



AGENDA REPORT

City Council Meeting

TODAY'S DATE: April 9, 2026

MEETING DATE: April 15, 2026

TO: Mayor and City Council

FROM: Holly Ellis, Public Works Director

SUBJECT: Presentation: Boyer Avenue Cross Section Evaluation

DESCRIPTION/BACKGROUND:

On October 15, 2026, City Council directed staff to evaluate potential modifications to the Boyer Avenue cross section between Baldy Mountain Road and Mountain View Drive, including on-street parking and reduced speeds. The analysis, conducted by Fehr & Peers, evaluated the feasibility of introducing on-street parking and reducing the posted speed limit to support adjacent residential development.

Based on engineering, safety, and operational considerations, restriping Boyer Avenue to accommodate on-street parking is not recommended at this time.

Boyer Avenue is classified as a minor arterial and serves as a primary north–south freight corridor. The concept evaluated included reducing travel lanes to 11 feet, replacing the northbound bike lane with on-street parking, routing northbound bicycle traffic to the existing parallel shared-use path, and reducing the posted speed limit from 35 mph to 25 mph.

Key Findings

Engineering: The proposed cross section is constrained by the existing roadway width. Accommodating travel lanes, parking, and bicycle facilities requires approximately 36 feet of paved width; however, most of the corridor ranges from 32 to 34 feet. As a result, the configuration would only be feasible along a limited segment (approx.. 500 ft) near Moscow Street and would otherwise require roadway widening or further narrowing of travel lanes. Given the corridor's role in carrying significant truck traffic, additional lane narrowing is not recommended.

Operations: The proposed configuration conflicts with Boyer Avenue's function as a designated freight corridor in the City's Multimodal Transportation Master Plan. Introducing on-street parking would create side friction, reducing the effective operating width for trucks and increasing the likelihood that large vehicles would encroach into adjacent lanes to maneuver around parked cars. Reducing the posted speed limit to 25 mph is also inconsistent with the corridor's role in moving regional goods efficiently.

Safety: The evaluation identified several concerns. The existing shared-use path is approximately 8 feet wide and does not meet recommended standards for accommodating two-way pedestrian and bicycle traffic. The combination of freight vehicles, cyclists, and parked cars would create a more complex operating environment, increasing the potential for conflicts and requiring more frequent split-second decision-making. Reduced operating space and lateral encroachment further increase risk for all users.

Based on this analysis, restriping Boyer Avenue to add on-street parking is not recommended under current conditions. Staff will continue to preserve the corridor's function as a freight route and incorporate these findings into future planning efforts. Opportunities to revisit the corridor configuration may be considered as network conditions change, including completion of the Baldy Mountain Road Extension or implementation of alternative freight routes.

STAFF RECOMMENDATION: N/A

ACTION: N/A; This item is provided as a staff update. No action is requested.

WILL THERE BE ANY FINANCIAL IMPACT? N/A HAS THIS ITEM BEEN BUDGETED? N/A

ATTACHMENTS:

Evaluation