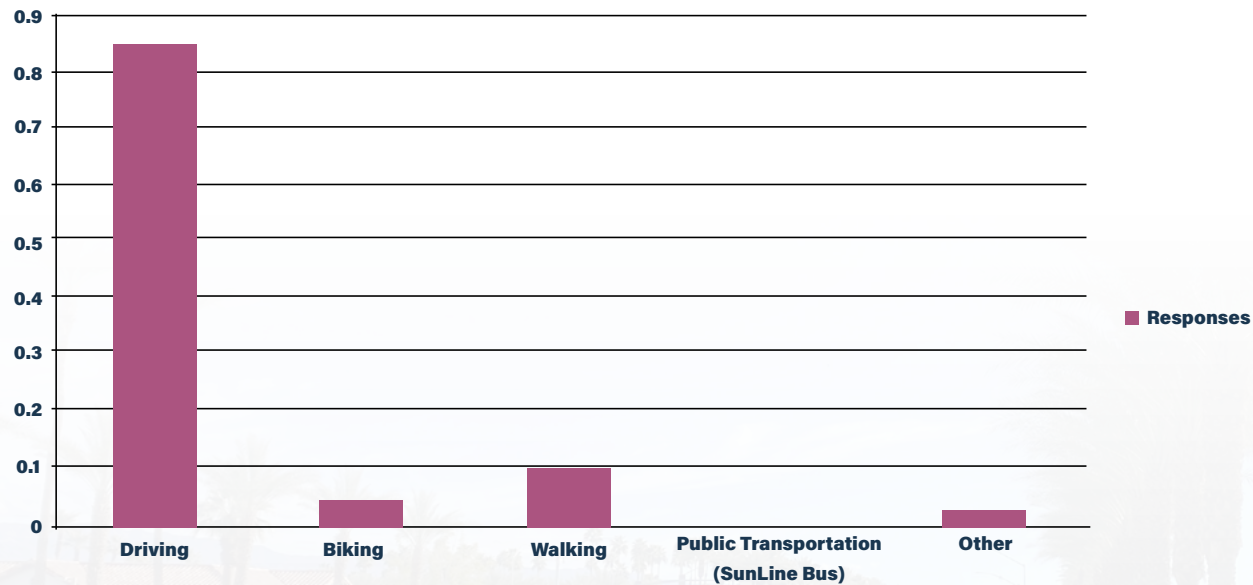


Appendix B - Public Engagement

Public Engagement (Comments, interactive map, and survey)

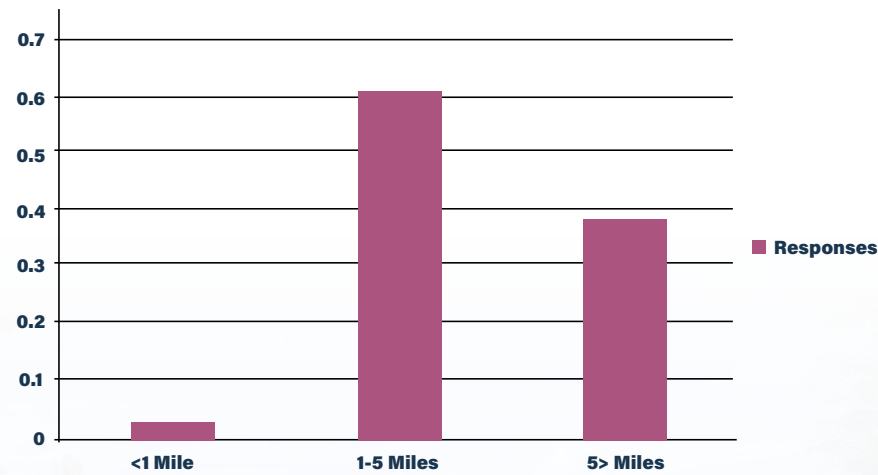
What form of transportation do you use most often to get around Indian Wells?

Answer Choices	Responses	
Driving	84.84%	414
Biking	3.48%	17
Walking	9.63%	47
Public Transportation (SunLine bus)	0.00%	0
Other - Please specify (Rideshare, scooter, etc.)	2.05%	10
	Answered	488
	Skipped	5



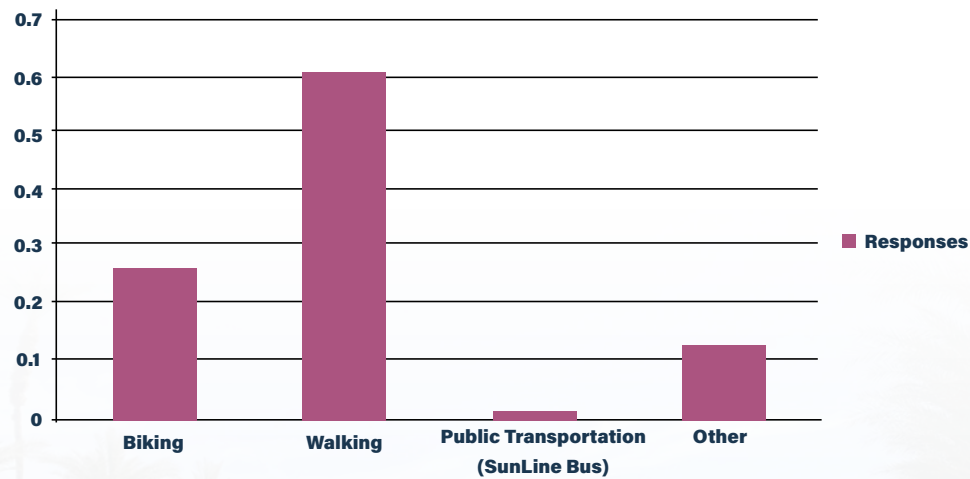
How far do you typically travel per day?

Answer Choices	Responses	
Less than one mile	2.44%	12
One to five miles	59.88%	294
More than five miles	37.68%	185
	Answered	491
	Skipped	2



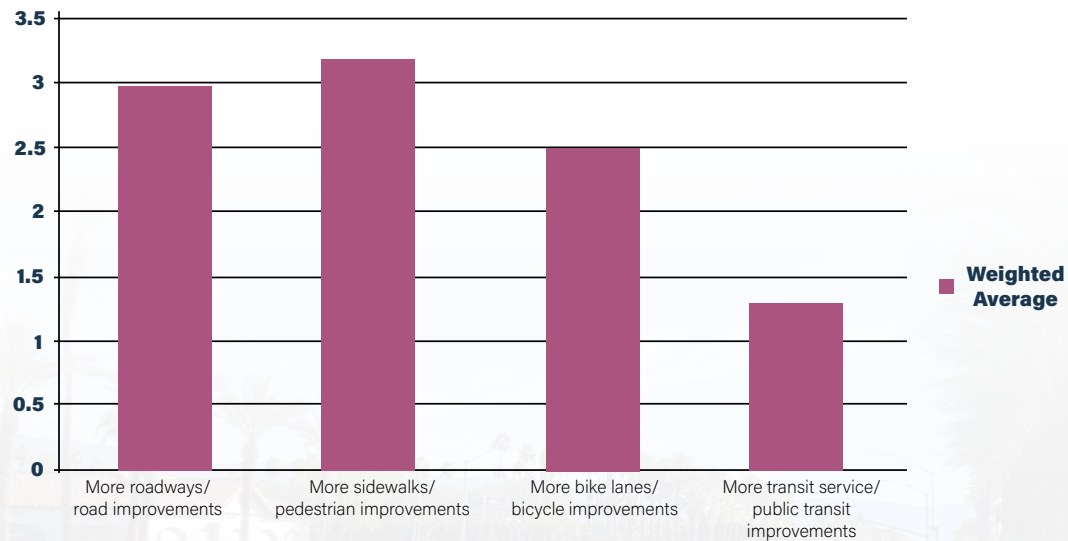
Besides driving, what mode of transportation is most appealing to you?

Answer Choices	Responses	
Biking	25.98%	126
Walking	61.03%	296
Public Transportation	0.62%	3
Other - Please specify (Rideshare, scooter, etc.)	12.37%	60
	Answered	485
	Skipped	8



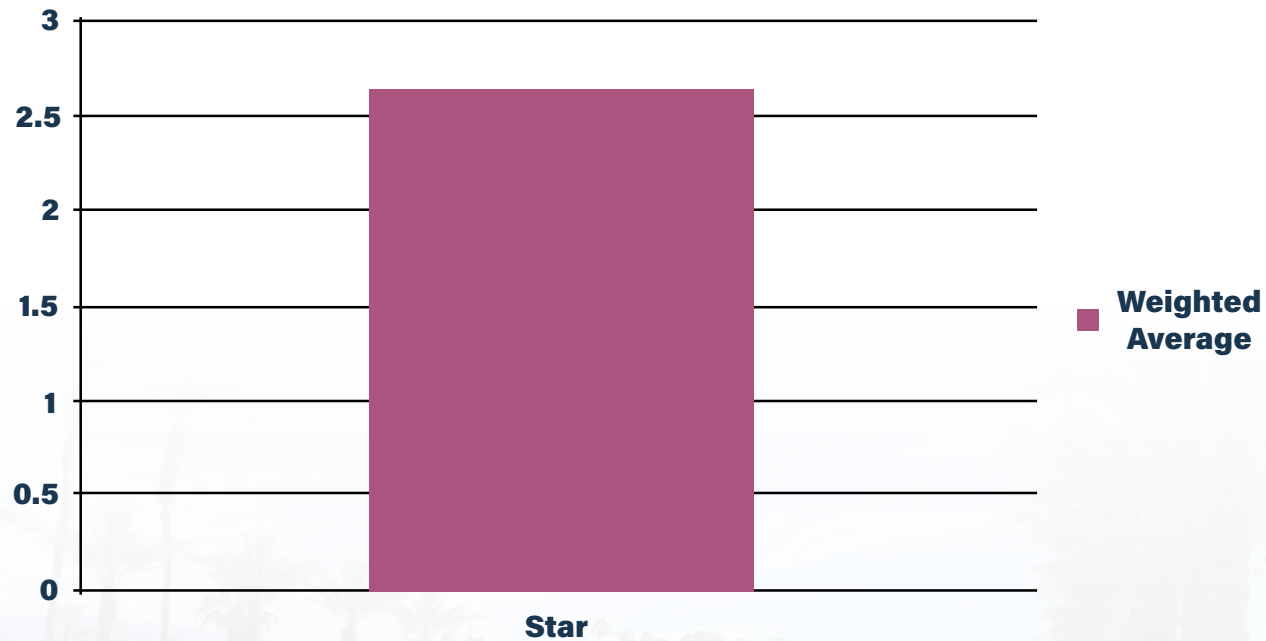
Which improvement areas would you prioritize to make Indian Wells safer? Please rank the items below.
(Most important =1; least important=4)

	1		2		3		4		Total	Score
More roadways/road improvements	38.90%	163	28.16%	118	25.54%	107	7.40%	31	419	2.99
More sidewalks/pedestrian improvements	42.72%	179	40.57%	170	13.13%	55	3.58%	15	419	3.22
More bike lanes/bicycle improvements	16.23%	68	27.92%	117	44.63%	187	11.22%	47	419	2.49
More transit service/public transit improvements	2.15%	9	3.34%	14	16.71%	70	77.80%	326	419	1.3
									Answered	419
									Skipped	74



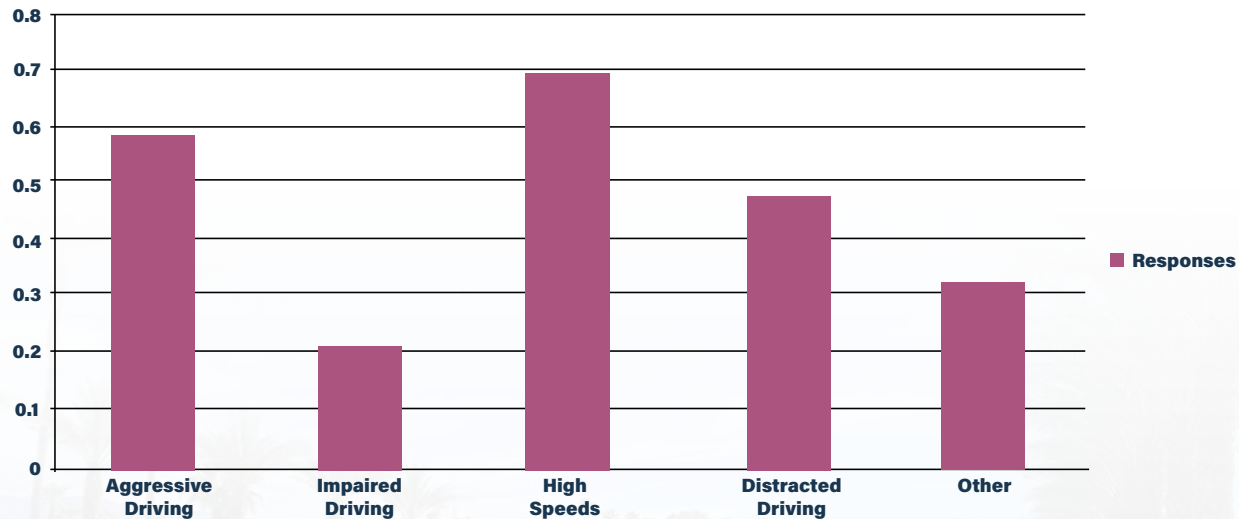
How important do you think alternative transportation [biking, walking, public transportation (SunLine bus) improvements are to the city?

	Not important		Somewhat important		Important		Very important		Total	Weighted Average
Star	15.20%	64	32.07%	135	25.42%	107	27.32%	115	421	2.65
									Answered	421
									Skipped	72



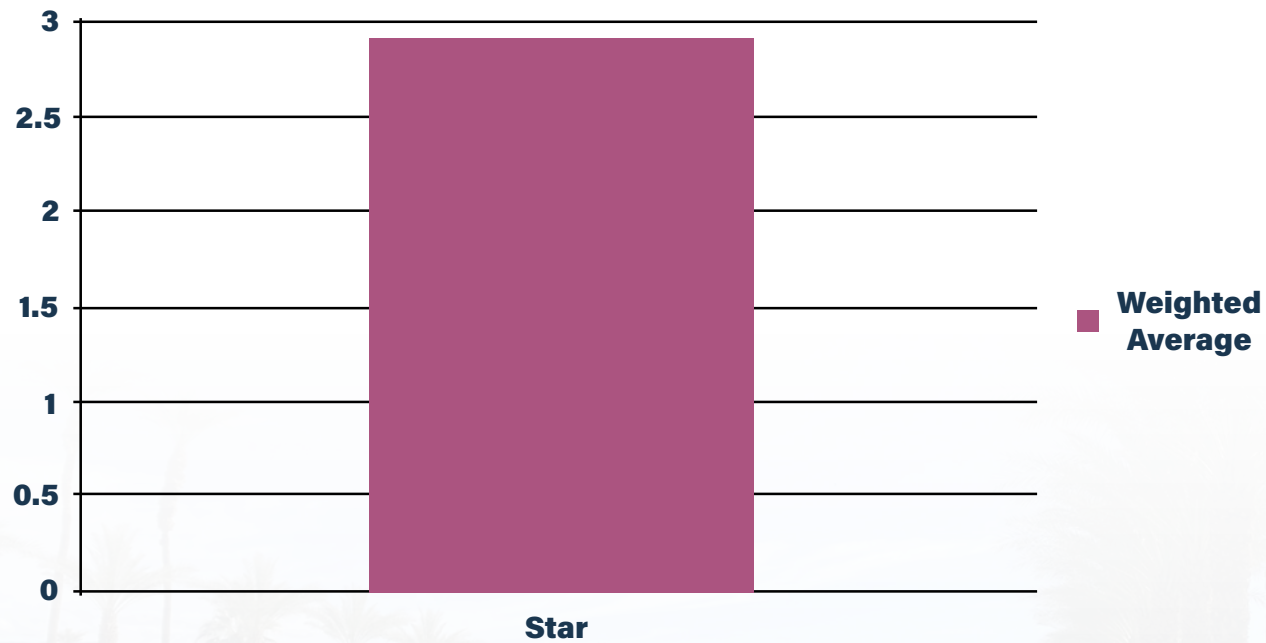
What kind of challenge areas does the city have that traffic safety effort should focus on? (Select all that apply).

Answer Choices	Responses	
Aggressive driving	58.75%	235
Impaired driving	21.00%	84
High speeds	69.25%	277
Distracted driving	47.25%	189
Other - Please specify	32.25%	129
	Answered	400
	Skipped	93



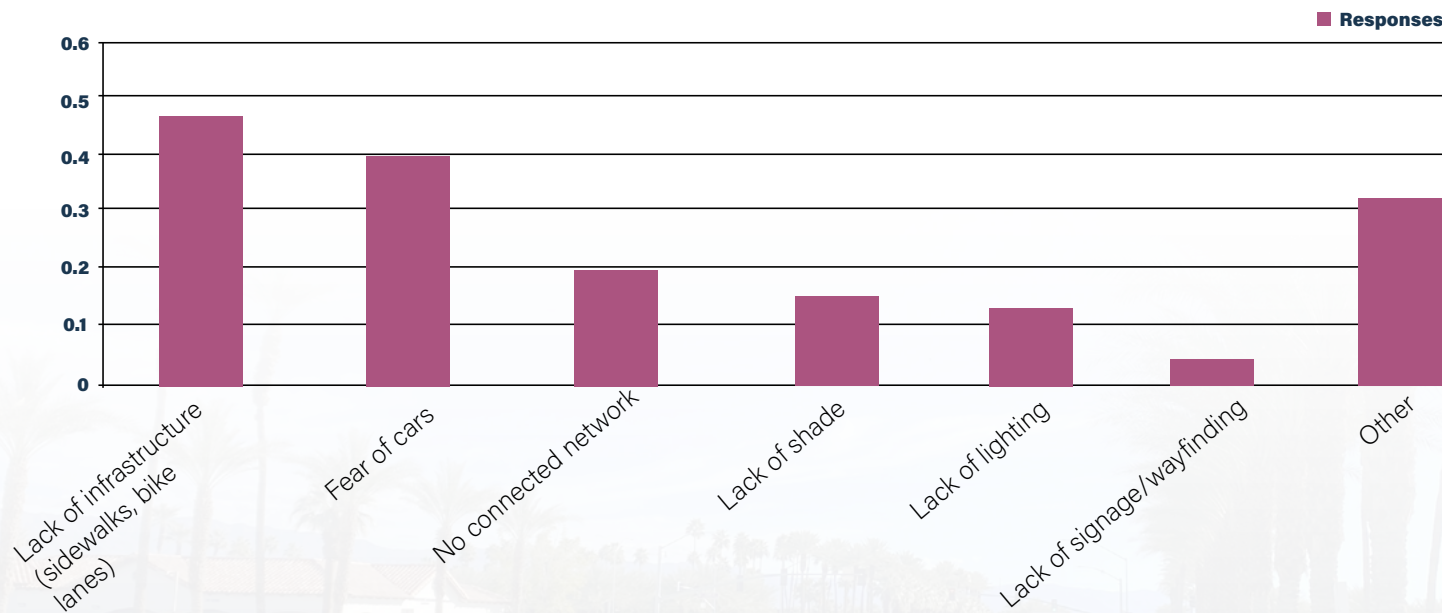
How safe do you feel when walking around Indian Wells?

	Not safe at all		Somewhat safe		Safe		Very safe		N/A		Total	Weighted Average
Star	6.25%	25	27.00%	108	33.00%	132	30.50%	122	3.25%	13	400	2.91
											Answered	400
											Skipped	93



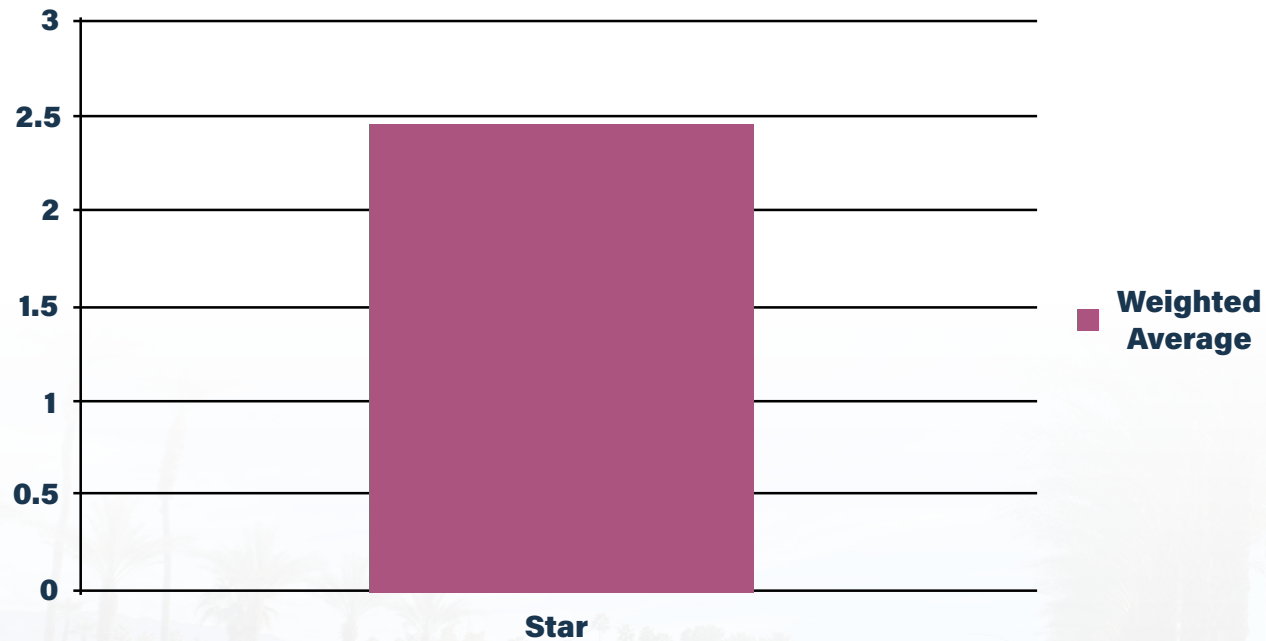
What barriers currently cause safety concerns from traveling to key destinations in Indian Wells via walking? (Select all that apply)

Answer Choices	Responses	
Lack of infrastructure (sidewalks, bike lanes)	47.83%	187
Fear of cars	40.15%	157
No connected network	19.18%	75
Lack of shade	16.37%	64
Lack of lighting	14.07%	55
Lack of signage/wayfinding	4.86%	19
Other - Please specify	30.95%	121
	Answered	391
	Skipped	102



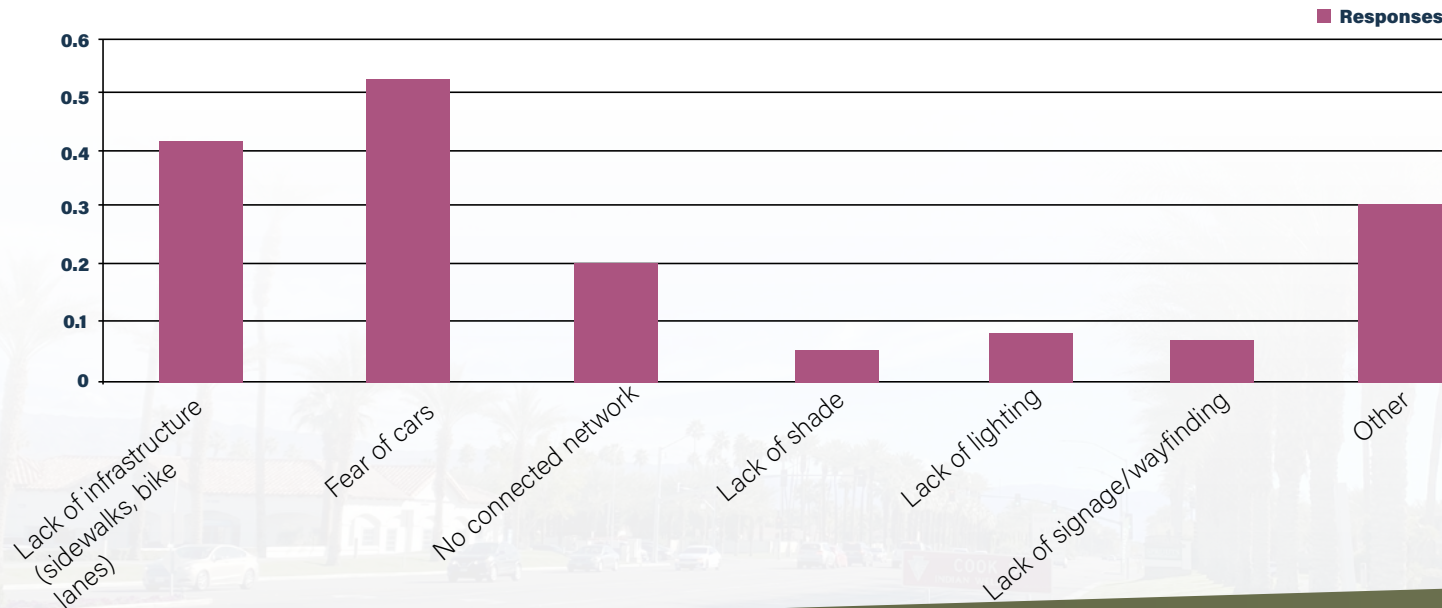
How safe do you feel when Biking around Indian Wells?

	Not safe at all		Somewhat safe		Safe		Very safe		N/A		Total	Weighted Average
Star	10.41%	41	26.90%	106	20.56%	81	10.91%	43	31.22%	123	394	2.46
											Answered	394
											Skipped	99



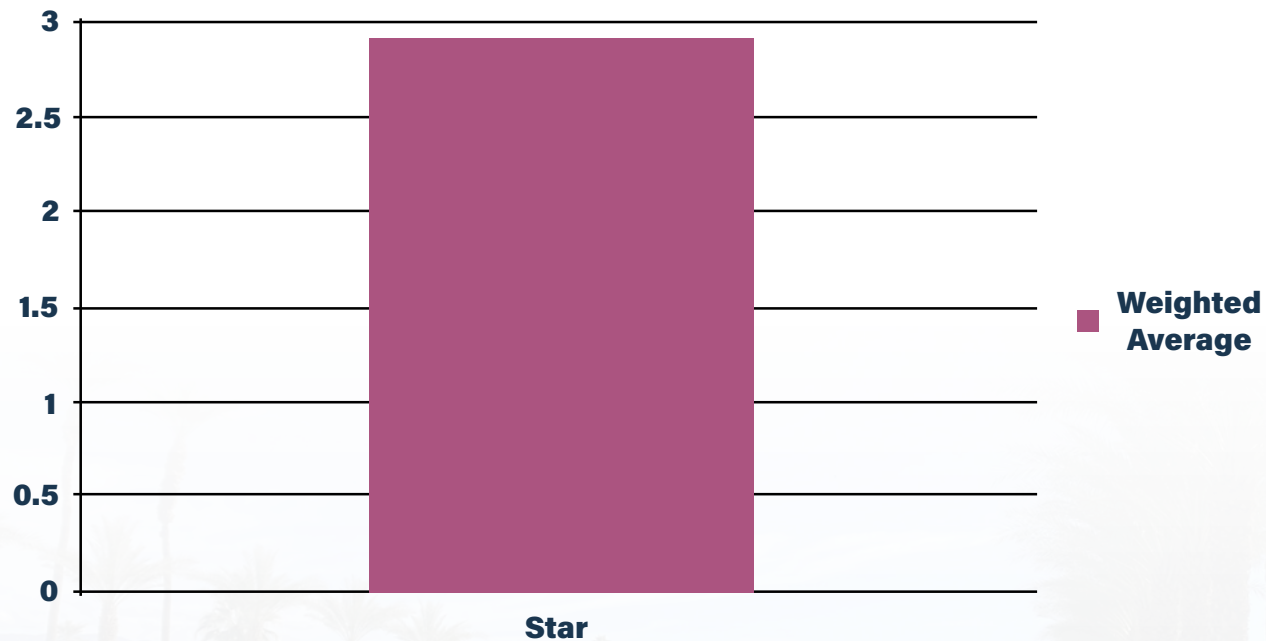
What barriers currently cause safety concerns from traveling to key destinations in Indian Wells via biking? (Select all that apply)

Answer Choices	Responses	
Lack of infrastructure (sidewalks, bike lanes)	43.51%	161
Fear of cars	52.43%	194
No connected network	20.00%	74
Lack of shade	5.41%	20
Lack of lighting	7.57%	28
Lack of signage/wayfinding	7.03%	26
Other - Please specify	29.46%	109
	Answered	370
	Skipped	123



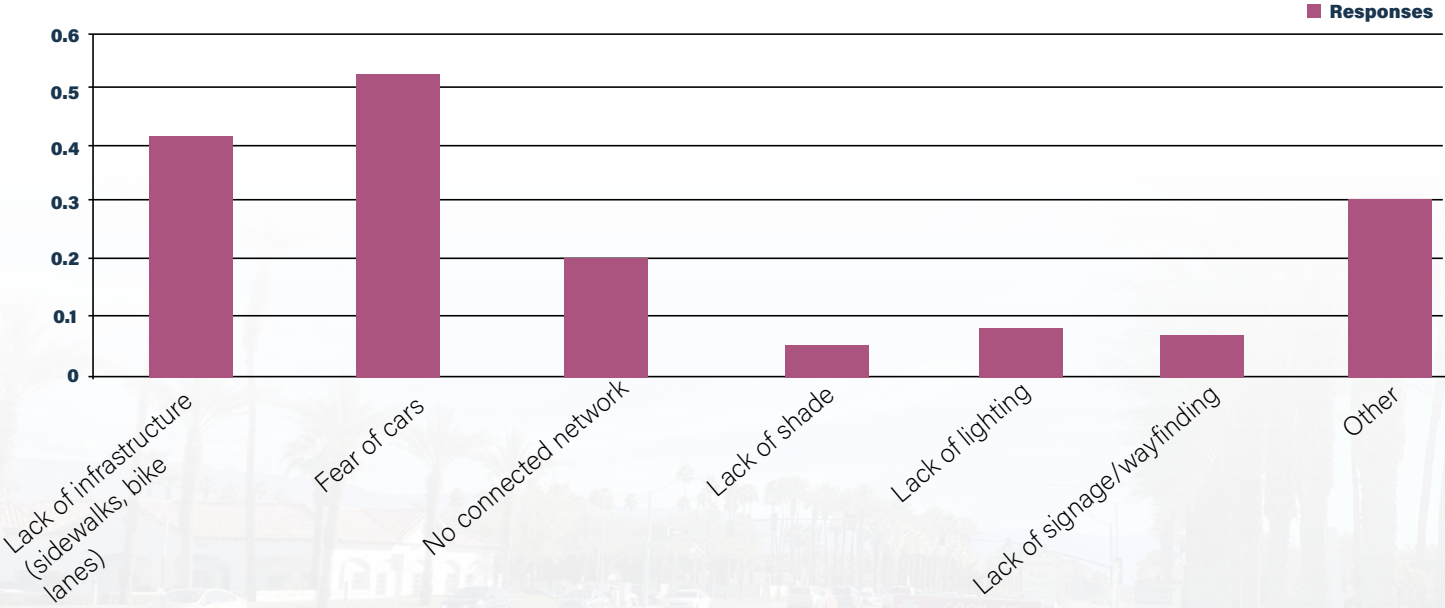
How safe do you feel when taking public transportation (SunLine bus) around Indian Wells?

	Not safe at all		Somewhat safe		Safe		Very safe		N/A		Total	Weighted Average
Star	1.79%	7	3.06%	12	5.61%	22	6.12%	24	83.42%	327	392	2.97
											Answered	392
											Skipped	101



What barriers currently causes safety concerns from traveling to key destinations in Indian Wells via public transportation (SunLine bus)? (Select all that apply)

Answer Choices	Responses	
Lack of infrastructure (sidewalks, bike lanes)	12.12%	32
Fear of cars	12.88%	34
No connected network	11.74%	31
Lack of shade	5.68%	15
Lack of lighting	4.92%	13
Lack of signage/wayfinding	10.61%	28
Other - Please specify	64.39%	170
	Answered	264
	Skipped	229



Interactive Map Comments

Type	Comment	Latitude	Longitude
Walk	Please put a proper sidewalk here for all of us that live in La Rocca and The Cove and The Vintage Club to walk safely to the corner of Cook St. and 111. It is especially dangerous at night. Thank you!!	33.716298	-116.355818
Walk	"I live in The Cove. I walk and run Cook to Fairway almost daily. The speed of many drivers is simply scary. It is not if someone is going to get hit, it is when. There are many elderly folks, people with dogs, bikers along Cook and Fairway street all day long. I suggest calming/speed bumps. I think it is the only way to slow the cars down. Thank you for all that you are doing to make the neighborhood safer."	33.718914	-116.360579
Other	The Golf Cart Lane on the Miles Avenue Bridge should connect to multi-use path along 111. Right now it dead-ends and there is no connection (blocked by landscape) to the 111 path.	33.721239	-116.316376
Walk	set aside walkway on Fairway road or grass for pedestrians and bikes - all along	33.711797	-116.348759
Walk	striped walkways on Ranch Palmeras and El Dorado and separated walkway on Cook for pedestrians and bikes.	33.715153	-116.338686
Bike	Good bike path along Fred Waring and on El Dorado north of 111.	33.727791	-116.346396
Vehicle	Enforce the 4 way stops in IWCC. All of them. Very dangerous for pedestrians.	33.717504	-116.317899
Bike	connect with valley bikeway from La Quinta (at Washington) and Palm Desert (at Cook by high school) that is along wash. Gives people a safe way to walk and ride to La Quinta stores and Palm Desert Aquatic Center (should do resident support for the pool too). It is finished on the other ends. Let it go through so we have paths like in Orange County. Gets kids and seniors away from roads to go places they need to.	33.717688	-116.301984
Bike	Bikes lane (preferably without golf carts).	33.714095	-116.344013
Vehicle	There needs to be a sign on Miles at 111 telling cars planning on going west from the right lane on Miles to turn only into the right lane on 111. Motorists coming out of the IWCC on Manitou who want to go west on 111 should not need to yield to those turning right from Miles onto 111, but many cars go illegally into the wrong lane from Miles when going west onto 111.	33.717504	-116.317899
Other	This connection is necessary to bike stroller jog and also needs to be better lit as it get very dark	33.721239	-116.316376
Walk	This sidewalk opposite the school dead ends into rocks and landscape as well as making it impossible by stroller/ bike to get from the housing neighborhoods to the elementary school and traffic will never stop / in fact speeds up to make light	33.726606	-116.312599

Type	Comment	Latitude	Longitude
Bike	I agree that the two borders with Palm Desert and La Quinta could have much better bike transition safety zones. With thousands of cyclists going across the three communities this should be a priority and collaborative opportunity with our neighbor cities.	33.717688	-116.301984
Walk	I live on Fairway, cars and trucks drive way to fast. Fairway in Palm Desert the speed is a lot slower, i'm not sure why, when they pass Cook they all speed up. Things that I have done to slow traffic. I covered the 35mph sign with a speed bump sign, it's amazing how much cars slow down. I've also stood outside with a radar gun, when drivers see what i'm doing they slow down.	33.713759	-116.353626
Vehicle	I know Hwy 111 is very busy, but on numerous occasions I have sat literally for minutes waiting for a green turn arrow into Desert Horizons Way when there is NO oncoming traffic west bound on Hwy 111. Is it possible to install a flashing yellow left turn signal as part of the traffic light? These are in use in other cities.	33.720668	-116.346073
Walk	Thank you for putting in the sidewalk from 111 on Cook south to the entrance to The Villages by IW Coffee. It would be safer if you didn't have to step into traffic entering the plaza to get to the walkway in front of IW Coffee. People take that turn into the parking fast and blind. I walk to The Villages, as do my neighbors in Los Lagos, and that last bit can't be very dangerous.	33.720449	-116.356502
Bike	Add bike lane and have signal recognize cyclists	33.724244	-116.312624
Bike	Add green bike lane markers on the pavement along Hwy 111. Motorist often use the "bike" lane as a right turn lane at Club Drive.	33.721181	-116.327472
Bike	I ditto this comment	33.714095	-116.344013
Bike	I agree. Connect the bike paths.	33.717688	-116.301984
Walk	Keep bike lane separate from pedestrian walking path	33.711797	-116.348759
Walk	"The speeding on Fairway Drive is beyond what a residential street should have to tolerate. This is a well known issue that needs to be addressed and prioritized for the well being and safety of our city. Further, the contractor use in lieu of 111 is beyond abusive. I live on Fairway Drive and witness countless speeding on a daily basis. It certainty is puzzling why Hwy 111 has a posted speed limit of 45 mph and Fairway Drive being solely a residential street is posted at 35 mph." "	33.713759	-116.353626
Vehicle	The left turn signals from Cook onto Cachuma and Horizon Way change very slowly when there is no traffic coming, especially late at night. Could the signals be changed to a flashing yellow or as they have done in Palm Springs, allow turning on a green light when it is safe and then turn on the green arrow if there hasn't been a break in the traffic to allow a safe turn.	33.72472	-116.355643

Type	Comment	Latitude	Longitude
Bike	100% agree. beautiful area for family and friends to cycle but need safe transition zones for commuters and casual bikers	33.717688	-116.301984
Vehicle	If speed limits on 111 were reduced, turning left without dedicated green light across two lanes of oncoming traffic would be much safer.	33.720668	-116.346073
Vehicle	Can the City reduce the speed limit on 111 or does only the State have that authority? If the speed limit cannot be lowered unilaterally, can the City better enforce the existing speed limits?	33.718272	-116.310196
Bike	Cycling IW HiWay 111 onto Washington toward La Quinta Cove is dangerous. Riding through Von's busy parking lot is not a plan. Unsafe transitions between routes undermines the value of good faith efforts to open the area to commuters and tourists. Cycling IW to La Quinta, La Quinta Cove, PGA West and beyond are some of the best routes in the valley. Is it possible to collaborate with La Quinta to "find a better way" ?	33.714645	-116.299767
Walk	Can the city please look into repairing the cracks and chunks of concrete that have fallen out of the sidewalk along 111 on both sides of it? Its very unsafe for walkers and bikes.	33.716425	-116.311283
Vehicle	This signal stops traffic on 111 early morning hours but still commute hours when there is no cross traffic or pedestrians. This is not uncommon with many signals both crossing and on 111 which are not timed to change when there is no traffic .It appears this is a tactic by the city to increase moving violations due to apparent malfunctioning of signal sensors. Feel free to call me to discuss if you wish.	33.721306	-116.330152
Bike	Enforce bicycle traffic laws. Virtually 95% of cyclists do not stop at stop signs along fairway although officers are more than willing to cite vehicles that do the same.When asked why cyclists are not stopped, officers said they are too hard to catch! Hard to believe .	33.713488	-116.347146
Walk	Thank you for the opportunity to submit our safety concerns. Please add a sidewalk or protected walking / biking lane on Cook Street, between Fairway and Rte 111. Residents of the Cove of Indian Wells community (and others with Cook Street entrances) walk/bike to the Village of Indian Wells or to Fairway. Currently, we have to walk in the street or in the grass/uneven landscaped area.	33.718062	-116.356727
Walk	We live on Fairway Dr. and witness speeding on a daily basis. Our 35 mph speed limit is 10 mi. more than it should be in a residential area. Once you cross Cook going west it changes to 25mph. Why is this? We live across the street from the sign that shows drivers the speed they are traveling. Fifty percent of drivers are driving on average 45 mph. This is so dangerous. It's like a raceway. We need to lower the speed to 25mph AND a police officer ticketing Mon.-Fri. 7-10am and 3-5pm at a min..	33.713542	-116.343412
Walk	Make the walkway path DG and not cement. It will look much more natural/nature like and less commercial and will also not attract skaters and skateboarders. It will also save our city a lot of money.	33.711797	-116.348759

Type	Comment	Latitude	Longitude
Walk	Would like to see slower speeds all along Fairway between Cook and El Dorado. Would also like a couple of roundabouts on this section of Fairway to slow (and hopefully deter) all the traffic (especially large, speeding trucks).	33.714024	-116.345129
Vehicle	Left the same comment with the "walking" symbol. Traffic along Fairway between Cook and El Dorado is too much, too heavy and too fast. Would like to see roundabouts and slower speeds.	33.713809	-116.349978
Bike	Extend bicycle lane on Eldorado to Fairway. Currently the bicycle lane ends at Osage.	33.716647	-116.338949
Walk	From Montelena to Highway 111 is very dangerous for pedestrians as they have to walk on the roan in a very busy right hand turn lane	33.720578	-116.338783
Walk	Sidewalk section on east side of Miles Avenue is missing, making it inaccessible and forcing pedestrians to walk on uneven ruts and gravel. Sidewalk along Miles to the tennis garden is also overgrown. This is a black eye for IW, as residents and those staying in local hotels are not provided with an attractive walking route to access events.	33.720352	-116.317191
ADA	Sidewalk, the only way to walk along that section of Highway 111 or to access the tennis gardens, is unnecessarily narrow and does not allow those walking, cycling, or in a wheelchair to pass each other.	33.719674	-116.322255
Bike	The transition from three lanes to two at the boundary with La Quinta and the right turn bays to the west are abrupt and highly irregular, being designed entirely to assist car movements with little regard for the needs of cyclists who wish to keep right on the road shoulder for safety.	33.716636	-116.30363
Walk	Missing sidewalk/multi-use path connection on north side Highway 111 force pedestrians to cross 111 twice to get to Miles Avenue sidewalk, with a section of the south sidewalk being too narrow for wheelchairs if opposing wheelchairs, pedestrians, or cyclists are present. Consider reallocating some of the city's enormous road repaving budget to complete this missing link.	33.719601	-116.310797
Bike	Missing CV Link. While Palm Desert has created an excellent multi-use path along the Whitewater storm channel, it abruptly ends at Indian Wells. As there are no cycling facilities on Fred Waring, and cyclists are in fact banned from this section of Fred Waring, cyclists wishing to continue on the CV Link route are apparently expected to do a massive detour and then walk or ride along Highway 111, which is unpleasant. Indian Wells needs to step up and become a full member of the CV Link project.	33.729738	-116.346116
Bike	The connection between Cook Street sidewalks and bike lanes and Highway 111 multi-use paths and shoulder is highly problematic. High speed right turn bays, wheelchair ramps that don't align with crosswalks and force cyclists and those in wheelchairs onto the roadway, ped/bike actuator buttons in difficult locations, lack of route and warning signage... this and the city's other Highway 111 intersections need a complete safety audit and upgrade to make them less terrifying for those not in cars.	33.721274	-116.355515

Type	Comment	Latitude	Longitude
Bike	A "greenway" route (multi-use path for pedestrians, cyclists, and those using mobility devices) along the stormwater channel through the city's golf course between Cook/Fred Waring and Miles with connections to the hotels would be relatively straightforward and inexpensive to do and put Indian Wells on the tourism map as a non-motorized transportation destination. Palm Desert has done this and Indio is in the process of completing a path along the channel.	33.724639	-116.32762
Bike	Work with La Quinta to improve the section of Highway 111 at the east border of Indian Wells and the intersection of 111/Washington to provide a good pedestrian and bicycle connection. There are many excellent cycling and walking areas in La Quinta just east of Indian Wells, but this intersection and section of 111 would deter all but the bravest and most experienced cyclists from continuing east to these areas.	33.715451	-116.300454
Bike	As there are bike lanes and/or multi-use paths along Cook Street, Hovley Lane between Cook and Warner Trail, Miles Avenue, and Highway 111 between Miles and Cook, if traffic calming measures were placed on Warner Trail between Hovley Lane and Miles along with some missing sidewalk sections, this would make an excellent walking and cycling loop around Indian Wells.	33.722815	-116.312213
Walk	Reallocating and converting excess road space on Eldordo and Fairway Drive for a multi-use path for pedestrians and cyclists, which is easily achievable, would provide an excellent walking and cycling loop around Highway 111, Eldorado, Fairway, and Cook, as well as provide an attractive access to the new park at Eldorado and Fairway, which is being constructed at great expense but is currently very unpleasant to walk or cycle to.	33.718597	-116.33852



Email Comments

Date	Comment
03/29/24	I often cross 111 at Miles or from IWCC gate at Manitou. An increasing dangerous problem is the amount of cars, motorcycles, trucks running the red light on the highway. This is particularly noticeable with traffic coming from Washington going west. It is not uncommon for me to be waiting to cross 111 because of drivers clearly running the red light. Just in this past week a motorcycle did so going at an excessive rate of speed. Cars commonly do this. I have lived in IWCC since 2000 and this problem has increased extremely in the past year. It is comparable to driving Fred Waring. We need some form of traffic control. 111 has turned into an a high speed highway. Perhaps the fault of synchronized east/west traffic lights????
03/05/24	Hello, the only thing I can think of for the traffic problem is to synchronize the lights better and the traffic light at the Province is way too long to let people turn, either out of province way or from HWY 111 into province coming from the east. It's a huge problem for the residents of Province. Thank you for your concerns.
03/05/24	The lights at Fred Waring and El Dorado needs to be on a trip. Coming in and out of Toscana is a pain and a very long light.
02/02/24	Since right hand turn outs, especially the long ones at Cook and rancho palmeras, many cheaters are not making right hand turn, going fast and cutting back into ongoing traffic. Locals are aware of this and take caution however very dangerous in my opinion instead of expediting. The turn out at Eldorado going right is too short! Also causing other issues. Much busier for right hand turns to residences in IW including Eldorado estates. Traffic light timing is another one. Too long or too short and right hand turns exiting residential and businesses along HWY 111 create braking and rear ending issues. All in all the turn outs and cheaters are not punished and encouraged to occur.

Public Meeting Comments

Comment
Crosswalk needed across Eldorado. Urgent possible small traffic circle
Need sidewalks on Cook St, Eldorado and Fairway
Rancho restripe with speed bumps
Increased focus on Fairway Drive speed management
Crosswalk needed across Eldorado. Urgent possible small traffic circle
Need sidewalks on Cook St, Eldorado and Fairway
Fairway Dr & Cahilla Dr - take curve out and extend curb out for bike and pedestrians
Calm Streets for multi-use (peds, bikers, golfcarts)
One lane for cars each direction on Cook, Fairway, El Dorado, and Rancho Palmeras
Reprioritize aggressive driving focus on Cielito Dr, Fairway, Cook, Rancho Palmeras, and El Dorado
Add bike lanes to Rancho
Cook St & Palisades PI needs a mid-block crosswalk
Add sidewalks on El Dorado
Bike path gap between Osage & Fairway
El Dorado & Fairway- needs crosswalk or sidewalk by park. Slow traffic down. Crossing distance.
No bike path at ends of HWY 111
Traffic calming on Fairway
Cars cut though Fairway instead of HWY 111
Lower speed limit on El Dorado

Public Comments on Draft Safety Action Plan

Date	Comment
5/29/2024	<ol style="list-style-type: none"> 1. We need sidewalks. Pedestrian, golf cart & bikes, & cars are dangerous together. 2. Percentages give a poor and inaccurate data set. 3. Cars speed up to 100 mph on Ranch Palmeras Drive and Hwy 111. 4. Too many snowbirds do not know the rules if the road. 5. Despite signs requiring no 18 wheelers on Rancho Palmeras Dr. There are many trucks etc. That go up and down the street at all hours.
5/31/2024	<p>I have noticed that to turn right onto Club Drive as I travel east on Highway 111, there is no right-turn lane.</p> <p>Turning right is hazardous because the fast-moving traffic behind me does not have room to adequately pass me as I slow down and get into the bicycle lane and gutter along the south side of Highway 111 as I prepare to turn right.</p> <p>Thank you for seriously considering marking the pavement with an actual right-turn lane at this location.</p>
5/31/2024	<p>Here are some comments to your 1st draft plan as it relates to La Quinta:</p> <ol style="list-style-type: none"> 1.42% of your accidents are unsafe speed – consider immediately adding more enforcement of high speeds along these 50 mph streets 2.With the new laws coming into effect July 1st, consider re-evaluating speed limits for possible reduction to 45 mph (based on designating Washington near the Tennis Garden a “safety corridor” 3.Consider restriping for narrower lanes on major arterials to further reduce speed, can add buffered zones for bike lanes also in the process 4.Build enforcement cutouts/turnouts for enforcing speeds where possible

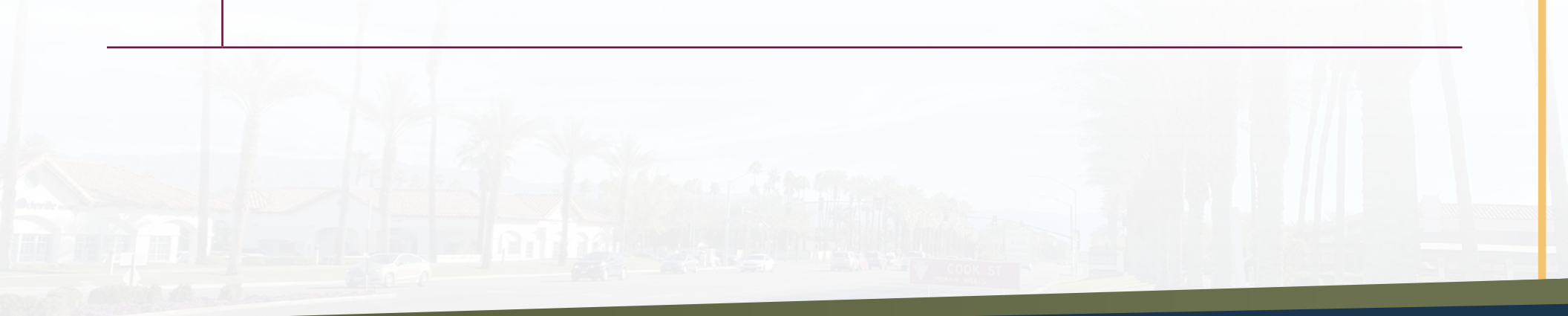


Date	Comment
6/3/2024	<p>Hello! Thank you for sharing the draft Indian Wells Safety Action Plan document with the residents! Efforts to improve the quality of life for Indian Wells residents are truly appreciated.</p> <p>Please see three points of feedback that were discussed and documented at several community meetings:</p> <p>Cielito Drive:</p> <ol style="list-style-type: none"> 1. High-speed vehicles using Cielito Drive as a thoroughfare <p>During the Indian Wells-sponsored Safe Streets resident meetings, multiple residents expressed concerns about high-speed vehicles using Cielito Drive as a thoroughfare to avoid the El Dorado intersection, creating an unsafe environment in the residential neighborhood. The proposed traffic circles have the potential to further increase thoroughfare traffic on Cielito Drive.</p> <p>Action Requested: Please specify how the Indian Wells Safe Streets initiative traffic circles will address aggressive driving and through traffic on Cielito Drive. Also, consider stationing police vehicles on Cielito Drive for speed enforcement.</p> <ol style="list-style-type: none"> 2. Cielito Drive used as a park-and-ride for El Dorado Country Club workers <p>There is a daily occurrence of El Dorado worker/contractor vehicles parked near the Cielito Drive/Fairway intersection. At times, workers sit in their cars idling, listening to loud music ~ 6:30am- 7:30 am waiting for a ride. Many of these parked vehicles have expired DMV car registrations. There has also been an increase in reported property theft and safety concerns on Cielito Drive, which have been reported to the Riverside County Sheriff's Department.</p> <p>Action Requested: Specify how the Indian Wells Safe Streets initiative will address overflow parking from El Dorado Country Club on Cielito Drive. Please increase police patrol and vehicle parking enforcement on Cielito Drive.</p> <ol style="list-style-type: none"> 3. Please specify the dates/timeline for the proposed Next Steps in the draft Safety Action Plan document"
6/5/2024	<p>We need a Right turn lane ON Hwy 111 at club drive entrance for hotel, restaurant and golf course. Currently very dangerous</p>
6/5/2024	<p>I looked through the maps etc. It's a lot of information. I just want to emphasize and request that two things be addressed, and maybe they already are.</p> <ol style="list-style-type: none"> 1. Intersection 111 and Cook, enforce the outside turn lanes in both directions so drivers don't drive straight through instead of turning. I see it happen quite often. 2. Please keep the wide shoulders on 111 for cyclists to use. If possible make it even more cycling friendly and safe. It's the only rideable connection from PD to La Quinta and will continue to be used no matter what so please make it as safe as possible. <p>I love Indian Wells! Thank you for all the improvements. "</p>
6/5/2024	<p>Please review traffic lights. Timing is not good. Going into Desert Horizons takes forever unless someone is coming west then it switches for them to turn left and eventually for us to turn left. Also speeders going east on 111 driving in turn right lane and passing others. People running red lights there going east.</p>

Date	Comment
6/5/2024	<p>Since moving to the Indian Wells community in 2018 I was shocked that the sport of running Red Lights is so popular. My neighbor experienced this in February as he was T-boned pulling out of Cook turning left on to #111.</p> <p>I am curious why we do not install camera to document these Red Light violation and enforce them with a hefty ticket? Also, in the afternoon during rush hours it is a common occurrence to see drivers on 110 heading east use of the right turn only lane to bypass the backed up traffic at Cook. Cameras would greatly alleviate this traffic violation.</p> <p>I would appreciate a response to my question. Thank you</p>
6/5/2024	<p>High rates of speed between El Dorado Dr and Indian Wells Ln have become a common theme. The speed limit is 25 mph and speeds in excess of 40mph have become common. This is a stretch of road that commonly has pedestrians, bicycles and and golf carts in addition to cars. No one wants speed bumps but a blinking device that would convey the actual speed bs posted speed may support calming. Similar to what was placed on Osage.</p>
6/5/2024	<p>"I would like to advocate for sidewalks on Fairway, El Dorado, Cook, and Rancho Palmeras. My husband and I bike or walk every day around the city, and it is much more settling to do so where there are sidewalks. It also creates a city that is more "bikeable" and thus reduces vehicle use. The sidewalks on 111 are a really amazing resource, surrounding by greenery. I hope new sidewalks will have the same beauty to them.</p> <p>I hope that any new sidewalks on El Dorado will integrate new trees to replace those that were destroyed in the 2023 storm. We have been anxiously awaiting those new trees as it was so beautiful before the storm."</p>
6/5/2024	<p>All shrubs and plants should be cut back on El Dorado so anyone crossing at Osage can see on coming traffic</p>
6/5/2024	<p>I read the very detailed report, and it is apparent that we are a very safe city. This truly is outstanding news. Unfortunately, we do have a speeding problem. This was substantiated when the Palm Desert Traffic Bureau recently conducted a Valley Enforcement Team between the hours of 0600-1200 resulting in over 100 motorists being cited, 55 due to driving in excess of the speed limit on Hwy 111, Fairway Drive, Fred Waring, Eldorado Dr and Cook St. Additionally, we are not in our busy season, and one must consider the increased number of speeding/violators when we are in our busy season. The desert population continues to grow, which will only compound this issue. We must be extremely proactive, as it's only a matter of time before we have a fatality with a motorist, pedestrian, bicyclist, and or golf cart. Furthermore, allowing this behavior is detrimental to all our residents and, certainly, quite a nuisance. In closing, we have a lot of work to do to mitigate and solve this pending issue inclusive of community outreach, cooperation from RSO, the city council, and city leadership. Thank you again for the report and your time and attention to this matter.</p>
6/5/2024	<p>I feel relocating the bus stop on 111 and Cook Street is a very bad idea which has not been thought out. If a bus is stopped on the south east corner of 111. It is still not going to stop people from going straight on a right turnOnly . The only problem that will cause is people will be behind a bus blocking possibly the intersection and going around the bus, which could be even more dangerous</p>
6/5/2024	<p>"I am a home owner at Province and I don't want the bus clogging up traffic in front of our entrance – why can't you leave it where it is ? I vote NO, do not move it the entrance at Province."</p>

Date	Comment
6/5/2024	<p>"So glad this problem is being addressed. A side walk is badly needed on Eldorado between 111 and Fairway. Very dangerous to walk on the West side of street. The West side is where walkway 1. should be placed as that's where homes face the road, 2. that's where the summer shade will protect walkers. 3. And that is the side where our new "park" is located. (I have to step into Eldorado traffic to get my mail, as we have no walk.) All the best in making a plan."</p>
6/5/2024	<p>I am a resident of The Province in IW and I adamantly oppose moving the bus stop to an area near our entrance.</p> <ol style="list-style-type: none"> 1) I am on the HOA and we already have had problems from people across the way at the Nest and them wreaking havoc at times at The Province, our fountains, landscape, etc. I don't want to attract MORE people to our community, especially the type of riff raff that bus transportation can and does attract. Having them hang out at the bus stop will cause issues that we do not want. We are a residential area, not commercial why relocate it here? 2) The uptick of homelessness in CA and especially in our area, and the fact that they sleep at bus stops, hang out there constantly, and defecate there is absolutely NOT ok!! 3) The bus stop is an eye sore. We don't want that. There is a reason we chose to live in Indian Wells and it is not so a bus stop can be in our front yard. We pay enough in taxes and deserve to not have to deal with these sorts of problems. We don't want you as our city officials creating this problem for us here in The Province, which is what you will be doing if you move it. Keep the bus stop where it is or choose another spot, but it's not welcome here at The Province.
6/5/2024	<p>First of all, wow - what a study! I can't help but feel that it is a plan in search of a real problem. I can only imagine that the consultants were given a very large budget to come up with this thing.</p> <p>Here are my two cents: ""road diets"" and turning circles rarely work as intended. First of all, people move to the desert to get away from ""road diets"" in urban areas like LA. People are attracted to the wide roads of the desert communities that move people quickly from Point A to Point B. Los Angeles has been road dieting for years in an effort to cater to a distinct, but highly vocal, minority of bike rider advocacy groups. The result is that each year vehicular traffic gets worse and worse. Turning circles look nice, but are very confusing, especially to older drivers. I can't think of a better way to increase the risk of collisions than to start installing traffic circles on major streets.</p> <p>What in the world does ""Equity"" have to do with traffic study? Why is race relevant? Not to state the obvious, but race and socio-economic status have absolutely nothing to do with driving quality or risk. I can't believe this is a credible area for analysis. Local vs. transient - OK. But race/ethnicity seems gratuitous at best.</p> <p>I don't understand the purpose of Section 8 regarding ""Climate Change"".</p> <p>Don't get me wrong, I appreciate the city's willingness to study traffic patterns and possible areas of concern. Personally, I think the roads are fantastic, especially compared to the rest of SoCal.</p>
6/5/2024	<p>Definitely opposed! As are most of our 100 plus - The Province at Indian Wells - homeowners to relocating the bus stop from Sprouts (a commercial area) to the corner of Cook St & Hwy 111 (a high end residential area). This would be a nightmare that would add noise, pollution and vandalism to a currently very pristine, meticulously maintained corner park and adjoining high end residential area that is only a half block away from the current bus stop. A terrible idea - do not make the change.</p>

Date	Comment
6/5/2024	Please do not move the bus stop in front of the entrance to the Province. That will bring more traffic as well as more homeless individuals at our community entrance. As it is we have had theft and homeless sleeping on the sidewalk around the shopping center.
6/5/2024	<p>We are residents at The Province and would not like to see the bus stop moved to the Date Palm area nearer to The Province. We believe the Bus Stop would be better to be moved West and keep it within the Commercial areas just West of Cook Street where most of the retail, hotel and office buildings are located. We are already suffering from all the vehicular noise along Hwy 111 that has no current policing including the racing that happens from 9pm to 1am at night in front of Province and The Nest. We hear so much loud mufflers and racing speeding cars and motorcycles during that time period with "excessive noise~..". We do not want the additional noise nor the walking traffic from public transit buses happening in front of The Province nor the stopping and starting of buses please. There is also the safety issue of those Bus Riders who should be getting on and off the bus in a more commercial zone which is West of Cook Street. We are further concerned by any increase in crime that bus travellers may bring to our neighborhood which would not be good. We do not agree with the proposed placement to relocate this Bus Stop.</p> <p>In addition we would like the City to adjust the stop light going in and out of The Province. It is a waste of time and gas for us to sit for 3-5 minutes for the left turn light to turn green in order to make a left turn into The Province when Westbound on Hwy 111. It is also the same problem when Northbound on Province trying to turn left onto Hwy 111, the light is more than 3 minutes waiting for it to turn green.</p>
6/5/2024	<p>"I live in the Province development and feel that having the bus stop relocated to the perimeter of our development is a terrible option for us homeowners here at the Province. We are already in the mist of noisy traffic surroundings, and by adding a bus stop will enhance the chaos for traffic issues, and noise disturbances for the private residents of this development.</p> <p>I live in the inside wall of the 111 side and would not like to experience chatting people hanging outside the development or stragglers to park themselves out on the bench for shade nor do I want to hear the steam of the bus coming and going at the stop, as it is we have to put up with the loud motorcycles, improper installation of vehicle mufflers and music booming from cars ripping through the street of Highway 111~ Let's NOT add more disturbances to our community, I am against this new proposed action."</p>
6/5/2024	<p>I wish I could be there for the meeting but the only thing I would love to see is more ticketing on the 111.</p> <p>Its crazy how people drive so insanely fast.</p> <p>If there was a sheriff there once in awhile using a radar to ticket speeding drivers it would slow down what's going on.</p>



Date	Comment
6/5/2024	<p>Let me express sincere appreciation for all of the excellent work and services provided by the City of Indian Wells. We love living here. Thank you!</p> <p>I must object to the proposed relocation of a bus stop from a high-utility commercial “destination” location near Sprouts, Urgent Care, restaurants, and CVS (an obvious destination of bus riders) to an area contiguous to a quiet residential area and less than a block from the gated entrance to the Province neighborhood. If you were to consider the needs and interests of the bus passengers, I believe the vast majority would prefer to be taken to and picked up at the location of Sprouts, CVS, Urgent Care, and the other many restaurant and commercial uses. A bus stop east of Cook Street would result in a significant flow of pedestrian traffic across Cook Street to CVS, Sprouts, Urgent Care, and the other destination locations at Indian Wells Village. I believe this increase in pedestrian traffic has not been considered or studied from the standpoints of traffic and circulation or pedestrian safety. Was the relocation the subject of consideration at the time the City’s general plan was adopted? Has CEQA been complied with in terms of this proposed relocation? I think there are serious issues. There is another critical safety issue. While busses can occupy the No. 1 lane on Hwy 111 while crossing Cook Street (existing signage requires “right turn only, busses excepted” or words to that effect), the residents of the Province neighborhood are precluded from doing so. This means we have to cross the Cook intersection in the No. 2 lane and then immediately change lanes into the No. 1 lane before turning into our gate area on Province Way. With any increased bus traffic and stops in that precise area, the danger to drivers entering the Province gate will be heightened, because we will have to “compete” with the busses to access the No. 1 lane. Further, Province drivers will often need to slow down in the No. 2 lane to let a bus clear the No. 1 lane, thereby affecting vehicular traffic in the No. 2 and possibly 3 lanes. This cannot be the effect the City is seeking. With busses’ typical sudden departures, Province drivers trying to access the No. 1 lane will find it difficult to safely do so. This “competition” for access to the No. 1 lane could impact and even prevent drivers’ entry into our neighborhood due to a bus’s sudden departure from the proposed bus stop location and ramp up to traffic speed in less than a block – the precise location where Province drivers must change lanes from the No. 2 lane to the No. 1 lane, which is occupied by a bus trying to achieve traffic speed. I do not believe the City has considered this pervasive and potentially dangerous condition. Regardless of the City’s decision regarding relocation of the bus stop, the signage just west of Cook Street advising drivers that only busses can occupy the No. 1 lane to cross Cook Street should be changed to read, “Right Turn Only. Busses and Province Residents/Guests Excepted.” I’m sure you could choose better language for the sign, but you know what I mean. Having busses in the No. 1 lane play hob with Province residents trying to enter the neighborhood. We can avoid this safety issue by permitting those turning into the Province neighborhood to use the No. 1 lane to cross Cook Street. That way, at least, drivers could safely remain behind the busses without the need to change lanes in the short distance to the Province gate while “dodging” an oncoming bus. I do not believe the draft safety report identifies any real, tangible safety measures associated with the proposed bus stop move, at least none that would warrant the expense or change in character the bus stop would cause to the Date Palm Corner and the safety issues resulting from increased pedestrian traffic crossing Cook street and jockeying with bus drivers departing the bus stop. I understand the desire to locate bus stops on the far side of intersections; however, the current bus stop is just east of the entry to Indian Wells Village at Sprouts, nearly a full block from the intersection at Cook street. A bus stop would cause visual pollution obscuring the beautiful Date Palm Corner, one of the true “gateways” to the City. I have not seen an architectural rendering or plans, but I would think the bus stop would require revision of the sidewalk, encroachment onto the lawn area of the Date Palm Corner, and a serious adverse aesthetic impact and total loss of symmetry with the north side of the Date Palm Corner. The City pays to light the palm trees with festive colors at holiday time, and that very significant investment in beautification and character would be severely undermined by the construction and installation of a lighted bus stop with frequent bus stops at that location, obscuring the view and diluting the effect of the colored lights at that location. You will have hundreds and hundreds of unhappy residents if the City relocates the bus stop as proposed. You’re smart people. You can find a better, safer, alternative, or simply live with the completely acceptable and preferable current bus stop location. Again, thank you for your consideration.”</p>

Date	Comment
6/6/2024	<p>"I'm adamantly opposed to having a bus stop outside our Province Development. I'm a 5 year resident of the Province and have seen a deterioration of our exterior neighborhood in this time. Having a bus stop only invites unwanted loitering, using the shelter for sleeping, drugs, and if you are wondering how I know just drive to Palm Springs to see the result of Bus Stop locations. The bottom line is that bus stops devalue our property and way of life. Please relocate the proposed Stop to a location that is not near our Community."</p>
6/6/2024	<p>"My wife and I are residents of The Province in Indian Wells and we absolutely do not agree with having a bus stop moved in front of our community for numerous reasons.</p> <ol style="list-style-type: none"> 1) There are numerous homeless people who ""live"" at bus stops and use the restroom in the open areas, leave their garbage, do drugs, etc., as well as sleep at these bus stops frequently and that decreases our feeling of safety. 2) There is an existing bus stop just a half of block down that is in that location for a reason and it is commercial based and has been for a very long time. 3) We pay high property taxes to live and reside in an upscale community, as well as HOA costs, and wish to continue to live in a safe and clean neighborhood. <p>If this bus stop gets moved, it will most definitely create havoc for the residents of The Province, expand calls to law enforcement to remove unnecessary people from the area and could potentially increase crime in our community. Please reconsider leaving the bus stop at the Sprouts/CVS public area where it belongs.</p>
6/6/2024	<p>"My wife and I are residents of The Province in Indian Wells and we absolutely do not agree with having a bus stop moved in front of our community for numerous reasons.</p> <ol style="list-style-type: none"> 1) There are numerous homeless people who ""live"" at bus stops and use the restroom in the open areas, leave their garbage, do drugs, etc., as well as sleep at these bus stops frequently and that decreases our feeling of safety. 2) There is an existing bus stop just a half of block down that is in that location for a reason and it is commercial based and has been for a very long time. 3) We pay high property taxes to live and reside in an upscale community, as well as HOA costs, and wish to continue to live in a safe and clean neighborhood. <p>If this bus stop gets moved, it will most definitely create havoc for the residents of The Province, expand calls to law enforcement to remove unnecessary people from the area and could potentially increase crime in our community. Please reconsider leaving the bus stop at the Sprouts/CVS public area where it belongs."</p>



Date	Comment
6/6/2024	<p>"I have been a resident of Indian Wells since 1988, when my parents moved us here, and now I choose to raise my children here. We currently have 4 generations all living in this beautiful city. We choose this city because of the many positive ways the city impacts its citizens and focuses on both safety, quality of life, and proper fiscal management.</p> <p>In your most recent proposal to enhance the safety concerns and in particular the Cook St. and HWY 111 corridor, the proposed bus stop moving further east in front of the Province community is a mistake.</p> <p>After a review of the findings, this will provide a minimal reduced safety impact at a high overall cost and very likely increase the risk of safety to our neighbors at the newly established neighborhood of Province.</p> <p>We, as a community, have waited many years, after the great recession, for that corner to be built and completed and it's the duty of the city council to make our neighbors feel welcome and safe.</p> <p>If the bus stop is to be moved, it should be moved further west on HWY 111 towards the Sprouts and behind the Village Center light. It makes more sense for commuters of the bus system to be closer to commercial and business services than a residential area.</p> <p>Additionally, there is already a stop on the corner of Rancho Palmeras and HWY 111 less than a block away."</p>
6/6/2024	<p>"totally opposed to moving the bus stop to the entrance to Province."</p>
6/6/2024	<p>"Well done, exhaustive analysis with a lot of good data.</p> <p>The data indicated that aggressive driving (mostly speeding) was the biggest contributor to accidents and injuries.</p> <p>My first suggestion would be to install speed cameras on all the major Indian Wells thoroughfares. People getting tickets for speeding would be much more effective than any education program. People already know that speeding and aggressive driving cause accidents. A financial incentive not to speed would be way more effective.</p> <p>My second suggestion would be to reduce the speed limits on many of the thoroughfares. The non-freeway speed limits in the Coachella Valley are among the highest I have seen anywhere. Approaching a signaled intersection at 50 mph is a recipe for fatal crashes.</p> <p>My third suggestion would be to install red light cameras at selected intersections. If this cannot be done I would recommend increasing the delay between red light in one sequence and green light in the next sequence. I have never seen so many cars go through red lights as I do in the Coachella Valley. I'm sure some of the fatalities are when a car darts out on a green light only to get T-boned by someone speeding through the red light."</p>
6/6/2024	<p>"As homeowners at The Province in Indian Wells, we are writing to express our objection to having a bus stop near the entrance of The Province. A bus stop will increase traffic congestion near the entrance and create greater noise for the residents living in the northern part of The Province. The bus stop will also increase pedestrian traffic. Not all people who congregate at a bus stop are waiting for a bus; some are homeless, using the bus stop as a resting place. This increases the chances that uninvited people enter The Province on foot while the gate is open for an authorized vehicle to enter or exit.</p> <p>The bus stop in its current location serves people who use the Indian Wells Village for shopping. Moving the bus stop makes it inconvenient for those people.</p> <p>We appreciate your consideration of these points."</p>

Date	Comment
6/6/2024	<p>“Locating public transportation next to multi-million dollar properties is a contentious issue, blending urban planning, socio-economic considerations, and lifestyle preferences. While public transportation offers numerous benefits, such as reducing traffic congestion, lowering emissions, and providing affordable travel options, its proximity to high-value residential areas can pose several challenges. This essay argues against the placement of public transportation hubs near multi-million dollar properties by examining issues related to privacy, property values, safety, and overall quality of life for residents.</p> <p>Firstly, privacy concerns are paramount for residents of high-value properties. Individuals who invest in multi-million dollar homes often seek seclusion, exclusivity, and tranquility. The presence of public transportation can lead to increased foot traffic, noise, and general disruption. Studies have shown that noise pollution from transportation can have detrimental effects on mental and physical health, contributing to stress, sleep disturbances, and cardiovascular diseases (World Health Organization, 2018). The constant influx of people using buses, trains, or trams can erode the sense of privacy and exclusivity that homeowners in these areas expect and pay for.</p> <p>Secondly, property values may be adversely affected by the proximity of public transportation. While it is true that accessibility can enhance property values in certain contexts, the opposite can be true for luxury properties. According to a study by the University of California, Berkeley, properties located near public transportation hubs can experience a depreciation in value if the area becomes too congested and noisy (Cervero & Duncan, 2002). High-net-worth individuals often prioritize quiet and peaceful surroundings, and the presence of a public transport hub can be perceived as a detriment, potentially leading to decreased property values.</p> <p>Safety concerns also play a significant role in the argument against public transportation near luxury properties. Increased foot traffic can lead to heightened security risks, including theft, vandalism, and other forms of crime. Data from the U.S. Department of Transportation indicates that areas with high public transit usage often experience higher rates of petty crime due to the increased flow of people (U.S. Department of Transportation, 2020). While public transportation is essential for urban mobility, the concentration of people in transit areas can attract unsavory elements, leading to potential safety issues for residents. Multi-million dollar properties often invest heavily in security measures, and the presence of public transportation can undermine these efforts by increasing the likelihood of unauthorized access and incidents.</p> <p>Moreover, the overall quality of life for residents can be negatively impacted. Luxury properties are often chosen for their peaceful surroundings, aesthetic appeal, and the lifestyle they afford. The noise, pollution, and increased activity associated with public transportation hubs can detract from these attributes. A report by the American Public Transportation Association (2016) noted that while public transit reduces overall emissions, localized pollution near transit hubs can be significant, affecting air quality and resident health. Residents may find the constant movement and noise disruptive, leading to dissatisfaction and a diminished living experience.</p> <p>Lastly, the placement of public transportation near luxury properties can lead to a clash of socio-economic interests. Residents of multi-million dollar homes often have different priorities and lifestyle expectations compared to the broader population that relies on public transportation. This divergence can lead to tensions and a lack of cohesion within the community. A study published in the Journal of Urban Economics (2019) found that socio-economic disparities can exacerbate conflicts and reduce the sense of community in neighborhoods with mixed-use developments.</p> <p>Public transportation aims to serve the masses and enhance urban connectivity, which may not align with the desires and expectations of residents in high-value residential areas.</p> <p>In conclusion, while public transportation is crucial for urban development and accessibility, its proximity to multi-million dollar properties presents significant challenges. Privacy concerns, potential decreases in property values, safety issues, and impacts on the overall quality of life for residents are compelling reasons to reconsider such placements. Urban planning should aim to balance the needs of all citizens, ensuring that public transportation is accessible while preserving the unique attributes of luxury residential areas. By thoughtfully considering the placement of public transportation infrastructure, cities can create harmonious environments that cater to diverse socio-economic groups without compromising the qualities that make certain neighborhoods desirable.”</p>

Date	Comment
6/7/2024	<p>"It has come to our attention that the City of Indian Wells has plans to move the existing bus stop currently located in front of the Sprouts Farmers Market. We understand that the proposed location would be in front of the Province Date Park on the corner of Cook and Highway 111 (approximately 1/8 of a mile from the existing bus stop). We have concerns with this relocation for several reasons, most importantly being that the new location is HOA property for those living in the Province. As such, the homeowners of the Province will be taking all risks should there be lawsuits, accidents, or other issues. Apparently the reason for this relocation is because of safety issues due to cars merging out of the right lane at the last minute. I'm not sure how moving this bus stop would improve this situation.</p> <p>As with many of our neighbors, we are concerned with the potential issues this new bus stop would create. Because of the inviting grass and trees at this location, it would most likely become a place where drug addicts or transients hang out to escape the heat or conduct drug deals. As you are probably aware, there was an incident on May 17, 2024 where a felon entered our community and was being hunted down by police and helicopters circling. We understand this can happen anywhere but don't want to create a place that draws people to loiter and possibly enter our community. We moved to Indian Wells because we felt it was a beautiful safe place to live. We hope you will consider these points before making a final decision on whether to move the existing but stop.</p>
6/7/2024	<p>"We join all our neighbors in Province not allowing the bus stop to be moved from Sprout's to SE corner of Highway 111 and Cook near the Date Palm Park. We consider this potential counter proposal noted in the IW Safety Action Plan Draft a personal safety hazard. We would no longer walk on our Date Palm Park community side walks and enjoy the beautiful green belt and citrus tree lined area on the mentioned corner. The concern and fear is this area would become a welcome gathering place for transient, homeless and drug users. We have witnessed this in other residential areas and do not approve the potential countermeasure pgs. 69 and 86 of above draft moving of the bus stop."</p>
6/7/2024	<p>"As a new homeowner at The Province, I'm requesting the City of IW to NOT relocate the bus stop on Hwy 111 in front of the Sprouts market to The Province Date Palm Park.</p> <p>This change will increase the number of transient and homeless in our community. With the added risk of more violent and serious crime in our community that we have made a lifetime savings investment.</p> <p>Please reconsider the impact of this change on the health, safety and welfare of The Province community in Indian Wells. Again, I requesting that the City of IW to NOT proceed with this proposed project to relocate the Sprouts bus stop to The Province Date Palm Park."</p>
6/7/2024	<p>"We have a home in Province community. We join all our neighbors in Province not allowing the bus stop to be moved from Sprout's to SE corner of Highway 111 and Cook near the Date Palm Park. We consider this potential counter proposal noted in the IW Safety Action Plan Draft a personal safety hazard. We would no longer walk our Date Palm Park community side walks and enjoy the beautiful green belt and citrus tree lined area on the mentioned corner. The concern and fear is this area would become a welcome gathering place for transient, homeless and drug users. We have witnessed this in other residential areas and do not approve the potential countermeasure pgs. 69 and 86 of above draft moving of the bus stop. This report is very useful and we appreciate all the information it provided. Thank you for your time and support with this issue."</p>
6/7/2024	<p>"For one I do not see the need to re-locate it since it already has a turn-in lane for the bus, so it does not interfere with the flow of traffic. Next to move it would take creating a new turn in lane which would encroach on the park area and walkway between Cook and the entrance to the Province. Further it would be in an area that many people from our Community walk since the pedestrian gate is in that area. Additionally, there are areas where folks could hide behind the proposed new stop to attack pedestrians, ours or others, then jump on the bus, use the bushes for cover to relieve themselves, throw trash, etc.</p> <p>At the moment the current bus stop is totally out in the open with only a large parking lot behind it with essentially no place to hide. For all these reasons we see no need and will support all efforts to avoid this change."</p>

Date	Comment
6/8/2024	<p>“Today we were driving on 111 going towards Palm Desert from our home in IW. We were suddenly alarmed by a speeding SUV passing us using the bus lane to do so. We were in the right lane next to the bus lane that veers off. The SUV used the bus lane to not only pass us but the next car in front of us. I knew this would happen in the proposed bus lane at the Date Palm Park. There will be more traffic accidents because drivers will use the bus lane to pass those up on the far-right lane which is illegal and dangerous.</p> <p>As we continued our drive on Hwy 111 I saw a drugged out homeless man standing under the bus stop. Of course he is going to get out of this heat anywhere he can find shade. This was exactly our other concern as well as those in our community. The grass area at Date Palm Park isn't going to be out of bounds for anyone waiting for a bus. Since recently we had a felon hiding in someone's backyard, to think it cannot happen again is being naive. We do not want our neighborhood to become a statistic to crime. Many homeless drug users take buses town to town. They will steal whatever they can to get cash. It will be convenient to just sit at the bus stop after robbing someone.</p> <p>The bus stop will further create accidents because those who drive lawlessly will continue to drive lawlessly, especially on a bus lane. Drivers will not expect people to drive on the bus lane and not be prepared. A reckless and irresponsible driver will speed on through the bus lane cutting in front of everyone just like we saw today. It was beyond disturbing because any of our vehicles could have been in an accident because of this driver using the bus lane.</p> <p>The Sprouts bus stop is convenient for those working at Sprouts and at the shopping center. It is 1/8 mile away from our community.</p> <p>We are voicing our concerns with the strongest opposition to the proposed bus stop. It has been grievous to think about it. We are deeply burdened and distressed for our community. What we experienced today was a confirmation of what we believe will happen to us in regards to reckless drivers using the bus lane and drug addicts using the bus stop. ”</p>
6/8/2024	<p>“I also live here at The Province and have spent hours out walking the area since we moved here in March 2023. I've walked east and west of Cook along the 111 and north and south on Cook nearly every day. I agree that this is a dangerous intersection both as a pedestrian and driver. I believe that moving the bus stop away from the commercial area, where people are exiting or entering the bus, to the residential area where they are not, would be a mistake. It would force pedestrians to go east or west right through that dangerous crosswalk needlessly in order to reach the bus or the commercial area.</p> <p>I believe there is a more important problem with the intersection that needs to be addressed. The eastbound ""bus lane"" is Right Turn Only except for busses. The right turn only is violated all day long. I have not walked or driven through the intersection where a car hasn't gone speeding through the right turn only lane. I'll bet that it gets violated at least every 10 minutes if not more often. I've nearly been T-boned turning right on the 111 from Cook.</p> <p>Most of the time bus drivers move to the second lane before they even reach the intersection at Cook from the current bus stop. They have another half mile before they get to the next bus stop and certainly don't need the blending lane past Cook eastbound. If you move the bus stop east of Cook, those drivers violating the right turn by racing through the intersection will run right up behind those stopped busses.</p> <p>Please do not move the bus stop as it will only cause a more dangerous situation, especially for pedestrians.”</p>

Date	Comment
6/9/2024	<p>"great work on study. interesting. please:</p> <p>NO traffic circles on main roadways (Fairway, Eldorado, Fred Waring), including major intersections with Cook, Eldorado, etc. and NO road diets. road diets just move traffic to other areas, increasing traffic, speeding etc in those areas. i've experienced this it has destroyed both beautiful drives and traffic flow. it's awful. AWFUL.</p> <p>YES traffic bumps. you can start with Indian Wells Lane from fairway to dead end</p> <p>PLEASE create a lock system for the IWLane gate at Tommy Bahama/Mira Monte. just don't let hotels share the resident code. we have parking issues, theft issues, noise issues etc. cyclists do not need this they can use Eldorado etc to access. there's a beautiful, safe path along 111. Please. it is an increasing impact, becoming a dangerous, speeding street, drug deals at dead end, cyclists loud, often rude, messy."</p>

