Dear Safer Streets,

I walk for exercise here. I have to fight cars; bicycles & golf carts. I have been clipped by a car, and hit by cyclists. We could use sidewalks for walkers. When I am on the sidewalk facing Hwy 111, bicycle riders constantly force me to jump off the sidewalk to avoid bicycles. It's too bad we cannot do better. (1)

Hi there,
My wife and I are full time residents of Indian Wells and have a business two blocks away near Ruth Chris. We are huge advocates of cameras at the busy intersections. Cameras are proven way to not only make the streets safer in our neighborhood, but is also a huge generator of income. We constantly see people running red lights, speeding through the intersection of Highway 111 and Cook St. and taking advantage of the right turn lane, but going straight on through like the lane was meant for them specifically. Having a camera will capture all of this activity and help keep everybody a lot safer once they receive a fat ticket in the mail.

We have friends that are sheriffs that patrol the area, they are very limited as far as how many sheriffs are on duty per shift. Cameras would free the sheriffs up to do other important work to help keep us all safe. (2)

“

My suggestion is that you deal with ‘dragstrip 111’ before tackling any other area. (3)

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Where are our police? Any chance they could increase patrolling our roads like in the good old days when there was more law and order? (4)

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How can you even think about spending money on streets that are safe as is. No car accidents, bike injuries, or walkers run over by bicycles, golf carts, or cars? Why don’t you stop trying to reinvent the wheel and spend money repaving our neighborhood streets. Keep Indian Wells “quality of life” as is. We do not need to follow this Progressive policy of thinking. (5)

”

Hello,

The east bound traffic of Highway 111 needs a right turn lane onto Club Drive. Currently, the automobile turning right onto Club Drive has to hug the gutter in order to try to get out of the way of traffic continuing east on Highway 111. I am always afraid of being rear-ended as I make the right turn onto Club Drive. (6)

I live in Dorado Villas in the city and I would be fully supportive of expanding sidewalks along Cook, Eldorado and Fairway Streets.
I will not be in town for the meeting, but please consider this my vote for support of the effort to make our streets safer for pedestrians and bikers. (7)

We do not believe that proposed actions in the conceptual Safer Streets Indian Wells plans should be advanced in their present scope. For residents along Cook St., Rancho Palmeras Drive and Eldorado Drive, there may be some, particularly HOAs (La Rocca, The Cove, Dorado Villas and Casa Dorado, etc.), whose support in favor is in part motivated by the separate requirement by newly enacted State law setting limits on amounts of "ornamental" lawns by 2029. Notwithstanding, it should not be the duty of the City of Indian Wells to subsidize private property owners' legal responsibilities. Moreover the overreaching and unspecified claims in Safer Streets Indian Wells traffic control and bicycle & pedestrian traffic flow aren't relevant or sufficient to justify the investment in proposed changes. The possible exception might be proposal for turf reduction and an established new walking lane within the greenbelt along the south side of Fairway Drive, from Cook St. to Eldorado Dr. This is already heavily used by pedestrian walkers and dog walkers who justify its reconfiguration and improvement. But it may be such work might need some accommodation with other properties of The Vintage and Eldorado CC, depending on actual ownership of that areas). (8)

Good morning,
I cannot make the afternoon meeting on Oct. 29th, as I am a full time elementary school principal in the valley. I live on Fairway Dr. and would like to see a map of the potential area you are talking about on Eldorado and Fairway.
I would love a sidewalk along Eldorado for golf carts but as a resident on Fairway I would be concerned that you might be looking at encroaching on my property and I have a beautiful front lawn and I have invested a lot of drainage and repairs already that I would want maintained.
For the most part I would love to be supportive and work with whatever designs you have so far but would like to see a plan to provide any input.
If you could have an evening meeting during the week that would also be helpful.
(9)

My biggest complaint and safety fear are the people who run the “yellow-turning red” stop lights. Too many people are running lights that have already turned red. Are the cameras catching these people, and are they getting a ticket sent to the registered owner of the car captured on camera? This issue seems to plague Indian Wells (especially along Hwy 111 and along Fred Waring) and the entire Coachella Valley. I don’t notice this problem (as much) in other parts of California. There need to be repercussions for red light runners. Thank you. (10)

Hello,
My husband and I own a home on Pawnee Circle. We bike daily all around Indian Wells, and we would love sidewalks on Fairway, Eldorado, Cook, and Rancho Palmeras. It would be a lot safer and make the city even more walkable and bikeable. Cities that have more walkable and bikeable space have a much richer lifestyle, promoting health and well-being of the residents. And, of course, it is much safer for us to walk and bike in the city. We are concerned when cars drive past us. Many thanks. (11)

“

Please address the need for a right turn lane at Club Dr and HWY 111. Vicky’s, IW Resort and IWCC. Very busy intersection. (12)

”

Fairway between Eldorado and Indian Wells Ln.: We regularly see multiple speeders on this stretch of road. 40+MPH is more common than one might think. There are multiple walkers, bikers golf carts that frequent this section. No one is in favor of speed bumps but an electronic radar sign would be helpful especially on the south side of the street closest to the barranca. We have one on Osage but not on Fairway Dr?
This would remind folks to slow down and that the actual posted speed is 25 MPH. Many trucks, gardeners and pool folks and even residents don't pay any attention to a reasonable speeds since this road is not patrolled for speeders. Thank you. (13)

We own a condo off of Mountain Cove in Indian Wells and have for 10 years and we just can't get over the speed in which people drive down 111. Also, people go through red lights like crazy.

What we've learned here in San Diego is if police do speed checks, people learn very quickly to not speed or go through red lights.

All it would take is an officer pulling people over maybe one a week sitting there for about 1-2 hours at first. Word would spread and people will slow down and be more careful! Then maybe down to once a month.
Thank you. (14)

I'm unable to make the meeting in Indian Wells tomorrow since I'm out of town until Friday. However, I wanted to share feedback with you: A lot has been done in Indian Wells to improve road safety for pedestrians and cyclists. As a cyclist, I appreciate the effort, especially the designated bike "lanes" on the right side of the roads—amenities that many cities lack.

However, despite these improvements, I don't feel safe cycling near the main roads here. Cars travel at high speeds, and the bike lanes are only marked by a painted line, offering no real protection. Without a physical barrier, it often feels as if this line is invisible to drivers. Consequently, I avoid biking on the main roads in Indian Wells altogether. Instead, I load my bike into my car and drive into La Quinta, where the roads are quieter and bike lanes tend to be wider, making the experience feel much safer.

We had an opportunity for a safer, more connected path with the CV Link, but it seems this chance has slipped by. This is surprising to me because I spend my summers and falls in Park City, Utah, which has over 350 miles of dedicated bike paths. There, city council members, who value both safety and an active lifestyle, actively support protected paths that even do more elaborate things like cross under roads to minimize the risks at intersections for both cyclists and pedestrians.

In Park City, no one advocates for fewer bike and pedestrian paths; everyone appreciates the value they bring. I read that the main opponents of the CV Link in Indian Wells argued it would lead to more crime. But, to me, that doesn't hold up. If anything, it's easier to access homes for criminal activity from the road out front - via cars and trucks - than from a bike path tucked behind. The notion that these path make cities "less safe" doesn't resonate with me.

Now, with the City Council requiring a vote for citizen approval to move forward with CV Link, the project is effectively blocked. This was a brilliant strategic move by those opposed, essentially ensuring it will never pass. If I were choosing a place to buy a home today, I'd look for areas with dedicated bike paths, given how many people I know—both cyclists and pedestrians—who've been hit by cars.

Thank you. (15)

Dear IW City Council,

Your safe streets study should include a speed study of Rancho Palmeras Drive. Drivers speed up and down the street from Hwy 111 & Fairway up Rancho Palmeras without any regard for safety. I propose speed bumps on Rancho Palmeras Drive. Thank you. (16)

Dear IW City Planning,

I appreciate the meeting today about safer streets in Indian Wells. I am a constant walker over on Fairway and Eldorado. My biggest concern is a path designated just for walkers/joggers and those walking their dogs. I want a separate path to keep cool and for my poodles to keep cool so tall trees for shade. I have lived in IW for over 25 years and have seen an increase in traffic on Fairway and Eldorado. I appreciate some lighting like what exists on Hwy 111. Of course, I take a flashlight at night as well. Bikers and ebikes don't mix with pedestrians so we need a separate path. Thank you. (17)

“

I live on Camino Del Rey. I want a crosswalk on Eldorado and Fairway to make it safer to get to the Fairway Park. It is currently a very dangerous intersection. (18)

”

Hi team,

Allow me to offer many thanks for your effort and invitation to feedback. I appreciate the sincerity of the forum today. I'll offer feedback to the approach and alternatives.

I've read all 120 pages of the report and will get to your toolbox next, but your preparation today merits a quick note out to you while my reactions are fresh. I recognize the technology that brought feedback to scale with real-time surveys drove some of the agenda, but I would have benefited from some education along the way. I did some AI research on mini-traffic circles and road dieting before the meeting, but found the scale of the drawings made it difficult to see what was going on in each drawing. Being new to the engineering at hand, this allowed little time to consider the consequence of the variations. In the next meeting, please take time to explain the effect of bubbles, chicanes, mini-round-abouts and visual obstructions so we are better informed as you seek our feedback. This is all new to me.

You're keen to recognize the number one objective should be to make Fairway and Eldorado less appealing alternatives to Highway 111. And, of course, to slow down the drivers that must use the roads. I agree that the additional burden of through-traffic brings noise and safety risks. When considering mixed use, greater attention should be given to the extraordinary volume of golf cart traffic in our village of leisure. If you can't spend another day biking and driving a golf cart around town, imagine each alternative with a golf cart and pedestrian on the trail at the same time. This will eliminate several alternatives. I'm a solo cyclist and a walker so I appreciate every accommodation you have made. Each scenario is an improvement.

My opinion favors Alternative Four of the Eldorado series because it optimizes the distance between cars and the living areas and swimming pools we call home. Send vehicles down a winding path. The novelty will make it to tourism catalogs and real estate guides. More importantly, it will improve quality of life. Today, conversation in my back yard must stop while cars, trucks and construction equipment accelerate as vehicles go northbound on Eldorado from Fairway Drive. Option four leverages a simple rule of science. Sound and light travels straight until it is absorbed or bounced in another direction. It doesn't bend. The additional vegetation creates a welcome buffer from a rattling landscaping trailer, shifting gear box or accelerating engine. Make them thick and short plantings to maximize the effect. Place the thickest ones where the headlights of weaving cars point into homes. Avoid tall trees that cast shadows on solar panels. Yep, that matters. I can show you the performance degradation caused by palms the other side of Eldorado.

I'll close with a simple idea for you to balance prevailing opinion, since we must all make concessions to move forward to a safer community. Living in a house that's not changed since it was built in 1979, I have one of the lowest walls along Eldorado. As to sidewalks and bike lanes bordering my property, I say welcome. Share the sunsets and mountain views with me. I gladly prefer nosy neighbors to noisy vehicles. I can make friends in conversation over the wall with a pedestrian. That will never happen with a contractor racing home at 40 miles per hour from a job in Palm Desert. Compliments to you for all you are doing! Thanks.

P.S. Be sure to let staff at Riverside County know you lowered the speed limit on Fairway. Once they update their database and share the change with the GPS system operators that drive the algorithms used in wayfinding systems like Google Maps, Apple Maps and Waze, more GPS routes will lead drivers to stay on Highway 111. While there is much that goes into the recommended route, every little bit helps! From what I understand, you'll need to contact the Riverside County Department of Transportation at the Riverside County Administrative Center at 951-955-6880. I'm sure they will be glad to hear from you. (19)

Hi,

Thanks for doing this. I just wanted to reiterate two points I made to the moderator at the close of the meeting:

1. The improvement suggestions were rather timid when much more aggressive and likely effective measures would more positively impact the number one identified priority: reduce speeding.

An antipodean member of the audience suggested speed cameras as a low cost solution. The firefighter who identified himself as John (resides at Cook / Fairway) said erecting a bogus sign advising speed bumps ahead markedly reduced speeding (works until motorists discover the bumps/humps are not there). Also not mentioned: multiple way stops, roundabouts. Lane narrowing is also a good idea.

La Jolla Blvd in the Bird Rock area of San Diego used to be a speedway until the city installed about 6 roundabouts, reduced lanes from four to two and provided angled parking on one side and parallel on the other. Very effective and makes for a much more pleasant drive.

There's an even less expensive "round about" scheme in evidence in west Culver City on Albright Ave between Venice Blvd and Washington Pl. Basically the intersection is narrowed and a planter is installed in the middle forcing cars to slow down to navigate around the center planter to get to the street of their choice. Similar intersections exist in the Brentwood section of Los Angeles between San Vicente and Sunset. You should check them out.

2. The interactive questionnaire did not provide traffic calming choices. I'm not sure how meaningful the answers can be as nothing addressed the public's number one concern of reducing speeding traffic.

Again thanks for providing the opportunity to have input. (20)

Good morning Team,
I am more concerned about the racetrack aka hwy 111 being dealt with first. Also, the plants/shrubs at some corners that block the view of oncoming traffic. Repectfully, (21)

Dear Community Planning,
Thank you for providing so many great options for the safer streets and enabling community input. The plans are really exciting! We cannot be at the meeting, but wanted to provide some input.
For Fairway, our view is option 2 is a clear favorite. It provides some curvature, and importantly, a landscape buffer from traffic. The landscape buffer really improves the biking and walking experience. It feels more park-like. As bikers, we also prefer staying offer the street. I was biking in the bike lane on Fairway yesterday morning and cars were going, very close to me. It's really unsettling. The wonderful thing about the 111 paths is that we are away from traffic and immersed with landscaping. There are not enough people walking to make it an issue to share the space in one multi-use path. If there was some more landscaping in the landscape buffer or on the other side of the path) (palm trees and flowers, etc.), that would also increase the appeal of Fairway.
For El Dorado (and we live off El Dorado so are particularly invested in it!), we like option 3. Options 1 and 2 do not provide enough greenery. Option 4 seems like too much curvature. Option 5 was our second choice, but it has the drawback of messing up the existing really lovely partition. Option 2 provides more greenery and a lovely landscape buffer.
Thanks so much for considering our input! In general, I think option 2 for Fairway and option 3 for El Dorado will significantly increase the usability of the streets and not only will not increase the cement footprint (which we hear has been a concern), but seemingly will offer a feeling of more greenery and feel less urban. The current streets are wider than necessary for the traffic and having more usable space for recreation is a great improvement. Having these places to walk and bike without cars zooming by you increases safety and promotes overall health and well-being and community interaction. We hope you will also add paths to Cook and Rancho Palmeras! (22)

Thanks for all of your work on research and plans. The traffic is negatively affecting the “quality of life” for many Indian Wells residents. We all would like quieter safer streets to enjoy our beautiful city.
Please add removing/diverting traffic from our local streets as one of the main objectives. There is more traffic than ever… where is it coming from? They shouldn’t be allowed to race down our local streets.
Yes to new simple path/large sidewalk on South side of Fairway to accommodate walkers, bikers and golf carts.
Yes to chicane on El Dorado…this will move traffic to the center hopefully slowing them down and give houses on either side an additional buffer (landscaping and sidewalk) to the traffic.
No to round about/circle at Fairway & El Dorado. That could add more of a distraction for neighbors by that intersection and be difficult for pedestrians to cross over to the park.
No to speed bumps, as they would create more noise for neighbors.
Please add a “no truck” sign on the east side of El Dorado (as there is on on the West side and on the north and south side of El Dorado.
Please decrease speed limit on El Dorado. Please tickets trucks that should not be on our roads.
Please add more enforcement especially on El Dorado. Traffic and begins at 5 am and is often heard during the night.
Consider closing the roads only to local traffic between 4pm-8am.
Consider ticket cameras as additional enforcement for speeders and trucks. (23)

We live on the corner of Fairway and Williams Rd. We have witnessed the speeding and increase in traffic since we moved here 11 years ago. We have voiced our opinions to city council members wanting to put in low speed (humps) and a DG (not cement) walking path on the south side of Fairway. The majority of speeding on Freeway is from workers. The reduction of the speed limit on Fairway to 30 mph has appeared to have helped a bit. Lowering Cook and El Dorado to 30 mph will also help. We attended the “safe streets” meeting on Nov. 29th and were shocked at the proposals. They were “over kill”. We do not need all that striping, crosswalks, more bike lanes, etc.. That would completely change the beauty of Fairway making it look like a mini Hwy. 111 not to mention the expense. None of that is necessary. We would be horrified to see that looking out our windows. Speed humps work. Recently while we were in Carmel during “Car Week” after complaints from residents regarding cars speeding down Ocean Ave. the city installed temporary speed bumps and the problem was resolved immediately. So simple and cost efficient. Please do not destroy our beautiful neighborhood with unnecessary and costly “eye sores”. All we need to do is ENFORCE our “existing” laws regarding speeding and oversized trucks and put in a few speed humps. Fairway is quiet on Saturdays and Sundays. It is primarily workers speeding and big trucks rerouting from Hwy. 111 Mon. thru Fri.. Please don’t destroy the beauty of our neighborhood. (24)

My husband and I attended the last meeting and plan on being at the next one on November 20. I wanted to say that we live on Fairway and the problem, in addition to speeding trucks and vehicles, has really not been addressed fully in my mind in the plans presented. While I appreciate the time and effort that went into the plans, what we need on Fairway especially are speed humps - at least three of them, and perhaps four. The traffic has gotten out of control and is 80% workers trucks and vehicles all day long M-F. Perhaps if they had to endure speed humps they would not use Fairway as a cut-through when they have no reason to be on the street otherwise.

One of the residents at the last meeting suggested the use of speed cameras along Fairway. I also think this is an excellent idea and would not be opposed to it.

And lastly, I think the workers coming and going from Eldorado CC and the Vintage need to be handed a notification as they enter that they need to reduce speeding along Fairway, Eldorado, Cook and Rancho Las Palmeras! Maybe it would help a little.

I like the idea of a sidewalk along Fairway, but prefer DG, meandering on the South side of Fairway. I don't see any problem with the bikers on our street. Even the packs of 20 at a time! They are usually out very early in the morning and I've never seen them to be a problem or to incur a problem. The DG sidewalk would take care of pedestrians who do not feel comfortable walking in the the street along Fairway (which is an issue for sure).

As for Eldorado, I agree a sidewalk is needed along one side only, but I don't feel any other change is necessary. The turn lanes work presently and the landscaped median is attractive and provides a buffer between traffic directions.

In the end, Fairway is a HUGE issue. It is out of control with regard to trucks, speed and amount of traffic.

Thank you for all your work and concern with regard to making our "streets safer." (25)

Hello again,

As I promised, I've reviewed the toolbox and studied the images of the Eldorado Drive (South) Preliminary Alternatives which conveniently picture my home in the entire series 1 through 5. The team from Michael Baker International was wise to choose our property with the geometrically shaped pool because it sits closer to Eldorado street than any other property.

While the rendering of Alternative 4 showing a chicane north of Altimira promised slower traffic and presented appealing natural buffers during the presentation on October 29th, closer inspection shows it fails the test of making the street safer. It will neither enhance pedestrian safety, promote bicyclist safety or improve motorist safety. By drawing traffic into what is now the bike lane, only six feet of sidewalk and newly planted ficus trees separate vehicles from a 40-inch-high wall. This brings the very real possibility that a vehicle will crash into the wall, sweeping any pedestrian or cyclist with it.

Only a thoughtful set up and perfect execution will keep drivers on the chicane road. The slightest distraction or disruption will not leave our residents time to avoid the wall. The average brake reaction time for Indian Wells residents is a half second. But a car traveling at 35 miles per hour will cross the distance of the buffer drawn in Alternative 4 in one-third the time. While missing a curve and crossing a sidewalk is scary enough, Alternative 4 creates even greater risk for the driver because the curve's apex was drawn where the wall is seven feet from a pool sitting three feet below street grade. One can imagine that the weight and speed of a vehicle at that height might carry the driver through the unreinforced wall and into nine feet of water.

Today, the property wall is fourteen feet from the existing lane of traffic. Only Alternative 1 and Alternative 2 create more room for walkers and pedestrians in the Eldorado Drive (South) Preliminary Alternatives. I recommend these two plans because they create the greatest distance between vehicles and pedestrians to foster a culture of shared road use. Sincerely, (26)

Upon further inspection of the renderings online...it appears the chicane moves the traffic too close to the properties that back up to El Dorado! While safety is the goal helping residents get a buffer from traffic is also crucial. Additionally distracted drivers (which is common here) causes more potential dangerous issues, including crashing into residents yards. The chicane is a BAD idea.
The goal should be safety and respect of the residents dealing with the ongoing traffic issues...safety, speed, noise.
No to the chicane on el Dorado! Option 1 is my vote as it pushes the traffic away from our home, which is the closest to the street and the lowest elevation.
Additionally many of us would like a flashing walk and stop on Osage/El Dorado as crossing El Dorado is difficult with the influx of traffic. (27)

I am a resident who lives on Fairway Drive and I am very concerned about the excess speeds and increased traffic from highway 111. I have reviewed the proposals submitted for Fairway and while I appreciate the effort put into them, I feel they will change the look of our beautiful community while not addressing the excessive speed problem. Similar to some of the other feedback I have read, I am proposing that we keep it simple and use speed bump/humps to slow traffic on Fairway. I originally was not a big fan of speed bumps/humps UNTIL I started observing them in other neighborhoods and realized that SPEED HUMPS REALLY DO WORK. They are simple, effective, economical and can be implemented much quicker and at a lower cost than the other options provided.
I also support a walkway on the south side of Fairway - DG preferred. This will give people a safe and naturally beautiful area to walk on, while bikes and golf carts can continue to utilize the street. Once again, this will keep it simple, solve the real issues and get the job done.

I would like to thank the consultants, Committee and the Council for taking the time and really listening to what the residents want. (28)

I attended the first session but will not be able to attend the second. Here are a few comments to put into the hopper:

- Despite the original IW plan not to have sidewalks, there needs to be walking paths to protect pedestrians. A simple dg path along Fairway and south Cook street would allow for a good walking circuit when including Hwy 111 and Eldorado - simple and low cost.
- Without a history of bike accidents, keeping the bike paths along the side of the streets seems to be working and can be kept the way they are.
- At another meeting I attended, the mayor mentioned trying to remove IW from the traffic light synchronization with the other cities since he feels it contributes to the increased traffic on Fairway. That is a very parochial view. I think we should definitely keep it as it is and appreciate how it's possible to drive on Hwy 111 without having to stop at endless traffic lights!
- The left turn lights on Cook and Cachuma (and Desert Horizons) are maddenly inefficient. The light stays red for way too long when there is no cars coming in either direction. Many people turn left when the light is still red because of the long wait. A blinking yellow light would be adequate instead. Or no left turn light at all with a yield sign to remind people not to turn in front of oncoming traffic (since I guess we are all too stupid to know when it's safe to turn left). Palm Springs has taken out many left turn lights since they are so inefficient.

Also, the categories of voting which were allowed at the last meeting didn't include some important ones like "safety". Since this whole effort is about safe streets shouldn't people be voting on whether the various options presented improve safety along with how atheistically pleasing they are.

Thanks for working on improving safe streets in IW! (29)

As I work full time, I am unable to make it to your meetings. I live on Fairway Drive, east of Eldorado, and feel that speed control through our neighborhood needs to be included in this discussion. The speed limit is 25 mph and yet cars are frequently traveling by our homes at 40+ mph.

I believe that simple solutions include installing a speed detector/read out (as has been installed on Osage) and placing several speed humps along Fairway, similar to the ones in Palm Desert on San Pablo adjacent to COD and the baseball fields.

I believe that these speed humps would be very effective on all of the streets that are of concern. They are designed so that you can pass over them easily if you are going the speed limit. However, if you are speeding, it is not pleasant driving over them.

I don't believe that the city should be reconfiguring Eldorado or any other street at great expense before trying much cheaper alternatives. (30)

Dear Planning Commissioners,

After listening to the proposed designs for Eldorado and Fairway Dr's, the more I'm convinced that we should not engage in these massive projects without more information and advice from Law Enforcement as to whether these proposals would actually reduce speed and therefore create a safer environment for pedestrians and vehicles. I'm especially concerned about placing "speed bumps/barriers" which I believe create bigger problems than they solve. (31)

“

The new street plan. Have there been accidents on the four streets? How many. Keep the bikes on 111. Why divert them to the four streets at huge cost? What about golf carts? (32)

”

Thank you for your continued efforts to improve the quality of life for the residents of Indian Wells. The city's commitment to enhancing safety and traffic flow is greatly appreciated.

Throughout the 2023/2024 Safer Streets meetings, a recurring concern raised by many residents has been the use of Cielito Drive as a high-speed through-route for drivers attempting to avoid the El Dorado/Fairway Drive intersection. This has raised significant safety concerns, particularly regarding the impact on nearby residential streets such as Osage Trail and Cielito Drive.

Request:

In anticipation of the December 12, 2024 hearing and as the city moves forward with the Proposed Safer Streets Roadway Improvements for El Dorado Drive and Fairway Drive, it is respectfully requested that the city:

1. Assess and Document the Impact on Adjacent Streets: Please address how traffic changes to El Dorado and Fairway Drive will affect surrounding streets, specifically Osage Trail and Cielito Drive. This should include an analysis of traffic flow, speed, and volume on these streets before and after any proposed improvements.
2. Propose Solutions to Prevent Through-Traffic on Cielito and Osage Drives: Given the concerns about drivers using Cielito Drive and Osage Drive as a bypass, please outline specific measures the city will implement to prevent and deter this behavior. This could include traffic calming measures, signage, or other physical interventions designed to discourage high-speed through-traffic.

Your attention to this important issue is appreciated. Thank you for considering the safety and quality of life of residents in all aspects of the Safer Streets planning process. (33)