INDIAN WELLS CITY COUNCIL
April 16, 2026

To: City Council

From: Public Works Department

Prepared by: Dina Purvis, Public Works Director

Subject: **Safer Streets Indian Wells Approval of 30% Design Plans**

RECOMMENDED ACTIONS:

Council **REVIEWS** and **APPROVES** the proposed 30% design plans, as presented, or **RECOMMENDS** any additional changes to the proposed design to advance the project forward to completion; and

FINDS the action exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to California Public Resources Code section 21080.20, and Section 15301, Class 1 (c) of Title 14 of the California Code of Regulations.

DISCUSSION:

The Safer Streets Project is being designed for the streets of Fairway Drive, Eldorado Drive, Rancho Palmeras and Cook Street. The overarching goal of Safer Streets is to improve road safety for vehicular and non-vehicular (e.g., pedestrian and bicyclist) travel and reduce vehicular speeds along the routes. At the June 10, 2025, City Council meeting, Council approved the conceptual design of Safer Streets and authorized the completion of 30% design plans. (Attached is the June 10, 2025, staff report for reference. (Attachment No. 1))

The Safer Streets project is at 30% design plans (Attachment No. 2). Per Council direction, staff and the design consultants, GHD Inc, are presenting the 30% design plans for Council review, direction, and advancement to final design. The 30% design plan includes the following, based on Council's direction.

Phase I (Fairway Drive and Eldorado Drive):

- **Fairway Drive**
    - Construct a 6' meandering sidewalk along the south side of Fairway Drive for

pedestrian safety.
- Sidewalk to be constructed out of a colored permeable concrete that looks like decomposed granite versus a conventional concrete sidewalk.
- Stripe Fairway Drive to accommodate one lane of traffic in each direction, provide a combination 8' bicycle/golfcart lane in each direction (marked in white paint only), and maintain street parking on the north side of Fairway Drive.

- **Eldorado Drive**

  - Striping Eldorado Drive to provide a combination 8' bicycle/golfcart lane in each direction (marked in white paint only).
  - Addition of a meandering sidewalk from Highway 111 to Camino Cielo on the west side of Eldorado to the entrance of the Sundance community to mirror the Montelena Community sidewalk.
  - Examine the addition of a northbound right turn pocket at Highway 111.
  - Install crosswalks at Fairway Drive crossing each leg of the intersection to Fairway Park. Additional research is needed to confirm whether these crosswalks can be installed, as they connect pedestrian improvements to non-pedestrian improved areas.

Phase II (Rancho Palmeras and Cook Street):

- **Rancho Palmeras**

  - Construct a left turn pocket on southbound Rancho Palmeras at the Camino de Plata intersection.
  - Construct a right turn pocket on northbound Rancho Palmeras at the Camino de Plata intersection.
  - Stripe Rancho Palmeras to accommodate one lane of traffic in each direction and a combination 8' bicycle/golfcart lane in each direction.

- **Cook Street**

  - Implement a road diet and add 6' meandering sidewalks on both sides of Cook Street.
  - Striping to accommodate one lane of traffic in each direction and provide a combination 8' bicycle/golfcart lane in each direction (marked in white paint only).
    - Final design would include a two-lane to one-lane transition in both north and southbound lanes near Highway 111.
  - Further traffic analysis needs to be conducted on additional Planning Commission recommendations for traffic signage on Cook Street and no right turn on red at Highway 111 onto Cook Street.

- Eastbound Highway 111 to southbound Cook Street right turn restriction – No turn on Red

At the June 10, 2025 Council meeting, the City Council directed staff to combine both phases into one. The 30% design plans combine all segments into one overall project. These 30% design plans also represent minor requests made by the property owners adjoining the pathway on Fairway Drive. These requests include enlarging curb radii, driveway approach widening, paver crosswalks, and utility undergrounding.

Speed Study

Council also instructed staff to conduct a speed study along the Safer Streets segments and report back the findings to the City Council, to assist Council in their deliberations on additional design elements, including speed cushions, for the four segments.

Staff presented this follow up report at your December 2, 2025, Council meeting. The report confirmed speeding was an issue along all four segments. At this meeting, Council also determined that speed cushions were not advantageous to the project.

Most of the speed and volume data was collected during the month of September 2025. These findings provide a data-driven basis for evaluating the need and urgency for traffic calming interventions on each segment.
Key findings included:

- Cook Street registered the highest traffic volume (18,855 vehicles over 7 days) but not the greatest percentage of vehicles exceeding the posted speed limit (An average of 62% of drivers over the posted speed limit of 35, both north and south bound). 1350 vehicles (7%) were over 45 mph. During last season, Cook Street had a 24 hour ADT volume total of 5,703, compared to the off-season 24-hour ADT volume of 3196 on the highest day.
- Eldorado Drive had a moderate traffic volume (10,614 vehicles over 7 days), but had the highest speeding frequency (An average of 87% of drivers over the posted speed limit of 30, both north and south bound). 529 vehicles (4%) were over 45 mph. During last season, Eldorado Drive had a 24-hour ADT volume total of 3,512, compared off-season 24-hour ADT volume of 1,902 on the highest day.
- Fairway Drive West had a higher traffic volume (12,520 vehicles over 7 days) and a high speeding frequency (An average of 78% of drivers over the posted speed limit of 30, both east and west bound). 232 vehicles (1%) were over 45 mph. During last season, Fairway Drive West had a 24-hour ADT volume total of 3,549, compared to the off-season 24-hour ADT volume of 2,216 on the

highest day.
- Fairway Drive East had a slightly lower traffic volume than Fairway Drive West (10,560 vehicles over 7 days) with a lower speeding frequency (An average of 60% of drivers over the posted speed limit of 30, both east and west bound). 63 vehicles (less than ½ %) were over 45 mph. During last season, Fairway Drive East had a 24 hour ADT volume total of 3,478, compared to the off-season 24-hour ADT volume of 1,900 on the highest day.
- The remaining study streets showed low traffic volumes with lower rates of speed violations in comparison.
- Enforcement presence did not show a measurable reduction in speeds.

Discussions with Eldorado Country Club and the Vintage Club

Over the past few months, staff has met with representatives of both the Eldorado Country Club and the Vintage Club on obtaining additional right-of-way along the south side of Fairway Drive to accommodate the meandering sidewalk. Conversations are ongoing and proceeding very well. Both clubs agree a meandering sidewalk is the preferred aesthetic versus a curb adjacent sidewalk. Both clubs also provided additional recommendations to improve the overall quality of the project (e.g., pavers in lieu of crosswalk stripping, undergrounding of utilities where appropriate, coordinating landscape design, etc.) and the importance to coordinate construction schedules to minimize impact on residents during season.

Eldorado Country Club has also expressed a willingness to improve ingress at their main gate from eastbound Fairway Drive, and ingress and egress at Eldorado Country Club's maintenance road. Improvements to these entrances and exits of the Eldorado Country Club will improve pedestrian and vehicle safety along the route.

The Vintage Club has also expressed support for improvements that enhance their entry at the corner of Cook and Fairway Drive. This includes a better alignment of eastbound Fairway Drive as you pass Cook. Extending a curb at this location will also improve pedestrian and vehicle traffic at this intersection. The Vintage Club has also requested, with which the City concurs, to have northbound Cook from Fairway, merge from two to one lane approximately 250 feet northbound on Cook. This will facilitate a safer transition for vehicles exiting the Vintage Club.

Action Items

Staff are seeking City Council's approval of the design elements for Safer Streets as presented in the 30% design plans, or to recommend any changes at this time.

It is important to note the importance of approving the 30% design plans, understanding that **any** future alterations to the street design will be costly to make and ultimately delay construction of the entire project.

Next Steps

- After Council's approval of the 30% design plans, as presented or with alterations, the design team and staff will progress the project to the 70% design plan stage. The next design phase will include development of utility and landscaping plans. Staff plans to bring the 70% design plans to the City Council in Fall 2026.

- Staff will provide both clubs with an update and continue negotiations on acquiring the additional right-way, based on the recommendations from Council on the 30% design plans. Staff will also bring forth approvals to acquire the additional right-of-way at a future City Council meeting.

- Staff will engage property owners with affected frontage along the segments to discuss opportunities for coordination and partnership.

- Each segment has different construction schedules.

    - For example, Rancho Palmeras' proposed design is to repave and restripe the street, and the creation of a left turn and right turn pockets into Casa Dorado. If Rancho Palmeras is approved at the 30% design plans level, staff would recommend expediting this segment for construction in the late summer of 2026.

    - The remaining segments are expected to take longer to design and construct. Staff will bring forth a proposed construction timeline, to minimize disruption in the community, at the 70% design plans level for Council review and consideration.

CITY COUNCIL STRATEGIC GOAL:

The Safer Streets Project is a projected listed on the City Council approved Strategic Planning Goals (Goal #6, Investing in Infrastructure and Amenities).

OPTIONS:

The City Council has the following options.

1. Accept the 30% design plans as is and direct staff to move design to 70% design plans.
2. Amend 30% design plan as directed by council and direct staff to move design to completion.
3. Accept or Amend the 30% design plan and direct staff to expedite the project through the design process, obtain construction estimates, and bring back the project once ready to go out to bid. (This would skip the requirement to bring back the 70% design plans for further discussion).
4. Provide alternative direction.

FISCAL IMPACT:

There is no additional fiscal impact associated with completing the designs, as it is funded under the approved Safer Streets budget in the Capital Improvement Program. The completion of design plans will allow for an engineer's construction estimate to be developed for future Council discussion and deliberations.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

This action has been reviewed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State and local CEQA Guidelines, and the environmental regulations of the City. The City, acting as Lead Agency, has determined that Under California Public Resources Code section 21080.20, CEQA does not apply to active transportation plans, pedestrian plans and bicycle transportation plans. Furthermore, the proposed improvements within the existing street rights-of-way are categorically exempt under CEQA in accordance with Section 15301, Class 1 (c) of Title 14 of the California Code of Regulations, for Existing Facilities, including streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

ATTACHMENTS:

1. City Council Staff Report of June 10, 2025
2. 30% Design Plans