

INDIAN WELLS CITY COUNCIL

July 2, 2025



To: City Council
From: Public Works Department
Prepared by: Ken Seumalo, Public Works Director
Subject: **Pilot Program-Temporary Installation of Speed Cushions Along Fairway Drive**

RECOMMENDED ACTIONS:

Council **DISCUSSES** and provides **DIRECTION** to initiate a pilot program to install temporary speed cushions along Fairway Drive; and

If appropriate, **APPROVES** a Supplemental Appropriation of \$109,000 from the City's General Fund to complete the pilot program as described in this report; and

FINDS the project to be exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15060.

DISCUSSION:

The City recently completed a study related to pedestrians, bicycles, and golf cart safety called Safer Streets. The outcome of the study initiated the design for safety modifications to Fairway Drive and Cook Streets while proposing minor changes to Eldorado Drive and Rancho Palمراس Drive. During the public engagement process for Safer Streets, residents express interest in controlling traffic speeds along Fairway Drive using speed humps, or speed cushions. At the June 10, 2025, the City Council meeting, the Council adopted various improvements to Fairway Drive, Eldorado Drive, Rancho Palمراس, and Cook Street to enhance pedestrian, bicycle, vehicle, and golf cart safety. As part of the Council deliberations, the Council directed staff to bring forth a staff report outlining a program to temporarily install speed cushions on Fairway Drive to study their effectiveness of reducing speeds.

As directed, Staff are proposing the following experiment to test the effectiveness of speed cushions on traffic speeds along Fairway Drive and any positive or negative impacts on traffic speed and volume on Eldorado, Rancho Palمراس, and Cook:

- Conduct a speed study along Fairway Drive by placing speed monitoring devices prior to the installation of speed cushions. The results of this study will provide a "baseline" speed and volume of traffic. Additional monitoring devices will be used

on Cook Street, Rancho Palمراس, and Cielito Drive to establish baseline speed and traffic volume counts.

- Install speed cushions along Fairway Drive, in coordination with the Fire Department to address any impacts to response times and consistent with State approved road design standards for speed cushions.
- Monitor and collect traffic speed and volume data on all four corridors after the installation of speed cushions to understand the impact the speed cushions on Fairway Drive have on traffic volume and speeds on Fairway, Eldorado, Rancho Palمراس, and Cook.

The goal of this exercise is to understand the effectiveness of speed cushions on the speed and volume of traffic along Fairway Drive, but also the unintended impacts to traffic speed and volume changes, on Cook Street, Rancho Palمراس, Eldorado, and Cielito Drive.

From start to finish, staff anticipate this study to take approximately six-months to complete. Schedule would be dependent on the public bidding process, and the length of time the chosen vendor would need to manufacture the speed cushions. Once the data has been analyzed, Staff will report the findings back to the City Council.

FISCAL IMPACT:

This pilot program is not part of the adopted Fiscal Year 2025-26 budget and requires a supplemental appropriation of \$109,000. The study and data collection cost are \$15,000, purchase of the removable Speed Cushions for a cost of \$84,000, and a \$10,000 contingency. Staff are requesting the transfer of \$109,000 from the City's General Fund Reserve Account to a separate project account for the pilot program-speed cushion study.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

This action has been reviewed per the authority and criteria contained in the California Environmental Quality Act (CEQA), the State and local CEQA Guidelines, and the City's environmental regulations. The City, acting as the Lead Agency, determined that the ordinance is not subject to CEQA pursuant to Sections 15060(c)(2), 15060(c)(3), and 15061(b)(3) of the State CEQA Guidelines, because it will not result in a direct or reasonably foreseeable indirect physical change to the environment as there is no possibility that the action would result in a significant environmental impact, and because it does not constitute a "project" as defined in Section 15378 of the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3.