



## City Council Staff Report

Date: July 2, 2014 UNFINISHED BUSINESS

Subject: DISCUSSION AND DIRECTION TO STAFF CONCERNING INDIAN CANYON DRIVE TWO WAY OPERATION

From: David H. Ready, City Manager

Initiated by: Public Works and Engineering Department

---

### SUMMARY

Discuss and provide direction to staff regarding the conceptual plan changing Indian Canyon Drive from one way to two way operation per direction of the Council Subcommittee.

### RECOMMENDATION:

1. Provide direction to staff concerning the conceptual plan and consider requesting staff to obtain a proposal for construction drawings to change all of Indian from one way to two way.

### STAFF ANALYSIS:

Last year City Council approved a Professional Services Agreement with Albert Grover & Associates to prepare a feasibility study for converting Indian Canyon Drive to two way operation. The study was completed and presented to City Council on December 4, 2013. Council received and filed the report, appointed a Council Subcommittee of Rick Hutcheson and Ginny Foat for future guidance and recommendations concerning the two way conversion, and directed copies of the study be sent to Main Street and the Chamber of Commerce.

In April 2014, the subcommittee met with staff and stakeholders and recommended the City proceed with a revised alternative 3 which consists of parking on the east side of Indian Canyon Drive, two northbound lanes, a two way left turn lane, one southbound lane and a class II bike lane on the west side of the street. The study found that reducing the number of northbound lanes from 4 to 2 would result in lower speeds and more congestion but the level of service would still remain within CVAG and RCTC minimum requirements.

The subcommittee requested a conceptual plan outlining their chosen alternative. Attached is this conceptual plan for a representative portion of the roadway. Please note that due to the varying roadway widths the striping must transition in and out and certain areas on the east side of the road will not be able to have parallel parking.

On the west side of the road the green area represents the proposed bike lane. Next to that is the one 14ft southbound lane, a two way left turn lane for safety at the driveways as well as left turn pockets at the street intersections; then the two northbound left turn lanes. Right turns will be permitted from the lanes nearest the curb as is now the case for northbound traffic. This will similarly be permitted for southbound right turns. Finally, parallel parking will be permitted on the east side of the street except in the areas marked as red cross hatching. In those areas there is not enough roadway width to provide east side parking due to narrower curbs as noted in brown on the west side of the street. In total, 120 spaces would be lost on the west side of the street due to the bike lane and 35 spaces on the east side.

FISCAL IMPACT:

None at this time.

SUBMITTED:

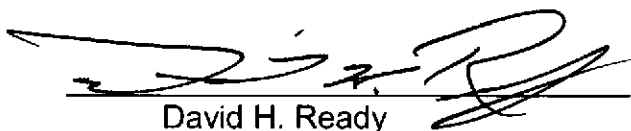
Prepared by:



---

David J. Barakian  
Director of Public Works/City Engineer

Approved by:

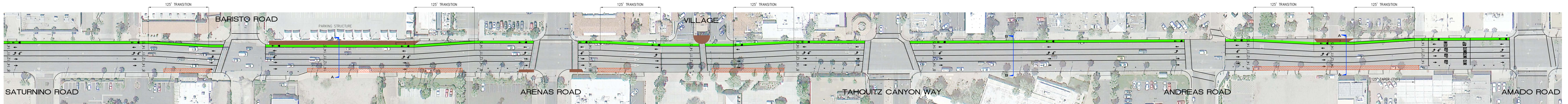
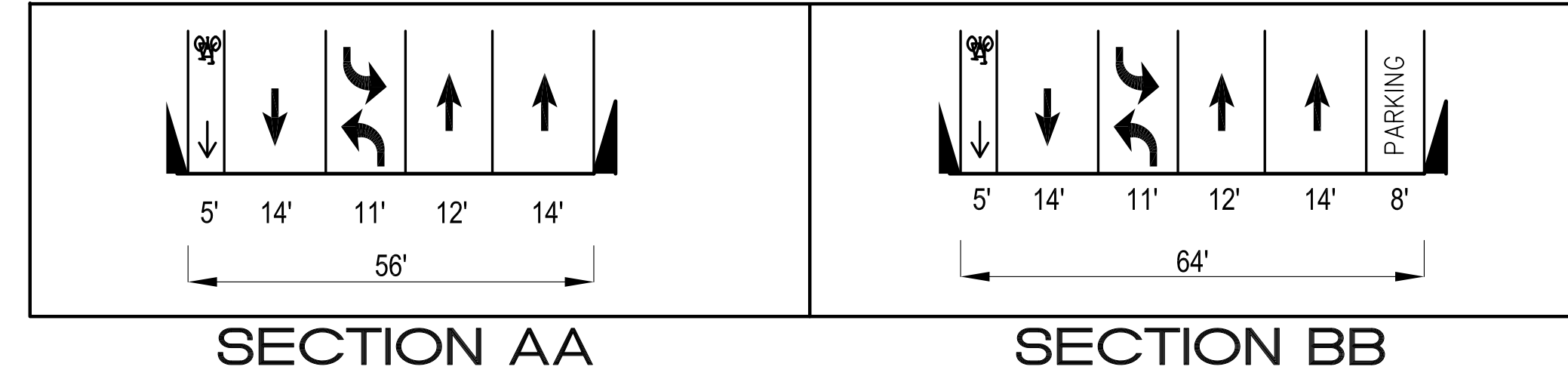


---

David H. Ready  
City Manager

Attachment:

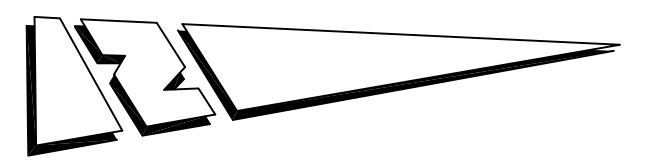
- 1) Conceptual Plans



**LEGEND:**

	EXISTING BULB OUT/WIDENED SIDEWALK
	PROPOSED STRIPING
	PROPOSED BIKE LANE
	PARKING LOSS AREA (EAST SIDE)
	NET LOSS: 35 OF 125 SPACES OR 28%
	NOTE: WEST SIDE PARKING LOSS=120 SPACES OR 100%

# INDIAN CANYON DRIVE: 2-WAY CONVERSION WITH SOUTHBOUND BIKE LANE



SCALE: 1"=50'