



MOHAVE COUNTY TRAFFIC SAFETY COMMITTEE

Agenda

Public Works Building - Turquoise Conference Room
3715 Sunshine Drive
Kingman AZ 86409

Pursuant to A.R.S. §38-431.02(H), the public will have physical access to the meeting place fifteen (15) minutes prior to the meeting.

Thursday February 13, 2025 - 9:00 am

1. Call to Order
2. Approval of the January 9, 2025 Traffic Safety Committee Meeting Minutes
3. Call to the Public
4. For Discussion and Possible Action RE: Updates on Previous Committee Actions (backup available on request) – None
5. For Discussion and Possible Action RE: Review of Recent Traffic Crashes Which Warrant a Traffic Safety Committee Review: None
6. For Discussion and Possible Action RE: Old Business Carried Over for Action from Previous Meeting: None
7. For Discussion and Possible Action RE: New Business (backup attached):

a) Havasu Heights - Wagon Wheel Drive and Skyview Drive:

RECOMMENDATIONS:

Maintain existing intersection traffic control and widen – pending field verification – the WB Wagon Wheel Drive approach to 30-foot minimum to establish a dedicated right-turn lane.

Next Traffic Safety Committee Meeting
March 12, 2025 at 9:00 AM
(Wednesday meeting date as determined at the January 9, 2025 TSC Meeting)
Turquoise Conference Room

Pursuant to the Americans with Disabilities Act (ADA), Mohave County endeavors to ensure the accessibility of all its programs, facilities, and services to all persons with disabilities. If you need an accommodation for this meeting, please contact the Public Works Department at (928) 757-0910.



MOHAVE COUNTY TRAFFIC SAFETY COMMITTEE

Meeting Minutes

Public Works Building - Turquoise Conference Room
3715 Sunshine Drive
Kingman AZ 86409

Pursuant to A.R.S. §38-431.02(H), the public will have physical access to the meeting place fifteen (15) minutes prior to the meeting.

Thursday January 9, 2025 - 9:00 am

1. Call to Order at 9:02am.
2. **Approval of the December 12, 2024 Traffic Safety Committee Meeting Minutes:**

MOTION: Sergio Gudino made a motion to approve the minutes as written. Justin Casanova seconded the motion. The motion was voted on and carried unanimously.
3. **Call to the Public:** There were no members of the public present.
4. **For Discussion and Possible Action RE: Updates on Previous Committee Actions (backup available on request) – None**
5. **For Discussion and Possible Action RE: Review of Recent Traffic Crashes Which Warrant a Traffic Safety Committee Review: None**
6. **For Discussion and Possible Action RE: Old Business Carried Over for Action from Previous Meeting: None**
7. **For Discussion and Possible Action RE: New Business (backup attached):**

a) All-Way STOP Sign Request at Buckboard Dr. and Cowbelle Ave.

Recommendation: Given the absence of sufficient pedestrian and vehicular activity, coupled with the lack of documented safety issues, the request for an all-way stop at Buckboard Dr. and Cowbelle Ave. cannot be supported. Furthermore, establishing stop-control Buckboard Dr. may likely create unintended traffic safety consequences in driver non-compliance with stop-control given intersection conditions at Buckboard Dr. at Cowbelle Ave. are not conducive to drivers' expecting to encounter all-way stop-control operations.

MOTION: Justin Casanova made a motion to approve the recommendation as written. Steve Vest, Jr. seconded the motion. The motion was voted on and carried unanimously.

b) Northern Avenue – Jimmie Drive to Tommy Drive.

Recommendation: A pilot speed management solution that applies an array of speed reduction markings in accordance with MUTCD Section 3B.28. This solution targets run-

off-road crash mitigation by capturing drivers' attention through use of on-pavement markings squarely within the drivers' field of view. The speed reduction markings (e.g., optical speed zone) – a series of transverse markings – will reduce in spacing downstream of the array so to impress upon the driver a sensation of speeding which may induct the driver to react by decelerating/slowing but not necessarily (or intended) braking.

MOTION: Sergio Gudino made a motion to approve the recommendation as written. Justin Casanova seconded the motion. The motion was voted on and carried unanimously.

c) February and March Meeting Dates – Reschedule due to staff conflicts.

Review TSC 2025 Calendar to determine alternate dates for February and March Meetings. Nichole Jenks will post any changes to the calendar.

Recommendation: Maintain the February 13, 2025 meeting as scheduled. Move the March meeting to Wednesday, March 12, 2025 at 9:00 am.

MOTION: Justin Casanova made a motion to approve the recommendation as written. Steve Vest, Jr. seconded the motion. The motion was voted on and carried unanimously.

8. Meeting Adjourned at 9:19am.

Steve Latoski, P.E., PTO, Public Works Director

Date

Nichole Jenks, Administration Supervisor, Clerk

Date

**Next Traffic Safety Committee Meeting
Thursday, February 13, 2025 at 9 a.m. – Turquoise Conference Room**

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Telephone (928) 757-0910

Steven P. Latoski, P.E., PTOE

Public Works Director

3715 Sunshine Drive

P.O. Box 7000, Kingman, Arizona 86402-7000

Fax (928) 718-4957

TDD (928) 753-0729

Sam Elters, P.E.

County Manager / County Engineer

DATE: February 1, 2025

LOCATION: Wagon Wheel Drive and Skyview Drive

REQUEST: GovQA Request #W025042-112524 for All-Way stop sign

REPORT BY: Steven P. Latoski, P.E., PTOE

CLASSIFICATION:

- Skyview Drive – Collector road
- Wagon Wheel Road East Leg – Collector road
- Wagon Wheel Drive West Leg – Local road



BASIS OF REQUEST:

A public service request was received to evaluate existing traffic control at the intersection of Skyview Drive at Wagon Wheel Drive. The public expressed concern over possible traffic conflict in the event a motorist on the current uncontrolled westbound Wagon Wheel Drive approach to Skyview Drive proceeds straight instead of turning right and, in turn, a motorist stopped on the southbound Skyview Drive approach enters the intersection.

BACKGROUND:

Skyview Drive bisects greater Havasu Heights and functions as a residential collector road. The intersection of Skyview Drive at Wagon Wheel Drive is a 3-leg T-intersection with STOP control on the southbound Skyview Drive approach and eastbound Wagon Wheel Drive approach to the intersection. The intersection's east leg (westbound Wagon Wheel Drive) is uncontrolled, and this segment of Wagon Wheel Drive doubles as Skyview Drive for approximately 300 feet from the intersection to the east where Skyview Drive departs toward the southeast.



Wagon Wheel Drive between Sky View Drive North Leg and South Leg

The predominant flow of traffic through the intersection is Skyview Drive (north of Wagon Wheel Drive) to Skyview Drive (south of Wagon Wheel Drive). This movement crosses two perpendicular legs of the intersection – the STOP-controlled north leg and uncontrolled east leg.

This intersection has not incurred any reported crashes in the past five years.



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County Manager / County Engineer

A manual, 15-minute intersection traffic count on February 1, 2025 found 17 total entering vehicles:

- 5 vehicles on SB Sky View Drive
- 10 vehicles on WB Wagon Wheel Drive
- 2 vehicles on EB Wagon Wheel Drive

Fourteen of the 17 entering vehicles (82%) maneuvered between Skyview Drive north and south of Wagon Wheel Drive.

A 2024 automatic traffic recorder (ATR) count registered 857 vehicles per day on Skyview Drive between Heights Boulevard and Wagon Wheel Drive.

ANALYSIS:

Intersection operations were evaluated in context of Sections 2.B.12-17 of the Manual on Uniform Traffic Control Devices.

Wagon Wheel Drive is deemed the major street and SB Skyview Drive the minor street. It may be inferred from the ATR count that the approximate peak hour volume on SB Skyview Drive is ten percent of one-half the two-way daily count or about 43 vehicles per hour. This is double the extrapolated hourly volume from the 15-minute Saturday midday count.



Vehicle on SB Sky View Drive

The intersection may satisfy the MUTCD All-Way Stop Control Warrant D: 8-Hour Volume. Extrapolating the 15-minute manual count indicates 48 vehicles per hour on Wagon Wheel Drive, and if this is taken as an average hourly volume within an 8-Hour period, the volume exceeds 300 (384). The question is the minor street which there is just one approach. MUTCD cites 200 vehicles in the same 8 hours. The 15-minute manual count extrapolates to 160 vehicles on a single approach, and the average hourly volume (20 vph) is far from the inferred 43 vph peak volume. It is plausible this intersection meets the 8-Hour Volume warrant, but verification demands simultaneous ATR counts on all three intersection approaches.

The configuration and operation of Skyview Drive through both north and east legs lend to All-Way Stop Control Warrant E: An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection. Here the two collector streets are one in the same – Skyview Drive – yet it traverses two conflicting/intersecting legs of the intersection.



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CONCLUSION:

The issue at-hand entails managing the dominant WB/NB and SB/EB non-conflicting intersection movements understanding any WB through movement may induce a right-angle vehicle conflict with a SB Skyview Drive vehicle failing to stop.

Motorists are attuned to the existing intersection traffic control. Any improvement should attend to the WB/NB intersection movement, and STOP control (i.e., All-Way STOP) disrupts the normal flow of this movement.

The WB approach (east leg) intersection approach is approximately 27 feet width. With a 100-foot widening of this approach to 30 feet, a dedicated WB right-turn lane may be striped.

- The WB approach would include 100-foot centerline plus 50-foot centerline taper to pavement centerline plus 100-foot centerline extension upstream.
- The EB approach would include 100-foot centerline – aligned to the WB approach – plus 50-foot centerline taper to pavement centerline plus 100-foot centerline extension upstream.
- The WB approach would include a 100-foot solid white turn lane barrier line for the right-turn lane plus straight and right-turn arrow symbol markings to delineate the WB approach movements.

This recommendation is subject to further study and field verification.



WB Wagon Wheel Approach to Skyview Drive



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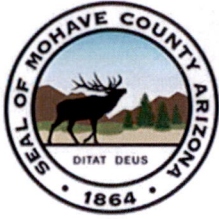
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Subject Intersection



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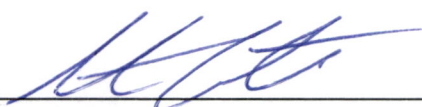
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Thursday February 13, 2025 - 9:00 am

1. Call to Order at 9:02am.
2. Approval of the January 9, 2025 Traffic Safety Committee Meeting Minutes:

MOTION: Sergio Gudino made a motion to approve the minutes as written. Justin Casanova seconded the motion. The motion was voted on and carried unanimously.
3. **Call to the Public:** There are two (2) members of the public present:
 - Howard and KC Coulson
 - Here to speak on item 7a
4. **For Discussion and Possible Action RE: Updates on Previous Committee Actions (backup available on request) – None**
5. **For Discussion and Possible Action RE: Review of Recent Traffic Crashes Which Warrant a Traffic Safety Committee Review: None**
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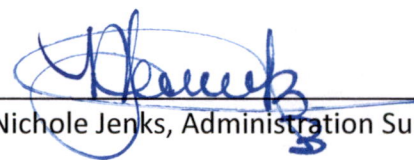
MOTION: Justin Casanova made a motion to approve the recommendation as written. Gregg Swierczek seconded the motion. The motion was voted on and carried unanimously.
8. **Meeting Adjourned at 9:26 am.**



4/10/25

Steve Latoski, P.E., PTO, Public Works Director

Date



Nichole Jenks, Administration Supervisor, Clerk

4/10/2025

Date

Next Traffic Safety Committee Meeting
March 12, 2025 at 9:00 AM
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