

MOHAVE COUNTY TRAFFIC SAFETY COMMITTEE

Agenda

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

A physical copy of this notice is posted in the Public Works Lobby located at 3715 Sunshine Drive.
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 July 9, 2026 at 9:00 am

1. Call to Order:
2. Roll Call:
3. Approval of the May 14, 2026 Traffic Safety Committee Meeting Minutes (June Meeting Cancelled):
4. Call to the Public:
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 from Previous Meeting(s): None
7. For Discussion and Possible Action RE: New Business (backup attached):

a) Meadview Boulevard and Sandy Point Drive:

This study evaluates all-way stop control at the intersection of Sandy Point Drive and Meadview Boulevard in response to reported sight distance concerns.

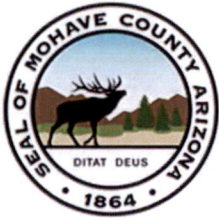
Recommendation

Maintain existing intersection traffic control. Improve intersection traffic control visibility through the following measures:

1. Install second STOP sign on westbound Meadview Boulevard approach on same post as existing R5-1 DO NOT ENTER sign.
2. If outside funds become available to cover at least 50% cost, replace existing R1-1 STOP sign on eastbound Meadview Boulevard approach with a solar-powered, LED flashing STOP sign on premise this approach has limited sign visibility.

Next Traffic Safety Committee Meeting August 13, 2026 at 9:00 AM - 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 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 May 14, 2026 - 9:00 am

1. **Call to Order:** Steve Latoski called the meeting to order at 9:00 am.
2. **Roll Call:** Committee members present:
 - Steve Latoski, P.E., PTOE, County Engineer/Public Works Director
 - Sergio Gudino, Engineering
 - Jasmine Yusi, Engineering
 - Dhanunjay Gadde, Engineering
 - Gregg Swierczek, Risk
 - Lt. David Coffin, MCSO
 - Robert McLaughlin, Traffic Control
 - Steve Vest, Jr., Roads
 - Tingwei Chavez, Mohave County Attorney – Virtual Attendance via Teams
3. **Approval of the April 9, 2026 Traffic Safety Committee Meeting Minutes:**
Sergio Gudino motioned to approve. Jasmine Yusi seconded. Motion was voted on and approved unanimously.
4. **Call to the Public:** No public present
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 from Previous Meeting:** None
7. **For Discussion and Possible Action RE: New Business**
 - a) **Intersection Control Study of Calle Del Media and Gardner Road.**
This study evaluates the justification for implementing all-way stop control at the intersection of Calle Del Media and Gardner Road in response to reported sight distance concerns.

Recommendation

Based on MUTCD Warrant B (sight distance), the installation of all-way stop control is recommended at the intersection of Calle Del Media and Gardner Road. Install STOP signs on the NB and SB Calle Del Media approaches to Gardner Road and ALL-WAY plaques on all intersection STOP signs.

Additionally, install one STOP AHEAD sign on NB Calle Del Media approximately 225 feet south of the intersection, as vertical curvature may limit advance visibility of the STOP condition.

MOTION: Approve the first paragraph as written. Deny the second paragraph; "install one STOP AHEAD sign on NB Calle Del Media," as this road segment is not in the County Road Maintenance System.

Sergio Gudino motioned to approve. Steve Vest, Jr. seconded. Motion was voted on and approved unanimously.

b) Cancel the June 11, 2026 meeting due to staff scheduling conflicts (AACE Conference).

MOTION: Steve Latoksi motioned to approve. Gregg Sweirczek seconded. Motion was voted on and approved unanimously.

Meeting was adjourned at 9:11am

Steve Latoski, P.E., PTOE, Public Works Director/County Engineer

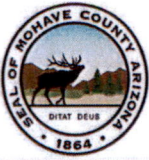
Date

Nichole Jenks, Administrative Supervisor, Clerk

Date

**Next Traffic Safety Committee Meeting
Thursday July 9, 2026 at 9:00 AM
Public Works Turquoise Conference Room**

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Steven P. Latoski, P.E., PTOE

J. David Strahl

County Engineer / Director

County Manager

July 6, 2026

INTERSECTION CONTROL STUDY OF SANDY POINT DRIVE AND MEADVIEW BOULEVARD

REQUEST: Internal Request; Consideration of ALL-WAY Stop Control at Intersection

REPORT BY: Jasmine Yusi,
Public Works Unregistered Civil Engineer

REVIEWED BY: Steven P. Latoski, P.E., PTOE
Mohave County Engineer / Director



EXISTING CONDITIONS:

SANDY POINT DR (UNCONTROLLED)

- 90' R/W
- 25 MPH
- RURAL COLLECTOR
- COUNTY MAINTAINED
- PAVED

MEADVIEW BLVD (STOP-CONTROLLED)

- 60' EB R/W & 100' WB R/W
- 25 MPH
- RURAL COLLECTOR
- COUNTY MAINTAINED
- PAVED

Purpose

This study evaluates all-way stop control at the intersection of Sandy Point Drive and Meadview Boulevard in response to reported sight distance concerns.

Engineering
Sergio Gudino

Equipment/Fleet Services
Rebecca Pitel

Roads
Steven Vest, Jr.

Surveying
Mike Timblin, R.L.S.

Traffic Control
Robert McLaughlin

Emergency Management
Mike Browning

Facilities
Butch Finkbeiner

Improvement Districts
Kelly Stickrath

Parks
Bo Hellams

Water Systems
Jesse Roybal



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Roadway Characteristics

Meadview Boulevard consists of a two-way roadway approximately 26 feet in width on the western approach to the intersection. East of the intersection, the roadway transitions into a divided configuration consisting of two one-way travel lanes, each approximately 16 feet wide, separated by a landscaped median approximately 34 feet in width.

The northbound and southbound approaches on Sandy Point Drive are each two-way, northbound measuring approximately 24 feet in width and southbound approximately 30 feet in width and exhibit similar geometric characteristics.



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ALL-WAY Stop Control Review

The Manual on Uniform Traffic Control Devices, (MUTCD) implements the following warrants for All-Way Stop Control (Sections 2B.13-2B.16):

Crash Experience 2B.13:

In the past five years, **no crashes** have been reported at this intersection. Based on this analysis, the intersection does not meet MUTCD Warrant A criteria for all-way stop control based on crash experience.

Sight Distance 2B.14:

Based on AASHTO Green Book (2018, 7th Edition) guidelines for a 25 MPH roadway, the recommended intersection sight distance is 280 feet to the left and 240 feet to the right. Field observations indicate these requirements are not met. Available sight distance for eastbound traffic on Meadview Blvd is limited to approximately 160 feet to the right (*Figure 4*) and 185 feet to the left (*Figure 2*), while westbound traffic has unrestricted views in both directions (*Figures 1 & 3*).

This condition satisfies MUTCD Warrant B and supports consideration of all-way stop control at this intersection.

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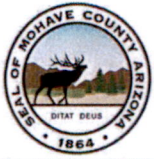
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Figure 1: The Perspective of a Westbound Driver Ensuring there are no Oncoming Southbound Vehicles on Sandy Point Drive



Figure 2: The Perspective of an Eastbound Driver Ensuring there are no Oncoming Southbound Vehicles on Sandy Point Drive



Figure 3: The Perspective of a Westbound Driver Ensuring there are no Oncoming Northbound Vehicles on Sandy Point Drive



Figure 4: The Perspective of an Eastbound Driver Ensuring there are no Oncoming Northbound Vehicles on Sandy Point Drive

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8- Hour Volume 2B.16:

MUTCD Warrant D states that all-way stop control may be installed when, for each of any 8 hours of an average day, the combined volume entering the intersection from the major street is at least 300 vehicles per hour, and the combined volume from the minor street is at least 200 vehicles per hour during the same hours.

Sandy Point Drive (Major Street)

- Peak 8-Hour Volume: 13-26 Vehicles per hour
- Average Daily Traffic (ADT): 211 Vehicles

Meadview Boulevard (Minor Street)

- Peak 8-Hour Volume: 20-63 Vehicles per hour
- Average Daily Traffic (ADT): 493 Vehicles

Traffic volumes do not meet MUTCD Warrant D, as the required 8- hour volume thresholds for both major and minor approaches are not satisfied.

Discussion

Current intersection traffic control reflects Meadview Boulevard approach restricted sight distance and intersection geometry despite it carrying a higher volume of traffic. Field observation indicates Sandy Point Drive traffic travels at reasonable speed through the intersection and no observed traffic conflicts. The southbound Sandy Point Drive approach serves predominantly right-turn movements.

There is opportunity to improve intersection traffic control visibility, but its zero historic crashes and field observation does not support all-way STOP control. These improvements include:

1. Install second STOP sign on westbound Meadview Boulevard approach on same post as existing R5-1 DO NOT ENTER sign.
2. If outside funds become available to cover at least 50% cost, replace existing R1-1 STOP sign on eastbound Meadview Boulevard approach with a solar-powered, LED flashing STOP sign on premise this approach has limited sign visibility.

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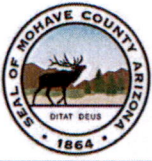
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EB Meadview Boulevard Approach to Sandy Point Drive

Recommendation

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