SAFER STREETS

INDIAN WELLS

CALIFORNIA

Phase 2
Community Meeting 1

January 22, 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

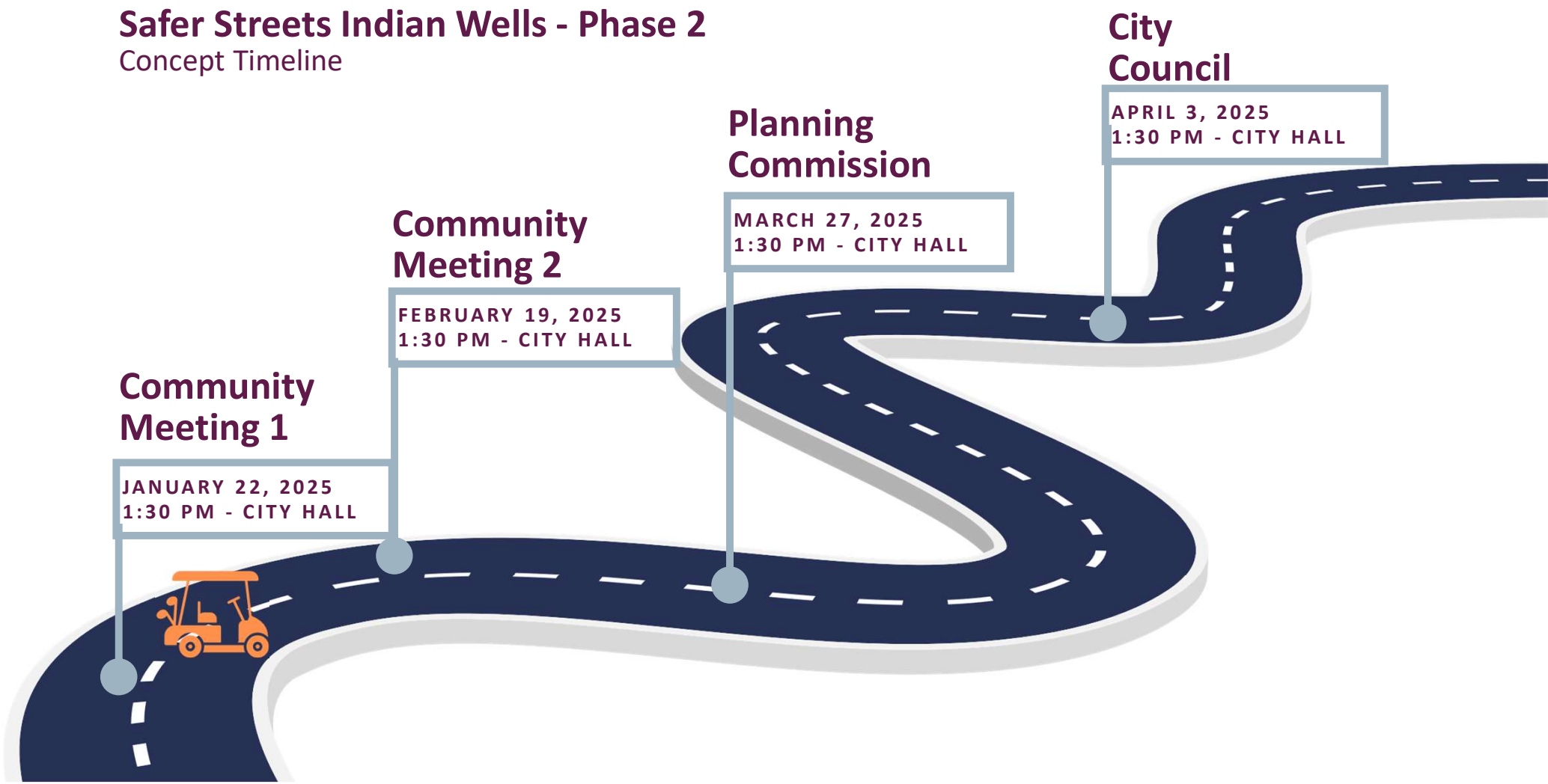
City Council approved advancement of CIP at the **May 16, 2024,** City Council Meeting

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

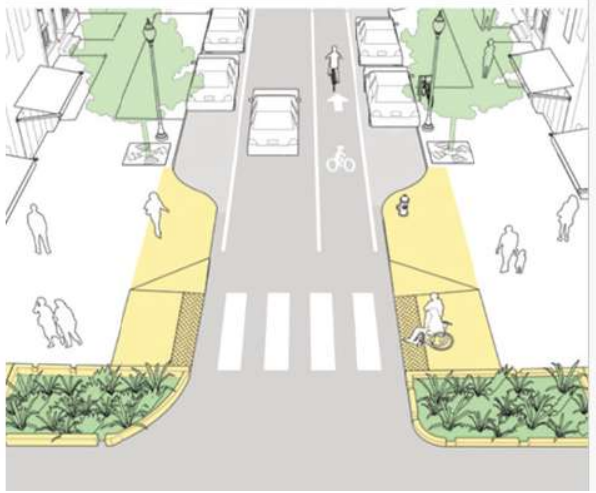
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Traffic Calming Toolbox



Curb Extension/ Bulb Outs

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for landscaping and street trees.



Typical Use

- Curb extensions can be used as a gateway to minor streets known as neckdowns.
- Curb extensions can be used at bus stops known as bus bulbs.
- They are usually implemented at intersections with long crosswalks in order to shorten the crossing distance for pedestrians.
- Curb extensions can be used on roadways with any common urban speed limit.

Design Features

- Where the application of a curb extension impacts drainage, curb extensions may be designed with a 1-2 foot gap from the curb to trench drain.
- A corner curb extension is usually constructed to a width of between 6-8 feet. It should be offset from the through traffic lane by 1.5 feet.

Further Considerations

Advantages

- Decreases the overall width of the roadways and can serve as a visual cue to drivers.
- Increase overall visibility of pedestrians.
- The change in curb radii encourages slower turning speeds.

Disadvantages

- May require relocation of drainage features such as catch basins and trench drains.
- Hydraulic impacts may need to be evaluated.
- May require moving fire hydrants.

Materials & Maintenance

Curb extensions can be constructed using concrete. Additional maintenance may be required if landscaping on the curb extension is chosen.

Bulb Outs



- Increases pedestrian visibility and shortens pedestrian crossing distance
- Maximize the bulb out by shadowing the parking lane width
- Do not impede adjacent travel lane or bike/golf cart lane
- Curb radius can be reduced only after verifying turning movements of design vehicles
- Understand potential drainage impacts

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

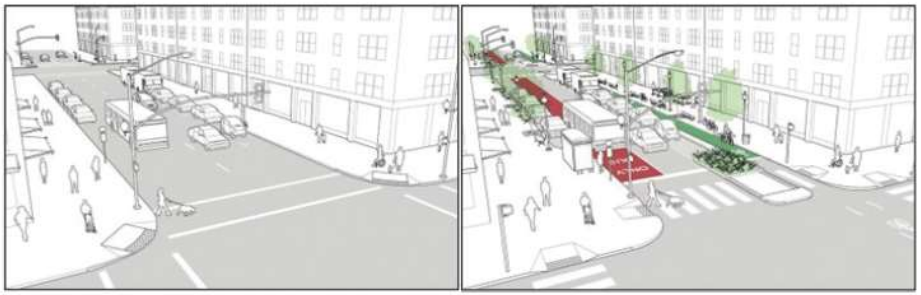
- The reduction or narrowing of travel lanes permits the inclusion of other facilities such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.

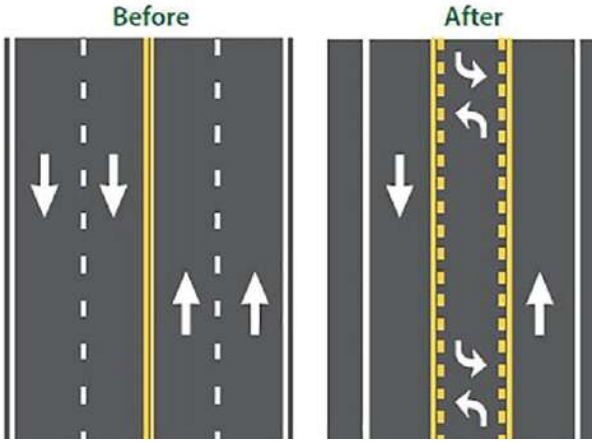
Disadvantages

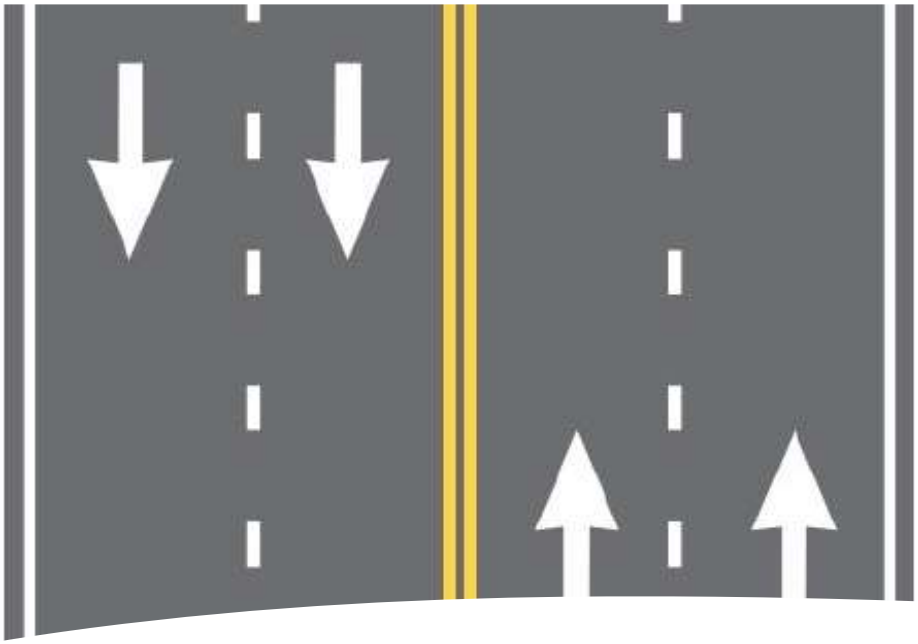
- Large vehicles or trucks may double park and block the travel lane

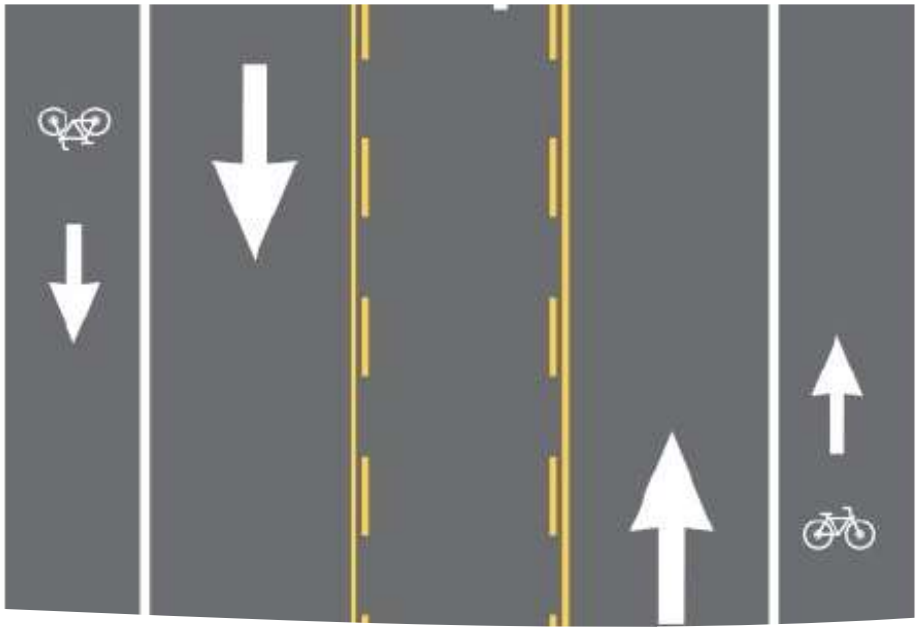
Materials & Maintenance

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 materials (plastic bollards, etc.)



Rancho Palmeras Drive Existing Conditions

Rancho Palmeras Drive

Concepts

Key Points

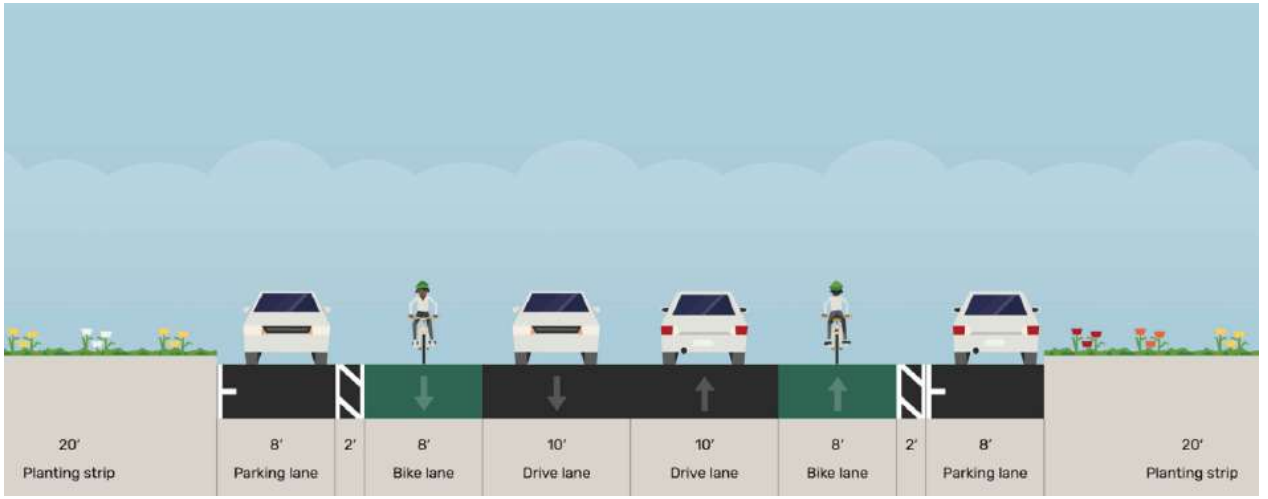
- Single 10’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 8’ Parking Lane



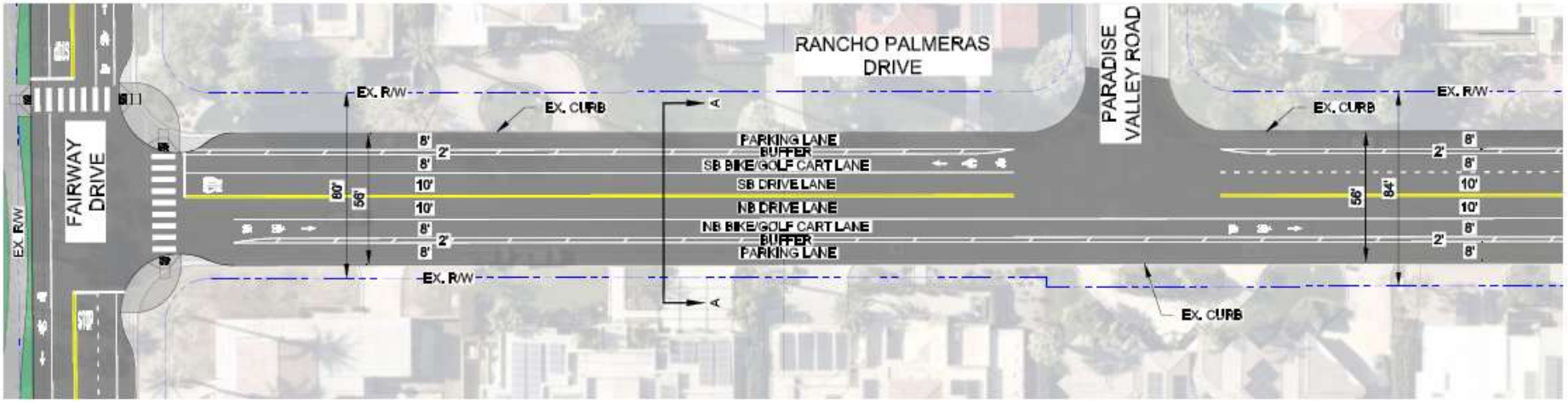
Rancho Palmeras Drive

Key Points

- Single 10’ travel lanes in each direction
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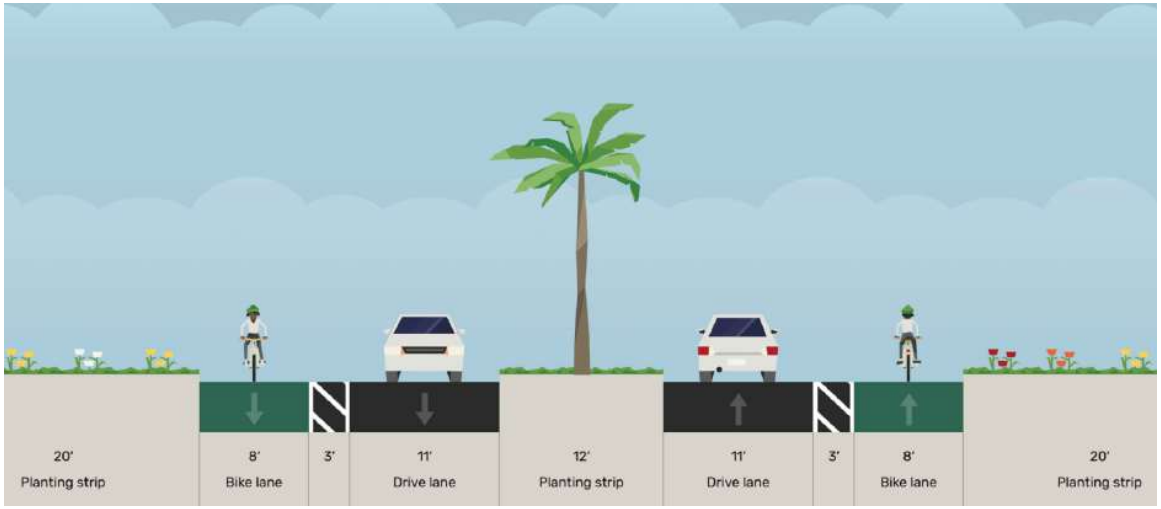
Palmeras Drive (Fairway Drive to HWY 111)



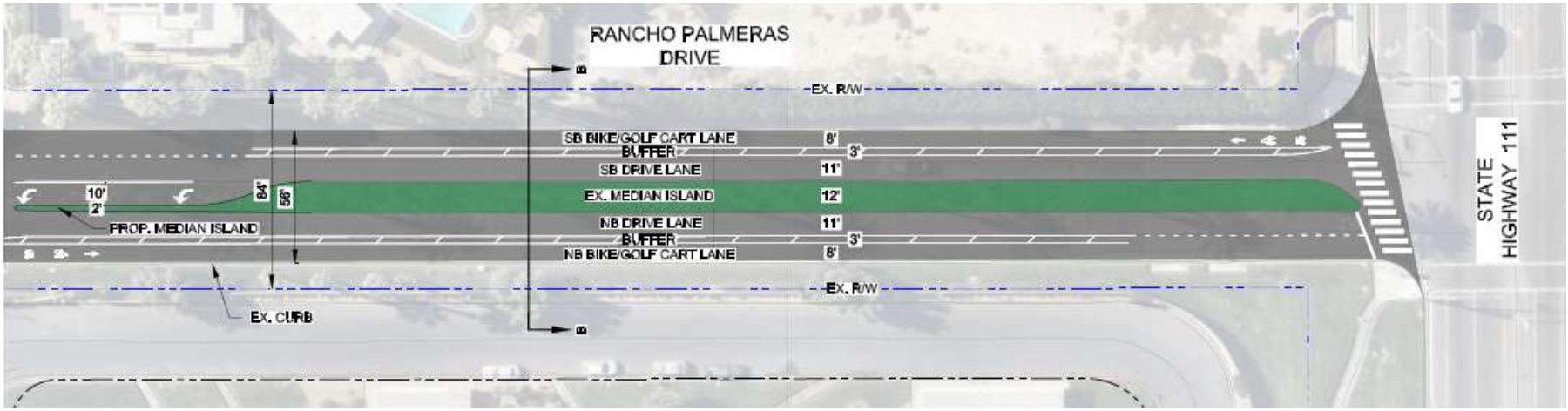
Rancho Palmeras Drive

Key Points

- Single 11’ travel lanes in each direction
- 8’ Bike/Golf Cart Lanes with Buffers
- 10’ SB Left Turn Lane at Camino de Plata
- Modify driveway to accept entering vehicles



Palmeras Drive (Fairway Drive to HWY 111)



Rancho Palmeras Drive

How do you feel about this concept?

PollEv.com/masterdesert359



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?

PollEv.com/masterdesert359



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



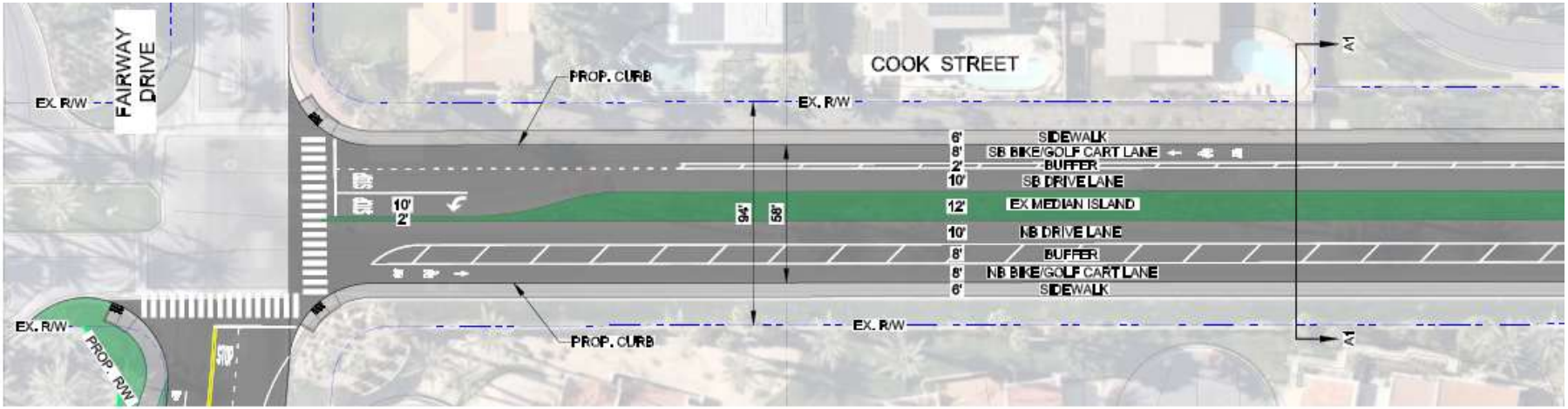
Cook Street Concept 1

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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

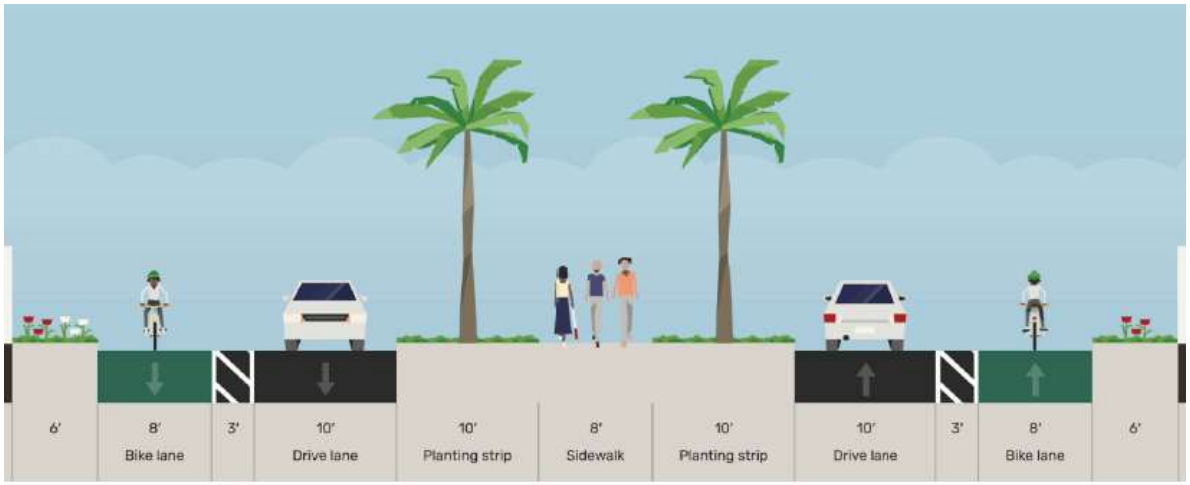
- 28’ Median Walkway (Esplanade) with Meandering Walkway
- 10’ Travel Lane
- 8’ Bike/Golf Cart Lane with Buffer



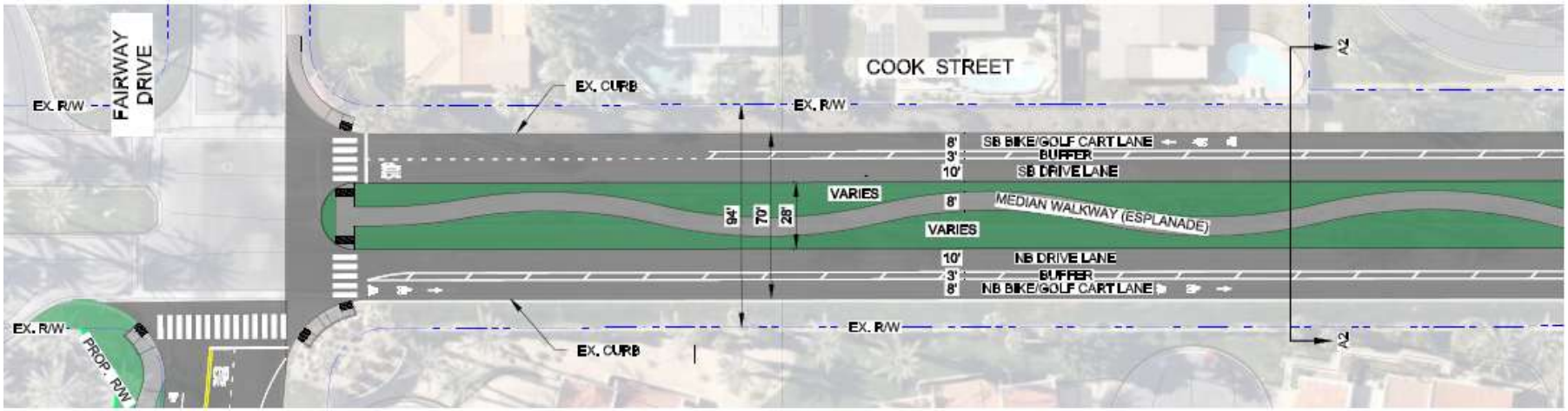
Cook Street Concept 2

Key Points

- 28’ Median Walkway (Esplanade) with Meandering Walkway
- 10’ Travel Lane
- 8’ Bike/Golf Cart Lane with Buffer



Cook Street (Fairway Drive to HWWY 111)



Cook Street Concept 2

How do you feel about this concept?

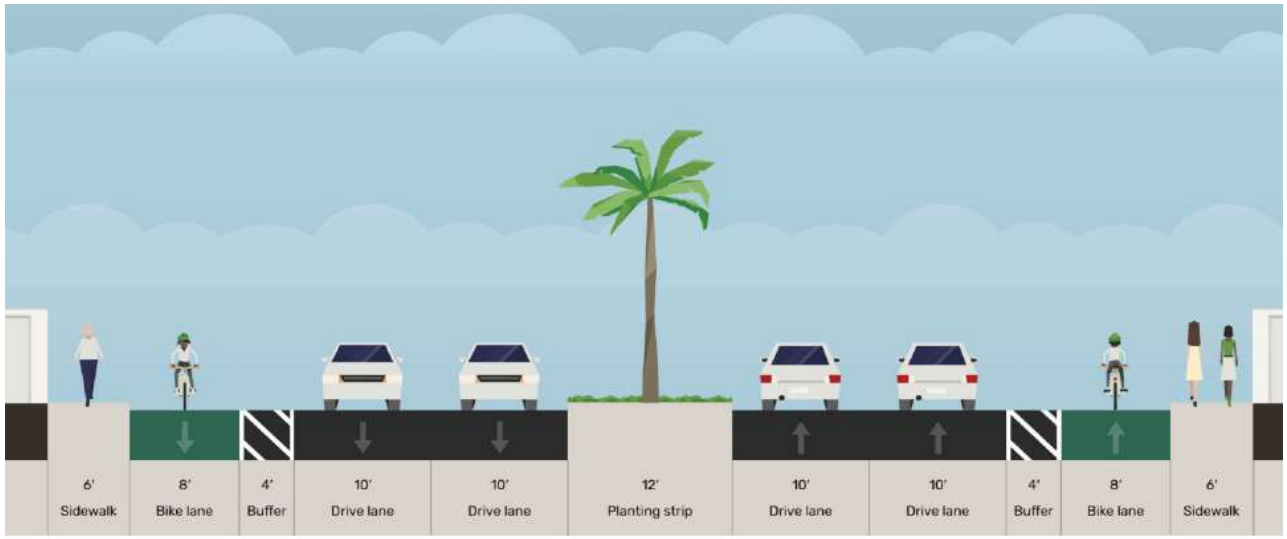
PollEv.com/masterdesert359



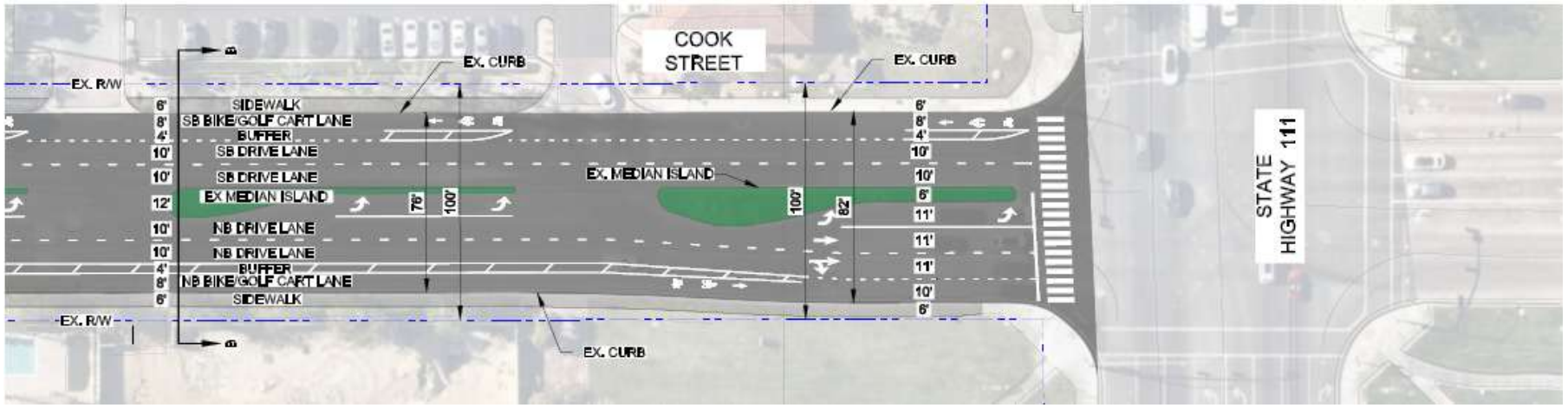
Cook Street & Highway 111

Key Points

- Two 10’ Travel Lanes in Each Direction
- 8’ Bike/Golf Lane with Buffer
- 6’ Sidewalk



Cook Street (Fairway Drive to HWY 111)



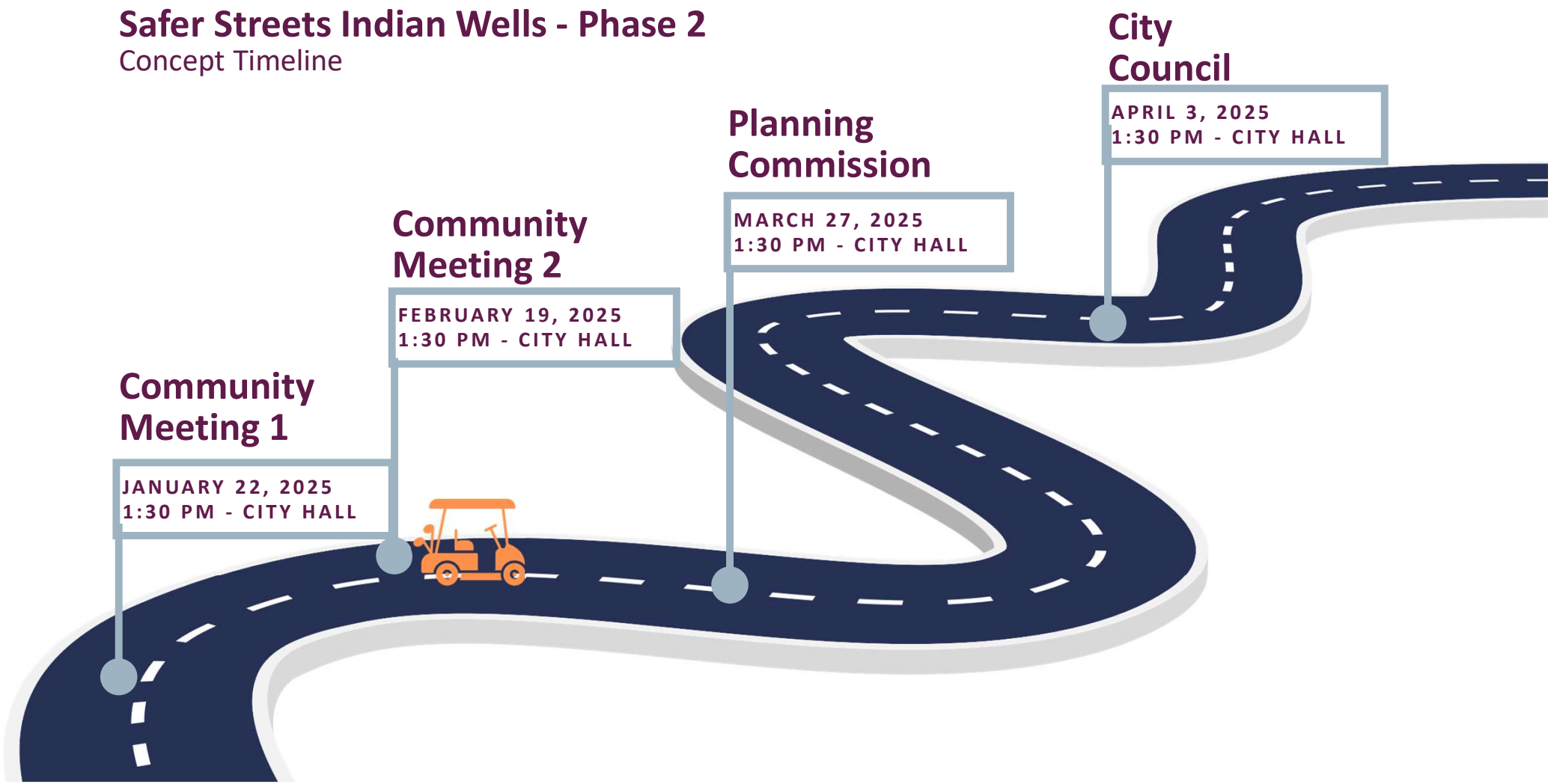
Cook Street Concepts

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

saferstreetsiw@indianwells.com

Cook Street & Fairway Drive

Key Points

- Two 10’ Travel Lanes in Each Direction
- 8’ Bike/Golf Lane with Buffer
- 6’ Sidewalk





Cook Street & Fairway Drive

How do you feel about this concept?

