SAFER STREETS

INDIAN WELLS

CALIFORNIA

Community Meeting 2

November 20, 2024

Agenda

- Welcome and Introductions
- Overview, Timeline, Website/Toolbox
- Present Eldorado Drive Options
- Present Fairway Drive Options
- Survey & Public Comment
- Next Steps

Welcome! Meet the team!

Ken Seumalo
Public Works Director
City of Indian Wells

Dina Purvis
Assistant Public Works Director
City of Indian Wells

Tim Dzmura
Project Manager
City of Indian Wells

Ryan Zellers
Project Manager
Michael Baker Int'l

Rachel Fabian
Transportation Planner/Outreach
Michael Baker Int'l

Audrey Nickerson
Outreach
Michael Baker Int'l

Scott Rice, ASLA, CASp
President/Principal Landscape Architect
CWDG

Allison Rush, ASLA, CASp
Director of Creativity + Design/ Senior Landscape Architect
CWDG

OVERVIEW

- The City of Indian Wells is focusing on accessibility and alternative transportation needs to better serve residents. The first phase being considered includes considerations along Fairway Drive and Eldorado Drive



History

Complete (Safer) Streets

Approved by City Council at the **May 18, 2023,** City Council Meeting

Pedestrian Safety Project

Approved by City Council at the **May 18, 2023,** City Council Meeting

Community Survey for Complete Streets

A community survey was conducted from **May 26 - June 16, 2023**

Fairway Pedestrian Pathway

City staff conducted two community engagement meetings - **Nov. 14, 2023 & Feb. 21, 2024**

City Council Strategic Planning

Advancement of the Capital Improvement Program directed by City Council on **April 2, 2024**

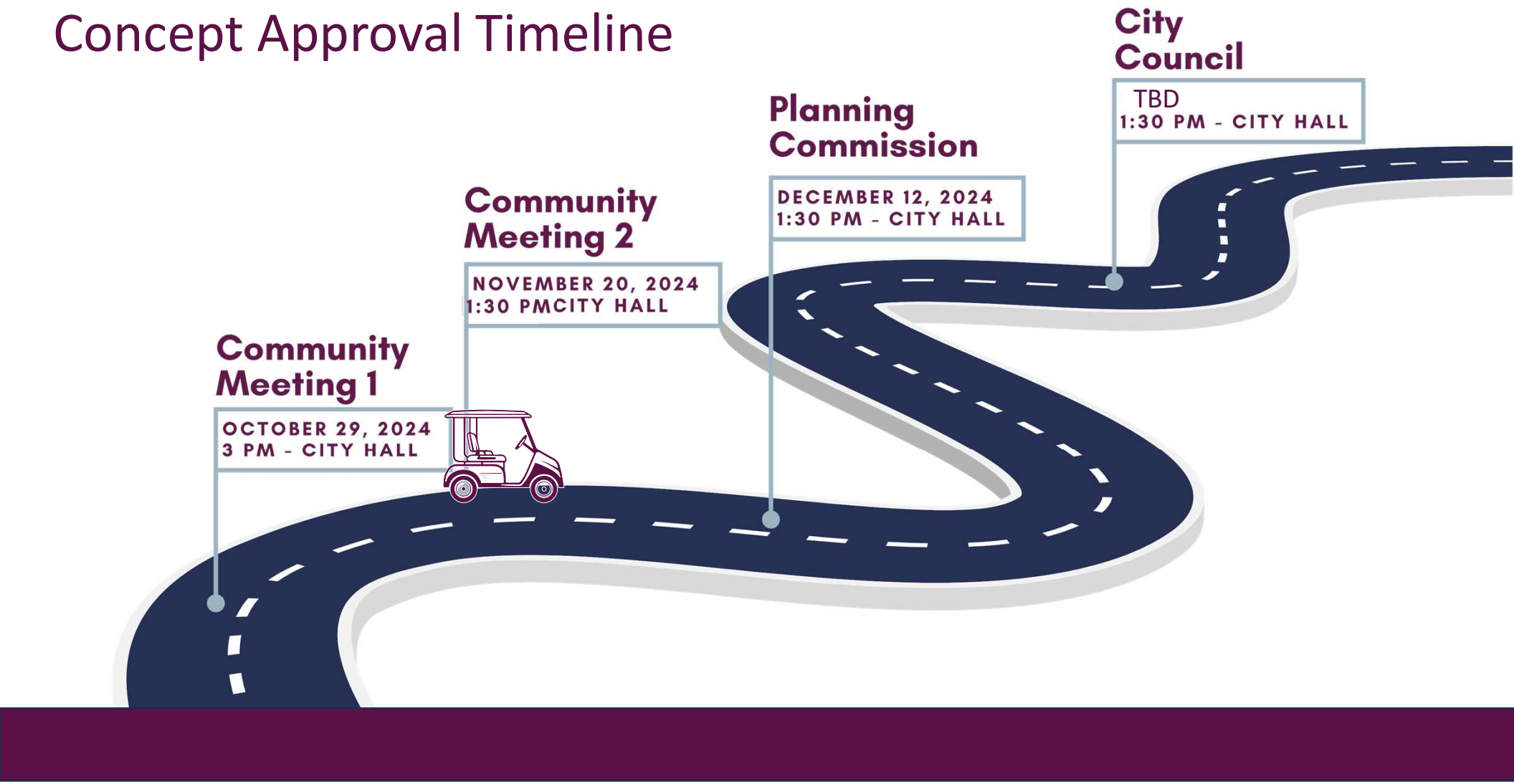
CIP Advancement

City Council approved advancement of CIP at the **May 16, 2024,** City Council Meeting

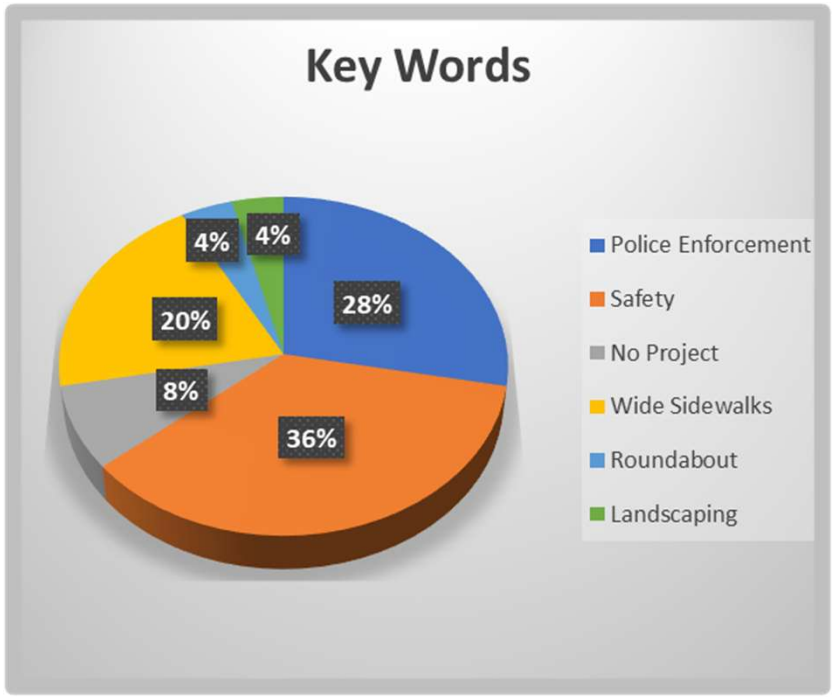
City-wide Traffic Safety Action Plan

City staff conducted three public workshops: **Feb. 7, Mar. 20, & Apr. 17, 2024**

Concept Approval Timeline



Safer Streets Community Meeting 1 & Email Responses





Website

www.cityofindianwells.org/saferstreetsIW

SAFER STREETS
INDIAN WELLS
CALIFORNIA

Traffic Calming Toolbox



Typical Use

- **Speed Humps** - Speed humps are parabolic vertical speed control elements to be used on low volume, low speed roads with targets design speeds of 15 to 30 mph. A series of speed humps can be used to achieve a targeted speed reduction for the corridor

- **Speed Tables/Raised Crosswalks** - Speed tables are longer than speed humps and are typically used on roads with desired speeds between 25 and 45 mph. Speed tables can also be used as a raised midblock crossing.

- **Speed Cusions** - Speed cushions have a similar application to speed humps and speed tables, however, they allow large vehicles to pass unimpeded by providing wheel cutouts. These can be used on roads with bus routes and major emergency access routes. Speed cushions typically are used for targeted design speeds of 30 mph or less.

Design Features

- **Speed Humps** - Speed humps are typically 3 to 4 inches high and 12 to 14 feet wide with ramp lengths of 3 to 6 feet. Ramp slopes should be 4% and 10%.

- **Speed Tables/Raised Crosswalks** - Speed tables are typically 3 to 4 inches high and 22 feet wide, including 6-foot approaches on each side and a 10-foot plateau. Speed tables can be marked with a crosswalk creating a raised crosswalk. Ramp slopes should be 4% and 10%.

- **Speed Cusions** - Speed cushions consist of two or more raised areas. Ramp slopes should be 4% and 10%.

Further Considerations

Advantages

- Reduces vehicle speeds.
- Speed cushions can accommodate emergency vehicles.
- Speed tables can be combined with curb bulb-outs to create a raised crosswalk.
- Cyclists are not typically affected by vertical speed control elements and are able to traverse speed humps/tables/cushions with minimal delay or discomfort

Disadvantages

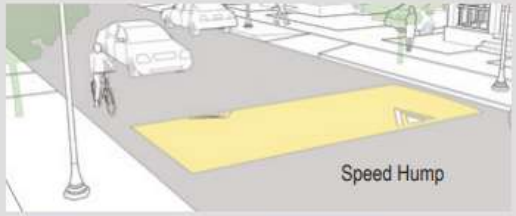
- Limited reduction in cut-through traffic.
- Speed humps are generally not advised for major emergency vehicle routes.
- Potential for increased noise.
- Hydraulic impacts may need to be evaluated for speed humps/tables/cushions that extend from curb to curb.

Materials & Maintenance

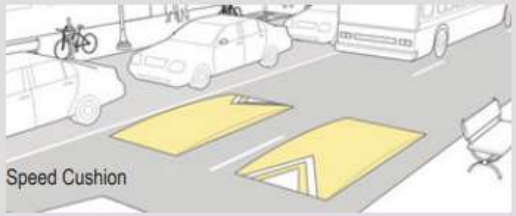
Speed humps and cushions are typically constructed with asphalt. Speed tables and raised crosswalks can be constructed with pavers. Signage and pavement markings shall be designed per local standards.

Vertical Speed Control Elements

Vertical speed control elements help to manage vehicular speeds by changing the height of the roadway surface. Speed humps, speed cushions, and speed tables are all examples of vertical deflection used to slow traffic speeds. These elements are designed to be traversed at the posted speed limit.

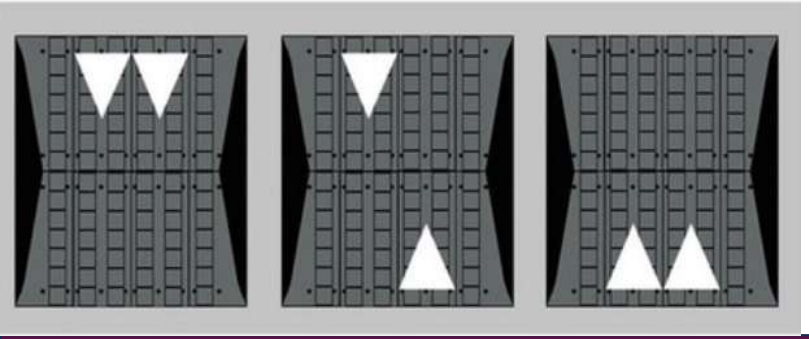






Speed Cushions





General Information:

- Removable and Reinstallable
- Length 7.0’ – 21.0’ and Height 3.0” – 3.5”
- Placement:
  - 200’ – 500’ apart
  - Not at intersections
- Can use on maximum grades of 8% or higher (5% where bike facilities exist)
- Avoiding edges of roadways to reduce drainage implications

Results:

- Traffic speeds may reduce up to 7mph
- Traffic volumes may decrease up to 18%
- Reduction in speed-related accidents

Impacts:

- Decreases emergency response times
- Traffic may use other local roads to bypass, depending on roadway system
- Can create noise / sound pollution
- Potential for speed spiking in between hump/cushions

Speed Hump vs Speed Cushions



Speed Hump Example

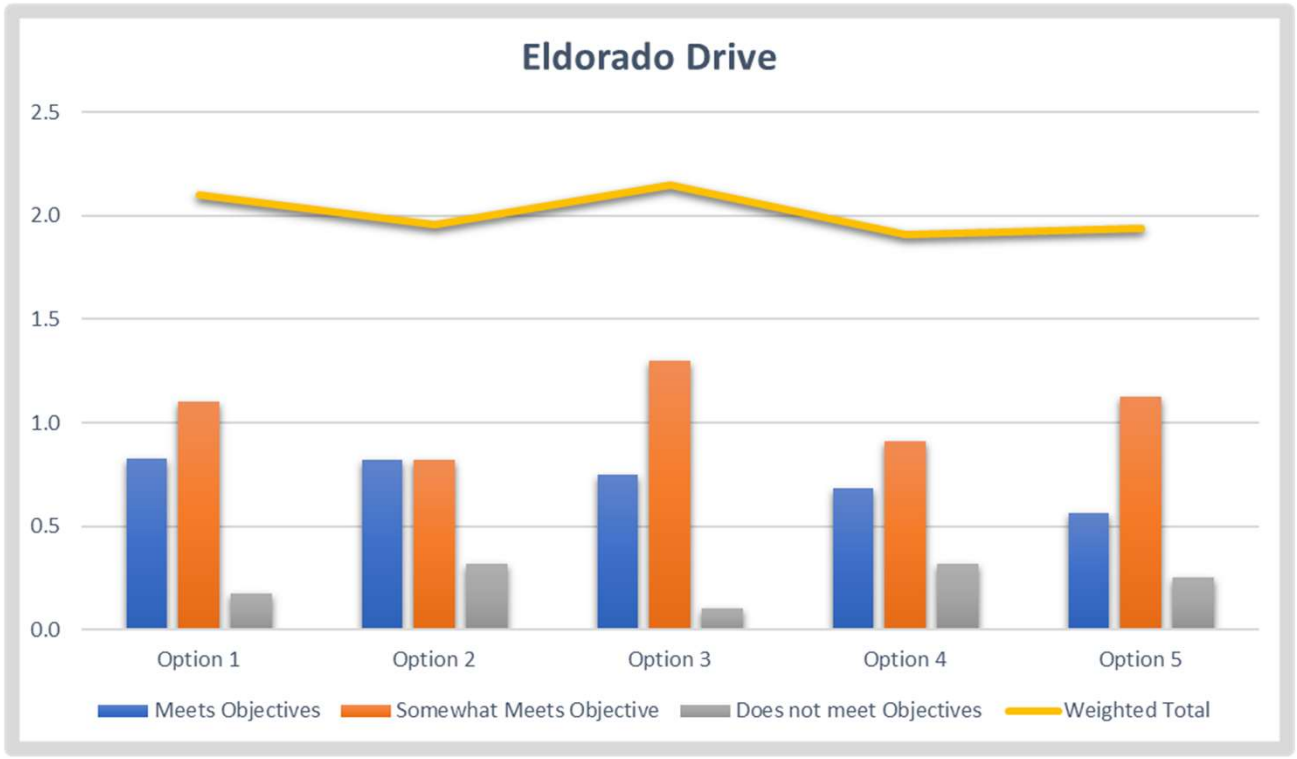


Speed Cushion Example

Uses and Differences:

- Design speeds are 15mph – 25mph
- Comparable dimensions, aside from gaps / cut outs
- Gaps between the raised areas to enable a vehicle with a wide track to pass without any vertical deflection
- A speed cushion is often a preferred alternative to a speed hump on a primary emergency response or transit routes

Safer Streets Community Meeting 1





Eldorado Drive Existing Conditions

Eldorado Drive Option 1

Key Points

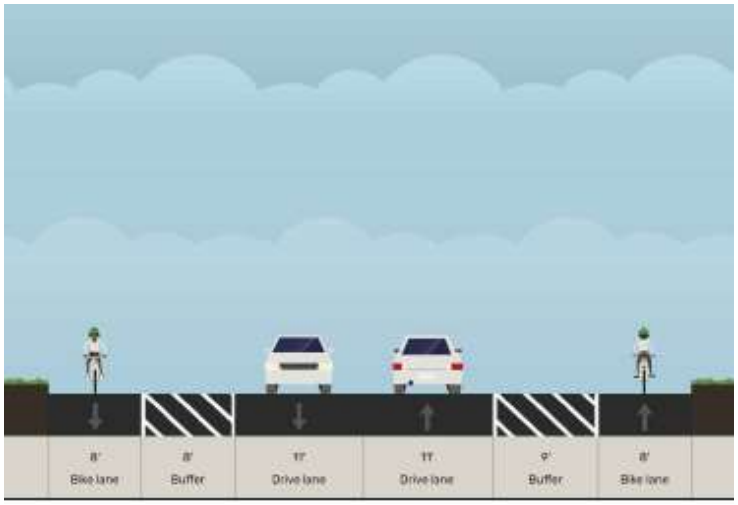
- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers



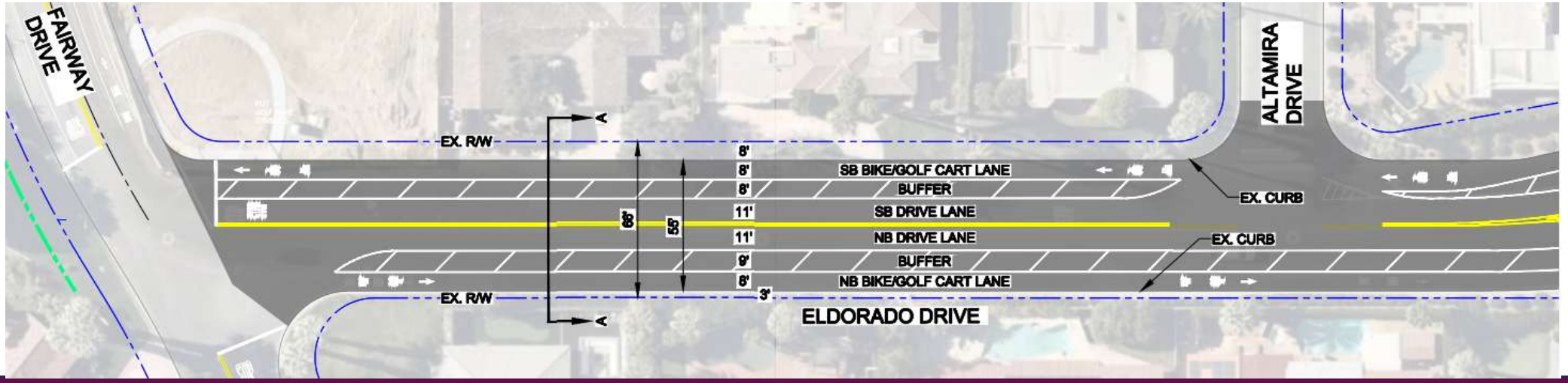
Eldorado Drive Option 1

Key Points

- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers



Eldorado Drive (Fairway Drive to Altamira Drive)



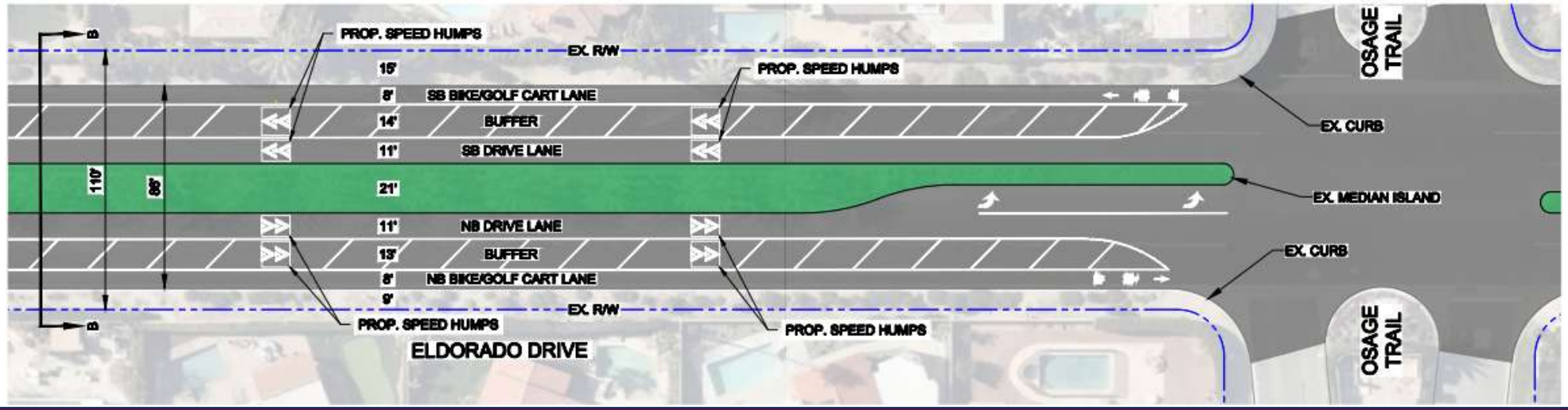
Eldorado Drive Option 1

Key Points

- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- Speed Humps



Eldorado Drive (Altamira Drive to Osage Trail)



Eldorado Drive Option 2

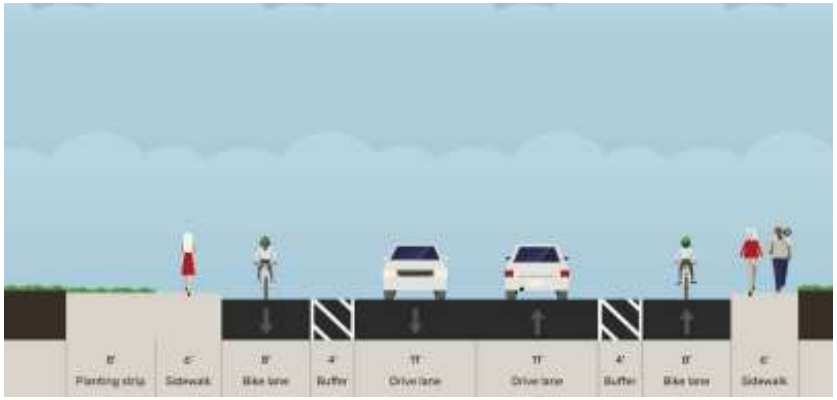
Key Points

Northbound
- Single 11’ travel lane
- Bike lane with striped buffer
- 6’ curb adjacent sidewalk
- Sidewalk extends 1’ east of existing curb face

Southbound
- Single 11’ travel lane
- Bike lane with striped buffer
- 6’ curb adjacent sidewalk
- Sidewalk extends 6’ east of existing curb face.



Eldorado Drive Option 2

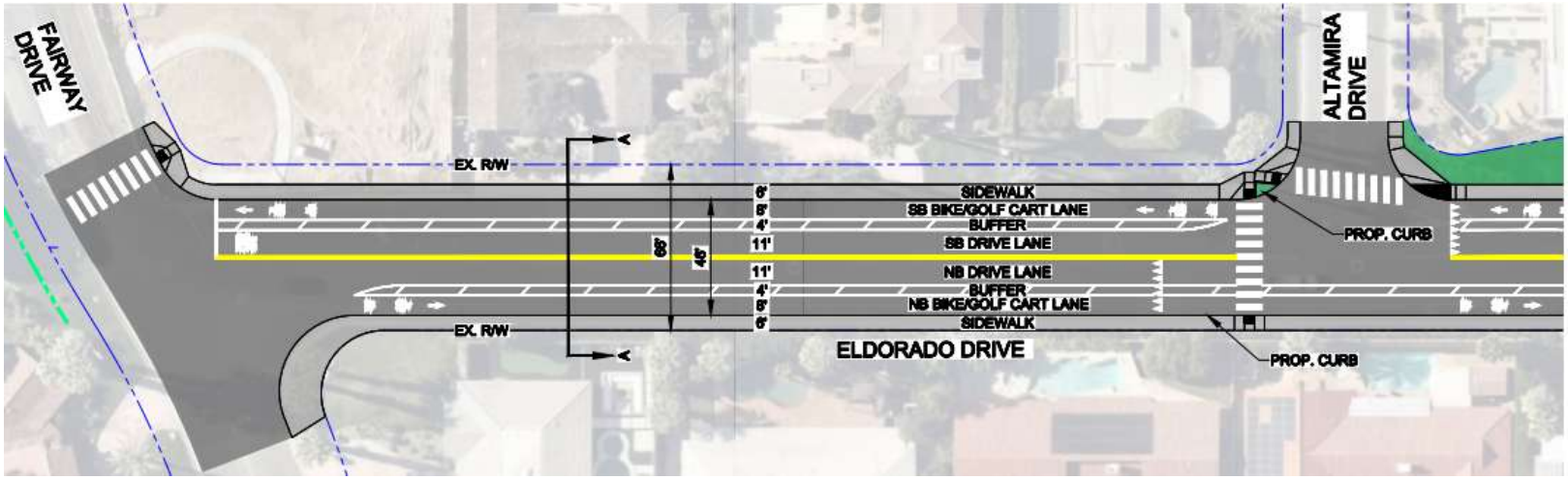


Key Points

Northbound
- Single 11’ travel lane
- Bike lane with striped buffer
- 6’ curb adjacent sidewalk
- Sidewalk extends 1’ east of existing curb face

Southbound
- Single 11’ travel lane
- Bike lane with striped buffer
- 6’ curb adjacent sidewalk
- Sidewalk extends 6’ east of existing curb face.

Eldorado Drive (Fairway Drive to Altamira Drive)

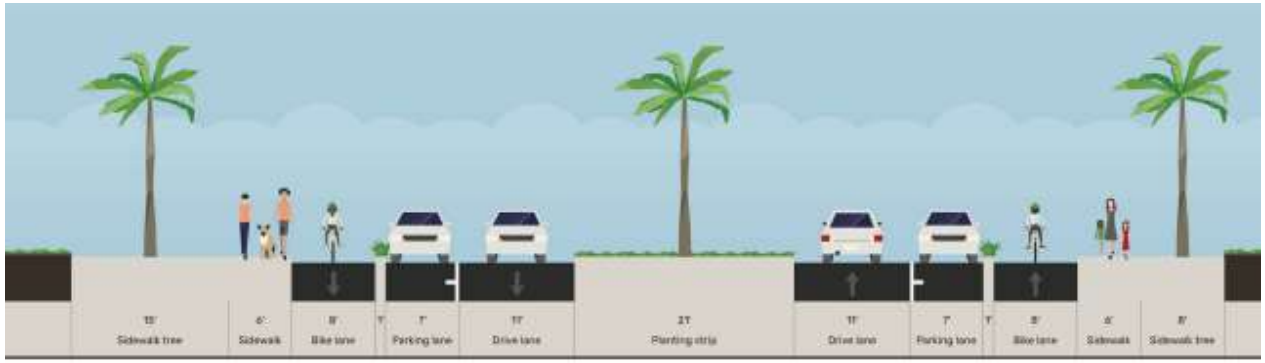


Eldorado Drive Option 2

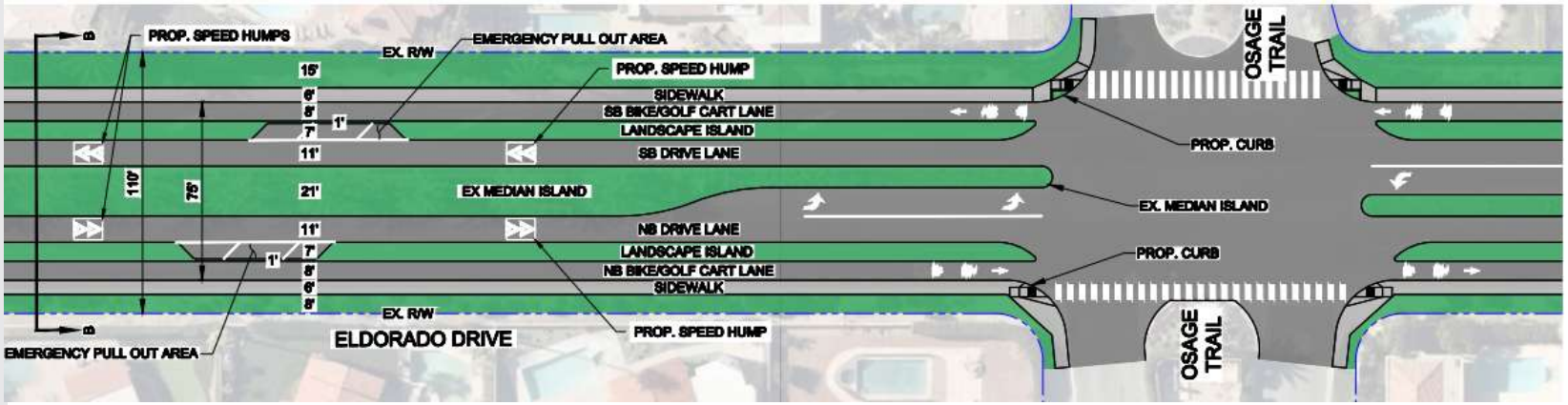
Key Points

Northbound
- Single 11’ travel lane
- 8’ bike/golf cart at grade with island buffer
- 6’ curb adjacent sidewalk
- Sidewalk extends 1’ east of existing curb face
- Emergency pull out area adjacent to median islands

Southbound
- Single 11’ travel lane
- 6’ curb adjacent sidewalk
- Sidewalk extends 6’ east of existing curb face
- Emergency pull out area adjacent to median islands



Eldorado Drive (Altamira Drive to Osage Trail)



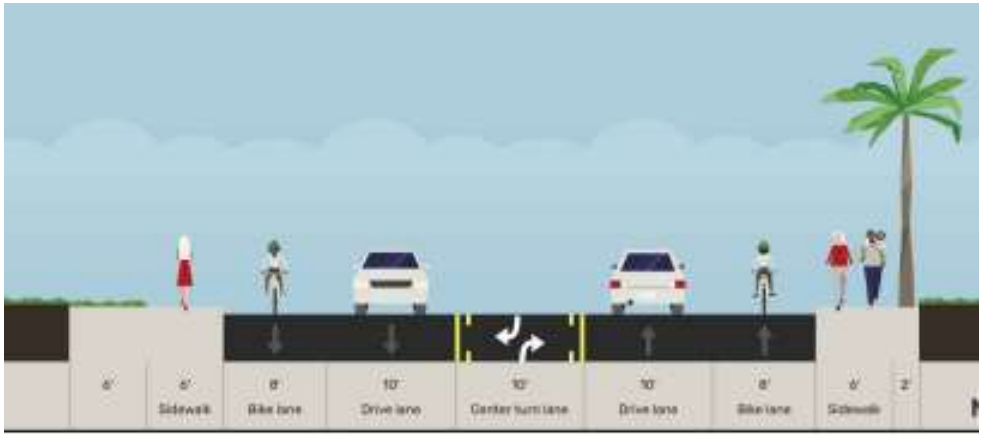
Eldorado Drive Option 3

Key Points

- Single 12’ travel lanes in each direction
- 8’ bike/golf cart lanes with 3’ buffer
- Speed humps
- 42’ median walkway (esplanade) with meandering walkway
- Existing curb to remain on both sides of the street



Eldorado Drive Option 3

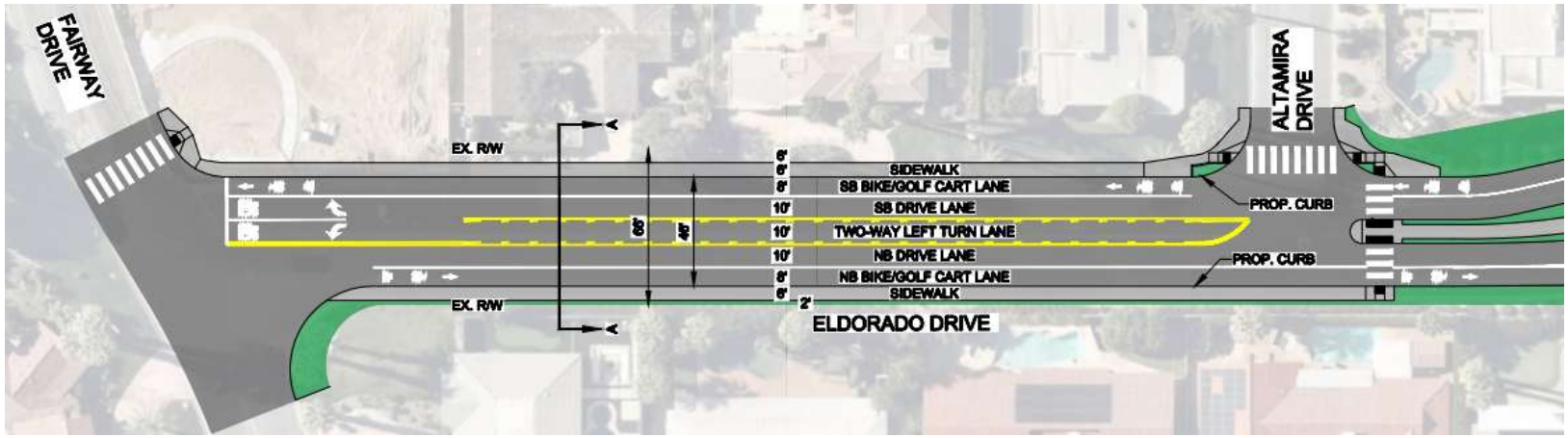


Key Points

Northbound
- Single 11’ travel lane
- Bike/golf cart lane
- 6’ curb adjacent sidewalk
- Sidewalk extends 1’ east of existing curb face

Southbound
- Single 11’ travel lane
- Bike lane with striped buffer
- 6’ curb adjacent sidewalk
- Sidewalk extends 2’ east of existing curb face.

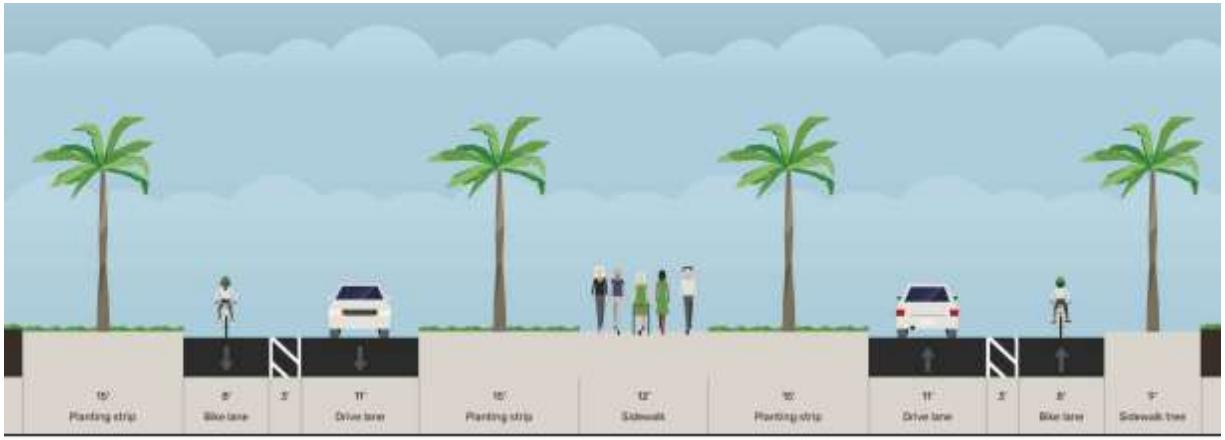
Eldorado Drive (Fairway Drive to Altamira Drive)



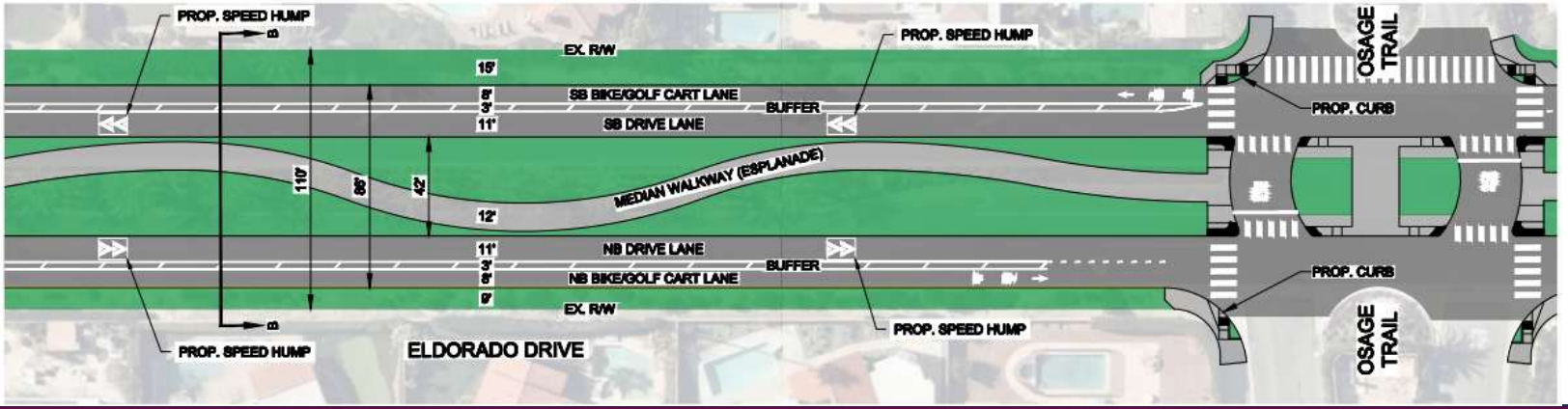
Eldorado Drive Option 3

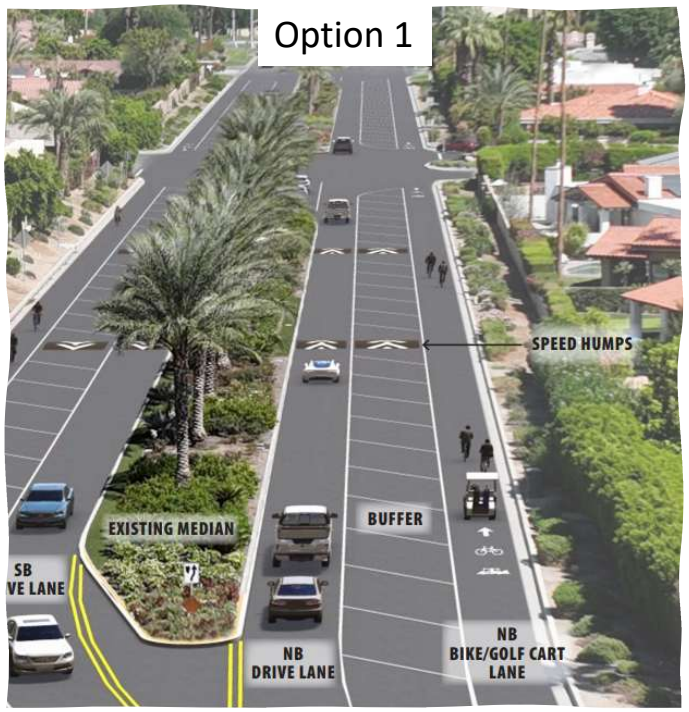
Key Points

- Single 12’ travel lanes in each direction
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- 42’ median walkway (esplanade) with meandering walkway
- Existing curb to remain on both sides of the street



Eldorado Drive (Altamira Drive to Osage Trail)



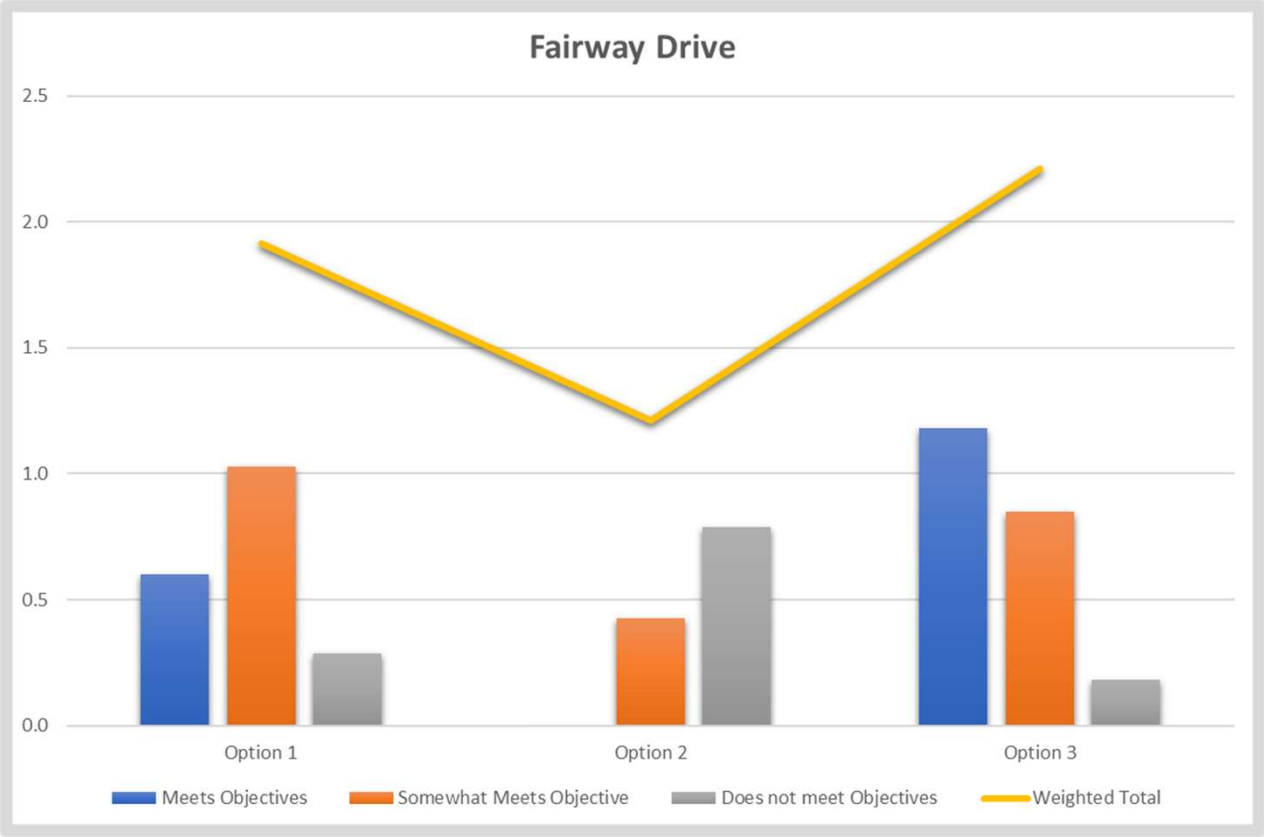






Eldorado Drive Options

Safer Streets Community Meeting 1





Fairway Drive Existing Conditions

Fairway Drive Option 1

Key Points

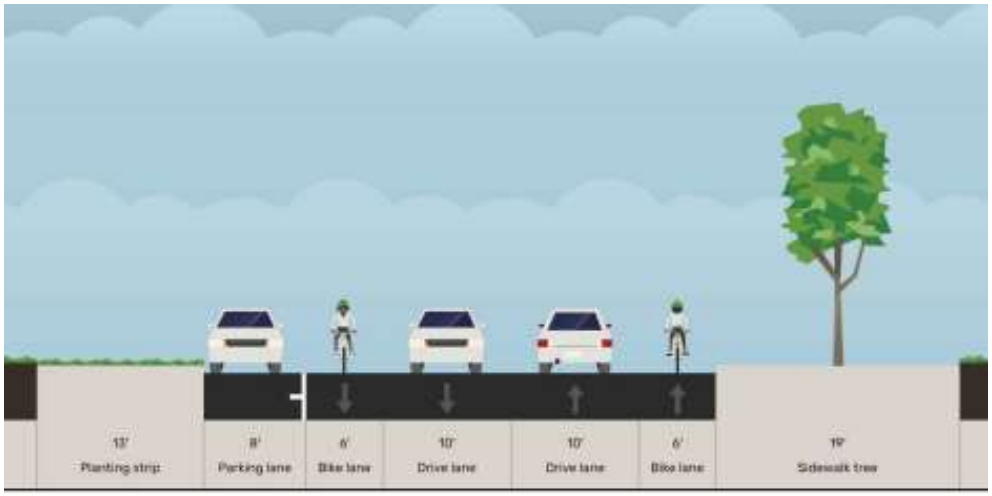
- Single 10’ travel lanes in each direction
- 6’ Bike Lanes
- Speed Humps
- Parking lane on westbound side

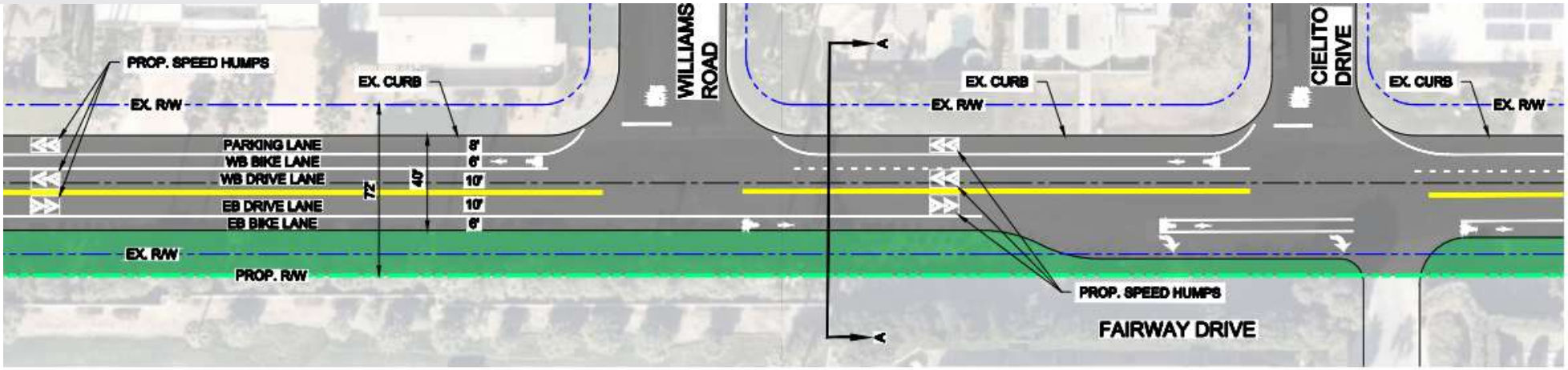


Fairway Drive Option 1

Key Points

- Single 10’ travel lanes in each direction
- 6’ Bike Lanes
- Speed Humps
- Parking lane on westbound side





Fairway Drive Option 2

Key Points

- Single 10’ travel lanes with speed humps

Eastbound
- 8’ bike/golf cart lane
- Walkway
- 8’ meandering walkway with variable width landscaping buffer

Westbound
- 8’ bike/golf cart lane
- Parking lane

- Existing curb on the north side of the street to remain in place



Fairway Drive Option 2

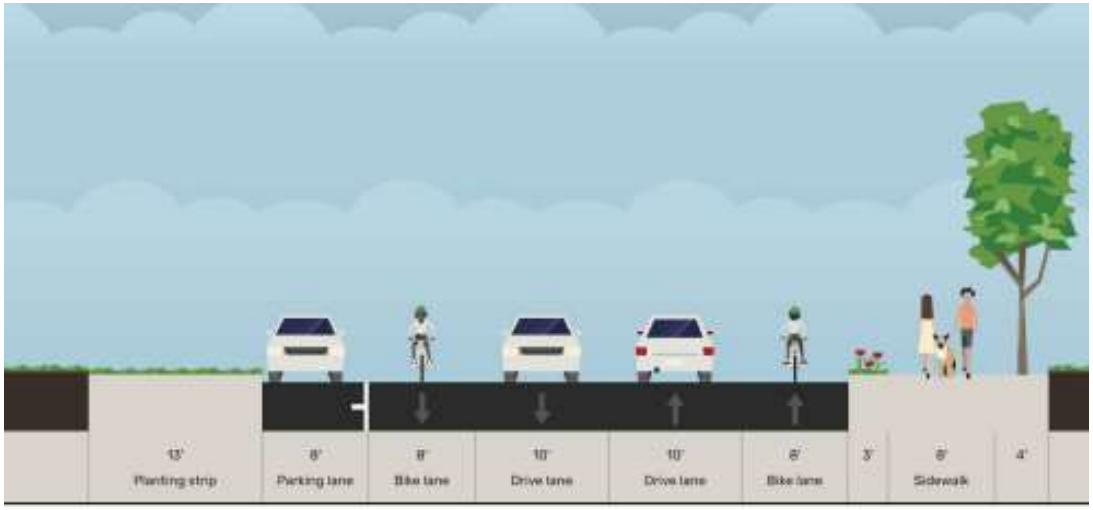
Key Points

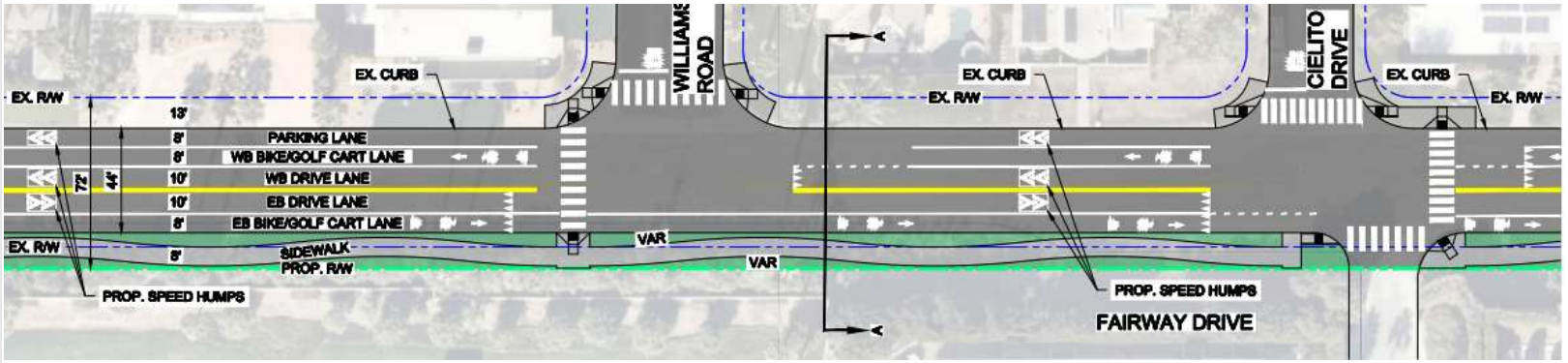
- Single 10’ travel lanes with speed humps

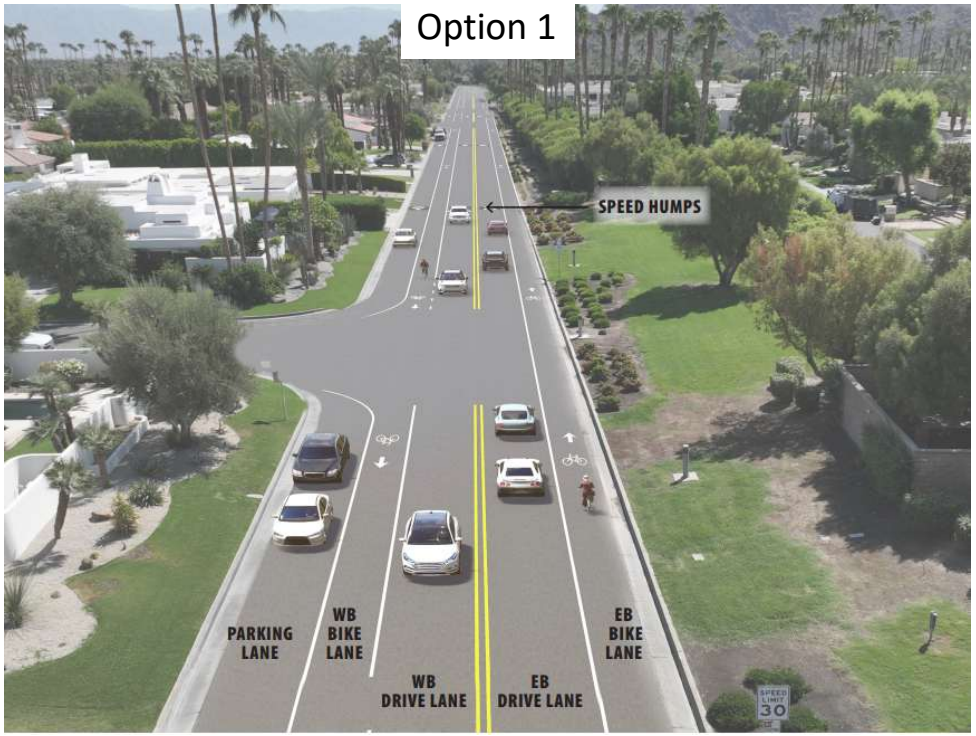
Eastbound
- 8’ bike/golf cart lane
- Walkway
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Westbound
- 8’ bike/golf cart lane
- Parking lane

- Existing curb on the north side of the street to remain in place









Fairway Drive Options

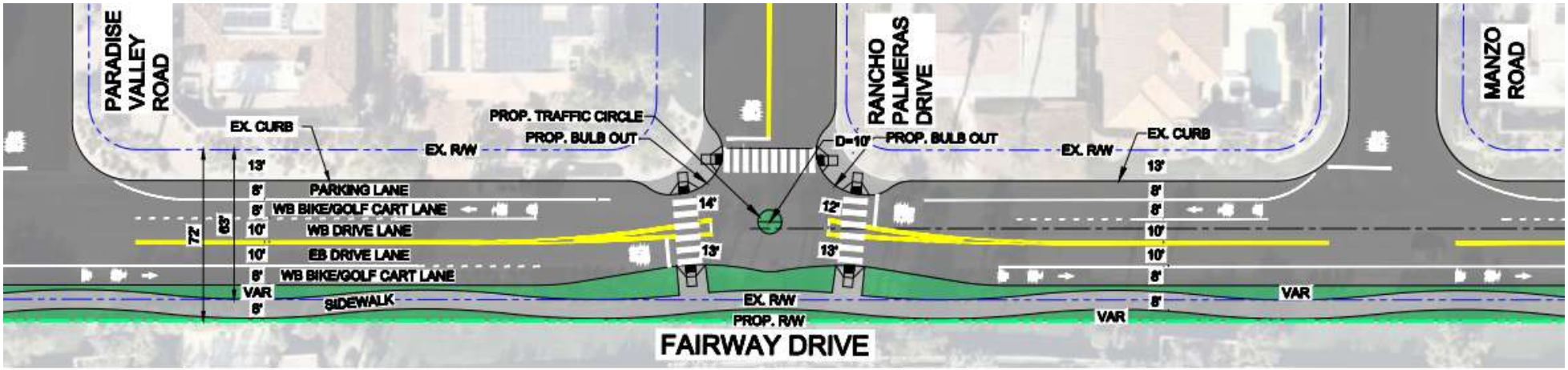


Existing Conditions



Fairway Drive and Rancho Palmeras Drive Traffic Circle

Fairway Drive and Rancho Palmeras Drive Traffic Circle





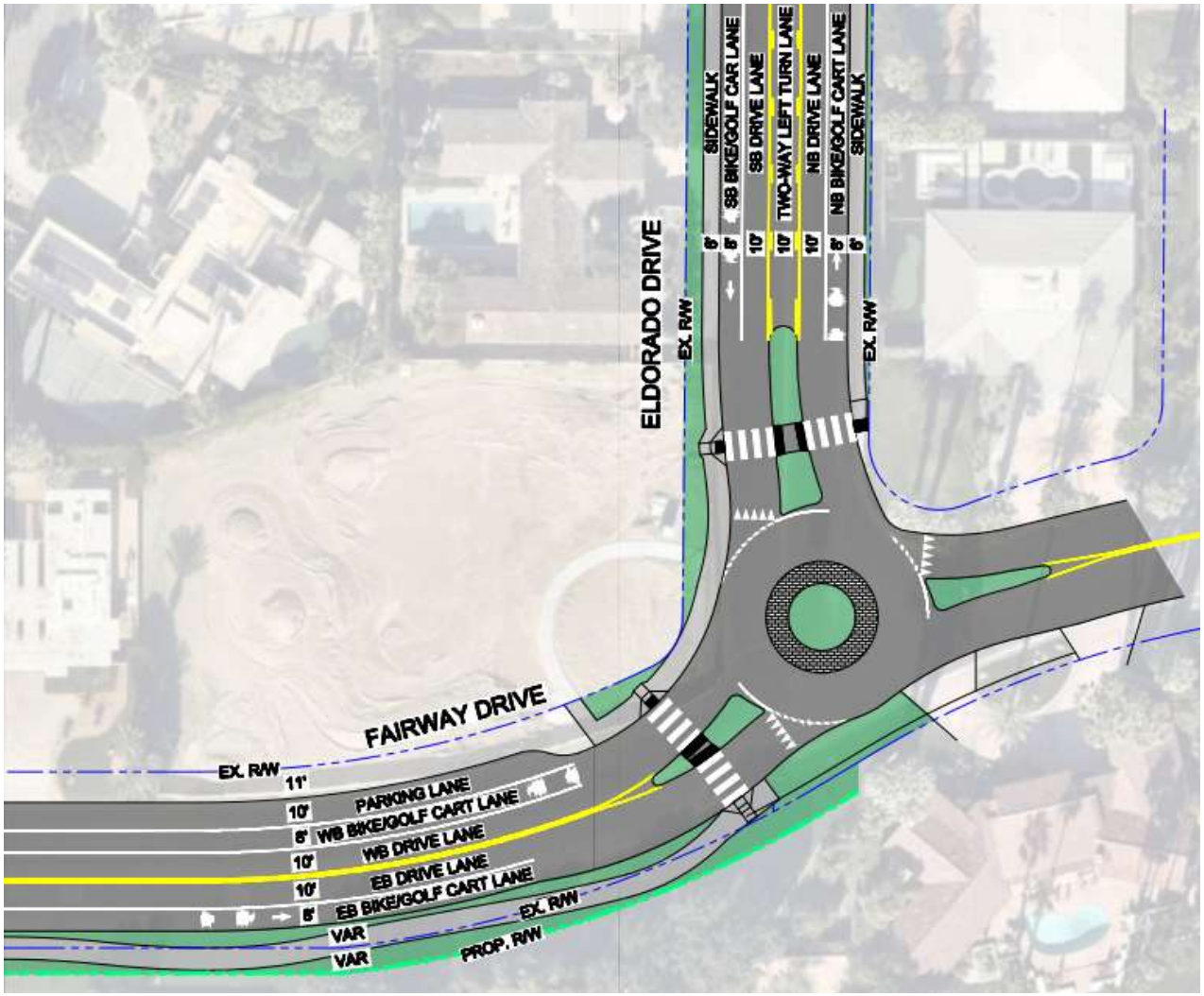
Existing Conditions



Fairway Drive and Eldorado Drive Roundabout

RF0

Fairway Drive and Eldorado Drive Roundabout



Slide 35

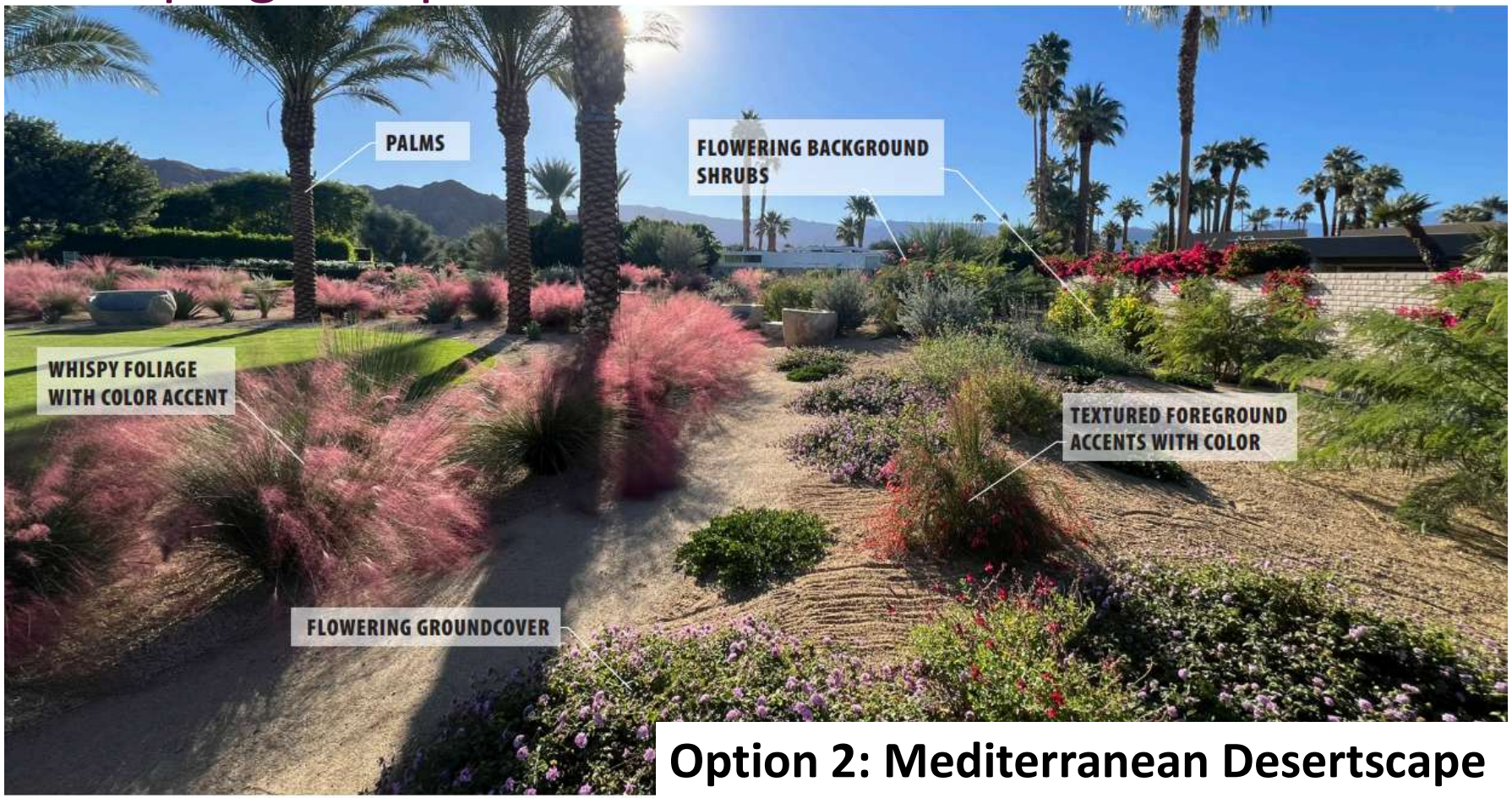
RF0 Poll
Which do you prefer?
Roundabout
Standard all way stop
No project
Fabian, Rachel, 2024-11-18T21:48:08.353

Landscaping Composition Preferences



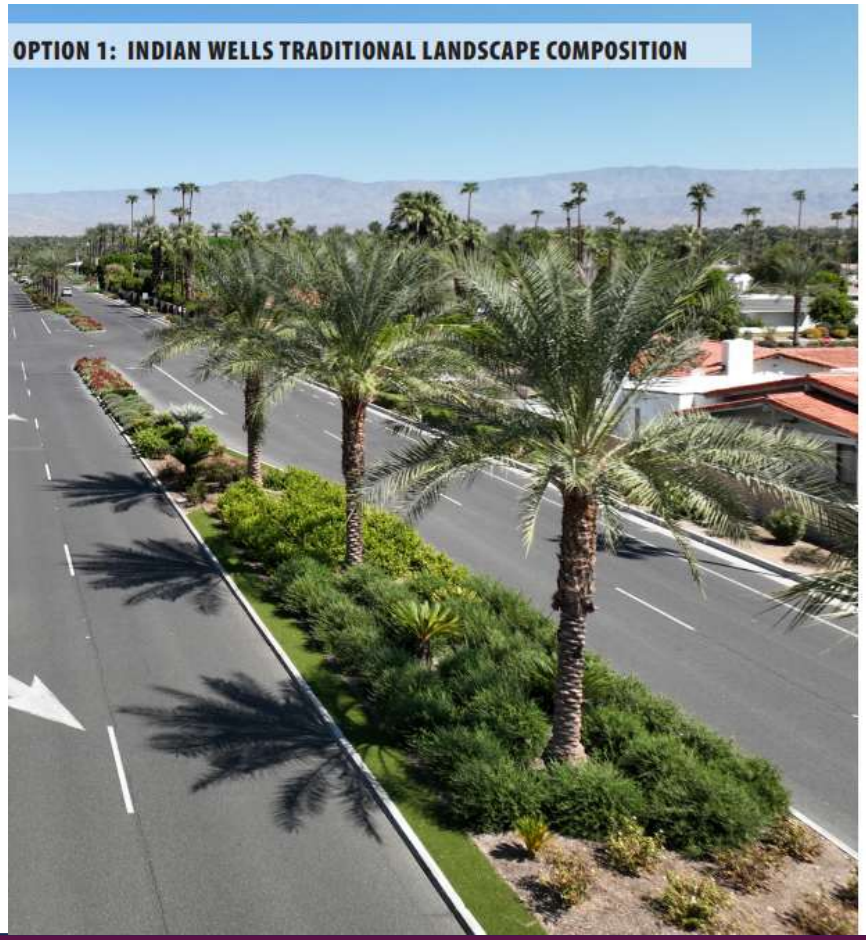
Option 1: Traditional Landscape

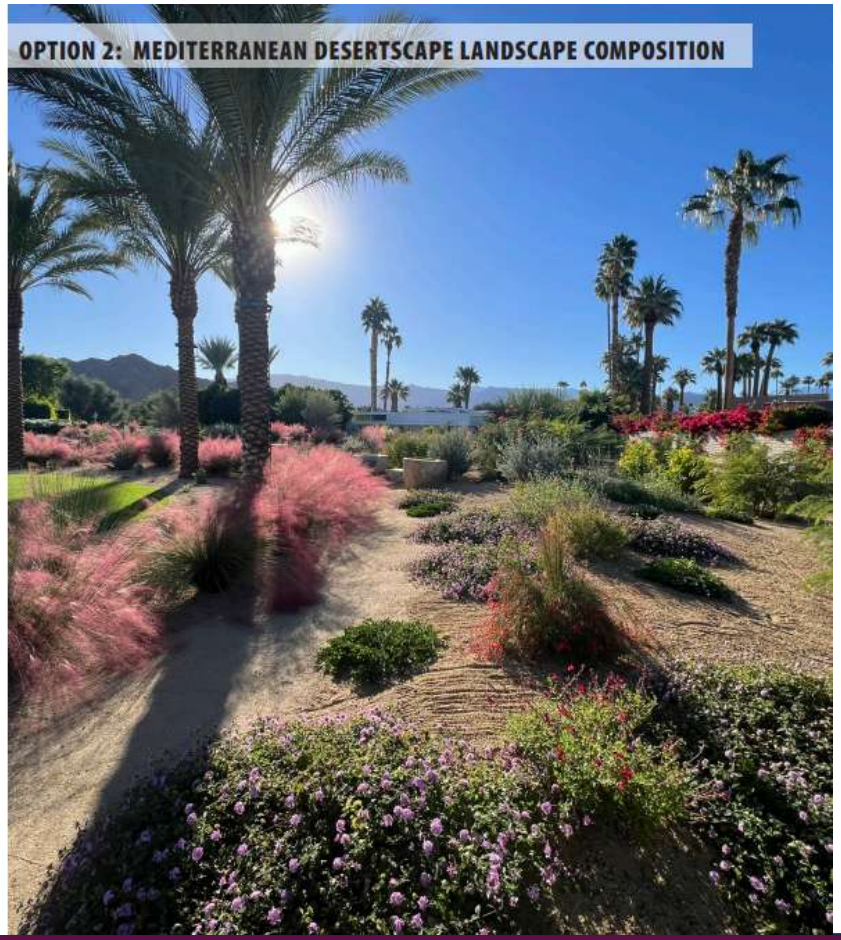
Landscaping Composition Preferences



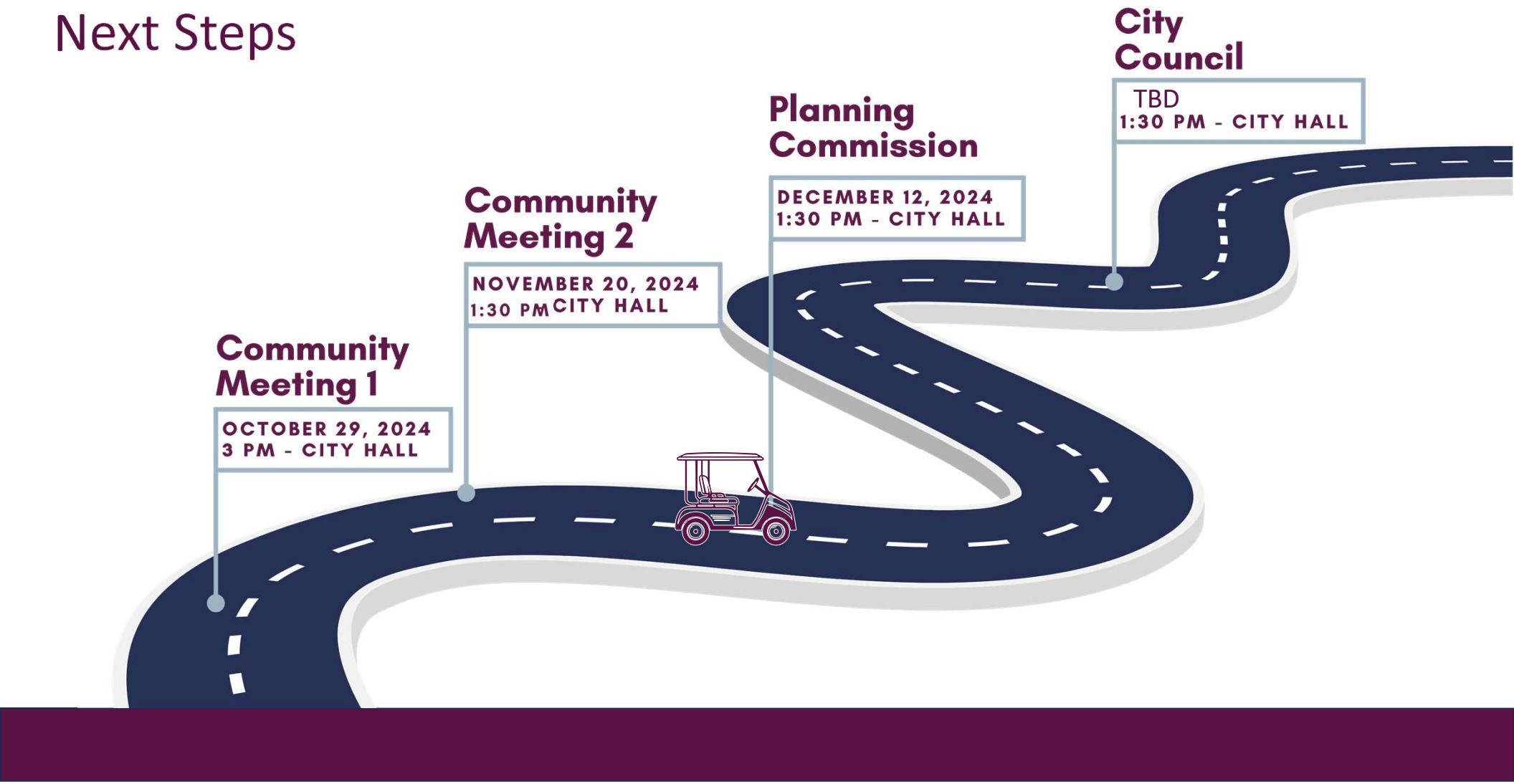
Option 2: Mediterranean Desertscape

Landscaping Composition Preferences Poll





Next Steps


Community Meeting 1
OCTOBER 29, 2024
3 PM - CITY HALL
Community Meeting 2
NOVEMBER 20, 2024
1:30 PM CITY HALL
Planning Commission
DECEMBER 12, 2024
1:30 PM - CITY HALL
City Council
TBD
1:30 PM - CITY HALL

Thank you!

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

Contact Information

saferstreetsiw@indianwells.com