Santa Clara Ivins
Public Safety Department
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Chief Robert L. Flowers
Public Safety Director

June 13, 2023

Mayor Hart
Dale Coulam

Re: Request to evaluate possible road construction on old Highway 91.

As part of this review, I contacted the following individuals and reviewed the following information:

1. Simone Pikyavit, as an accident reconstructionist.
2. Chuck Gillette, the City Engineer, to receive their opinions.
3. A review of all accidents for the last five years.
4. A review of the traffic statistics we obtained through a 30-day survey conducted in March of 2023.

Accident Information:

The accident information reviewed was informative. From 2018 until June 2023, we investigated seventeen property damage accidents and ten injury accidents that occurred on old Highway 91—the accidents were caused by failure to yield at intersections. No accidents were reported for passing unsafely or due to speeding. This, in our opinion, is a minimal number of accidents given the traffic volume.

Traffic Survey:

A survey was completed between February 16, 2023, and March 31, 2023, during the construction on old highway 91 which had posted visible construction signage. Thirty days of information was recorded. Results were:

1. 89,115 vehicles travel both east and west.
2. 42% of the vehicles were traveling between 40 and 50 MPH.
3. 17% of the vehicles were traveling above 50 MPH.

Discussion:

It was the group's opinion that redesigning the roadway between 400 West and Kwavasa, to include two lanes going each direction to allow for passing has the potential for an unintended negative impact.

The proposed redesign will encourage drivers to increase their speed to pass slower drivers in such a short distance, which presents the concern that there will be more accidents.

The statistics reviewed recently indicate there is not an issue with slower-moving traffic or accidents due to passing in this area.

The redesign of the two lanes has the potential to create the following driving environments:

1. The passing lanes would only be 3/10ths of a mile between both roundabouts, this would make for a very quick decision-making process for the drivers who wish to pass as they approach the roundabout.
2. The complications include passing, lane changing, and watching for intersecting traffic in such a short space.
3. Drivers may increase their traveling speeds when given two lanes.
4. Bicyclists who choose to ride on the roadway and not on pathway will create an extra hazard.
5. The area is continually developing bringing an increase in the intersecting traffic.
6. Drivers will be required to cross an extra two lanes when turning left.
7. Increased speeds are always a natural result of adding additional lanes which have the potential to increase traffic accidents.

Conclusion:

It is the group's conclusion that it is best not to redesign this area of old Highway 91 into four lanes. The current two-lane design has demonstrated itself to be effective and safe and will meet future traffic demands.