PLANNING COMMISSION
Meeting Agenda

Thursday, May 29, 2025

1:30 PM

City Hall Council Chamber

44950 Eldorado Drive, Indian Wells, CA 92210

Welcome to a meeting of the Indian Wells Planning Commission.

Live Stream: *Regular meetings held in the City Hall Council Chamber are streamed live. You can watch the meeting on any device or computer. Members of the public who wish to listen or watch the meeting may access the livestream during the regular meetings. LIVE STREAM CLICK HERE.*

Public Comments: *Members of the Public who wish to speak should fill out a yellow slip and submit it to the Senior Administrative Assistant, comments are limited to 3 minutes. In accordance with State Law, remarks during public comment are to be limited to subjects within the City's jurisdiction. If you are unable to provide comments during meeting, written comments on agenda or non-agenda items or both, may be submitted at malvarez@indianwells.com an hour prior to the start of the meeting.*

Notification: *If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the Americans with Disabilities Act (ADA) please contact the City Clerk at 760-346-2489, 48 hours prior to the meeting.*

Please turn off all communication devices (phones) or put them on non-audible mode (vibrate) during Planning Commission proceedings. All documents for public review are available for public inspection at City Hall reception, 44-950 Eldorado Drive, Indian Wells during normal business hours.

Pages

A. CONVENE THE INDIAN WELLS PLANNING COMMISSION, PLEDGE OF ALLEGIANCE AND ROLL CALL

CHAIR BRUCE BAHNEMAN
VICE CHAIR KEN WELCH
COMMISSIONER GLENN SCHUBERT
COMMISSIONER JIM SNELLENBERGER
COMMISSIONER RALPH LAKS

B. APPROVAL OF THE FINAL AGENDA

C. PRESENTATIONS

No Presentations.

D. PUBLIC COMMENTS

Members of the Public who wish to speak during public comment on items not listed on the agenda may do so at this time. Members of the public should fill out a yellow slip and submit it to the Community Development Senior Administrative Assistant. Comments are limited to 3 minutes, speakers will be alerted when their time is up and are then to return to their seats and no further comments will be permitted.

Please note that while the Planning Commission values your comments, the Commission cannot respond nor take action on matters not listed on the agenda until such matter may appear on a forthcoming agenda.

E. PUBLIC HEARINGS

For each of the items listed under PUBLIC HEARING ITEMS, the public will be provided an opportunity to speak. After a staff report is provided, the Chair will open the public hearing. At that time the applicant will be allowed five (5) minutes to make a presentation on the case. Members of the public will then be allowed three (3) minutes each to speak, unless there are a number of person's wishing to speak and then the Chair will allow only two (2) minutes, to accommodate for more persons.

The Planning Commission may ask the speakers questions relative to the case and the testimony provided. The question period will not count against your time limit. After all persons have spoken, the applicant will be allowed three minutes to summarize or rebut any public testimony. The Chair will then close the public hearing portion of the hearing and deliberate the matter.

E.1 Reviewing Findings of the Safer Streets Public Engagement Process and Consider Finding of Consistency of Proposed Improvements with the City's General Plan Circulation Element; and Finding the Action to be Exempt from the California Environmental Quality Act (CEQA) Under Section 15301

6

RECOMMENDED ACTION:
Planning Commission **OPENS** the Public Hearing, takes any public testimony, **CLOSES** the Public Hearing; 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; and

ADOPTS Resolution No. PC 2025-06 recommending the City Council **FINDS** the roadway improvements identified in the Safer Streets For All Report consistent with the City's General Plan Circulation Element, and recommends **APPROVAL** of the specific Right-of-Way improvements along Eldorado Drive, Fairway Drive, Cook Street and Rancho Palmeras to the City Council.

F. GENERAL BUSINESS

No General Business.

G. MATTERS FROM STAFF

H. MATTERS FROM COMMISSIONERS

Any matter under the jurisdiction of the Commission that a Commissioner wishes staff to investigate and report on at a future meeting.

H.1 COMMISSIONER LAKS

H.2 COMMISSIONER SNELLENBERGER

Design Review Committee

H.3 COMMISSIONER SCHUBERT

Design Review Committee

H.4 VICE CHAIR WELCH

H.5 CHAIR BAHNEMAN

I. ADJOURNMENT

To a regularly scheduled meeting of the Planning Commission to be held at 1:30 p.m. on June 26, 2025 in the City Hall Council Chamber.

Affidavit of Posting,

I, Maria Alvarez, certify that on May 22, 2025, I caused to be posted a notice of a Planning Commission Meeting to be held on May 29, 2025 at 1:30 p.m. in the City Hall Council Chamber.

Notices were posted at Indian Wells Civic Center and City's Website [www.cityofindianwells.org]

_____
Maria Alvarez, Senior Administrative Assistant

INDIAN WELLS PLANNING COMMISSION
May 25, 2025

To:	Planning Commission
From:	Public Works Department
Prepared by:	Ken Seumalo, Public Works Director
Subject:	**Reviewing Findings of the Safer Streets Public Engagement Process and Consider Finding of Consistency of Proposed Improvements with the City's General Plan Circulation Element; and Finding the Action to be Exempt from the California Environmental Quality Act (CEQA) Under Section 15301**

RECOMMENDED ACTIONS:

Planning Commission **OPENS** the Public Hearing, takes any public testimony, **CLOSES** the Public Hearing; 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; and

ADOPTS Resolution No. PC 2025-06 recommending the City Council **FINDS** the roadway improvements identified in the Safer Streets For All Report consistent with the City's General Plan Circulation Element, and recommends **APPROVAL** of the specific Right-of-Way improvements along Eldorado Drive, Fairway Drive, Cook Street and Rancho Palmeras to the City Council.

BACKGROUND AND ANALYSIS:

Public Safety is a priority with the City Council. It covers three sperate departments, specifically: Sheriff's Department for Law Enforcement; Fire Department for fires, disasters, and public health; and Public Works for traffic/transportation. As with every budget cycle, the City Council approves monies to support public safety efforts. In May of 2023, the Council approved a $43.4 million dollar Capital Improvement Program that included a phased Complete Streets (now branded Safer Streets to avoid confusion with the Federal "Complete Streets" program) project and Pedestrian Safety Improvements.

With this direction, staff initiated two projects: A City-Wide Traffic Safety Action Plan, and a public engagement effort to discuss pedestrian safety along Fairway Drive.

The City-Wide Traffic Safety Action Plan examined a five-year window of traffic accidents throughout the City. The purpose of this examination was to identify roadway corridors or intersections that exhibited higher than usual traffic accidents. These identified corridors are proposed to be budgeted for further study that focuses on causes and potential solutions. Another purpose of the study was to provide for a "toolbox" of traffic solutions for various roadway conditions. In addition, the toolbox solution describes the conditions in which each tool is useful as well as some consideration for unintended consequences. For example, if speeding or running stop signs is a problem, one traffic solution tool is the use of a traffic circle. The advantages of the traffic circle "tool" are they have fewer conflict points than traditional intersections and they provide traffic calming. The considerations or disadvantages are the potential need for additional right-of-way and that cyclists will need to blend with vehicle traffic for short segments through the circle element. This study was completed by the City's consultant and adopted by the City Council on June 20, 2024.

The pedestrian safety component of the Capital Improvement Program, in part, focused on implementing a temporary walkway along the south side of Fairway Drive between Eldorado Drive and Cook Street. Staff held public meetings in November 2023 and again in February 2024. The purpose of the November meeting was to collect feedback on residents' concerns about pedestrian safety and preferences for the path.

At the February meeting, Staff presented some design options as well as the associated costs. The cost estimate to install a temporary path was over $1 million. The community expressed the desire to abandon the temporary project in favor of evaluating a permanent solution. With that feedback, along with the directive from Council at the 2024 Strategic Planning to advance design, staff shifted focus to Phases I & II of Safer Streets.

Phase I, Safer Streets – Fairway Drive and Eldorado Drive

During analysis of the area along Fairway Drive, staff noted the residents' previous concerns about pedestrian safety, speeding along Fairway Drive, and the volume of traffic in this area. The first of three community engagement meetings was held on October 29 with two objectives: 1) solicit feedback regarding resident concerns along Fairway Drive and Eldorado Drive; and 2) introduce concept plans based on previous community input for both corridors for public evaluation and feedback.

At the initial community engagement meeting held on October 29, 2024, Staff and the City's consultant, Michael Baker International, incorporated feedback received from the November 2023 community meeting into several alternatives for both the Fairway Drive and Eldorado Drive segments. The strategy was to use tools from the City-Wide Traffic Safety Action Plan to address the community's concern for speeding, traffic volume, and pedestrian safety. With the information the team received from the first meeting, a second Community Engagement meeting was held on November 20, where Staff presented more refined alternatives for both corridors. Overwhelmingly, the Community supports action in these corridors to improve safety (Attachments 2, 3, 4).

The Planning Commission heard all available options at the Public Hearing for Safer Streets Phase I on December 12, 2024. The Planning Commission made the following recommendations to the City Council for Safer Streets Phase I.

Fairway Drive:

Based on feedback from the City's website, emails, and comments at the community meetings, Planning Commission has recommended the following for Fairway Drive (Attachment 7):

1) Construct a walkway along the south side of Fairway Drive for pedestrian safety
2) Stripe Fairway Drive to accommodate one lane of traffic in each direction, provide a combination bicycle/golfcart lane in each direction, and maintain parking on the north side of Fairway Drive

Eldorado Drive:

Again, based on feedback from the City's website, emails, and comments at the community meetings, Planning Commission has recommended the following for Eldorado Drive (Attachment 8):

1) Stripe a buffer zone to separate bicyclists and golf carts from vehicular traffic
2) Stripe Eldorado Drive to accommodate one lane of traffic in each direction and a combination bicycle/golfcart lane in each direction

Alternative:

Planning Commission also asked the City Council to consider the following:

1) A pedestrian walkway down the center of the median on Eldorado Drive.

<u>Phase II, Safer Streets – Cook Street and Rancho Palmeras</u>

During analysis of Phase I, staff noted the residents' previous concerns about pedestrian safety, speeding along Cook Street, and the volume of traffic in the Phase II areas. The first of two community engagement meetings was held on January 22, 2025 with two objectives: 1) solicit feedback regarding resident concerns along Cook Street and Rancho Palmeras; and 2) introduce concept plans based on previous community input for both Phases for public evaluation and feedback.

At the initial community engagement meeting held on January 22, 2025, Staff and the City's consultant, Michael Baker International, incorporated feedback received from the Phase I community meetings into several alternatives for both the Cook Street and Rancho Palmeras segments. The strategy was to use tools from the City-Wide Traffic Safety Action Plan to address the community's concern for speeding, traffic volume, and pedestrian safety. With the information the team received from the first meeting, a second Community Engagement meeting was held on February 19, 2025, where Staff

presented more refined alternatives for both corridors. Overwhelmingly, the Community supports action in these corridors to improve safety (Attachments 2, 3, 4).

During the Public Hearing today, the Planning Commission will review all available options in order to make recommendations to the City Council. At the City Council's January 31, 2025 meeting, the Council requested to hear the recommendations of the Safer Streets program in a more holistic view, including both Phases I & II at the same time. At the April 17, 2025 Strategic Planning session, Council again requested that Planning Commission make a single recommendation that included one set of options for all four streets, for their consideration. Staff will present options today for both Phase I and Phase II for Planning Commission to consider.

Cook Street:

Based on feedback from the City's website, emails, and comments at the community meetings, the following is being presented for Cook Street (Attachment 9):

3) Construct a walkway along both the east and west sides for pedestrian safety
4) Stripe Cook Street to accommodate one lane of traffic in each direction, and provide a combination bicycle/golfcart lane in each direction

Rancho Palmeras:

Again, based on feedback from the City's website, emails, and comments at the community meetings, the following is being presented for Rancho Palmeras (Attachment 10):

3) Construct a left turn pocket on Southbound Rancho Palmeras at the Camino de Plata intersection
4) Construct a walkway on the west side for pedestrian safety
5) Stripe Rancho Palmeras to accommodate one lane of traffic in each direction and a combination bicycle/golfcart lane in each direction

CITY COUNCIL STRATEGIC GOALS:

At the 2025 Strategic Planning session, the City Council reaffirmed its 2024 directive and instructed staff to continue advancing the Safer Streets initiative.

FISCAL IMPACT:

The findings of consistency of the conceptual improvements with the General Plan's Circulation Element do not have a tangible cost. Any approval by the City Council will result in improvement costs.

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. Resolution 2025-06
2. Community Feedback
3. Results of surveys from Phase I, Community Meeting 1
4. Results of surveys from Phase I, Community Meeting 2
5. Results of surveys from Phase II, Community Meeting 1
6. Results of surveys from Phase II, Community Meeting 2
7. Fairway Exhibits
8. Eldorado Exhibits
9. Cook Exhibits
10. Rancho Palmeras Exhibits

RESOLUTION NO. PC 2025-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDIAN WELLS, CALIFORNIA, FINDING THAT THE SAFER STREETS IMPROVEMENTS CONFORMS TO THE INDIAN WELLS GENERAL PLAN, AND FINDING THE ACTION TO BE CATEGORICALLY EXEMPT FROM THE CALIFORNIAN ENVIRONMENTAL QUALITY ACTY (CEQA) UNDER SECTION 15301

WHEREAS, the City Council of the City of Indian Wells ("City") has directed Staff to advance previously approved Capital Improvement Program Safety Improvements; and

WHEREAS, this program of projects is collectively called the Safer Streets Program; and

WHEREAS, the list of projects and improvements either enhances existing facilities or provides for new striping in accordance with the guidelines and requirements contained in the Indian Wells General Plan; and

WHEREAS, Staff has reviewed all plausible improvements and finds them to be consistent with the guidelines set forth in the Indian Wells General Plan; and

WHEREAS, the Planning Commission has considered evidence presented by the Public Works Department and other interested parties at public meetings held on October 29, November 20, 2024 and January 22, February 19, 2025; and

WHEREAS, pursuant to California Government Code Section 65401, the Planning Commission, as a recommending body, must make a finding that the Safer Streets Program conforms with the Indian Wells General Plan; and

WHEREAS, the Planning Commission shall submit a report to the City Council regarding the Safer Streets conformity with the General Plan in accordance with California Government Code Section 65401;

NOW, THEREFORE, the Planning Commission of the City of Indian Wells **RESOLVES** as follows:

SECTION 1. CEQA. The Planning Commission recommends that the City Council find that, Under California Public Resources Code section 21080.20, the California Environmental Quality Act ("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.

SECTION 2. Recommendation. The Planning Commission has considered the Safer Streets capital improvement projects and has determined that their respective Improvements conform to the Indian Wells General Plan based upon the following findings:

1. The Safer Streets Program is consistent with the policies and restrictions of the City's General Plan, Circulation Element.

2. The proposed roadway improvements are consistent with the General Plan Circulation Element because they contribute to a balanced circulation system that supports the travel demands of the land uses by promoting and encouraging active transportation modes, creating safe, comfortable, and connected active transportation networks, and improving vehicular travel quality through the installation of asphalt overlay.

SECTION 3. Effective Date. This Resolution shall take effect from and after the date of its passage and adoption.

SECTION 4. Certification; Records. The Community Development Director shall attest as to the adoption of this Resolution and cause the same to be maintained in the permanent records of the City.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Indian Wells, California, at a regular meeting held on this 29TH day of May 2025.

_____
BRUCE BAHNEMAN
CHAIR

CERTIFICATION FOR RESOLUTION NO. PC 2025-06

I, Jon Berg, Community Development Director of the Planning Department of the City of Indian Wells, California, **DO HEREBY CERTIFY** that the whole number of the members of the Planning Commission is five (5); that the above and foregoing Resolution was duly and regularly passed and adopted at a regular meeting of the Planning Commission of the City of Indian Wells on the 29th day of May, 2025, by the following vote:

AYES:
NOES:

ATTEST:

_____
JON BERG
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

_____**FOR**
BEST BEST & KRIEGER, LLP
CITY ATTORNEY

“

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)**

“

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)

”

> 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)

“

Thank you so much for this newsletter and all the updates! I looked at the most recent Safer Streets proposals and I think the designs look fantastic. Love the idea of having more sidewalks for all of us who walk through the neighborhood every day. Seems like a great idea for pedestrians and drivers alike. (1)

”

Thanks for the work you are doing. Unfortunately I cannot attend the meeting on January 22.
I do a lot of walking on the sidewalks on 111- in IW, LQ and PD. I try to stay to the right but at times I have my 4 year old grandson with me and that is not possible. The problem is that cyclists are NOT calling out "on your left" or slowing down. It is dangerous. I saw someone walking recently that had a very near collision with a cyclist on the sidewalks.
I am glad the walks are wide enough to share but what can we do about this problem? Perhaps there can be signs posted every mile or so to remind cyclists to call out "on your left" and to slow down? I hope that you can consider this and help make our sidewalks safer too! (2)

Can seasonal residents attend this meeting via Zoom?
I hope this means IW is considering a SIDEWALK on Cook street. We walked to dinner over New Years
with my kids and my nephews in the dark from our residence at Dorado Villas to Don Diegos for a family meal. It was very dangerous. Even with flashlights.
THANK YOU for Safer Streets!!! I vote YES! (3)

“

To the tone deaf planning commission;
Why are we going forward with a project that has been clearly voiced by the residents it is not needed or wanted? You have not given any valid reasons for the project, or backed up any of your speculation of “safe streets” with fact based data. Stop spending our city’s resources on your own pet projects and do something constructive for once.
Keep Indian Wells as it is.... our founding fathers had it right. (4)

”

Dear team,
I appreciate your time and effort toward improving traffic, pedestrian and cyclist safety in Indian Wells!
As a resident of Casa Dorado, I endorse the proposed Safer Streets initiative to provide in/out access to our community from Rancho Palmeras.
Confusion and inconvenience by residents using Uber (the service regularly sends cars to the "exit only" Rancho Palmeras gate), by visitors using Google Maps (this service also misdirects visitors and service providers to the Rancho Palmeras gate) and by resident drivers wishing to reduce or avoid traffic on Highway 111 by using Fairway Drive to Rancho Palmeras as an entry point to Casa Dorado would all benefit from a decision by the City Council to allow in/out gate access to Casa Dorado from Rancho Palmeras.
Cycling in Indian Wells along our beautifully maintained roads is a pleasure. The ability to both exit and enter Casa Dorado on Rancho Palmeras using an entry keypad rather than a gate key when cycling will be great. Also, beginning and ending a ride on the less trafficked Rancho Palmeras, rather than Highway 111 seems like a safer and less worrisome way to start and end rides. An in/out gate on Rancho Palmeras would be a big plus for Casa Dorado's cyclists. I can imagine Casa Dorado's neighborhood walkers would hold a similar view on the convenience and safety of using an in/out gate on Rancho Palmeras. Unfortunately, I will not be able to attend the upcoming Safer Streets meeting on January 22. I hope my comments in this email will be added to the discussion. (5)

I was unable to attend the last Safer Streets meeting but was informed that there was a question whether there truly was a speed issue on Fairway Drive. Living on Fairway Drive, I know firsthand there is. This was shared by many during the Safer Streets meetings, in the community survey, and it was also communicated that numerous speeding tickets were given over the past few months. Whether it be speed humps, stop signs, pinches, something needs to be done!
I am imploring the Council to please consider this when making a final decision on actions for Fairway Drive.
From Safer Street webpage-
"This project aims to reduce speed, enhance mobility, and create a safer environment for all users.
The success of these efforts will rely on community outreach and active resident participation to ensure the improvements reflect the needs and preferences of Indian Wells citizens."
"Goals:"

- Reduce vehicle speed
- Enhance pedestrian safety
- Promote bicyclist safety
- Improve motorist safety
- Foster a culture of shared road use
- Engage the community for lasting impact

Thank you for your commitment to a safer Indian Wells. (6)

Hello,

I live in the Casa Dorado community. I'd like to request of the Planning Commission to please consider adding a second access into our community via our existing egress onto Rancho Palmeras. Our 22 acre property has become "land locked" over the last 60 years of existence with only (1) entrance off of Hwy 111. The Valley traffic has increased substantially over the years and it has become more and more difficult and dangerous at times for our residents to enter our community, specifically during high season (Oct-May). After watching what is happening in other areas of CA like LA and the wildfires any disaster that would keep us from getting quick access to our homes could be devastating.

Thank you for your time and consideration. (7)

Hello - I'm a resident/owner in Casa Dorado and am in favor of the changes to Rancho Palmeras that are proposed in this packet. Further, I'm in favor of making our Rancho P gate usable for both ingress and egress. It would not only be an added convenience but an added safety feature. Several times I have seen emergency vehicles try to get into our community through that gate (navigation systems send people there all the time) only to find that they have to go back out to 111 to enter. (8)

“

As a concerned resident of Casa Dorado, I would very much appreciate the change of design to our side gate for both entry as well as exit! Two years ago a gentleman living in our complex DIED because the ambulance was directed to that Rancho Palmaras gate and could not get in to help! I find this tragic to say the least! It is an easy fix by the redesign of that gate for entry as well as exit! Thank you! (9)

”

Thank you for the informative meeting yesterday, and the opportunity to provide input by email. I completed the survey yesterday online, but would just like to mention a couple of other details.

- I walk and cycle on the 111 pathway regularly, and rarely meet another soul. It's never an issue if a golf cart or cyclist needs to get by. The three functions can be combined.
- The undulating paths are beautiful, and if we can continue those on Eldorado, Rancho Palmeras, and/or Cook, that would be preferable.
- I don't often walk on Cook, but I walk on Eldorado and Rancho Palmeras daily. They don't feel very safe at all for pedestrians.
- Adding sidewalks on just one side of each street would be a huge improvement.
- Pedestrian crossings at Painted Desert and a few other strategic East-West spots, would provide instruction to drivers, and increase safety for pedestrians.

Thank you all! (10)

Dear Members of the Planning Commission & City Council,
Unfortunately I could not make any of the meeting times for this subject so I'd like to submit my speaker information via email.
Safety and Speeding on Fairway Drive
I had seen findings in Ty Peabody's IW Views that there were no significant speeding or safety issues found in data collection to quote, "According to speed studies, statistically speed is not an issue on Fairway". My living room and bedroom face the street. I hear people speeding later in the night especially on Friday and Saturday nights. I wonder how they get away with this. In terms of the data, I wanted to remind folks of the two accidents; on Fairway and El Dorado a driver lost control and hit a palm tree in the park (before it was completed) and on Indian Wells Lane at Fairway Drive when a driver ran into the gate to the golf course. So want to make sure everyone understands the speeding problem that is out there and the safety concerns due to that speeding. I'm not sure if these incidents were included in the data. I only saw one bicycle incident being called out.
Safety for Walkers at El Dorado and Fairway Drive
I walk the neighborhood daily as do many other residents. It's always great to see the same faces out getting exercise. It's always very stressful getting across Fairway Drive, especially at El Dorado because there is no sidewalk. Because there are already stop signs there, can we simply paint the road and have a sidewalk? I'm not sure about code and curbs on this. But it would be amazing to have a sense of safety getting across the road. Thank you for listening to my request in order to make the neighborhood safer. It's a great place to get out and walk, bike and run. (11)

Dear Planning,

I hope you do move forward with the sidewalks on Cook and Rancho Palmeras! It makes a huge difference to walking and biking in the community, and is much safer. Ideally, it would also motivate people to get out of their cars and use the paths. As a demographer, I can attest to this cultivating better community-wide mental and physical well-being. (I say this someone who just finished my term as President of the Association of Population Centers, the organization that oversees all the population centers devoted to population science and public health in the nation.)

Also, what was decided for Fairway and El Dorado? I cannot locate the final plans for those streets.

Thanks for all that you do to improve the life of the community! (12)

“

Hello - I am an Indian Wells resident and the president of the La Rocca HOA. I have been following the safer streets effort and wanted to share my input for the Cook St corridor. Sidewalks are greatly needed for the section between Highway 111 and Fairway. I see many pedestrians walking in the street which is of course very unsafe. Please consider adding sidewalks along that corridor. Thank you. (13)

”

I am an Indian Wells homeowner. I would enjoy seeing the following as part of your plan on COOK STREET:

1) a Pedestrian walkway on both sides of Cook Street.

2) a bench to rest while walking on both sides of the street

3) the bicycles are more dangerous than the cars - a means of controlling bicyclist who don't pay attention to pedestrians or cars

4) keeping cyclists OFF pedestrian walkways (if implemented)

5) Not everyone is an 'active' Senior in Indian Wells who can still cycle. Please keep the elderly and handicapped in mind.

Your consideration is appreciated.

Thank you. (14)

Hello, I'm 28 years old, and a resident of the Coachella Valley for 19 years.
The only way to make these two street safer is to reduce it to one lane, there is no need for two wide lanes for automobiles. There has never been traffic here for us us to be thankful that there are two lanes, and for reference, Hollywood Boulevard in Los Angeles just got reduced from two lanes to one lane so there's no excuse why we cannot do it here.
We need to have a conversation around the engineers of the Coachella Valley, and why they cater to the auto industry so much even though they know it causes more death.
We also need to have a conversation about our lack of public transportation. Please reduce the speed limit on these roads and put infrastructure above enforcement - because enforcement alone is not going to work in making our streets safer.
Thank You. (15)

I wanted to again make my preferences known to the Mayor and City Council, as well as the City Manager regarding the Safe Streets proposal(s) for specifically Fairway Drive, which is where I reside. As I have stated previously, as have many others from the street, Fairway traffic is fast and out of control at times. I am pleased that the speed limit was decreased and I think it has help tremendously. I do not think that there is a problem with bikers or golf carts, but I do add that carts heading East on Fairway should use the traffic lane and not try and use the bike lane as it is not wide enough. There is plenty of room for those using the north side of Fairway in a golf cart to stay in the parking/bike lanes heading West.

I do, however, think that the amount of traffic using Fairway is a problem. Perhaps they all need to use the street to get where they are going, but there seems to be more workers trucks and vehicles than there needs to be. I continue to be in favor of more stop signs. I know a study must be made, but want it known that one or two more along Fairway would help a great deal in either slowing traffic down and possibly lessening some of the unnecessary use by workers.

I am also in favor of speed humps. Again, there needs to be only one or two along Fairway. One excellent location would be half way between the entrance to the gated community of Dorado Villas and the first street you come to afterwards, Azure Hills. Any noise from larger work trucks going over the hump would not immediately impact residents as there is common area on both sides of the street at that location; in other words it would not be directly in front of someone's home that resides along Fairway. Even if that were the only hump I feel it would help to deter those workers using Fairway as a cut-through to bypass Highway 111.

I think it most generous at one of the last meetings when a representative of Dorado Villas offered up land for a sidewalk from Cook Street to their entrance. I would love to see that and also a cross walk from their entrance across Fairway to the South side of the street where the new sidewalk is proposed. I would also like to see crosswalk markings at the busier streets - across Cook at Fairway, across Fairway at Rancho Palmeras, and across Fairway and Eldorado at that corner (MUCH NEEDED HERE).

Lastly, I am for a sidewalk on the South side of Fairway meandering down the common area/easement with attractive landscaping here and here. I have in the past wanted just DG but since seeing the sidewalk installed at the corner of Highway 111 and Eldorado I would also be happy with concrete. Thank you all for all the work you have put into this project and for your time and consideration of the above. (16)

Hello,
I am a resident in the community of Los Lagos, Indian Wells. I just wanted to let you know as an avid walker I am very much looking forward to the new safety plan and sidewalk improvements the city has been developing.
Of particular interest are improvements including sidewalks on Cook up to Fairway and along Fairway. These streets have become much busier with both bike and vehicle traffic and there are always a few nerve wracking moments along our route. While we used to walk up Hwy 11 , due to the great sidewalks, the fumes and traffic noise from the ever increasing amount of cars make that route unpleasant.
Thank you for making our community a wonderful place to be. (1)

I have a home at (Dorado Villas) which is at the corner of Cook and Fairway. Driving in Indian Wells (and the Coachella Valley itself) is frightening and dangerous for both vehicle occupants and pedestrians, primarily for two reasons:
1] people speeding and 2] people blatantly running red lights. It is the latter that cause most sane drivers to wait a few moments after traffic lights in both directions turn red, look both directions for a car accelerating in order to run their red light, before cautiously entering the intersection. On multiple occasions I have witnessed, as I'm sure others have, two or even three cars wanting to make a left turn pull into an intersection when the light is already red against them. I travel (and drive) all over the country and only in the Coachella Valley do I see such blatant disregard for traffic laws. The solution is very simple: install red light violation cameras and fine the offenders. Prominent display of signs warning drivers that Indian Wells will enforce speeding and red light running by Cameras will increase traffic safety dramatically. (2)

ATTACHMENT #3

Untitled

Current run (last updated Oct 30, 2024 2:09pm)

40	44	23	52%
Activities	Participants	Average responses	Average engagement

What's your favorite place to go out to eat here in Indian Wells?



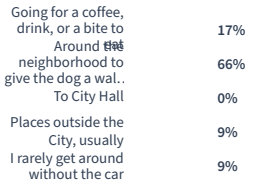
Responses

Indian Wells Country Club	Eureka		
Don diagos	Eureka	Grapefruit Basil	
Vicky's	Indian Wells country club	Don Diego	
Indian wells coffee	Vicky's	Kestrel	eureka
IW Coffee	Indian Well Coffee	Eureka	
Grapefruit & basel	Home	Vue	Why
Kestrel	The Vue	Eureka	Pink Cabana
Nobu	Eureka	My home.	Don Diego
Cactus Jack	Kestrel	My home	
Pink Cabaña	Eureka		
Indian Wells Coffee Shop	Eureka		
Pink Cabana	Don Diego's	N/A	Miramonte
Grapefruit Basil	Vickey's Santa Fe		

80%
Engagement

40
Responses

Assuming it's great weather out, where are you walking, biking, golf carting?



Response options	Count	Percentage
Going for a coffee, drink, or a bite to eat	6	17%
Around the neighborhood to give the dog a walk or get some fresh air!	**23**	**66%**
To City Hall	0	0%
Places outside the City, usually	3	9%
I rarely get around without the car	3	9%



Engagement

35

Responses

Are you familiar with the previous discussions regarding walkways on Fairway Drive or the City's Traffic Safety Action Plan?



Response options	Count	Percentage
Yes	**22**	**59%**
Sort of	9	24%
No	6	16%

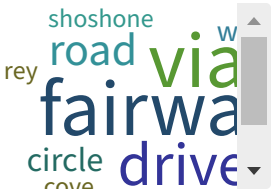


Engagement

37

Responses

What's the name of the street you live on?



Responses

Pueblo Road | Fairway | Valle vista | Williams Road | Fairway Drive | Calle del Norte | Pueblo Road | Williams Rd. | Fairway | Ontario Ct | Via Corona | Zuni Road | Fairway | Kiowa Drive/Fairway | Fairway | Purple Hills rd | Williams Rd | Painted Desert Drive | Via Cortona | Via Corona | Manzo | Via Cortons | Via Cortona | Fairway | Tahoe Circle | Camino del rey | Kiowa Drive | Cielito Drive | Via Corona | Chocta Circle | S Cove Dr | Shoshone | via Estancia | Fairway Drive

73%
Engagement

34
Responses

The original Fairway Drive project was initiated as a result of requests from the community. What concerns do you see along Fairway Drive?

Response options	Count	Percentage
No dedicated place to walk	12	33%
Cars speeding	**17**	**47%**
Vehicles blocking/lingering in the bike lane	0	0%
Landscape trucks idling in the morning	0	0%
None	6	17%
Other	1	3%

82%
Engagement

36
Responses

What's important for you to see in this project's objectives? (Please Rank)

Response options	Rank
Lowering speeds or calming traffic	1st
Creating dedicated walkways	2nd
Safe intersections	3rd
Aesthetic appeal	4th
Dedicated space for bicyclists	5th
Low cost improvements	6th
Creating or maintaining parking opportunities	7th
Other	8th

43%
Engagement

19
Responses

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**25**	**71%**
Parking availability/location	0	0%
Intersection control	5	14%
Landscape treatments	0	0%
Bike facility type	2	6%
Landscaping	3	9%

80%
Engagement

35
Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	**12**	**34%**
Parking availability/location	2	6%
Intersection control	7	20%
Landscape treatments	0	0%
Bike facility type	11	31%
Landscaping	3	9%

80%
Engagement

35
Responses

Does Alternative 1 meet the project objectives?

Response options	Count	Percentage
Meets objectives	7	20%
Somewhat meets objectives	**18**	**51%**
Does not meet objectives	10	29%



Engagement

35

Responses

Is there anything else you would like to add about Alternative 1?

Responses



Engagement

20

Responses

How are you going to ensure that people drive where they are supposed to? Every morning when I walk I see golf carts driving in the bike lane, cars driving partially in the bike lane and when there are vehicles parked on the south side there is nowhere for me to walk except stepping into people's yards. Not good.

Speed bump/humps - need to slow things down. Have been observing bumps in other locations and they so the job keep things simple

The changes should optimize the regulatory required speed limit.

Diverting traffic and truck from our streets

Speed bumps work

Looks a bit like CV Link

Not a fan of alternate 1. Expanding Fairway Drive is not the objective. Calming the street and speeding is the number one goal.

Raise the cycle path to the same grade elevation as the walking path, pinching roadways

The only problem is mixing the golf carts and bikes. You can't have most golf carts in the car lanes as they are limited to 20 mph which is 10 mph slower than the speed limit and some cars will attempt to pass which would be unsafe.

No concrete sidewalk

No concrete sidewalk

Instead of 2 lanes cycle maybe one lane each way

Lack of need.

Slowing calming speed control

Speed bumps

Traffic buffer is it landscape or concrete

Responses

Every side street should have a pedestrian crossing.		
More automobile traffic calming	No	No

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**14**	**50%**
Parking availability/location	1	4%
Intersection control	5	18%
Landscape treatments	3	11%
Bike facility type	2	7%
Landscaping	3	11%



Engagement

28

Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	2	7%
Parking availability/location	6	21%
Intersection control	10	34%
Landscape treatments	0	0%
Bike facility type	**11**	**38%**
Landscaping	0	0%



Engagement

29

Responses

Does Alternative 2 meet the project objectives?

Response options	Count	Percentage
Meets objectives	0	0%
Somewhat meets objectives	7	21%
Does not meet objectives	**26**	**79%**



Engagement

33

Responses

Is there anything else you would like to add about Alternative 2?

Responses



Engagement

20

Responses

- Agree it is Safer for pedestrians/leisure bikes but don't believe it slows down the road - please consider speed bumps - need to slow things down
- Again, I believe the goal is to discourage the non resident use and contractor use of Fairway in lieu of 111. The speeding is the main problem.
- Speed bumps work
- Alternative one made no provision for golf carts. Alternative two brings golf carts onto the sidewalk.
- Intersection pedestrian crossing
- Lane width
- Too expensive
- No
- Don't like it.
- It doesn't at all address the concerns of residents. Paved sidewalk is not necessary. Crossswalks also not necessary
- Not enough curve
- Poor showing of entire road. May be better if not too many curvaceous
- Competition between bikes and walkers unacceptable.
- Speed bumps
- Golf cart travel not clear. Bikes and pedestrians on same path may be concerning.
- There is no access at all for golf carts
- Not good for owners on fairway
- No chicanes
- Have you seen these snowbirds drive? You cannot turn the straight road into a windy road. This idea is terrible.
- Looks dumb and I hate it !

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**19**	**63%**
Parking availability/location	0	0%
Intersection control	9	30%
Landscape treatments	1	3%
Bike facility type	1	3%
Landscaping	0	0%



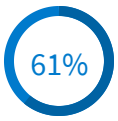
Engagement

30

Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	2	7%
Parking availability/location	3	11%
Intersection control	**14**	**52%**
Landscape treatments	4	15%
Bike facility type	4	15%
Landscaping	0	0%



Engagement

27

Responses

Does Alternative 3 meet the project objectives?

Response options	Count	Percentage
Meets objectives	13	39%
Somewhat meets objectives	**14**	**42%**
Does not meet objectives	6	18%



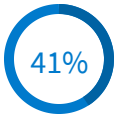
Engagement

33

Responses

Is there anything else you would like to add about Alternative 3?

Responses



Engagement

19

Responses

- Not addressin my concern of speed and too many trucks/vehicles using as cut-through.
- Speed bumps work
- Do not like bulb outs
- Bulb outs more separation of sidewalk from curb. Combine pedestrian and golf car path/cycling east.
- The bulb out is good. It avoids parked cars at intersections and shortens the crosswalk. You continue to overlook the burden our golf carts bring. A wide multi-use path that fits a golf cart might bring carts onto the sidewalk rather than the bike lane.
- How many bulb outs are being considered? One at Rancho Palmeras is not going to slow or restrict traffic. There is one stop sign in the mile long stretch from Cook to Eldorado.
- Would like sidewalk closer to the vintage fence. Would like sidewalk between some landscaping
- Narrow the side walk to 4 feet and widen bike/cart lane
- Slow down traffic calming devices
- No
- Golf cart travel unclear.
- No barrier between cars and walkway
- So far the best
- Not as aesthetically pleasing.
- No
- Still no consideration for golf carts
- Parking rules eg residents, deliveries, limited parking time, etc
- Maybe would not reduce speed.
- Speed bumps

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**12**	**43%**
Parking availability/location	0	0%
Intersection control	10	36%
Landscape treatments	0	0%
Bike facility type	3	11%
Landscaping	3	11%



Engagement

28

Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	**5**	**21%**
Parking availability/location	3	13%
Intersection control	**5**	**21%**
Landscape treatments	3	13%
Bike facility type	4	17%
Landscaping	4	17%



Engagement

24

Responses

Does Alternative 1 meet the project objectives?

Response options	Count	Percentage
Meets objectives	8	28%
Somewhat meets objectives	**16**	**55%**
Does not meet objectives	5	17%



Engagement

29

Responses

Is there anything else you would like to add about Alternative 1?

Responses



Engagement

17

Responses

Crosswalk at Eldorado and fairway

Attention needs to be drawn to the difficulty of crossing the intersection of Fairway and Eldorado for pedestrians.

We need to slow down the big trucks coming in and driving fast. Think speed bumps will slow them down. Also enforcement of current rules re trucks

Terrible.

Why are you disturbing our life style

Turning lane at osage

Like sidewalk. Buffer seems really ugly. Don't like separate bike path. Maybe golf/bike combo. Don't want to encourage massive bike groups to be going through the neighborhood

Enforcement and more no truck signs and slower speed limit

Bulb out not necessary

Like the idea of the mid intersection pedestrian stopping point

Landscaper to buffer back yard privacy of neighbors.

When would it bump back out to two lanes?

Sidewalks immediately before fairway drive

Pretty good.

Bike lane need to blend with bike lane on Fairway

Nike

Nike lane needs to blend on same side as Gairwau

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**8**	**40%**
Parking availability/location	0	0%
Intersection control	3	15%
Landscape treatments	2	10%
Bike facility type	4	20%
Landscaping	3	15%



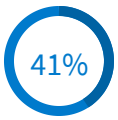
Engagement

20

Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	5	28%
Parking availability/location	2	11%
Intersection control	2	11%
Landscape treatments	2	11%
Bike facility type	**6**	**33%**
Landscaping	1	6%



Engagement

18

Responses

Does Alternative 2 meet the project objectives?

Response options	Count	Percentage
Meets objectives	6	27%
Somewhat meets objectives	**9**	**41%**
Does not meet objectives	7	32%



Engagement

22

Responses

Is there anything else you would like to add about Alternative 2?

Responses



Engagement

13

Responses

The speed camera will slow and de

No Ned for sidewalks

Let's not encourage biking. Casual biking can share path with golf carta. Do like the landscaping look

Too many bike lanes and no consideration for golf carts.

I live on the east side of El Dorado. My backyard is El Dorado. I will gladly trade nosey for noisy. Bike lanes, golf cart lanes and sidewalks may bring lookers over my wall, but I prefer that to the noisy trucks with trailers twenty feet from my bedroom.

Not a great solution. Looking for a more integrated solution and comprehensive vision for Eldorado Dr from 111 to Fairway Drive.

Trees in the street block solar panels and create collision risks for cyclists and drivers.

Not enough attention on slowing vehicular traffic.

There should be a better use of the buffer area. More landscaping maybe.

Golf cart travel unclear.

No history examined no concerns about privacy of home owners

Terrible idea

It would mean pedestrians must cross the street.

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**9**	**43%**
Parking availability/location	0	0%
Intersection control	3	14%
Landscape treatments	**9**	**43%**
Bike facility type	0	0%
Landscaping	0	0%

48%
Engagement

21
Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	5	28%
Parking availability/location	0	0%
Intersection control	**6**	**33%**
Landscape treatments	0	0%
Bike facility type	5	28%
Landscaping	2	11%

41%
Engagement

18
Responses

Does Alternative 3 meet the project objectives?

Response options	Count	Percentage
Meets objectives	5	25%
Somewhat meets objectives	**13**	**65%**
Does not meet objectives	2	10%

45%
Engagement

20
Responses

Is there anything else you would like to add about Alternative 3?

Responses



Engagement

13

Responses

- Address intersection info in fairway
- I prefer this landscaping island. Make it thick to absorb noise but not tall. Tall trees block solar panels.
- no Privacy concerns . No sidewalks
- Eldorado needs sidewalks and nice landscaping
- . No sidewalks No concern about sidewalls
- The sidewalk is better on the west side of El Dorado and respect the privacy of the houses on the east side
- Golf cart travels unclear. Emergency vehicle concerns you mentioned?
- Eldorado is a signature street in indian wells. It needs to be beautiful with landscaping
- Need pullouts for EMS
- Best so far. But not needed. No sidewalks
- Build a gate on each street. make it hard to have access to our city.
- Better use of buffer area
- Not enough emergency vehicle space

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**7**	**33%**
Parking availability/location	0	0%
Intersection control	3	14%
Landscape treatments	**7**	**33%**
Bike facility type	2	10%
Landscaping	2	10%

48%
Engagement

21
Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	5	26%
Parking availability/location	2	11%
Intersection control	**6**	**32%**
Landscape treatments	1	5%
Bike facility type	4	21%
Landscaping	1	5%

43%
Engagement

19
Responses

Does Alternative 4 meet the project objectives?

Response options	Count	Percentage
Meets objectives	5	23%
Somewhat meets objectives	**10**	**45%**
Does not meet objectives	7	32%

50%
Engagement

22
Responses

Is there anything else you would like to add about Alternative 4?

Responses



Engagement

16

Responses

- More emphasis on golf cart versus bikes. Don't want to encourage non "locals" biking. Seems expensive but do like the walkability
- Don't agree with removing median.
- Grading of road
- Best. Grading of rad
- Don't agree with removing median landscaping.
- The green space would be a nice park area
- Why do we take out the median? That is going to be very costly and we lose the gorgeous view coming up from Hwy 111
- Two way bike lane is good. Green space is good. The curved street should help to slow traffic.
- I like this. Lots of green space.
- Too much zigzag
- I like the meandering road. Looks nice and solves problems.
- Attractive
- Love it!!
- Chicane encourages drifting by speedsters.
- Scrap it
- Don't like chicane design.

What do you respond best to?

Response options	Count	Percentage
Sidewalk location	**8**	**50%**
Parking availability/location	0	0%
Intersection control	2	13%
Landscape treatments	3	19%
Bike facility type	0	0%
Landscaping	3	19%



Engagement

16

Responses

Do you have any concerns about certain elements?

Response options	Count	Percentage
Sidewalk location	**6**	**55%**
Parking availability/location	1	9%
Intersection control	1	9%
Landscape treatments	1	9%
Bike facility type	2	18%
Landscaping	0	0%



Engagement

11

Responses

Does Alternative 5 meet the project objectives?

Response options	Count	Percentage
Meets objectives	3	19%
Somewhat meets objectives	**9**	**56%**
Does not meet objectives	4	25%



Engagement

16

Responses

Is there anything else you would like to add about Alternative 5?

Responses



Engagement

12

Responses

- Crosswalks
- Chicane should slow down cars. Idea 4 is best. A Chicane sidewalk is pretty but would not be fun if the cars are racing by quickly. Careful, use thick landscaping not tall ones.
- The median is too wide and would take away the view coming south on El Dorado on Hwy 111
- Nice idea. I like the narrower car lanes and the single bike path. Gives a Manhattan Beach through the center of town feel…Valley/Ardmore.
- lanes of traffic would be problematic.
- Too costly.
- Like the center median but pedestrian access to it across
- Don't like
- Minor tweaking best of the bunch!
- Emergency response. Grading road
- Could be a great park area with seating
- I would not like to have to cross to the median to walk. I usually walk from West along 111 and then South along Eldorado to Fairway.

Will you be coming to the next community meeting?

Response options	Count	Percentage
Yes	**6**	**100%**
No	0	0%



Engagement

6

Responses

What other feedback would you like to give us at this time?

Responses



Engagement

4

Responses

Like to see proposals for-the pedestrian connection to Fairway Park at Eldorado

Speed calming most important . Simplify the options and address speed, traffic control. Speed cameras work!!!

Calming / slowing traffic and pedestrian sidewalks are most important.

Crosswalk

ATTACHMENT #4

Indian Wells Community Meeting 2

Current run (last updated Dec 2, 2024 2:20pm)

16	33	21	61%
Activities	Participants	Average responses	Average engagement

Would you like to see a project?

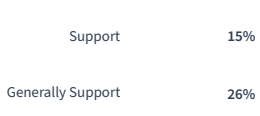


Response options	Count	Percentage
Yes	**27**	**82%**
No	6	18%

100% Engagement

33 Responses

Eldorado Drive Option 1

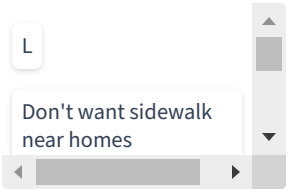


Response options	Count	Percentage
Support	4	15%
Generally Support	7	26%
Don't Support	**16**	**59%**

82% Engagement

27 Responses

Eldorado Drive Option 1 - Please share any other thoughts you may have on option 1



Responses

61%
Engagement

27
Responses

- Please consider extending any Eldorado project north of Highway 111 to address the Indian Wells residents who live, bike, walk etc. on the North side of Highway 111 including the large populations in Desert Horizons and Toscana. Thank you
- No speed humps
- If these options are being considered due to increased traffic on Eldorado but yet you are removing a lane of vehicle traffic, won't that make it more difficult for vehicles to get in and out of subdivisions/communities along Eldorado?
- You need to define the problem better before developing a solution. The problem is Fairway Dr has become an alternate route to Highway 111. That needs to change through an ordinance to prevent commercial traffic using Fairway to avoid the lights on 111!
- No additional comments
- No pedestrian space
- No sidewalk!
- Easiest and less intrusive
- Terrible
- Prefer other option. Cars will cut into bike lane.
- Calming the street to one lane each direction is safer and should be a priority.
- Painted buffers don't create safety, they only suggest it.
- Needs a sidewalk or other mechanism to separate pedestrians from bikes/golf carts
- Bad design.
- Not safe enough for non vehicular traffic

Responses

Noise not acceptable with service vehicles And options not presented before opinions are being asked

NO speed humps in the Carts/Bike lanes!!! Please

Too much focus on bikes and golf carts. More cars on the road

Like speed humps and no two-way bike lanes. But want bike lanes on each side.

Streets are for cars. Limit the space for bikes and peds. Currently not a problem that I have experienced.

M

Feel this will cause more accidents.

Love this, minimal change but good paths and speed humps

This is a great option. Road diet with the humps will definitely address the issues at hand.

No two-way bike lane(s).

L

Don't want sidewalk near homes

Eldorado Drive Option 2

Response options	Count	Percentage
Support	**9**	**38%**
Generally Support	6	25%
Don't Support	**9**	**38%**



Engagement

24

Responses

Eldorado Drive Option 2 - Please share any other thoughts you may have on option 2

Responses



Engagement

21

Responses

- Too extensive
- No speed humps
- Please define the problem.
- Please define the root of the problem. Conduct a traffic study which would probably support an ordinance that would not allow commercial traffic to use Fairway Drive as an alternate route to HW 111!
- See option 1
- None
- No additional comments
- To much landscape space
- Nice landscaping. Clear walkway.
- Unappealing
- Terrible
- Safe use for vehicles, walking, biking, golf carts is important.
- The separated path create more safety and create sound and visual buffers for residents. This appeals to me.
- Calming the street to one lane each direction is safer and should be a priority.
- No humps. Concern about view
- Sidewalks help
- Beautiful design and in keeping with Indian Wells look!
- Perfect for all traffic and others.
- Cross walks needed E/W at Fairway and Osage and 111

Responses

Option 2 is a more landscaped version of option 1. Restricting the traffic at Eldorado, Palmeras and Cook will mitigate the overall traffic.
Very good, more expensive but like sidewalk and cart/bike separate. Love this

Eldorado Drive Option 3

Response options	Count	Percentage
Support	5	20%
Generally Support	4	16%
Don't Support	**16**	**64%**



Engagement

25

Responses

Eldorado Drive Option 3 - Please share any other thoughts you may have on option 3

Responses



Engagement

19

Responses

- Too extensive
- No speed humps
- Please define the problem!
- See option 1
- None
- None
- Not crazy about walking in middle
- Costly and unattractive
- Terrible
- Addresses the issues most effectively
- This has a safer crossing of Eldorado at Osage Which is good for pedestrians. The median walkway is pretty but unlikely to increase safety. To use the walkway, a walker must cross traffic to continue going north or south. And, the bending walkway goes really close to the street.
- The center walkway is like a "park". May be interesting. Calming the street to slow traffic down is a priority.
- Feel vehicles will go around speed humps into bike lanes. Maybe don't install them at first. Agree that the single traffic lanes will help slow traffic.
- Very park like/aesthetic pleasing and separates pedestrians from bikes/golf carts as well as keeping pedestrians away from back yards. Best option!
- No humps. Concern about view
- Bad design
- Same as #1
- Very creative, this will do as well
- I like this option as well. It will be interesting to review the results of the residents on all the options.

Which option do you prefer?

Response options	Rank
Option 1 (Simple)	1st
Option 2 (Landscaped Buffer Island)	2nd
No Project	3rd
Option 3 (Median Walkway)	4th



Engagement

16

Responses

Fairway Drive Option 1

Response options	Count	Percentage
Support	5	22%
Generally Support	**9**	**39%**
Don't Support	**9**	**39%**



Engagement

23

Responses

Fairway Drive Option 1 - Please share any other thoughts you may have on option 1

Responses



Engagement

14

Responses

- Simple is better
- Priority is calming traffic speeds and safely sharing road with vehicles, walking, biking, and golf carts.
- Like it but think we need still need crosswalks - also like to add dg path (so…. I guess I am saying option 2
- Lessening the speed is first and foremost. The number of vehicles is second.
- Easiest and less intrusive
- Need to widen golf cart lane and separate pedestrians from that
- A pedestrian walkway is beyond necessary.
- No! Need sidewalk
- This option does little to create a visual cue to slow down traffic. Only the speed hump will improve the problem and bring different concerns.
- No speed bumps
- Whatever is done, it must be something. Doing nothing is not an option. The traffic volume and speeding is increasing year by year.
- Reroute the inappropriate traffic back to 111!
- Nome
- Won't action taken on fairway help alleviate the number of cars on Eldorado

Fairway Drive Option 2

Response options	Count	Percentage
Support	**11**	**52%**
Generally Support	4	19%
Don't Support	6	29%



Engagement

21

Responses

Fairway Drive Option 2 - Please share any other thoughts you may have on option 2

Responses



Engagement

16

Responses

- Too complex
- This is my favorite.. simple , safe and gets the job done
- Priority is calming traffic speeds and sharing road with vehicles, walking, biking and golf carts.
- Perfect with DG walk way
- Dg walkway
- Don't want speed bumps anywhere in city
- Like the sidewalk but want it to be DG not concrete. Like anything that brings speed and number of WORK vehicles (which appears to be at least 60-80% of the total).
- Simple but safer for pedestrians and I like bikes and golf carts having wider paths
- Won't action taken on fairway help alleviate the number of cars on Eldorado And only do fairway
- Like the sidewalk and the wider golf cart/bike lane
- Too cumbersome
- Option 2 is good, but widening the street will invite more traffic.
- Addresses multiple issues effectively
- The separation of the sidewalk for pedestrians will improve walking safety. I like me the wider golf cart lane.
- No speed humps
- None

Which do you prefer?

Response options	Count	Percentage
Option 1 (Simple)	3	18%
Option 2 (Meandering Walkway)	**14**	**82%**



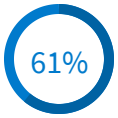
Engagement

17

Responses

Fairway Drive and Rancho Palmeras Drive Traffic Circle - Which do you prefer?

Response options	Count	Percentage
Traffic Circle	7	35%
All Way Stop with Pop Outs	5	25%
No Project	**8**	**40%**



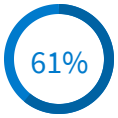
Engagement

20

Responses

Fairway Drive and Eldorado Drive Roundabout - Which do you prefer?

Response options	Count	Percentage
Roundabout	**10**	**50%**
All Way Stop with Pop Outs	5	25%
No Project	5	25%



Engagement

20

Responses

Landscaping Composition Preferences - Which do you prefer?

Response options	Count	Percentage
Option 1: Traditional Landscape	**11**	**65%**
Option 2: Mediterranean Desertsacpe	6	35%



Engagement

17

Responses

Untitled
Current run (last updated Jan 29, 2025 11:43am)

7	34	22	59%
Activities	Participants	Average responses	Average engagement

What are your initial thoughts on the Rancho Palmeras Drive Concept?



Response options	Count	Percentage
	1	5%
Outside defined region 	1	5%
Region 1 	1	5%
Region 2 	4	18%
Region 3 	7	32%
Region 4 	8	36%
Region 5		

65% Engagement

22 Responses

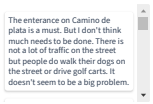
Would you like to see a project on Rancho Palmeras Drive

Response options	Count	Percentage
Yes	**25**	**89%**
No	3	11%

82% Engagement

28 Responses

Is there anything else you would like to see on Rancho Palmeras Drive?



Responses

- Ask the residents in general if they want or don't want sidewalks
- Sidewalk is preferred but buffer between vehicles and cart/pedestrian lane more important
- The enterance on Camino de plata is a must. But I don't think much needs to be done. There is not a lot of traffic on the street but people do walk their dogs on the street or drive golf carts. It doesn't seem to be a big problem.
- Is there any reason pedestrians can't use the parking lane if no cars are parked there?
- Make sure walking on one side both ways. Parking only on one side of the street. Golf and biking both ways as seen.
- Sidewalks added and ability to enter Casa Dorado from Rancho Palmeras
- No bump outs. They are hazards to pedestrians
- Like certain aspects but reduce the amount of parking absence of turning lanes would affect traffic flow. Reduce buffer zones more landscaping!
- A balance of a pedestrian walkway & street parking. Possibly a walkway on one side & designated parking on the other side of the street.
- No sidewalks and less parking
- No sidewalks. I'd like to undtst
- Ability to enter Casa Dorado from it
- Reduce speed limit from 35 to 30 on Rancho Palmeras same as recent change on Fairway. Prefer adding crosswalk too.
- A crosswalk at Painted Desert would be very helpful. Maybe even a bulb out there? Please do not take out the median on the north end
- Make sure golf cart/ biking lanes both was as seen
- Entrance to Casa Dorado on Rancho Palmeras
- Less parking, I like the idea of crosswalk on painted desert
- I like the left turn into Casa Dorado. I like the plan as presented.
- Only one side of the street needs to be parking. One side should be walking both ways.
- Visual on the upper portion of view. No buffers please.
- Landscaping
- One side with a sidewalk. Still love the median.
- Add a crosswalk
- Sidewalks would be important
- Cross walk
- Sidewalks
- Sidewalks at least on one side.
- Need sidewalks

65%
Engagement

28
Responses

What are your initial thoughts on Cook Street Concept (Option 1)?



47%
Engagement

16
Responses

Response options	Count	Percentage
	1	6%
Outside defined region		
	2	13%
Region 1		
	1	6%
Region 2		
	1	6%
Region 3		
	4	25%
Region 4		
	7	44%
Region 5		

What are your initial thoughts on Cook Street Concept (Option 2)?





59%
Engagement

20
Responses

Response options	Count	Percentage
	0	0%
Outside defined region	9	45%
Region 1	2	10%
Region 2	0	0%
Region 3	4	20%
Region 4	5	25%
Region 5		

Would you like to see a project on Cook Street?

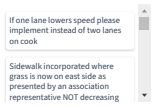


53%
Engagement

18
Responses

Response options	Count	Percentage
Yes	**16**	**89%**
No	2	11%

Is there anything else you would like to see on Cook Street?



Responses

- Easier pedestrian crossing from East to West.
- Thanks for listening. Cookies were tasty
- Sidewalk needed more so than Rancho Palmeras
- No median sidewalk - poor access for neighborhoods, poor lighting or needs excessive lighting (winter darkness), not safe for crossing
- If cook ends up with walkways lighting will be needed
- Use east side of Cook for sidewalk area.
- Please paint more sharrows on streets with no bike lanes. Please put up more share the road signs
- There is a tremendous amount of foot traffic and cyclist currently on cook, anything you do is better than what there is now
- If one lane lowers speed please implement instead of two lanes on cook
- Sidewalk incorporated where grass is now on east side as presented by an association representative NOT decreasing the number if lanes. One sidewalk can have foot traffic both ways. There too much existing traffic to reduce the lanes. Dangerous near coffee shop
- Definitely sidewalks and clear distance/distinction between walking pedestrians & bike lane/golf carts
- You have the ability and neighbor cooperation to put the sidewalks into the grass berm at the east side of cook. Then remain with 2 vehicle lanes, not reducing to one. Please.
- Please paint bicycle lanes green or blue to identify and segregate better
- Left turn lane going north at Hwy111 does not accommodate the number wanting to turn. The lane should be lengthened
- Gravel walk paths instead of concrete sidewalks
- Sidewal only on casa dorado land
- Reduce speed limit on n Cook St to 30 mph
- Definitely include sidewalks
- Use the east side grassy area for sidewalks and street for bike and golf cart
- Sidewalk on east side of Cook.
- Sidewalks on both east and west side of Cook Streets are a high priority - pedestrian safety!
- Sidewalks
- Sidewalks



Engagement

23

Responses

Indian Wells Safer Street Phase 2 Workshop 2

Current run (last updated Mar 12, 2025 11:41am)

10	18	11	58%
Activities	Participants	Average responses	Average engagement

What are your initial thoughts on the Rancho Palmeras Drive Concept 1?



What are your initial thoughts on the Rancho Palmeras Drive Concept 2?



Would you like to see a project on Rancho Palmeras Drive



Response options	Count	Percentage
Yes	**12**	**80%**
No	3	20%



Engagement

15

Responses

Is there anything else you would like to see on Rancho Palmeras Drive?

Sidewalks for pedestrian safety and healthy walks are priority.

Responses

80%
Engagement

16
Responses

No

Option 2 with islands to Fairway Drive

I think just stripping the streets. Not going into the cost and look of cement sidewalk. I don't see the cost of doing the other options. For the amount of people who use it. Think more of being cost effective to the tax payers to the small amount of citizens using it.

The median continued from 111 to Fairview

Comparing the two is confusing if you don't support; striping only might be sufficient; costs ha not been disclosed

Comparing the two is confusing if you don't support; striping only might be sufficient; costs ha not been disclosed

Like the previous option of bike lane plus buffer on both west and east side. Slows traffic and negates how wide the street is currently

Option 2 preferred with islands extended to Fairway

Sidewalks on both sides of street

Prefer Option 2 with center islands extended to Fairway

Favorite sidewalk on west side.

Ensure Palm trees line the entire middle median , beautiful landscaping

No

Crosswalks

Sidewalks for pedestrian safety and healthy walks are priority.

Sidewalks are necessary. Right turn in lane heading North into Casa Dorado

What are your initial thoughts on Cook Street Concept (Option 1)?



What are your initial thoughts on Cook Street Concept (Option 2)?



What are your initial thoughts on Cook Street Median Concept?



Would you like to see a project on Cook Street?

Response options	Count	Percentage
Yes	**10**	**91%**
No	1	9%



Engagement

11

Responses

Would you like the City to look into limiting the left turns at the shopping center?

Response options	Count	Percentage
Yes	**8**	**73%**
No	3	27%

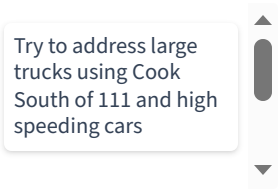


Engagement

11

Responses

Is there anything else you would like to see on Cook Street?



Responses

Sidewalks on Cook Street are a priority! There is more pedestrian traffic on this street than other streets being studied. Needed for safety and quality of life. Traffic calming on Cook Street please - these concepts are proven.

I really like the meandering sidewalk on the east side of cook. I think it not only slows traffic. It beautifies the city and makes the street more parklike and residential.

Strongly support sidewalk on both sides of the street and limit vehicle lanes to one in each direction. If cost is a factor consider making sidewalk curb adjacent and limit curb relocation in favor of striping to visually reduce vehicle lane widths.

No trees added in front of Cavanaugh Adobe

Work with the commercial owner to reconfigure the lot next to Cook. Remove parking in front of buildings (CVS especially).

Sidewalk outside Dorado Villas wall

Keep the sidewalks on both sides.

Put a sidewalk on east side widen road to two lanes through don't waste more money

Yes to Cook Street Median Concept - important for safety!

Project to alleviate traffic by IW Coffee area

Try to address large trucks using Cook South of 111 and high speeding cars



Engagement

11

Responses



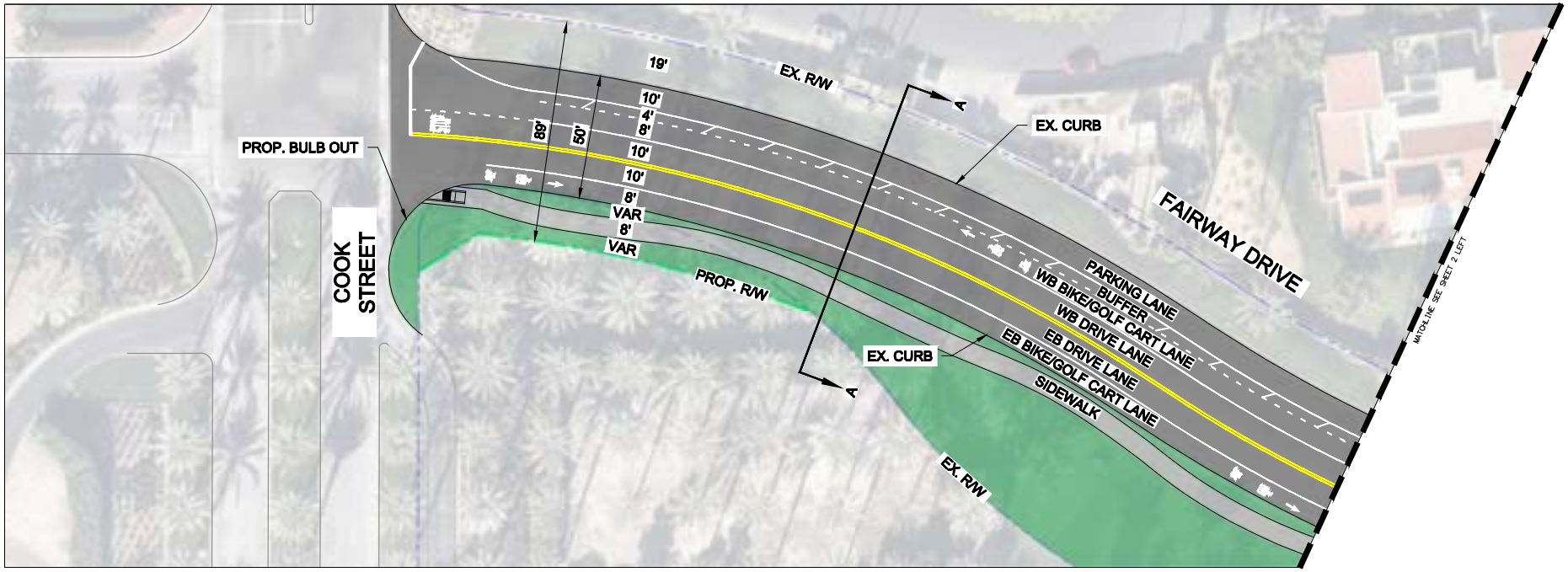
FAIRWAY DRIVE PROPOSED STREET IMPROVEMENTS

INDIAN WELLS SAFER STREETS

MAY 22, 2025

Michael Baker INTERNATIONAL

PLAN VIEW



SECTION A-A



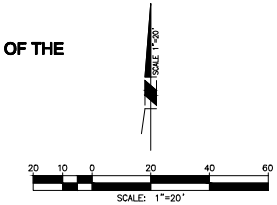
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
- 8' BIKE/GOLF CART LANE
- 8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES

WEST BOUND
- 8' BIKE/GOLF CART LANE
- PARKING LANE

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

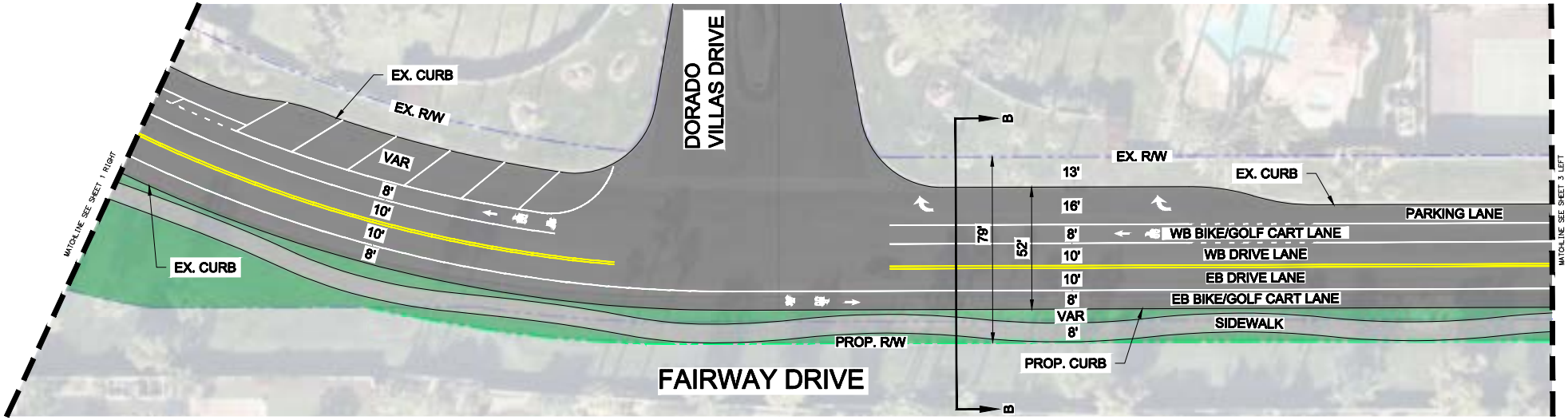


Michael Baker INTERNATIONAL

Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 1 of 9

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PLAN VIEW



SECTION B-B



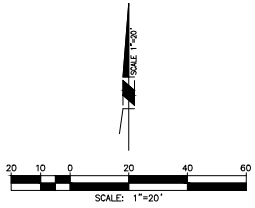
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
- 8' BIKE/GOLF CART LANE
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WEST BOUND
- 8' BIKE/GOLF CART LANE
- PARKING LANE

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

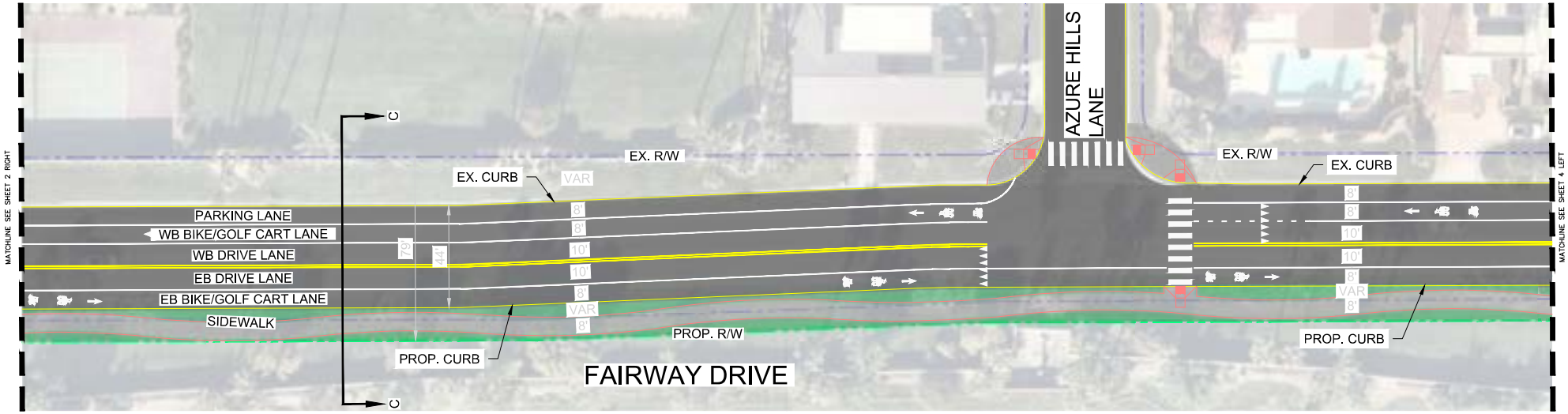


Michael Baker INTERNATIONAL

Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 2 of 9

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PLAN VIEW



SECTION C-C



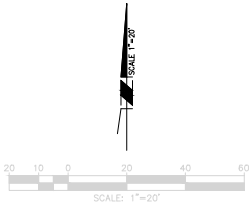
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
- 8' BIKE/GOLF CART LANE
- 8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES

WEST BOUND
- 8' BIKE/GOLF CART LANE
- PARKING LANE

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

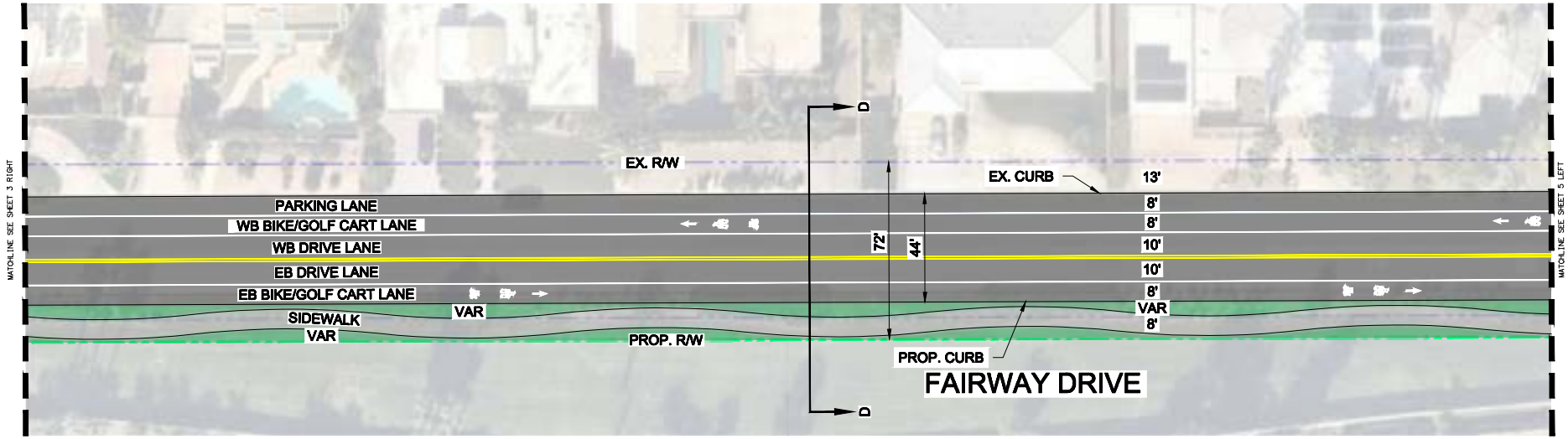


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Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 3 of 9

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PLAN VIEW



SECTION D-D



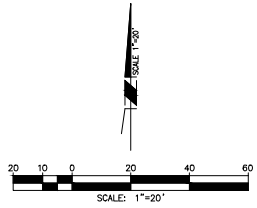
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
- 8' BIKE/GOLF CART LANE
- 8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES

WEST BOUND
- 8' BIKE/GOLF CART LANE
- PARKING LANE

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

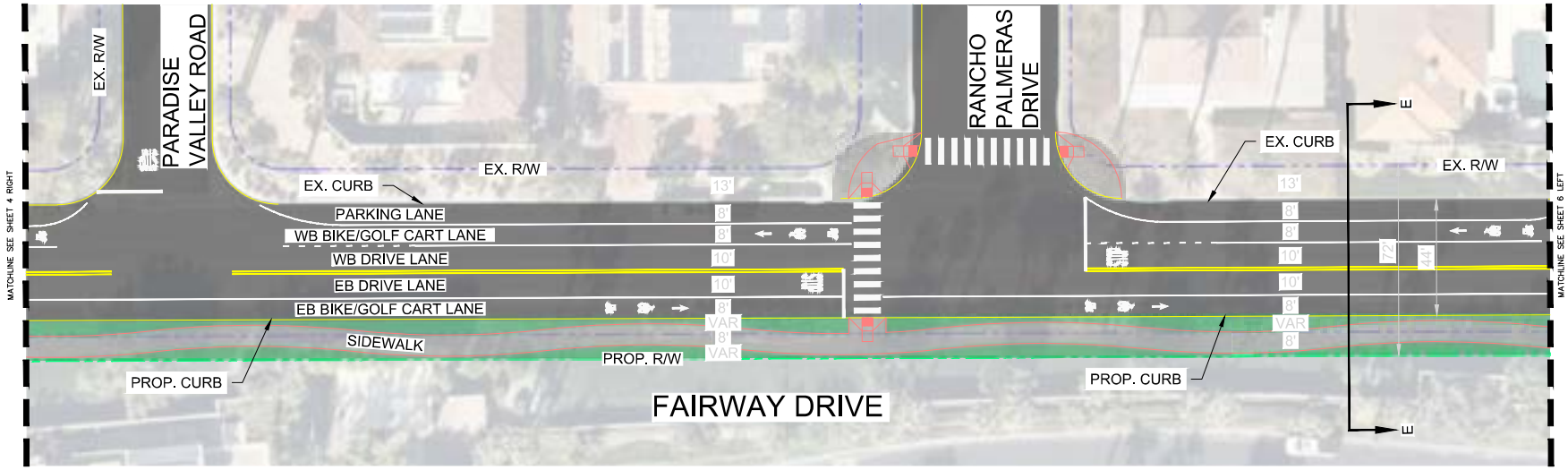


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Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 4 of 9

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PLAN VIEW



SECTION E-E



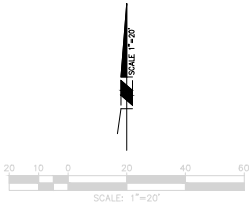
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
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- 8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES

WEST BOUND
- 8' BIKE/GOLF CART LANE
- PARKING LANE

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

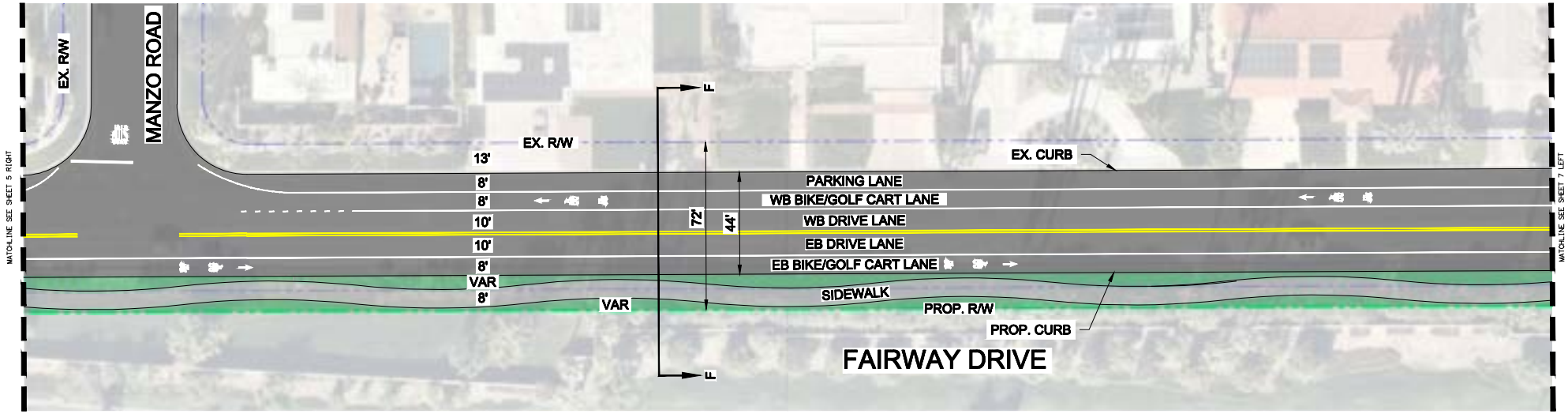


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Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 5 of 9

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PLAN VIEW



SECTION F-F



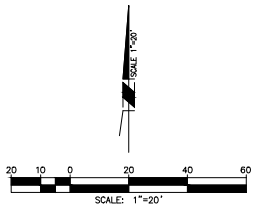
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
- **8' BIKE/GOLF CART LANE**
- **8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES**

WEST BOUND
- **8' BIKE/GOLF CART LANE**
- **PARKING LANE**

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

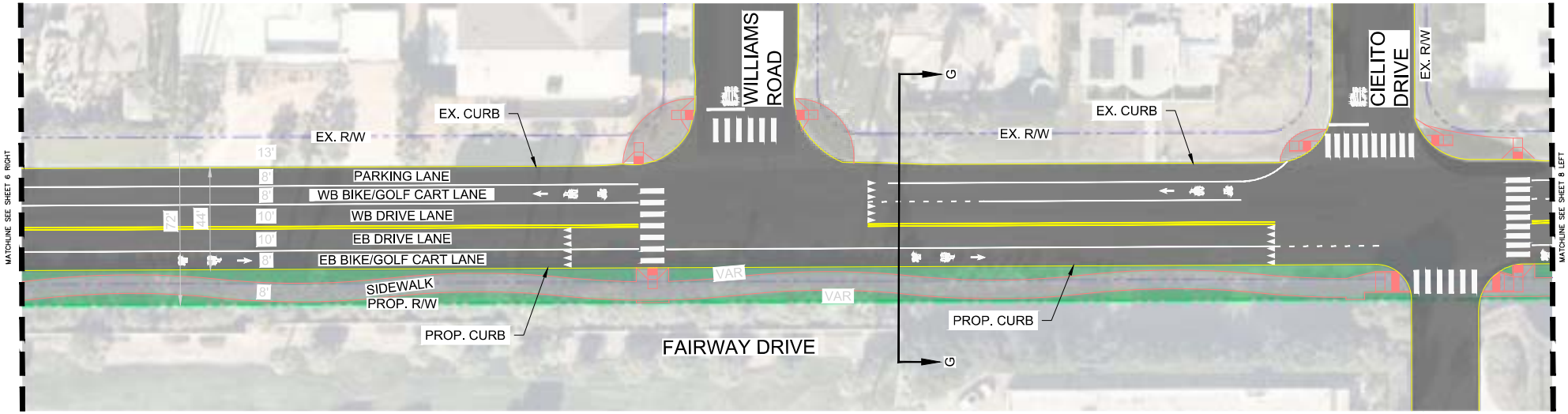


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Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 6 of 9

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PLAN VIEW



SECTION G-G



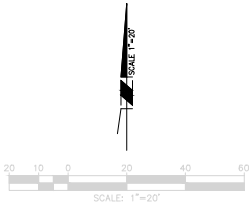
KEY POINTS

SINGLE 10' TRAVEL LANES IN EACH DIRECTION

EAST BOUND
- 8' BIKE/GOLF CART LANE
- 8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES

WEST BOUND
- 8' BIKE/GOLF CART LANE
- PARKING LANE

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

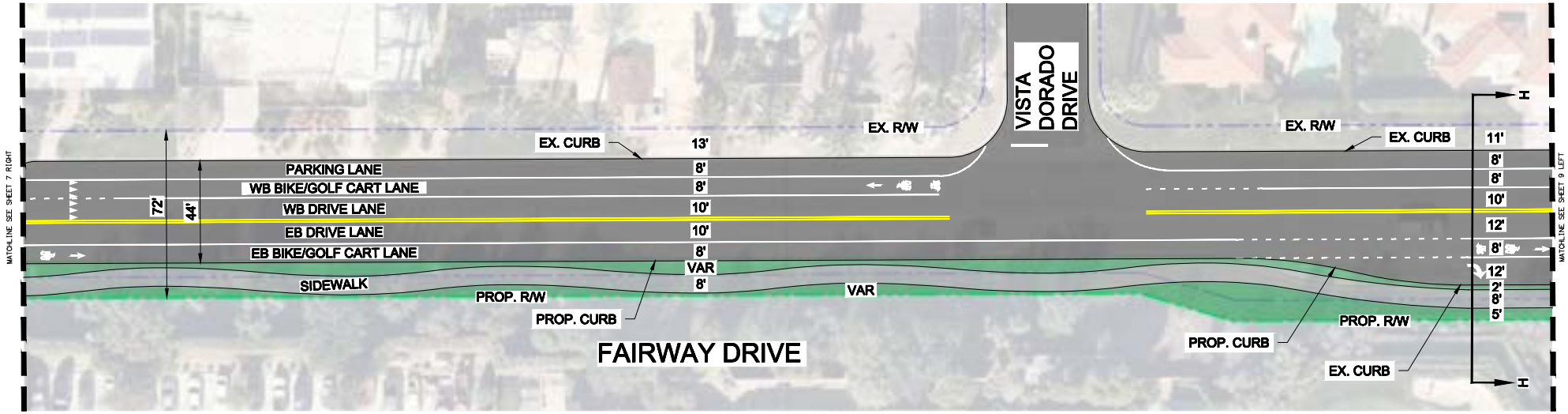


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Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 7 of 9

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PLAN VIEW



SECTION H-H



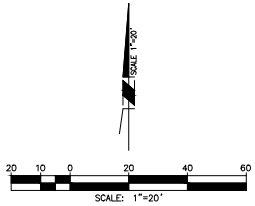
KEY POINTS

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EAST BOUND
- **8' BIKE/GOLF CART LANE**
- **8' MEANDERING WALKWAY WITH VARIABLE WIDTH LANDSCAPE BUFFER, ON BOTH SIDES**

WEST BOUND
- **8' BIKE/GOLF CART LANE**
- **PARKING LANE**

EXISTING CURB ON NORTH SIDE OF THE STREET TO REMAIN IN PLACE

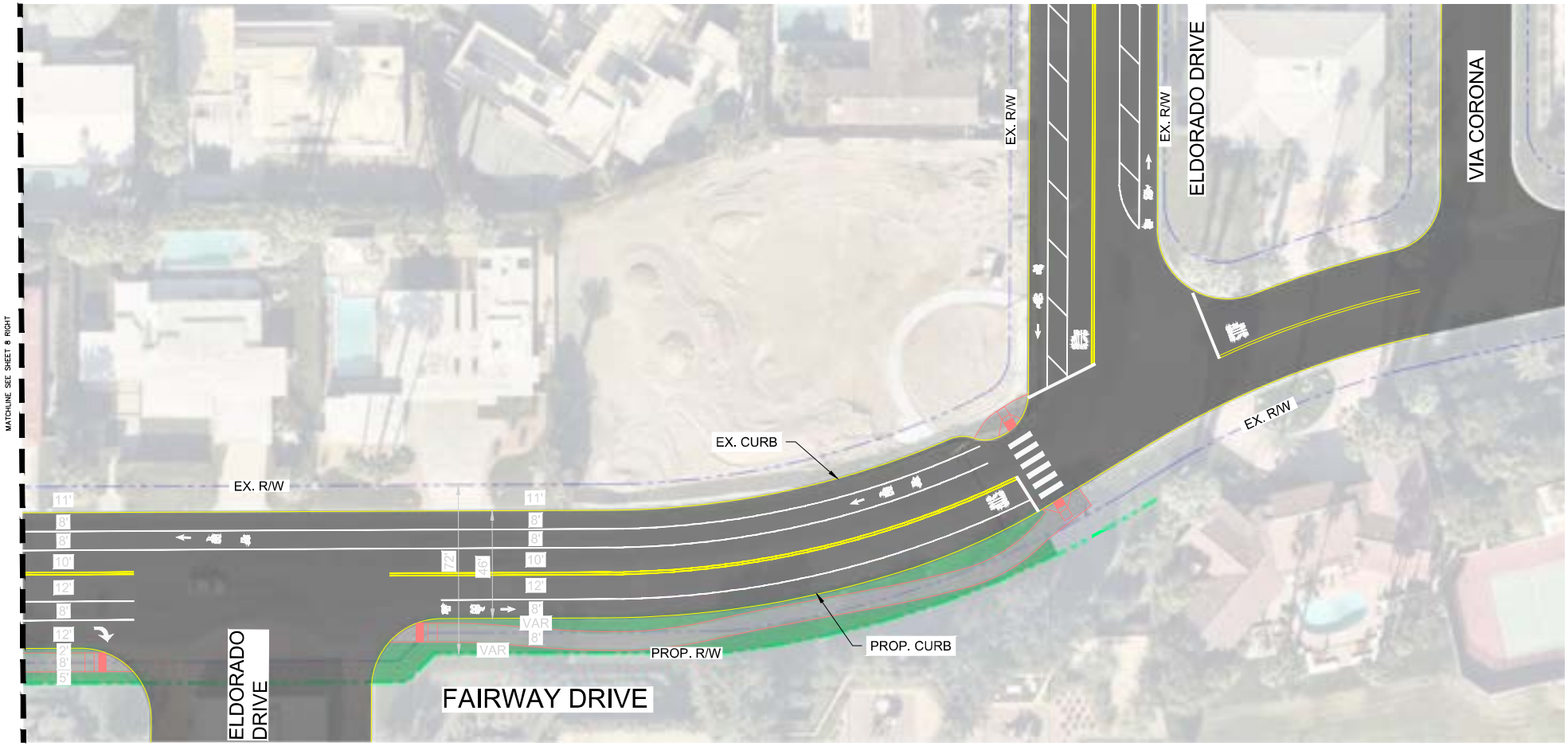


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Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 8 of 9

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PLAN VIEW



SCALE 1"=20'

20 10 0 20 40 60

SCALE: 1"=20'

Michael Baker INTERNATIONAL

Indian Wells Safer Street
Concept Plan
Fairway Drive
SHEET 9 of 9

O:\CIPS\0XXX SAFER STREETS DESIGN – CONCEPT PHASE\AUTOCAD\202121-CONCEPT-FAIRWAY DRIVE – STANDARD\202121-CONCEPT-PHASE 1-FAIRWAY DRIVE.DWG DINA PURVIS 5/22/2025 12:16 PM



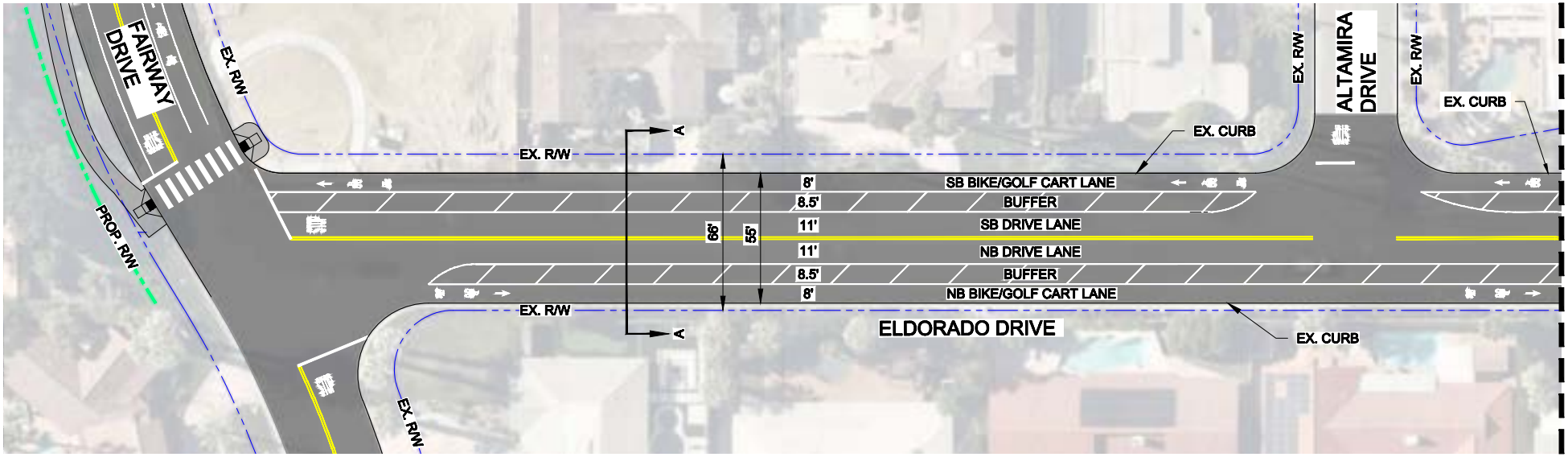
ELDORADO DRIVE PROPOSED STREET IMPROVEMENTS

INDIAN WELLS SAFER STREETS

JANUARY 30, 2025

Michael Baker INTERNATIONAL

PLAN VIEW



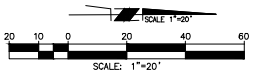
SECTION A-A



KEY POINTS

NORTH BOUND
- SINGLE 11' TRAVEL LANE
- BIKE LANE WITH STRIPED BUFFER
- EXISTING CURB

SOUTH BOUND
- SINGLE 11' TRAVEL LANE
- BIKE LANE WITH STRIPED BUFFER
-EXISTING CURB

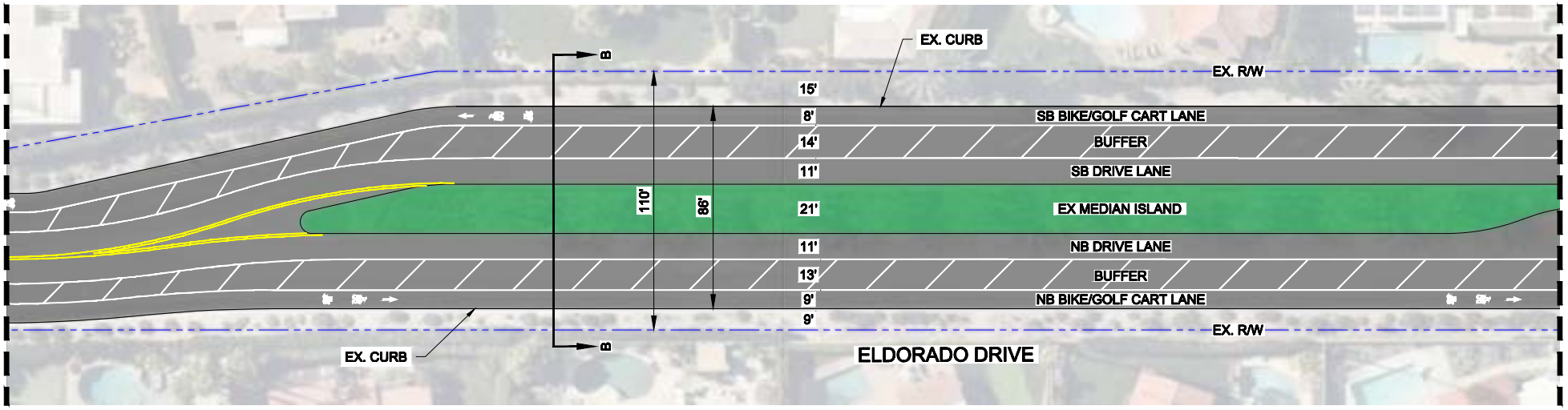


Michael Baker INTERNATIONAL

Indian Wells Safer Street
Concept Plan
Eldorado Drive
SHEET 1 of 4

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PLAN VIEW



SECTION B-B



KEY POINTS

SINGLE 11' TRAVEL LANE IN EACH DIRECTION, AND DEDICATED LEFT TURN POCKETS AT ALL INTERSECTIONS

NORTH BOUND
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
-EXISTING CURB

SOUTH BOUND
- BIKE/GOLF CART LANE WITH STRIPED BUFFER
-EXISTING CURB

EXISTING MEDIAN ISLAND TO REMAIN IN PLACE

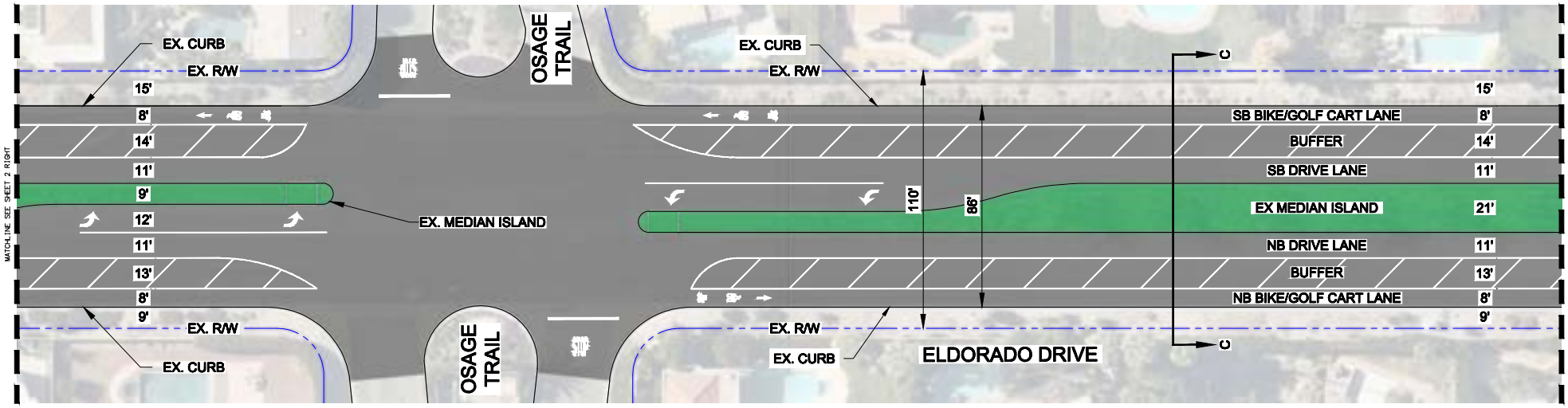
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SCALE: 1"=20'

Michael Baker INTERNATIONAL

Indian Wells Safer Street
Concept Plan
Eldorado Drive
SHEET 2 of 4

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PLAN VIEW



SECTION C-C



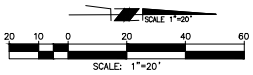
KEY POINTS

SINGLE 11' TRAVEL LANE IN EACH DIRECTION, DEDICATED LEFT TURN POCKETS AT ALL INTERSECTIONS

NORTH BOUND
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
-EXISTING CURB

SOUTH BOUND
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
-EXISTING CURB

EXISTING MEDIAN ISLAND TO REMAIN IN PLACE

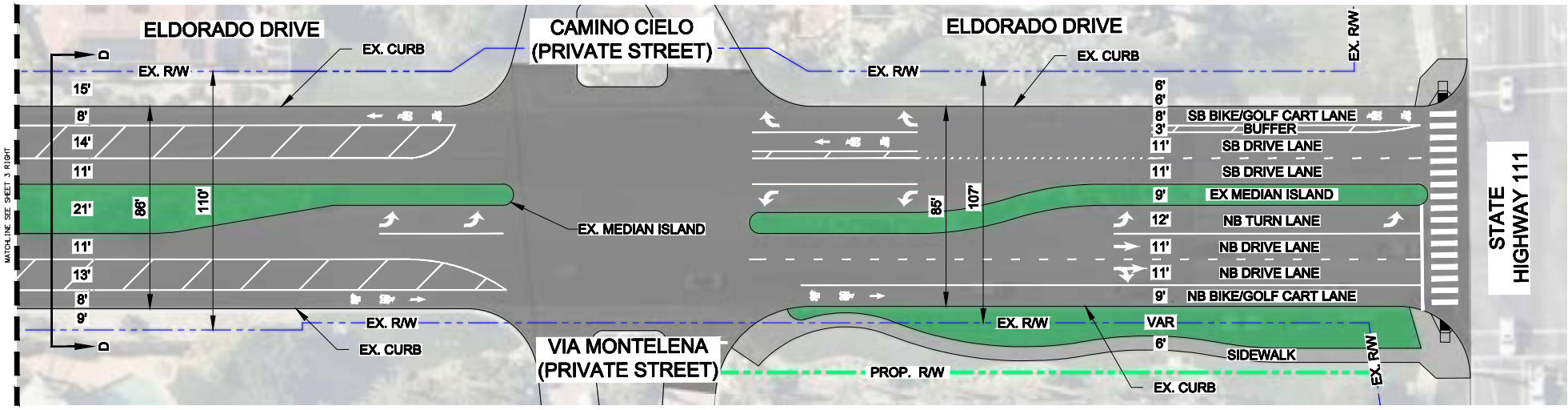


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Indian Wells Safer Street
Concept Plan
Eldorado Drive
SHEET 3 of 4

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PLAN VIEW



SECTION D-D



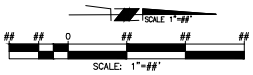
KEY POINTS

SINGLE 11' TRAVEL LANE IN EACH DIRECTION, DEDICATED LEFT TURN POCKETS AT ALL INTERSECTIONS

NORTH BOUND
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- EXISTING CURB

SOUTH BOUND
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- EXISTING CURB

EXISTING MEDIAN ISLAND TO REMAIN IN PLACE



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Indian Wells Safer Street
Concept Plan
Eldorado Drive
SHEET 4 of 4

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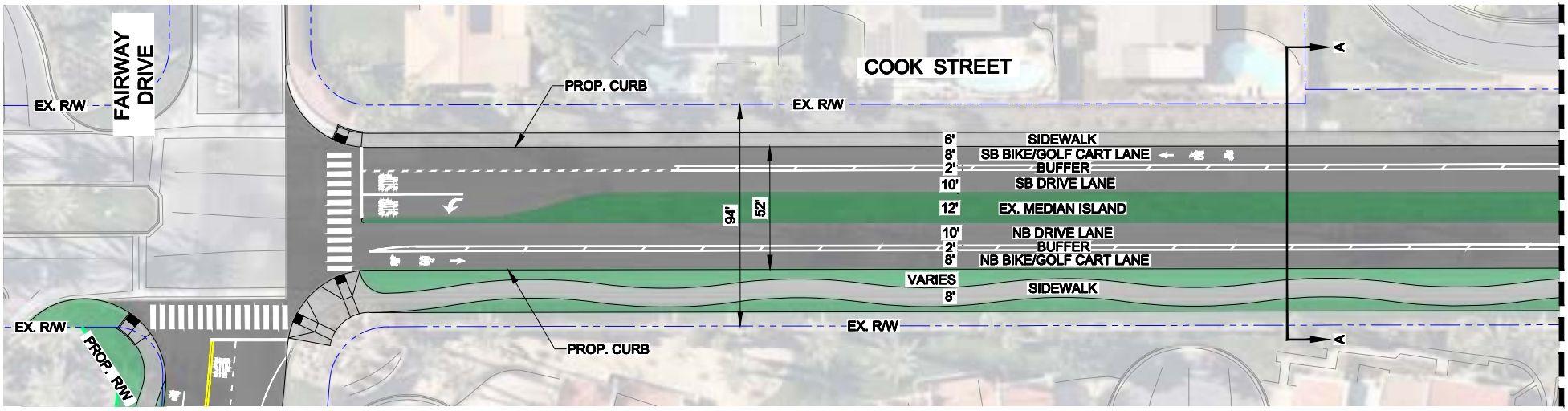
COOK STREET OPTION 2: PROPOSED STREET IMPROVEMENTS

FEBRUARY 12, 2025

Michael Baker INTERNATIONAL

INDIAN WELLS SAFER STREETS

PLAN VIEW



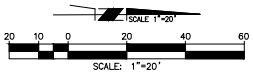
SECTION A-A



KEY POINTS

NORTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- 8' MEANDERING SIDEWALK BUILT PARTIALLY INTO EXISTING ROADWAY AND PARTIALLY ALONG OPEN R/W BEHIND EXISTING CURB

SOUTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- 6' SIDEWALK BUILT INTO EXISTING ROADWAY

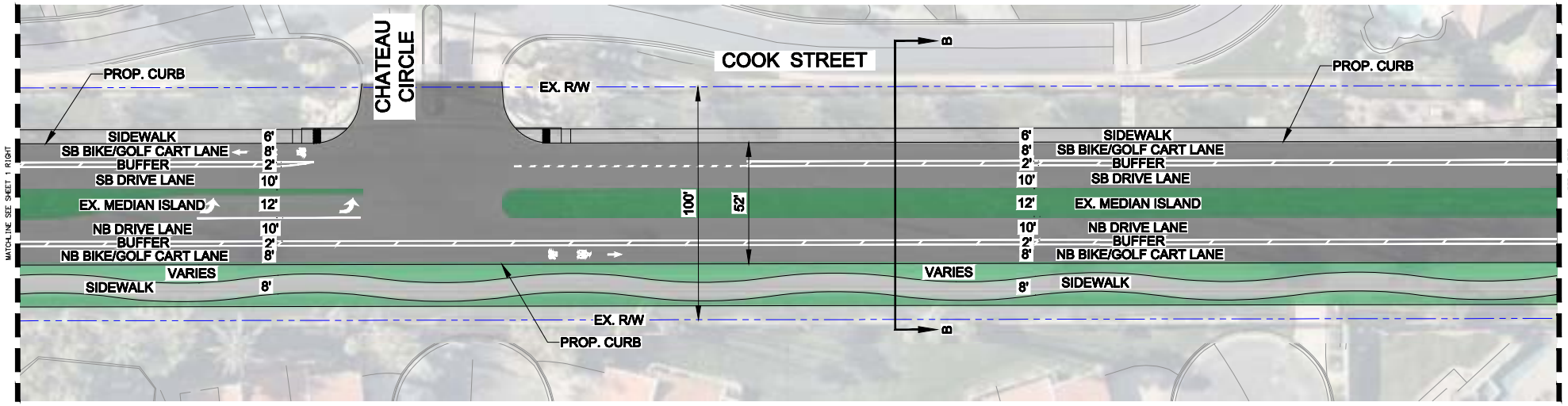


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Indian Wells Safer Street
Concept Plan
Cook Street
SHEET 1 of 4

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PLAN VIEW



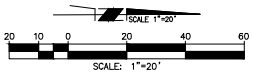
SECTION B-B



KEY POINTS

NORTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- 8' MEANDERING SIDEWALK BUILT PARTIALLY INTO EXISTING ROADWAY AND PARTIALLY ALONG OPEN R/W BEHIND EXISTING CURB

SOUTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- 6' SIDEWALK BUILT INTO EXISTING ROADWAY

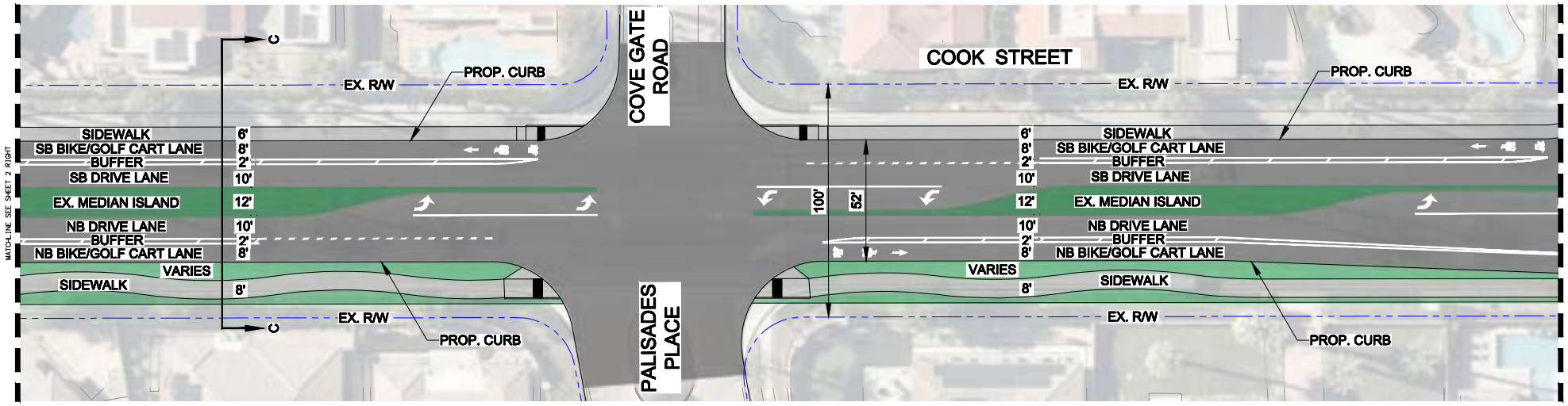


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Indian Wells Safer Street
Concept Plan
Cook Street
SHEET 2 of 4

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PLAN VIEW



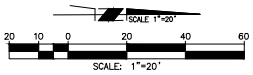
SECTION C-C



KEY POINTS

NORTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- 8' MEANDERING SIDEWALK BUILT PARTIALLY INTO EXISTING ROADWAY AND PARTIALLY ALONG OPEN R/W BEHIND EXISTING CURB

SOUTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE/GOLF CART LANE WITH STRIPED BUFFER
- 6' SIDEWALK BUILT INTO EXISTING ROADWAY

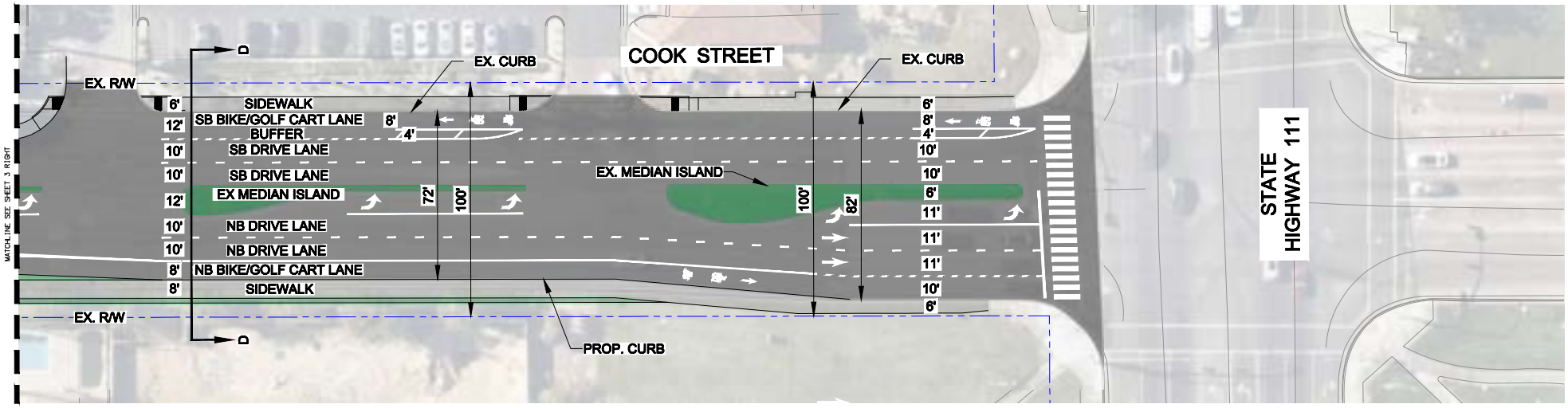


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Indian Wells Safer Street
Concept Plan
Cook Street
SHEET 3 of 4

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PLAN VIEW



SECTION D-D



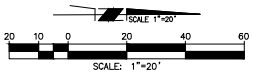
KEY POINTS

TWO 10' TRAVEL LANES IN EACH DIRECTION, DEDICATED LEFT TURN POCKETS AT ALL INTERSECTIONS

NORTH BOUND
- **8' BIKE/GOLF CART LANE AT GRADE**
- **8' SIDEWALK BUILT PARTIALLY INTO EXISTING ROADWAY**
- **AS SIDEWALK APPROACHES INTERSECTION, SIDEWALK MAY NEED TO NARROW UNLESS R/W IS OBTAINED**

SOUTH BOUND
- **8' BIKE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER**
- **6' SIDEWALK BEHIND EXISTING CURB**

EXISTING MEDIAN ISLANDS TO REMAIN IN PLACE



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Indian Wells Safer Street
Concept Plan
Cook Street
SHEET 4 of 4

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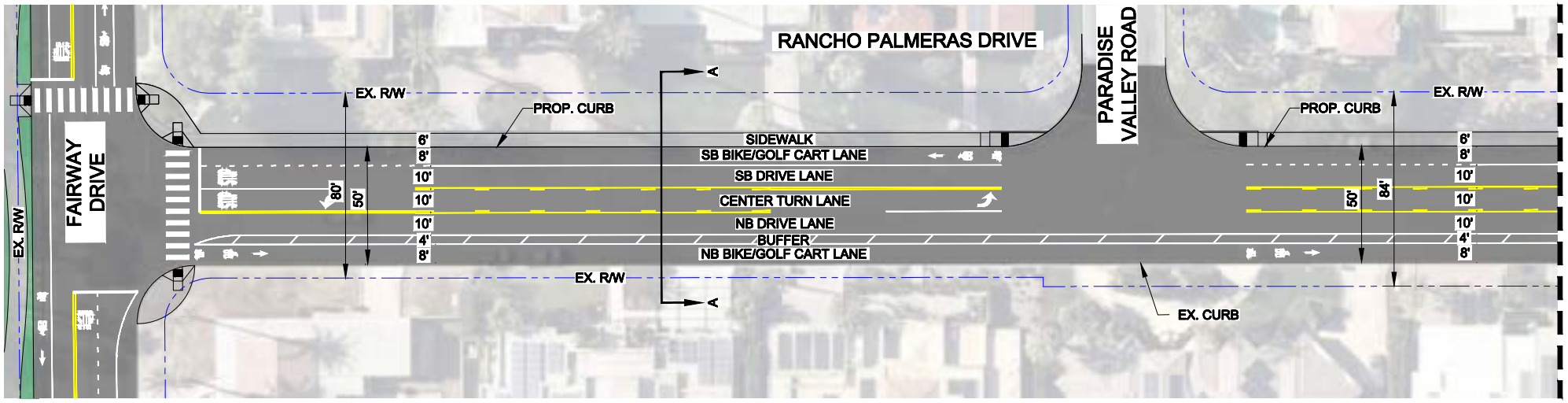
RANCHO PALMERAS DRIVE OPTION 1: PROPOSED STREET IMPROVEMENTS

FEBRUARY 12, 2025

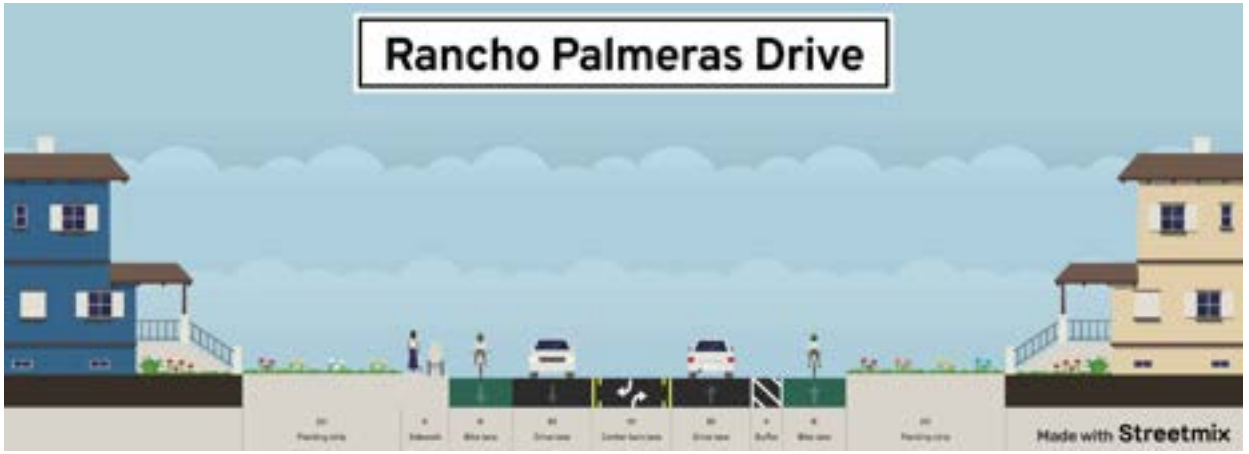
Michael Baker INTERNATIONAL

INDIAN WELLS SAFER STREETS

PLAN VIEW



SECTION A-A

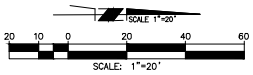


KEY POINTS

10' CENTER TURN LANE FOR NORTH AND SOUTHBOUND TRAFFIC

NORTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE LANE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER

SOUTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE LANE/GOLF CART LANE AT GRADE
- 6' SIDEWALK BUILT INTO EXISTING ROADWAY

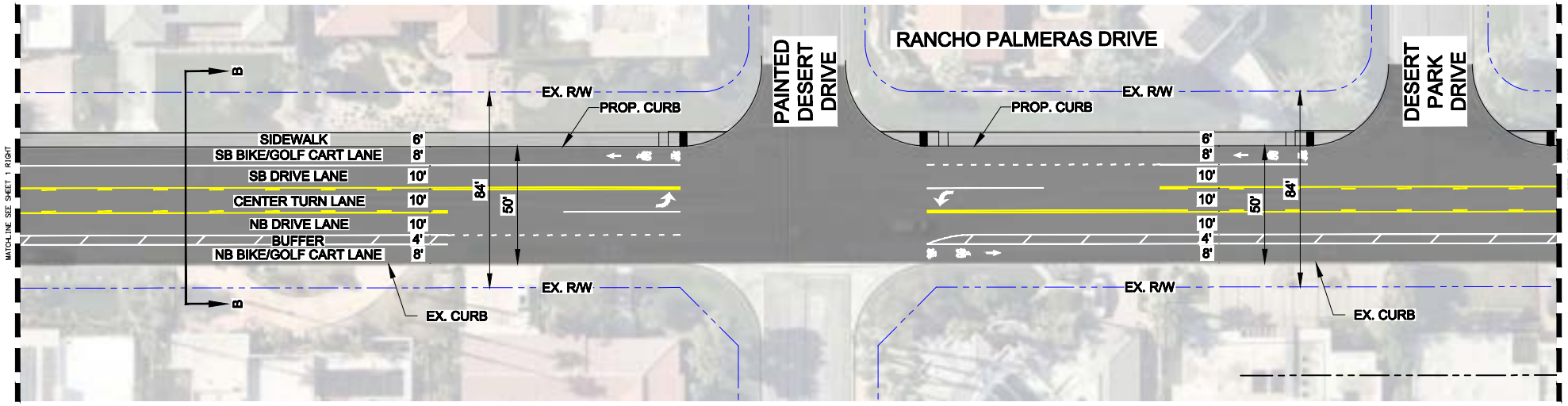


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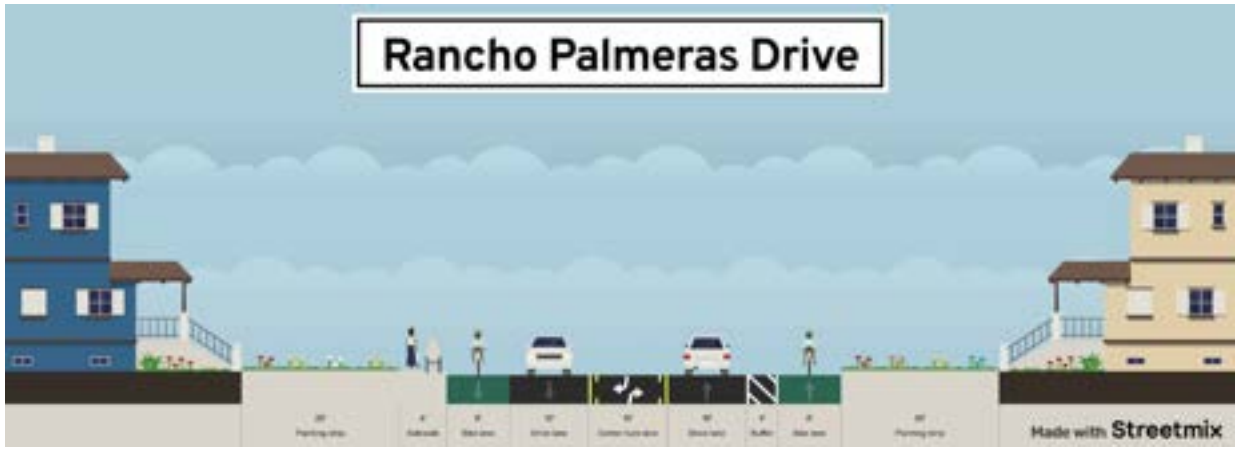
Indian Wells Safer Street
Concept Plan
Rancho Palmeras Drive
SHEET 1 of 4

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PLAN VIEW



SECTION B-B

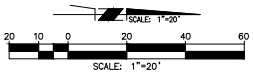


KEY POINTS

10' CENTER TURN LANE FOR NORTH AND SOUTHBOUND TRAFFIC

NORTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE LANE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER

SOUTH BOUND
- SINGLE 10' TRAVEL LANE
- 8' BIKE LANE/GOLF CART LANE AT GRADE
- 6' SIDEWALK BUILT INTO EXISTING ROADWAY

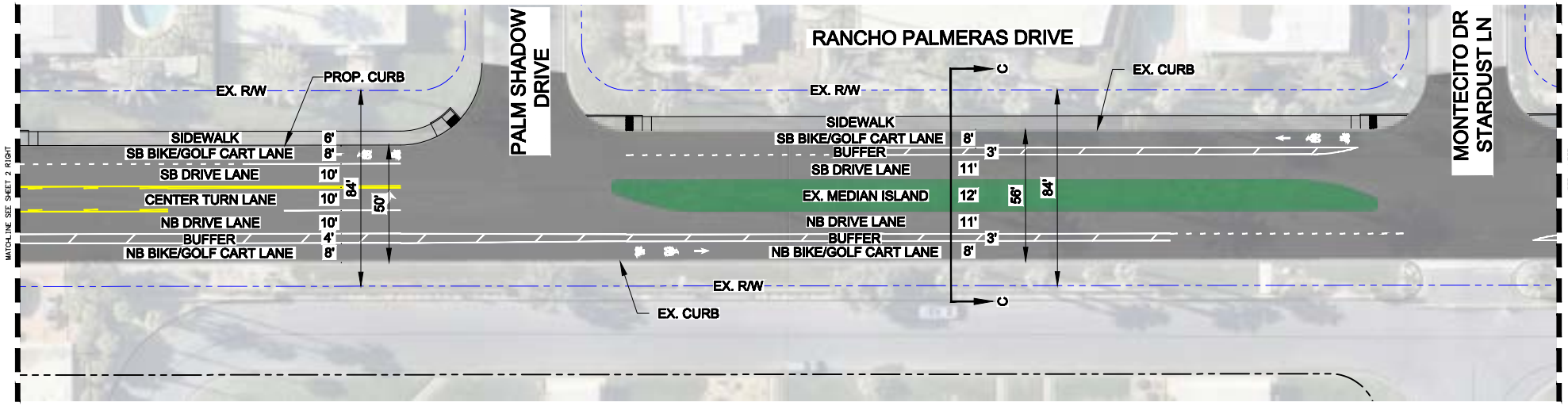


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Indian Wells Safer Street
Concept Plan
Rancho Palmeras Dr
SHEET 2 of 4

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PLAN VIEW



SECTION C-C



KEY POINTS

NORTH BOUND
- SINGLE 11' TRAVEL LANE
- 8' BIKE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER

SOUTH BOUND
- SINGLE 11' TRAVEL LANE
- 8' BIKE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER
- 6' SIDEWALK BEHIND EXISTING CURB

EXISTING MEDIAN ISLAND TO REMAIN IN PLACE

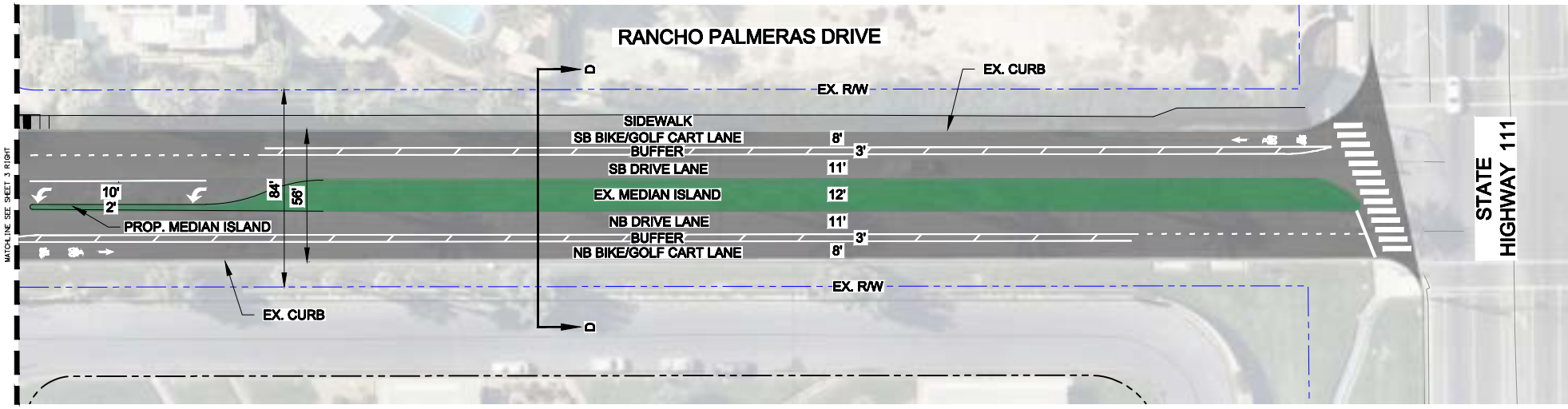
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Indian Wells Safer Street
Concept Plan
Rancho Palmeras Dr
SHEET 3 of 4

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PLAN VIEW



SECTION D-D

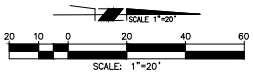


KEY POINTS

NORTH BOUND
- SINGLE 11' TRAVEL LANE
- 8' BIKE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER

SOUTH BOUND
- SINGLE 11' TRAVEL LANE
- 8' BIKE/GOLF CART LANE AT GRADE WITH STRIPED BUFFER
- 6' SIDEWALK BEHIND EXISTING CURB
- 10' LEFT TURN LANE AT CAMINO DE PLATA

EXISTING MEDIAN ISLAND TO REMAIN IN PLACE



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Concept Plan
Rancho Palmeras Drive
SHEET 4 of 4

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