SAFER STREETS

INDIAN WELLS

CALIFORNIA

Phase 2
Community Meeting 2

February 19, 2025

Agenda

- Welcome and Introductions
- Overview, Timeline, Website/Toolbox
- Present Rancho Palmeras Drive Concepts
- Present Cook Street Concepts
- 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 D'Zmura
Project Manager
City of Indian Wells

Kimilee Murillo
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

Ryan Zellers
Principal Engineer
Zone Traffic Engineering

OVERVIEW

- The City of Indian Wells is focusing on accessibility and alternative transportation needs to better serve residents. The second phase being considered includes considerations along Rancho Palmeras Drive and Cook Street.



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

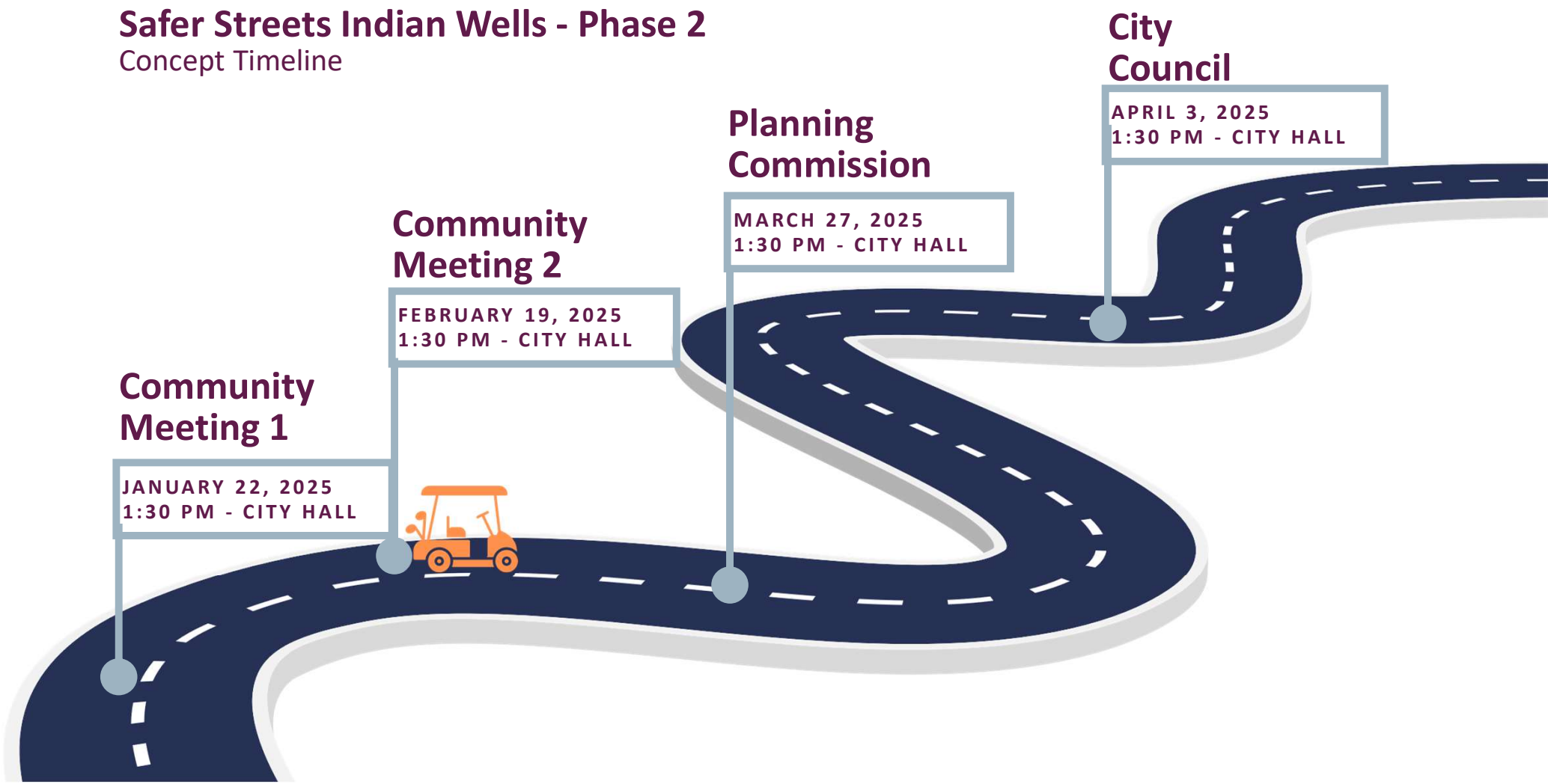
City Council approved advancement of CIP at the **May 16, 2024,** City Council Meeting

City-wide Traffic Safety Action Plan

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

Safer Streets Indian Wells - Phase 2

Concept Timeline



Website

www.cityofindianwells.org/saferstreetsIW

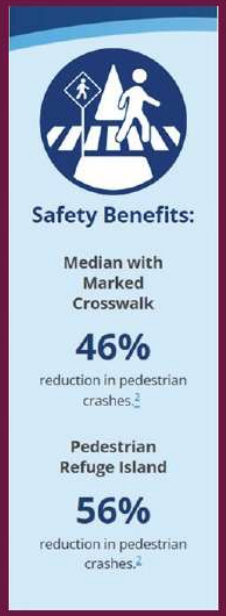
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Traffic Calming Toolbox



Pedestrian Refuge Islands

Pedestrian refuge islands provide a safe area for pedestrians to wait while crossing multiple lanes of traffic. Refuge islands may be provided at intersections or at mid-block crossings. Pedestrian refuge islands reduce pedestrian exposure and reduce the crossing distance.



Typical Use

- Pedestrian refuge islands should be considered along major pedestrian routes and in areas with high pedestrian activity.
- Pedestrian refuge islands can be used at signalized and unsignalized intersection.
- Pedestrian refuge islands can be used on roadways with any common urban speed limit.

Design Features

- The minimum refuge island width is 6 feet, and the preferred width is 10 feet.

Further Considerations

Advantages

- Landscaping opportunities exist within the curbed median refuge island.
- Provides a protected space for pedestrians and cyclists crossing the street.
- Narrows the roadway and may reduce vehicular speeds.

Disadvantages

- Refuge islands require additional space that may not exist within the existing curb to curb width.

Materials & Maintenance

Signage and pavement markings shall be designed per local standards.







Pedestrian Refuge Island

- Creates a dedicated space to pause crossing between directions of traffic
- Allows for ease of pedestrian crossing the street one-half at a time
- Gives visible cue to drivers
- Adds aesthetic value with low landscaping
- Creates “friction” for traffic calming effect, slowing traffic.
- May eliminate localized parking to accommodate installation

Road Diet

A road diet is the conversion of a roadway to fewer travel lanes.

Typical Use

The most common application of a road diet is the conversion of an undivided 4-lane roadway to a three-lane roadway consisting of two travel lanes and a center two-way left-turn lane. Road diets can be applied to roadways with any common urban speed limit.

Design Features

- Road diets can be constructed by simply using striping or physically narrowing the roadway by narrowing the curb to curb width.

Further Considerations

Advantages

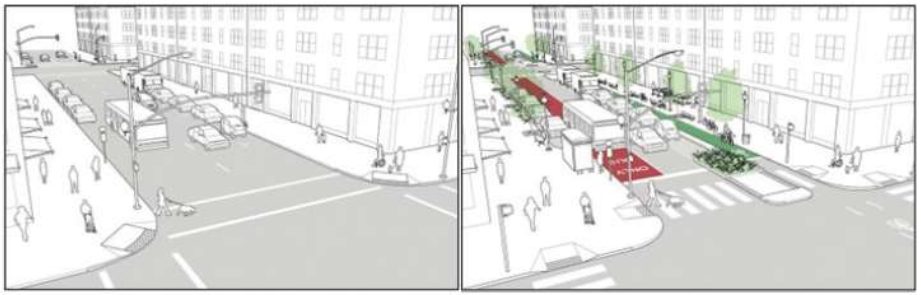
- The reduction or narrowing of travel lanes permits the inclusion of other facilities such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.

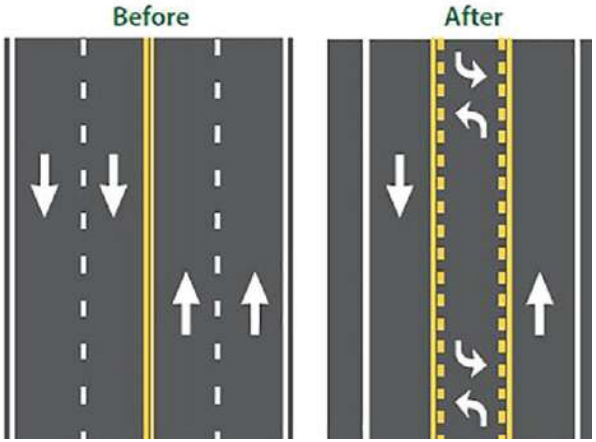
Disadvantages

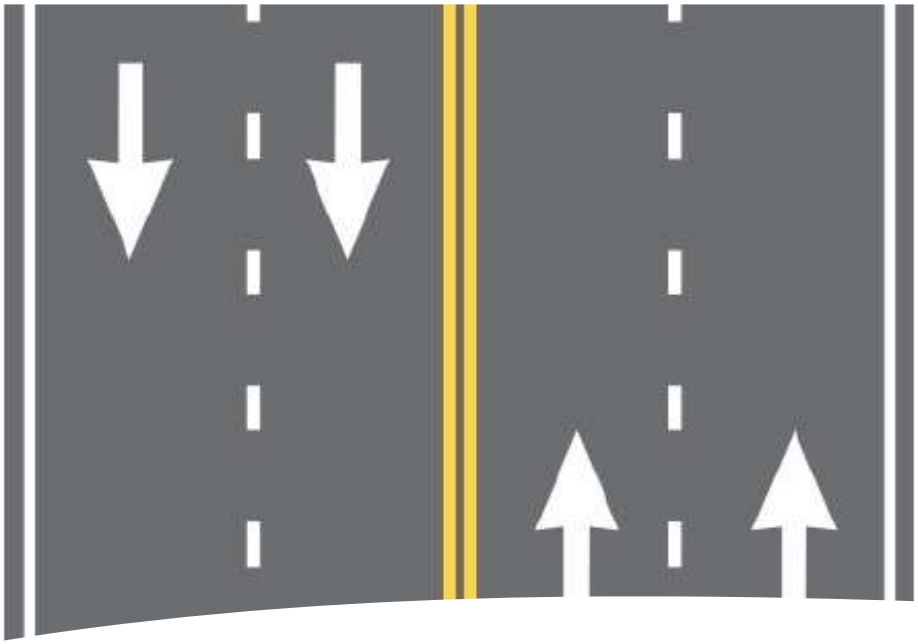
- Large vehicles or trucks may double park and block the travel lane

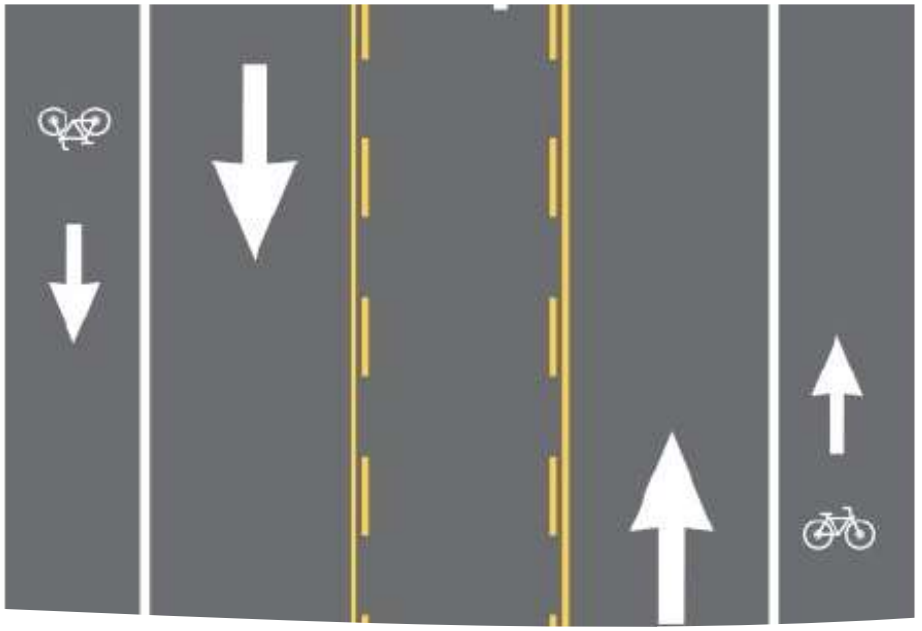
Materials & Maintenance

Signage and pavement markings shall be designed per local standards.









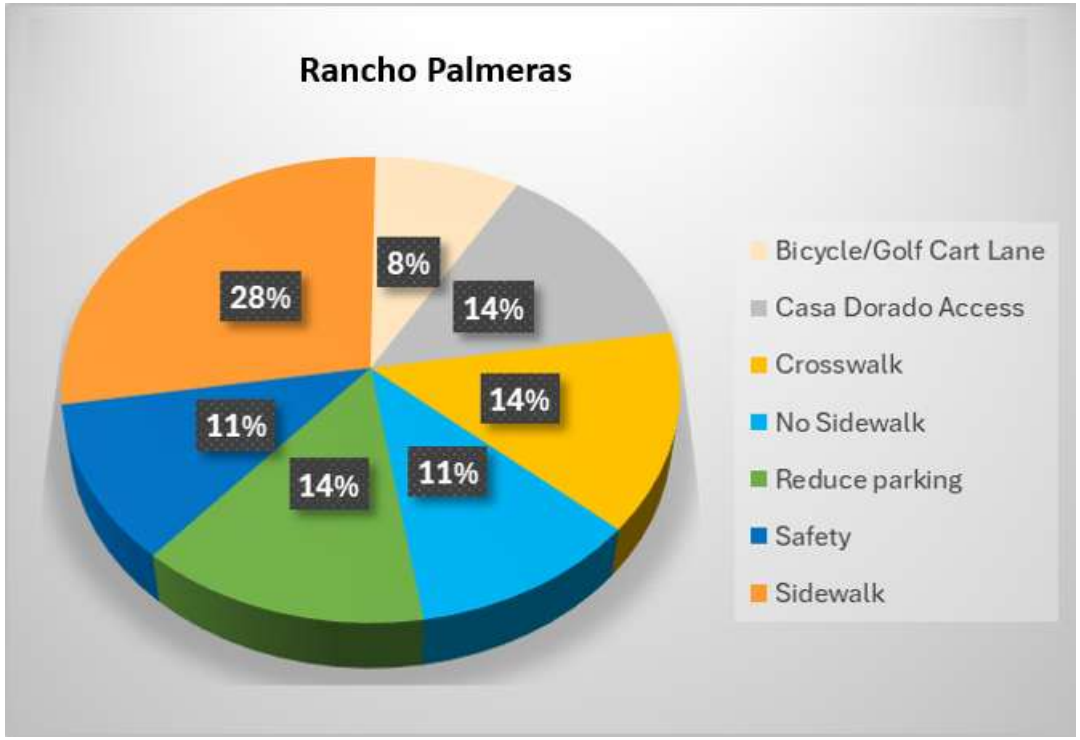
Road Diet / Lane Diet

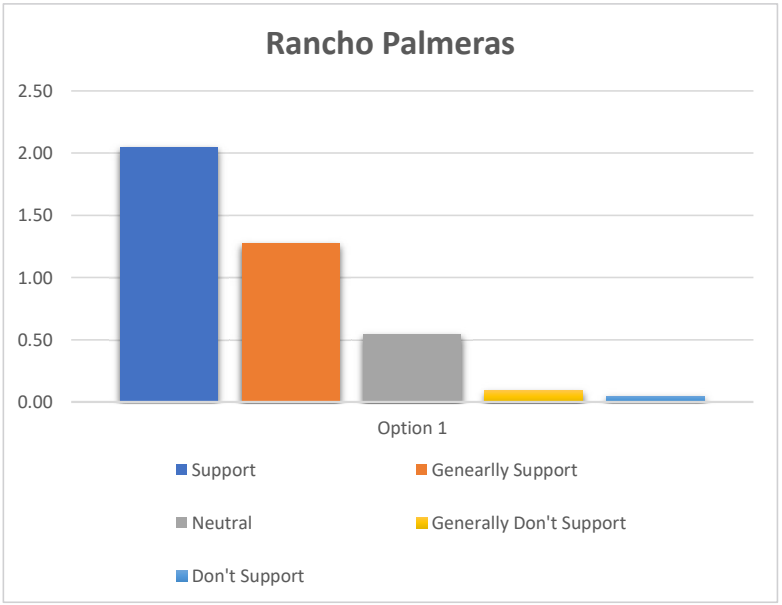
- Redefining the existing roadway to reallocate driving lanes for other uses.
- Typically, a reduction in vehicular lanes provide an opportunity for bicyclists, pedestrians, transit, parking, landscaping opportunities, etc.
- Can be implemented where there is excess capacity (where capacity exceeds demand).
- Road Diets are common on linear stretches of road with few controls (traffic signals, all-way stops, etc.).
- Road Diets – lesser number of vehicular lanes.
- Lane Diets – narrower vehicular lanes to create more space for other users (bike lanes, buffers, etc.) and to add friction to reduce speeds.

Lessons Learned/ What We Heard So Far

- Speeds and pedestrian safety are priority issues
- Interested in additional police enforcement
- Make bike lanes wide enough to support golf carts
- Speed humps not a permanent solution/noise concern
- Dedicated walkways that balance privacy with safety
- Concerns about diverting traffic
- Landscaping – “traditional”
- Not use “cheap-looking/unattractive” materials (plastic bollards, etc.)

Phase 2 Workshop 1 – Rancho Palmeras





- General support
- Why aren't there sidewalks?
- Parking isn't being used
- Casa Dorado access desired



Rancho Palmeras Drive Existing Conditions

Rancho Palmeras Option 1

Key Points

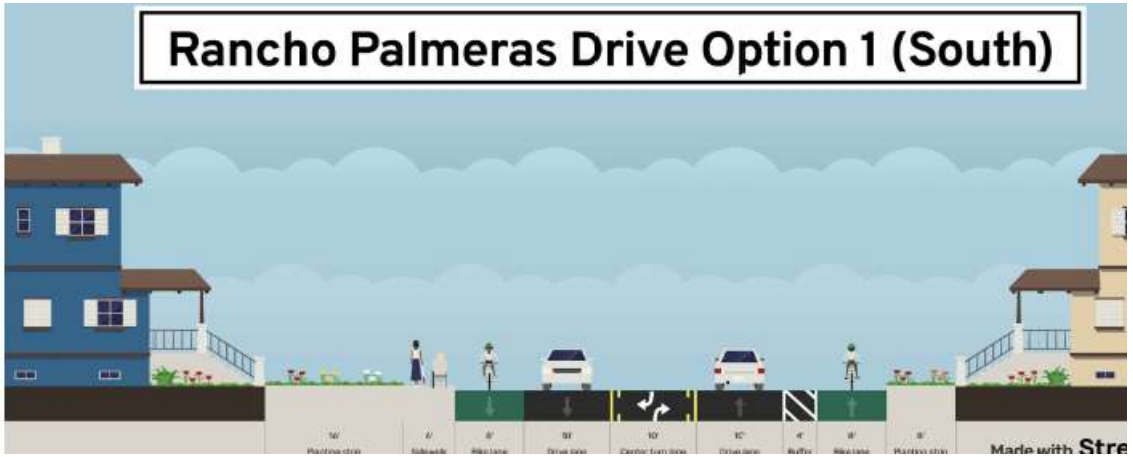
- Single 10’ and 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 10' center turn lane
- 6' Sidewalk on southbound side



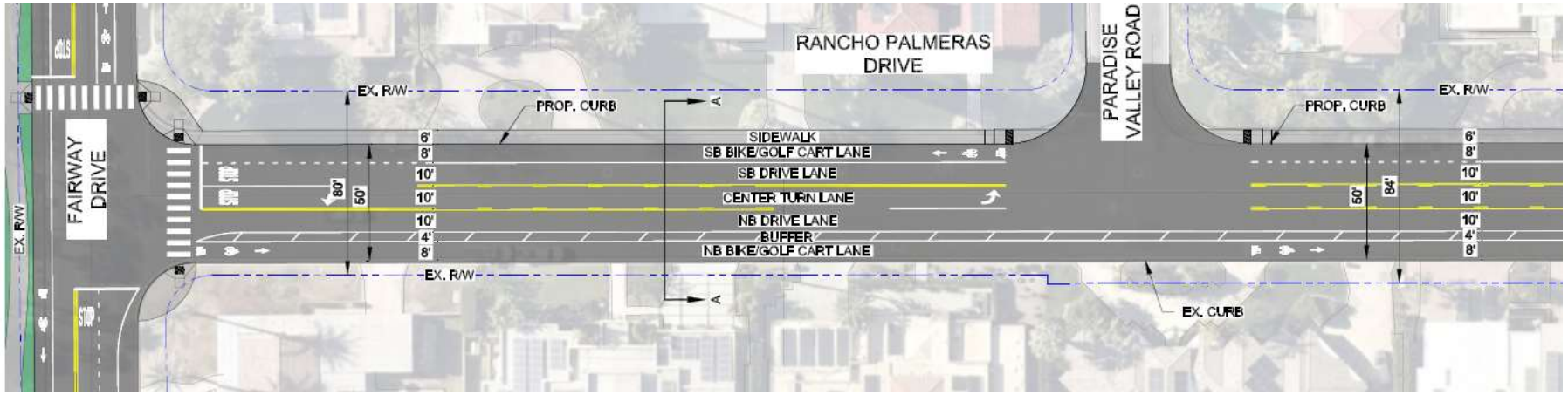
Rancho Palmeras Option 1

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 10' center turn lane
- 6' Sidewalk on southbound side built into existing roadway



Rancho Palmeras Drive (Fairway Drive to HWY 111)



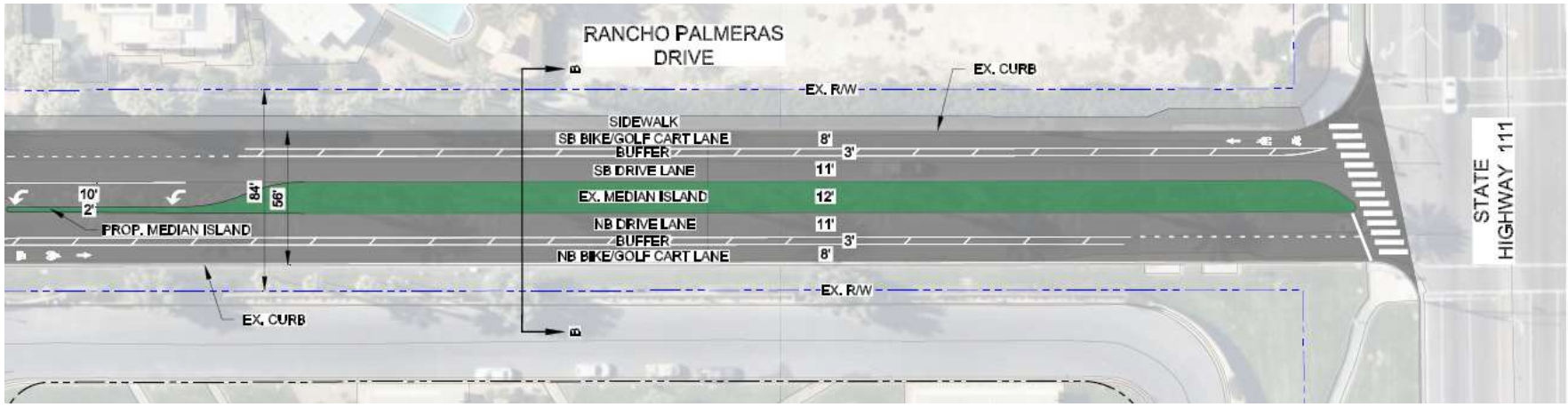
Rancho Palmeras Option 1

Key Points

- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 6' Sidewalk on southbound side built behind existing curb



Rancho Palmeras Drive (Fairway Drive to HWY 111)



Rancho Palmeras Option 1

How do you feel about this concept?

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Rancho Palmeras Option 2

Key Points

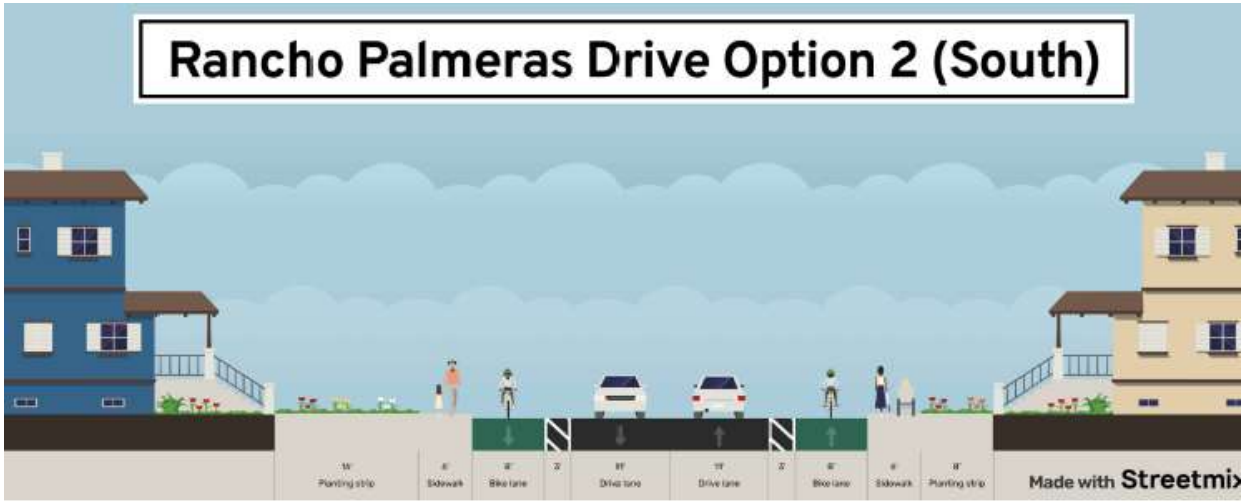
- Single 10’ and 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 6' Sidewalk on southbound and northbound sides



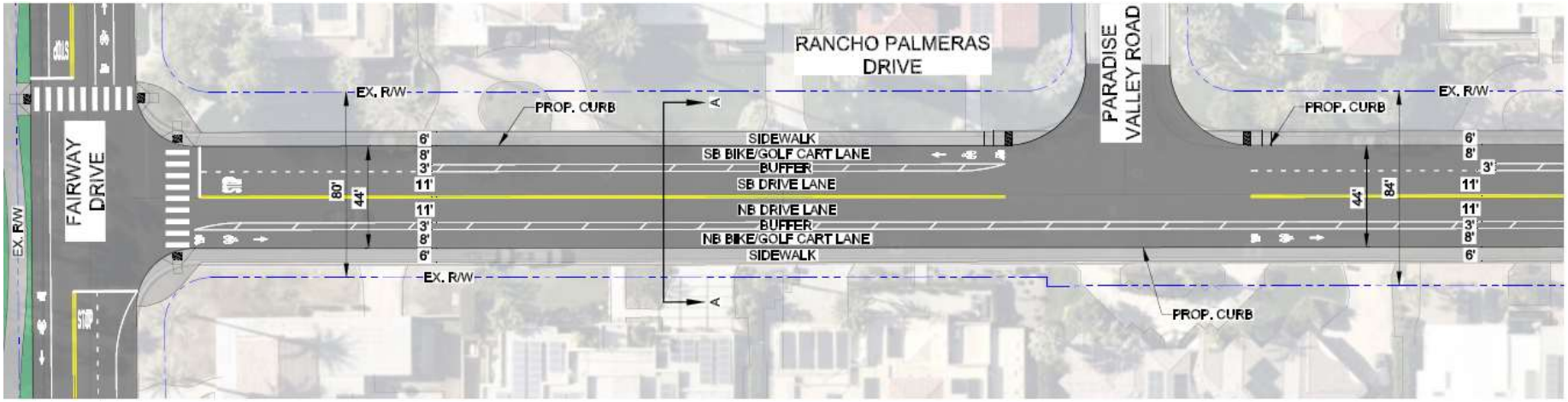
Rancho Palmeras Option 2

Key Points

- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 6' Sidewalk built into existing roadway



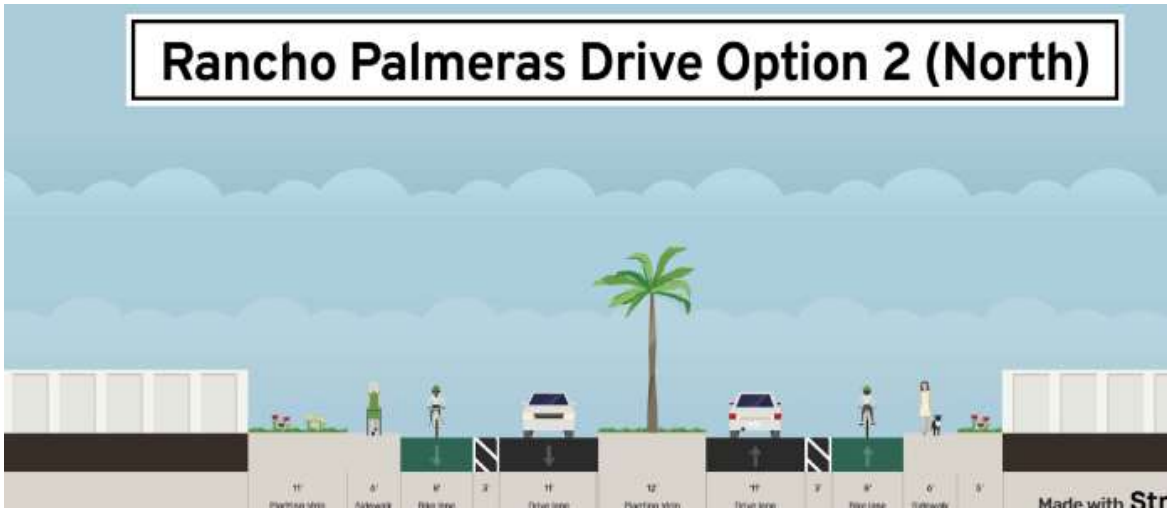
Rancho Palmeras Drive (Fairway Drive to HWY 111)



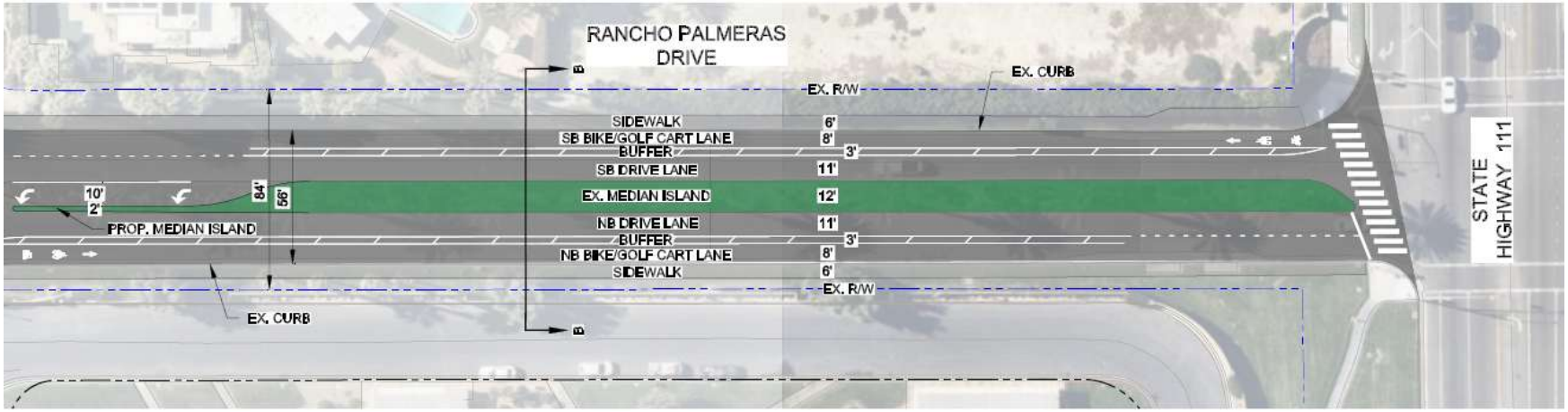
Rancho Palmeras Option 2

Key Points

- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 6' Sidewalk on both sides built behind existing curb



Rancho Palmeras Drive (Fairway Drive to HWY 111)



Rancho Palmeras Option 2

How do you feel about this concept?

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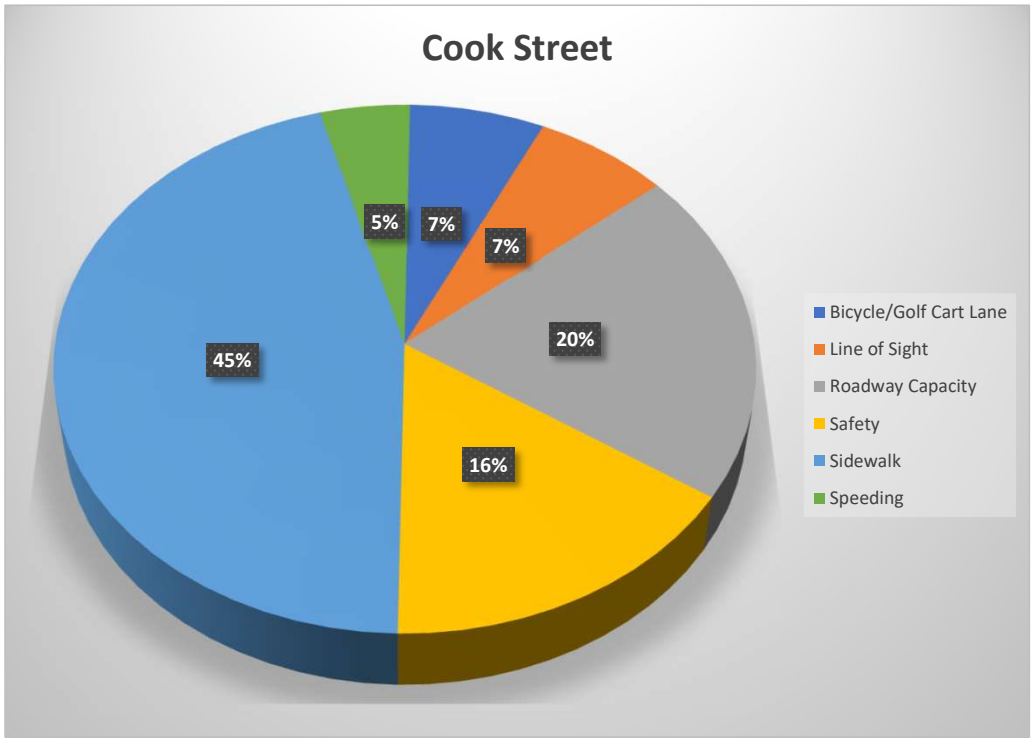


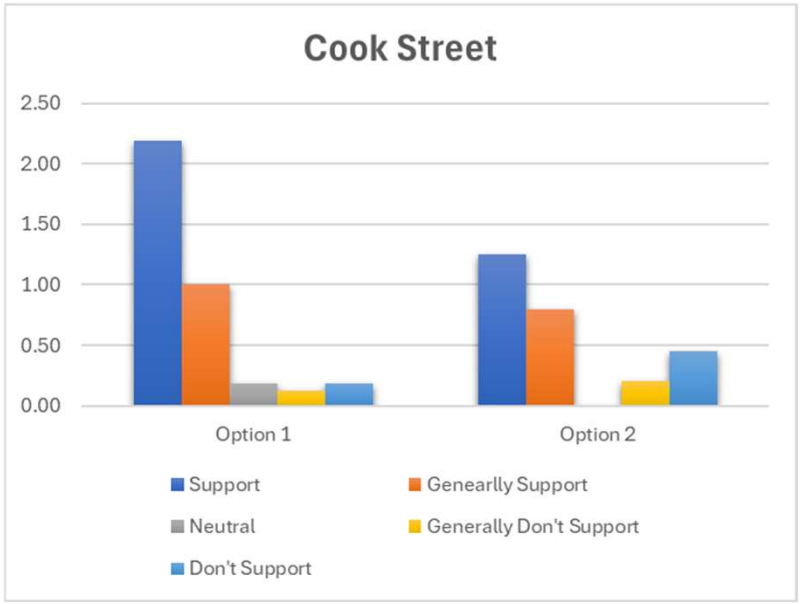
Rancho Palmeras Drive Concepts

1. Would you like to see a project on Rancho Palmeras Drive?
2. Is there anything else you would like to see on Rancho Palmeras Drive?

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Phase 2 Workshop 1 – Cook Street





- Less support for sidewalk in middle of roadway
- Preferred sidewalks on both sides
- Utilize availability of frontage on east side
- Roadway capacity concerns



Cook Street Existing Conditions

Cook Street Concept 1

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart lanes with buffers
- 6’ Sidewalk built into existing roadway



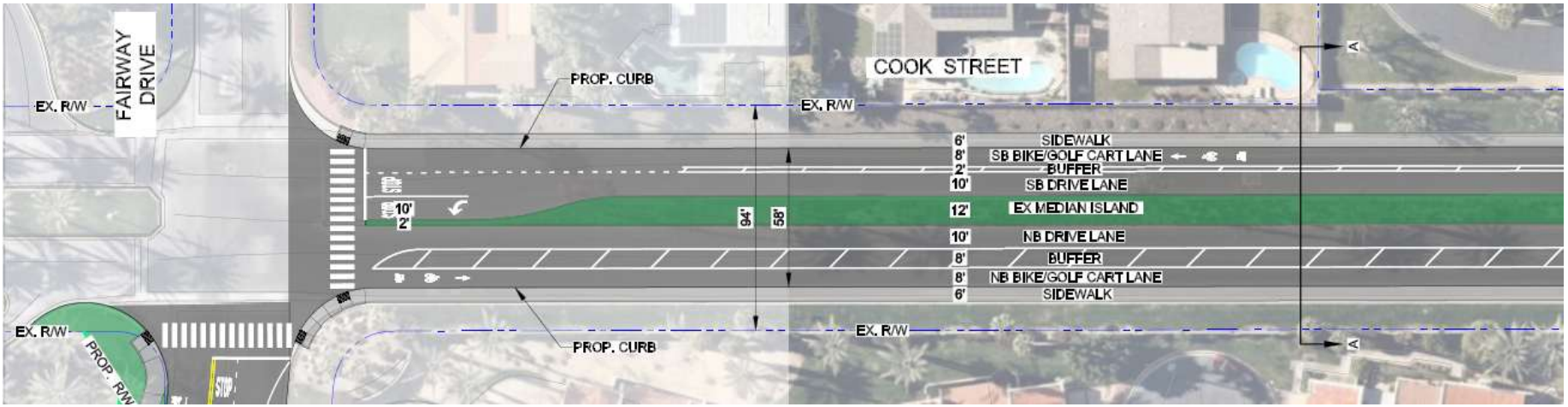
Cook Street Concept 1

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart lanes with buffers
- 6’ Sidewalk built into existing roadway



Cook Street (Fairway Drive to HWY 111)



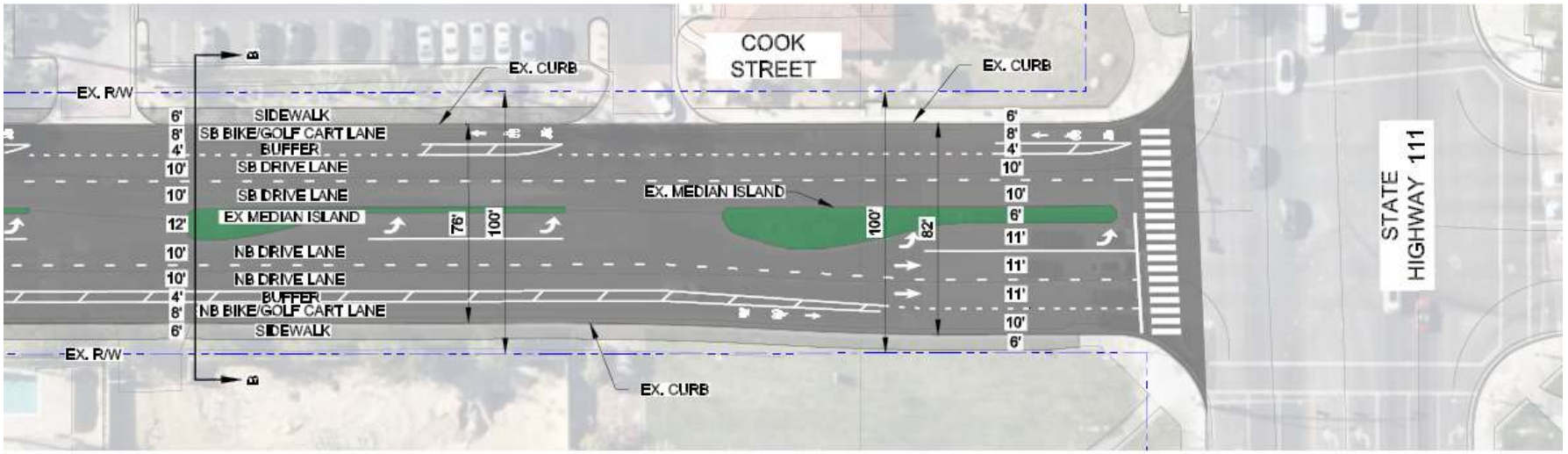
Cook Street Concept 1

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart lanes with buffers
- 6’ Sidewalk built behind existing curb



Cook Street (Fairway Drive to HWY 111)



Cook Street Concept 1

How do you feel about this concept?

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Cook Street Concept 2

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart lanes with buffers
- 6’ Sidewalk on southbound side
- 8' Meandering Sidewalk on northbound side



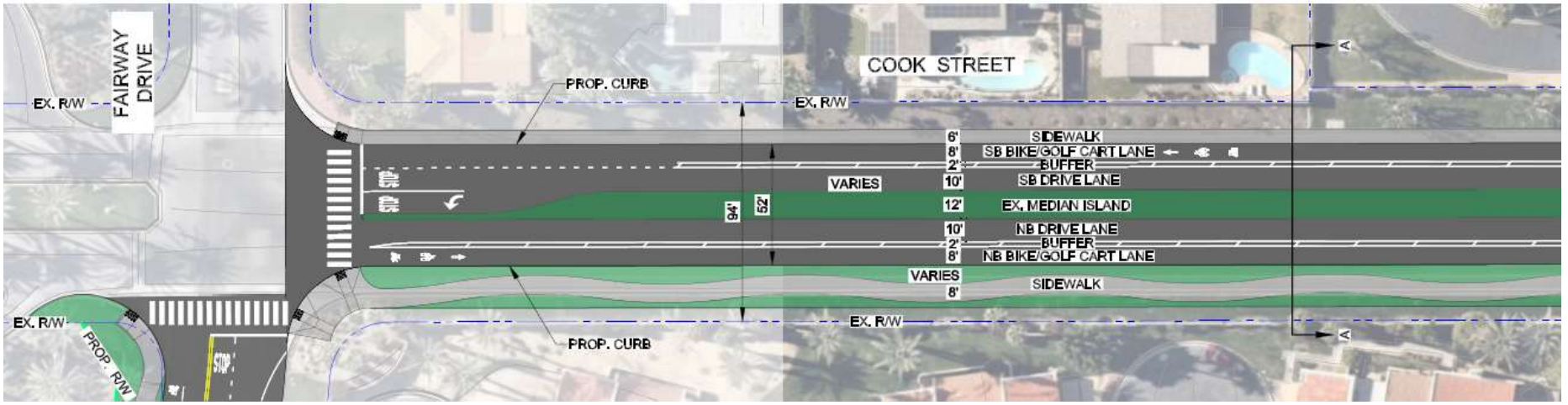
Cook Street Concept 2

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart lanes with buffers
- 6’ Sidewalk built on southbound side into existing roadway
- 8’ Meandering Sidewalk on northbound side built into existing roadway



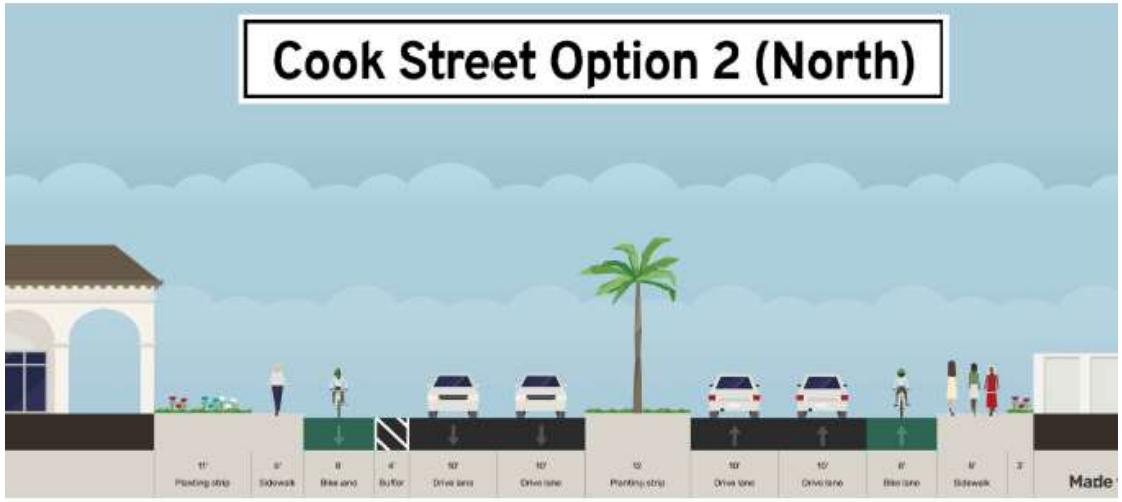
Cook Street (Fairway Drive to HWY 111)



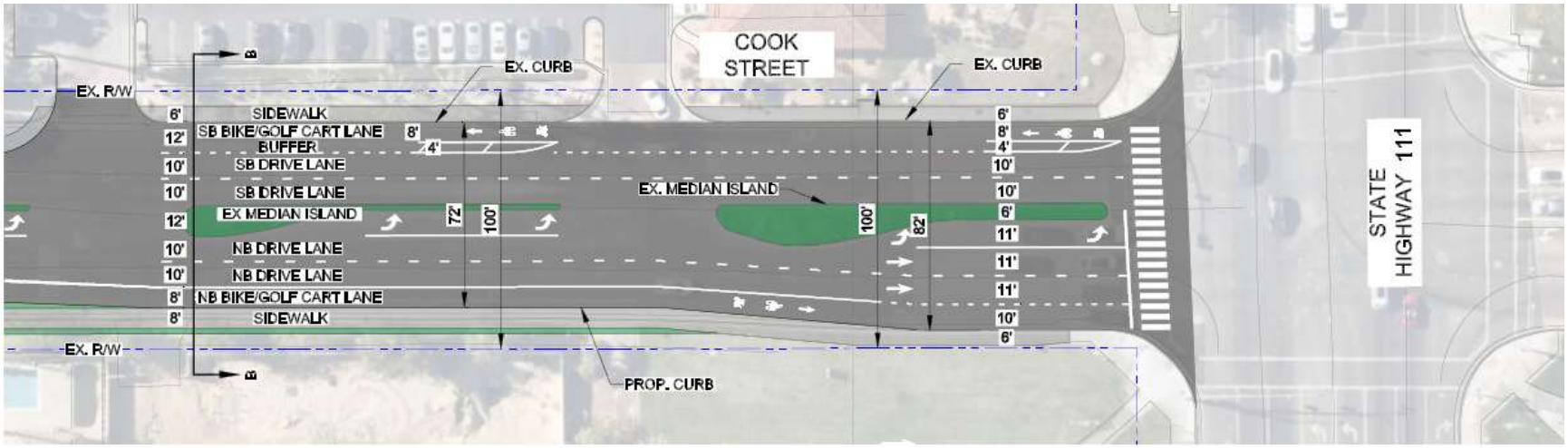
Cook Street Concept 2

Key Points

- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart lanes with buffers
- 6’ Sidewalk built into existing roadway
- 8’ Contiguous Sidewalk
- Sidewalk narrows approaching intersection due to R/W



Cook Street (Fairway Drive to HWY 111)



Cook Street Concept 2

How do you feel about this concept?

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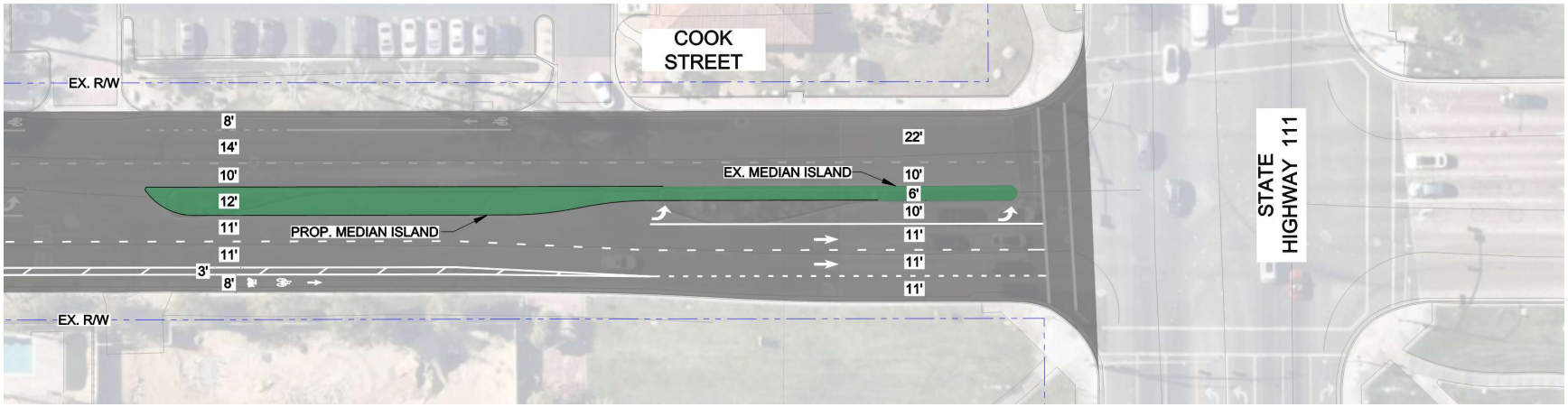


Cook Street Median Concept

Key Points

- Several Comments about Safety and conflicts at this driveway
- If supported by Community, City will approach the Shopping Center
- Extends the northbound left turn storage length at Hwy 111
- Prevents complex turning movements into and from this busy driveway
- This would force more usage of the southerly driveway to turn left in/out

Cook Street Median (South of HWY 111)

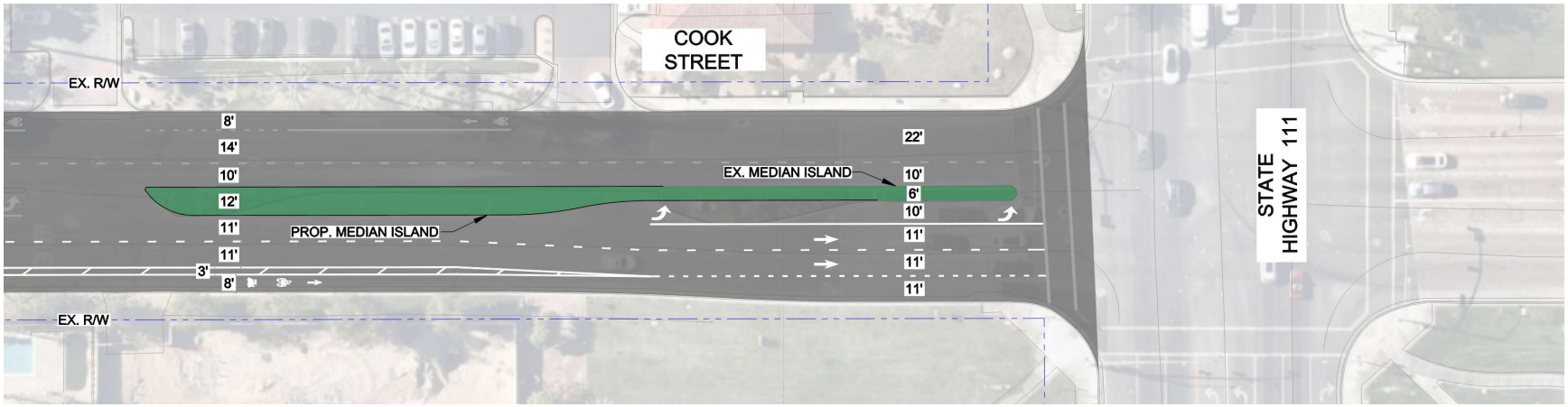


Cook Street Median Concept

1. How do you feel about this concept?
2. Would you like the City to look into this further?

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Cook Street Median (South of HWY 111)



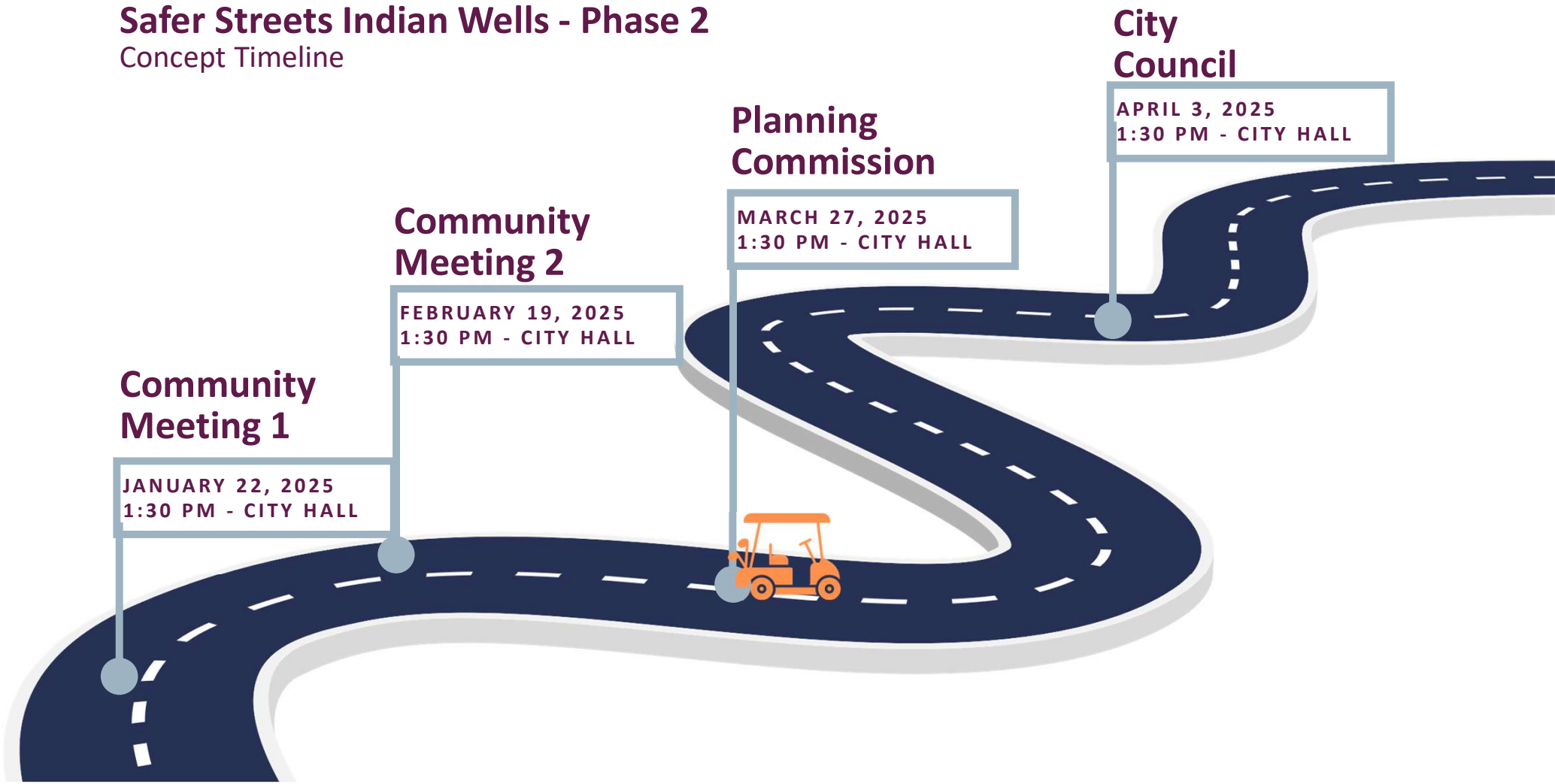
Cook Street Concepts

1. Would you like to see a project Cook Street?
2. Is there anything else you would like to see on Cook Street?

PollEv.com/masterdesert359

Safer Streets Indian Wells - Phase 2

Concept Timeline



Thank you!

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

Contact Information

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