
Transportation Report

East Indio Employment Corridor Annexation Study

JANUARY 2026

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1 Introduction

1.1 Project Overview

The East Indio Employment Corridor Annexation Study (Project) is a focused planning study to analyze the potential annexation of approximately 4,609 acres of unincorporated County of Riverside land into the City of Indio's (City) boundary. The Project Area is part of the City's Eastern Sphere of Influence (SOI) that is located adjacent to the City's eastern city boundary and envisioned for potential future annexation per the City's General Plan. The Project Area, as shown in **Figure 1**, is largely passive open space, with a limited amount of existing commercial development and resource extraction. The City envisions this area as a future employment hub with a mix of employment-generating uses, such as a business park with light industrial and logistics, office, retail, in addition to workforce housing and open space, to support job creation and diversification, enhance services, and promote investment in the city. The City's goal for the Project is to identify the portion of the Project Area for annexation through a series of supportive analyses and ongoing outreach and engagement with interested parties, as well as to prepare the required Riverside Local Agency Formation Commission (LAFCO) application to facilitate a request for annexation. .

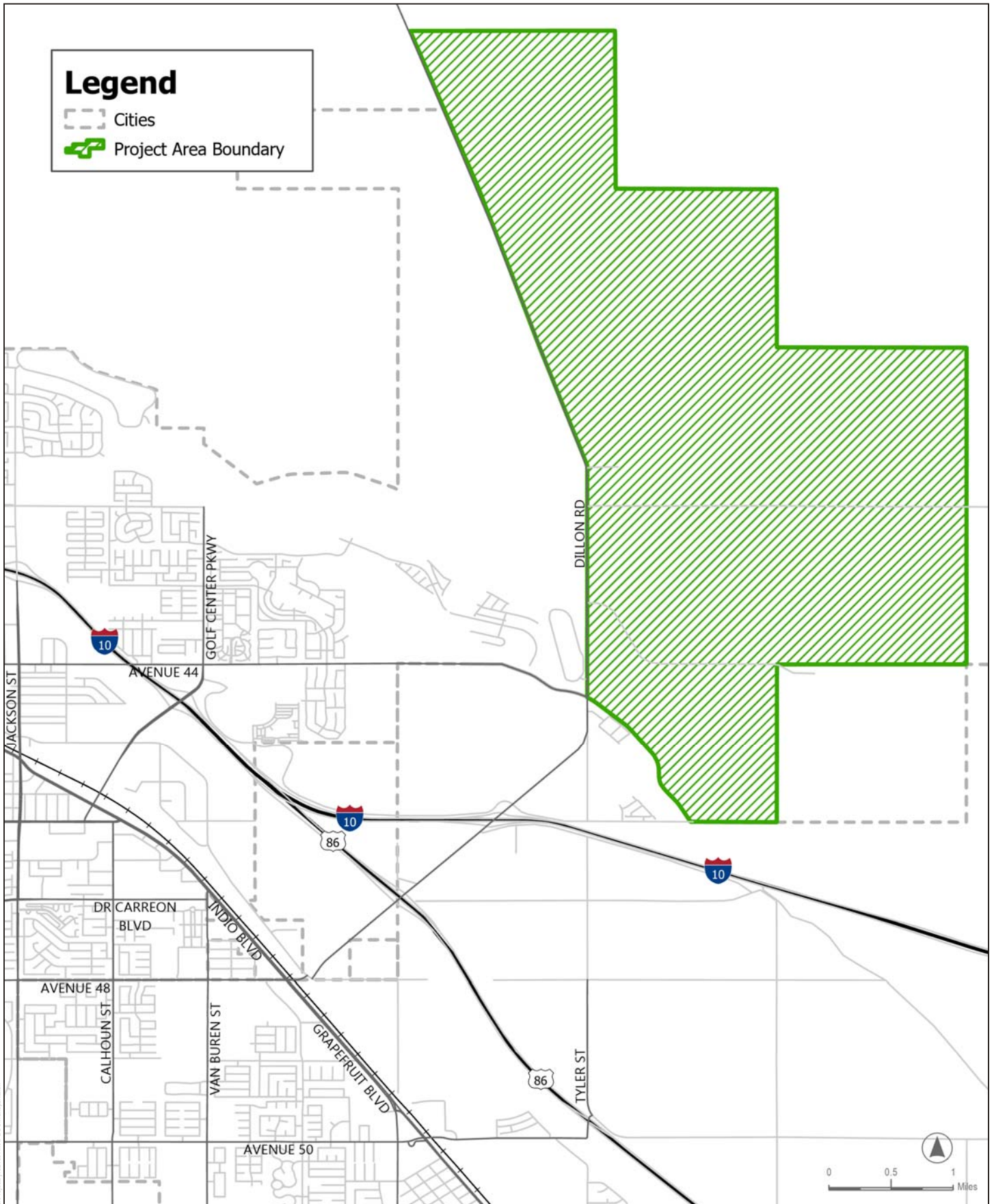
1.2 Purpose of this Report

The purpose of the transportation report is to document the existing and planned transportation facilities within the Project Area as well as those that connect to the greater Coachella Valley region. The analysis identifies gaps within the existing and planned transportation infrastructure, identifies potential shortcomings that would not allow the network to accommodate the Project's possible transportation needs, and provides recommendations on infrastructure the Project can implement to ensure safe and easy access both to and within the project site.

This report also reviews the transportation plans that currently govern and set the vision for the Project Area and its adjacent roadways. The report discusses the vision of each plan, its relevant goals and/or policies, and the proposed transportation improvements within the Project Area. The proposed transportation improvements, both regionally and locally, are identified as opportunities which the Project can either implement or tie into to help meet the overall transportation vision of both the City of Indio and the Coachella Valley. Finally, this report identifies preliminary recommendations and considerations on how the Project can leverage the planned transportation infrastructure within the City to ensure safe and convenient access to the Project Area across all modes of travel.

1.3 Key Issues and Opportunities

Table 1 summarizes high level transportation network related issues and opportunities within and connecting to the Project Area. A more detailed discussion of the existing transportation plans and existing transportation network is provided in Sections 2 and 3 of this report. Specific transportation related recommendations for the Project were developed based on the identified issues and opportunities, which are discussed in Section 4.



SOURCE: Intersecting Metrics, 2025; County of Riverside

FIGURE 1

Project Location

East Indio Employment Corridor Annexation Study

Table 1: Transportation - Key Issues and Opportunities

Topic	Description
Issues	
Lack of existing transportation related infrastructure.	The Project Area and vicinity have not yet been fully developed. Therefore, there is a lack of existing transportation infrastructure (both vehicular and multi-modal) that access the Project Area. The Project will need to make a comprehensive effort in both planning and implementing the transportation facilities, both within the site itself, as well as those accessing the regional network.
Limited Access Points	The only access to the Project Area, across any mode of travel, is Dillion Road. The sole reliance on Dillon Road for Project access may create a strain on the facility due to the vehicular demands, as well as the creation of potential conflict points between the various modes of travel that will rely on the roadway for access.
Topography	The limited access to the Project Area is primarily due to a small group of mountains located to the west. Suitable vehicular access and connections through these mountains are very limited and cuts the Project Area off from the rest of the city.
Warm climate	The Coachella Valley has a very warm climate, particularly in the summer months, which can be a deterrence on multi-modal travel. To help mitigate the heat, multi-modal facilities should be designed with shading and other cooling features to improve the comfortability of its users.
Opportunities	
Abundance of available right-of-way.	The Project Area and vicinity have not yet been developed. Thus, there is ample opportunity to expand the right-of-way of the existing transportation infrastructure within the site, as well as create new infrastructure.
Dillon Road Widening	The City of Indio’s Mobility Element identifies Dillon Road’s ultimate classification as a 4-Lane Boulevard with Median or Center Left-Turn Lane. Dillon Road will serve as the main access point and central spine road of the Project Area. As such, improving Dillon Road from a two-lane undivided roadway to a 4-Lane Boulevard with Median or Center Left-Turn Lane will provide additional roadway capacity to accommodate the Project traffic, as well as provides a place making opportunity.
Dillon Road Multi-Use Pathway	A Class I Multi-Modal Pathway is proposed for the full extent of Dillon Road within the City of Indio. This will be a key improvement within the Project Area and will provide connectivity to Coachella Valley’s regional bicycle network.
CV Link	The CV Link project is a Class I Multi-Use Pathway that will connect with eight of nine Coachella Valley cities and three Indian reservations along the Whitewater River. The CV Link will cross Dillon Road approximately 1.8 miles south of the Project Area, allowing the Project a major opportunity to have a direct connection to a regional multi-modal facility.

Table 1: Transportation - Key Issues and Opportunities

Topic	Description
NEV Network	The Coachella Valley Association of Governments (CVAG) region is in the process of implementing a Neighborhood Electric Vehicle (NEV) Plan that will allow more access for NEVs throughout the Coachella Valley. NEVs are electric powered vehicles, typically with shade, so they can also provide an alternative mode of travel during the warmer months out of the year.
Coachella Transit Hub	The Coachella Transit Hub is located approximately 3.5 miles south of the Project. The Coachella Transit Hub provides connections to local bus routes within the City of Indio, express bus routes throughout the Coachella Valley, and regional bus routes that connect to the Arizona Border. Explore implementing a local shuttle route that could be provided by future large employers, or work with the SunLine Transit Authority to implement a local bus route between the Project Area and the Coachella Transit hub.

2 Relevant Plans, Programs, and Policies

This section presents an overview of the relevant mobility plans, policies, and programs within the City of Indio, Riverside County, and Coachella Valley.

2.1 City of Indio Documents

2.1.1 City of Indio General Plan Mobility Element

The City of Indio’s General Plan Mobility Element identifies a transportation network that is designed to balance modal priorities to address the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies established by the Element help ensure that all streets within the city are reviewed through a “complete streets” lens – meaning that all streets should provide safe accommodation for all users of the transportation network.

Dillon Road is identified as a Truck Route within the City’s Mobility Element, as shown in **Figure 2**. Truck routes have special consideration to ensure goods movement operations in and out of the city function efficiently while maintaining a balanced roadway for all users. Therefore, any improvements or changes to Dillon Road will need to be able to accommodate truck traffic, this includes surface materials, turning radii, and lane widths.

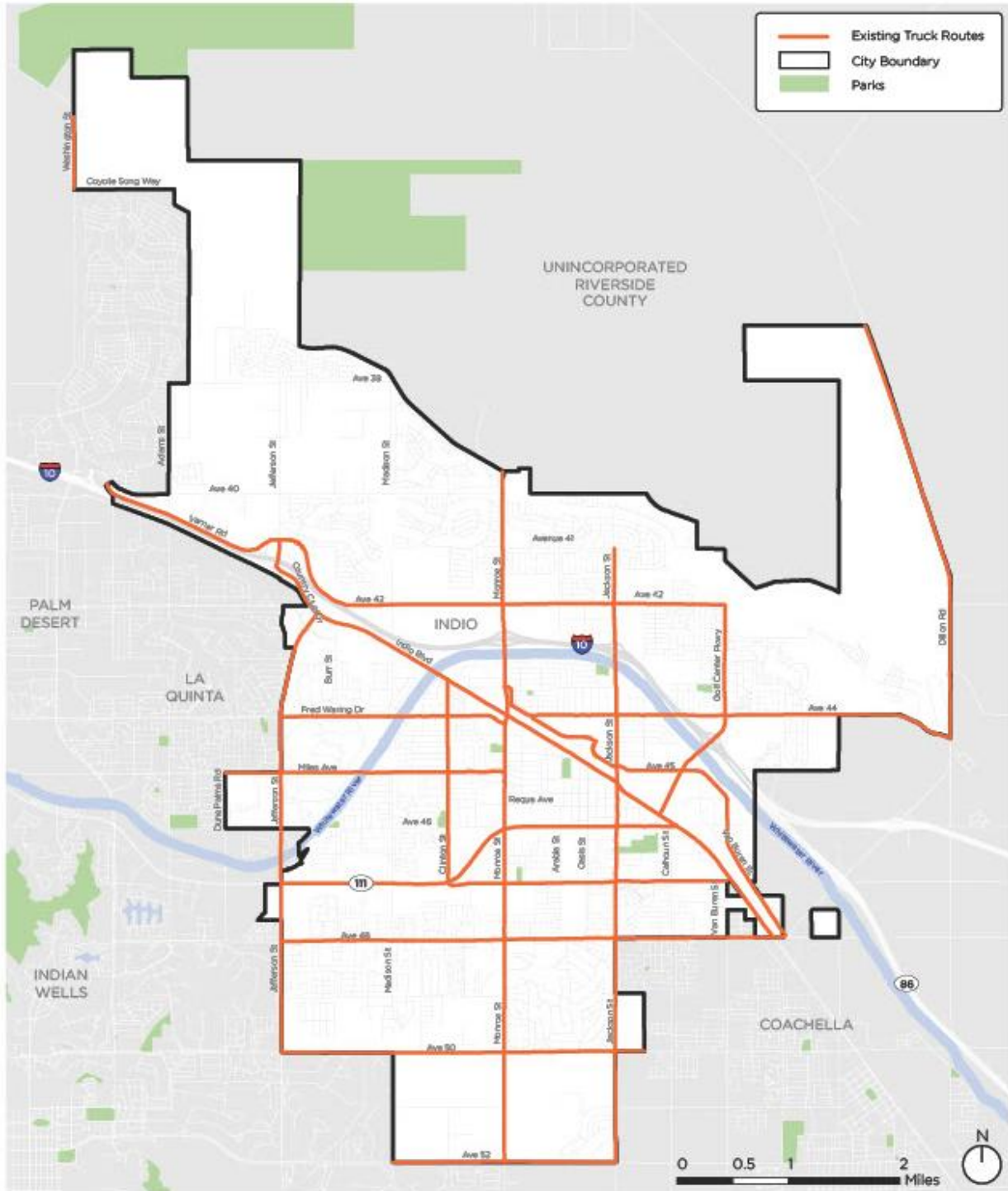
Relevant Goals

- *Goal ME-1: Complete Streets.* A City that embraces complete streets by providing streets that are safe and accessible by users of all ages and all abilities.
- *Goal ME-2: Active Transportation.* A City that provides a first-rate network of bicycle and pedestrian infrastructure.
- *Goal ME-4: Vehicle Circulation.* The City will provide appropriate vehicle circulation, especially along streets identified as priority-auto streets.
- *Goal ME-7: Transportation Management.* Utilize TDM and TSM techniques to maximize the City’s current transportation infrastructure investments.

Proposed Improvements Within the Project Area

- Implement a Class I Bike Path that is proposed along Dillon Road within the City boundaries.
- Implement a Class IV Cycle Tack on Avenue 44 between Golf Center Parkway and Dillon Road
- Dillon Road is proposed to be improved to a 4-Lane Boulevard with a Median or Center Left-Turn Lane within the City boundaries.

Figure 2. Existing Truck Routes



Source: City of Indio (2020) Mobility Technical Report

2.1.2 City of Indio Local Roadway Safety Plan

The City of Indio Local Roadway Safety Plan (LRSP) is the result of a citywide traffic safety analysis which identified areas within the City where an emphasis needs to be placed on safety. The LRSP is to be used by City staff and safety stakeholders as a guide for further safety evaluation, planning for the City's transportation network, and future CIP projects. The analysis includes types of collisions, certain locations, and notable relationships between current efforts and collision history. The LRSP also analyzes collision data on an aggregate basis, as well as at specific locations to identify high-collision locations, high-risk locations, and city-wide trends and patterns. The analysis of collision history on the City's transportation network allows for opportunities to: 1) identify factors in the transportation network that inhibit safety for all roadway users, 2) improve safety at specific high-collision locations, and 3) develop safety measures using the 5E's of transportation safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies, to encourage safer driver behavior and better severity outcomes.

The LRSP does not include any location specific improvement recommendations that pertain to the Project Area. However, the LRSP does provide citywide recommendations, as well as a safety toolbox, which will be utilized when developing the internal circulation system for the Project Area.

2.1.3 City of Indio Safe Routes to School Master Plan

City of Indio Safe Routes to School Master Plan provides a comprehensive framework for safer and improved walking and biking connectivity around Indio's schools. Specifically, it focuses on improving walking and biking conditions around the 12 elementary schools, four middle schools, and three high schools located in the City of Indio. There are currently no schools within the Project Area; thus, no specific recommendations are provided within the Plan. However, connections to any proposed schools will be considered within the Project's internal circulation network, should residential uses be included within the Project.

2.1.4 City of Indio Complete Streets & Drainage Master Plan

The Complete Streets & Drainage Master Plan provides general guidance on Complete Streets design, and is based on existing local, state, and national engineering standards and best practices. Chapter 4: Design Guide of the Plan aims to provide a toolbox of improvements when rethinking street design in the context of Complete Streets. Finally, the Plan provides recommendations on how the City can create a more balanced transportation network.

The Plan does not provide any location specific recommendations for the Project Area; however, the guidance on complete streets design will be utilized in the development of the Project's internal transportation network planning. However, the Complete Streets & Drainage Master Plan does identify the planned multi-use pathway along Dillon road as a priority need within the City of Indio. The plan also identifies the lack of sidewalks along Dillon Road as well as the planned widening of the roadway but does not provide any further details or guidance.

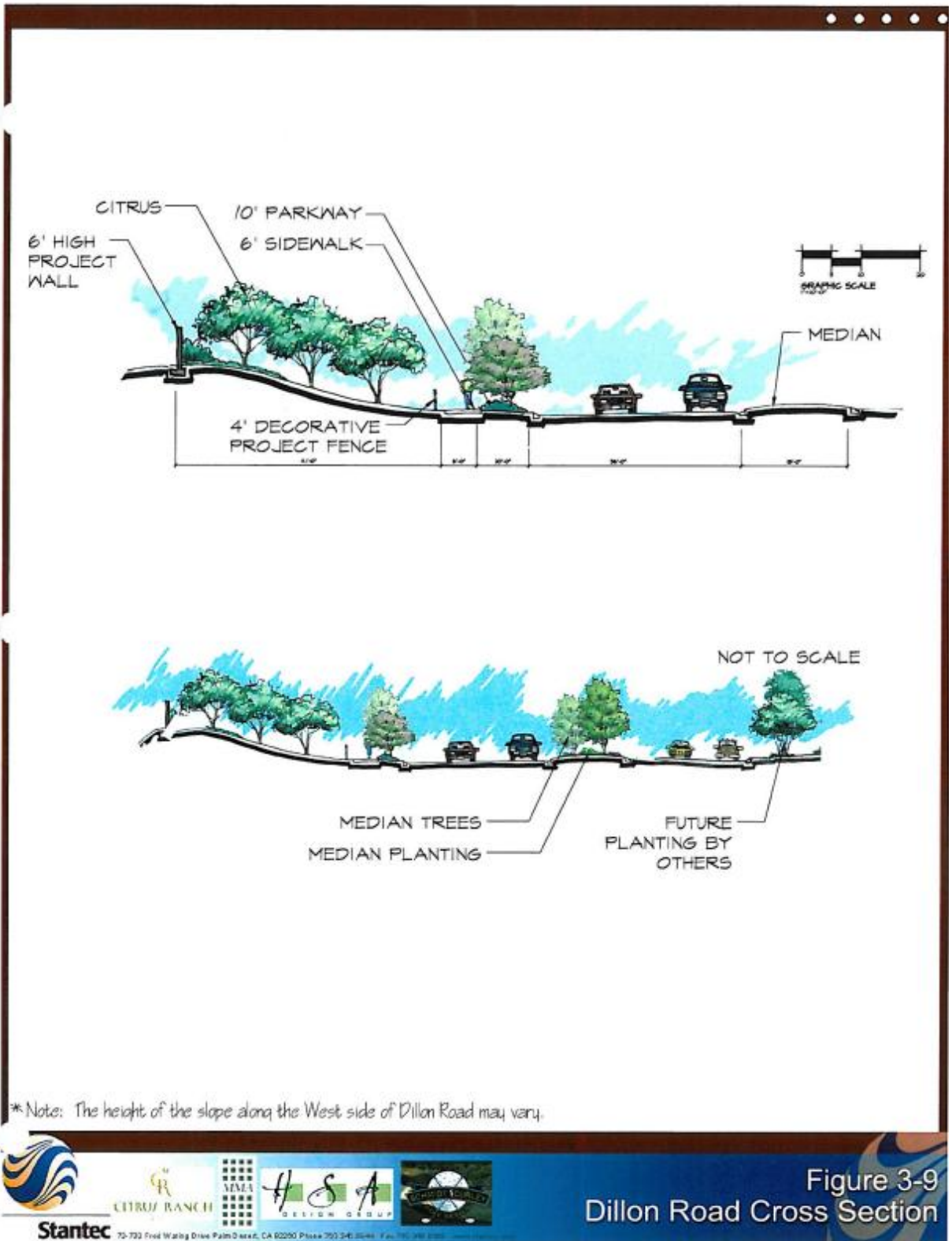
2.1.5 Citrus Ranch Specific Plan

Citrus Ranch is a master-planned golf community which plans to develop 3,075 single-family homes, an 18-hole golf course, a boutique hotel, and a shopping center on a 1,183-acre site. The community will be adjacent to the Project Area on the west side of Dillon Road. The specific plan will improve the west side of Dillon Road to its ultimate configuration as a 4-Lane Boulevard with a Median, including a 6-foot sidewalk and 10-foot parkway, as shown in **Figure 3**. Citrus Ranch will take primary access from Dillon Road via 38th Avenue which will be developed as new collector roadway by the specific plan. Finally, several private internal roadways will be constructed throughout the specific plan area, which will be restricted from the general public via gated entry.

Proposed Improvements Within the Project Area

- Construct the west side of Dillon Road to its ultimate configuration as a 4-Lane Boulevard with a Median, including a 6' sidewalk and 10' parkway.

Figure 3. Citrus Ranch Specific Plan Dillon Road Improvements



Source: City of Indio (2007) Citrus Ranch Specific Plan

2.2 Coachella Valley Plans

2.2.1 Western Coachella Valley Area Plan

The Western Coachella Valley Area Plan is an extension of the County of Riverside General Plan and Vision Statement. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies to guide development and conservation within the entire unincorporated Riverside County territory, while the Area Plan details standards and policy direction specifically for Western Coachella Valley. The Western Coachella Valley Area Plan boundary includes the entire City of Indio and the Project Area. It should be noted that the goals and improvements listed below would be superseded by those included in the City of Indio General Plan Mobility Element (See Section 2.1.1), if the study area is annexed into the City of Indio.

Relevant Goals

- WCVAP 17.2 - Maintain Riverside County's roadway Level of Service standards as described in the General Plan Circulation Element.
- WCVAP 18.1 - Develop a system of local trails that enhances the Western Coachella Valley's recreational opportunities and connects with the Riverside County regional trails system and the Eastern Coachella Valley Area Plan trails system.

Proposed Improvements Within the Project Area

- Dillon Road is proposed to be improved to a Four-Lane Arterial Roadway with a 128-foot right-of-way for its entire length.
- Implementation of a Regional Trail / Class I Bike Path along Dillon Road.

2.2.2 Eastern Coachella Valley Area Plan

The Eastern Coachella Valley Area Plan is an extension of the County of Riverside General Plan and Vision Statement. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies to guide development and conservation within the entire unincorporated Riverside County territory, while the Area Plan details standards and policy direction specifically for Eastern Coachella Valley. The Plan's northwestern boundary includes the segment of Dillon Road between Indio's Southern Boundary to SR-86.

Proposed Improvements Within the Project Study Area

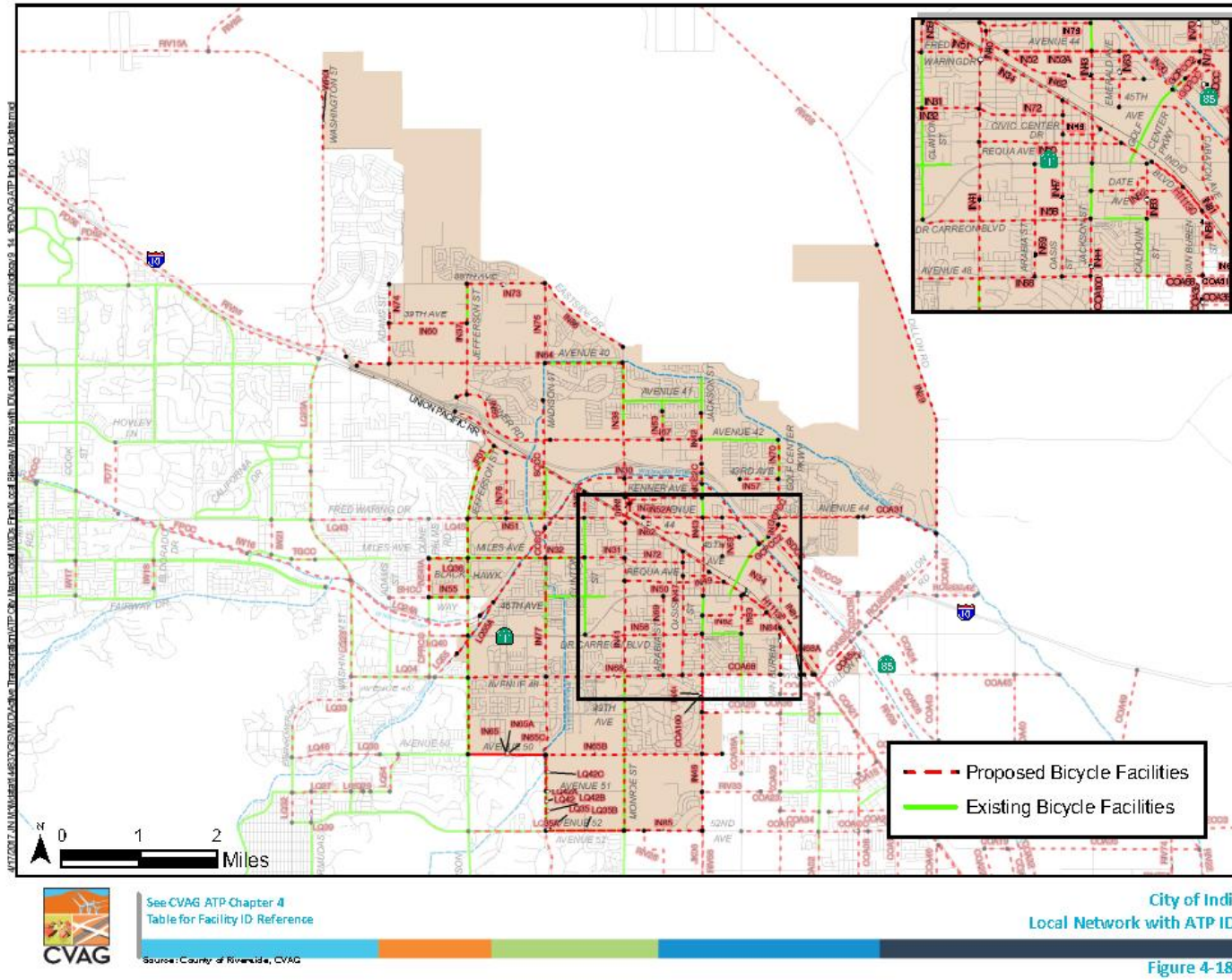
Dillon Road is proposed to be improved to an Arterial Roadway with a 128-foot right-of-way, between the City of Indio's Southern Boundary and SR-86.

2.3 Regional Documents

2.3.1 Coachella Valley Association of Governments Active Transportation Plan

The Coachella Valley Association of Governments (CVAG) Active Transportation Plan (ATP) is an update to their Non-Motorized Transportation Plan for bikeways, which was last updated in 2010. The ATP revises the regional bikeway plan as well as bicycle plans for each of CVAGs member jurisdictions, which includes the City of Indio, and maintains their eligibility for various bikeway funds. Proposed Bicycle Facilities are shown in **Figure 4** from the CVAG ATP.

Figure 4 Proposed Bicycle Facilities



Source: Coachella Valley Association of Governments (2016) Active Transportation Plan

Relevant Goals

- *Goal 1: Bicycle Transportation* - Provide a friendly environment for bicycling in the Coachella and Palo Verde Valleys and make bicycling an integral part of the transportation network by implementing and maintaining a connected bikeway network, providing for ancillary facilities, and encouraging bicycling as a convenient and safe mode of transportation for all residents and visitors and for those of all skill levels.
- *Goal 2: The Pedestrian Realm* - Provide a safe, convenient, and friendly environment for pedestrian movement in the Coachella and Palo Verde Valleys that includes all users of the pedestrian environment, such as older adults, children, persons with disabilities, tourists, and others.

Proposed Improvements Within The Project Study Area

- Implement a Class I Bike Path along Dillon Road between the northern Indio City limits and Avenue 44. The Path would be approximately a half mile in length and is estimated to cost \$506,880 (2016 dollars).
- Class II Bike Lanes will be provided on Dillon Road between Avenue 44 and the CV Link regional path at its southern terminus.

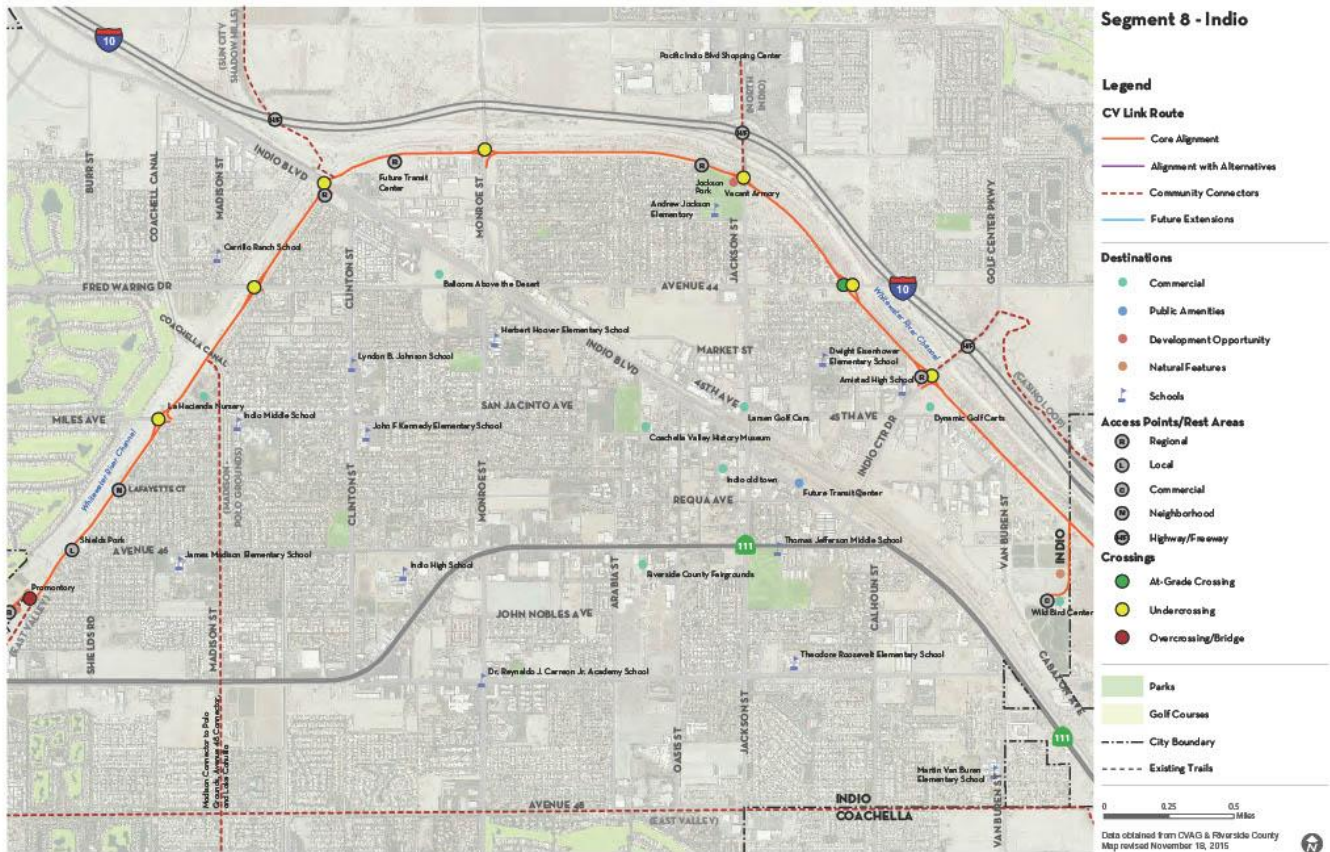
2.3.2 Coachella Valley Link Conceptual Master Plan

The Coachella Valley Link (CV Link) Conceptual Master Plan proposes improvements along the Whitewater River and connecting alignments that will include a paved path for bicycles, pedestrians, and low-speed electric vehicles (LSEVs), as shown in **Figure 5**. LSEVs include electric golf carts and neighborhood electric vehicles (NEVs) that travel up to 25 miles per hour (mph). The CV Link project will connect with eight of nine Coachella Valley cities and three Indian reservations. The portions of the CV Link are currently under construction, with the full facility to be implemented by Year 2035.

Proposed Improvements Within the Project Area

- The CV Link will be located approximately 1.8 miles south of the Project Area along the Whitewater River and will provide multi-modal connectivity from the Project Area to the rest of the Coachella Valley region.

Figure 5. CV Link Indio Segment



Source: Coachella Valley Association of Governments (2015)

2.3.3 Coachella Valley Association of Government Neighborhood Electric Vehicle Plan

CVAG has completed a Neighborhood Electric Vehicle (NEV) Plan for the Coachella Valley that proposes a network of NEV routes along surface streets and multi-Use pathways. Per California Streets and Highways Code Chapter 6, cities in Riverside County may create a NEV plan that identifies NEV/bicycle routes.

NEVs are permitted to run on streets with speed limits of less than 35 mph. This constraint limits travel within the Coachella Valley as a large number of the arterial streets traversing the Valley have speed limits of up to 45 to 55 mph. NEVs are also permitted to operate on streets that have dedicated lanes, that can be shared with bikes, with widths of 7 feet or greater. These lanes can be shared with bicycles. Dedicated offroad paths along waterways or other continuous rights-of-way may also be shared with NEVs, if so designated. Generally, off-road paths are restricted to non-motorized devices, but they can be designated to permit operation of NEVs as well. NEVs may also share roadways with motor vehicles and bicycles on streets with speed limits of 35 mph or less, as described above. Additionally, Section 72 of the City’s Code of Ordinances, the Golf Cart Transportation Plan, creates a Golf Cart Transportation Program that permits golf carts with a Special City License on any designated golf cart/bicycle route

or golf cart/bicycle lane. The City's Golf Cart Routes map designates where golf carts are permitted as a mode of transportation¹.

Proposed Improvements Within the Project Area

- Class I NEV Paths are proposed along the Class IV Cycle Tracks on Avenue 44 and the Class I Bike Path on Dillon Road, that are identified as future improvements in the City's Mobility Element. These paths will provide a connection between the City and the CV Link.

¹ City of Indio (2011). City of Indio Golf Cart Transportation Program. Accessed December 2025.
<https://www.indio.org/departments/public-works-department/engineering-services-division/city-of-indio-golf-cart-transportation-program>

3 Existing Mobility Network

This section describes and documents the existing mobility network within and surrounding the Project Area. The section is organized by roadway, pedestrian and bicycle, transit, and neighborhood electric vehicle facilities network.

3.1 Roadway Network

The following roadways either provide direct access to the Project Area or connect the Project Area to the regional transportation system:

- *Interstate-10 (I-10)* – I-10 is an east / west running freeway that spans the entire extent of the southern United States. Within the City of Indio, I-10 has four to six travel lanes with a posted speed limit of 70 miles per hour (mph). The Dillon Road interchange with I-10 is located approximately a mile south of the Project Area and will provide regional and national access to the Project Area.
- *State Route 86 (SR-86)* – SR-86 is a north / south running highway that begins in the City of Indio at I-10, just west of the Dillon Road interchange, and terminates at Interstate-8 in Imperial Valley. Within the City of Indio, SR-86 is a four-lane highway with a posted speed limit of 65 mph. The Dillon Road interchange with SR-86 is located approximately 1.5 miles south of the Project Area.
- *Dillon Road* – Dillon Road runs through the entire Project Area and will be the primary access point for most of the Project uses. Dillon Road is primarily an east / west facility that runs along the northern portion of the Coachella Valley between Interstate-62 to the west, and SR-86 to the east. Within the Project Area, Dillon Road is a two-lane undivided roadway with a posted speed limit of 55 mph. On-street parking is prohibited on both sides of Dillon Road. There are currently no bicycle or pedestrian facilities on Dillon Road north of Avenue 44. Additionally, no transit routes currently operate on Dillon Road.
 - South of Avenue 44, Dillon Road has been partially improved along developed parcels. Partial improvements typically include a raised landscaped median, an additional travel lane and sidewalk facilities, but only on the developed side of the roadway.
 - As noted in the previous section, the City’s General Plan Mobility Element proposes that Dillon Road be improved to a 4-Lane Boulevard with Median or Center Left-Turn Lane. Additionally, a Class I Bike Path is also proposed along Dillon Road, which could eventually connect to the Proposed CV Link Project.
- *Fargo Canyon Road* – Fargo Canyon Road is an east/west roadway that connects to Dillon Road and terminates as a paved road at Roberston Ready Mix, which is located directly east of the Project Area boundary. There are currently no bicycle facilities along Fargo Canyon Road within the Project Area. No transit routes currently operate along Fargo Canyon Road within the Project Area.
- *Landfill Road* – Landfill Road is an east/west roadway that connects to Dillon Road and terminates at the Coachella Valley Transfer Station, which is located directly southeast of the Project Area boundary. Landfill Road is a paved two-lane undivided roadway. There are currently no bicycle facilities along Landfill Road within the Project Area. No transit routes currently operate along Landfill Road within the Project Area.

- *Avenue 44* – Avenue 44 is an east / west roadway that connects Monroe Street and Dillon Road. Avenue 44 is a two-lane undivided roadway that provides left-turn pockets at intersections and has a posted speed limit of 45 mph. Sidewalks are provided on the north side of the roadway, for approximately 1,600 feet, along the Tara Lago frontage; however, this sidewalk does not connect to the project study area. There are currently no bicycle facilities along Avenue 44 within the Project Area. No transit routes currently operate along Avenue 44 within the Project Area.
- *Thousand Palms Canyon Road* - Thousand Palms Canyon Road is a north / south running roadway that connects Dillon Road to the north and Washington Street to the south. Thousand Palms Canyon Road is a two-lane undivided roadway with a posted speed limit of 55 mph. On-street parking is not permitted on the roadway. There are currently no pedestrian facilities on the roadway; however, the roadway is designated as a Class III Bike Route via signage. No transit routes operate along the roadway. Thousand Palms Canyon Road could provide a secondary access point for the Project in the event that Dillon Road, south of the project, is blocked or shut down.

Figure 6 displays the roadway described above, with the exception of Thousand Palms Canyon, which is located approximately 10 miles west of the Project Area.

3.2 Bicycle Network

As shown in **Figure 7**, there are no existing bicycle facilities within the Project Area. However, as discussed in Section 2 of this report, the City’s General Plan Mobility Element and CVAG ATP envision a future bicycle network within both the City of Indio and the Coachella Valley, which includes the following proposed facilities that pertain to the Project Area, shown in **Figure 4**:

- *Dillon Road Multi-Modal Path* – A Class I Multi-Modal Pathway that will run along Dillon Road for its entire extent within the City of Indio. Additionally, Class II Bike Lanes are planned along Dillon Road south of the City Boundary until the road’s terminus point at SR-86, as proposed in the CVAG ATP. These will be a key improvement within the Project Area and will provide connectivity to Coachella Valley’s regional bicycle network.
- *CV Link* – The CV Link is a regional Multi-Modal Pathway along the Whitewater River, which runs east/west through the entire Coachella Valley. The CV Link will connect pedestrian, bicycle, and NEV travel through the major cities within the Coachella Valley.
- *Avenue 44* – A Class IV Cycle Track is proposed on Avenue 44 between Dillon Road and Golf Center Parkway. This Class IV Cycle Track can provide bicycle access from the Project Area to the western portions of the City.

3.3 Pedestrian and Bicycle Safety

As shown in **Figure 8**, there have been no bicycle or pedestrian collisions within the Project Area, nor have there been any collisions north of I-10 over the last 5 years (2019-2023). As the area develops with the implementation of the Project, multi-modal facilities will be needed to safely accommodate travel within the area and access to the Project’s land uses.

3.4 Transit Services

Sunline Transit Agency provides bus service within the Coachella Valley, including the City of Indio. The nearest bus stop to the Project Area is the Grapefruit at Avenue 48 Stop, which is located at the southern terminus of Dillon Road at Old California 8, approximately 2.5 miles from the Project Area. The transit network and services within the Project Area are displayed in **Figure 9**. The Project Area is approximately 3.5 miles from the Coachella Transit Hub, which provides service to the following routes:

SunLine Route 1 East Valley - Runs between the City of Indio, starting at the Coachella Transit Hub, and ends in the at the Town Center of Indian Wells by the Palm Desert Mall. The route primarily runs along State Route 111.

SunLine Route 6 – Runs between the City of Indio, starting at the Coachella Transit Hub, and ends in the at the Town Center of Indian Wells by the Palm Desert Mall. The route primarily runs along Fred Warning Drive.

SunLine Route 8 – Runs between the City of Indio and the City of Mecca and connects through the Coachella Transit Hub.

SunLine Route 10 – Is a Commuter route that runs between the San Bernardino Transit Center and the City of Indio. The route provides connections between San Bernadino County, the Cities of Beaumont, Thousand Palms, Palm Desert and Indio, as well as to the Cal State University San Bernadino Pal Desert Campus.

PVTA 6 Wellness Express – Is a regional express bus service within the Coachella Valley between the City of Palm Springs and Blythe. The Wellness Express runs primarily along I-10 with stops in Palm Springs, Rancho Mirage, Indio, the Chiriaco Summit Airport, the Blythe Airport, and the City of Blythe.

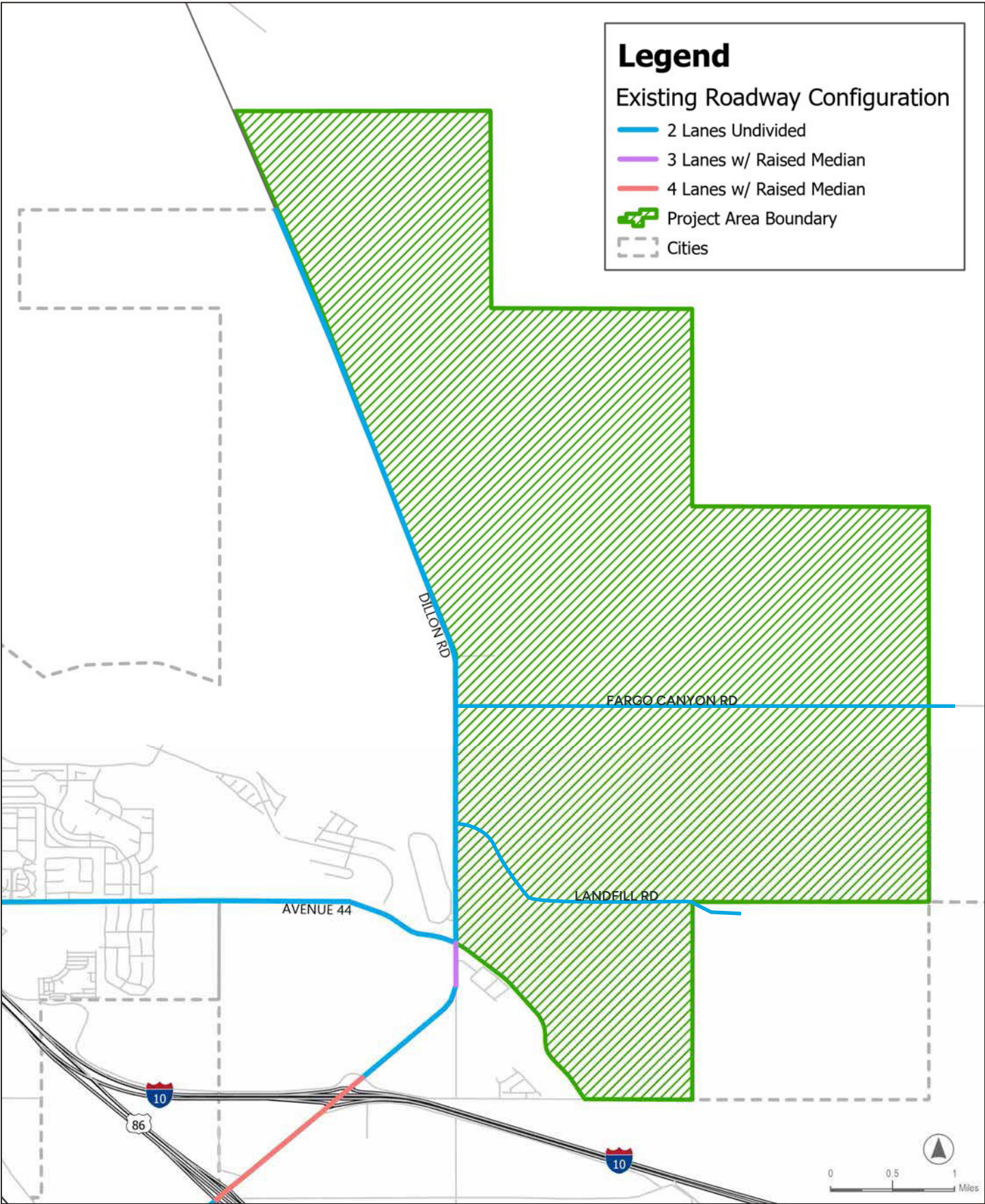
3.5 Neighborhood Electric Vehicle Network

The NEV Network Concept presented in the CVAG NEV Plan outlined in Section 2 of this report identifies Avenue 44 as a major east / west NEV connection throughout the Coachella Valley, including along Dillon Road between the Project Area and SR-86 as a key connection to the CV Link. These proposed facilities can provide a key opportunity for the Project to promote NEV travel by incorporating NEV facilities and infrastructure and connecting it to the regional infrastructure.

Legend

Existing Roadway Configuration

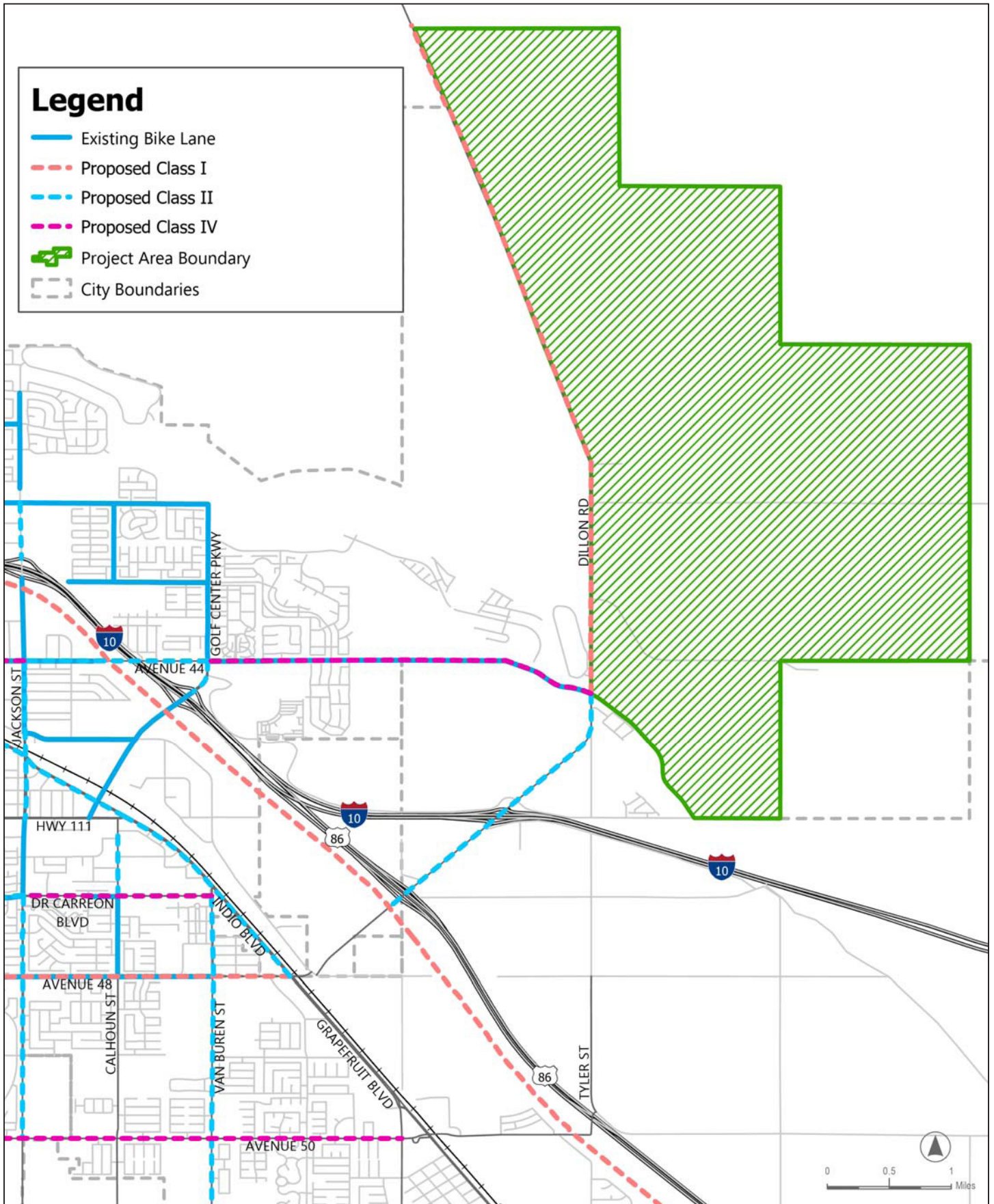
- 2 Lanes Undivided
- 3 Lanes w/ Raised Median
- 4 Lanes w/ Raised Median
- ▨ Project Area Boundary
- Cities



SOURCE: Intersecting Metrics, 2025; County of Riverside

FIGURE 6

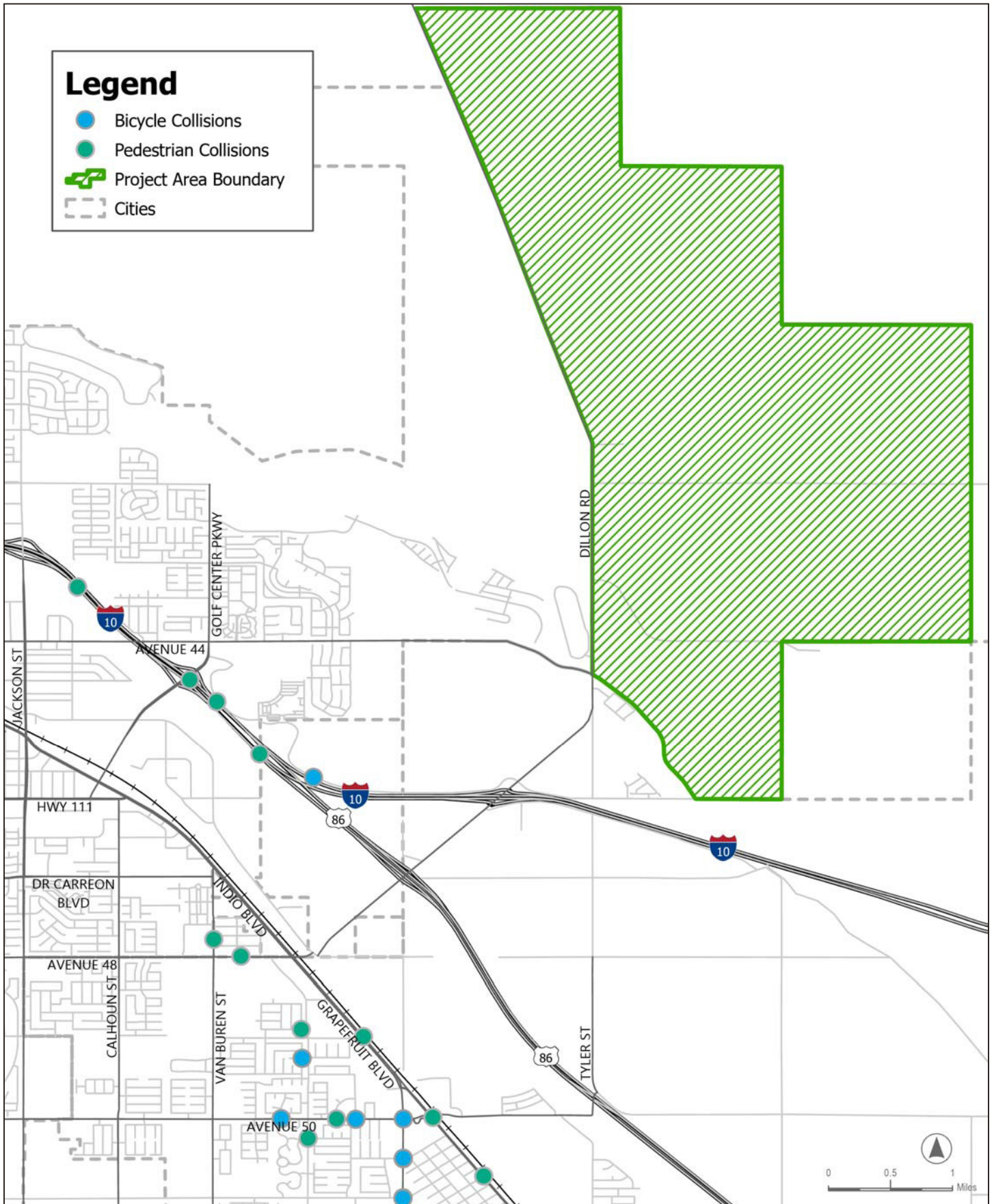
Existing Roadway Configurations
East Indio Employment Corridor Annexation Study



SOURCE: Intersecting Metrics, 2025; City of Indio; County of Riverside

FIGURE 7
Bicycle Facilities

East Indio Employment Corridor Annexation Study

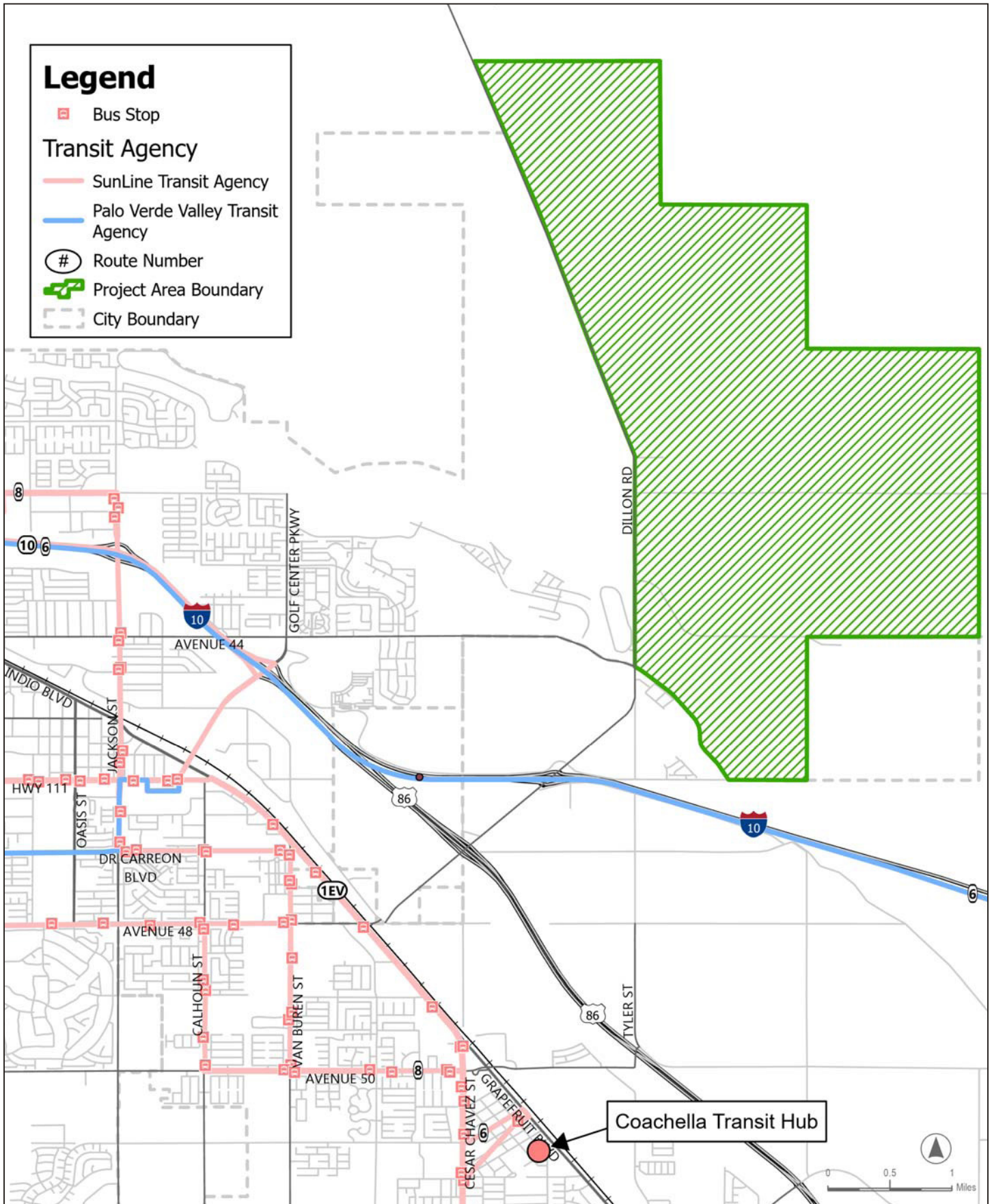


SOURCE: Intersecting Metrics, 2025; County of Riverside

FIGURE 8

Bicycle and Pedestrian Collisions Year 2019 to Year 2023

East Indio Employment Corridor Annexation Study



SOURCE: Intersecting Metrics, 2025; County of Riverside

FIGURE 9

Transit Facilities

East Indio Employment Corridor Annexation Study

4 Preliminary Recommendations

4.1 Roadway

Opportunities

- *Right-of-way* - The Project Area and majority of the surrounding area have not yet been developed. Thus, there is ample opportunity to expand the right-of-way of the existing transportation infrastructure within the site, as well as create new infrastructure and connections.
- *Dillon Road Widening* – The City of Indio’s Mobility Element identifies Dillon Road’s ultimate classification as a 4-Lane Boulevard with Median or Center Left-Turn Lane. Dillon Road will serve as the main access point and central spine road of the Project Area. As such, improving Dillon Road from a two-lane undivided roadway to a 4-Lane Boulevard with Median or Center Left-Turn Lane will provide additional roadway capacity to accommodate the Project traffic, as well as provides a place making opportunity.

Recommendations

- Develop an internal roadway network that is designed to alleviate congestion from the single roadway (Dillon Road).
- Improve Dillon Road to a 4-Lane Boulevard with a Center Left-Turn Lane to enhance the capacity and access to the Project Area.

4.2 Pedestrian & Bicycle

Opportunities

- *Right-of-way* - The Project Area and majority of the surrounding area have not yet been developed. Thus, there is ample opportunity to expand the right-of-way of the existing transportation infrastructure within the site, as well as to create a comprehensive multi-modal network within the Project Area that connects to the regional multi-modal infrastructure, including the proposed CV Link. Additionally, Coachella Valley has a very warm climate, particularly in the summer months, which can be a deterrence on multi-modal travel. To help mitigate the heat, multi-modal facilities should be designed with ample tree canopy and other forms of shade and cooling features to improve comfort for users.
- *Dillon Road Multi-Use Pathway* – A Class I Multi-Modal Pathway is proposed for the full extent of Dillon Road within the City of Indio. This will be a key improvement within the Project Area and will provide connectivity to Coachella Valley’s regional bicycle network.
- *CV Link* - The CV Link project is a Class I Multi-Use Pathway that will connect with eight of nine Coachella Valley cities and three Indian reservations along the Whitewater River. The CV Link will cross Dillon Road approximately 1.8 miles south of the Project Area, allowing the Project a major opportunity to have a direct connection to a regional multi-modal facility. It should be noted that making this connection will require coordination and agreements with several jurisdictions including Caltrans and the County of Riverside and may require interchange improvements at the I-10 / Dillon Road interchange.

Recommendations

- Develop a comprehensive internal multi-modal network that provides safe and comfortable connections between key points and land uses within the Project.
- Implement the Class I Multi-Modal Pathway along Dillon Road within the Project Area.

4.3 Transit Services

Opportunity

- *Coachella Transit Hub* - The Coachella Transit Hub is located approximately 3.5 miles south of the Project Area. The Coachella Transit Hub provides connections to local bus routes within the City of Indio, express bus routes throughout the Coachella Valley, and regional bus routes that connect to the Arizona Border.

Recommendations

- Explore a local shuttle route that can be provided by future large employers located within the Project Area to serve local employees.
- Work with the SunLine Transit Authority to implement a local bus route between the Project Area and the Coachella Transit Hub.

4.4 Neighborhood Electric Vehicle Network

Opportunity

- *NEV Network* - The Coachella Valley Association of Governments (CVAG) region is in the process of implementing a Neighborhood Electric Vehicle (NEV) Plan which will allow more access for NEVs throughout the Coachella Valley. NEVs are electric powered vehicles, typically with shade, so they can also provide an alternative mode of travel during the warmer months out of the year.

Recommendations

- Dillon Road is a designated truck route and has a posted speed limit above 25 mph; therefore, it is not compatible with NEV users. As such, the Class I Pathway along Dillon Road should be designed to accommodate NEVs to provide them a safe route of travel to/from and through the Project Area.
- The internal project roadways should be designed to encourage a speed limit of 25 mph (excluding Dillon Road) to allow for NEV travel.