

Slate Canyon Drive

On February 27, 2023, Kaehan Shour from Provo City met with District 2 board members to discuss concerns of residents living on Slate Canyon Drive. Below is the summary of Kaehan's findings of Slate Canyon Drive:

1) Residents' concern of cars speeding and driving over the posted speed limit.

This issue has been thoroughly investigated on multiple occasions in the past. I also drove on Slate Canyon Drive on numerous occasions just so I better understand the driver's behavior. I can tell that most of the traffic on Slate Canyon is not cut through traffic. These are locals driving in and out of their residences.

Most of the speeding is due to the geometry of the road. These are mostly vehicles driving downhill on Slate Canyon that are speeding. Currently the road is striped with 7' on street parking for both directions, 5' bike lanes, and two- 10.5' travel lanes. The road has posted speed limit signs for both directions. There are two radar speed signs for both directions.

To further counter the speeding issue on Slate Canyon Drive, traffic calming measures such as round-a-bouts, chicanes, and other permanent structures might be the solution. This type of solution requires budget approval from the City Council.

Engineering has some discretionary budget which could be used towards implementing a pilot project and restriping of the road. Provo Police Department has been awarded innovations grant which allows for a pilot program to designate a location on the road where police vehicle logo and signs can be installed. The goal behind this pilot program is for a police vehicle to be parked in areas identified as high speeding areas to see if police presence and enforcement could change the driving behavior.

The initial stage of this pilot program has already identified five locations. We will be implementing this program on the identified five locations and will do a before and after study to see if the pilot program helped with the speeding issue. If the outcome of this pilot program is positive, I suggest Slate Canyon Drive be designated for the next phase of this pilot program.

Re-striping the road and reducing the travel lanes from 10.5' width to 10' width might result in speed reduction. Studies have shown that wider travel lanes lead to high speeds since drivers feel safe; however, by reducing the lane width drivers tend to be more cautious and could prevent speeding.

2) Residents' concern of lack of sight distance on 1080 S, 1280 S, and 1400 S intersections.

The intersections of 1080 S, 1280 S, and 1400 S on Slate Canyon Drive were identified by residents as unsafe intersections due to lack of sight distance. This issue has been thoroughly investigated on multiple occasions in the past. I also drove by these three intersections on numerous occasions just so I have a better understanding of the locations and experience it from a driver's perspective.

I was able to observe that all three of these intersections have previously been studied for sight distance and appropriate measures have been in place to help with lack of sight. No parking signs are installed on both sides of the intersections preventing vehicles parking too close to the intersection.

Lack of sight within these three intersections is due to the geometry of the road and vehicles parked on their driveways. To further enhance the sight distance on these three intersections, a thorough study and engineering measures can be used. These measures might require property acquisition and altering the geometry of the road to eliminate sight obstruction. This type of solution requires budget approval from the City Council.

Summary:

Residents are concerned about lack of sight and speeding on Slate Canyon Drive.

After observing and studying the geometry of the road and driving behavior, I can suggest that most of the speeding and lack of sight problems on Slate Canyon are due to:

- Road geometry
- Illegal parking

Parking problems can be addressed by:

- Better enforcement

Lack of sight and speeding problems are due to the geometry of the road which can be addressed by:

- Allocating a budget (must be done through the City Council)
- Implementing the PD innovations grant pilot program (Engineering budget)
- Reducing the travel lane widths by restriping the road (Engineering budget)