A revitalization plan would demonstrate investment intention and a cohesive vision for West Beale Street through strong planning of the area, stakeholder coordination, and measurable outcomes. By tying funds to specific needs along Beale Street frontage parcels, Kingman can make a case for investment in streetscape improvements and small business support. A revitalization plan also gives the City a framework to follow to align property owners and potentially leverage funding for their properties along the corridor.

Goal 2: Establish land use and zoning regulations that support a vibrant, mixed-use, and economically productive corridor.

There are four directions zoning can be taken in the West Beale Street corridor that the ASU student team has identified. They are listed in order of potential impact, starting with what is considered to be the best option and followed by options that decrease in scale and potential effectiveness.

| DOWNTOWN DISTRICT REZONING

This method could present the greatest opportunity to fundamentally redevelop West Beale Street. Changing from the present mixture of residential and commercial zoning into Downtown District 1 Main Street (DD-1) and Downtown District 3 Neighborhood (DD-3) zones would fit within the General Plan's land use vision and align to the Growth Area designation. New developments would be required to more closely match the aesthetics and form that residents and City staff highlighted as their chief desire during public engagement. Land value could increase from this zoning designation, allowing for a higher usage along an important gateway to travelers and encouraging the redevelopment or sale of existing land. Current uses could remain if land owners have no wish to sell or redevelop.

As with any plan on this scale, it is not without risk. The primary concern with this action is that it will require a General Plan amendment. While initial assessment of community sentiment from both in-person and online public engagement results for this project lean in favor of this recommendation, a General Plan Amendment still runs the chance of not being passed in the process.

This action requires a minor General Plan amendment due to the need to change from commercial and residential designations to the Downtown Districting. Fortunately, the commercial districts are under 320 acres and outside the current Downtown, circumventing the stricter major amendment process. The potential impact this action could achieve makes it the most directly impactful.

| REZONING INTO HIGHER RESIDENTIAL AND COMMERCIAL DENSITIES

To more closely conform to community feedback about aging populations and addressing older housing stock, a second strategy would be to increase zoning to categories that fall under intermediate to high-density residential. Commercial plots could be similarly scaled selectively to allow big box retailers as well as smaller shops and restaurants to meet both ends of the community's wishes. One distinct benefit this action has is that it is not a stark departure from current usage and is a solid incremental approach that matches community wishes.

will require an amendment to the General Plan. Initial findings from the public engagement executed for this project indicate support for this recommendation, however the General Plan Amendment process still presents a certain level of risk. This action also does not carry the aesthetic or arts elements of the Downtown designation, which could make it a more difficult aspect to implement.

| OVERLAYS

This strategy calls for the City to create a West Beale Street Gateway Overlay to establish a thematic standard, requiring specific design elements and either requiring or encouraging new developments to be of a higher intensity. The overlay could be coupled with the other recommendations, such as the infill incentives, to promote change without altering zoning designations. The greatest strength of this option is that it could be enacted without the need for a General Plan amendment.

A West Beale Street Zoning Overlay could be used as a first step towards a more in depth change in zoning while creating the desired type of development in the area. If successful, the overlay could then provide the justification for a change in zoning to a use that builds upon its success. As an example, the overlay could require multi-family developments in the area to have a retail on a ground floor, raise intensity of use, or create pedestrian friendly design. If this is received well, rezoning into a higher designation in the future can be considered.

| NO CHANGE

This option calls for no change to the zoning of the area and instead would recommend alternative strategies to achieve the desired outcomes. Current uses are below the maximum allowed development, and under the current Kingman Zoning codes allow commercial zoning to accommodate multi-family housing developments that match the housing and Growth Area goals. To encourage infill, incentives should be offered to landholders to build out according to the highest and best use in their current zoning. In the future, zoning can be reevaluated after development or a lack thereof occurs. This action is the easiest to implement from a zoning perspective, but incentivizing and having developers carry out this action may be a challenge.

Goal 3: Improve transportation, access, and connectivity for all roadway users along West Beale Street.

The City of Kingman or ADOT should conduct a traffic count of West Beale Street after Phase 1 of the I-40/US 93 Interchange opens, as well as a land use and traffic circulation plan accompanying any future redevelopment. Since the design needs of the street depend on traffic volumes, there are two possible scenarios.

| SCENARIO 1: TRAFFIC DECREASE

In the event that traffic significantly decreases after the opening of the interchange, a local circulation plan could remove driveway conflicts from the shoulder and build the case for replacing a vehicle lane with a buffered bike lane, thereby also providing a buffer for pedestrians. A pedestrian crossing signal near Metwell Drive with curb extensions could be a cost-effective solution to improving connectivity to the Monolith Garden and Fort Beale trailheads.



Figure 5-1: West Beale Street Low Traffic (Scenario 1), Source: Made with Streetmix

| SCENARIO 2: LITTLE TO NO TRAFFIC DECREASE

Should there be little to no change, coordination with adjacent land uses should emphasize rebuilding of the sidewalk away from the travel corridor, like in front of Filiberto's today, as well as consolidating access points and easements to build the case for a roundabout or signal to provide for safe turns and crossings. The rebuilt sidewalk could be wider than the existing one and allow bicycles. Such provisions might be desirable near Metwell Drive to improve connectivity to trails and slow incoming traffic, or in front of the TA Travel Center to facilitate safe left turns by trucks. Since ADOT will own the right of way for the foreseeable future, there will need to be adherence to ADOT's standards regarding landscaping and roadway design, as well as signage restrictions. Kingman previously did not want to shoulder the maintenance costs of the street, but could acquire the roadway if it wanted a bigger say in the design.



Figure 5-2: West Beale Street High Traffic (Scenario 2), Source: Made with Streetmix

Goal 4: Enhance parks, recreation, and trail access to position West Beale Street as an outdoor recreation gateway

The variety of trails and other activities in close proximity to West Beale Street make it unique compared to the rest of the City. With improved wayfinding, access, and amenities, West Beale Street could become a hub for outdoor recreation. The goal would be to make Kingman known as a destination for enthusiasts while also improving conditions for residents who regularly use trails.

| WAYFINDING

New signage is necessary for all activities in the area to make them easier to locate. This should consist of signs along the highways outside the Beale Street corridor, as well as on the streets in the corridor that lead to trailheads. The Cerbat Foothills Recreation Area can be highlighted with signs along US 93 and I-40, requiring coordination with ADOT. Freeway signs can also include the trails maintained by the City of Kingman. Signs should also be placed within the City along Beale Street directing people to Monolith Garden trailhead, Fort Beale Springs Climbing Wall, and Carl's Camp, which are currently unmarked. These are primarily accessed on Metwell Drive and Fort Beale Drive, so signs should be placed at and approaching those intersections. Some signs are currently in place on Fort Beale, but they should be replaced with signs that are more visible and include all nearby activities. To bring in more visitors to trails, the City should develop a unified brand and name for their outdoor recreation opportunities, with a consistent style for all signs.

| ACCESS

Additional parking for trails, specifically Monolith Garden, should be provided closer to roads in a more visible location. Parking can be provided in a lot along West Beale Street that is shared with adjacent businesses. This would provide a more secure parking location for trail users with the intent of limiting vehicle break-ins at the current trailhead location. Trailheads should also be made accessible by bicycle with physically separated or buffered paths, and marked and/or signalized mid-block crossings. Traffic studies on West Beale Street and Fort Beale Drive should be conducted to select appropriate facilities.

| AMENITIES

All trailheads should have consistent amenities to improve the experience for all users. Picnic tables and trash bins should be added at the Monolith Garden trailhead and Fort Beale Spring. If it is feasible, water fountains and bathrooms should also be provided, especially at Camp Beale Loop trailhead which is farther away from Beale Street. These new amenities may require additional maintenance from the City and/or the Bureau of Land Management. However, they will elevate the comfort and convenience for all users, which will be necessary to attract and support an increase in visitors.

Goal 5: Develop a destination-based economy that attracts visitors, supports local businesses, and reinforces Beale Street identity.

Kingman’s economic development strategy for West Beale Street needs to be highly intentional and not just market-driven. West Beale Street needs to function as a destination economy focused on attracting tourism through a unique experience, in addition to pulling people off the interstate. This shift from a typical commercial highway strip requires a different approach to business recruitment, incentives, branding, and long-term management.

| TARGETED INDUSTRY AND TENANTS

Targeting specific industries and tenants is at the core of shifting West Beale Street. Kingman should identify and actively recruit businesses that reinforce the corridor’s historic narrative and create reasons for travelers to stop. Examples of this include themed lodging (railcar or vintage motels), unique retail (Route 66 themed stores, western stores, 50s stores), family-oriented attractions (museums, exhibits), and food and beverage experiences (soda fountains, retro diners, food courts). The City can create a list of desired tenants and/or operators and market sites and incentives directly to them.

To support this, Kingman should come up with a program that lowers the barrier to entry for the kind of businesses the City is looking to attract. This could include facade improvement grants, standards that encourage historic and creative signage, expedited permits for adaptive reuse, and building improvement assistance programs for current buildings. A key piece is keeping historic buildings that are already along West Beale Street, such as old gas stations (ex. Woody’s, shown in Figure 5-3), motels, and restaurants, and restoring them. Many of these buildings contain the bones of what the City is looking for and should be reused.



Figure 5-3: Woody's Gas Station, Source: Google

Isolated businesses will not be as strong as those clustered together. This is an important layer to make a district, rather than just stand-alone businesses. The goal is to connect uses together so that each additional business strengthens the overall district. A group of businesses clustered together creates a stronger draw than any one of them alone. Pairing a bunch of different, but compatible uses together creates a multi-hour destination rather than a quick stop. The City can encourage clustering through site planning and creating development agreements on certain parcels.

| MARKETING AND BRANDING

West Beale Street should be branded as a destination with a catchy name and an identity that reflects Kingman, Route 66, and its history. The brand should be consistently reflected in signage and digital presence and should emphasize the corridor as a place to visit, not just pass through. Kingman's Office of Tourism should head this branding and work with Arizona's Office of Tourism, Route 66 associations, and other networks to leverage the visibility. Businesses along Beale Street should share this marketing through coordinated events that reflect the district's identity.

Kingman should also use events as tools to bring visitors and the community together along West Beale Street. Consistently repeated events such as farmers' markets and live music can keep people coming back to the area, which is important during the phasing of the West Beale Street improvements. Other events, such as seasonal festivals, classic car cruises, or railroad heritage days, can be used as big events that draw people in from across the country. Over time, these events can be formalized through a district management organization or partnership that coordinates events, maintenance, and marketing. Leveraging different types of events can help draw different groups of people to West Beale Street. These events help establish West Beale Street as an evolving place where the redevelopment can be shown to people throughout the project, rather than just the final product. This is essential in supporting the local businesses during the redevelopment.

| LOCAL BUSINESS OWNERSHIP

From a workforce development perspective, there is an opportunity to reinforce and spur new small business initiatives in Kingman. The City can partner with Mohave College in Kingman and other workforce programs to help residents start and grow businesses that fit the corridor's vision. This will strengthen the local economy and support residents instead of gathering talent from outside the region. Implementation will require a mix of public and private ownership and strategic incentives.

Goal 6: Integrate arts and culture to create a gateway and reinforce Kingman's identity

Kingman has a strong arts and cultural foundation that is currently concentrated in the historic downtown. As West Beale Street transitions from a regional pass-through corridor into a destination in its own right, arts and culture can play a supporting role in reinforcing the economic development and tourism goals outlined in this framework. Drawing from the Community Art Playbook developed by ASU's Project Cities program in Spring 2025, which included direct community engagement with Kingman residents, the following recommendations are intended to extend Kingman's cultural identity westward into the gateway area and create a more immediate and memorable arrival experience for travelers.

| GATEWAY PUBLIC ART

The most significant arts and culture opportunity in the West Beale Street corridor is the creation of a signature public art installation at or near the gateway off the US 93 exit. As noted in the existing conditions, travelers currently entering Kingman from the interstate encounter a visually generic corridor that does not best reflect the City's rich Route 66, railroad, or desert heritage. A landmark piece of public art, whether a large-scale sculpture, an artistic arch, or a bold mural visible from the roadway, could immediately communicate to travelers that they are arriving somewhere worth stopping.

The Community Art Playbook identified Kingman's railroad history, Route 66 legacy, and Mojave Desert landscape as the strongest themes resonating with community members for public art. Any gateway installation should draw from one or more of these themes to feel authentically Kingman rather than generic. The Playbook also recommended that public art be proactively integrated into planning and development projects as they come forward, making the Gateway Vision Framework a natural and timely opportunity to do so.

| MURALS AND ART AS WAYFINDING

Functional wayfinding signage, as recommended in Section 5.5.1, is essential for directing travelers to trails, downtown, and other destinations. However, art can serve a complementary role in this system. Route 66-themed murals and artistic markers placed at key decision points along West Beale Street, specifically at intersections directing travelers toward downtown or toward trailheads, can reinforce wayfinding in a way that is more visually engaging and memorable than signage alone.

This approach also builds on existing momentum. Kingman already has a growing collection of murals and public art pieces in its historic downtown. Extending this collection west into the gateway corridor would create a more continuous cultural thread connecting the interstate to the historic core, helping travelers understand that downtown Kingman is a natural continuation of what they see along West Beale Street.

| ARTS STANDARDS IN THE LAND DEVELOPMENT CODE

The Community Art Playbook explicitly recommended that public art be incorporated into zoning regulations and development standards rather than treated as an optional add-on. The Land Development Code recommended in Section 5.1 is an appropriate way forward for doing this in the West Beale Street corridor. Design standards could include requirements or incentives for artistic facade treatments, creative and historically themed signage, and street-level murals as part of new development or major renovation projects.

A percent-for-art provision, which requires a small portion of development costs to be directed toward public art, is a commonly used tool in cities seeking to build public art into the fabric of new development without relying solely on public funding. This type of provision could be included in the Land Development Code or as part of any development agreement on key corridor parcels. Combined with the facade improvement grants and historic signage standards recommended in Section 5.6.1, these art standards would help establish a cohesive visual identity for the corridor as a district, rather than a collection of isolated businesses.

5.2 Implementation

The ADOT Phase 1 construction of the proposed I-40/US 93 Interchange is not projected to conclude until mid 2027, which gives the City just a year to continue public engagement focused on next steps as outlined from the implementation actions in this report. Close coordination should be maintained between City of Kingman internal departments such as Economic Development Planning & Zoning as well as relevant external agencies, such as ADOT and BLM, to ensure next steps and all actions taken are comprehensive and complementary.

Phased Implementation

Implementing a project of this scale requires a phased approach to be successful. To ensure this project follows the schedule and is implemented correctly, a team of stakeholders and city officials will be part of a West Beale Street Committee to ensure accountability and public feedback is included. The ASU team suggests a variety of different members to join this committee, including an employee from Kingman's Economic Development Department, Kingman's Tourism Department, Kingman's Planning and Zoning Department, as well as other public sector employees that Kingman sees fit. The committee will include Kingman community members to voice on behalf of the public, consultants that may be used in the design or construction, and prominent Kingman businesses.

| PHASE 1: PRE-INTERCHANGE COMPLETION

Before final construction of the I-40/US 93 Interchange is complete, many steps can be taken to set up for a seamless integration of enhancements to West Beale Street. Most of these recommendations are essential to spark conversations and bring attention to the corridor. To turn West Beale Street from a pass-through stop to a destination, some quick, small, low-cost improvements can be made to demonstrate intentionality to the corridor.

This starts with branding the corridor early. Designing and creating a name, logo, and identity for West Beale Street will give it life and can be a marketable district for the City of Kingman to promote. Incorporating local art and murals on buildings with West Beale Street frontage can add character and show intentional investment to the area. Targeting important vacant buildings, such as Woody's, for historical designation or adding artwork to the building will improve the site.

In addition, incorporating facade grants for all new and existing structures along West Beale Street will help give the corridor a facelift. Signage for parks and trailheads should be addressed early on in the process, making wayfinding to the entrances easier from West Beale Street. Engaging key stakeholders in West Beale Street should happen early on, especially with property owners who have vacant lots or multiple/large lots with Beale Street frontage. A West Beale Street Corridor revitalization plan should begin to demonstrate investment intention. Discussions of workforce programs, such as in Mohave College, should take place to encourage the education of Kingman locals to start small businesses. Rezoning considerations should be made, such as rezoning the corridor to Downtown District designations to encourage walkable, mixed-use development patterns.

| PHASE 2: 0-2 YEARS POST-INTERCHANGE COMPLETION

The first step of Phase 2 is to conduct a traffic count of West Beale Street after Phase 1 of the I-40/US 93 Interchange opens to gauge the changes in traffic patterns in Kingman. Phase 2 introduces low-to-moderate cost improvements that signal change and begin attracting visitors and investors. This includes improving trail access and adding basic amenities such as seating, signage, and parking near key recreation assets like Monolith Garden and Fort Beale Springs.

Kingman should launch targeted business recruitment efforts, focusing on early “anchor” tenants such as themed restaurants, retro retail, or small attractions. To draw residents and travelers to the West Beale Street corridor during the redevelopment, hold events in temporary spaces, such as vacant lots. These events should be in addition to, or complement, events downtown. Branding and marketing efforts should be in full swing during this phase, using the events and digital presence to establish West Beale Street as a recognizable destination. Regulatory tools, such as Zoning and Building Codes, should be adapted to define how properties will be developed and what they will look like.

| PHASE 3: 3-7 YEARS POST-INTERCHANGE COMPLETION

Phase 3 is where the corridor begins to act as a true destination district. Based on the data collected from the interchange traffic survey of West Beale Street, the City can implement larger transportation upgrades, such as lane reconfiguration, pedestrian crossings, bike infrastructure, and intersection improvements. These changes will help the street become a more pedestrian friendly environment.

PHASE 4: 7+ YEARS POST-INTERCHANGE COMPLETION

This phase should also see larger, private scale investments in the area, such as themed lodging and adaptive reuse of historic buildings. Public art installations, like murals, sculptures, and branded signage, will reinforce identity and liven the corridor. Workforce development partnerships and small business support programs should also expand to encourage locally owned businesses.

Table 5-1 - Recommendations/Implementation Table

Policy	Key Actions	Responsible Parties	Implementation Phase
GOAL 1: Create a cohesive, high-quality built environment that reflects Kingman's identity and establishes West Beale Street as a distinctive destination corridor.			
1.1 Prioritize redevelopment of highly visible parcels along Beale Street frontage as key opportunity sites	Coordinate with property owners with vacant lots along West Beale Street	Economic Development Department; Planning & Zoning Department	Phase 1: Pre-Interchange
1.2 Engage major property owners early to coordinate redevelopment and achieve cohesive streetscape outcomes.	Discuss redevelopment opportunities and programs with owners of multiple and large parcels	Economic Development Department; Planning & Zoning Department	Phase 1: Pre-Interchange
1.3 Target individual and near-frontage parcels to achieve continuity and align character along Beale Street	Talk with individual property owners along Beale Street to fill gaps. Offer incentives to near-frontage parcels owners to ensure character continuity	Economic Development Department; Planning & Zoning Department	Phase 2: 0-2 Years Post-Interchange
1.4 Prioritize revitalization efforts on priority parcels to demonstrate investment intention on West Beale Street	Develop a revitalization plan for West Beale Street to tie funding to specific properties	Economic Development Department; Planning & Zoning Department	Phase 1: Pre-Interchange

Policy	Key Actions	Responsible Parties	Implementation Phase
1.5 Adopt a Land Development Code with design standards for the corridor	Establish guidelines for building materials, facade design, landscaping, signage, scale, and buffering between commercial and residential uses	Planning & Zoning Department	Phase 1: Pre-Interchange
GOAL 2: Establish land use and zoning regulations that support a vibrant, mixed-use, and economically productive corridor.			
2.1 Consider rezoning the corridor to Downtown District designations (e.g., DD-1, DD-3) to encourage walkable, mixed-use development patterns.	Formulate a zoning overlay for West Beale Street allowing higher intensity development as a precursor to rezoning into the selected category.	Planning & Zoning Department	Phase 1: Pre-Interchange
2.2 Align zoning changes with the General Plan and pursue amendments as necessary.	Implement zoning changes and overlays to match the Growth Area Designation and current Land Use designations	Planning & Zoning Department	Phase 2: 0-2 Years Post Interchange
2.3 Encourage infill development through incentives where zoning changes are not pursued.	Coordinate with land owners and City departments to leverage local, state, and federal funding to begin redevelopment.	Economic Development Department; Planning & Zoning Department	Phase 1: Pre-Interchange
GOAL 3: Improve transportation, access, and connectivity for all roadway users along West Beale Street			

Policy	Key Actions	Responsible Parties	Implementation Phase
3.1 Determine the Future Function of West Beale Street	Conduct traffic counts and circulation studies following completion of the I-40/US 93 interchange to guide future improvements.	ADOT; Planning & Zoning Department	Phase 2: 0-2 Years Post-Interchange
3.2 Identify Key Alternatives for West Beale Street	Coordinate with ADOT on roadway design, right-of-way, landscaping, and signage standards. Use the traffic counts to guide the discussion.	Planning & Zoning Department	Phase 2: 0-2 Years Post-Interchange
3.3 Coordinate Land Use and Transportation along West Beale Street	Develop a local circulation plan to address driveway conflicts and improve traffic flow.	Planning & Zoning Department	Phase 3: 3-7 Years Post-Interchange
3.4 Improved the Vehicle Safety of West Beale Street	Explore installation of roundabouts or signalized intersections at key locations to improve turning movements and safety.	ADOT; Planning & Zoning Department	Phase 3: 3-7 Years Post-Interchange
3.5 Improve the Multi-Modal Safety of West Beale Street	Explore pedestrian and bicycle connectivity through sidewalks, mid-block crossings, and trail connections.	Planning & Zoning Department	Phase 3: 3-7 Years Post-Interchange

Policy	Key Actions	Responsible Parties	Implementation Phase
3.6 Right-size West Beale Street for Future Traffic Conditions	Implement roadway design improvements based on traffic conditions, possibly including buffered bike lanes, pedestrian crossings, and removal of severe conflict points.	ADOT; Planning & Zoning Department	Phase 3: 3-7 Years Post-Interchange
GOAL 4: Enhance parks, recreation, and trail access to position West Beale Street as an outdoor recreation gateway.			
4.1 Install wayfinding signage on highways, Beale Street, and connecting streets to direct users to recreational areas.	Place signs along US 93, I-40 and City roads	ADOT; Parks and Recreation Department; Public Works Department	Phase 1: Pre-Interchange
4.2 Coordinate with ADOT to include regional recreation destinations such as the Cerbat Foothills Recreation Area in freeway signage.	Include names and distances to outdoor recreation areas on freeway signs	ADOT; Parks and Recreation Department	Phase 1: Pre-Interchange
4.3 Replace outdated or insufficient signage in areas that are highly visible.	Place signs at intersections within the City	Public Works Department	Phase 1: Pre-Interchange
4.4 Provide additional, visible parking for trailheads, including shared parking opportunities along Beale Street.	Meet with business owners and public to identify location of parking	Parks and Recreation Department; Public Works Department; nearby businesses	Phase 2: 0-2 Years Post-Interchange

Policy	Key Actions	Responsible Parties	Implementation Phase
4.5 Improve bicycle and pedestrian access to trailheads through dedicated infrastructure.	Install and maintain protected or buffered bike lanes and sidewalks, install midblock crossings	Parks and Recreation Department; Public Works Department	Phase 3: 3-7 Years Post-Interchange
4.6 Conduct traffic and access studies to determine appropriate improvements along Beale Street and Fort Beale Drive.	Meet with public and conduct traffic engineering studies	Public Works Department	Phase 2: 0-2 Years Post-Interchange
4.7 Provide consistent trailhead amenities including picnic tables, trash bins, water, and restrooms where feasible.	Dedicate funding for installation and continued maintenance	Parks and Recreation Department; BLM	Phase 2: 0-2 Years Post-Interchange
4.8 Coordinate with The Bureau of Land Management and The City of Kingman's Parks Department for maintenance and implementation of trail-related improvements.	Provide greater variety in trail difficulty and accessibility	BLM; Parks and Recreation Department; Colorado River Trail Alliance	Phase 1: Pre-Interchange
4.9 Develop brand identity for City of Kingman outdoor recreation in the Beale Street area	Create a name and sign design standards for city-managed trails	Parks and Recreation Department; Economic Development Department	Phase 1: Pre-Interchange
GOAL 5: Develop a destination-based economy that attracts visitors, supports local businesses, and reinforces Beale Street identity.			

Policy	Key Actions	Responsible Parties	Implementation Phase
5.1 Actively recruit targeted businesses such as themed lodging, unique retail, family-oriented attractions, and food and beverage destinations that align with the corridor vision.	Create and maintain a targeted list of desired tenants and actively market sites and incentives to those users.	Economic Development Department; Office of Tourism	Phase 2: 0-2 Years Post-Interchange
5.2 Preserve and repurpose historic buildings, including gas stations, motels, and restaurants, as economic assets.	Provide incentives such as facade grants, expedited permitting, adaptive reuse assistance, and building improvement programs.	Economic Development Department; Planning & Zoning Department	Phase 1: Pre-Interchange
5.3 Encourage clustering of complementary businesses to create a cohesive district rather than isolated uses.	Facilitate site planning and development agreements that promote coordinated, multi-use developments.	Economic Development Department; Planning & Zoning Department	Phase 3: 3-7 Years Post-Interchange
5.4 Develop a branding strategy for West Beale Street that reflects Kingman's identity and Route 66 heritage.	Coordinate branding and marketing with tourism agencies, Route 66 organizations, and regional partners.	Economic Development Department; Office of Tourism	Phase 1: Pre-Interchange
5.5 Program regular events such as markets, festivals, car shows, and live entertainment to attract visitors and activate the corridor.	Establish a district management entity or partnership to coordinate marketing, events, and maintenance.	Economic Development Department; Office of Tourism; nearby businesses	Phase 2: 0-2 Years Post-Interchange

Policy	Key Actions	Responsible Parties	Implementation Phase
5.6 Support local entrepreneurship by partnering with educational institutions and workforce development programs.	Partner with Mohave College and other workforce development programs to align workforce needs and keep employment local.	Economic Development Department; Mohave College; nearby businesses	Phase 4: 7+ Years Post-Interchange
5.7 Provide resources and incentives for locally owned businesses aligned with the corridor vision.	Create public-private incentives to grow locally owned businesses, fitting the corridor vision	Economic Development Department	Phase 2: 0-2 Years Post-Interchange
5.8 Encourage a mix of public and private investment to support long-term economic sustainability.	Collaborate with private companies to encourage investment within the West Beale Corridor.	Economic Development Department; nearby businesses	Phase 4: 7+ Years Post-Interchange
GOAL 6: Integrate arts and culture to create a gateway and reinforce Kingman's identity.			
6.1 Develop a signature gateway public art installation at or near the US 93 interchange to create a strong arrival experience.	Collaborate with local artists and the Kingman Center for the arts to develop public art near the interchange.	Planning & Zoning Department; City Council; Kingman Center for the Arts; local artists	Phase 2: 0-2 Years Post-Interchange
6.2 Incorporate themes such as railroad history, Route 66, and the Mojave Desert into public art and design elements.	Develop design guidelines highlighting key cultural themes, encouraging their use in public art signage.	Planning & Zoning Department; Kingman Center for the Arts; local artists	Phase 2: 0-2 Years Post-Interchange

Policy	Key Actions	Responsible Parties	Implementation Phase
6.3 Integrate public art into planning and development processes as projects are implemented.	Include public art requirements into project review processes and coordinate with developers to include art in site plans.	Planning & Zoning Department	Phase 2: 0-2 Years Post-Interchange
6.4 Utilize billboards as opportunities for artistic expression and corridor branding.	Create a program for artist designed billboard content, partner with billboard operators to install permanent or rotating art displays.	ADOT; Planning & Zoning Department; local artists; Kingman Center for the Arts	Phase 2: 0-2 Years Post-Interchange
6.5 Incorporate murals and artistic elements into wayfinding systems to enhance visibility and user experience.	Install murals at key intersections and decision points, integrate art with signage directing visitors to downtown and trailheads.	Planning & Zoning; Kingman Center for the Arts; nearby businesses	Phase 1: Pre-Interchange
6.6 Extend the existing downtown arts network into the West Beale Street corridor to create continuity.	Identify priority mural and art locations along the corridor, create a connected arts path linking the gateway to downtown.	Planning and Zoning Department; Kingman Center for the Arts; nearby businesses; local artists	Phase 4: 7+ Years Post-Interchange
6.7 Require or incentivize public art as part of new development through zoning regulations or development agreements.	Update the Land Development Code to include public art incentives and incorporate art provisions into development agreements.	Planning & Zoning Department; City Council; Economic Development Department; nearby businesses	Phase 4: 7+ Years Post-Interchange

Policy	Key Actions	Responsible Parties	Implementation Phase
6.8 Establish design standards for artistic facades, signage, and streetscape features.	Create design standards that promote historically themed signage and integrated arts elements with Route 66 identity and corridor branding.	Planning & Zoning Department; Economic Development Department; Kingman Center for the Arts	Phase 1: Pre-Interchange
6.9 Consider adoption of a percent-for-art program to fund public art installations.	Evaluate feasibility of percent-for-art policies and define the present funding structures.	"Planning & Zoning Department; City Council; Kingman Center fo the Arts	Phase 4: 7+ Years Post-Interchange

5.3 Funding Opportunities

The City of Kingman has a strong opportunity to leverage a mix of local, state, and federal funding sources that directly align with the vision for West Beale Street as a historic, tourism-driven destination.

| TOURISM INITIATIVE GRANT

At the local level, the City's own Tourism Initiative Grant Program provides a foundation for projects that enhance the visitor experience, including historic restoration, accessibility improvements, and public-facing upgrades.

| ARIZONA ROUTE 66 REVITALIZATION SUBGRANT PROGRAM

At the state and regional level, Route 66-focused funding streams are particularly well aligned with Kingman's vision. The Arizona Route 66 Revitalization Subgrant Program, funded through the National Park Service, offers grants of up to \$100,000 for the rehabilitation of historic commercial properties such as motels, gas stations, and trading posts, exactly the types of structures identified for adaptive reuse along West Beale Street.

| ARIZONA COMMISSION ON THE ARTS

Public art projects along the West Beale Street corridor may also be eligible for arts-specific funding. The Arizona Commission on the Arts offers grants for public art projects that could support gateway installations or mural programming along the corridor.

| ARIZONA ROUTE 66 CENTENNIAL EVENT GRANT

Additionally, the Arizona Route 66 Centennial Event Grant, which Kingman has successfully leveraged in the past, could support art installations tied to Route 66 heritage programming. Over time, the percent-for-art provision recommended in Section 5.6.3 can serve as a self-sustaining funding mechanism, reducing reliance on public grants as private development comes into the corridor.

| SURFACE TRANSPORTATION BLOCK GRANT (STBG)

The Surface Transportation Block Grant (STBG) is a flexible federal funding source for state and local transportation needs that can be used to fund a variety of roadway and streetscape projects. For Kingman, this is one of the most practical tools to fund major reconstruction of West Beale Street, including widening sidewalks, adding

landscaping, improving intersections, and creating a more pedestrian-oriented environment. Awards typically range from about \$500,000 to over \$10 million depending on project scale and regional prioritization. Funding is distributed through ADOT and applications generally follow an annual or biannual cycle. Key prerequisites include having a well-defined project, inclusion in regional plans, and demonstrated transportation benefits.

| SAFE STREETS AND ROADS FOR ALL (SS4A)

The Safe Streets and Roads for All (SS4A) program focuses specifically on improving roadway safety by reducing fatalities and serious injuries, making it well-suited for pedestrian and multimodal improvements. This federal program is highly applicable to Kingman, particularly to fund safer crossings, traffic calming, lighting, and corridor redesign elements that support a walkable West Beale Street. SS4A Grants typically range from \$100,000 to \$25 million depending on the scale of the project. The program has annual application cycles, usually opening in the spring. To get funding approved, cities need strong data demonstrating safety risks and a clear strategy for addressing them.

| COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Housing and Urban Development (HUD) funding sources such as Community Development Block Grants (CDBG) can support public infrastructure, downtown revitalization, and even some building rehabilitation, especially if tied to economic development or benefit to low- and moderate-income populations. For West Beale Street, Kingman can use CDBG for facade improvement programs, streetscape enhancements, and small business support. Typical awards in Arizona range from approximately \$300,000 to over \$1 million depending on the project and funding category. The program operates on an annual application cycle through the Arizona Department of Housing.

USDA RURAL DEVELOPMENT

The United States Department of Agriculture (USDA) Rural Development offers a range of funding programs that can support implementation along West Beale Street, particularly given that Kingman is a rural community. Programs such as the Rural Business Development Grants (RBDG) can help fund small business support, infrastructure upgrades, and public facility improvements that are critical to corridor revitalization. These grants can range from \$50,000 to over \$3 million depending on size and scope of the project. In addition, USDA’s Rural Placemaking Initiative aligns especially well with the City’s vision of transforming West Beale into a destination by supporting projects that create quality places where people will want to live, work, visit and learn. These funds can be used for streetscape enhancements, public gathering spaces, facade improvements, and projects like themed lodging or cultural attractions. Kingman can use these funds to advance both the physical improvements and economic development needed to reposition West Beale Street.

Table 5-2 - Funding Sources Table

Funding Source	Department	Typical Funding Amount	Description	How Kingman Can Use It for West Beale Street
Arizona Commission on the Arts	State – AZ Commission on the Arts	\$2,000 – \$50,000	Supports arts, cultural programming, and creative placemaking projects	Fund public art, murals, performance spaces, and Route 66-themed cultural programming to create a unique visitor experience
Surface Transportation Block Grant (STBG)	Federal – FHWA	\$500,000 – \$10M+	Flexible transportation funding for roadway, pedestrian, and streetscape improvements	Reconstruct Beale Street with wider sidewalks, landscaping, pedestrian crossings, and traffic calming

Funding Source	Department	Typical Funding Amount	Description	How Kingman Can Use It for West Beale Street
USDA Rural Redevelopment (Rural Development Programs)	Federal – USDA Rural Development	\$50,000 – \$3M+	Supports rural infrastructure, business development, and community facilities	Assist with infrastructure upgrades, support small business development, and potentially fund themed lodging or attractions
Safe Streets and Roads for All (SS4A)	Federal – U.S. DOT	\$100,000 – \$25M	Focuses on roadway safety planning and implementation	Fund pedestrian safety improvements, crossings, lighting, and corridor redesign to support walkability
RAISE/BUILD Grant	Federal – U.S. DOT	\$5M – \$25M+	Major infrastructure grant for transformative transportation projects	Large-scale corridor redesign, gateway features, multimodal improvements, and district-scale infrastructure
Congestion Mitigation and Air Quality (CMAQ)	Federal – FHWA (via ADOT)	\$500,000 – \$10M	Funds projects that reduce emissions and congestion	Support EV infrastructure, alternative transportation, traffic flow improvements, and shuttle systems along the corridor

Funding Source	Department	Typical Funding Amount	Description	How Kingman Can Use It for West Beale Street
Improvement District (Business or Community Improvement District)	Local – City of Kingman	Locally determined (assessment-based)	Special district where property owners fund improvements and maintenance	Create a self-sustaining funding mechanism for branding, maintenance, events, and corridor management
Brownfield Redevelopment (EPA Grants)	Federal – EPA	\$200,000 – \$2M	Funds cleanup and redevelopment of contaminated or underutilized sites	Redevelop vacant or blighted parcels along Beale into productive tourism or commercial uses. Will be used if gas stations need to be repurposed
Community Development Block Grants (CDBG)	Federal – HUD	\$300,000 – \$1M+	Supports community and economic development in low-to-moderate income areas	Streetscape improvements, facade programs, utility upgrades, and support for small businesses
Arizona Brownfields Program	State – Arizona Department of Environmental Quality (AZDEQ)	\$50,000 – \$500,000 (assessment & cleanup support; varies)	Provides funding and technical assistance to assess, clean up, and redevelop contaminated or underutilized properties	Identify and remediate blighted or environmentally challenged parcels along West Beale, making them viable for redevelopment into tourism, retail, or mixed-use projects



Chapter 6:
Conclusion



Chapter 6: Conclusion

Recommendations are the predominant focus of this study and project. The ASU student team has created a framework of recommendations for the City to utilize covering every topic discussed within this paper. The framework of recommendations and implementation has been created as a menu of options from which the City and its respective departments can select interventions to match current and future needs. Options can be selected in isolation or as a series of complementary actions. The City of Kingman has a unique opportunity and can fundamentally improve the lives of its residents while also supporting tourism. As the gateway into and out of Kingman, West Beale Street is in a position to present a favorable first and last impression upon residents and visitors, it is important therefore that these impressions be unique and lasting. This project has been dedicated to helping the City with the first steps and providing a solid and reliable base of information. Now is the time to begin Phase 1.

Works Cited

Glossary

TERM	DEFINITION
ADOT	Arizona Department of Transportation
ASU	Arizona State University
AZDEQ	Arizona Department of Environmental Quality
BLM	United States Bureau of Land Management
BNSF	Burlington Northern and Santa Fe Railway
CANAMEX	Canada and Mexico Trade Corridor along I-11
CDBG	Community Development Block Grant
CFRA	Cerbat Foothills Recreation Area
City / The City	City of Kingman, AZ
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
HUD	Housing and Urban Development funding
I-11	Interstate 11 proposed transportation corridor
I-17	Interstate 17 highway
I-40	Interstate 40 highway
KART	Kingman Area Regional Transit
KPI	Key performance indicator
P&Z	City of Kingman Planning and Zoning Department
RevPAR	Revenue per available room
SS4A	Safe Streets and Roads for All grant program

TERM	DEFINITION
STBG	Surface Transportation Block Grant
TIP	Transportation Implementation Plan
TMP	Transportation Master Plan
US 60	United States Route 60 highway
US 93	United States Route 93 highway
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
WACOG	Western Arizona Council of Governments
WRDA	Wickenburg Redevelopment Area Plan

Appendix

- A. In-person engagement activity board photos
- B. In-person engagement tabulated comments
- C. Online survey exported results
- D. Property ownership parcel breakdown

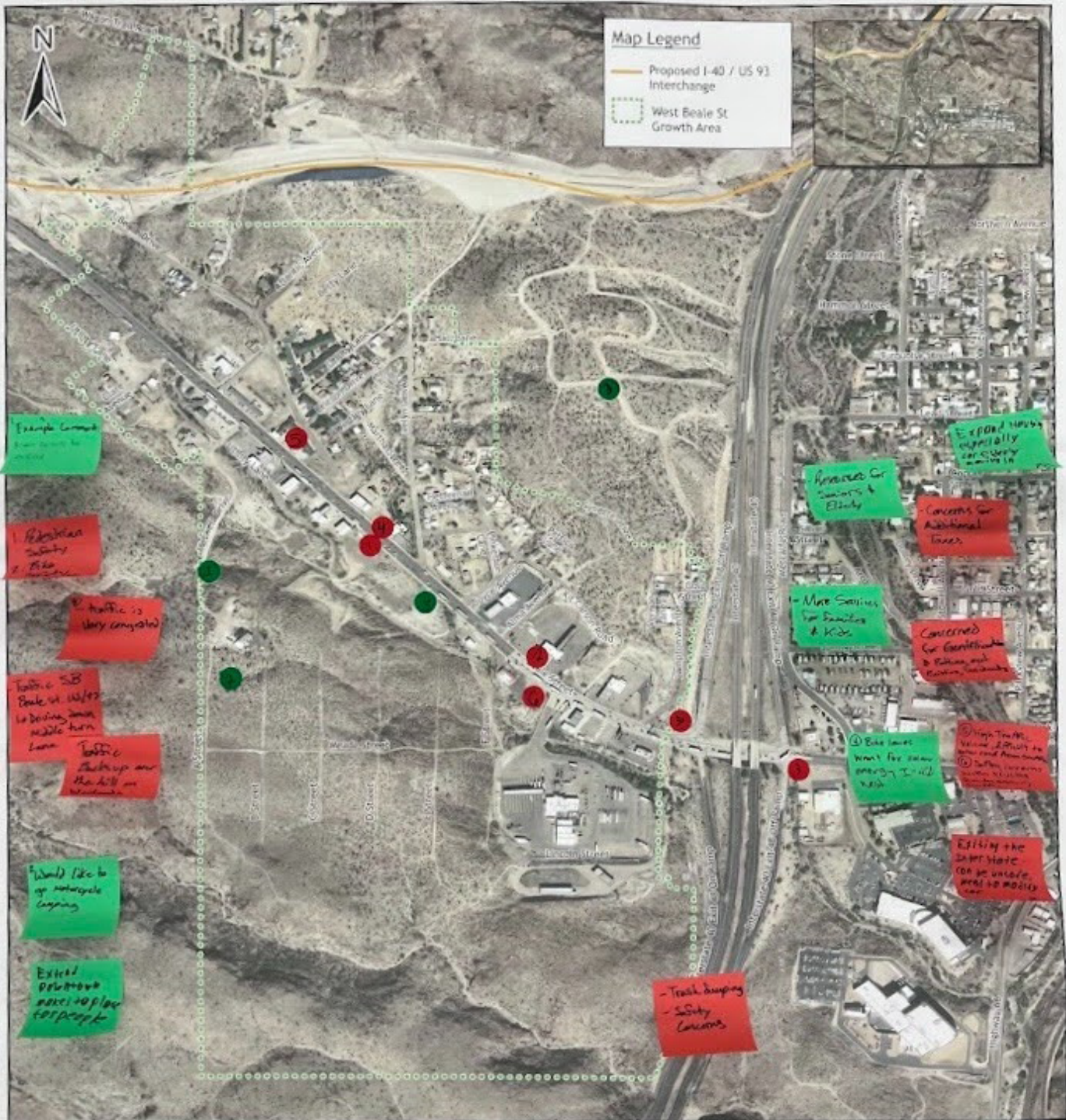
Appendix A

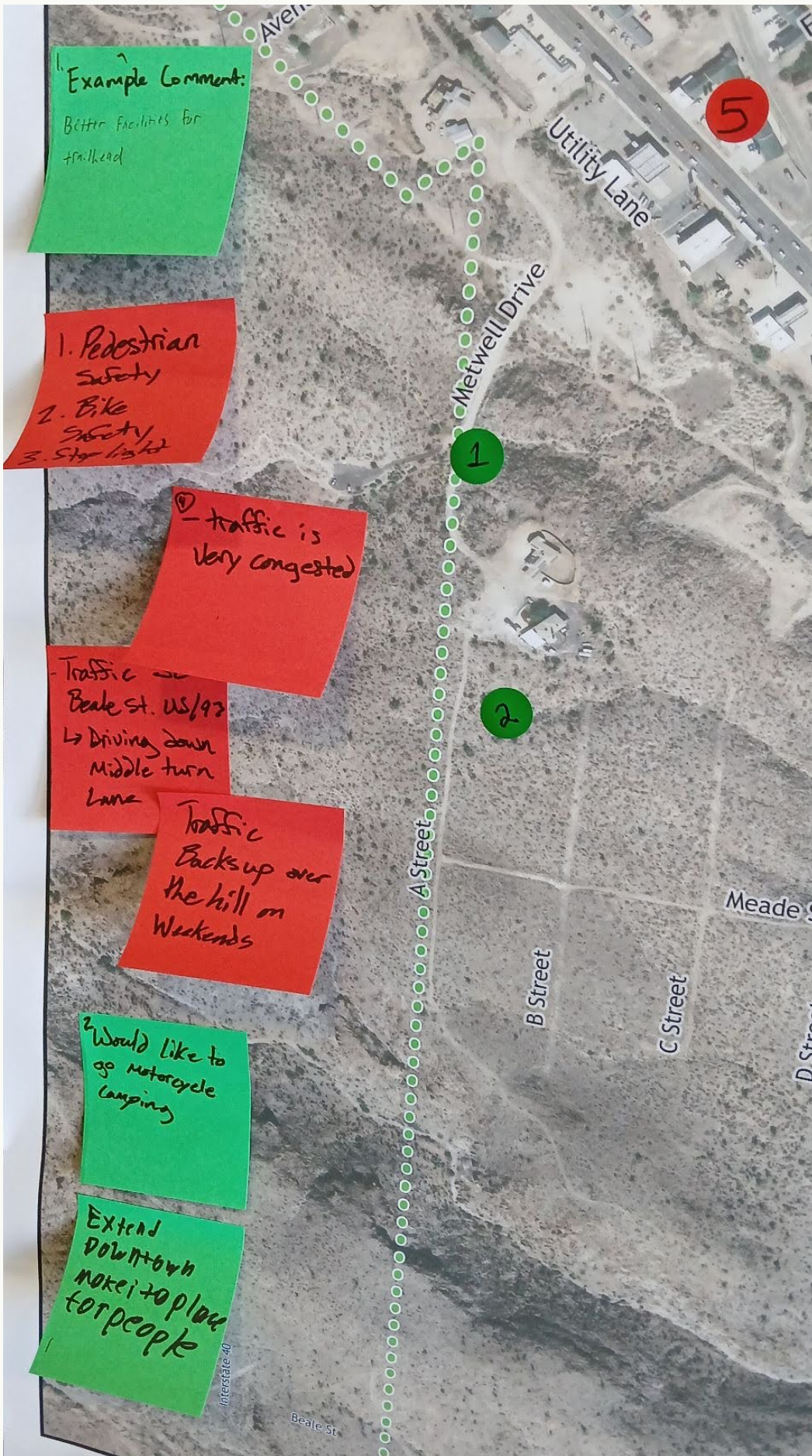
In-person Engagement Activity Board Photos

Opportunities & Constraints Map

Place your dot on the map and use a sticky note to write your thoughts.
Place a dot on someone else's note that you agree with.

● - Opportunities ● - Constraints





Example Comment:
Better facilities for trailhead

- 1. Pedestrian Safety
- 2. Bike Safety
- 3. Stop light

① - traffic is very congested

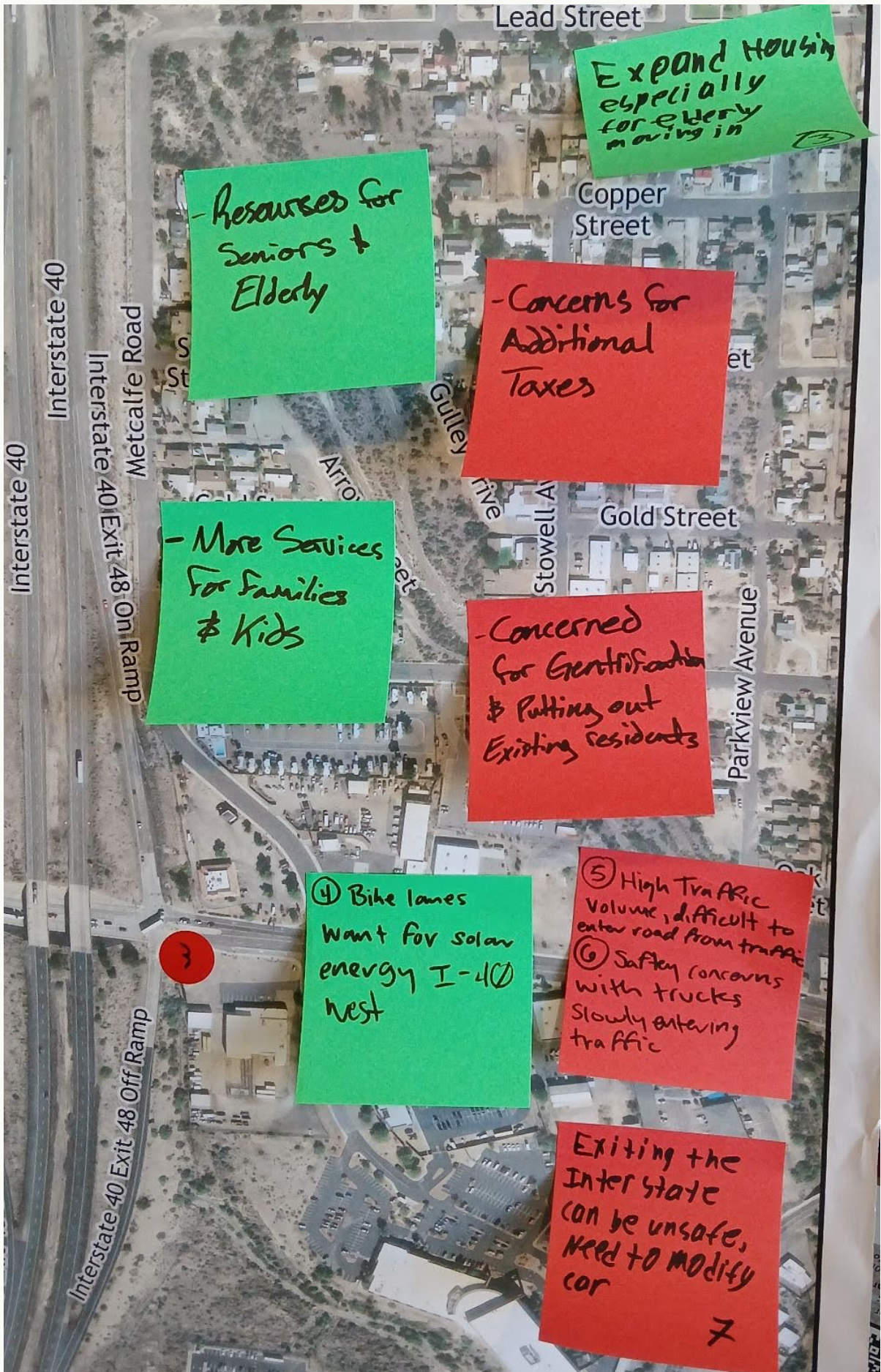
Traffic on Beale St. US/92
↳ Driving down middle turn lane

Traffic Backs up over the hill on weekends

② Would like to go motorcycle camping

Extend downtown park to place for people





Expand Housing especially for every moving in 3

- Resources for Seniors & Elderly

- Concerns for Additional Taxes

- More Services for Families & Kids

- Concerned for Gentrification & Putting out Existing Residents

4 Bike lanes
Want for solar energy I-40 west




5 High Traffic Volume, difficult to enter road from traffic
6 Safety concerns with trucks slowly entering traffic

Exiting the Interstate can be unsafe, need to modify car 7

Urban Character Vision






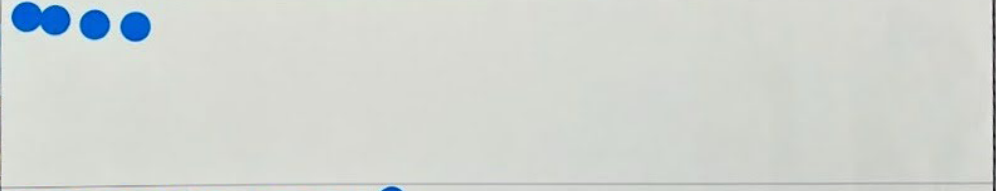

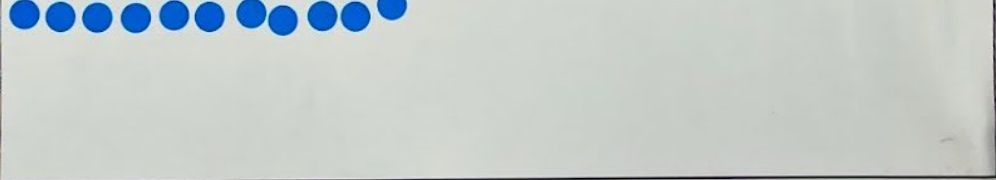
Place your dot next to the type of urban character you would like to see on West Beale Street, and use a sticky note to write your thoughts. Place a dot on someone else's note that you agree with.

<p>50s retro style</p> 	
<p>Western small town</p> 	
<p>Historic downtown</p> 	

Streetscape Vision



Place your dot next to the type of streetscape you would like to see on West Beale Street, and use a sticky note to write your thoughts. Place a dot on someone else's note that you agree with.

<p>Downtown street, pedestrian focus</p> 	
<p>Small road, balance of transportation types</p> 	
<p>Wide road, car access</p> 	

Appendix B

In-person Engagement Tabulated Comments

NOTE: Red = constraint, Green = opportunity. Opportunities and constraints were numbered separately, which is why some numbers are repeated. Comments without associated numbers and colors were not placed on the board.

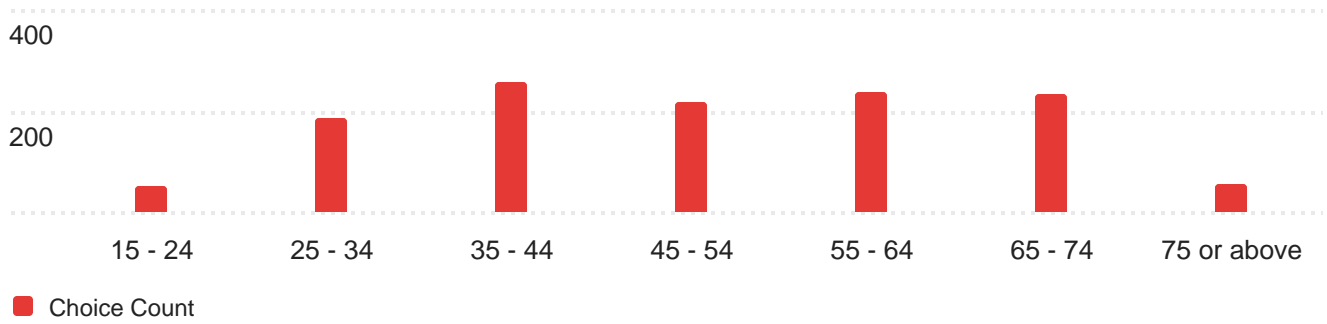
Number	Note Color	Category	Dot Location	Comment
1	red	constraint	South side of Beale St, across from Watch Dog Boarding	pedestrian safety
2	red	constraint	Near Subway	bike safety
3	red	constraint	East side of I-40 interchange, near off ramp	stop light
4	red	constraint	Near Watch Dog Boarding	traffic is very congested
5	red	constraint	Harmony Village Apartments	High traffic volume, difficult to enter road from traffic
6	red	constraint	Near driveway to TA Travel Center	Safety concerns with trucks slowly entering traffic
7	red	constraint	West side of I-40 interchange, near off ramp	Exiting the interstate can be unsafe, need to modify car
2	green	opportunity	South of houses on Metwell Dr, near Carl's Camp	Would like to go motorcycle camping
3	green	opportunity	Intersection of dirt roads Hall Ln & Lampton Ave, north of Beale west of I-40	Expand housing especially for elderly moving in

Number	Note Color	Category	Dot Location	Comment
4	green	opportunity	South of Beale St, between Evelyn Dr and Joyce Ave	Bike lanes want for solar energy I-40 West
-	-	constraint	-	concerns for additional taxes
-	-	constraint	-	concerned for gentrification and putting out existing residents
-	-	constraint	-	trash dumping, safety concerns
-	-	constraint	-	Traffic SB Beale St US/93, Driving down middle turn lane
-	-	constraint	-	Traffic backs up over the hill on weekends
-	-	opportunity	-	Extend downtown make it a place for people
-	-	opportunity	-	resources for seniors + elderly
-	-	opportunity	-	more services for families & kids

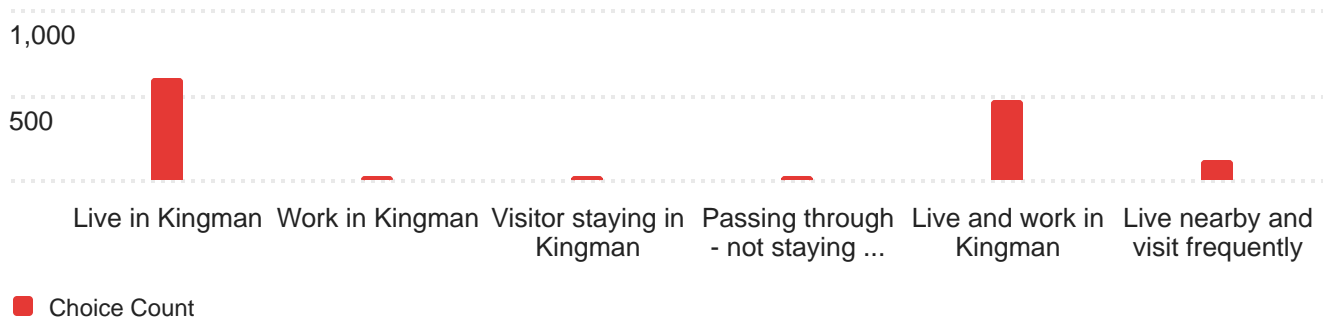
Appendix C

Online Survey Exported Results

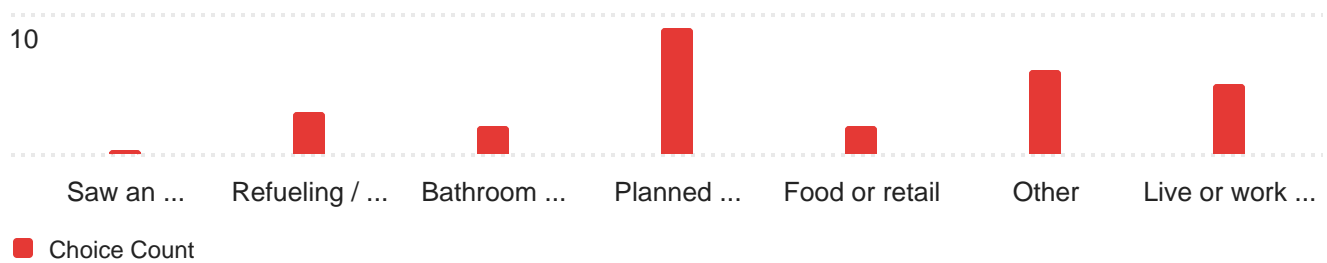
Q1. Please select your age range



Q2. What is your relationship to Kingman?



Q3. What is the primary reason for your time in Kingman? (select all that apply) - Selected Choice



Q3. Other - Text Response

Other - Text

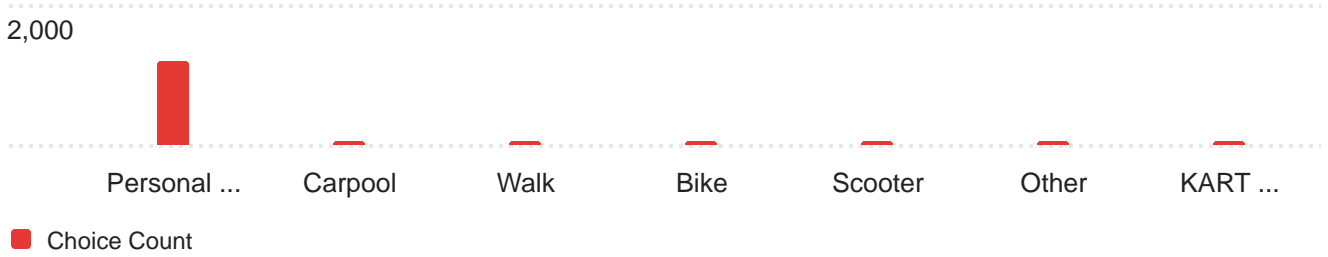
Only sizable city to spend the night on the route

Visiting Family

Family

Visiting Family

Q4. How do you get to Downtown Kingman? (select all that apply) - Selected Choice



Q4. Other - Text Response

Other - Text

big truck

Car

Motorcycle

Motorcycle

Run

live there

Motorcycle

Golf Cart

I live in downtown

I live in Downtown

Born and raised Kingmanite live Downtown

Avoid. Too many homeless allowed to literally the area.

I don't go downtown

Live downtown

I live downtown

I live in downtown

By car but I'd love to take public transit

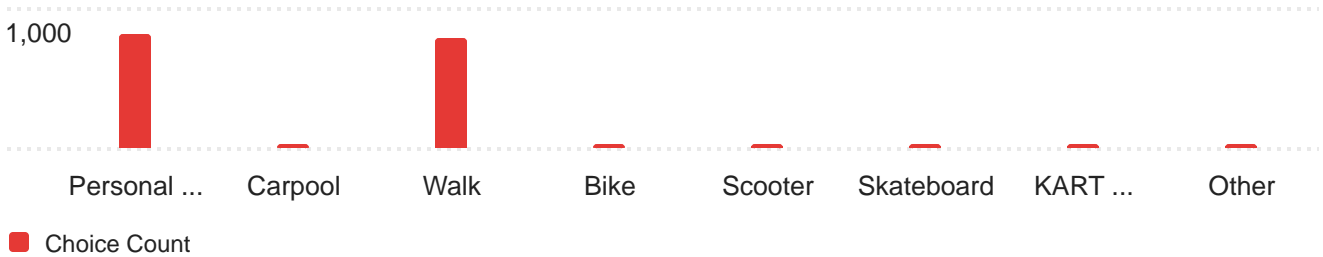
Harley

I live downtown

Motorcycle

Company vehicle

Q5. Once in Downtown Kingman, how do you get around? (select all that apply) - Selected Choice



Q5. Other - Text Response

Other - Text

truck

Walking

Walk

Motorcycle

Just for church

Golf Cart

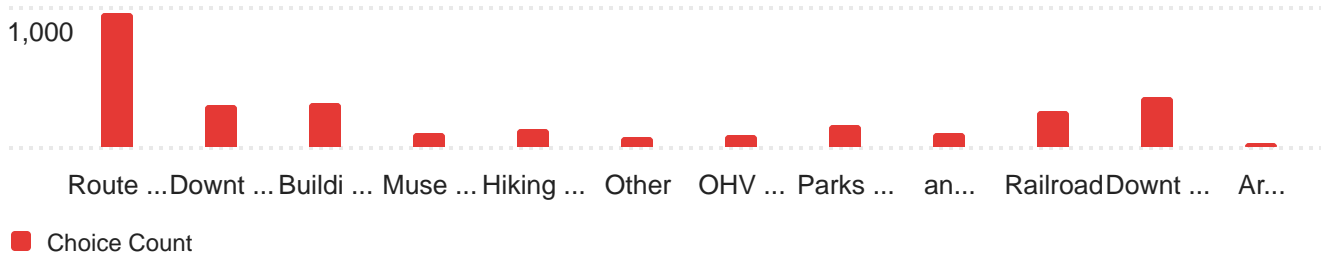
I avoid the downtown since Beale Street makeover.

roller skate

I don't go downtown

Hike

Q6. Which of the following attractions do you associate most with Kingman’s identity? (Select up to three options) - Selected Choice



Q6. Other - Text Response

Other - Text

Beale St was a pleasant surprise as a first-time visitor

Home...disabled

Grew up there

Andy Devine

Dollar Stores

Beale Street Theater

Groceries

Grocery store

Do major shopping in Bullhead city cause Kingmans sales taxes are getting too high

Grandma Patty

Semi trailers going through it

Mining

None

Bars

Grand Canyon

Street rods

Hualapai Tribe

Cowboy, rodeo, ranching

None

I consider downtown's dining/breweries, shopping, and historic buildings the "historic downtown district"

Events

I live and work here

The big neon heart

Kingman street drags

More than 3 of those; Museums, downtown shopping, hiking/biking, parks, airport, restaurants and entertainment

Rodeo, cattle and mining history

Turquoise

Equine activities

Watch Dog Boarding and Daycare

Street fairs

None

Wild spaces

Mining

Kingman Street Drags

Grand Canyon launch city

Rural community with political corruption, resistance to progress and change, and very shoddy workmanship (roads, construction, medical practice). - there is a lot of room for improvement here in Kingman, AZ.

Run down

Drugs

The whole history in general

Hualapai Mountain park

Kingman has no identity to me. It's like a giant, dirty truck stop.

NONE

Tweaker ville and Admin corruption/Cronism

Timothy James McVeigh

Walmart

Historic Buildings, Airport and Aviation History, and Railroad

Hooking

City hall, matinas

Dog park

Tweakers and missappropriated spending

None

Drag races

Restaurants not downtown.

Kingman needs to find/redefine its identity. Pick something and actually stick with it and develop it.

None

Courthouse

Antique car shows

What aviation history?

Walkability

Pit stop on the 40

Meth addicts and racists

None of these are attractive to identify

Q7. Which of the following events do you associate most with Kingman's identity? - Selected Choice



QID122_11_TEXT - Other - Text

Other - Text

Route 66 events and Andy Devine Days Rodeos

None!

None

Church

.

nothing

Route 66 history

CAR DHOWS showsshow s u

Chillin on Beale

Rodeo

Parades

Andy Devine parade

Traffic

Off-roading, car shows

Car show

Having nothing for kids

Idk, still settling in

Music. Would love to see a comedy club come to Kingman.

Fun Run on 66

Car shows

Rather not tell students in Phoenix...

Route 66 Events

Remote control rock crawling

None

Kids sports

Classic cars

Shopping

Drag races

Absolutely nothing because there isn't anything

Rodeos

Route 66 fun run

Rt 66 Fun Run

Nothing

Fun run

None

Rodeo

none

Kingman Route 66 street Drags

Hometown

Street drags

I just live and work here

Kingman street drags

any

No events in kingman that are unique to kingman

First friday is getting pretty good. But history is important as is open space and the mohave desert.

Roses

Auto shows/street drags/66

None

Both festivals, parades and recreation events

Shopping

I don't feel like there are enough of any of the above to make an association.

Kingman doesn't have a well defined identity

Car shows and cruises on Beale St.

Parades

None

Outdoor Reaction and First Friday

Rt 66

None

Nothing

Softball tournaments

There is nothing to in Kingman -compared to Lake Havasu and Bullhead

You're kidding, right? No one outside of Kingman has any idea about what's listed above. I hardly do and often it is after the fact. I don't pay \$150/yr for the Miner and events are not well advertised. I live within 2 miles of the fairgrounds and last fair had no idea it was happening.

None

Grand Canyon and hiking

Rt 66

Nothing

None, we always leave town to Vegas, Phoenix or Bullhead to attend fun events for our family.

None

Typically avoid town/crowds during any events.

Rte 66 and First Fridays

None

None

It's boring here and not enough activities

Nothing

OHV trails, hiking, Geocaching

Street drags

Performances at the newly renovated theater

There are some events but they are not advertised well. Even events at the fairgrounds have no signage.

Poor maintenance of the rest of our town

Route 66 fest is the best!

Run down drug addict areas

Shopping at Walmart

Old cars ,rodeo, music in the park

Wineries, Distillery, Breweries; all established since 2010 mostly

Festivals, Fun Run and 66 Fest

Nothing

nothing, tbh

Meth town

Truck stop, gas station

None

Fun run, street drags, off roading

Go to work, go home, then pay too much for everything

None

Drag races

Street Drags and Carshows

Car shows

Drugs

OHV and pretty much nothing else. Restaurants, shopping and medical care is terrible! City council sucks

Polyglot indecision. Struggling to find a niche.

Automotive related events, car shows, street drags, sand drags, etc

None

None

Museums

Nothing to do

Drag races on 66

Andy Devine and Drag Races

Andy Devine rodeo

Nothing

You have nothing here

None of above

history of 66 and events on it

Drag races n car shows

Small town feel

We have events?

Rodeo

Carshows

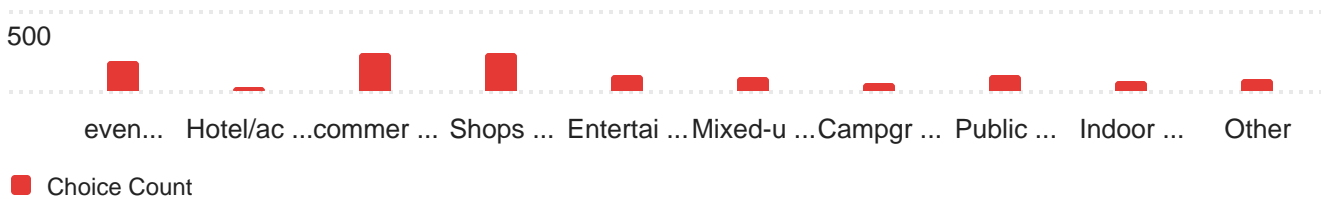
For the crowds I see going to these I wouldn't call them events maybe the fun run but any given day at Walmart has more attraction

Rodeos

none

Andy Devine Rodeo

Q8. If highway-oriented businesses along West Beale Street were to redevelop after the construction of the US93 bypass, what would be a fitting future land use for the area? - Selected Choice



QID117_14_TEXT - Other - Text

Other - Text

Don't

I live in the east part of kingman

.

Something that will bring people from all over the world, not just locals from kingman

Movie theater

new fair grounds

Move government offices out of Beale street

Trails. Recreation.

Kids indoor play center

Shopping

Miniature golf

Mall, costco, grocery store options

Aldis

Everything that is listed above would take away from the local business that you claim to want to support. Kingman used to be popular for it drag races and air shows. The area could be developed designed drag strip and bring back an iconic Route 66 event.

Costco

Something family oriented for kids to do like mini golf, top golf, skating rink

Senior affordable housing. Variety in foods & perhaps Asian market.

large truck stop like a bucees

Chick fil a

I'm picky enough to need specific details about what's being demolished for new requests. Nothing from the stock exchanges is wanted. Maybe public area, but depending on location require utilizing firearms thinking not just popular wants

Fix all of Kingman. It is a mess

Some attractions for youth

Nothing we are becoming too crowded

Parks with water features

Something more children based or family oriented like a skate rink or a bounce house or a trampoline park an indoor laser tag with a movie theater on the other side and a skating rink in the center

Waterpark trampoline park roller rink target

Something for our youth

Full service restaurants

Rec center/ restaurants

Some for the kids they dont have anything to do exactly the toddler and younger kids

Something for the kids there isn't much for them to do in town

Drag strip race track

A place for indoor outdoor activities where the community can gather or multiple activities for all ages to engage

Keep the big box stores away. Encourage small businesses, mixed with open space/parkland/trails. Minimize growth and encourage quality over quantity. Stay small.

Sometsomething for kids and families to do like a arcade

Costco, trader joes, sprouts

Something for the youth

I see a mix of hotel accomodations, entertainment, bars/breweries/eateries and a campground with overnight parking.

Something that is free for everyone

Family indoor/outdoor entertainment Putt- putt indoor jump sky zone. Arcade mini Indy racetrack

An aquatic center

Kids Recreation ie Spy Ninjas

More recreation oppourtunities, connector trail from downtown to the Cerbat Foothills recreation, less commercial, a campground for folks to camp and to horse camp to trail ride the Cerbat recreation area

Outdoor amphitheater, outlet stores, turquoise/gem mining sales better than quartzite, major antique mall, campground w wagons n teepee to stay in like zion or grand canyon

Drive-in theater roller skating rink

A bigger splash pad and park

Trader Joe's or sprouts

The area you're talking about presently is full of vagrants and meth addicts. It is not safe during the day and would absolutely not be there at night. Fix that problem first.

Bring a YMCA here

Public Park with grass and trees but with kid friendly activities. Rock climbing, mini golf, small zip lines, splash pad, dog park, bike course, etc.

Growth just needs to happen

Roller rink.

More history on Ft. Beale and the Hualapai's Tribal history of that area

Big box store and/or indoor sports/event facility to host athletics and live performances.

Food truck events and making it available to pre order by having info on billboards 10 miles out with info to preorder

Leave it undeveloped please

Mixed Use (shops bottom, apartments top) and alternative home neighborhoods like Earthship style, cob homes, air crete, and etc.

Big Box Strip Mall, Entertainment focused especially for families with kids, Mixed-use. One or all of this would be very useful to those living in Kingman and looking for more to do, or more options for housing

Other states have great dog parks with fountains, grass, and dog playgrounds. Travellers with pets seek dog parks.

Public access pools and splash pads

Currently small shops we need a Costco at the airport

None

why in the fuck would you make this a select one option?! Fuckin lame, 1, 2, 4, 6, 7, 8

Don't want any more business. It's too chaotic as it is now with tourists.

Costco or so other market i live in this area a nothing but dollar General stores need something to attract this section

Fred Meyer, Target, Texas road house.

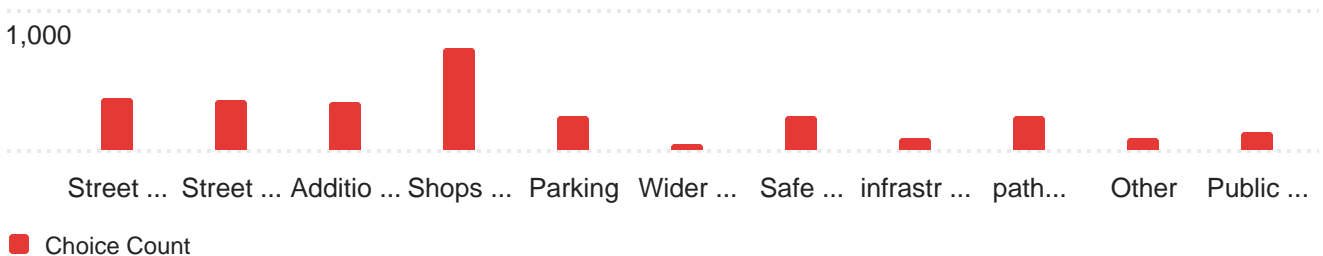
All of these!

Government

Indoor aquatic center

Yes because that is where the history is

Q9. What additions would you like to see on Beale Street west of I-40? (Select up to three options) - Selected Choice



Q9. Other - Text Response

Wider roads

A community center FOR KIDS/Toddlers/PRE K of some kind would be nice. They did bounce houses once but somewhere daily would be nice.

Move government departments out of Beale Street downtown

Small grocery store like Aldis or Trader Joe's for guests and residents no more dollar generals

Benches to sit

Turn the street into a race location and hold more than one race a year to draw in more people

more tesla charging

Parking with local teams to get to downtown events

Stop light at the truck stop

Improved traffic control.

Music venues

FIX THE STREETS!

Better variety food stops.

Cool the pot holes to make all the roads driveable

More car events

Park to bring my dog that is NOT a dog park

More utility for the future. Shade/sidewalks... tough to pretend words are useful when logistics matter.

RC rock crawling course

Down town has enough.

Roller rink, drive in.

wider street

Nothing paid for by the city. Grants only.

Infrastructure to handle traffic before more growth

places to sit

Splash pads, swimming pools

Something that would bring entertainment and people to the city we're tired of motels family Dollars Dollar general stores

Trader Joe's

A grocery store. A real one..not Dollar General

Events

Quarter mile drag strip

To con't to promote Route 66

Clean up the old buildings and get rid of the eyesores

Something that beautifies kingman and makes it look less low income and trashy

Greenway areas with shade trees and for example, birding habitat. Avoid large-scale commercial development.

Something for kids to do and family

Nothing, just fix up what's there and leave it. No one in Kingman wants to go west of I40, we want new shops and restaurants more towards the center of our community. No urban sprawl!!!

Something for the youth

Restaurant

Public restrooms

Lighting should comply with darkskies criteria, save our skies from light pollution, wider sidewalks, additional lighting, safe pedestrian crossing

Roller skating rink drive-in theater

None- we should protect the area that makes kingman special. Its wild desert.

Stuff for the younger people to do

More places to take photos for tourists

We dont really go down town.

Entertainment for families... roller rink, movie theater.

Address the vagrant and drug addicts first. Not a safe area.

None - Gasoline Alley will now be passable. Don't encourage more development and crowds any further west.

Nicer vegetation. The city's recent renovation was great but the trees and plants they selected were HORRIBLE.

Clean it up, weeds, properties, and pot holes but it looks like a run down town.

Fix our other city streets

How about some signs that say "WELCOME TO KINGMAN NOW LEAVE"

It would be perfect for a main corridor of all of the choices mentioned and behind them the use of space for RVs, travelers in Vans, and land for multiple alternative dwellings built for sustainability like Earthships.

Family fun area, small movement park for kids (space net, natural looking climbing structure with shade and picnic tables, water bottle filling station

People like mom n pops places

shops for locals, not tourists

Rv camping sites and/ or water/ dump station for visitors to use while visiting our city.

Visible lines on the roads

Ohh so this one is multi select?! No more than 3 ... fuck this survey

That part of town is unsafe where the old Calico's & Motel 6. I'd think it needs to be safer if we are to implement any of the other suggestions.

More trees

Better street markings for vehicles and pedestrians. Too many make sudden lane changes and dart across the street in front of traffic.

Costco or shopping market like grocery store

Wider road, the new road is too narrow.

Affordable housing

Need clearer outline of where you are referring. There is already most of this currently present.

Nothing new

Better roads

Coveted parking

Clean restroom building

Roadway improvements

I have little to any desire to be in this area of town but well maintained roads

More large trees for natural shade

Q10. How do you think interstate travelers can be directed most effectively to Kingman? - Selected Choice



Q10. Other - Text Response

Other - Text

Billboards and making it known online that it is a good place to stop

Advertising

Website

Network

Social media

Tesla Charging sites

Better restaurants downtown.

Need restaurants & clothing stores

It's I-40, no need to really advertise.....

I fail to see why their wanted cuz I don't own a retail shop in the area.

Billboards for what we have in Kingman not just downtown.

Billboard's starting after truck stops in Dolan Springs

Billboards guiding people where to go in the city for something fun to do

Social media

Have places in this town that travelers want to stop at. Retail stores, restaurants, activities for kids, better parks those are things travelers want, especially when they know they have long distances before they hit the next big town

Safety for yourh

Social Media

Build a drag strip they will come from all over

Online promotion of niche items

Word of mouth, social media, quality destinations for travelers that don't involve the same strip malls that so many other towns have. Focus on the outdoor space and the history. Avoid using the "schlock" advertising.

More pride and development in Rt. 66

Stronger search engine presence

Signage for I-40 business / 66 historic district

runs ads online

MIYCD compliant Roadway Guide signs

Costco

Kingman is already well known, just infrastructure hasn't caught up. Kingman infrastructure is subpar. Roads and intersections around are the worst I've experienced and I've lived all across the country.. blind and horrible intersection.. any amount of traffic flows poorly

All above

L.E.D. Billboard signs one westbound, one eastbound and one at the Fairgrounds

Give them a reason to stop here. Good CLEAN hotel/motels. Good food, entertainment. Make it a destination not just a place to stop and pee

Novelty exhibit/cool roadside attractions alongside billboards and signs

Partnerships with google maps and other social media

Parks & outdoor activities, dog & kid friendly, clean town

Variety of known stores and restaurants advertised

Western history pro christain community.

Festivals

Clear messaging of Kingman's assets like food, shopping. Not just billboards but actually showing people what we have.

Well paved city streets and better traffic management

None of the above.

Now entering the Meth Capital of the World

Billboards should be specific of why to get off the highway, and should advertise businesses in Kingman on a rotation schedule. If the city is paying, it should NOT say "Welcome to Kingman" that is a waste of money.

Billboards, get more social media attraction out there, putting up signs in town, novelty exhibits would help but that means we have to have something worth stopping for like that

Billboards highlighting downtown shops, restaurants, picnic area with clean restrooms

Word of mouth. Get good at something. Take care of your people and people will hear.

All of the above.

Waterpark

Something to offer

By sending them to Stockton Hill Rd

Info on radio sign

No billboards, no more ugly signs. Especially 66 signs. They ruin the scenery of the Hualapais.

better food options

Measured social media marketing

All of above

Better development of Centennial park. It's easily visible from the highway and as a traveler, I look for good parks for my family wherever we go.

When advertising you're going to need more than just one idea to advertise on billboards websites posters in other stores there's other so many options. Don't miss out on all of them.

Social media

Restaurants chain and local

Q11 - Please describe how you believe the interchange will positively or negatively affect you and/or the Kingman community.

Easier to navigate thru the city

The new interchange will be great!! It's going to eliminate that congestion in downtown for us locals trying to just get home. we avoid businesses that way only because it's gets so backed up with traffic trying to exchange freeways for people who are traveling towards phoenix or flagstaff coming in from Las Vegas or Bullhead city.

It will be positive for A variety of retail fast food, restaurants & tourist related businesses.

Bring city growth, more stores with interest to the city

Concern for the lost revenue when travelers don't stop here. Looking forward to less traffic.

Negative, downtown & Rt 66; positive hilltop and east side

Interchange will reduce accidents and eliminate the Beale St bottleneck residents have been plagued with for too many years trying to get in and out of Kingman not to mention travelers going to and from Las Vegas.

Too many people already. Hate to see the town grow

I'm hoping that it will smooth out through Geiger traffic between Kingman and Golden Valley, as well as streamline the transition along both freeways.

The traffic to work and appointments will be awesome with out having to change and wait for the lights but

The Kingman–Las Vegas route exhibits significant pavement fatigue, including cracking, rutting, and inconsistent surface quality. These deficiencies create operational challenges for passenger vehicles and heavy trucks, especially during peak traffic or weather events.” The interchange will definitely improve Kingman's image

This will positive and shows the growth in the Kingman community

It will take through traffic off of the street making it easier and safer to access the businesses.

It will divert a lot of traffic off of Beale St and ease congestion at he I40 on and off ramps.

I believe it will positively affect Kingman by drawing in more capitalistic value

decreased traffic, business loss

Kingman has to be a fun stop on the way. Some how get folks to spend some time in town on every trip.

The traffic will be reduced, but more purpose-driven.

Positive if done well, and criticized if done poorly

It will make it much easier to get out of town if going to Bullhead City or the Las Vegas Airport. Hopefully we will get more choices to eat and shop.

Positive. Keeps people from coming to Kingman and to stay a great small town

Positively. Helps keep Kingman a small, charming town.

It will reduce the traffic nightmare.

I'm hoping the reduced traffic taking 93 to 68 will make it much safer to travel in and out of kingman

The interchange will help with traffic. The creation of businesses including major retailers should have happened in Kingman decades ago and because it never happened Kingman is going to be something in the rear view mirrors of drivers. Add in nothing for residents to do outside of Downtown and a complete lack of a job market while new homes are constantly being built and you have a long standing recipe for disaster.

Hopefully bring more travelers enjoying our restaurants and parks.

Hopefully bring more restaurants and stores.

Hopefully ease up the traffic jams

I hope that the interchange will bring some bigger shopping choices in surrounding areas of kingman- with all the new access that will be created. We need to make the area attractive to Healthcare workers and now vocational instructors with the new programs offered at MCC. We have so many homes being built, yet our hospital has 156 job openings and pays more to employ travelers than to invest in their staff that live and contribute to investing in the community. We cannot survive if we dont have the healthcare to minimally support the community. The opportunities that will be created with the interchange will/can support the explosive growth and new homes built. Exciting to see the progress - I hope we can maintain it. I love Kingman and I am proud to be a nurse in our community and a homeowner that plans to stay and invest in the community, unless driven out by mismanagement of such opportunity.

It will help for the traffick but also we DESPERATELY NEED A COSTCO Or sams CLUB

Easier to get traffic to and from las vegas .

Won't effect

It will help the traffic backups that exist now coming down from Coyote Pass. As far as negatively impacting tourism, anyone who is going to stop in Kingman they have already made that decision before getting to that point.

Ease traffic congestion

Pros: will lessen traffic and allow a better flow when traveling to Vegas or Phoenix. Also makes it safer during travel (less stopping). It will hopefully mean new business going in at interchanges. Cons: cant think of any.

need additional sound wall downtown along the interstate

less traffic in certain areas

Help with traffic flow in and around City.

It will likely negatively affect Kingman because people will bypass Kingman altogether. Similar to what happened to Boulder City, NV

Positive will be less traffic on Beale Street- time saving drive
Negative noise

Then interchange will hopefully open up traffic and make driving safer. Hopefully we can get new exciting things in the area. Especially for younger and middle ages.

As a resident it will be a great relief at the 40 intersection. I am concerned that it will take away traffic and visitors from Beale St. The only thing that would make them detour and stop would be the attraction of 66 and the Tesla charging station

I believe this town needs more than it currently has to offer. Our population is growing and yet the amount of stores stays the same. For example I go to the next town over to go to places like target, Ulta, bath and body works. There is nothing drawing people to here. However we could be the town people come to for stores like Victoria Secret, Texas Roadhouse, Sephora, etc. Unfortunately the closest place for anyone in Mojave county is Henderson. However since we are a tourist town offering things like that would not only increase the amount of visitors to see our other historic landmarks but would also aid in the citizens of this City and offer more and better places to shop local. However I also understand it could be a risk and effect the revenue the local shops on Beale St and Andy Devine might make but I am not educated enough to make that call.

I have seen how adding an interchange can negatively affect the business that rely on that traffic. Take Boulder City as a prime example half of their downtown business are closed after not getting the traffic that they had come to rely on. If something big isn't created to draw people in then our downtown will be the same. Building more retail or restaurants will not help. There needs to be something that sets Kingman aside as a destination not a way point.

Will detour traffic thus less people passing through

Neutral

As Kingman is my closest town, I feel like setting up Charging stations would assist in bring more traffic events to the locations.

With the right things in the interchange it will be good.

Safer and more efficient traffic through the area. Unfortunate loss of quick stop business activity. Opportunity to create better retail, dining and entertainment for locals and visitors.

Negativity affect Kingman. People will drive past Kingman because they won't have to stop to get on I-40 from 93.

Im hoping to help with traffic back up going from Golden Valley to Kingman. Also less traffic in Kingman

It will definitely help with getting to Wendy's or black bear diner/Popeyes for the locals

It will definitely cut traffic on beale St

I travel frequently, and would enjoy a hot dog with a cold soda at a local Costco. Member for close to 48 years.

Gives the city an opportunity to move that section of town from truck stop and gas station business to potential new small local businesses district and potentially an entertainment district.

The interchange will definitely be better for Kingman and those who live in the surrounding communities making it enormously easier to get into town for use of local businesses.

We are frequent travelers to Las Vegas so this improvement will make our trip not only safer but faster. We think it will remove some of the fumes and dust created by the Semis passing thru on their way on both 40 and 93. Also the repaving on 93 to the 48 mm will be a tremendous help to the longevity of our vehicles which are now beat to death on the horrible pavement in and out of Kingman on 93!

It will keep traffic in the area but could shuffle people through too quickly

It will help with the traffic on Beale Street/Coyote Pass. Kingman had long been a tourist destination due to Route 66 so I don't think the overpass will draw people away, but it is a concern.

Need

Fix potholes

I think it will make downtown a ghost town

Fix congested area of travel. Hopefully address pot holes that are ruining travelers vehicles.

Positive effect for community if strategically marketed, i.e., capitalize on the Monolith Garden gem and its trail system that ties into the Fort Beale as examples

Safer travels through town not being mixed with truckers trying to maneuver their rigs

I think it fixes the congestion problems and developing down there more will create more jobs Kingman severely needs.

I think businesses that are currently in that area may lose business at first but if we put something fun and interesting there people may get off the freeway to take a look.

I think its great but its gonna hurt downtown

I think it will be good because it removes a lot of traffic that never had any intention of stopping here and hopefully open the door for more bicycle and pedestrian friendly development. Creating better connections between downtown and the monolith gardens trailhead would be a huge win for Kingman and hopefully promote healthier lifestyles.

Better traffic flow

Non

Positive vibes for sure it's gonna make traffic less difficult in downtown area

Hard to predict. Could be moving the traffic out of downtown and Beale onto the bypass makes less Travellers stop . Or we could see an increase in particulates in the air. Or ?

I don't think it will affect in a negative way. It will help with the traffic.

It will make it easier for traffic to go thru and hopefully bring relief to truck drivers

Hopefully it will attract variety in shops and restaurants - like Trader Joe's, Olive Garden, Costco
And a good brand name Health food/supplement
store like New Seasons or Whole Foods.

It will free up some of the congestion of all the traffic. Kingman is growing with population but the shopping and restaurants aren't following.. we need businesses other than dollar stores and taco shops.

I love the idea of diverting the traffic, but part of the reason I feel like people don't want to revisit Kingman is because of how bad our roads are. I hear it all the time. I've heard people say it would be a nice place. If the roads weren't so bad our roads are not only hazardous. They're an eyesore.

For gods-sake the entirety of Mohave County is hoping this construction will ease traffic!!

The commute is nearly impossible on a Sunday afternoon so it's going to help with that immensely.

There will be less parking specifically less for handicapped persons. Need more with shuttles to Beale and Andy Devine...specifically for events and venues.

I think it will relieve traffic in highly congested areas but will also allow for better development of the area west of I-40 which currently contains a majority of gas stations and road traveler services. I think this will allow for the expansion of the downtown shopping/walking area and we can see growth of local businesses

I believe the interchange will positively affect the Kingman community due to less traffic/congestion in down town Kingman. The major complaint of this town is the congestion where lots of accidents happen. Travelers out of town aren't family with the traffic patters and I feel like that causes a lot of confusion and room for mistakes when travelers are driving so it upsets the community. Also it makes it a lot more al easier and accessible with people who work in Kingman who are coming from surrounding towns like Golden Valley, So-high, Bullhead City and so on. It'll be a smoother and more pleasant transition that having to come into town and maneuver through various side roads or waiting for the freeway.

I think it would be over all okay, however I do worry that the city will focus more on attracting tourists and bringing in visitors versus focusing on residents that actually live and work in Kingman. We see a huge focus in attracting people from out of town and out of state but don't focus so much on actual residents and what we want or more importantly need.

I think it will make travel much easier! It is way too clogged as you head toward the Beale Street exit.

hopefully less congestion on Beale st.

i dont think the bypass will have much of any type of effect on kingman unless the city spends a bunch of money trying to build something and raises taxes..

They're just trying to get rid of the route 66 stuff they want to eliminate it all together

I believe it will make Kingman safer, and encourage more people to walk around in the area. There's too much traffic to safely exit your vehicle sometimes!

Finally relieve the exchange congestion

Hoping that it doesn't increase local costs here but helps the communities

It will save many more hours of my life that I've wasted waiting in traffic.

Hopefully positive if the city ever adds more businesses.

Positive!! Bringing growth and expansion, creating opportunity for higher quality and attractive shops/dining, will increase tourist attraction, create more local events for citizens and tourists. No negative impacts.

I like the open lands and parks here in Kingman. I love the outdoors and would like to continue seeing the natural and beautiful landscape Kingman has to offer. To continue with plenty of hiking and biking trails.

Remove the back up and long lines of cars due to trucks and lights at I-40. Positive.

Commute will be faster and on a maintained road once completed. Additional noise and air pollution is negative for everyone. Will impact business traffic flow.

I think it will help with all of the traffic build up coming from Golden Valley/Las Vegas. It will be more efficient and faster.

Positively because it will greatly reduce traffic in town. Also there's the opportunity for new businesses and shopping

I think it will help with traveling, but it might take away from certain businesses

Allow safer access to businesses

It'll end the line of traffic that sometimes blocked a lane on the interstate.

Positivity because the interchange is needed. Negatively because most people that move here hope it doesn't turn into a little California.

More visitors

It will be great to be able to get out of town and back into town without traffic headaches.

I believe it will reduce drive through traffic. Needs to have plenty of "Route 66 advertising billboard's" miles before off-ramps.

It will make some places (Black Bear Diner, Wendy's, etc.) safer to access traffic-wise. It will allow faster access to Bullhead, Vegas, etc. I fear for downtown Kingman, though. People will have no reason to go there. Wickenburg went through a similar bypass experience a few years ago, but with innovative ideas, they recovered.

The traffic on Beale street west of the 40 was a nightmare!

It will supply, more opportunity to advertise special events ,and interests that are around and in the community.

I do believe it will have a negative effect as it'll be less convenient to check out downtown. With the I11 interchange, there's no reason to slow down when approaching downtown. People can drive right on through our city, which is a wonderful thing when traveling, but I do think it will negatively affect our downtown revenue.

It might cut down the traffic.

It will make inner city travel much easier and quicker as well as travel to Bullhead City & Las Vegas

It will bring more shopping and restaurants

Kingman is growing and needs more good options for restaurants, activities, etc. I believe this will be a positive change and potentially great for our community.

In my opinion, the changes that are made are geared more towards visitors and not the residents.

The truckers and travelers coming through won't have to pile up on Beal Street to get back on the freeway

I think that it will help the community get to where we are going quicker and more efficiently but it may take away from local businesses and tourism.

It will greatly reduce major accidents caused by the sudden slow down on the hill with the significant drop in the amount of 18 wheeler traffic that will be able to bypass an area too congested for them, getting them to safer stops designed for truck traffic. also, the reduction in traffic backing up onto i40 because of the light or during an accident in that intersection will reduce accidents and ultimately save lives.

The interchange will definitely help with the follow of traffic, but it may come with a cost being that there may not be many people driving through downtown. Another big positive, is that Kingman has more reasons to add more to the town being restaurants, store, and activities that both travelers and towns people can have fun and enjoy.

Hopefully will bring more store like home goods, tjmax, Costco

I hope it brings in more amenities like big box stores and room for small businesses growth

Positively: decrease traffic jams. Allow all to visit businesses in that area.

Negatively: if not done correctly, may loose revenue from people passing through.

well mainly the trucks and ppl that re trying to quickly get thru I40 will take it. It should help traffic alot. kingman is NOT a tourist destination

More restaurants and retail would positively affect Kingman by providing more jobs, more opportunities for growth and make the community for enjoyable.

It all hurt for sure, but keeping the locals involved with the area will help it strive

Lose tax money from some travel. Easley navigable down town area. Less traffic. The area is hard to imagine depending how expansive the actual changes end up being.

It will definitely be a positive for myself and my family. We travel a lot and the traffic has been the biggest problem in that area for far too long long

It will positively impact those who travel this road as there is much traffic and many accidents.

Beale St backs up so badly with the at the I40 interchange with 1srmi's, and with the flow of the interchange it would make a smooth transition.

It would make the transition so much smoother, be safer and with some beautification along Beale bring travelers.

It will helps with traffic congestion.

Faster travel time

I live in Golden Valley (AZ) and won't/don't use Arizona State Route 68 or U.S. Route 93 as I feel it is a dangerous roadway. In lieu of that I take Shinarump Drive to Interstate 40 and get off at W. Beale Street (because of the current construction) to get into town. The majority of business that I conduct in town is on SHR (or just off it). Once this construction is done, it will make it much easier to get into town.

After they bottlenecked the exit to down town kingman (single lane exit to three lanes with furthest left being the only lane that even goes that way) the least they could do is fix it. As for the interchange it's about time we grew a bit. I just hope they sort out the out bound and inbound traffic in that area. Because current management of it is horrendous and if you say otherwise you aren't a local

It would be nice to have more options for places to eat or enjoy night life in a safe way!! Please bring chick-filet!!

Downtown will be bypassed, just like Boulder City was.

I think it will positively effect it by reducing traffic and congestion, but that could also hurt businesses that depend on that income.

The travel we be a lot better. Happy driver's equals people wanting to enjoy the area longer and all of its sights

It won't help us at all we come from Stockton hill road

Positive is more accessibility especially with traffic. THE REAL ISSUE IS urgent;roadways, sidewalks etc cannot handle the growth that has happened RIGHT NOW. Building ANYTHING at this point with Out infrastructure updates will compound the congestion more than what we already are dealing with. We love growth but we have no room to drive, turn into or out of businesses. We are severely lacking space for growth that has been thriving for recent years. Hoping for more lanes, turn lanes etc.

I think it will make driving to/from GV and Vegas a lot easier, but I also think there are a lot of businesses there that will struggle - and that area will get really sketchy if it's not redeveloped.

It will definitely help with the traffic. Too many travelers packed together and not paying attention causes accidents.

will rescue commuters from Golden Valley and Bullhead etc.

I currently avoid West Beale St due to the traffic. Once the interchange is done it will open that area to get gas and food.

Positively, will allow people to get to Kingman easier without the build up of traffic at the light. Allow pedestrians to easily cross all while being safer for all.

I40 will benefit the eastern side of the city, more housing and commercial construction, plus benefits that come with the increased population, ie parks, schools, etc. The interchange will make downtown virtually nonexistent to the north or south bound traffic. Bold signage and website information are needed to pull traffic into the downtown area. Additional housing and recreation venues would be very beneficial.

Help with traffic

Less tragic jam areas

Build more activity trails to draw ppl in- mountain biking,

I hope it helps with the local traffic flow/congestion

More traffic and need for more parking.

Negative too many people and too much traffic

Less congested trying to get in to kingman ...could decrease shops at beginning of Beale....should be nice when done though

Help alleviate the congestion in that area

No more hour long waits to get into town or waiting at a dead stop by the weight station in 100 degree weather. I look forward to the more fluid traffic. Hopefully it frees up the area so those of us in town can visit the restaurants in gasoline alley just fine without worrying about being hit by a semi!

BAD....BAD....BAD

A lot of people have hung loyally with the downtown area, and lots more have sunk thier money into downtown by starting businesses, keeping businesses open etc. These people will lose a lot of this "find a way to keep interstate travelers coming into town" project is not handled properly and Kingman owes the people, be it the business owners or residents who frequent these business and the area, the absolute 100% dedication, time and attention of the people who plan these things. These days BHC & LHC has got us beat for things to do on a regular basis and vegas is right up the road. But there are people who still believe in what Kingman could be if only the Good old boys would let it happen. The Hualapai Nation, River Running, even the Caverns needs to get off thier butts and you all should join forces to make it as though Kingman is the Gateway to all of this awesomeness. Dolan Springs was able to add not 1, but 2 brand new chevron stations, a dollar general and family dollar thanks in part to tourism and its related traffic. There is no reason why kingman is passing on these chances to connect Downtown to these places, as in, come out to kingman, hang out downtown, stay in an Airstream, get up go to the Skywalk, come on back at the end of the day, cool off in one of our many public polls, splash Pads, then enjoy a night again downtown! The possibilities are endless! This area has Got to capitalize on. What it has and then work on building up the rest or this oh so needed interchange is going to rip the heart and livelyhood right out of so many people that stuck by kingman as it has slowly realized it needed an overhaul. Don't let us lose the little we have tried so hard to build for you....

Positively. Keep the current charm of Kingman. No more growth. No more big stores. No big chain dining. Address water concerns.

It will help make the trip through this area safer.

It would clear up the congestion at I-40/Beale, a safer area

Less traffic on west beal.

It'll positively affect traffic flow for those who live in Kingman but work outside Kingman and vise versa. It might be a negative impact on some of our businesses, especially downtown businesses.

Reduce traffic

Bring in business

I think the growth is apparent and it will be a positive boost for Kingman monetarily

I believe the interchange will direct traffic away from downtown Kingman and gasoline alley

I think there will be pros and cons to this. But if the town is growing either way, does it matter in the long run. Some people will utilize the bypass and some might not

I think the change will be positive for both locals and those traveling. It will decrease traffic while offering business opportunities. Would love to see something awesome for the kids in the community.

will hopefully bring more visitors

It will make downtown Kingman irrelevant to anyone that's not local, unless there is something there that will attract people to come from around the world and not just Mohave county

I hope it keeps people passing thru out of mainntown

I live just outside kingman in Sohi ..Coyote Pass is always backed up mid afternoon..going to be great to have good traffic flow through that area

Positive effect

Positive effect due to less traffic, especially big

Pros are less traffic and bottleneaking, especially for a growing community.

Cons are possibilities for more traffic deterrent from stopping in Kingman.

Downtown should push Route 66, the old west and the 1950's, scenes. But, there could be a large waterpark (using Reclaimed/Recycled Water System) and ziplines in the Hualapai's/ or westside. Try to get the Old scout camp revamped for tent camping and hikers and utvs.

I think it could positively bring more restaurants / jobs to the kingman area. There needs to be more places to go to for the local and jobs.

Assist small businesses to succeed in today's volital economy.

I feel like this interchange is a great addition to Kingman to bring in additional resources and hopefully income that are city needs. It will also allow visitors to more easily navigate without fear of large traffic backups. It may also provide an opportunity for them to stop and actually enjoy the town instead of just sitting in traffic and trying to get through fill up on gas and be on their way.

It will ease congestion

I think it will improve traffic flow tremendously.

It can help the town grow and become more successful and bring more revenue

I used to work at the tourism bureau in Havasu, so I'm familiar with the power of the tourist dollar. More money coming into the city is generally a good thing.

Theres alot of people moving here but they're still the same things being built went can't we get something for youth like sports or activities that will keep them busy and teach them

I believe the interchange can positively affect the Kingman community by creating a need for more/better shopping opportunities as well as downtown interest. The community of Kingman has long been looking for more shopping and family entertainment in town and this new development might be the push to hear the voices of Kingman. Including new shopping, dining, and entertainment venues with the interchange will bring visitors (and their money) to Kingman. Right now, a lot of Kingman's money is being taken outside of town where there are more options to choose. As a member of many family groups, there is a huge interest in family friendly entertainment and shopping as there is a large influx of families moving to the city.

I think we will have to be even more intentional about getting visitors to come to downtown Kingman on purpose and to stay rather than just passing us by.

We will have to observe the effects

Better local traffic control. Better access to local businesses on Beale St.

The congestion will be less

Kids need a skating rink. Also a drive in movie would be great

If no national recogni

Definitely will make traffic flow better through the area heading West or North from Kingman.

I think it's going to alleviate a huge bottleneck and make it easier for people wanting to visit Kingman to get into town without being held up by the bumper to bumper traffic

I'm hoping it will reduce traffic.

Full service restaurants and shops off I40

Traffic has been a real pain when coming home from the west side of the 40 during certain parts of the day, especially on the weekends.

I do feel sort of negative about the interchange. downtown might slow down due to the bypass, but hopefully with billboards or proper advertising, of business and activities, we hope each business will still be able to prosper.

NA

The interchange is much needed to alleviate traffic issues. However, I do have concerns about the expedited bypassing of Kingman reducing business and engagement with downtown.

Positive- it will make my work commute better and safer. Negative- I worry about commercial use of beautiful open spaces and the loss of character for Kingman.

Positivity, by allowing more visitors to come in to downtown Kingman and spend their money

Positive

Hopefully it will stop the bottleneck in that area and make it safer for pedestrians. It would be nice to see this area redeveloped and used.

The interchange will reduce the traffic on existing off ramps and main roads. It will also encourage business development at the airport.

The interchange needs to happen just for traffic to vegas, that exit from the 40 is probably the most dangerous in all of Kingman

Will likely reduce number of stops in Kingman unless advertising draws people to downtown. Current mix of businesses on west Beale will not be attractive and will not inspire visitors to spend more time in Kingman

I do not believe it will have a negative affect on myself or the community.

We will lose visitors and tourists.

Not sure. Hoping it will ease traffic congestion and bring more tourists and improvements to Kingman by cleaning up the city.

I think the interchange could impact our town in both positive and negative ways.

On the positive side, it could bring in more visitors and even attract new people to move here. Growth can be a good thing, especially for local businesses and overall development.

But at the same time, that growth is a bit of a double-edged sword. Our town is already struggling to support the population we have now. Stores are consistently overcrowded, and shelves are often not fully stocked. For example, Walmart is almost always packed, and the same goes for our other grocery stores.

If more people come in without improvements to infrastructure and resources, it could put even more strain on what's already stretched thin. I think it's important to consider both sides and make sure our town is actually prepared for that kind of growth.

It will drastically help my commute! I am worried it could lead to less tourism as travelers may be less apt to stop since they can easily bypass the area.

allow more direct access and draw in tourism

Hopefully it helps with traffic on west beale. While doing so it most likely result in a decrease in visitors into kingman downtown.

To busy, crowded

Mostly a reduction in current gridlock

I think they'll be an adjustment. But I overall think that it's gonna be a great addition to relieve traffic and create better. Traffic flow.

Hopefully provide more opportunities for better stores and restaurants

It will positively affect the Kingman community because relying less on tourism may lead to local governments prioritizing the accessibility and quality of life issues of Kingman residents, such as unreliable trash/waste services, strictly one-way public transit routes, lack of third spaces for younger & marginalized/disadvantaged peoples in Kingman, lack of variety in retail & dining options, the major litter issue (likely related to the waste management issues), lack of entertainment venues for families & visitors, & lack of apartments & other independent living options short of homeownership. The housing issue, lack of third spaces, & lack of retail varieties (+ associated lack of job opportunities & higher education opportunities, as the Mohave College programs here often require travel to other cities for classes or clinical/apprenticeship requirements) make living & growing up in Kingman look especially bleak for younger people here. Investing in the local economy with better accessibility, housing, spaces, higher education, & mitigation of the trend of the city rejecting business licenses from major retail & entertainment opportunities the residents of Kingman would've loved is the move to increase economic activity in the area sustainably rather than the rat race of having to consistently introduce & maintain attractions for tourists in an era of short-form content & socioeconomic conditions that make travel to or through rural cities unlikely as-is.

I live on Ft Beake, so I am greatly impacted by the traffic and construction. Can't wait for it's completion. Much needed to relieve the traffic problem.

It will help

Easier to get on 40 and get to through the area

Positive buy reducing traffic jams, and potential for growth due to ease of commute if ppl which to live here and work elsewhere where.

Negative if ppl just bypass kingman

May slow business traffic a little but it will not change for me and my family

Cut down on congestion

I think the interchange will be great. We definitely don't need anymore gas stations, but more shops like Costco or Sam's Club, newer restaurants and cleaner hotels will attract people

We just need more kid thing

I just moved here I think it will bring more people

We are hoping for more shopping and restaurants. For having so many people it feels like we don't have much. I do worry about traffic on Stockton hill and our other main roads, I hope this could help.

Just makes access smoother

Kingman has many outskirt areas to live if you don't want growth, Kingman growing would be a good thing and maybe run out the riff raff.

The reduction in traffic will be amazing. I think downtown business will suffer somewhat from this.

The interchange will drastically improve traffick conditions on Beale St. It will negatively impact the local lanscape and scenery which should be considered and attempted to be preserved as good stewards of the natural landscape. It will also negatively affect the businesses on beal st and down town kingman making it easier for travelers to bypass the section of town without ever seeing it.

positively, less traffic back-up, smoother/easier interchange

Definitely a positive change coming in our future here in kingman would be amazing if we could have a drag strip built here

It will positively affect me as I work in Downtown Kingman and commute back to Golden Valley, Beale St is so backed up in the afternoon and the lift is very short, and so much truck traffic. The interchange will help with relieving some of the traffic.

At this time the traffic at i40 & Beale (HWY66) is horrible, I'm hoping better flow, in this area.

It is horrible right now. takes 45 mins to go 2 miles. Hopefully that will change when it is done

not sure.

It will greatly assist Kingman in a positive way for the future.

I hope this interchange will positively alleviate the constant daytime traffic congestion in downtown Kingman.

That's a no-brainer. It's going to ease up traffic coming into Kingman.

We are in desperate need of more shopping and hotel options to balance the congestion on Stockton Hill. This will go a long way.

East access to Bullhead and Vegas, and opportunity for urban renewal

Easy access to Bullhead and Vegas and opportunity for urban renewal

It is already and a pass through town for gas and maybe food. Bring in attractions that invite people to visit on purpose. A place to be proud to live

The interchange will help traffic flow a LOT. Many places worry about all the traffic bypassing their towns, but the reality is that that traffic will rarely do more than stop quickly to utilize gas stations, bathrooms and fast food. It's not the city's job to subsidize fast food restaurants and gas stations. Focus on quality destination evolution much like the downtown area is doing and eventually good growth will take place. The lack of traffic congestion will weed out unsustainable businesses and encourage more appropriate use of space.

I will have an offramp at Stockton Hill and will not have to sit in traffic to drive through the canyon

My hope is that the congestion one down town will be better.

Hopefully we get more tourists.

Faster transition to I-40, less congestion

It's tearing up some of our land which is heartbreaking and she h negatively affects the residents here who grew up respecting and living our surrounding land. It will positively affect traffic flow west of 40; that area is currently a nightmare (but that could also be fixed via altering the roads that are already existing and not adding a whole new road/highway). I don't think it will affect downtown buisness as much as some people project because travelers already pass around the area via the 40. People intentionally stop off downtown because they know about it or because it's along Route 66. Change is hard, a lot of kingmanites aren't stoked on the idea of growth; we like the small town and it's breaking our heart to watch it become big and sprawled and swallowing up the beautiful surrounding desert and mountains.

It will be easier to get to shops and restaurants downtown

It will be positive for the people living and working in Kingman. Especially those of us that travel downtown for work.

Will be great improvement for I-40 congestion at Beale

Will make travel on Beale more safe and appealing

I believe it will positively bring more tourist and make people aware of Kingman.