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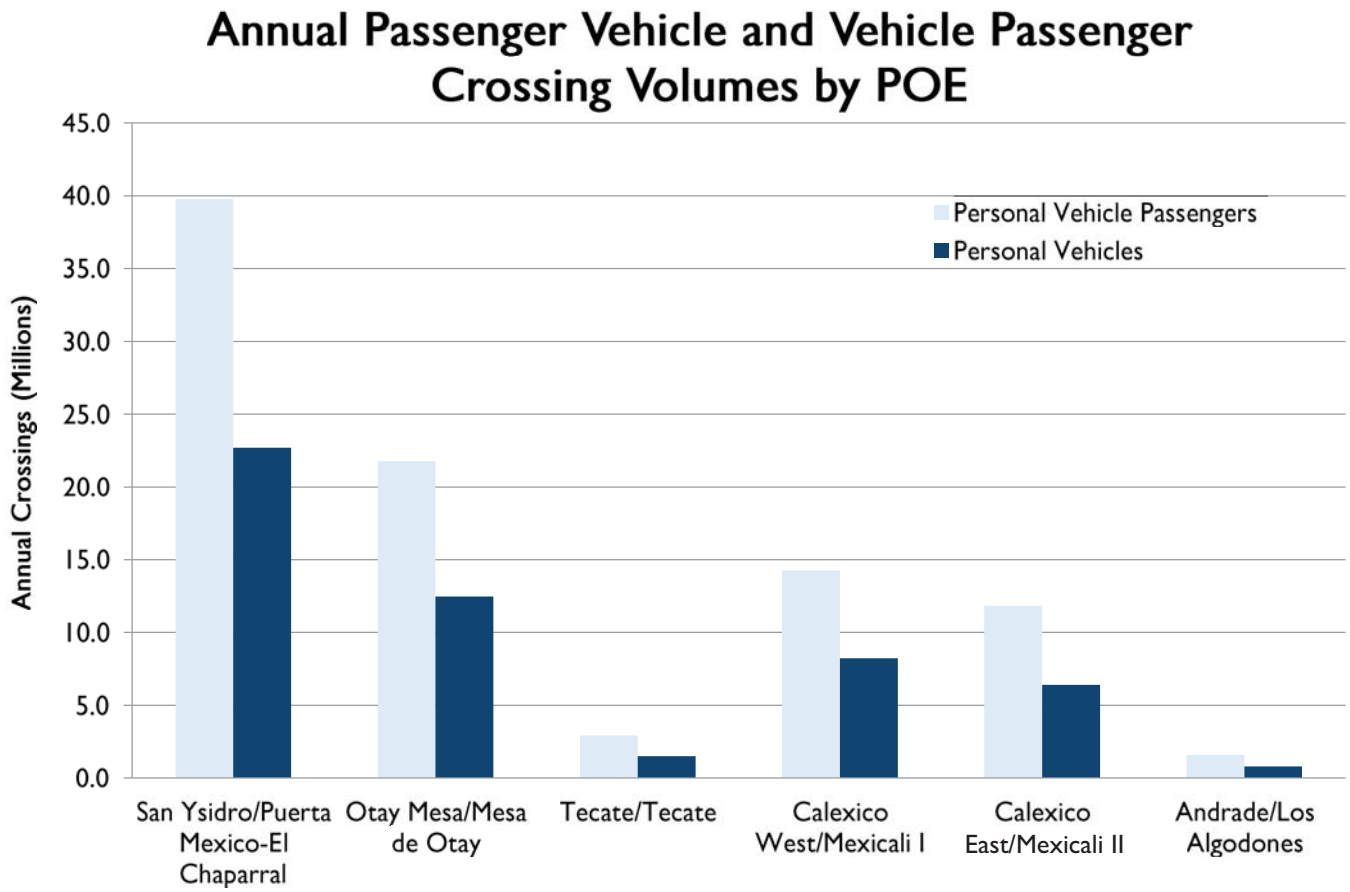
Appendix A
Crossing Volumes and Wait Times

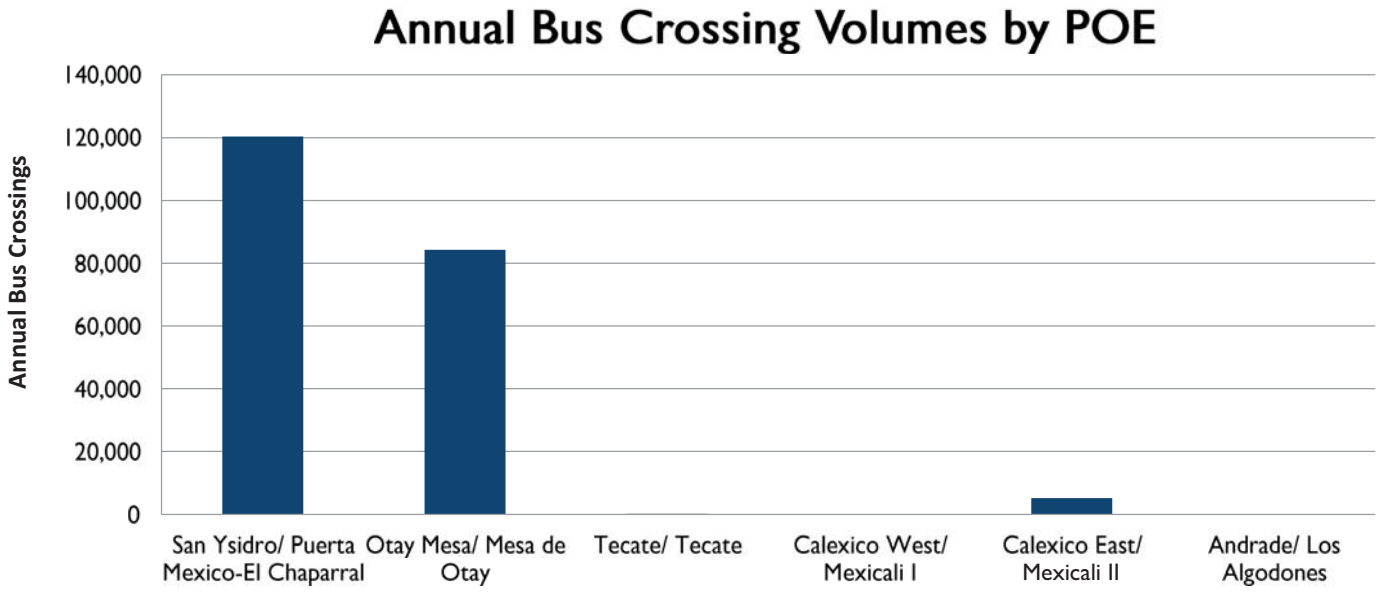
Source Information for Crossing Volumes and Wait Times

Crossing volumes data throughout this study comes from the US Department of Transportation's Research and Innovative Technology Administration (RITA) data for 2013. The website to access this data is Transborder.bts.gov, "Border Crossing/Entry Data: Query Detailed Statistics." This source provides data for northbound border crossing volumes. As there is no equivalent southbound data available, we have assumed throughout the study that comparable demand exists for northbound and southbound vehicle, vehicle passenger, bus, and pedestrian crossings. Unless specifically referenced as northbound-only data, crossing volume statistics in the study are the result of northbound volumes multiplied by two to approximate the total volume of northbound and southbound crossings for a specified mode of transportation at a given location.

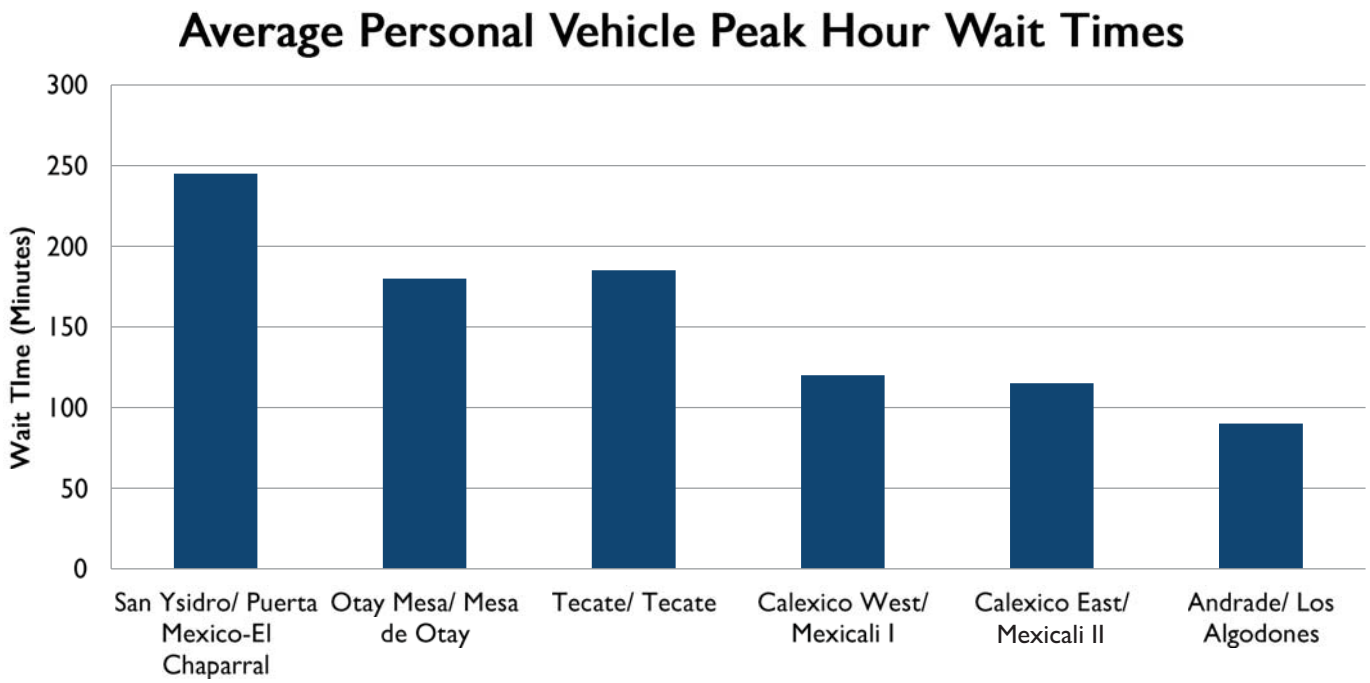
Wait times data throughout the study comes from the "Best Time to Cross" graphs from the UCSD research institution Calit2's "Best Time to Cross the Border" website (http://traffic.calit2.net/border/). Data on the website is updated once an hour with the wait times reported by the US Customs and Border Protection Agency (CBP). The "Best Time to Cross" graphs are generated from a rolling average of CBP data for the prior three months. The graphs used to report wait times for this study were accessed in fall 2014, with the result that the data represents wait times for three months in late summer 2014. Peak period wait times in the study were identified as the periods at each port of entry where the "Best Time to Cross" graphs showed the highest wait times. It should be noted that summer season wait times may show significant differences in comparison to other seasons because of school summer vacation.



2013 data from Transborder.bts.gov, "Border Crossing/ Entry Data: Query Detailed Statistics," Research and Innovative Technology Administration (RITA), U.S. Department of Transportation. As there is no equivalent southbound crossing data, we have assumed that comparable demand exists for northbound and southbound vehicle crossings and northbound and southbound vehicle passenger crossings.



2013 data from Transborder.bts.gov, "Border Crossing/ Entry Data: Query Detailed Statistics," Research and Innovative Technology Administration (RITA), U.S. Department of Transportation. As there is no equivalent southbound crossing data, we have assumed that comparable demand exists for northbound and southbound bus crossings.



Northbound data from Traffic.calit2.net, *Best Time to Cross the Border*. Wait times shown represent wait times during each port's unique peak period. Wait times calculated by Traffic.calit2.net as an average of hourly wait times over a three-month period in summer 2014. Summer season wait times may show significant differences in comparison to other seasons because of school summer vacation.

Table 1: Border Crossing/Entry Query Results at Port Level (Yearly)

Port Name	Year	Buses	Personal Vehicles	Daily Average POV	Daily Average POV x2	Personal Vehicle Passengers	Pedestrians	Daily Average Peds	Daily Average Peds x2
CA: Andrade	1995	0	534,389	1,464	2,928	1,592,571	1,161,868	3,183	6,366
CA: Andrade	1996	47	557,179	1,527	3,053	1,659,587	1,325,445	3,631	7,263
CA: Andrade	1997	126	553,874	1,517	3,035	1,650,543	1,360,393	3,727	7,454
CA: Andrade	1998	109	579,552	1,588	3,176	1,727,063	1,457,009	3,992	7,984
CA: Andrade	1999	68	612,147	1,677	3,354	1,824,197	1,634,155	4,477	8,954
CA: Andrade	2000	87	606,863	1,663	3,325	1,808,452	1,762,700	4,829	9,659
CA: Andrade	2001	81	603,027	1,652	3,304	1,412,177	1,779,392	4,875	9,750
CA: Andrade	2002	90	723,530	1,982	3,965	1,544,438	1,703,862	4,668	9,336
CA: Andrade	2003	55	704,294	1,930	3,859	1,477,979	1,747,369	4,787	9,575
CA: Andrade	2004	30	753,921	2,066	4,131	1,653,303	1,946,347	5,332	10,665
CA: Andrade	2005	14	729,637	1,999	3,998	1,474,275	1,856,273	5,086	10,171
CA: Andrade	2006	17	645,626	1,769	3,538	1,367,222	1,709,446	4,683	9,367
CA: Andrade	2007	0	546,648	1,498	2,995	1,161,051	1,538,028	4,214	8,428
CA: Andrade	2008	0	491,843	1,348	2,695	981,916	1,148,149	3,146	6,291
CA: Andrade	2009	0	449,190	1,231	2,461	883,929	1,517,727	4,158	8,316
CA: Andrade	2010	0	390,456	1,070	2,139	793,770	895,746	2,454	4,908
CA: Andrade	2011	1	387,389	1,061	2,123	789,113	832,608	2,281	4,562
CA: Andrade	2012	0	415,615	1,139	2,277	828,660	893,191	2,447	4,894
CA: Andrade	2013	0	394,548	1,081	2,162	795,616	831,896	2,279	4,558
CA: Andrade	2014	0	296,145	811	1,623	598,358	563,300	1,543	3,087
CA: Calexico	1995	1,484	7,081,042	19,400	38,800	20,721,307	7,100,203	19,453	38,905
CA: Calexico	1996	1,612	6,138,688	16,818	33,637	18,296,272	7,373,815	20,202	40,404
CA: Calexico	1997	813	6,469,607	17,725	35,450	19,241,319	8,167,540	22,377	44,754
CA: Calexico	1998	1,164	6,957,454	19,062	38,123	20,733,213	8,492,078	23,266	46,532
CA: Calexico	1999	1,351	6,836,372	18,730	37,460	20,372,381	8,099,253	22,190	44,379
CA: Calexico	2000	1,266	6,744,970	18,479	36,959	20,094,460	8,352,324	22,883	45,766
CA: Calexico	2001	1,837	6,374,425	17,464	34,928	15,007,725	7,119,785	19,506	39,013
CA: Calexico	2002	1,920	5,930,632	16,248	32,497	12,106,876	6,894,820	18,890	37,780
CA: Calexico	2003	1,472	5,261,985	14,416	28,833	10,144,416	6,230,123	17,069	34,138
CA: Calexico	2004	1,477	5,641,994	15,458	30,915	10,619,429	4,847,096	13,280	26,559
CA: Calexico	2005	2,217	6,234,602	17,081	34,162	11,846,703	4,481,014	12,277	24,554
CA: Calexico	2006	1,720	6,110,214	16,740	33,481	11,664,850	4,048,629	11,092	22,184
CA: Calexico	2007	996	5,747,309	15,746	31,492	10,949,336	5,290,977	14,496	28,992
CA: Calexico	2008	1,352	4,950,509	13,563	27,126	9,432,447	4,359,901	11,945	23,890
CA: Calexico	2009	25	4,839,287	13,258	26,517	8,625,713	3,904,913	10,698	21,397
CA: Calexico	2010	0	4,150,569	11,371	22,743	7,474,182	4,586,846	12,567	25,133
CA: Calexico	2011	0	4,095,450	11,220	22,441	7,099,725	4,451,119	12,195	24,390
CA: Calexico	2012	0	4,070,090	11,151	22,302	6,981,401	4,885,868	13,386	26,772

CA: Calexico	2013	0	4,112,348	11,267	22,533	7,132,134	4,398,916	12,052	24,104
CA: Calexico	2014	0	2,662,065	7,293	14,587	4,693,694	2,972,219	8,143	16,286
CA: Calexico East	1995	0	0	0	0	0	0	0	0
CA: Calexico East	1996	0	0	0	0	0	0	0	0
CA: Calexico East	1997	994	1,781,749	4,882	9,763	5,309,613	42,463	116	233
CA: Calexico East	1998	1,164	1,785,602	4,892	9,784	5,321,003	28,649	78	157
CA: Calexico East	1999	459	2,203,291	6,036	12,073	6,565,800	15,100	41	83
CA: Calexico East	2000	222	2,550,625	6,988	13,976	7,600,859	2,293	6	13
CA: Calexico East	2001	392	3,080,540	8,440	16,880	7,420,103	2,538	7	14
CA: Calexico East	2002	395	3,504,005	9,600	19,200	6,889,681	2,398	7	13
CA: Calexico East	2003	311	3,102,398	8,500	16,999	6,155,005	1,586	4	9
CA: Calexico East	2004	406	3,159,892	8,657	17,314	6,362,391	3,067	8	17
CA: Calexico East	2005	284	3,271,961	8,964	17,929	6,492,882	1,456	4	8
CA: Calexico East	2006	1,518	3,784,750	10,369	20,738	7,771,283	12,893	35	71
CA: Calexico East	2007	1,170	3,417,977	9,364	18,729	7,003,669	9,429	26	52
CA: Calexico East	2008	1,669	3,549,486	9,725	19,449	7,144,168	18,030	49	99
CA: Calexico East	2009	2,451	2,953,733	8,092	16,185	5,731,129	33,930	93	186
CA: Calexico East	2010	1,897	2,626,731	7,197	14,393	5,152,282	58,771	161	322
CA: Calexico East	2011	3,193	2,784,769	7,630	15,259	5,082,318	117,624	322	645
CA: Calexico East	2012	2,564	3,016,974	8,266	16,531	5,530,414	318,599	873	1,746
CA: Calexico East	2013	2,571	3,198,849	8,764	17,528	5,915,717	717,009	1,964	3,929
CA: Calexico East	2014	1,781	2,218,382	6,078	12,156	4,198,442	207,056	567	1,135
CA: Otay Mesa	1995	18,912	3,549,378	9,724	19,449	10,577,148	1,145,522	3,138	6,277
CA: Otay Mesa	1996	19,921	3,377,407	9,253	18,506	8,294,261	583,206	1,598	3,196
CA: Otay Mesa	1997	18,586	3,800,936	10,414	20,827	8,362,058	621,517	1,703	3,406
CA: Otay Mesa	1998	26,978	4,326,786	11,854	23,708	9,518,925	619,158	1,696	3,393
CA: Otay Mesa	1999	46,142	4,480,026	12,274	24,548	9,856,055	684,047	1,874	3,748
CA: Otay Mesa	2000	47,683	4,845,348	13,275	26,550	10,659,498	648,756	1,777	3,555
CA: Otay Mesa	2001	57,954	3,956,842	10,841	21,681	8,405,047	1,002,971	2,748	5,496
CA: Otay Mesa	2002	65,474	4,140,610	11,344	22,688	9,109,341	1,684,117	4,614	9,228
CA: Otay Mesa	2003	72,749	4,912,899	13,460	26,920	11,019,106	1,467,171	4,020	8,039
CA: Otay Mesa	2004	41,032	6,193,568	16,969	33,937	11,840,769	1,519,627	4,163	8,327
CA: Otay Mesa	2005	39,203	6,672,994	18,282	36,564	12,395,605	1,496,196	4,099	8,198
CA: Otay Mesa	2006	44,793	5,661,794	15,512	31,024	10,843,585	1,385,134	3,795	7,590
CA: Otay Mesa	2007	47,258	4,616,308	12,647	25,295	8,656,559	1,410,927	3,866	7,731
CA: Otay Mesa	2008	47,758	4,750,683	13,016	26,031	8,473,725	1,740,454	4,768	9,537
CA: Otay Mesa	2009	34,595	4,106,276	11,250	22,500	8,085,681	1,979,982	5,425	10,849
CA: Otay Mesa	2010	34,630	3,933,036	10,775	21,551	7,051,569	2,251,021	6,167	12,334
CA: Otay Mesa	2011	34,503	4,213,804	11,545	23,089	7,502,114	2,478,409	6,790	13,580
CA: Otay Mesa	2012	37,799	5,346,210	14,647	29,294	9,297,601	3,205,792	8,783	17,566
CA: Otay Mesa	2013	42,145	6,235,300	17,083	34,166	10,884,910	3,289,778	9,013	18,026
CA: Otay Mesa	2014	27,449	4,673,725	12,805	25,609	8,130,087	2,261,907	6,197	12,394

CA: San Ysidro	1995	0	0	0	0	0	0	0	0
CA: San Ysidro	1996	0	0	0	0	0	0	0	0
CA: San Ysidro	1997	96,208	13,213,420	36,201	72,402	29,069,523	7,046,923	19,307	38,613
CA: San Ysidro	1998	107,563	14,474,686	39,657	79,313	31,844,311	6,909,382	18,930	37,860
CA: San Ysidro	1999	108,025	15,269,561	41,834	83,669	33,593,034	7,558,174	20,707	41,415
CA: San Ysidro	2000	101,244	15,237,428	41,746	83,493	31,025,343	7,542,450	20,664	41,328
CA: San Ysidro	2001	102,627	15,001,616	41,100	82,201	33,003,554	11,435,946	31,331	62,663
CA: San Ysidro	2002	97,042	16,441,766	45,046	90,092	36,171,884	7,903,483	21,653	43,307
CA: San Ysidro	2003	110,820	17,408,481	47,694	95,389	39,180,519	8,302,110	22,746	45,491
CA: San Ysidro	2004	109,946	17,621,030	48,277	96,554	33,382,991	9,457,600	25,911	51,822
CA: San Ysidro	2005	105,930	17,208,106	47,145	94,291	32,265,477	8,156,350	22,346	44,692
CA: San Ysidro	2006	100,632	17,135,163	46,946	93,891	31,868,563	7,811,614	21,402	42,803
CA: San Ysidro	2007	97,726	15,696,262	43,003	86,007	28,390,175	7,756,569	21,251	42,502
CA: San Ysidro	2008	87,787	13,672,329	37,458	74,917	25,319,449	7,289,862	19,972	39,944
CA: San Ysidro	2009	72,450	13,354,887	36,589	73,177	23,934,882	6,188,126	16,954	33,908
CA: San Ysidro	2010	70,548	13,348,364	36,571	73,142	23,600,605	6,439,952	17,644	35,287
CA: San Ysidro	2011	60,945	12,373,011	33,899	67,797	21,522,906	8,454,391	23,163	46,325
CA: San Ysidro	2012	68,194	11,481,951	31,457	62,915	19,944,913	8,134,479	22,286	44,572
CA: San Ysidro	2013	60,173	11,346,966	31,088	62,175	19,887,054	7,741,210	21,209	42,418
CA: San Ysidro	2014	37,627	7,427,732	20,350	40,700	13,043,547	5,524,377	15,135	30,271
CA: Tecate	1995	743	1,059,538	2,903	5,806	3,373,944	255,372	700	1,399
CA: Tecate	1996	951	1,043,022	2,858	5,715	2,961,332	265,631	728	1,456
CA: Tecate	1997	753	1,041,013	2,852	5,704	3,094,556	297,237	814	1,629
CA: Tecate	1998	380	1,000,699	2,742	5,483	2,969,038	251,228	688	1,377
CA: Tecate	1999	615	1,214,949	3,329	6,657	3,004,472	287,496	788	1,575
CA: Tecate	2000	608	1,163,471	3,188	6,375	3,380,697	288,156	789	1,579
CA: Tecate	2001	511	1,143,827	3,134	6,268	2,161,911	359,165	984	1,968
CA: Tecate	2002	484	1,205,430	3,303	6,605	2,357,883	439,520	1,204	2,408
CA: Tecate	2003	318	1,284,525	3,519	7,038	2,780,878	444,924	1,219	2,438
CA: Tecate	2004	267	1,183,222	3,242	6,483	2,535,024	423,357	1,160	2,320
CA: Tecate	2005	351	1,028,854	2,819	5,638	2,056,234	471,046	1,291	2,581
CA: Tecate	2006	318	948,060	2,597	5,195	1,829,678	549,984	1,507	3,014
CA: Tecate	2007	217	872,943	2,392	4,783	1,830,661	547,290	1,499	2,999
CA: Tecate	2008	289	893,308	2,447	4,895	1,876,615	508,036	1,392	2,784
CA: Tecate	2009	197	833,040	2,282	4,565	1,649,796	499,709	1,369	2,738
CA: Tecate	2010	230	810,453	2,220	4,441	1,538,999	507,940	1,392	2,783
CA: Tecate	2011	282	824,507	2,259	4,518	1,571,780	525,312	1,439	2,878
CA: Tecate	2012	110	773,647	2,120	4,239	1,512,828	702,742	1,925	3,851
CA: Tecate	2013	111	745,541	2,043	4,085	1,469,451	750,385	2,056	4,112
CA: Tecate	2014	172	528,776	1,449	2,897	1,048,290	514,571	1,410	2,820

NOTE: Zero Values (0) - When a zero value is shown in a table, no vehicles or passengers may have entered the U.S. at a port of entry in a month or year where such crossings are possible, for example - a lack of bus traffic at a rural port of entry. Alternatively, a zero value may mean that data cannot be recorded due to a lack of facilities, for example - a zero value for trains at a port of entry that does not have a rail crossing. Truck passenger data are not available prior to 2003.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Field Operations.

Report created: Wed Oct 22 19:49:52 EDT 2014

Best Time to Cross the Border powered by Calit2

FAQ Feedback Mobile App About Us Press

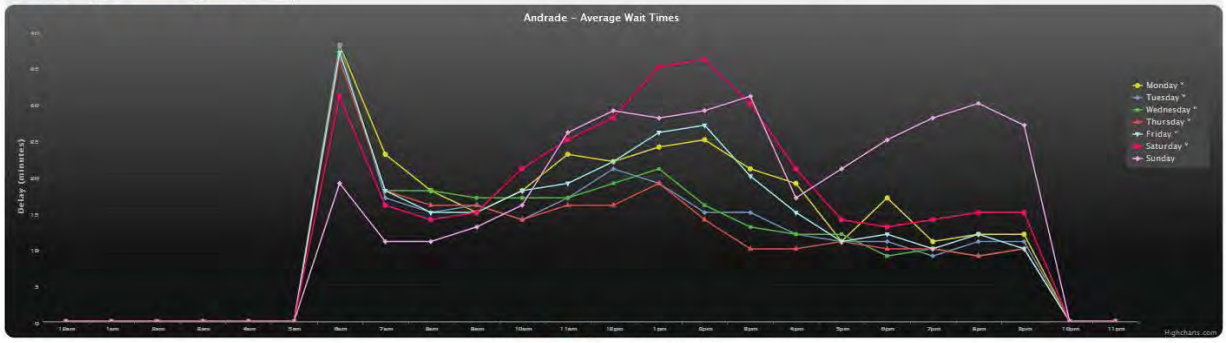
Canadian Border | Mexican Border | Map View | Text View

Current Andrade "Passenger Standard" Northbound Wait Times

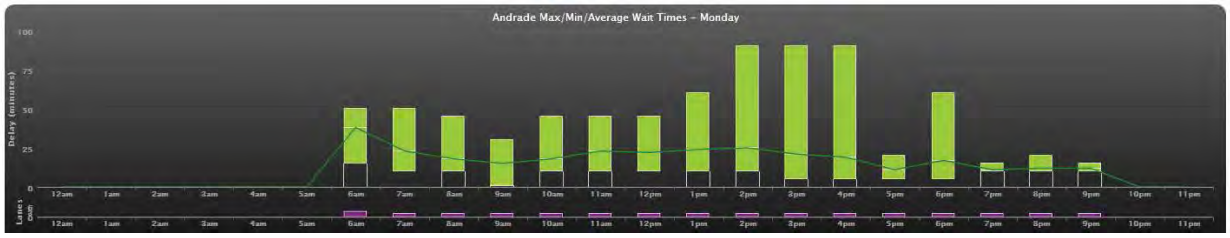
Current Wait: 55 min Last updated: 1:00 PM
User reported: 12 min Lanes open: 2

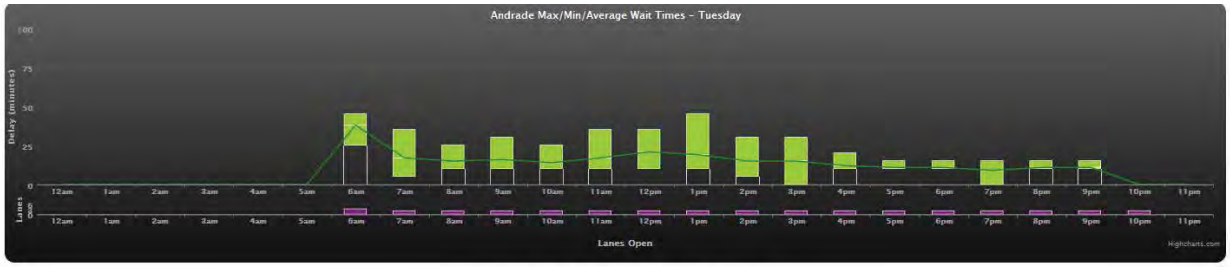
Passenger | Commercial | Pedestrian

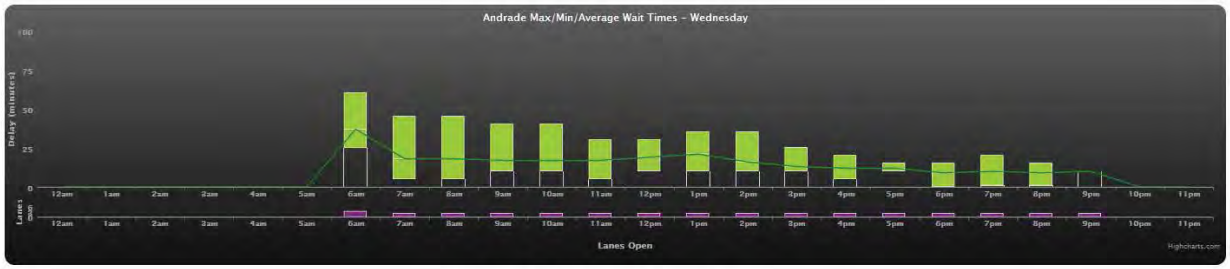
Standard | Nexus/SentriReady

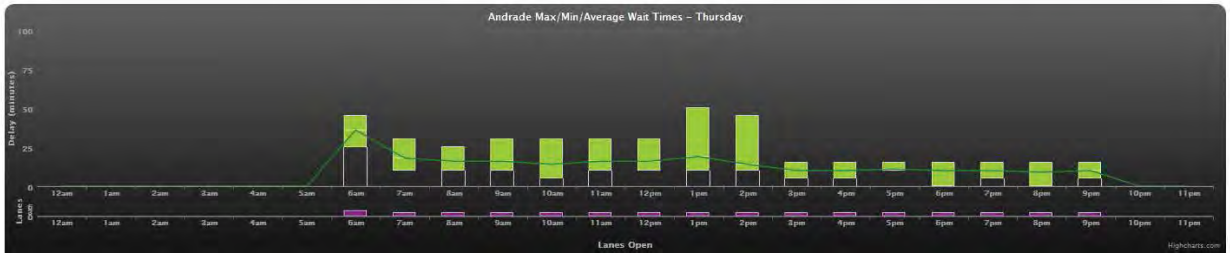


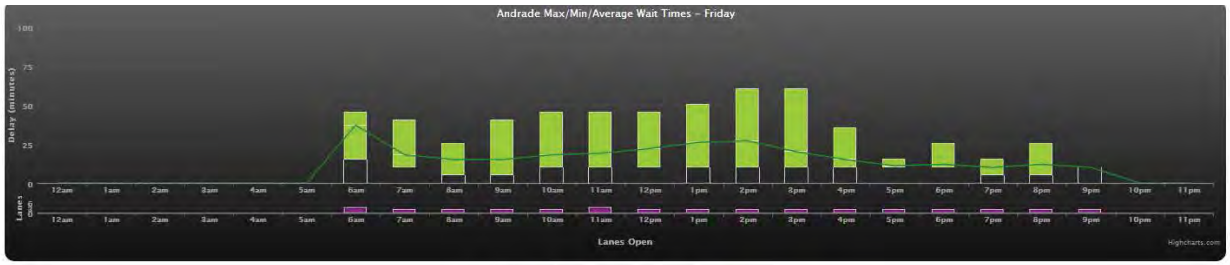
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

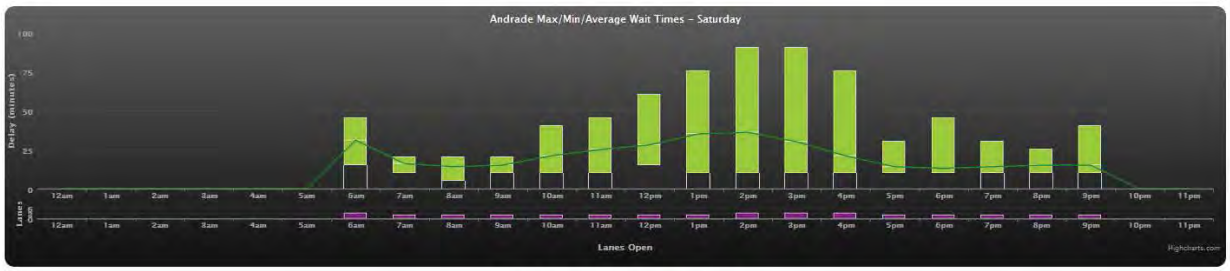


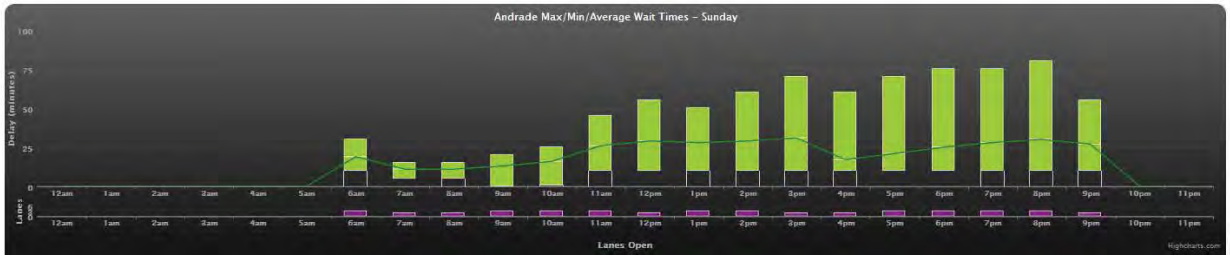







Andrade Max/Min/Average Wait Times - Friday
Delay (minutes)
100
75
50
25
0
Lanes Open
12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm
Lanes Open
Highcharts.com


Andrade Max/Min/Average Wait Times - Saturday
Delay (minutes)
100
75
50
25
0
Lanes Open
12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm
Lanes Open
Highcharts.com


Andrade Max/Min/Average Wait Times - Sunday
Delay (minutes)
100
75
50
25
0
Lanes Open
12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm
Lanes Open
Highcharts.com

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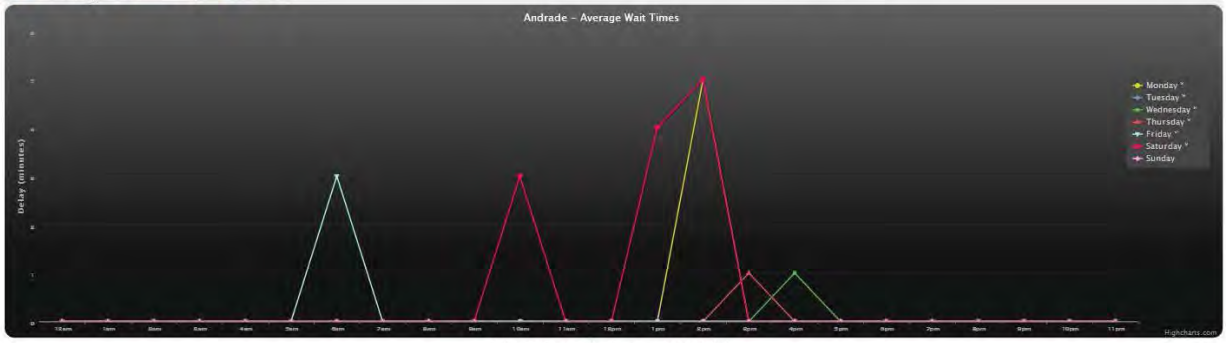
Canadian Border | Mexican Border | Map View | Text View

Current Andrade "Pedestrian Standard" Northbound Wait Times

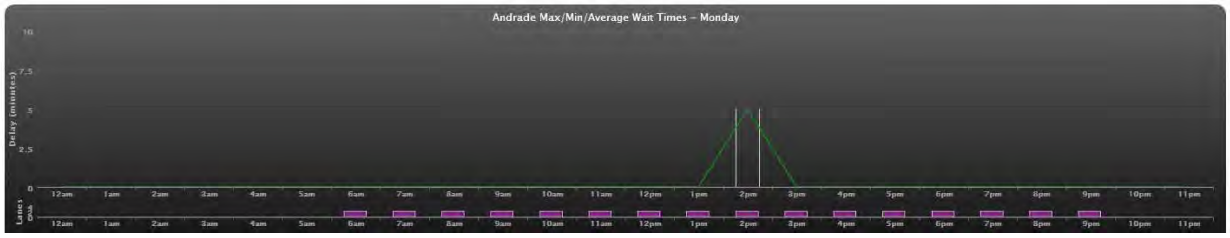
Current Wait: 10 min Last updated: 1:00 PM
User reported: - Lanes open: 3

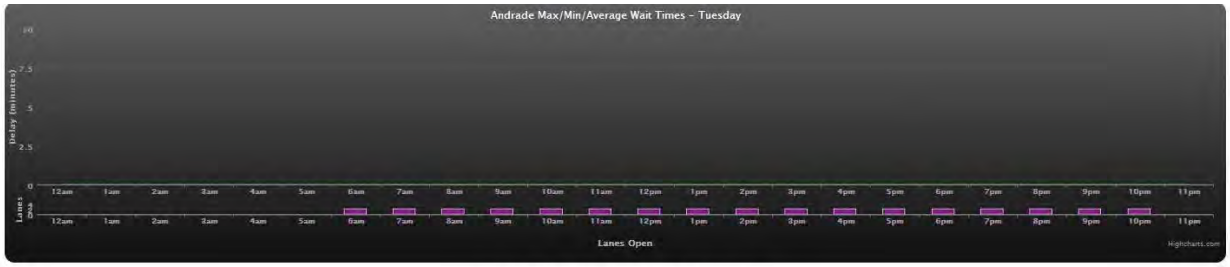
Passenger | Commercial | Pedestrian

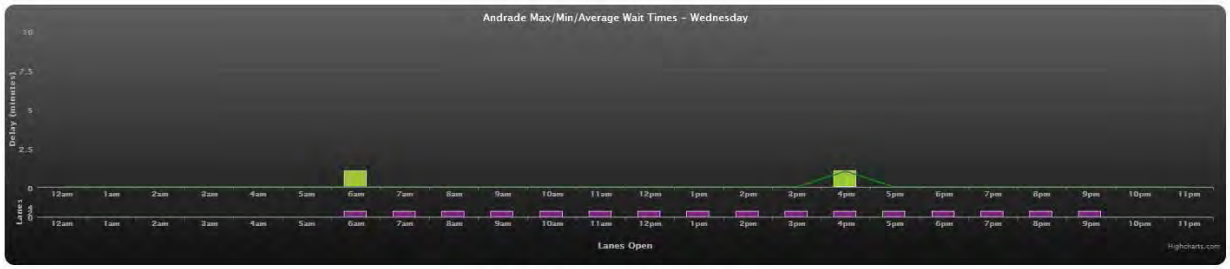
Standard | Ready

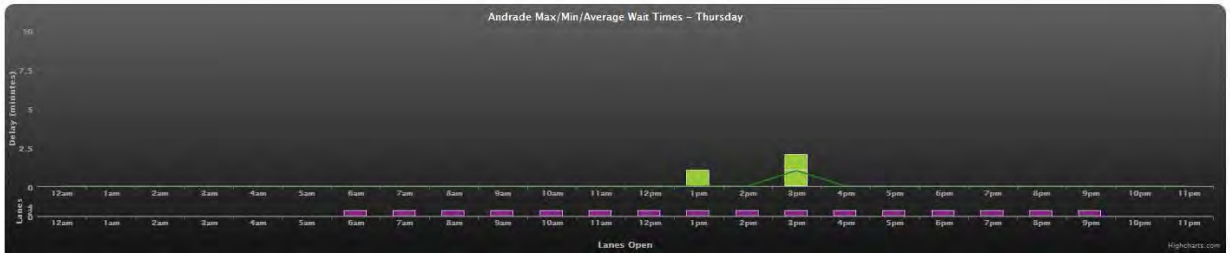


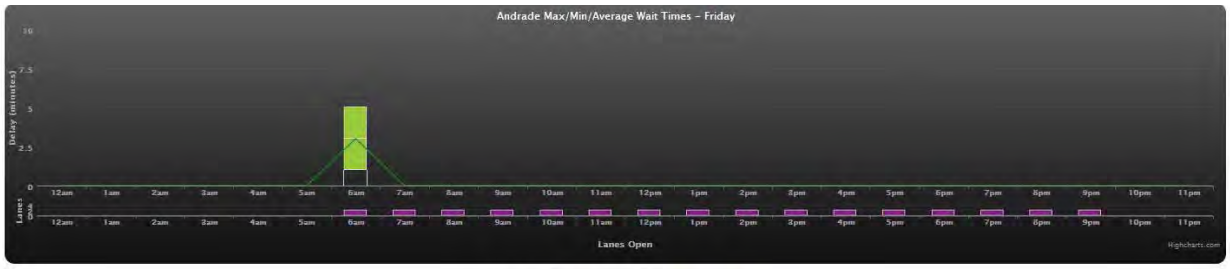
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

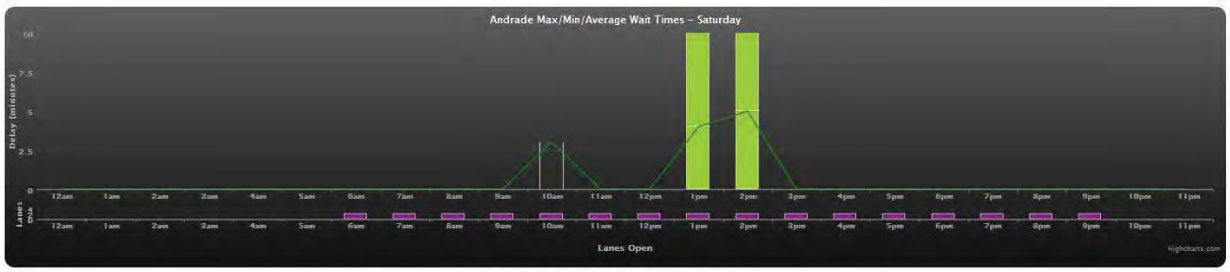


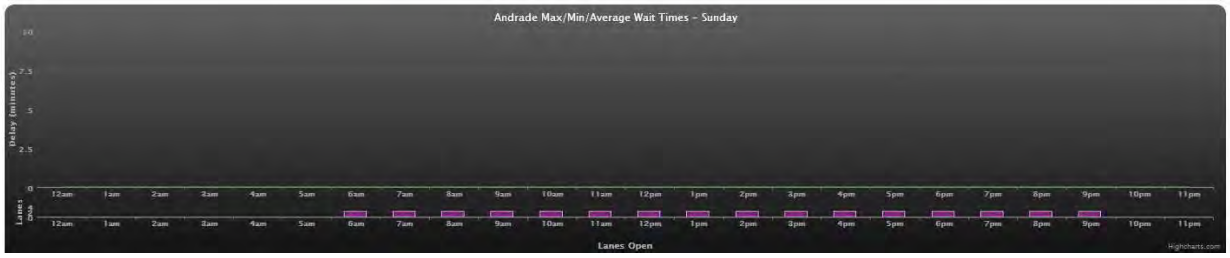







Andrade Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes Open
Highcharts.com


Andrade Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes Open
Highcharts.com


Andrade Max/Min/Average Wait Times – Sunday
Delay (minutes)
Lanes Open
Highcharts.com

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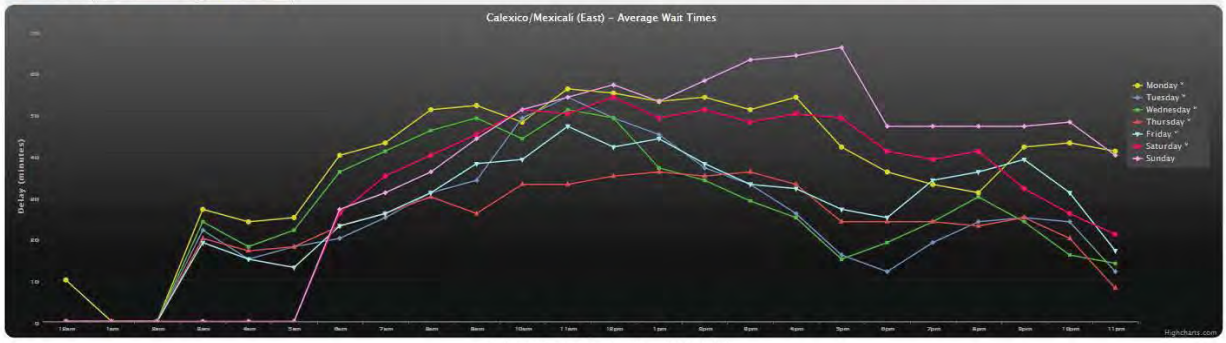
Canadian Border | Mexican Border | Map View | Text View

Current Calexico/Mexicali (East) "Passenger Standard" Northbound Wait Times

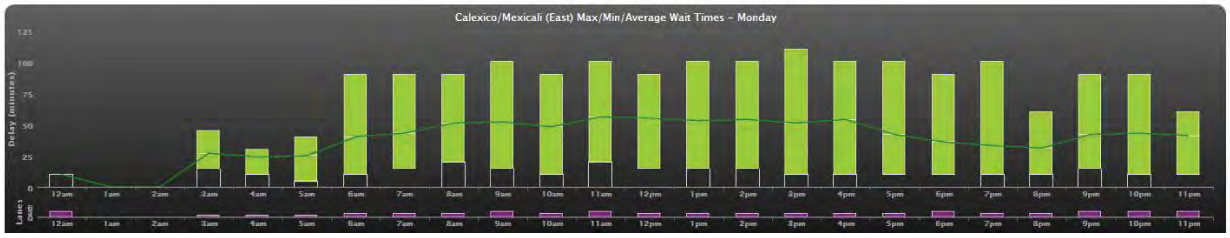
Current Wait: 0 min Last updated: 2:00 PM
User reported: - Lanes open: 2

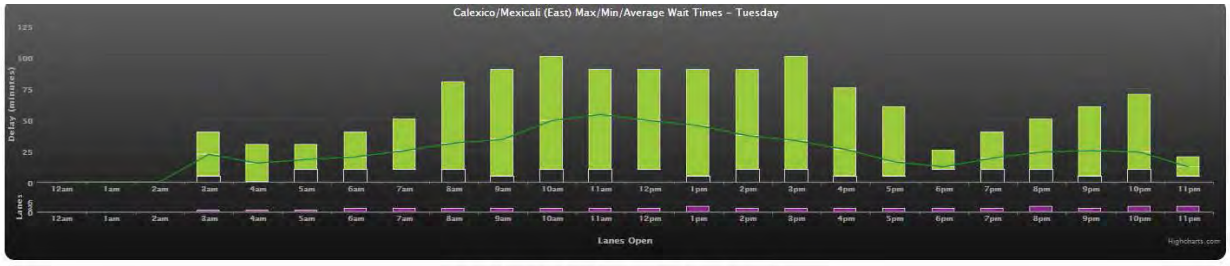
Passenger | Commercial | Pedestrian

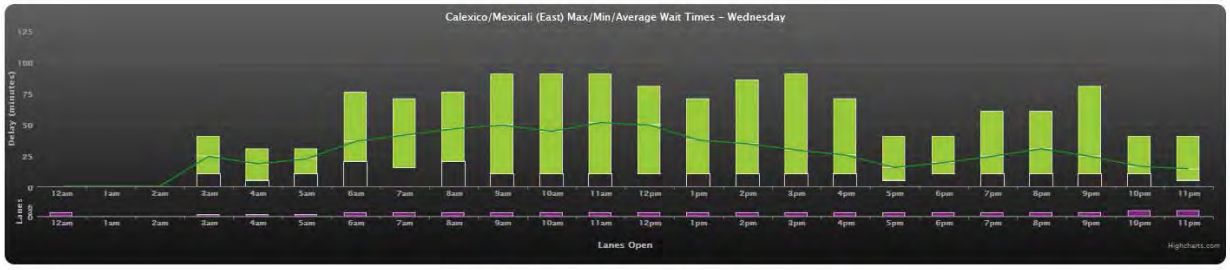
Standard | Nexus/Sentri | Ready

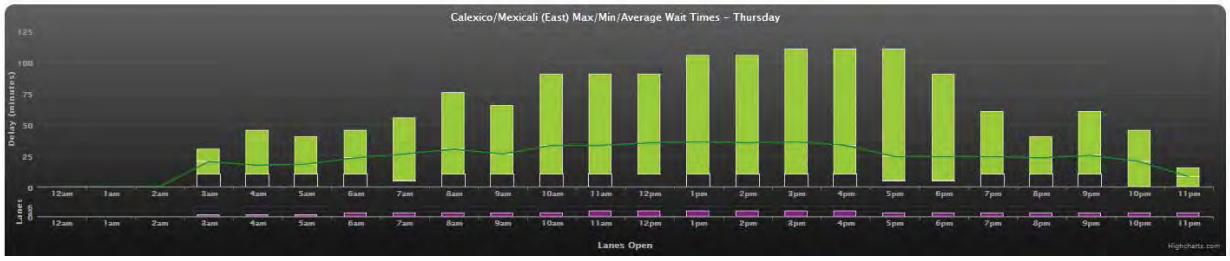


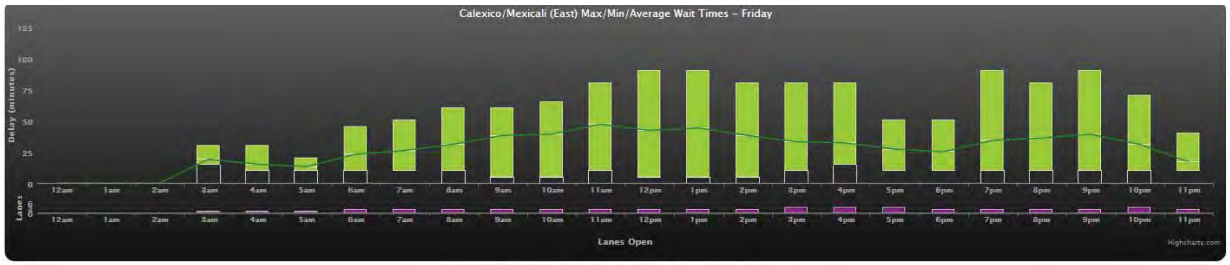
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

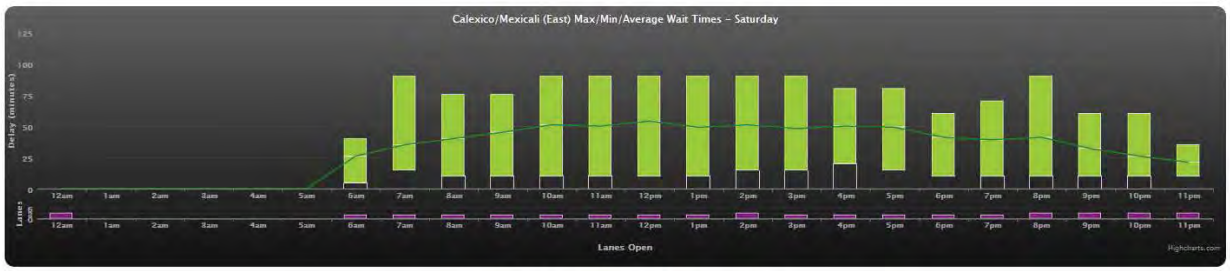









Calexico/Mexicali (East) Max/Min/Average Wait Times - Friday
Delay (minutes)
Lanes Open
Lanes Open
Highcharts.com


Calexico/Mexicali (East) Max/Min/Average Wait Times - Saturday
Delay (minutes)
Lanes Open
Lanes Open
Highcharts.com

Calexico/Mexicali (East) Max/Min/Average Wait Times - Sunday
Delay (minutes)
Border Crossing Wait Times for Calexico/Mexicali (East) on Sunday
Lanes Open
Lanes Open
Highcharts.com

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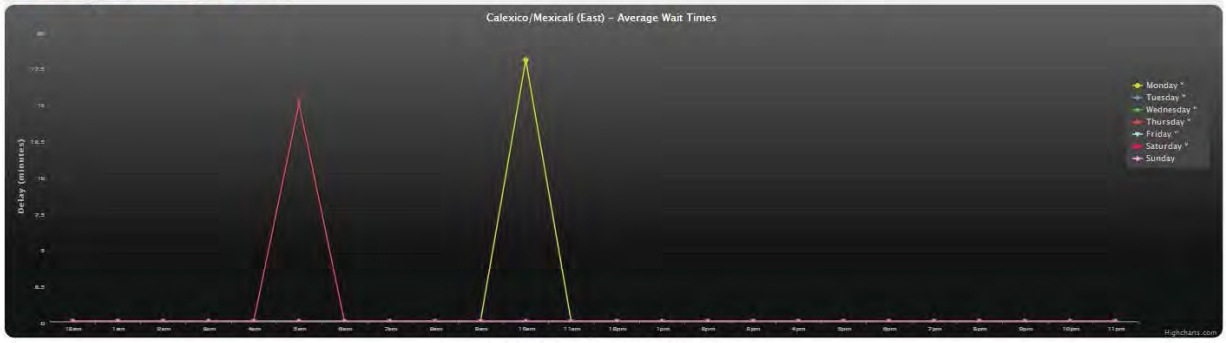
Canadian Border | Mexican Border | Map View | Text View

Current Calexico/Mexicali (East) "Pedestrian Standard" Northbound Wait Times

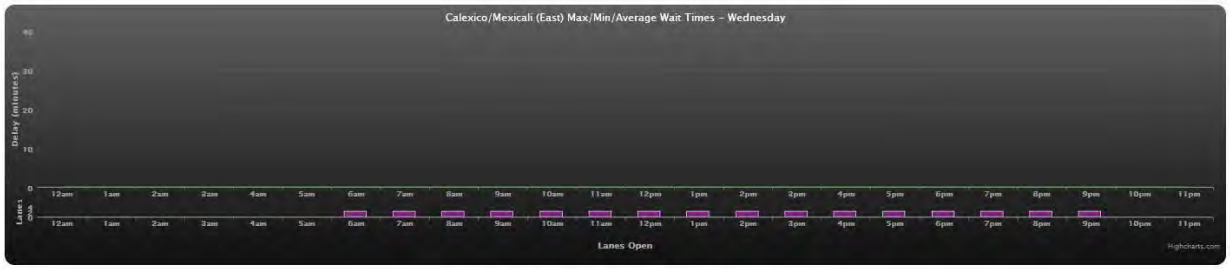
Current Wait: 0 min Last updated: 2:00 PM
User reported: - Lanes open: 2

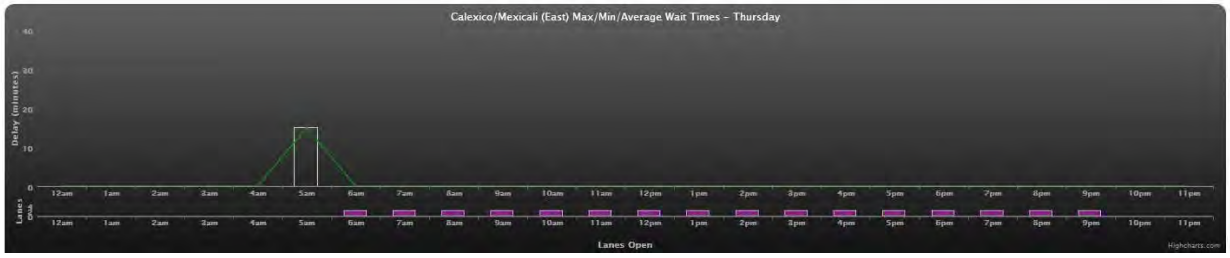
Passenger | Commercial | Pedestrian

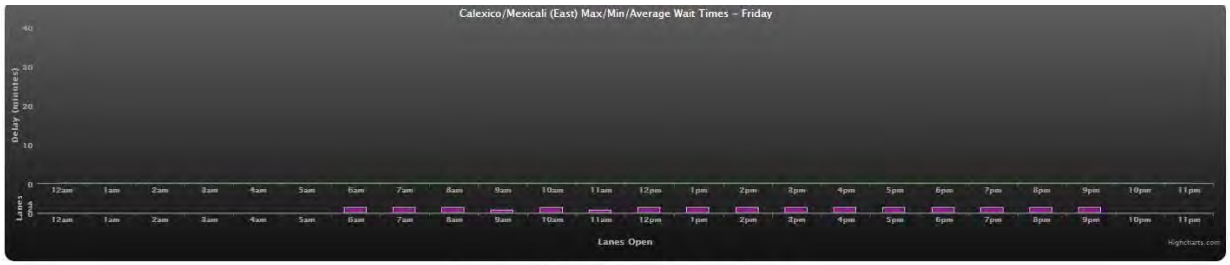
Standard | Ready

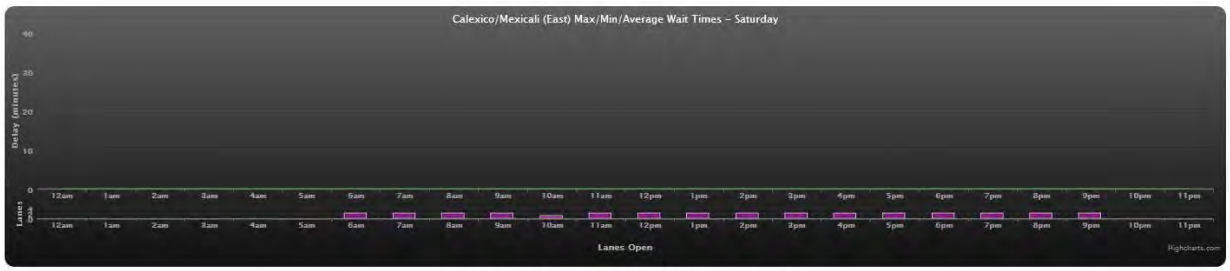


* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.






Calexico/Mexicali (East) Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes Open
Highcharts.com


Calexico/Mexicali (East) Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes Open
Highcharts.com

Calexico/Mexicali (East) Max/Min/Average Wait Times – Sunday
Delay (minutes)
Border Crossing Wait Times for Calexico/Mexicali (East) on Sunday
Lanes Open
Highcharts.com

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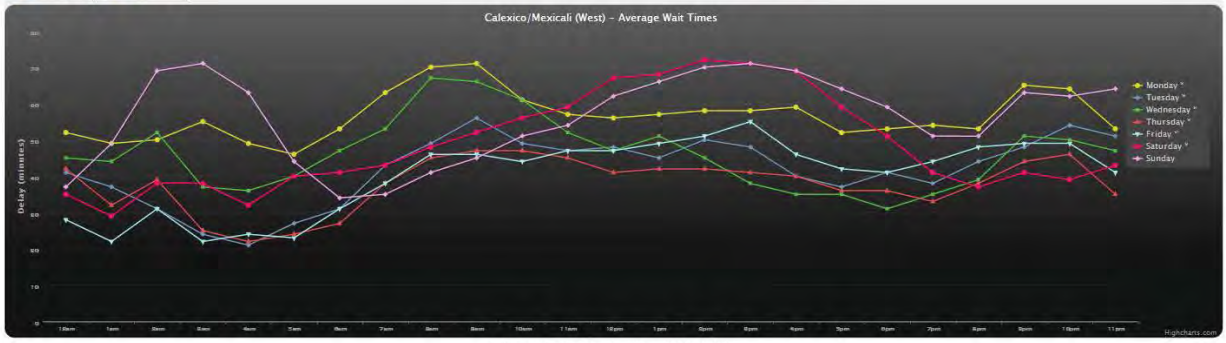
Canadian Border | Mexican Border | Map View | Text View

Current Calexico/Mexicali (West) "Passenger Standard" Northbound Wait Times

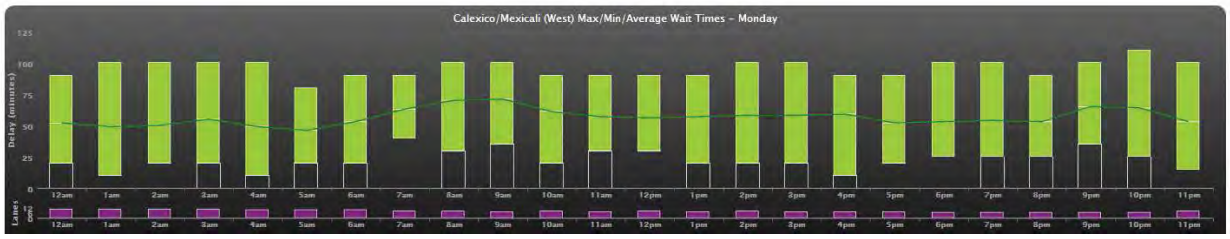
Current Wait: 45 min Last updated: 2:00 PM
User reported: - Lanes open: 8

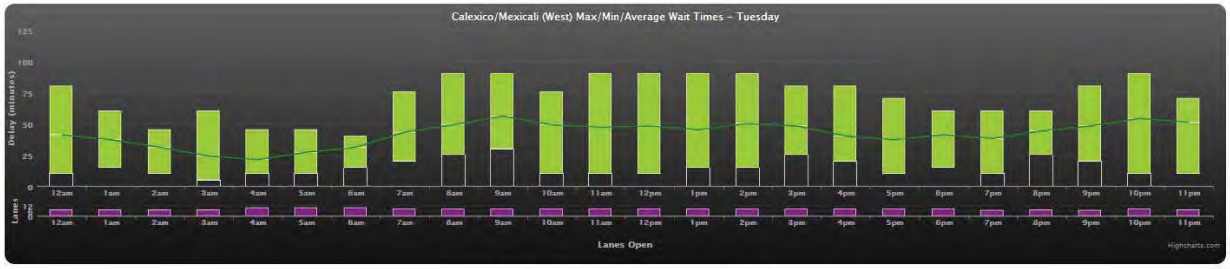
Passenger | Pedestrian

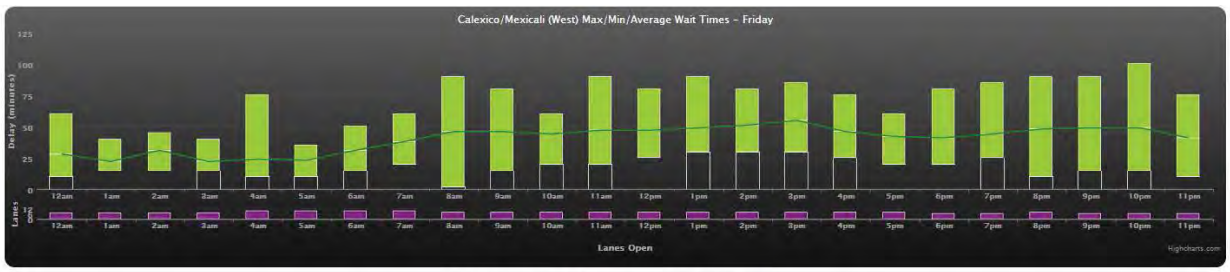
Standard | Nexus/Sentri | Ready

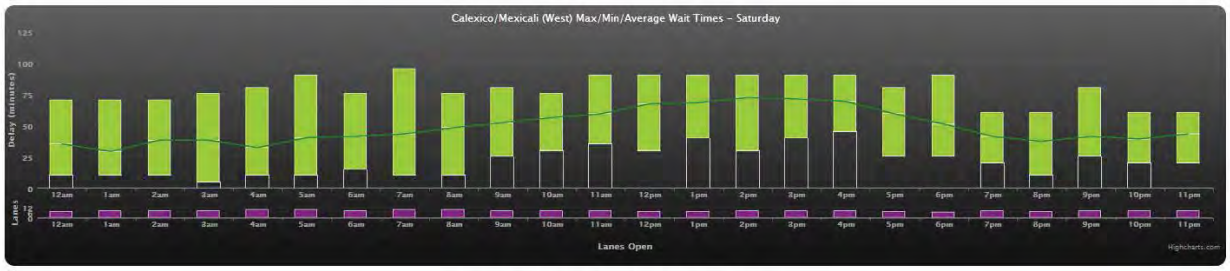


* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.






Calexico/Mexicali (West) Max/Min/Average Wait Times - Friday
Delay (minutes)
Lanes Open
Highcharts.com


Calexico/Mexicali (West) Max/Min/Average Wait Times - Saturday
Delay (minutes)
Lanes Open
Highcharts.com

Calexico/Mexicali (West) Max/Min/Average Wait Times - Sunday
Border Crossing Wait Times for Calexico/Mexicali (West) on Sunday
Delay (minutes)
Lanes Open
Highcharts.com

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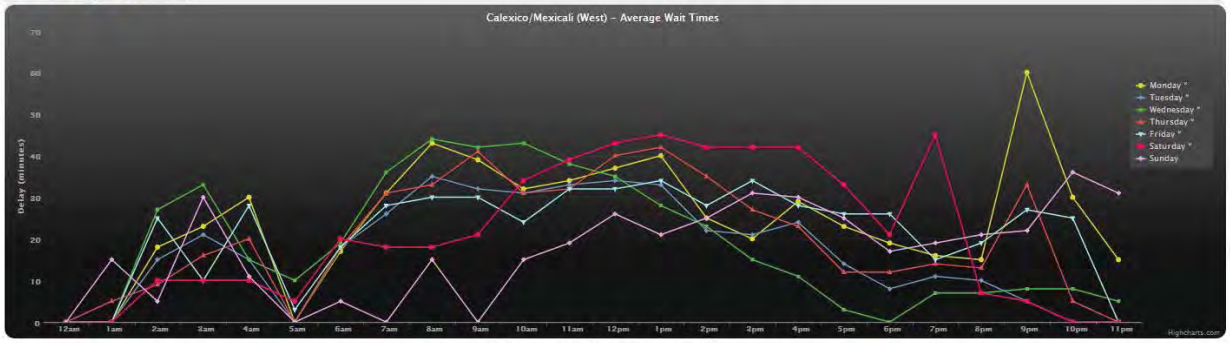
Canadian Border | Mexican Border | Map View | Text View

Current Calexico/Mexicali (West) "Pedestrian Standard" Northbound Wait Times

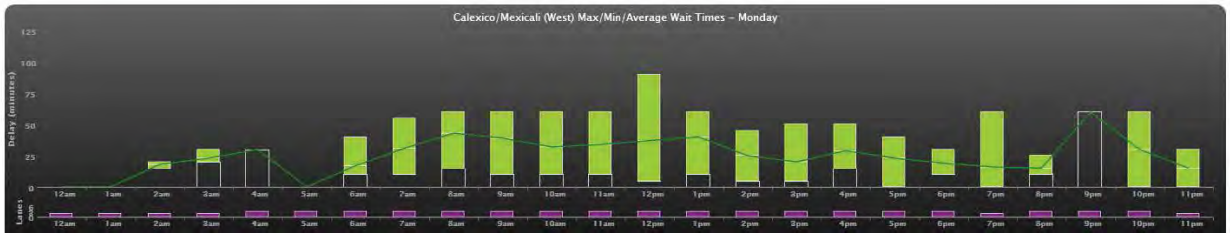
Current Wait: 30 min Last updated: 2:00 PM
User reported: - Lanes open: 3

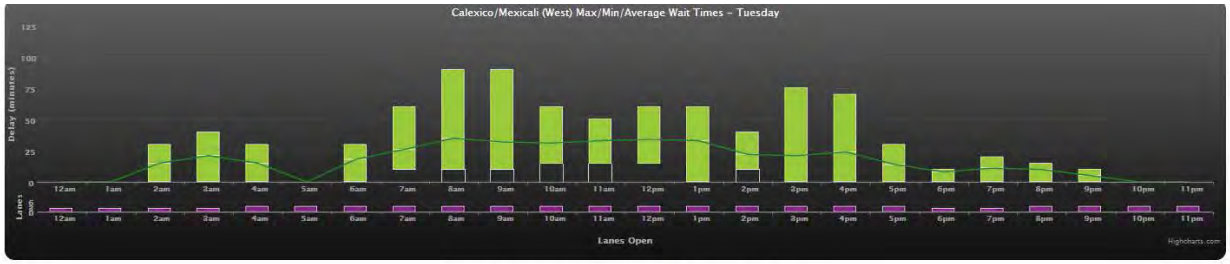
Passenger | Pedestrian

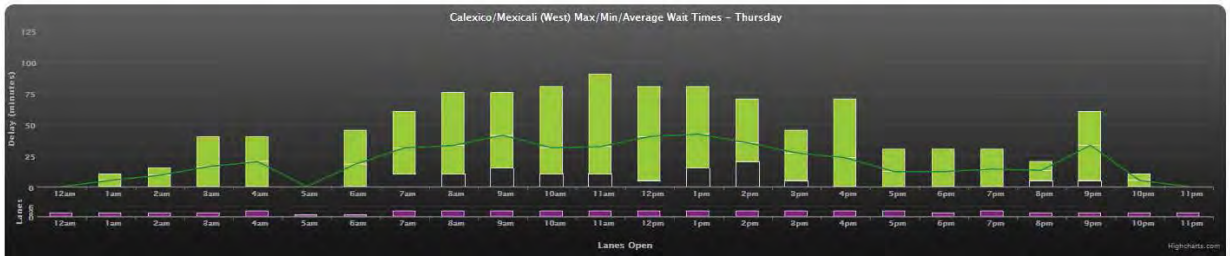
Standard | Ready

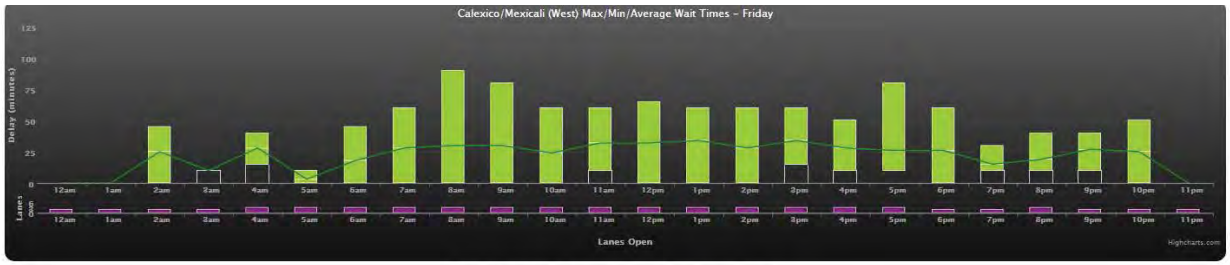


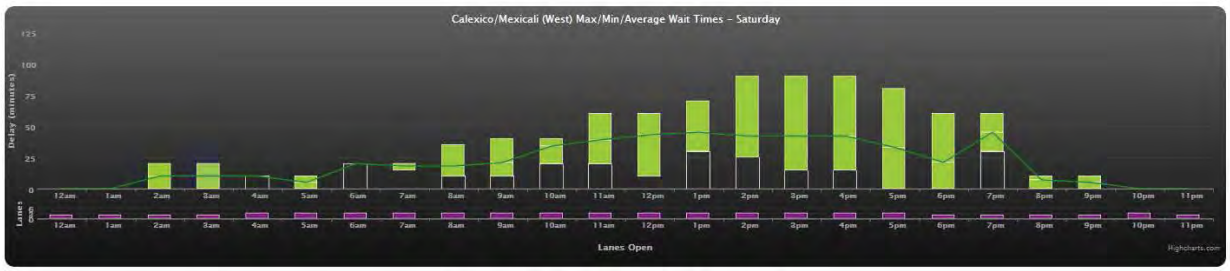
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

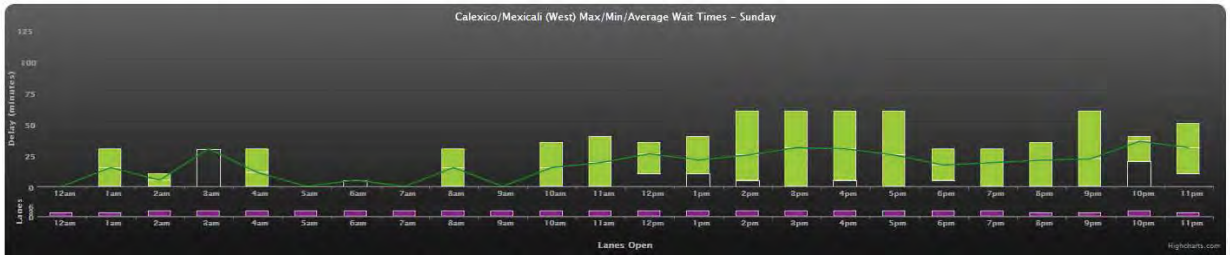







Calexico/Mexicali (West) Max/Min/Average Wait Times - Friday
Delay (minutes)
125
100
75
50
25
0
Lanes Open
12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm
Lanes Open
Highcharts.com


Calexico/Mexicali (West) Max/Min/Average Wait Times - Saturday
Delay (minutes)
125
100
75
50
25
0
Lanes Open
12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm
Lanes Open
Highcharts.com


Calexico/Mexicali (West) Max/Min/Average Wait Times - Sunday
Delay (minutes)
125
100
75
50
25
0
Lanes Open
12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm
Lanes Open
Highcharts.com

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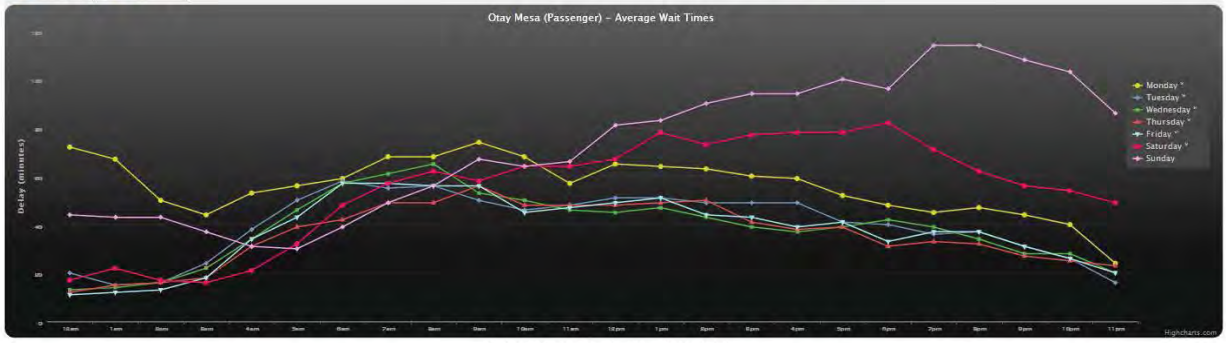
Current Otay Mesa (Passenger) "Passenger Standard" Northbound Wait Times

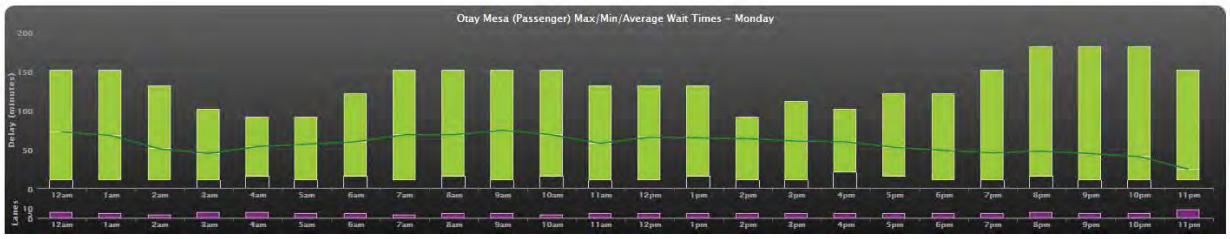
Current Wait: 30 min Last updated: 1:00 PM
User reported: - Lanes open: 3

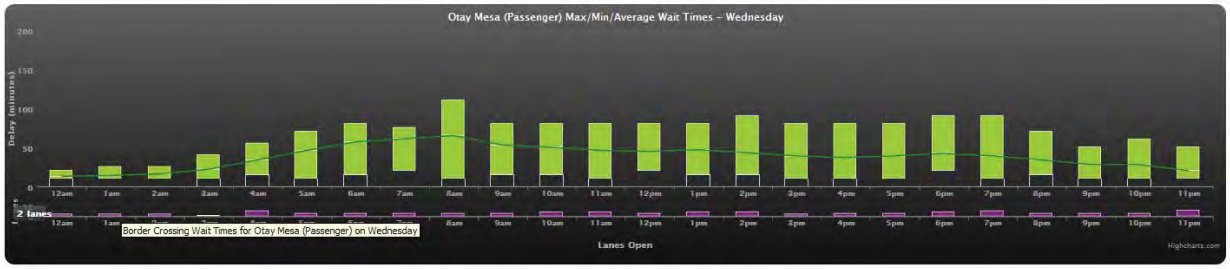
Passenger | Pedestrian

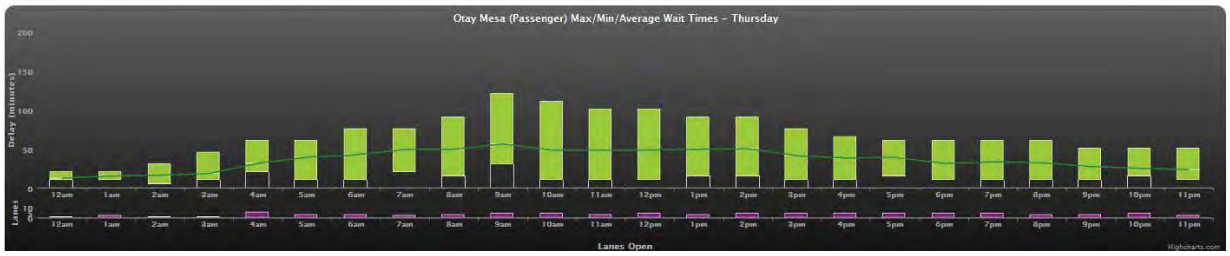
Standard | Nexus/Sentri | Ready



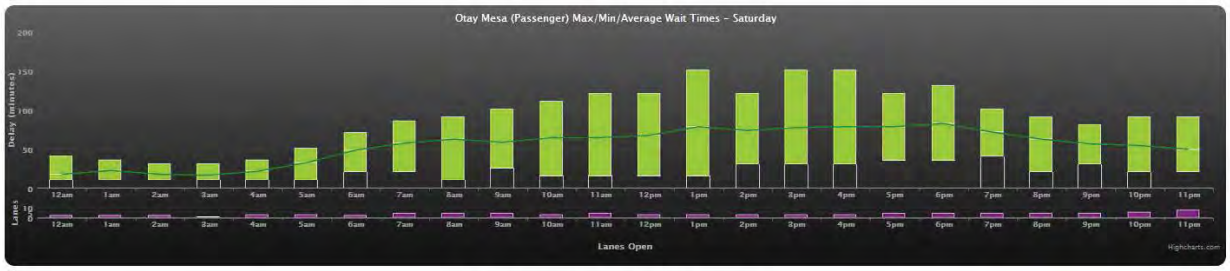
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

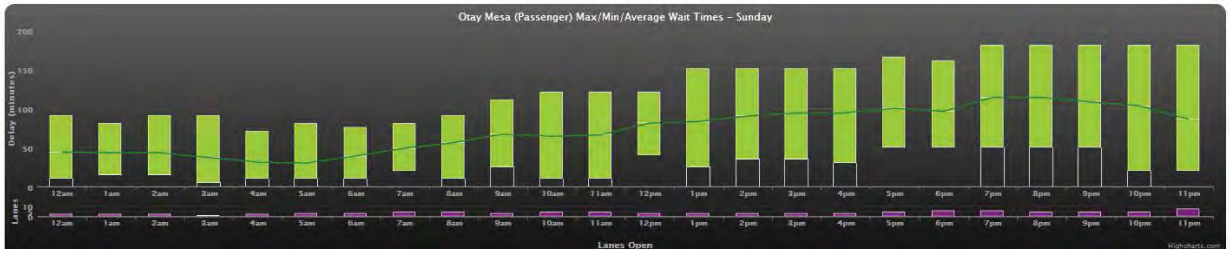






Otay Mesa (Passenger) Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes
Border Crossing Wait Times for Otay Mesa (Passenger) on Friday
Lanes Open
Highcharts.com


Otay Mesa (Passenger) Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes
Lanes Open
Highcharts.com


Otay Mesa (Passenger) Max/Min/Average Wait Times – Sunday
Delay (minutes)
Lanes
Lanes Open
Highcharts.com

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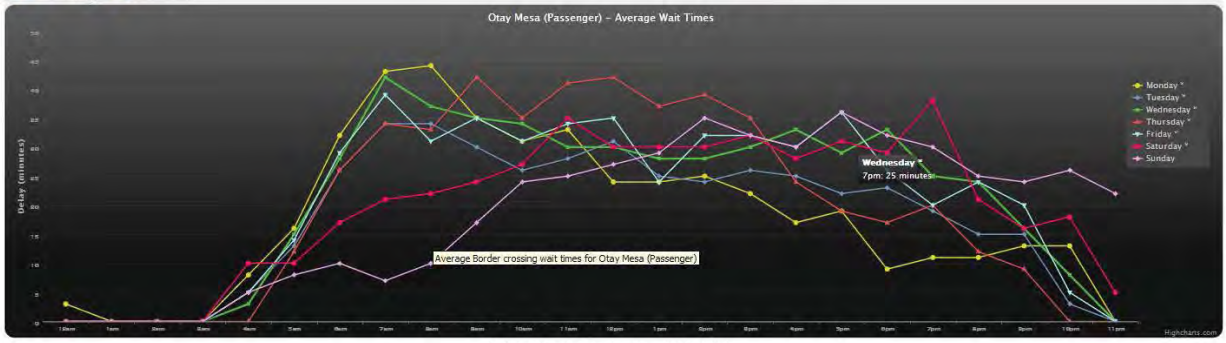
Current Otay Mesa (Passenger) "Pedestrian Standard" Northbound Wait Times

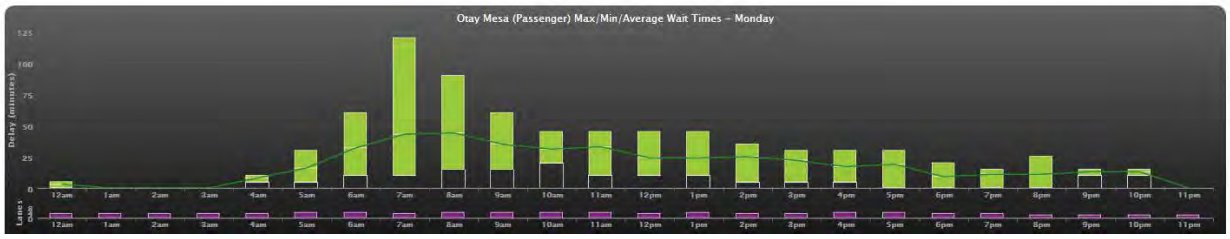
Current Wait: 0 min Last updated: 1:00 PM
User reported: - Lanes open: 3

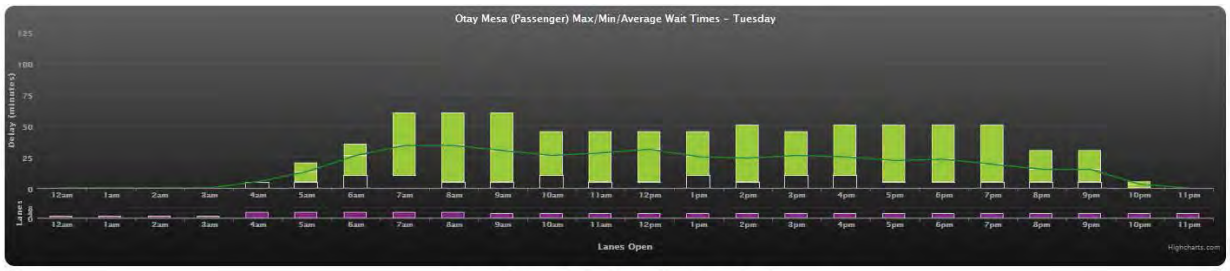
Passenger | Pedestrian

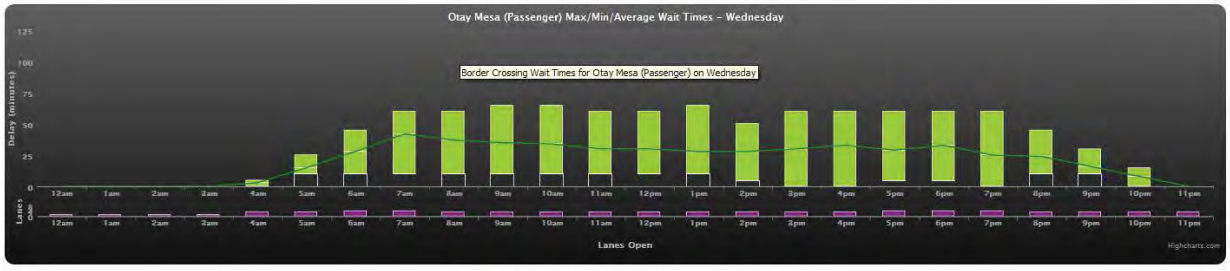
Standard | Ready

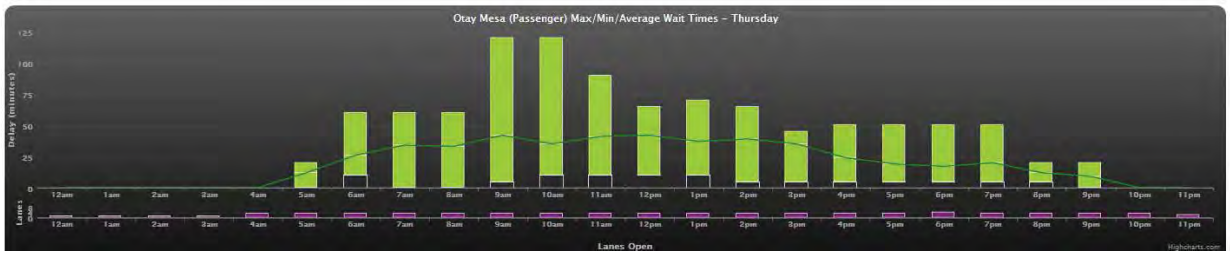


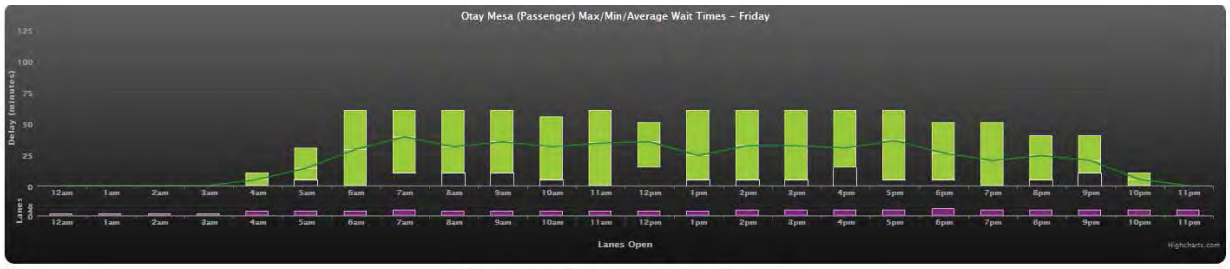
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

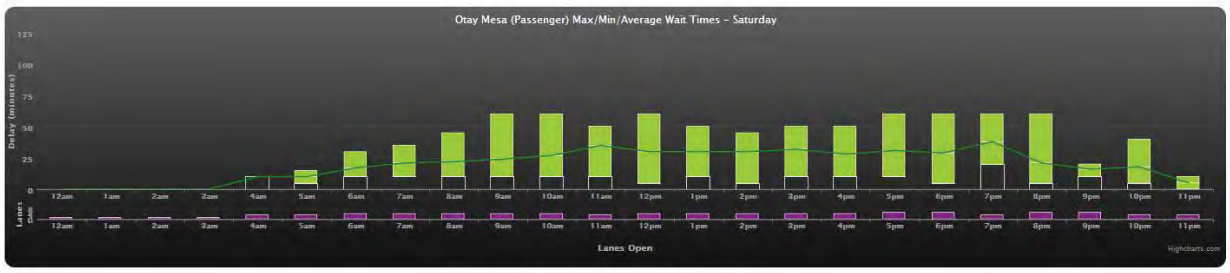









Otay Mesa (Passenger) Max/Min/Average Wait Times - Friday
Delay (minutes)
Lanes Open
Highcharts.com


Otay Mesa (Passenger) Max/Min/Average Wait Times - Saturday
Delay (minutes)
Lanes Open
Highcharts.com

Otay Mesa (Passenger) Max/Min/Average Wait Times - Sunday
Border Crossing Wait Times for Otay Mesa (Passenger) on Sunday
Delay (minutes)
Lanes Open
Highcharts.com

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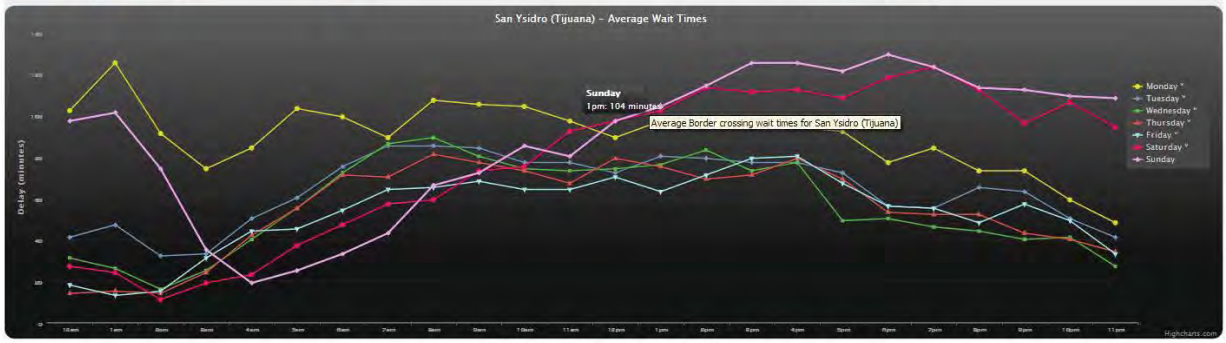
Canadian Border | Mexican Border | Map View | Text View

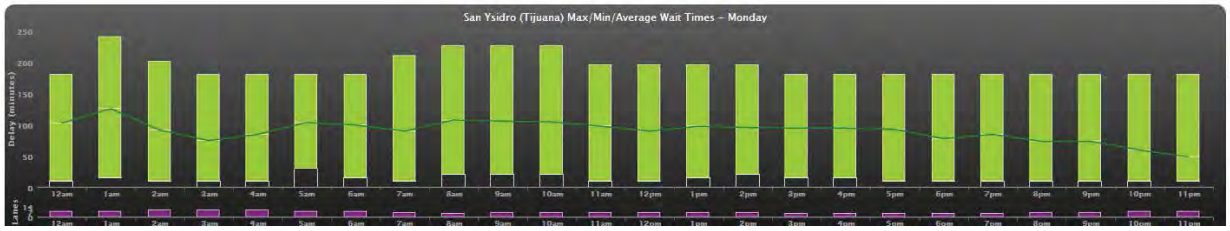
Current San Ysidro (Tijuana) "Passenger Standard" Northbound Wait Times

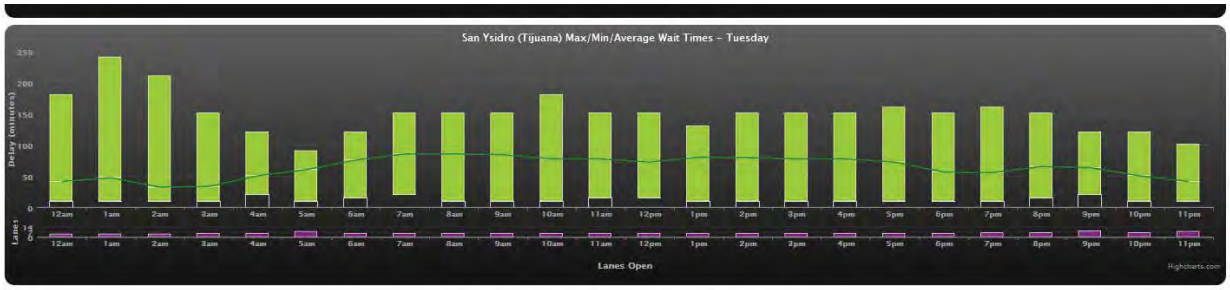
Current Wait: 15 min Last updated: 1:00 PM
User reported: - Lanes open: 11

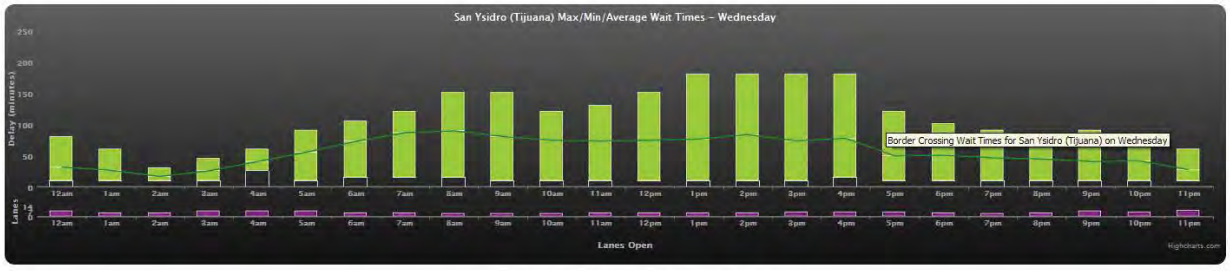
Passenger | Pedestrian | Camera | Standard | Nexus/Sentri | Ready

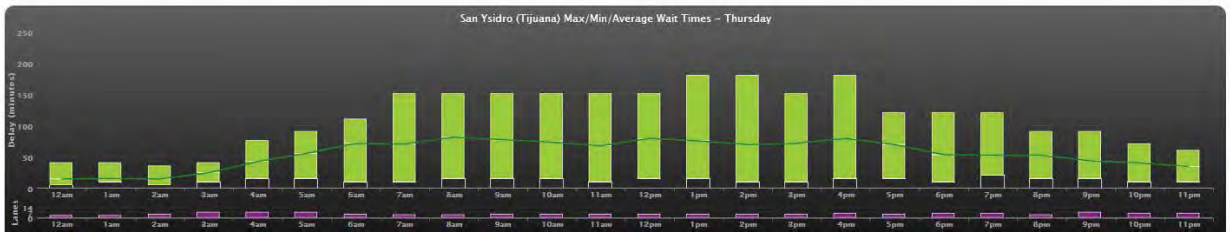


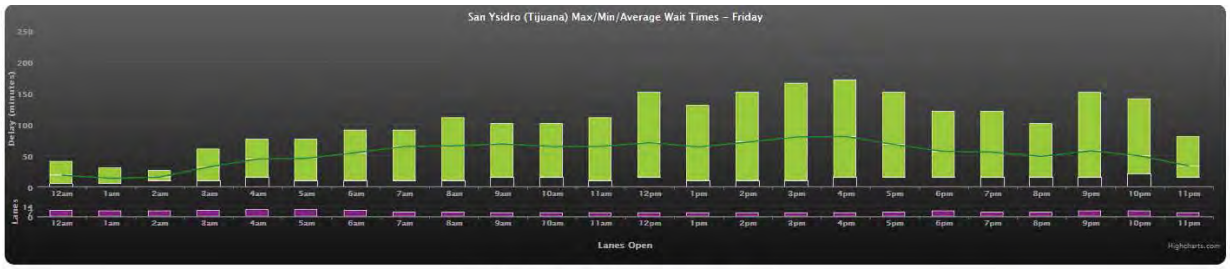
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

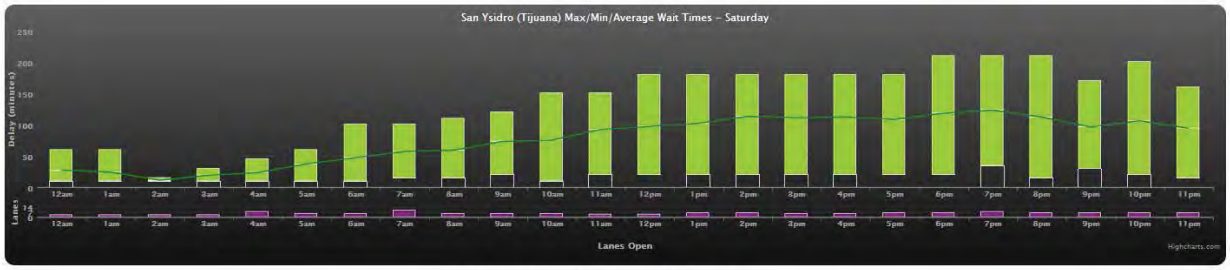


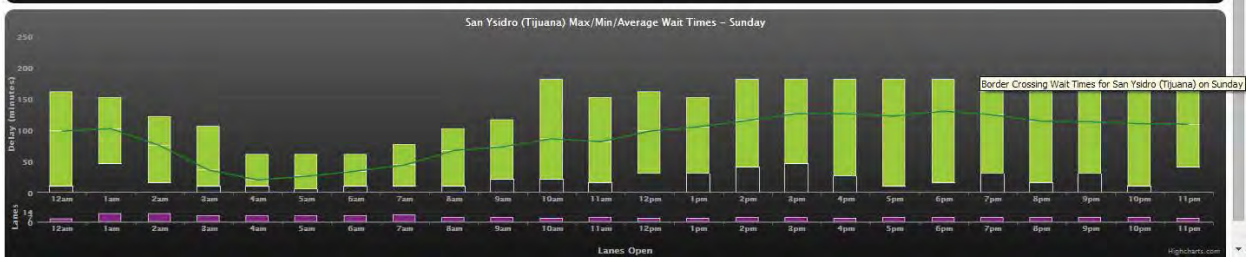







San Ysidro (Tijuana) Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes Open
Highcharts.com


San Ysidro (Tijuana) Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes Open
Highcharts.com


San Ysidro (Tijuana) Max/Min/Average Wait Times – Sunday
Border Crossing Wait Times for San Ysidro (Tijuana) on Sunday
Delay (minutes)
Lanes Open
Highcharts.com

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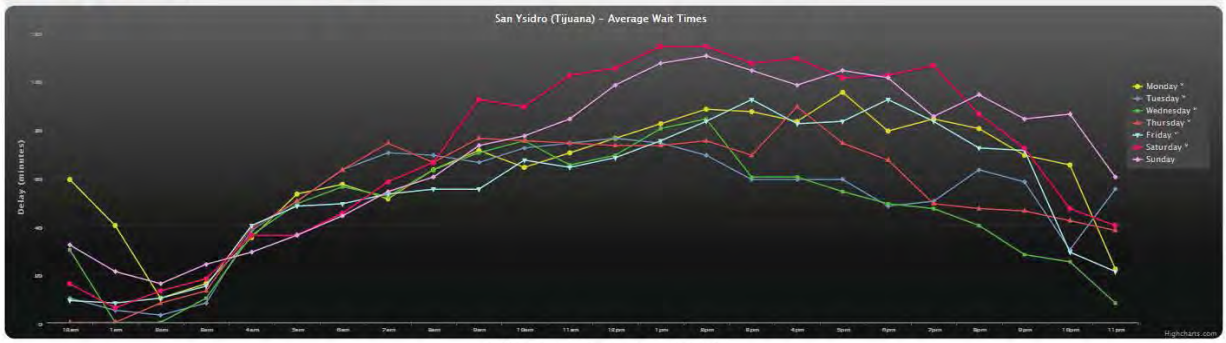
Current San Ysidro (Tijuana) "Pedestrian Standard" Northbound Wait Times

Current Wait: 1 hrs 20 min Last updated: 1:00 PM
User reported: - Lanes open: 8

Passenger | Pedestrian | Camera | Standard | Ready



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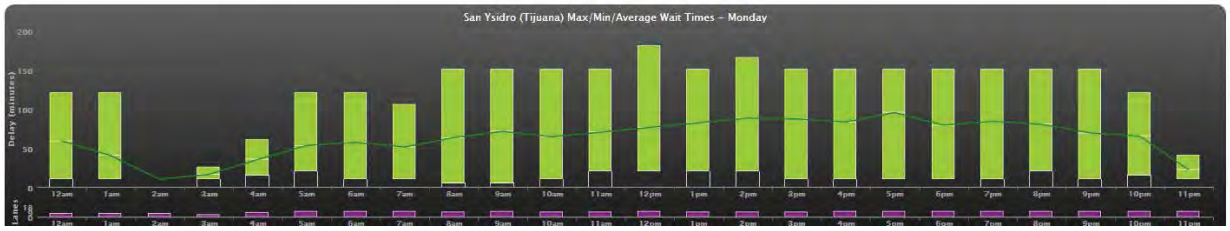
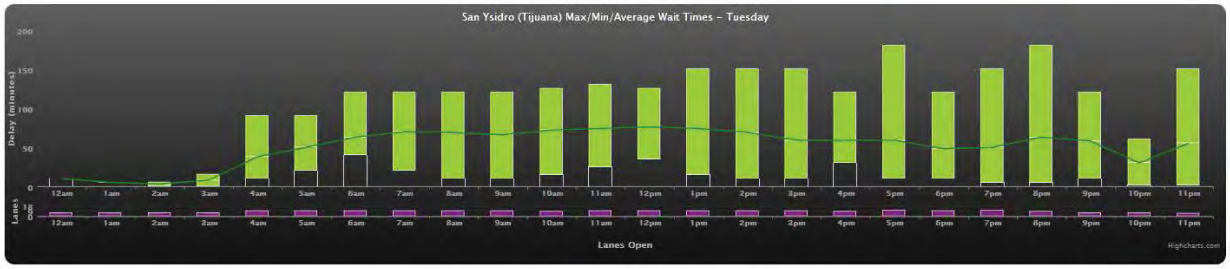
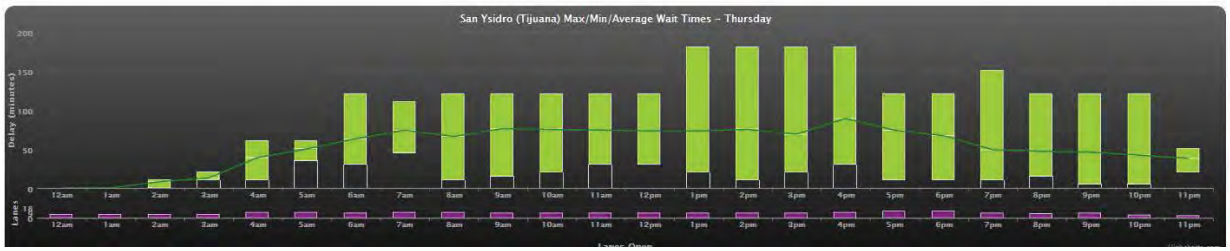
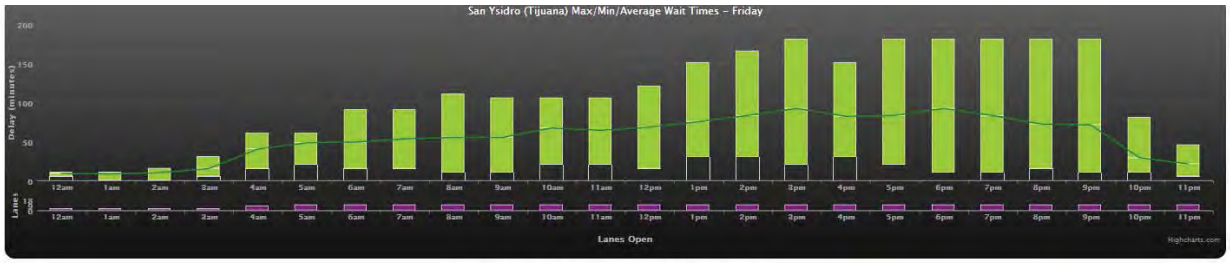
Click and drag to zoom in.

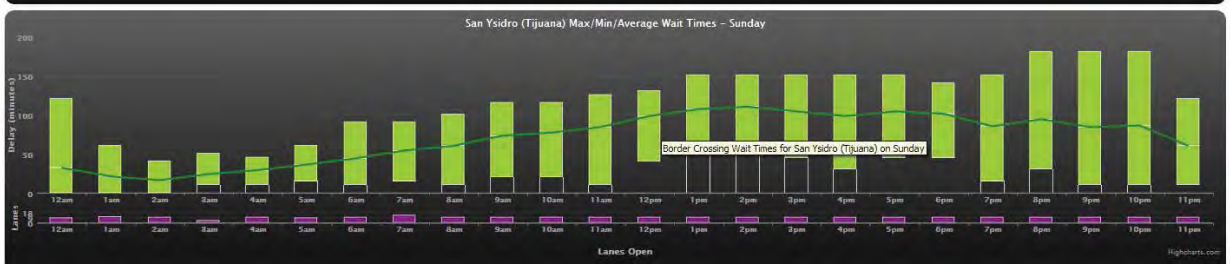







San Ysidro (Tijuana) Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes Open
Highcharts.com

San Ysidro (Tijuana) Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes Open
Highcharts.com


San Ysidro (Tijuana) Max/Min/Average Wait Times – Sunday
Border Crossing Wait Times for San Ysidro (Tijuana) on Sunday
Delay (minutes)
Lanes Open
Highcharts.com

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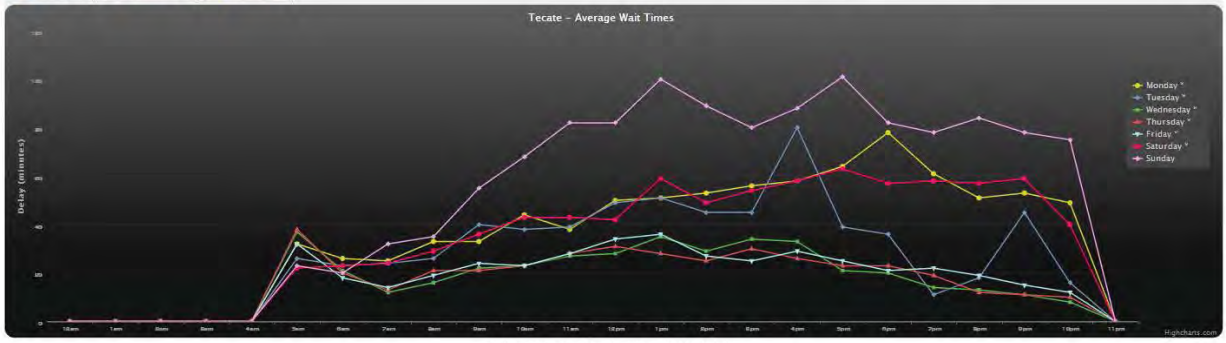
Current Tecate "Passenger Standard" Northbound Wait Times

Current Wait: 0 min Last updated: 2:00 PM
User reported: - Lanes open: 2

Passenger | Commercial | Pedestrian

Standard | Nexus/SentriReady



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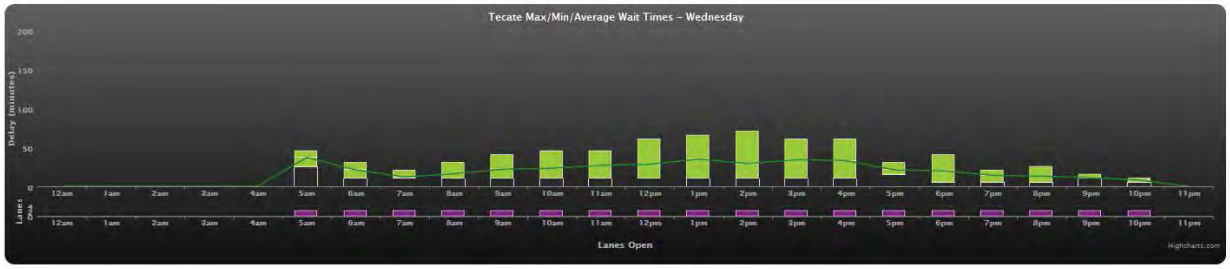
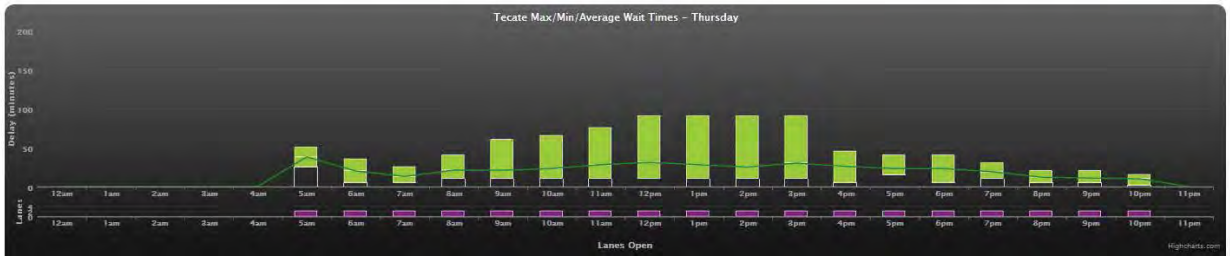
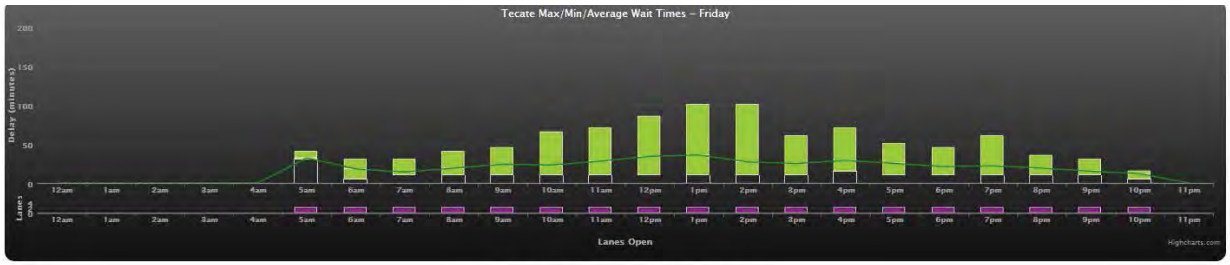
Click and drag to zoom in.






Tecate Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes Open
Highcharts.com

Tecate Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes Open
Highcharts.com

Tecate Max/Min/Average Wait Times – Sunday
Delay (minutes)
Lanes Open
Highcharts.com

Best Time to Cross the Border powered by Calit2

FAQ Feedback Mobile App About Us Press

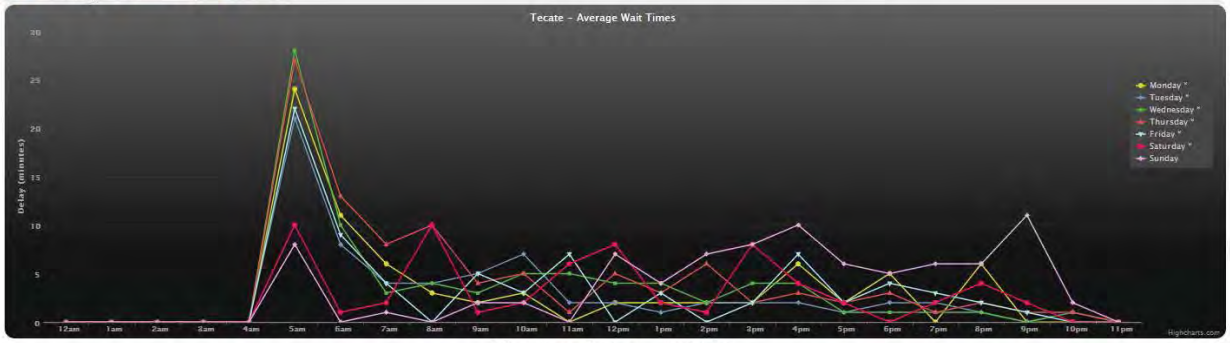
Canadian Border | Mexican Border | Map View | Text View

Current Tecate "Pedestrian Standard" Northbound Wait Times

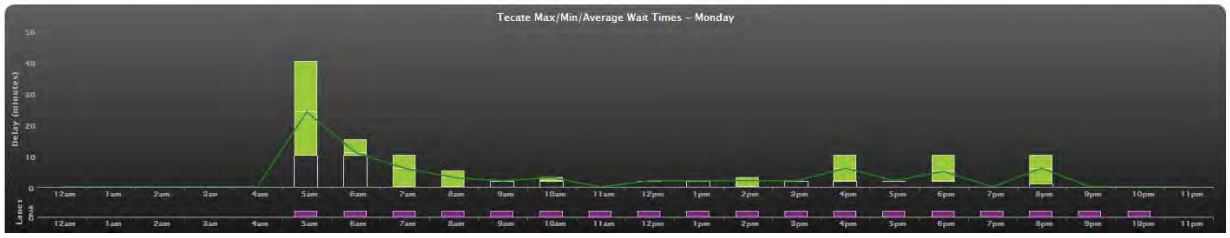
Current Wait: 0 min Last updated: 2:00 PM
User reported: - Lanes open: 2

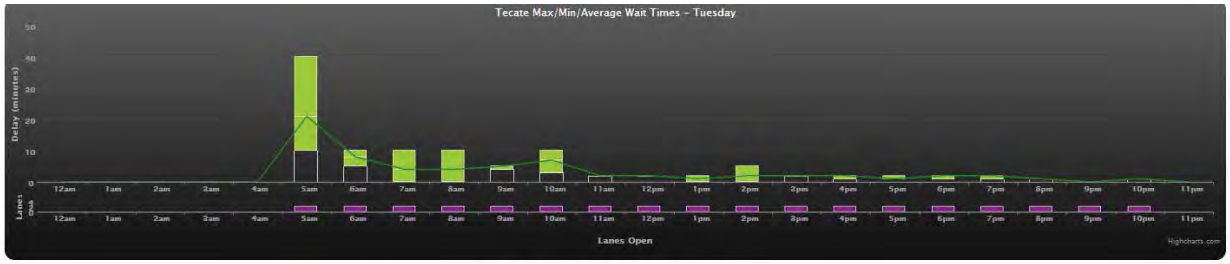
Passenger | Commercial | Pedestrian

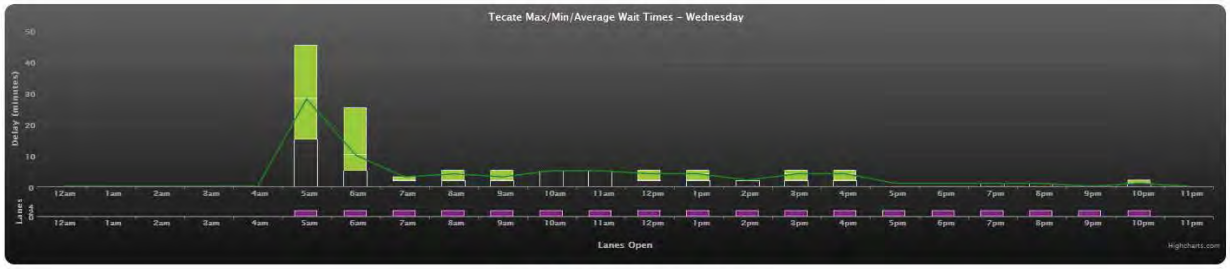
Standard | Ready

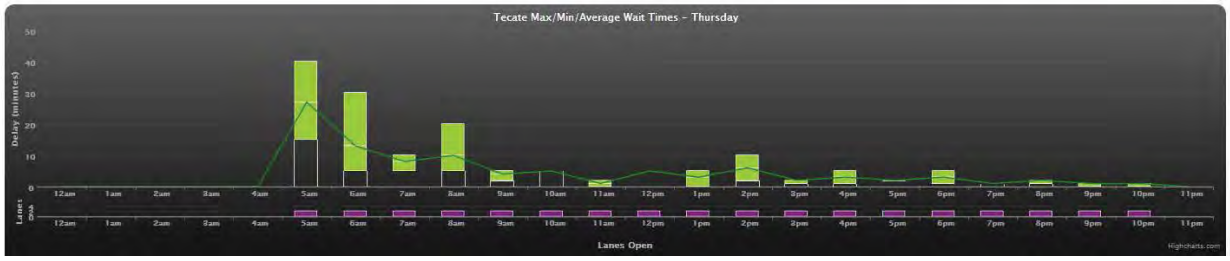


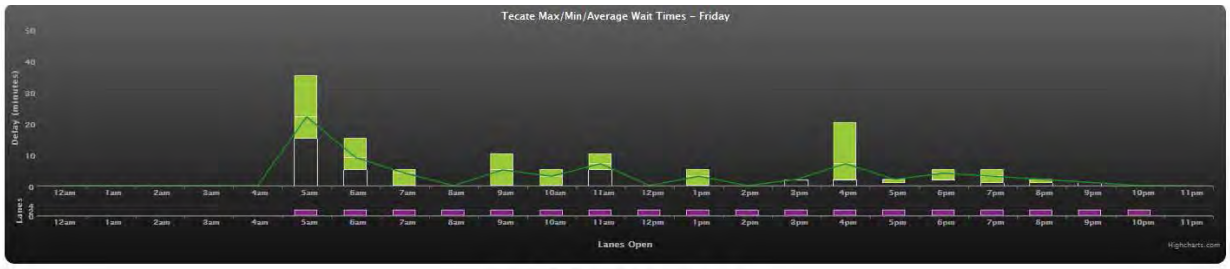
* Click on Monday, Tuesday, etc ... to hide/unhide.
Click and drag to zoom in.

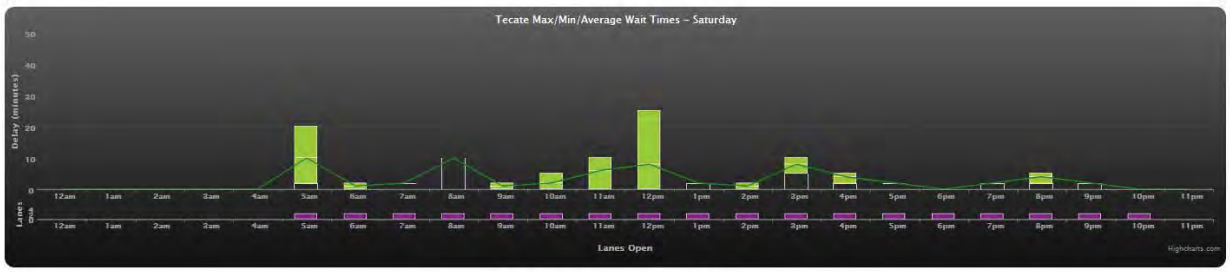


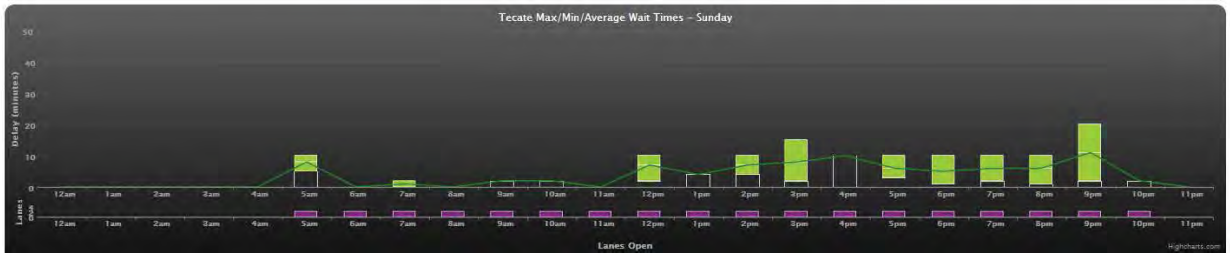







Tecate Max/Min/Average Wait Times – Friday
Delay (minutes)
Lanes Open
Highcharts.com


Tecate Max/Min/Average Wait Times – Saturday
Delay (minutes)
Lanes Open
Highcharts.com


Tecate Max/Min/Average Wait Times – Sunday
Delay (minutes)
Lanes Open
Highcharts.com

Appendix B
Document Review

The following documents were reviewed and incorporated into the current study:

- *Border Health Equity Transportation Study – Draft* (Chen Ryan, August 2014)
- *Calexico Border Intermodal Transportation Center Feasibility Study* (Huitt Zollars, Inc. and PRM Consulting, Inc., September 2014)
- *Calexico West Land Port of Entry Border Station Expansion Traffic Impact Study* (KOA Corporation, November 2009)
- *California-Baja California Border Master Plan Update* (Caltrans, SIDUE, and SANDAG Service Bureau, July 2014)
- *California-Baja California Infrastructure Update* (Caltrans, April 2008)
- *Ciclovía Troncal (presentation)* (IMPLAN, September 2012
- *City of Calexico General Plan Update* (February 2007)
- *City of San Diego Bicycle Master Plan Update* (Alta Planning + Design, December 2013)
- *Cross-Border Travel Behavior Survey* (True North, September 2011)
- *Economic Impacts of Wait Times at the California-Mexico Border 2009 Update* (SANDAG and Caltrans, District 11, January 2010)
- *Final Environmental Impact Statement for Expansion and Reconfiguration of the Land Port of Entry in Downtown Calexico, California* (GSA, May 2011)
- *Goods Movement Border Crossing Study and Analysis* (SCAG, September, 2012)
- *Idling Vehicle Emission Study of Calexico/Mexicali East & West POEs- Draft* (Crossborder Group, 2014)
- *Imperial County Bicycle Master Plan Update: Final Plan* (Alta Planning & Design, November 2011)
- *Imperial County Cross-Border Survey Report* (Rea & Parker Research, June 2007)
- *Imperial County Long Range Transportation Plan 2013 Update* (ICTC, November 2013)
- *Imperial County Short Range Transit Plan* (AECOM and AMMA, March 2012)
- *IMIP Bike Network Project* (IMIP)
- *Imperial Valley-Mexicali Economic Delay Study* (HDR, November 2007)
- *Mountain Empire Subregional Plan* (August 2011, part of the San Diego County General Plan)
- *Movilidad Integral Sustentable (presentation)* (IMPLAN)
- *Otay Mesa Community Plan Update* (City of San Diego, March 2014)
- *Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan* (SANDAG, March 2012)
- *Plan Estratégico de Baja California 2013-2019* (SIDUE)
- *Presidential Permit Application for the San Diego-Tijuana Airport Cross Border Facility* (Transboundary Solutions, LLC 2009
- *Proyectos Estratégicos* (SIDUE, March 2014)
- *Riding to 2050: San Diego Regional Bike Plan* (SANDAG, 2010)
- *Rural Highway 94 Study* (SANDAG, January 2001)
- *San Diego-Baja California Cross-Border Transportation Study* (Parsons Transportation Group, November 2000)
- *San Ysidro Community Plan* (City of San Diego Planning Department, November 2005)
- *San Ysidro Land Port of Entry (POE) Expansion Mobility Study* (KOA Corporation, April 2009)
- *San Ysidro Land Port of Entry Pedestrian Survey* (KOA Corporation, August 2012)
- *San Ysidro Intermodal Transportation Center Study* (SANDAG, MTS, City of San Diego, Caltrans, IBI Group, June 2014)
- *San Ysidro Mobility Strategy* (Estrada Land Planning and Kimley-Horn and Associates, Inc., January 2009)
- *San Ysidro Pedestrian Crossing Report* (South County Economic Development council, August 2011)
- *San Ysidro Port of Entry Reconfiguration Mobility Study* (Parson Brinckerhoff and Estrada Land Planning, January 2010)
- *Sistema Tronco Alimentado BRT Tijuana BC (presentation)* (September, 2012)
- *Survey and Analysis of Trade and Goods Movement between California and Baja California, Mexico* (SAIC, June 2003)

- *Tiger Discretionary Grant Application: Calexico East Port of Entry Infrastructure Investment* (IVAG, Caltrans, September 2009)
- *Vision Movilidad Metropolitana (presentation)*

Appendix C
Study Area and Major Destinations

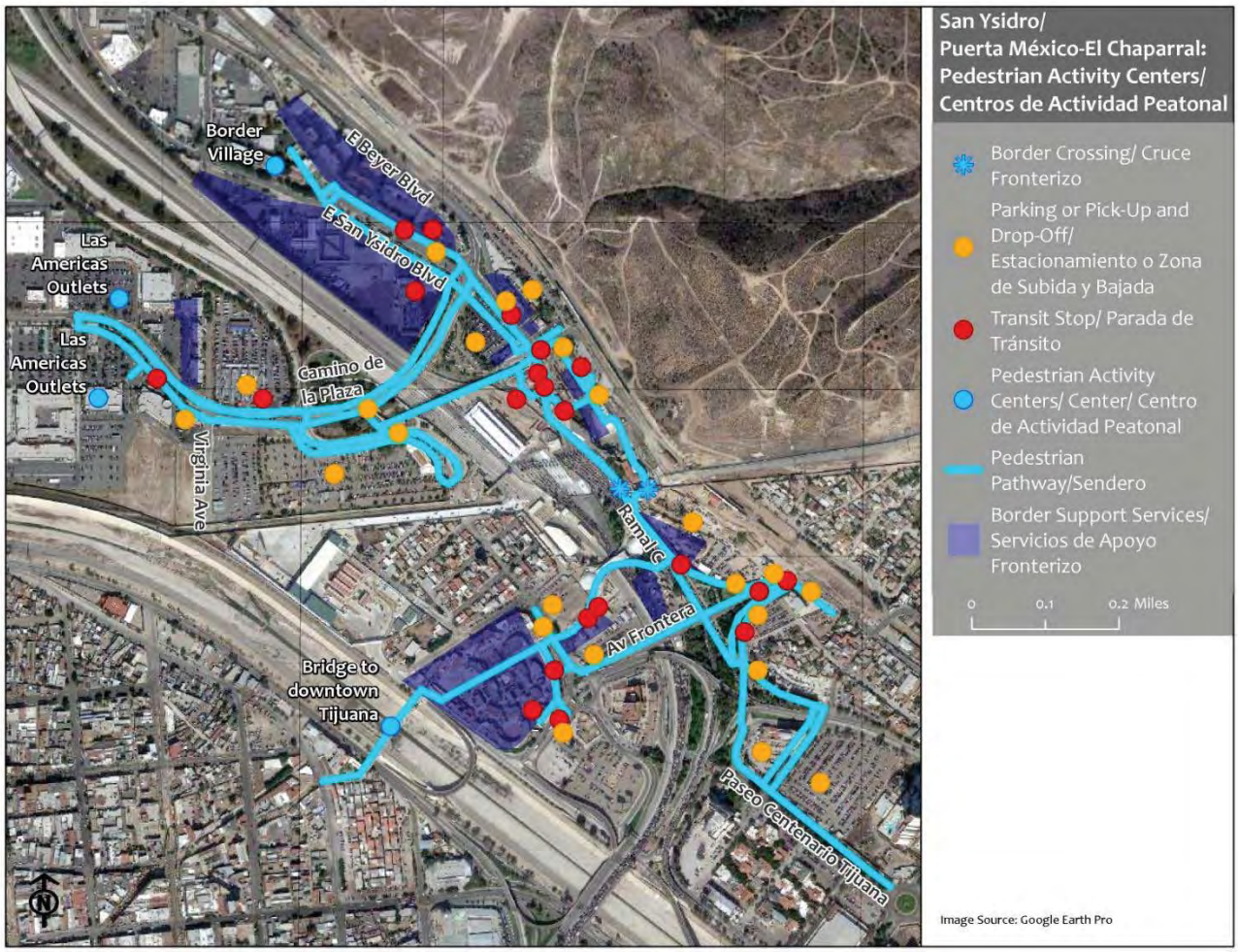
The study area for the pedestrian network was developed by identifying pedestrian travel routes between each POE and major origins and destinations nearby (examples include transit stops, parking lots, large shopping centers, educational facilities, and tourist destinations.) The resulting pedestrian networks included sidewalks and pedestrian bridges as well as dirt paths and unofficial walkways. The study area for the bicycle network was developed by identifying existing and planned bicycle facilities (lanes, routes, and paths) around each POE, and identifying bicycle travel routes between each POE and nearby origins and destinations such as transit services and existing popular bicycling routes. Popular bicycling routes were identified using cyclist heat map data from the fitness tracking company Strava. The existing and planned bicycle routes and missing bicycle connections that make up the bicycle study areas can be seen in the bicycle deficiency maps in Appendix D.

San Ysidro/Puerta México-El Chaparral

Major Destinations

Major study destinations are identified on the map below. Blue dots represent popular pedestrian destinations, while red dots represent transit facilities and orange dots represent vehicle facilities. Areas of dark blue shading indicate border-specific support services, which include facilities which cater to cross-border travelers but do not typically generate cross-border trips. The blue lines on the map represent pedestrian pathways linking destinations to the POE. This pathway system comprises the pedestrian study area for San Ysidro/Puerta México-El Chaparral.

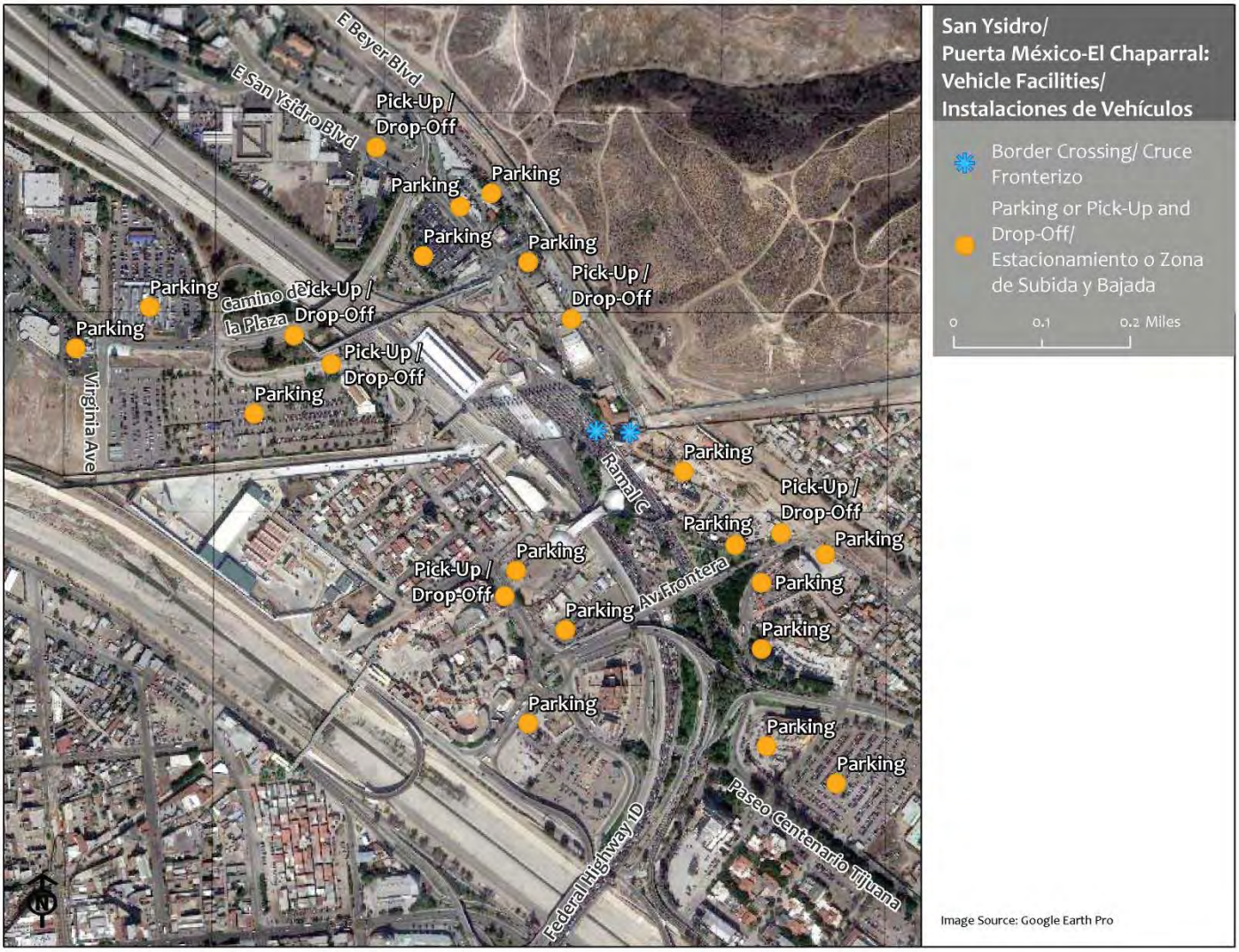
Figure C-1 - Major Destinations at the San Ysidro/Puerta México-El Chaparral POE



Passenger Loading and Public Parking

The locations of parking and passenger loading zones influences pedestrian, bicycle, and vehicle travel patterns. Parking locations and passenger loading zones are shown in the map below. Both official and unofficial passenger loading zones are included on the map.

Figure C-2 - Passenger Pick-Up, Drop-Off, and Public Parking Locations at the San Ysidro/Puerta México-El Chaparral POE



Transit Service

The following transit options are available at the San Ysidro/Puerta México-El Chaparral POE:

United States

- San Diego Trolley, Blue Line, serving South Bay communities, Chula Vista, National City, and the City of San Diego, including Downtown San Diego
- MTS bus routes 906 and 907, serving the Iris Avenue Trolley Station
- Private buses serving regional and interstate destinations including Greyhound, El Corre Caminos, Cruceros, Intercalifornias, Mexicoach, Tufesa, Tres Estrellas de Oro, and Las Vegas Shuttle
- Taxis
- Licensed and unlicensed Jitneys
- Pedicabs

Mexico

- Azul y Blanco bus routes, serving the city of Tijuana
- Private interstate and regional buses including Tufesa, ABC, Mexicoach, Estrella del Pacifico, Intercalifornias, Tres Estrellas del Oro, Autotransportes Aragon, Crocs, LA-Mex, Lineas Ejecutivas, El Corre Caminos, Frontera del Norte, and Turimex, serving destinations in the US and Mexico
- Taxis

The map below shows transit loading, staging, ticketing, and passenger waiting facilities. Where loading, staging, ticketing, and waiting activities occur at the same location as the transit stop, or where data is not available, only the transit stop is shown on the map.

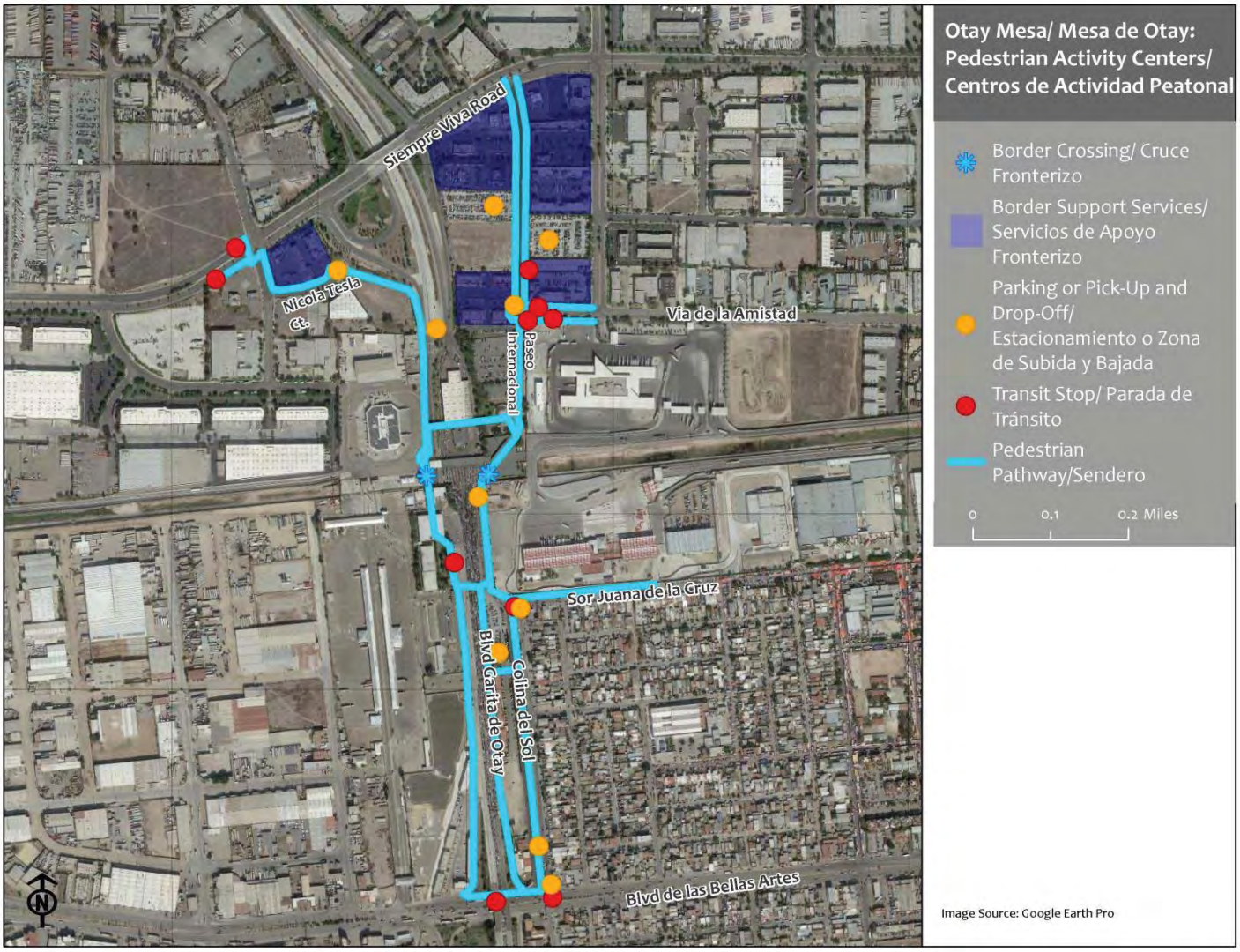
Figure C-3 - Transit Facilities at the San Ysidro/Puerta México-El Chaparral POE

Otay Mesa/Mesa de Otay

Major Destinations

Major study destinations are identified on the map below. Blue dots represent popular pedestrian destinations, while red dots represent transit facilities and orange dots represent vehicle facilities. Areas of dark blue shading indicate border-specific support services, which include facilities which cater to cross-border travelers but do not typically generate cross-border trips. The blue lines on the map represent pedestrian pathways linking destinations to the POE. This pathway system comprises the pedestrian study area for Otay Mesa/Mesa de Otay.

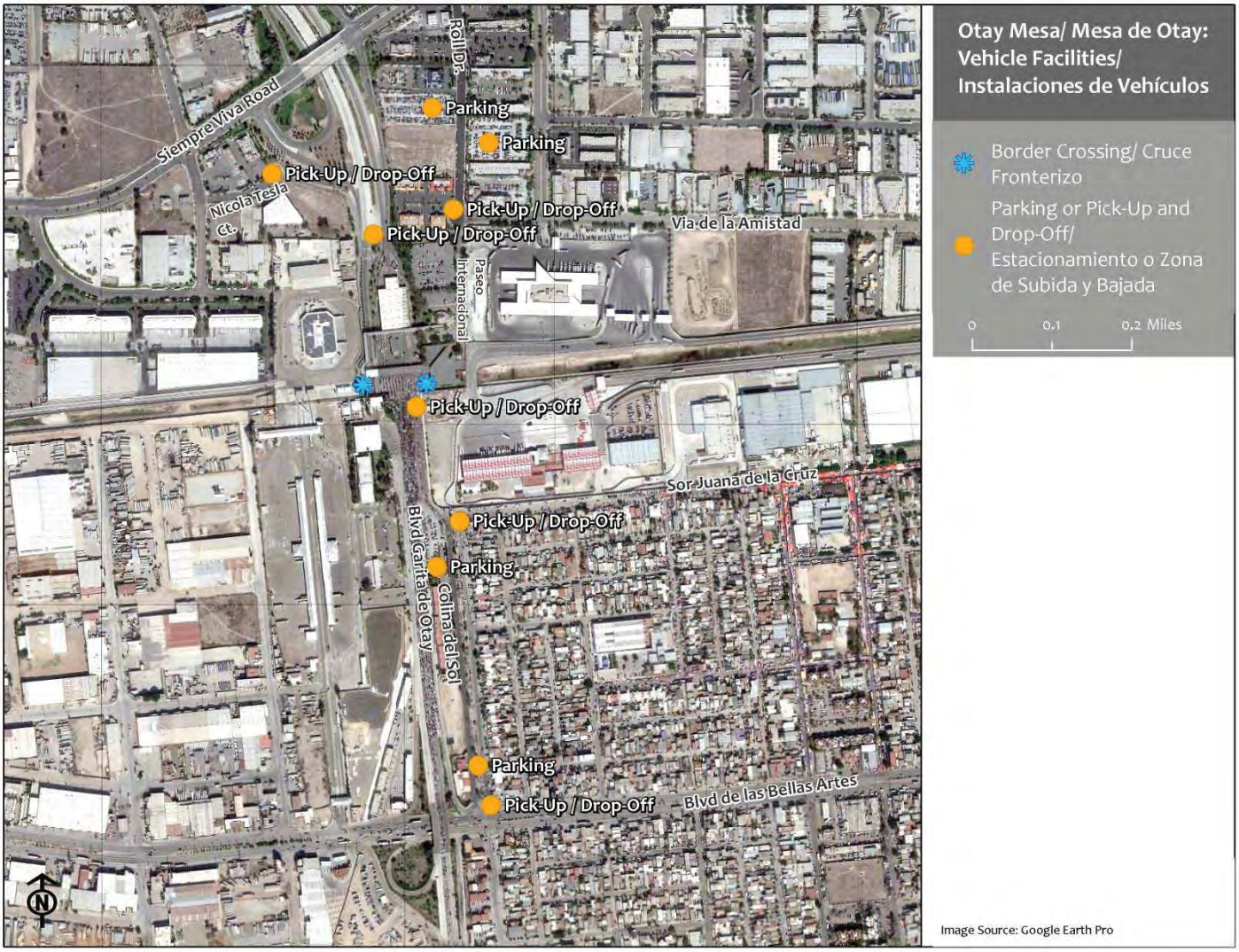
Figure C-4 - Major Destinations at the Otay Mesa/Mesa de Otay POE



Passenger Loading and Public Parking

The locations of parking and passenger loading zones influences pedestrian, bicycle, and vehicle travel patterns. Parking locations and passenger loading zones are shown in the map below. Both official and unofficial passenger loading zones are included on the map.

Figure C-5 - Passenger Pick-Up, Drop-Off, and Public Parking Locations at the Otay Mesa/Mesa de Otay POE



Transit Service

The following transit options are available at the Otay Mesa/Mesa de Otay POE:

United States

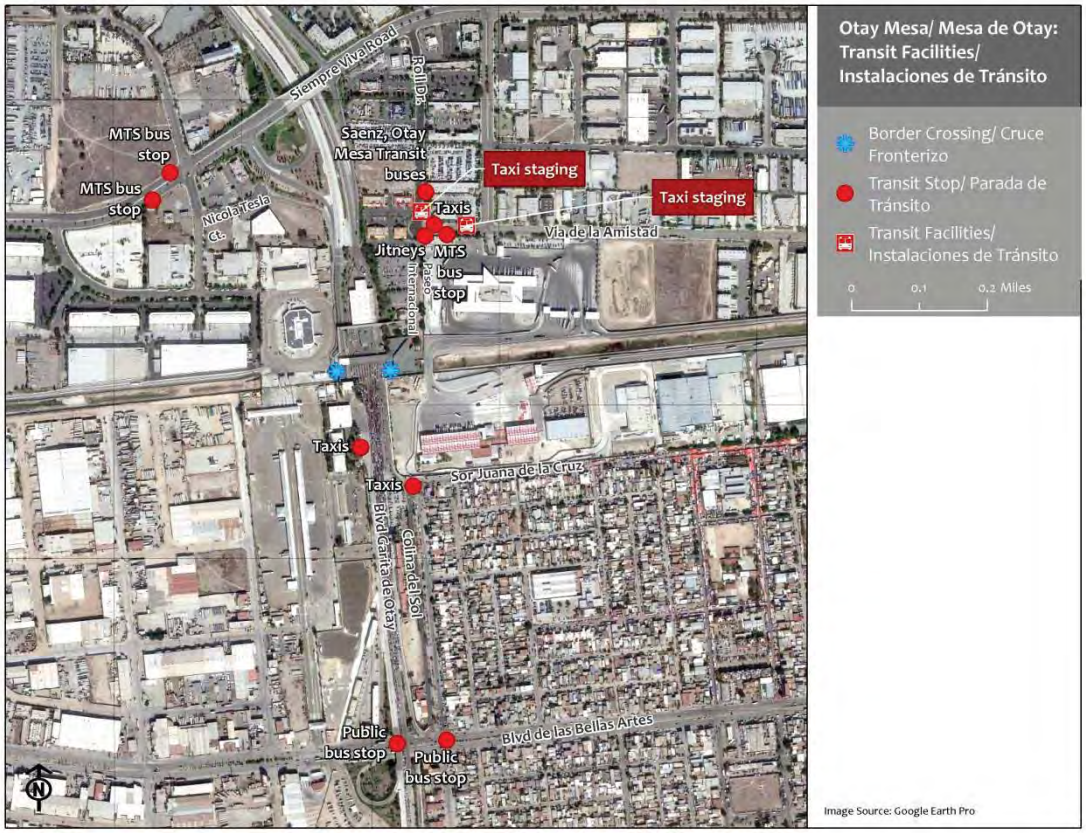
- MTS bus routes 905, 905A, 905B, and 950, serving the Iris Avenue Trolley Station.
- Private buses serving regional and interstate destinations including Otay Mesa Transit and Saenz, serving Los Angeles.
- Taxis
- Jitneys

Mexico

- City bus route
- Taxis

The map below shows transit loading, staging, ticketing, and passenger waiting facilities. Where loading, staging, ticketing, and waiting activities occur at the same location as the transit stop, or where data is not available, only the transit stop is shown on the map.

Figure C-6 - Transit Facilities at the Otay Mesa/Mesa de Otay POE



Tecate/Tecate

Major Destinations

Major study destinations are identified on the map below. Blue dots represent popular pedestrian destinations, while red dots represent transit facilities and orange dots represent vehicle facilities. Areas of dark blue shading indicate border-specific support services, which include facilities which cater to cross-border travelers but do not typically generate cross-border trips. The blue lines on the map represent pedestrian pathways linking destinations to the POE. This pathway system comprises the pedestrian study area for Tecate/Tecate.

Figure C-7 - Major Destinations at the Tecate/Tecate POE

Passenger Loading and Public Parking

The locations of parking and passenger loading zones influences pedestrian, bicycle, and vehicle travel patterns. Parking locations and passenger loading zones are shown in the map below. Both official and unofficial passenger loading zones are included on the map.

Figure C-8 - Passenger Pick-Up, Drop-Off, and Public Parking Locations at the Tecate/Tecate POE

Transit Service

The following transit options are available at the Tecate/Tecate POE:

United States

- MTS bus route 894, serving the El Cajon Transit Center to the west and Jacumba Hot Springs to the east. This route has long headways of 3-4 hours

Mexico

- Public bus with stops near Parque Miguel Hidalgo
- Taxis

The map below shows transit loading, staging, ticketing, and passenger waiting facilities. Where loading, staging, ticketing, and waiting activities occur at the same location as the transit stop, or where data is not available, only the transit stop is shown on the map.

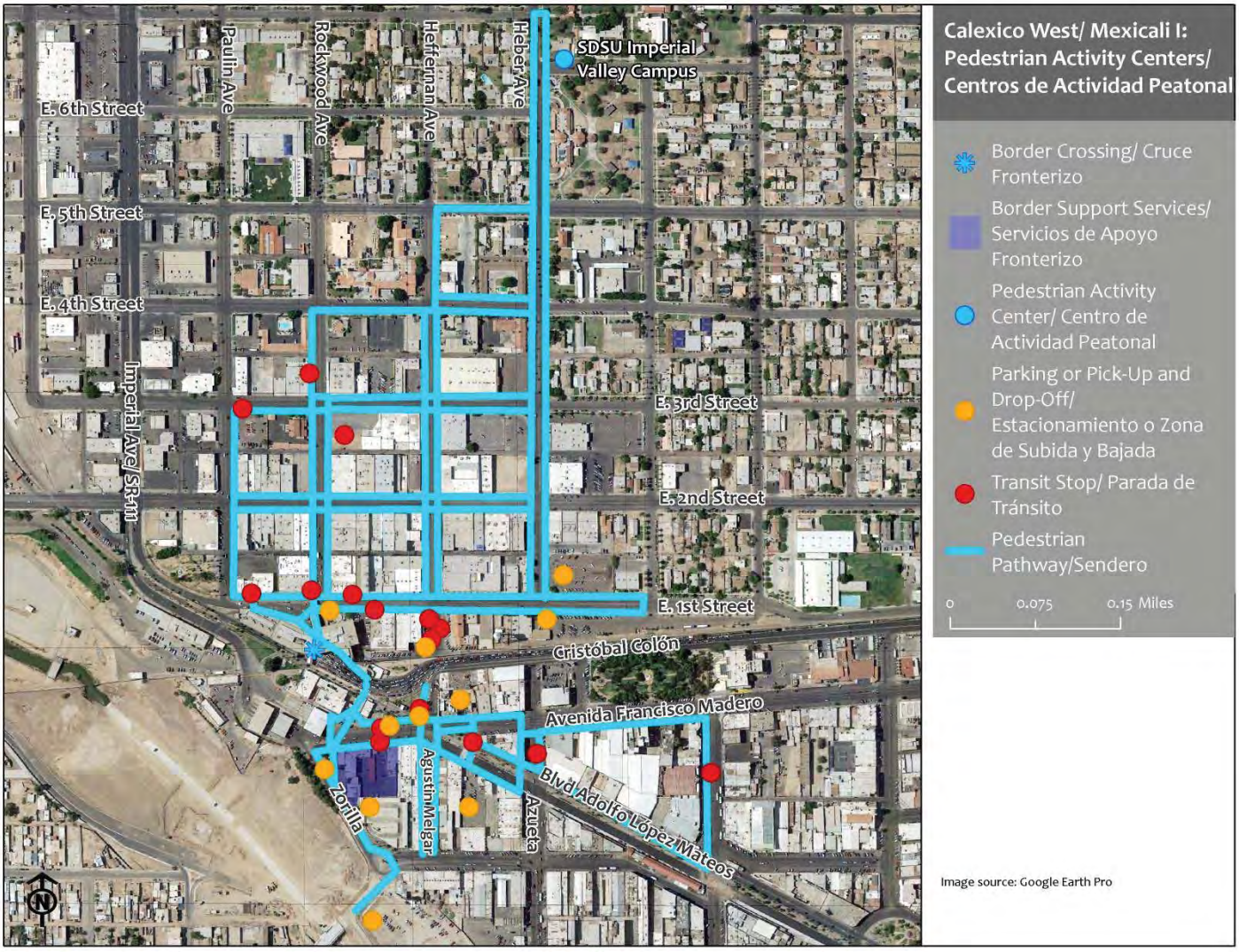
Figure C-9 - Transit Facilities at the Tecate/Tecate POE

Calexico West/Mexicali I

Major Destinations

Major study destinations are identified on the map below. Blue dots represent popular pedestrian destinations, while red dots represent transit facilities and orange dots represent vehicle facilities. Areas of dark blue shading indicate border-specific support services, which include facilities which cater to cross-border travelers but do not typically generate cross-border trips. The blue lines on the map represent pedestrian pathways linking destinations to the POE. This pathway system comprises the pedestrian study area for Calexico West/Mexicali I.

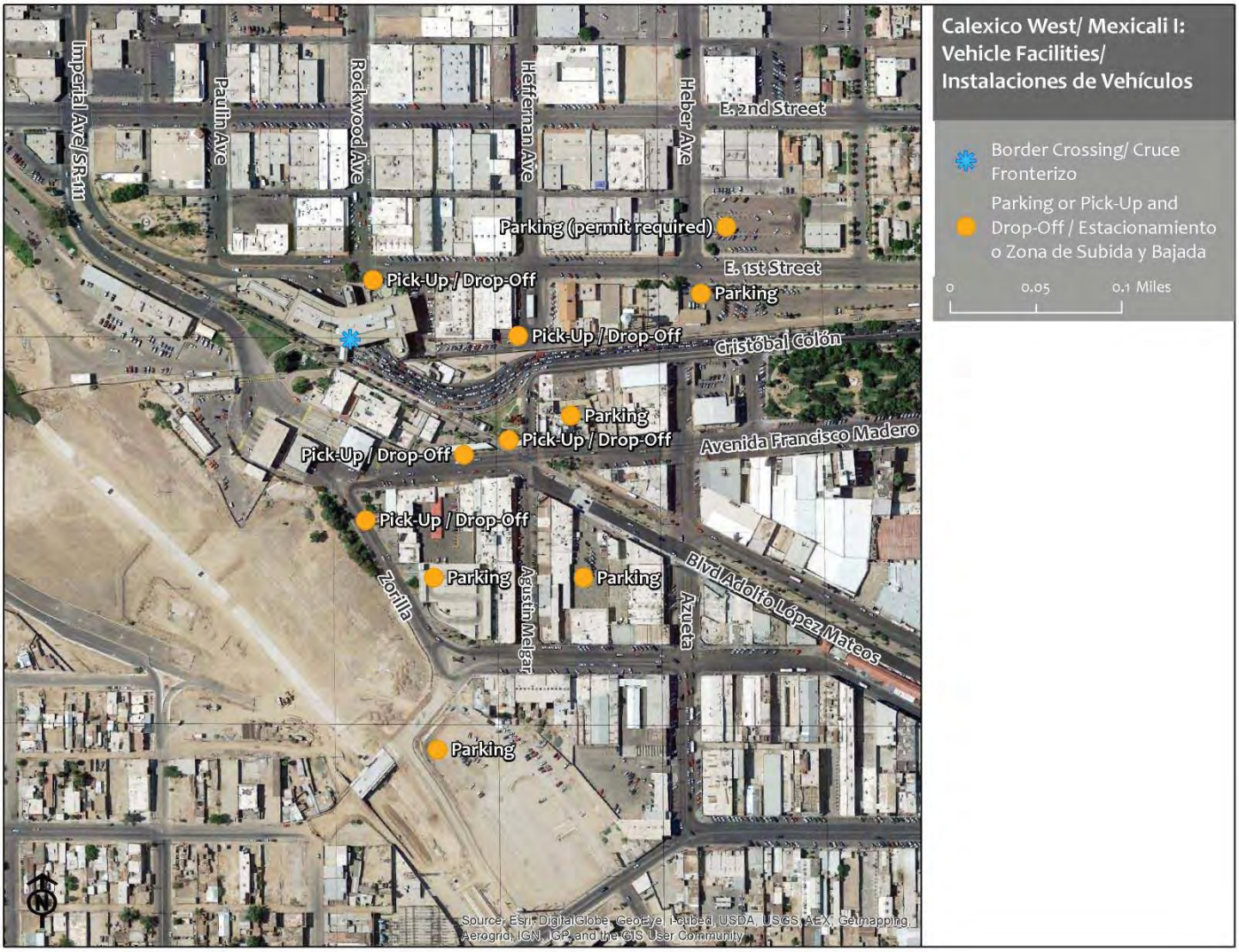
Figure C-10 - Major Destinations at the Calexico West/Mexicali I POE



Passenger Loading and Public Parking

The locations of parking and passenger loading zones influences pedestrian, bicycle, and vehicle travel patterns. Parking locations and passenger loading zones are shown in the map below. Both official and unofficial passenger loading zones are included on the map.

Figure C-11 - Passenger Pick-Up, Drop-Off, and Public Parking Locations at the Calexico West/Mexicali I POE



Transit Service

The following transit options are available at the Calexico West/Mexicali IPOE:

United States

- IVT bus routes 1, 21, 31, and 32, serving El Centro, Imperial Valley College, and Brawley
- Private buses serving local, regional, and interstate destinations including Greyhound, Cruceros, Numero Uno, LA Shuttle (Imperial Valley Mall shuttle), Calexico Transit System, Intercalifornias, and Gran Plaza Outlets shuttle.
- Taxis
- Jitneys

Mexico

- Private buses, shuttles, and taxis authorized by the government and run by a variety of companies, many without signed stop locations

The map below shows transit loading, staging, ticketing, and passenger waiting facilities. Where loading, staging, ticketing, and waiting activities occur at the same location as the transit stop, or where data is not available, only the transit stop is shown on the map.

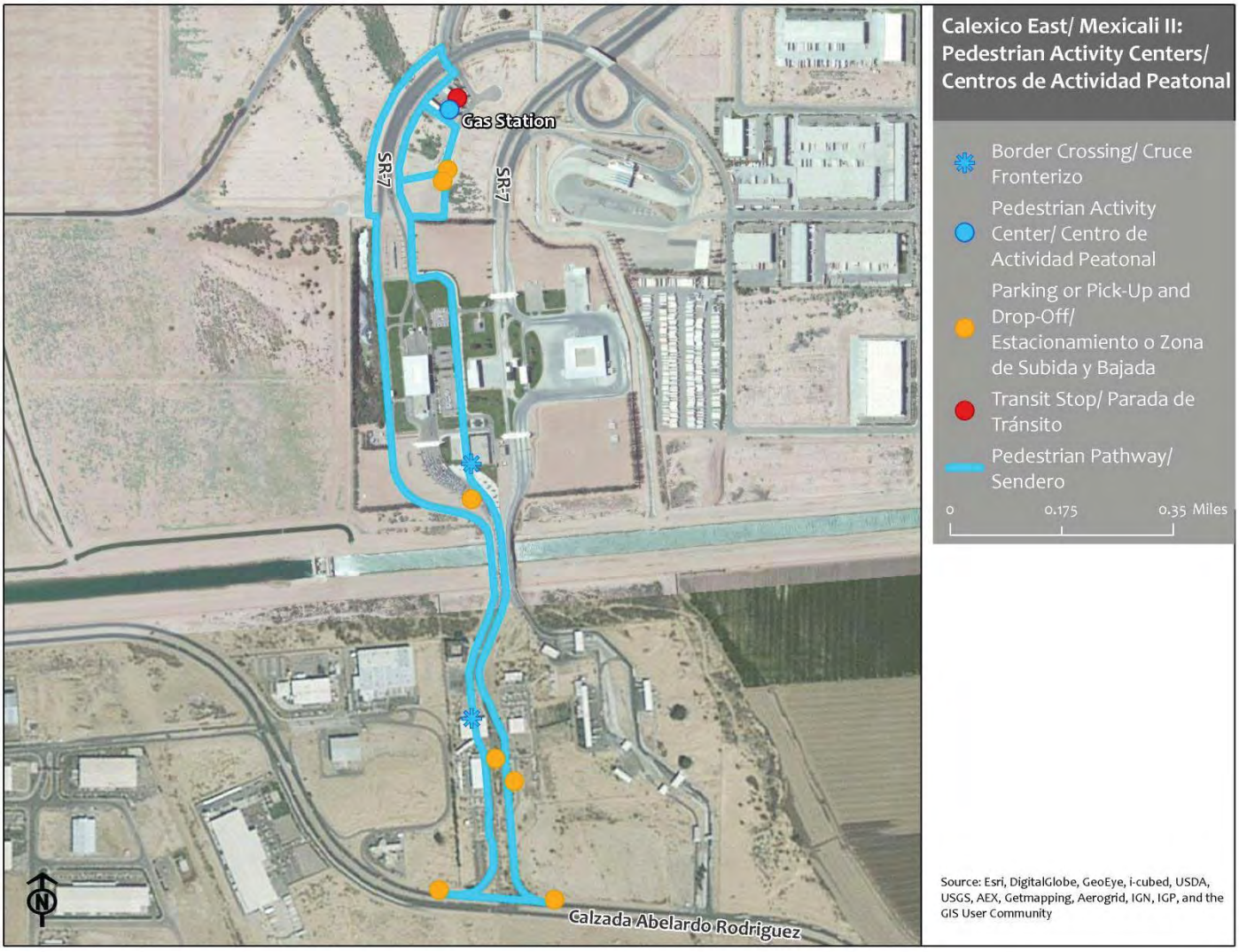
Figure C-12 - Transit Facilities at the Calexico West/Mexicali I POE

Calexico East/Mexicali II

Major Destinations

Major study destinations are identified on the map below. Blue dots represent popular pedestrian destinations, while red dots represent transit facilities and orange dots represent vehicle facilities. Areas of dark blue shading indicate border-specific support services, which include facilities which cater to cross-border travelers but do not typically generate cross-border trips. The blue lines on the map represent pedestrian pathways linking destinations to the POE. This pathway system comprises the pedestrian study area for Calexico East/Mexicali II.

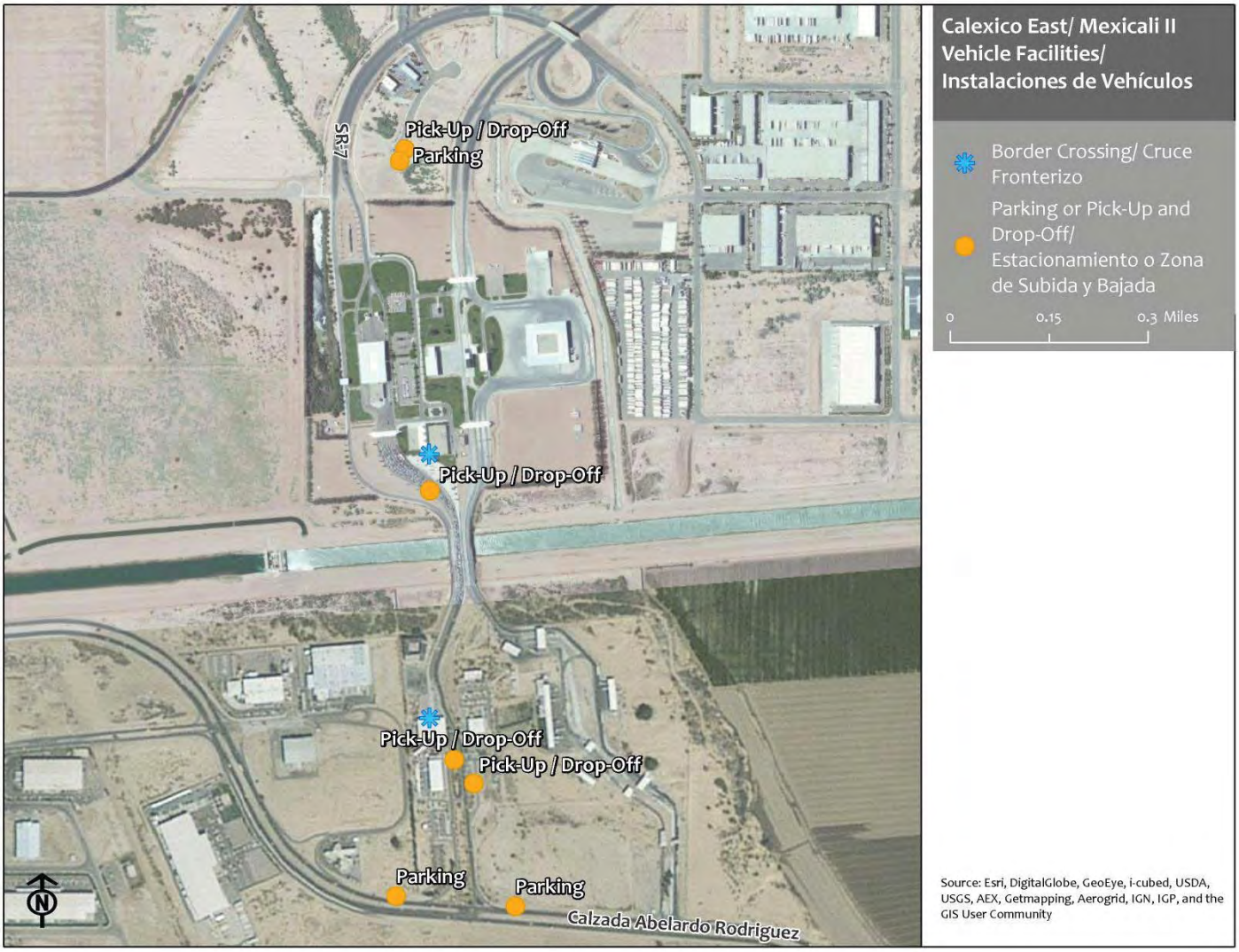
Figure C-13 - Major Destinations at the Calexico East/Mexicali II POE



Passenger Loading and Public Parking

The locations of parking and passenger loading zones influences pedestrian, bicycle, and vehicle travel patterns. Parking locations and passenger loading zones are shown in the map below. Both official and unofficial passenger loading zones are included on the map.

Figure C-14 - Passenger Pick-Up, Drop-Off, and Public Parking Locations at the Calexico East/Mexicali II POE

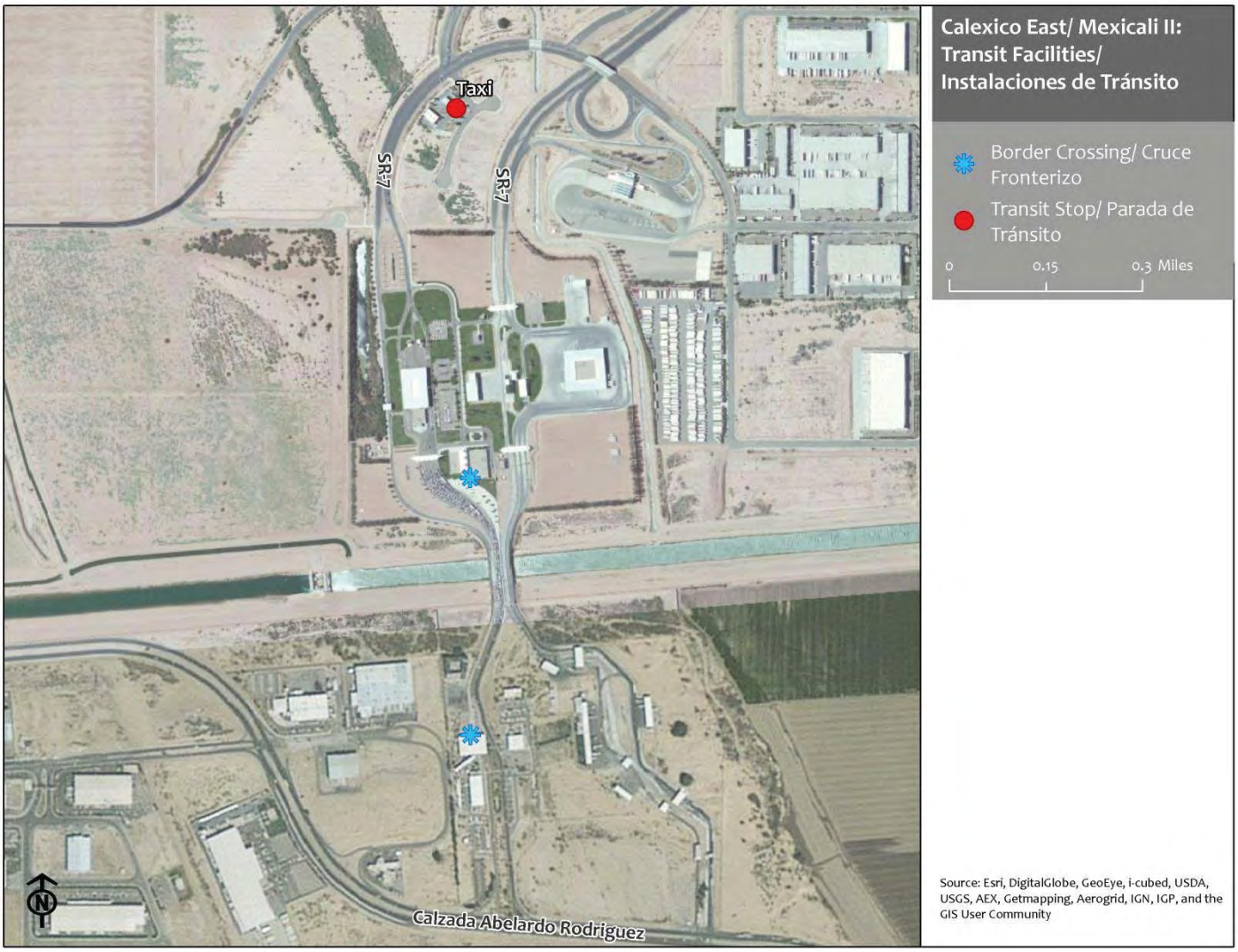


Transit Service

The transit options at the Calexico East/Mexicali II POE consist of a taxi that is often at the gas station north of the POE in the United States.

The map below shows transit loading, staging, ticketing, and passenger waiting facilities. Where loading, staging, ticketing, and waiting activities occur at the same location as the transit stop, or where data is not available, only the transit stop is shown on the map.

Figure C-15 - Transit Facilities at the Calexico East/Mexicali II POE

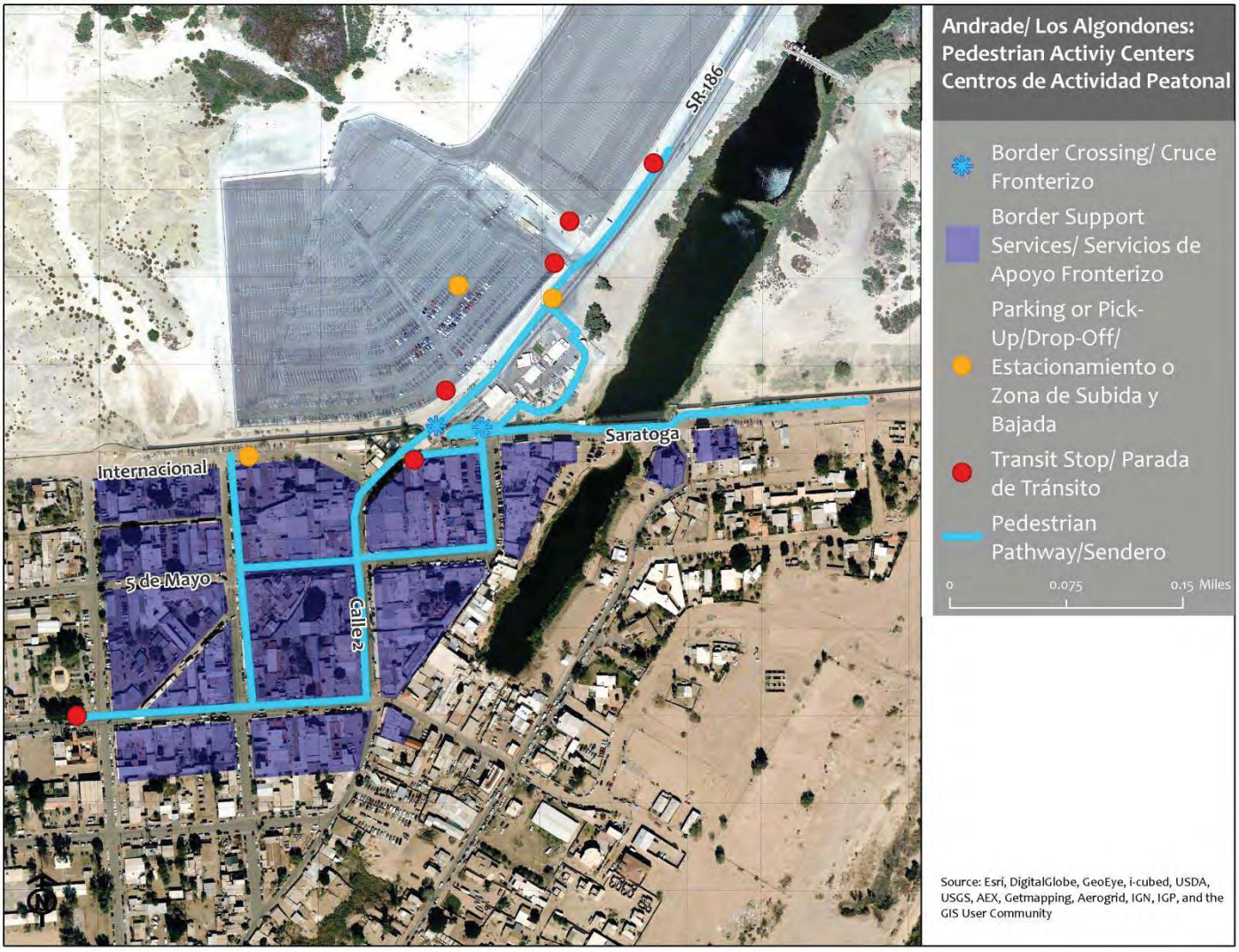


Andrade/Los Algodones

Major Destinations

Major study destinations are identified on the map below. Blue dots represent popular pedestrian destinations, while red dots represent transit facilities and orange dots represent vehicle facilities. Areas of dark blue shading indicate border-specific support services, which include facilities which cater to cross-border travelers but do not typically generate cross-border trips. The blue lines on the map represent pedestrian pathways linking destinations to the POE. This pathway system comprises the pedestrian study area for Andrade/Los Algodones.

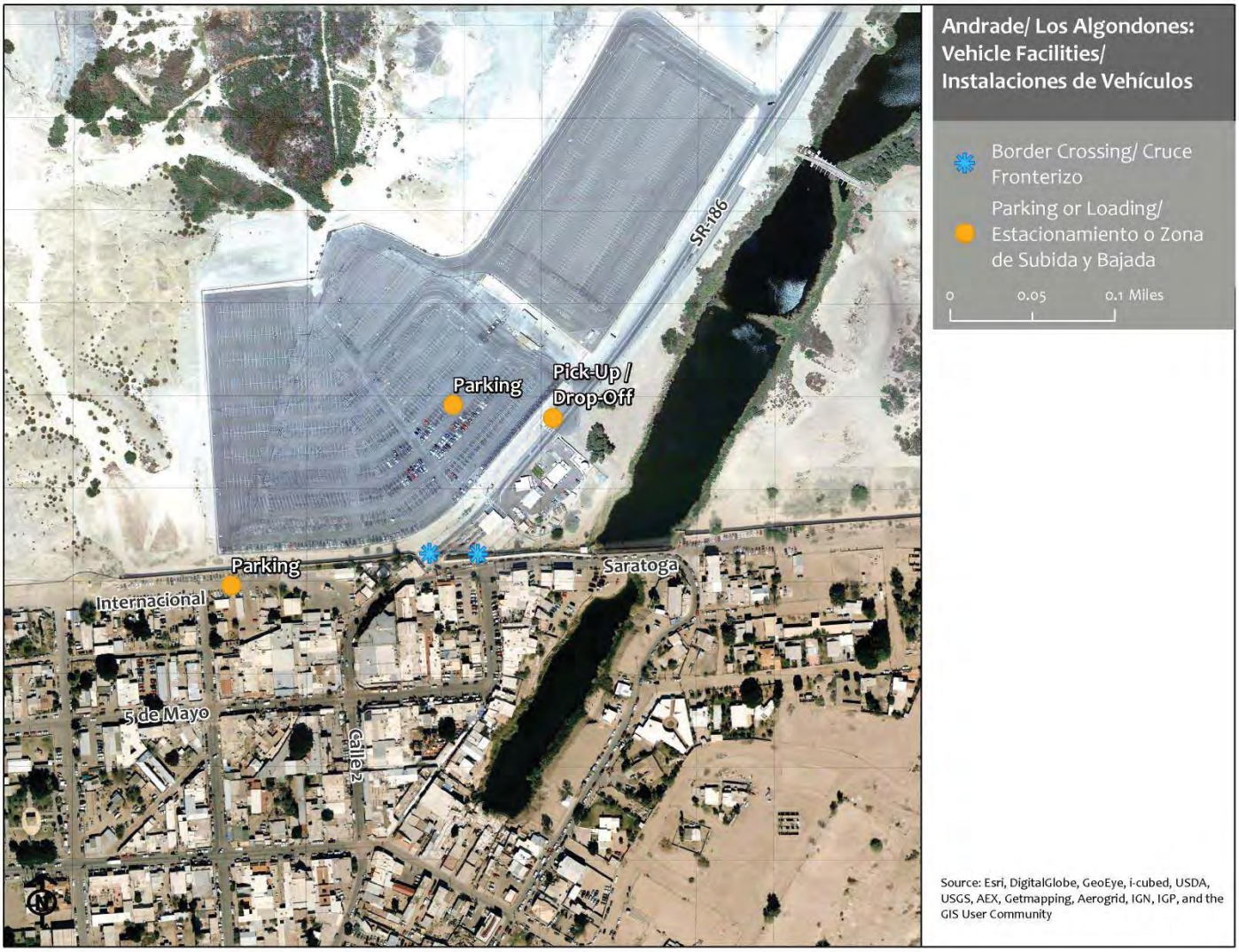
Figure C-16 - Major Destinations at the Andrade/Los Algodones POE



Passenger Loading and Public Parking

The locations of parking and passenger loading zones influences pedestrian, bicycle, and vehicle travel patterns. Parking locations and passenger loading zones are shown in the map below. Both official and unofficial passenger loading zones are included on the map.

Figure C-17 - Passenger Pick-Up, Drop-Off, and Public Parking Locations at the Andrade/Los Algodones POE



Transit Service

The following transit options are available at the Andrade/Los Algodones POE:

United States

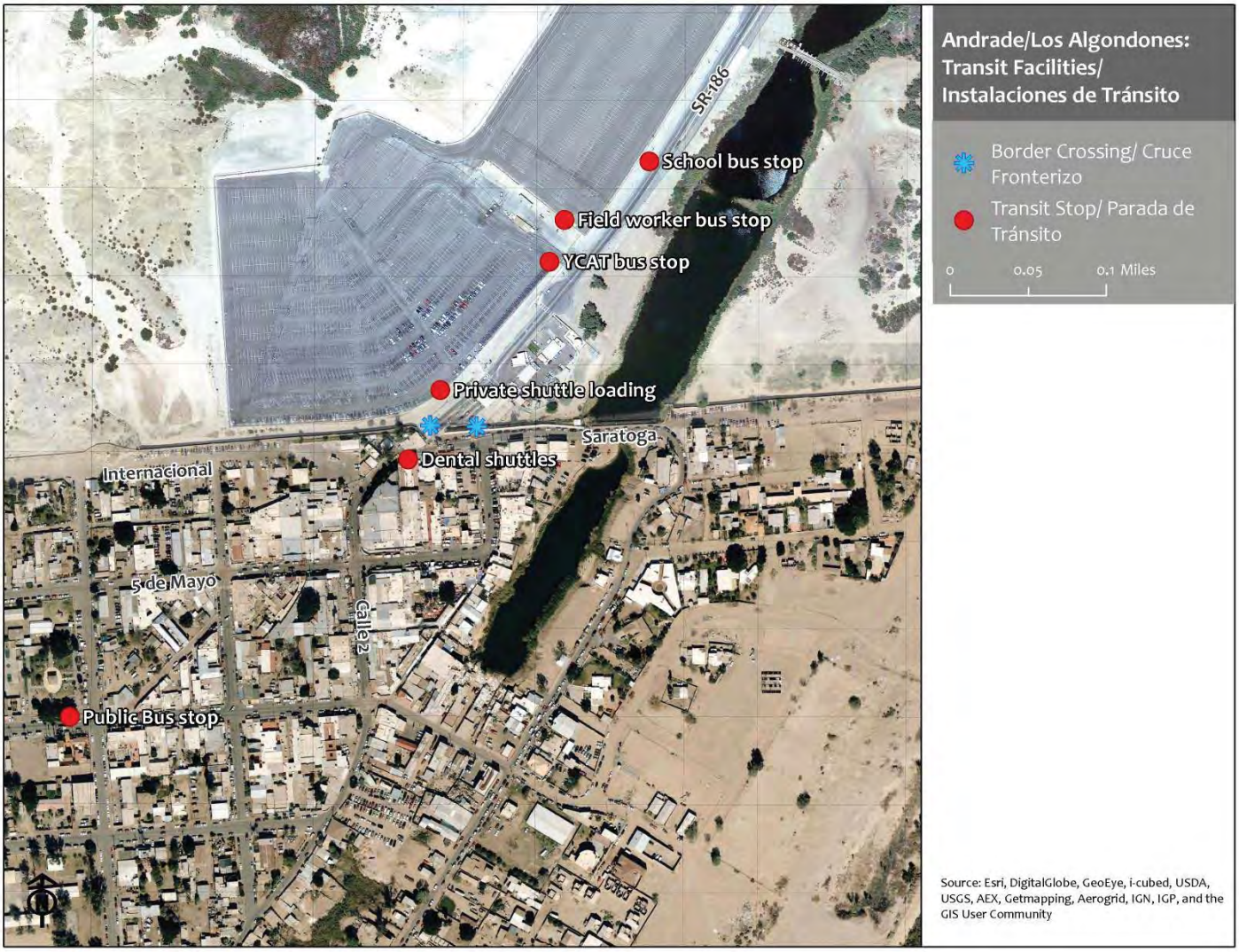
- YCAT #5, serving Yuma, Arizona
- Privately owned and operated medical tourism bus and shuttle services
- Taxis (drop-off only)

Mexico

- Public bus serving Cuervos, Mexico
- Private shuttle service to dental offices

The map below shows transit loading, staging, ticketing, and passenger waiting facilities. Where loading, staging, ticketing, and waiting activities occur at the same location as the transit stop, or where data is not available, only the transit stop is shown on the map.

Figure C-18 - Transit Facilities at the Andrade/Los Algodones POE



Appendix D
Network Connectivity Assessment

Assessment of Network Connectivity and Network Amenities was conducted based on data gathered during the Existing Conditions and Community and Public Outreach phases of the study as well as during field visits to each of the POEs. Every unique comment and piece of information received during those three phases of the study was catalogued and subsequently organized by port and by theme. The Network Connectivity and Network Amenities assessments were derived from the resulting data set.

Network Connectivity Assessment Criteria

Connectivity Element	Unit of Measurement	Poor	Fair	Good
Pedestrian Connectivity				
Gaps	Missing pedestrian ramps, sidewalks, crosswalks	4+ (small) or 1+ (egregious) instances	2-3 instances	0-1 instances
Maintenance Issues	Damaged sidewalks, faded crosswalks	4+ (small) or 1+ (egregious) instances	2-3 instances	0-1 instances
Avoids stairs and steep slopes	Steep slopes, stairs	Popular route or the majority of routes along a staircase or steep slope	Less popular routes or less than the majority of routes along a staircase or steep slope	No routes along steep slopes or stairs
Pedestrian Connectivity (Expanded Area of Influence)				
Gaps	Missing pedestrian ramps, sidewalks, crosswalks	4+ (small) or 1+ (egregious) instances	2-3 instances	0-1 instances
Maintenance Issues	Damaged sidewalks, faded crosswalks	4+ (small) or 1+ (egregious) instances	2-3 instances	0-1 instances
Avoids stairs and steep slopes	Steep slopes, stairs	Popular route or the majority of routes along a staircase or steep slope	Less popular routes or less than the majority of routes along a staircase or steep slope	No routes along steep slopes or stairs
Bicycle Connectivity				
Gaps	Missing bicycle facilities	Bicycle facilities do not connect to port AND there are major gaps, or bicycle facilities do not exist	Bicycle facilities do not connect to port OR there are no major gaps	Bicycle facilities connect to port AND there are no major gaps
Maintenance Issues	Faded striping, rough roads	Faded striping AND rough roads	Faded striping OR rough roads	Little to no faded striping and roads are generally high-quality

In addition to mapping deficiencies, the bicycle facilities deficiencies maps in this chapter show the existing and planned bicycle routes and missing bicycle connections that make up the bicycle study areas. See Appendix C for bicycle study area methodology information.

San Ysidro/Puerta México-El Chaparral

Pedestrian Connectivity

Figure D-1 shows the pedestrian network deficiencies at the San Ysidro/Puerta México-El Chaparral POE. Pedestrian network connectivity deficiencies at the POE include:

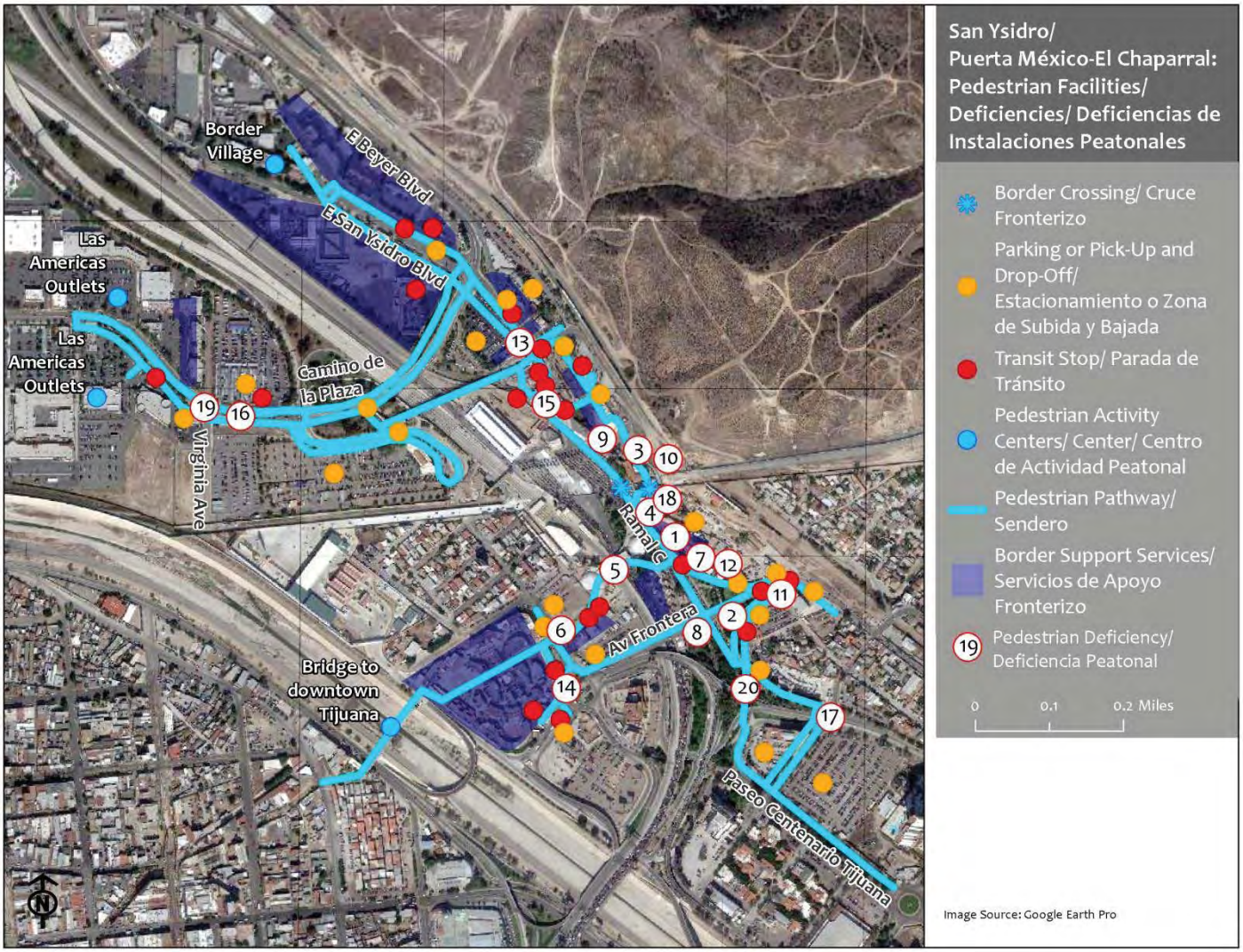
- **The southbound pathway** has a steep grade in the US and steep stairs and ramp in Mexico. The sidewalk is uneven and narrow in some locations. Turnstiles do not provide enough capacity into Mexico. Though the stairway is a temporary facility (see Chapter 5 Planned Improvements and Future Conditions), the configuration as of fall 2014 has northbound and southbound pedestrian flows intersecting each other.
- **Northbound queue along Ramal C** has uneven pavement, is missing many curb cuts, and is too narrow for the volume of users.
- **Pedestrian bridge (Mexico)** is narrow and steep and has different grades in different sections steep (see photo).
- **Pick-up and drop-off locations** at the intersections of East San Ysidro Boulevard with Camino de la Plaza and Ramal C with Avenida Frontera are hectic, with passenger pick-up/drop-off competing with transit, vehicle traffic, pedestrian traffic, and bicycles in both nations. Curbs are painted to limit pick-up and drop-off to a three-vehicle space along San Ysidro Boulevard.

Bicycle Connectivity

Figure D-2 shows the pedestrian network deficiencies at the San Ysidro/Puerta México-El Chaparral POE. Bicycle network connectivity deficiencies at the POE include:

- **Absence of bicycle connections**: There are no existing bicycle facilities in Tijuana, though bikeways are planned. Connections to the current and planned POEs are missing in both nations, as well as connections to regional bike routes.
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though stairs, narrow sidewalks, turnstiles, and pedestrian bridges are not amenable to bicycles.
- **Limited bicycle accommodations in transit vehicles**: the Trolley and MTS buses in San Diego can accommodate a maximum of two bicycles at once per bus or trolley car. Buses in Tijuana do not have provisions for bicycles.

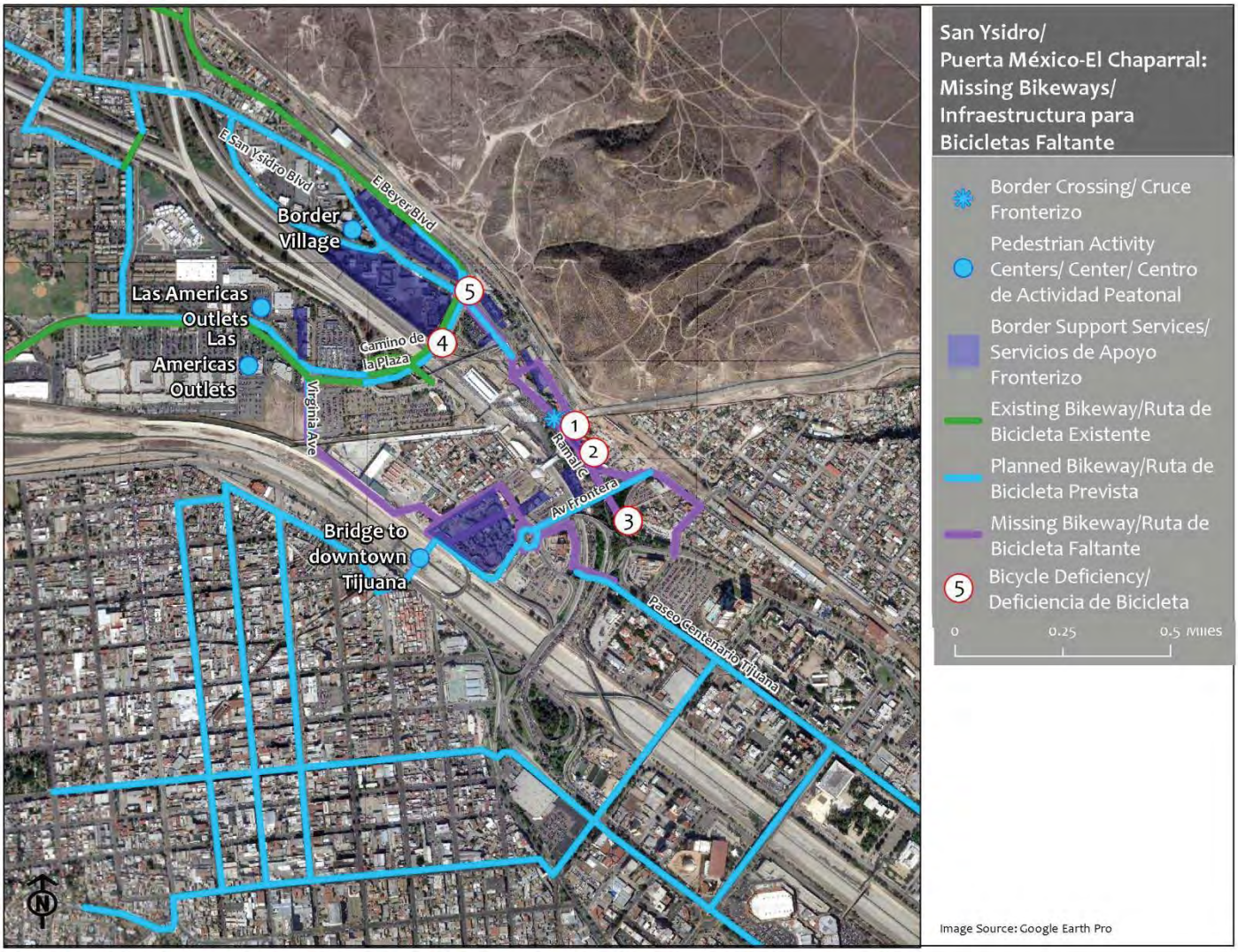
Figure D-1 - Existing Deficiencies in Pedestrian Facilities at San Ysidro/Puerta México-El Chaparral POE



San Ysidro/Puerta México-El Chaparral Pedestrian Facilities Deficiencies Map Key

1 Unshaded, narrow and cracked sidewalks, no benches, missing pedestrian ramps, poor lane designations, no water fountain
2 Lighting deficiency
3 Shade deficiency
4 Narrow staircase and steep ramps
5 Narrow bridge
6 No drop-off/pick-up area, signage deficiency
7 Lighting deficiency
8 Obstacles in pathway
9 Narrow and cracked sidewalk, signage deficiency
10 Steeply sloping ramp, austere design
11 Chaotic drop-off/pick-up area
12 Sidewalk drop-off
13 Hectic crosswalk, pedestrians not protected well from traffic
14 Crosswalks not sufficiently visible
15 Sufficient weather protection deficiency
16 Missing sidewalk
17 Traffic in the intersection poses a safety concern for pedestrians
18 Chaotic intersection of pedestrian traffic
19 Crosswalk deficiency
20 Sidewalk and intersection deficiencies

Figure D-2 - Existing Bikeway Deficiencies, Safety Issues, and Missing Connections at San Ysidro/Puerta México-El Chaparral POE



San Ysidro/Puerta México-El Chaparral Bicycle Facilities Deficiencies Map Key

1 Turnstiles and stairs difficult for bicycles
2 Narrow pathway difficult for bicycles
3 Street maintenance needed
4 Cyclists cannot ride on pedestrian bridge and Camino de la Plaza overpass has inadequate space for them to ride
5 Intersection is a safety concern for bicyclists

Otay Mesa/Mesa de Otay

Pedestrian Connectivity

Figure D-3 shows the pedestrian network deficiencies at the Otay Mesa/Mesa de Otay POE. Pedestrian network connectivity deficiencies at the POE include:

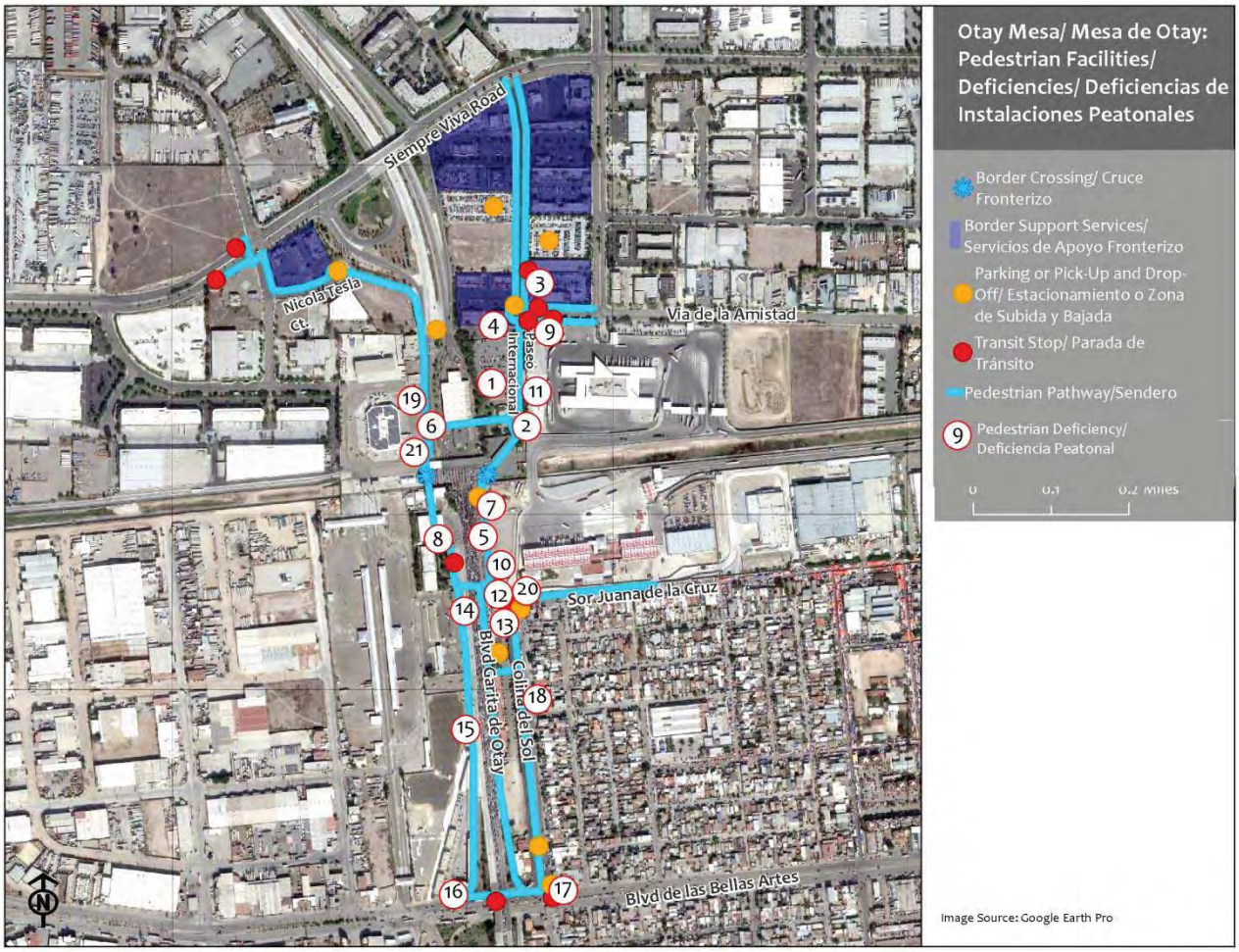
- **The sidewalk along Paseo Internacional from the POE to Roll Drive** is missing pedestrian ramps and full shade coverage. Crosswalks are missing north of the POE facility where northbound pedestrian traffic conflicts with vehicle traffic. The sidewalk is not wide enough to accommodate the volume of pedestrians or those travelling with luggage and many pedestrians walk in the roadway. There are no benches or water fountains along this pathway.
- **The northbound and southbound sidewalks along Boulevard Garita de Otay** have areas of missing paving and missing pedestrian ramps. The southbound sidewalk is mostly unshaded while the northbound sidewalk is unshaded until the shade structure adjacent to the POE. Crosswalks are missing or faded at the northern and southern ends of this street, and the crosswalks at the southern end of the street are located on curves with fast traffic and merging vehicles. Obstacles including poles and steeply sloping ramps occur along the northbound sidewalk. Also along the northbound sidewalk, a narrow two-way turnstile provides pedestrian connection to cross the vehicle SENTRI lane. The turnstile provides access for pedestrians walking in both directions, causing bottlenecks.
- **Pedestrian bridge missing** across Boulevard Garita de Otay. Currently, pedestrians must walk through fast-moving traffic to cross between the east and west sides of the road. This situation presents a safety concern, especially for families with children and travelers with luggage. The Mexican government is aware of this issue and has taken steps to begin addressing it. A video of the current crossing can be seen here: http://www.youtube.com/watch?v=5vVtSPvyUIE
- **Drop-off/pick-up locations** are desired closer to the pedestrian processing facilities. On the Mexican side, drivers use the SENTRI vehicle lane to drop-off pedestrians close to the crossing, and then exit the facility by driving against traffic. In the US, the drop-off/pick-up area at the southern end of Roll Drive does not always accommodate the number of users, and pedestrian traffic can spill on to the roadway.

Bicycle Connectivity

Figure D-4 shows the pedestrian network deficiencies at the Otay Mesa/Mesa de Otay POE. Bicycle network connectivity deficiencies at the POE include:

- **Absence of bicycle connections**: There are no existing or planned bicycle facilities on the Mexican side of the border. Connections to the POEs are missing in both nations, as well as connections to regional bike routes in the US
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though stairs, narrow sidewalks, turnstiles, pedestrian processing booths, and pedestrian bridges are not amenable to bicycles.
- **Limited transit accommodations**: A maximum of two bicycles can be accommodated on MTS buses in San Diego, and buses in Tijuana do not have provisions for bicycles.

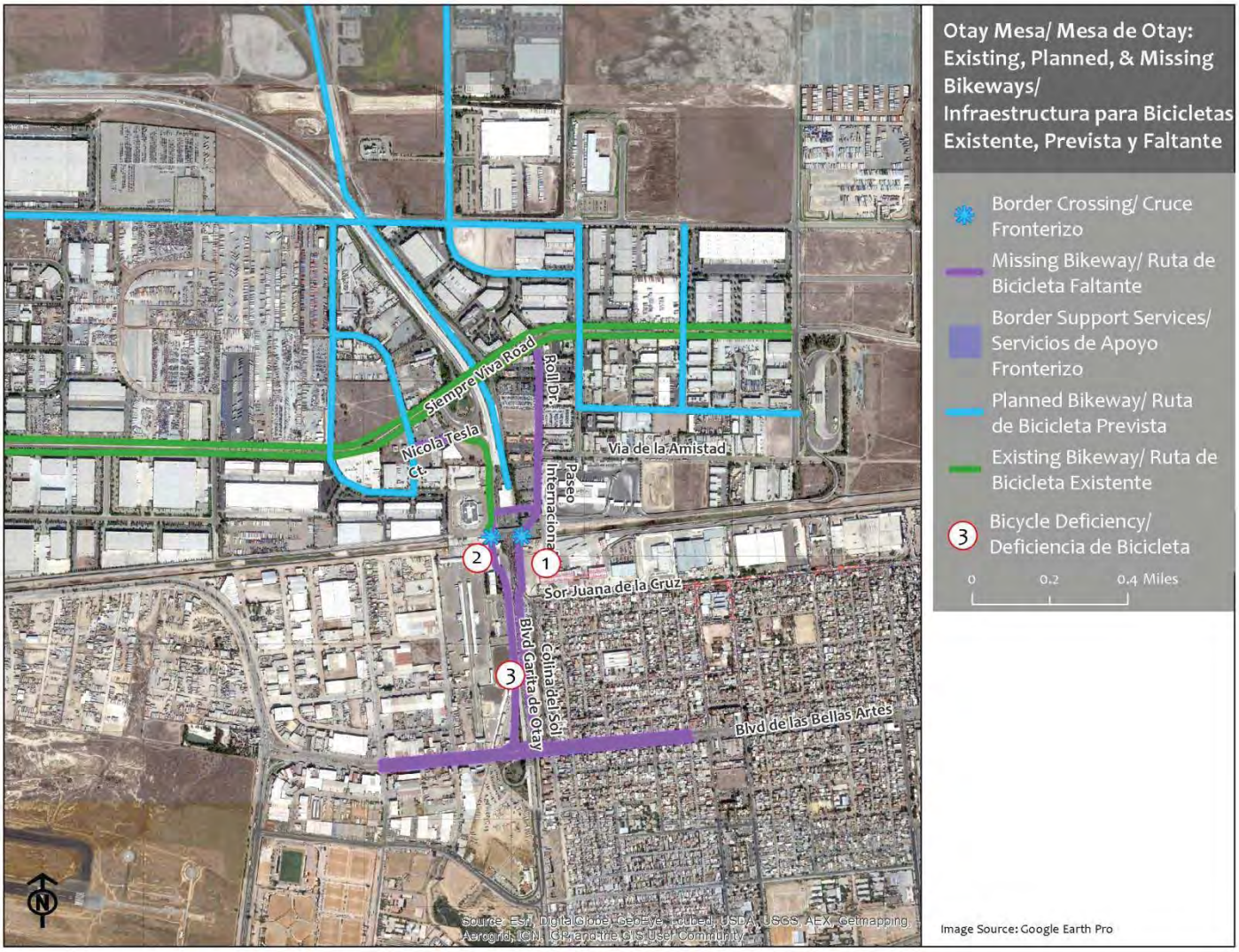
Figure D-3 - Existing Deficiencies in Pedestrian Facilities at Otay Mesa/Mesa de Otay POE



Otay Mesa/Mesa de Otay Pedestrian Facilities Deficiencies Map Key

1 Missing pedestrian ramps, narrow sidewalk, lighting deficiency
2 Missing crosswalk
3 No shelters or benches
4 No shelters or benches, insufficient size
5 Vehicles drive wrong way to drop-off passengers
6 Poor lighting on pedestrian bridge and at southbound crossing
7 Signage deficiency; no restroom, water fountain, or benches
8 Signage deficiency; no restroom, water fountain, or benches
9 Insufficient weather protection and lighting
10 Missing water fountain and restrooms
11 Signage deficiency; no water fountain or benches
12 Insufficient weather protection
13 Two-way turnstile causes bottlenecks, flooding issues
14 Missing pedestrian crossing leads pedestrians to walk through fast traffic to cross roadway
15 Sidewalk is not continuous, missing pedestrian ramps, no weather protection
16 Crosswalk on "blind curve" with fast traffic
17 Pedestrian crossings unmarked or faded, pedestrians must cross wide and complicated roadway, Colina del Sol pathway unpaved
18 Pathway has obstacles, steep pedestrian ramps, poor lighting, no weather protection
19 No northbound ramp from pedestrian bridge
20 No drop-off/pick-up zone
21 Signage deficiency
22 Shade deficiency

Figure D-4 - Existing Bikeway Deficiencies, Safety Issues, and Missing Connections at Otay Mesa/Mesa de Otay POE



Otay Mesa/Mesa de Otay Bicycle Facilities Deficiencies Map Key

1 Narrow booths and turnstiles difficult for bicycles
2 Turnstiles difficult for bicycles
3 Road maintenance needed

Tecate/Tecate

Pedestrian Connectivity

Figure D-5 shows the pedestrian network deficiencies at the Tecate/Tecate POE. Pedestrian network connectivity deficiencies at the POE include:

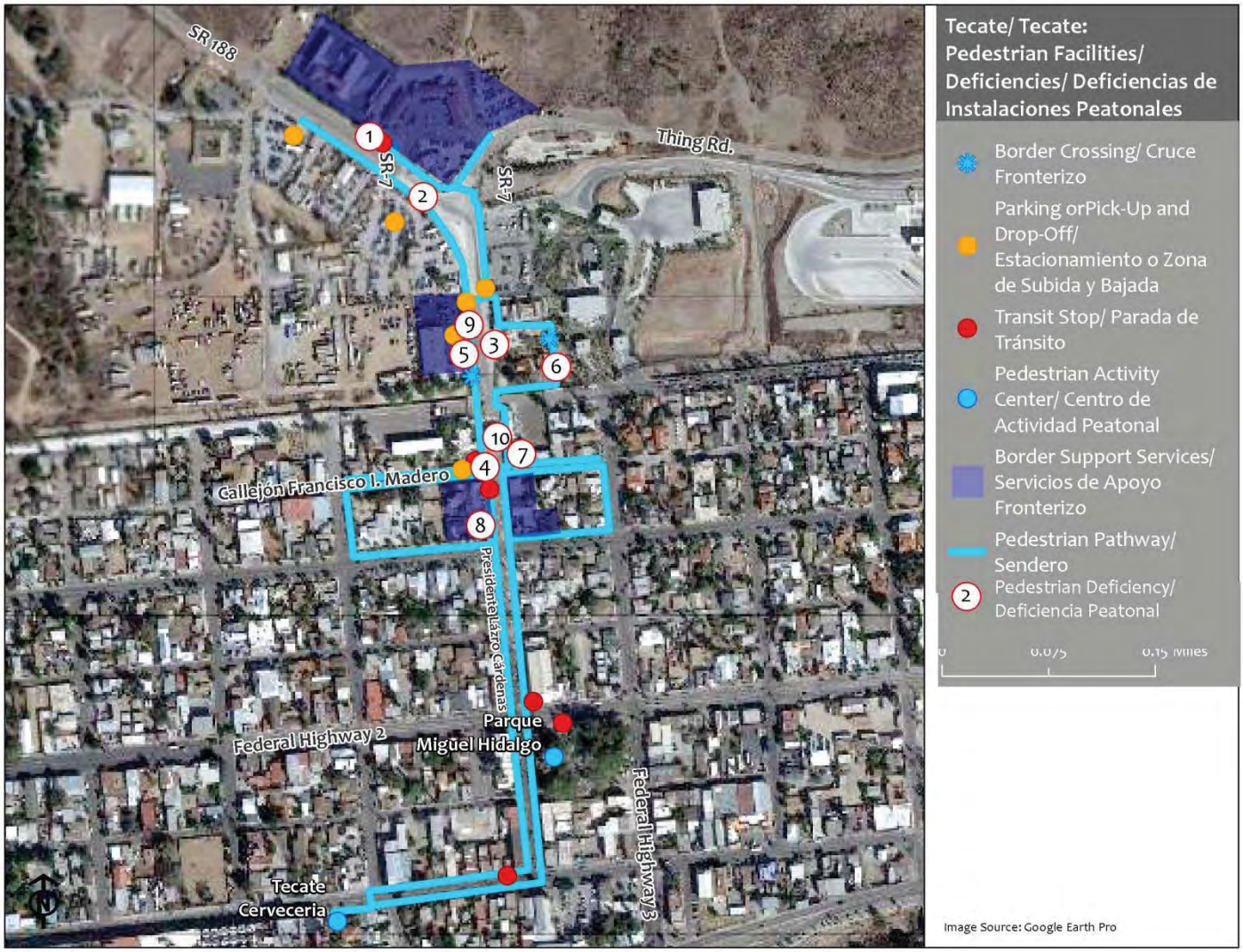
- **Formal drop-off and pick-up locations** are missing in both nations. Informal drop-offs and pick-ups occur just past the crossing on both sides of the border, with no designated passenger pick-up/drop-off zones or vehicle turnarounds.
- **The southbound entrance to Mexico** deposits pedestrians at the busy intersection of Callejón Francisco I. Madero and Presidente Lázaro Cárdenas. There are no crosswalks or signage for all street crossings, and there is no protection for pedestrians from personal vehicle and taxi traffic, and from truck traffic traveling along the Callejón Francisco I. Madero truck route.
- **The intersection of SR 188 and Thing Road** is missing pedestrian crossings.

Bicycle Connectivity

Figure D-6 shows the pedestrian network deficiencies at the Tecate/Tecate POE. Bicycle network connectivity deficiencies at the POE include:

- **Absence of bicycle connections**: There are no existing or planned bicycle facilities in Tecate.
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though turnstiles and narrow doorways are not amenable to bicycles.
- **Limited transit accommodations**: MTS buses in San Diego can accommodate a maximum of two bicycles at once per bus. Buses on the Mexican side do not have provisions for bicycles, though some city buses will allow riders to carry their bicycle onboard the bus.

Figure D-5 - Existing Deficiencies in Pedestrian Facilities at Tecate/Tecate POE



Tecate/Tecate Pedestrian Facilities Deficiencies Map Key

1 Insufficient shade
2 No pedestrian crossing
3 Unmarked drop-off/pick-up area
4 Concerning pedestrian crossing: trucks, personal vehicles, and pedestrian crossing conflict
5 Weather protection and signage deficiency; no water fountain, benches, or restroom
6 Weather protection and signage deficiency; no water fountain or benches
7 No benches
8 Sidewalk maintenance needed
9 Signage deficiency
10 No water fountain, benches, or official waiting area

Figure D-6 - Existing Bikeway Deficiencies, Safety Issues, and Missing Connections at Tecate/Tecate POE

Tecate/Tecate Bicycle Facilities Deficiencies Map Key

1 Narrow door difficult for bicycles
2 Turnstiles difficult for bicycles

Calexico West/Mexicali I

Pedestrian Connectivity

Figure D-7 shows the pedestrian network deficiencies at the Calexico West/Mexicali I POE. Pedestrian network connectivity deficiencies at the POE include:

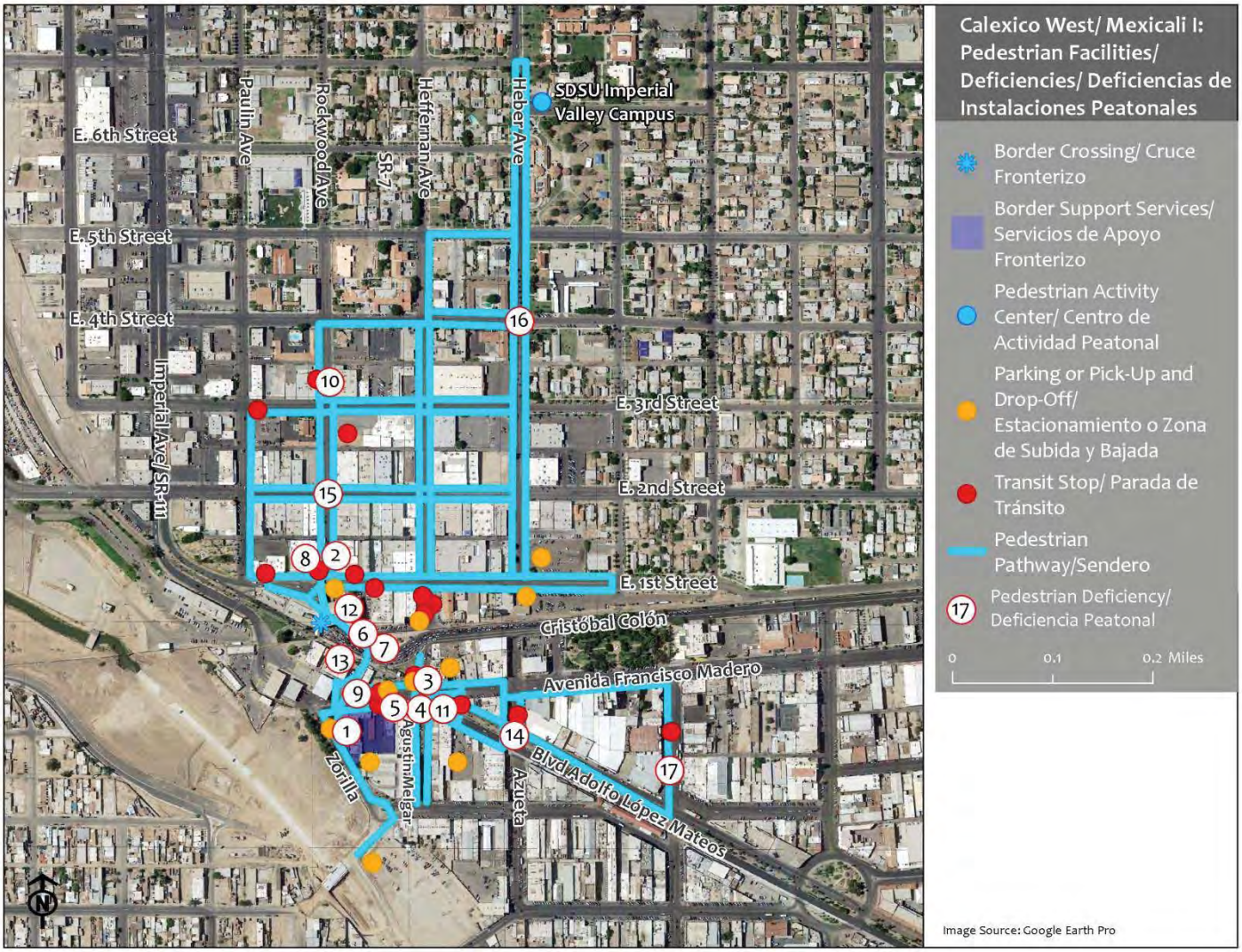
- **The pedestrian tunnel** in Mexicali has steep stairways and ramps in and out of the facility, difficult pathways for the elderly, disabled, and individuals with luggage. The tunnel gets hot and can smell badly, and it has been reported as an area of crime danger. Most of the tunnel has tile flooring. This flooring is a safety concern for pedestrians slipping when the tile gets wet or for travelers wearing slick-soled shoes or bicycle cleats. This safety concern is also applicable for the stairs leading in and out of the tunnel. The tunnel is subject to flooding during rain.
- **Uneven sidewalks and missing pedestrian sidewalk ramps** in Mexicali and **concerning pedestrian crossings** on Rockwood Ave in Calexico.
- **Narrow crossing facilities** including doors, stairs, turnstiles, and queuing areas. Crowding in the northbound queue has led to fighting in the past. Narrow facilities are difficult for those with bicycles and the disabled.
- **Pick-up and drop-off locations** on E 1st Street and at the intersection of Agustin Melgar with Avenida Francisco I. Madero are hectic and expose pedestrians to vehicle traffic.
- Pedestrian queue is located next to idling vehicles, exposing waiting pedestrians to **automobile fumes**.

Bicycle Connectivity

Figure D-8 shows the pedestrian network deficiencies at the Calexico West/Mexicali I POE. Bicycle network connectivity deficiencies at the POE include:

- **Absence of bicycle connections**: There are no existing bikeways in Calexico or Mexicali, though bikeways are planned in the two cities.
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though stairs, dense queues, turnstiles, tile flooring, and the generally narrow facilities at this POE are not amenable to bicycles.
- **Safety concerns**: Streets are busy with traffic and some roadways are poorly maintained.

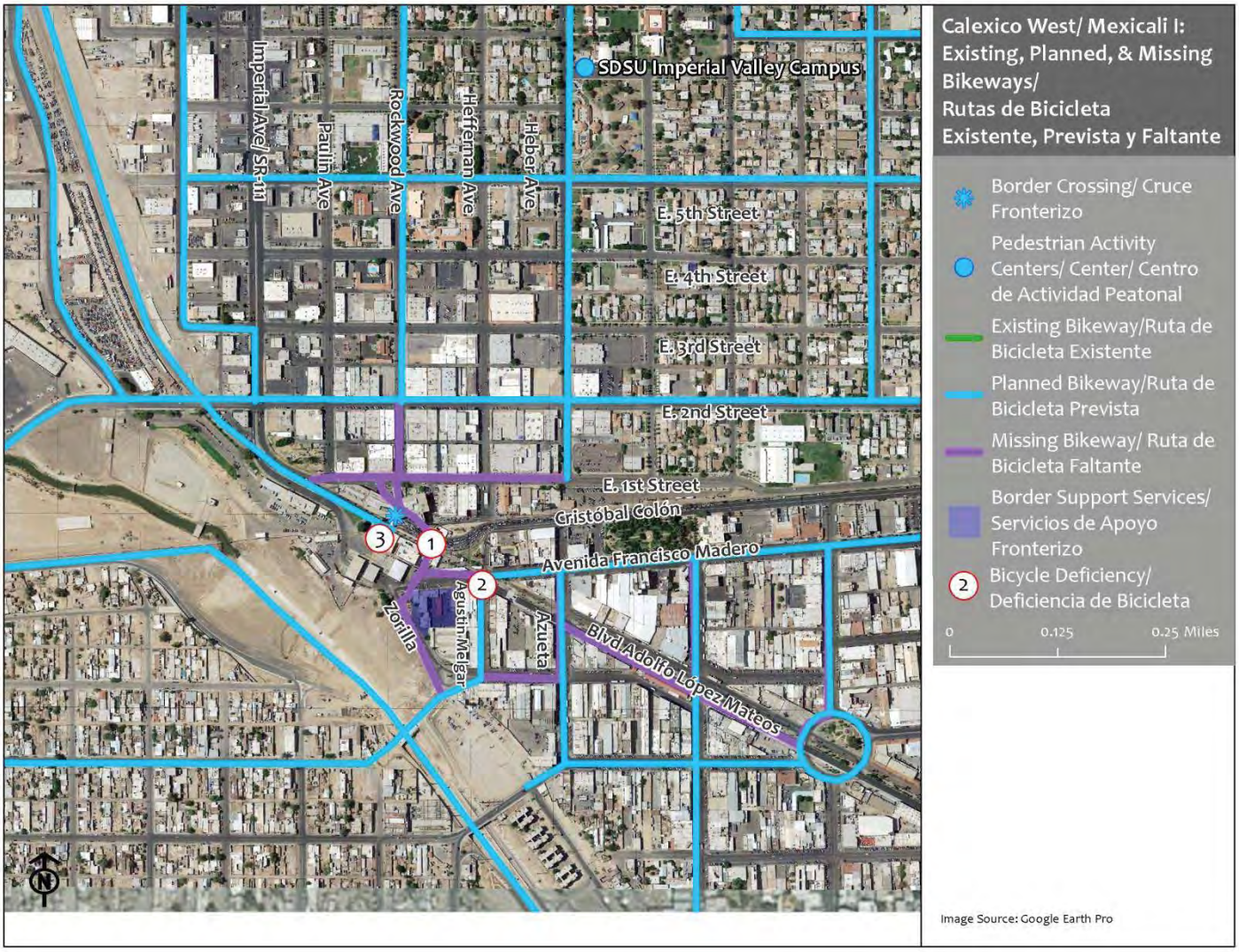
Figure D-7 - Existing Deficiencies in Pedestrian Facilities at Calexico West/Mexicali I POE



Calexico West/Mexicali I Pedestrian Facilities Deficiencies Map Key

1 Shade deficiency
2 No waiting area, benches, or water fountain; signage deficiency
3 Unofficial drop-off/pick-up area creates a traffic conflict
4 Difficult pedestrian crossing
5 No water fountain, lighting and signage deficiencies
6 Poor lane division, narrow facilities
7 Stairways and steep ramps challenging for the disabled and slippery when wet, tile floor slippery when wet, ventilation and flooding problems
8 No pedestrian crossing
9 Pedestrians breathe idling automobile fumes
10 Lighting deficiency
11 Lighting deficiency, no benches
12 Needs restrooms and water fountain
13 Needs benches
14 Sidewalk maintenance deficiencies, missing pedestrian curb ramps throughout eastern portion of Mexicali study area
15 Pedestrian crossing deficiency
16 Faded crosswalks throughout Calexico study area
17 Difficult pedestrian crossing

Figure D-8 - Existing Bikeway Deficiencies, Safety Issues, and Missing Connections at Calexico West/Mexicali I POE



Calexico West/Mexicali I Bicycle Facilities Deficiencies Map Key

1 Steps, ramps with tight curves, and tile flooring difficult for bicycles
2 Fast traffic, street maintenance needed
3 No signage for bicyclists

Calexico East/Mexicali II

Pedestrian Connectivity

Figure D-9 shows the pedestrian network deficiencies at the Calexico East/Mexicali II POE. Pedestrian network connectivity deficiencies at the POE include:

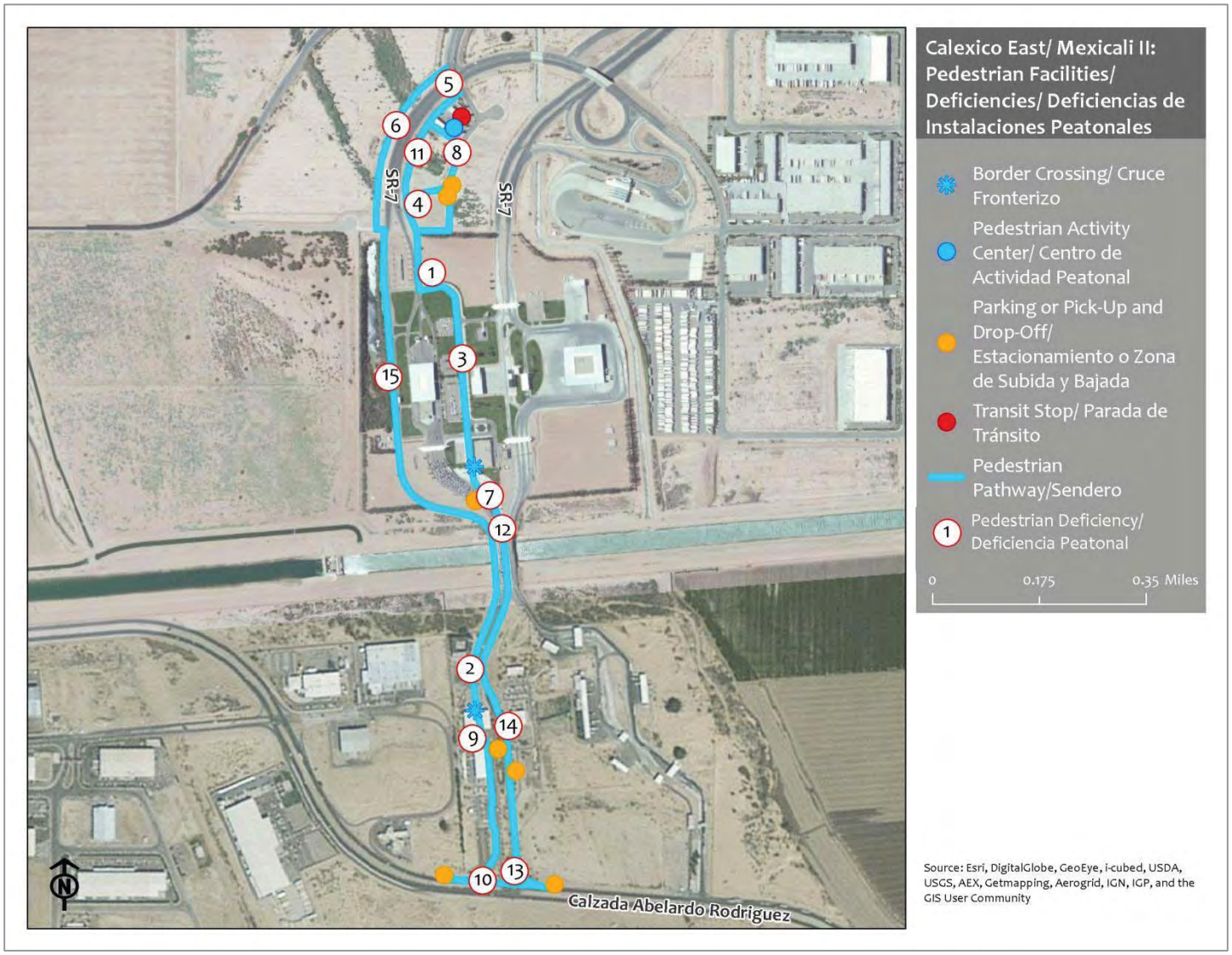
- **The southbound pathway** in the U.S begins very far from the pedestrian processing facility, at the intersection of Menvielle Road and SR 7. Fencing was installed along the pathway to prevent pedestrians from jaywalking across SR 7 or from getting dropped off or picked up along the side of the highway, leaving one entrance at Menvielle Road. Parts of the pathway sometimes become overgrown with vegetation or covered in sand dunes. In Mexico, the southbound pedestrian pathway is not clearly delineated, and many pedestrian ramps are missing.
- **The northbound pathway** in the US has trees planted on the other side of the street from the existing sidewalk, leading many pedestrians to walk in the street in order to be shaded on part of their journey.
- **Drop-off and pick-up locations** are far from the pedestrian processing facilities on both sides of the border, forcing pedestrians to walk long distances in the heat of the Imperial Valley. It is over one mile to walk between the official drop-off locations in the US and Mexico, and temperatures in this region approach 120 degrees Fahrenheit during the summer months. Some pedestrians choose to avoid some of the walk by arranging drop-off in the northbound vehicle lanes outside the pedestrian processing facility, posing a safety concern.
- The Pedestrian pathway is located next to idling vehicles, exposing waiting pedestrians to **automobile fumes**.

Bicycle Connectivity

Figure D-10 shows the pedestrian network deficiencies at the Calexico East/Mexicali II POE. Bicycle network connectivity deficiencies at the POE include:

- **Absence of bicycle connections**: There are no existing or planned bicycle facilities at or near the POE. Cyclists will either ride along the sidewalks or in vehicle lanes at this port. Both options pose safety concerns for the bicyclists, as well as for pedestrians and vehicle drivers travelling at high speeds and not expecting bicycle traffic in the vehicle lanes.
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though turnstiles and riding on sidewalks alongside pedestrians are not amenable to bicycle travel.

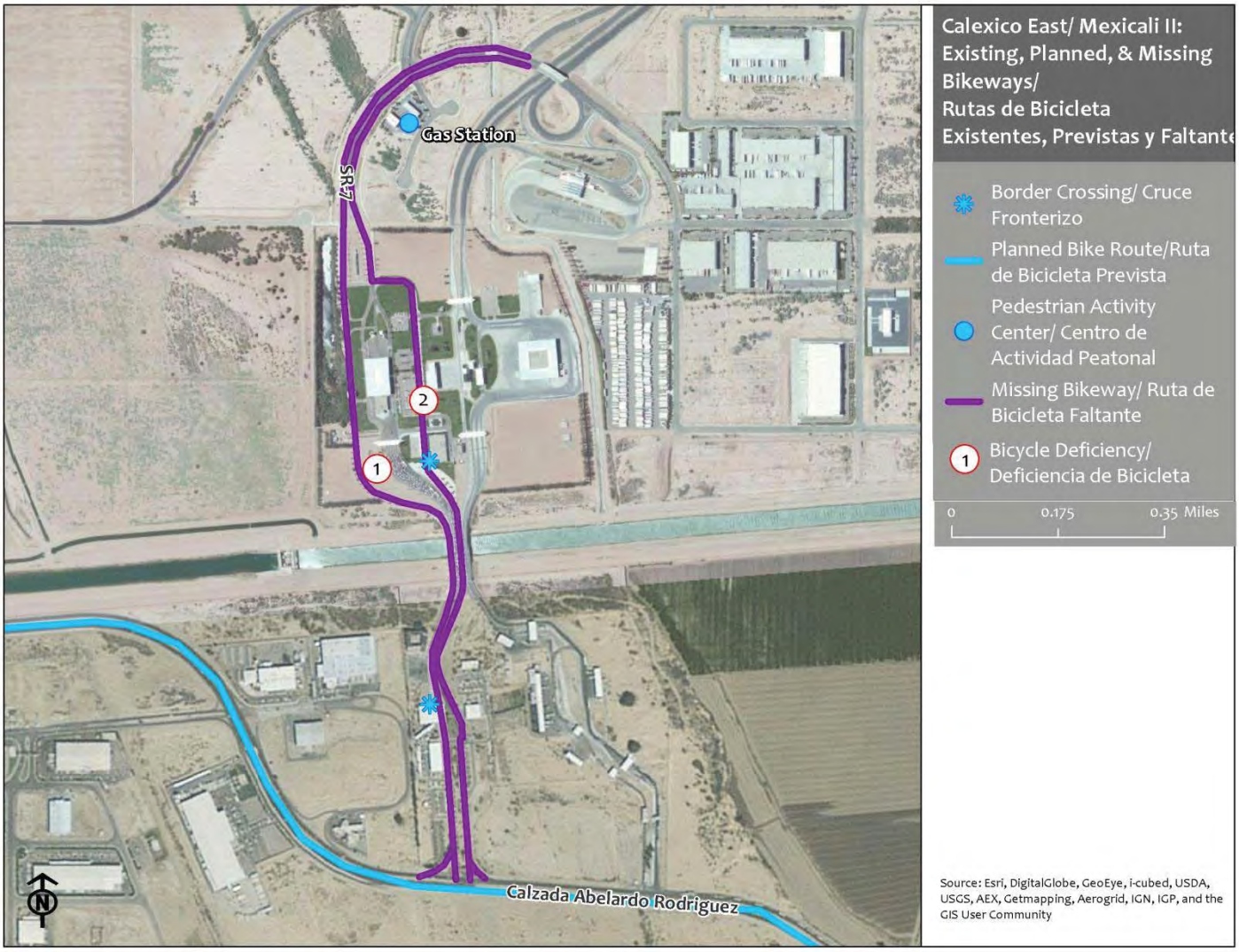
Figure D-9 - Existing Deficiencies in Pedestrian Facilities at Calexico East/Mexicali II POE



Calexico East/Mexicali II Pedestrian Facilities Deficiencies Map Key

1 Long walk to exit facility; no weather protection, benches, or water fountain; lighting and signage deficiencies
2 Long walk to exit facility; no weather protection, benches, or water fountain; lighting and signage deficiencies
3 Sidewalk is unshaded
4 Pedestrians take shortcut through dirt
5 Crosswalk across SR-7 is far away from LPOE
6 Sidewalk maintenance issues (vegetation, sand dunes encroach on pathway)
7 Pedestrians dropped off in traffic lanes
8 Drop-off/pick-up area is far away, no benches for waiting area
9 Missing pedestrian ramps, no clear pedestrian pathway
10 "Blind curve" in roadway where pedestrians cross, faded crosswalk, no pedestrian ramps
11 Needs signage to southbound pathway
12 No water fountain, restrooms, or benches
13 Missing sidewalk
14 Long walk to enter facility; no weather protection, benches, or water fountain; lighting and signage deficiencies
15 Long walk to enter facility; no weather protection, benches, or water fountain; lighting and signage deficiencies

Figure D-10 - Existing Bikeway Deficiencies, Safety Issues, and Missing Connections at Calexico East/Mexicali II POE



Calexico East/Mexicali II Bicycle Facilities Deficiencies Map Key

1 Curve presents safety concern – cars have difficulty seeing bicyclists
2 Signage needed

Andrade/Los Algodones

Pedestrian Connectivity

Figure D-11 shows the pedestrian network deficiencies at the Andrade/Los Algodones POE. Pedestrian network connectivity deficiencies at the POE include:

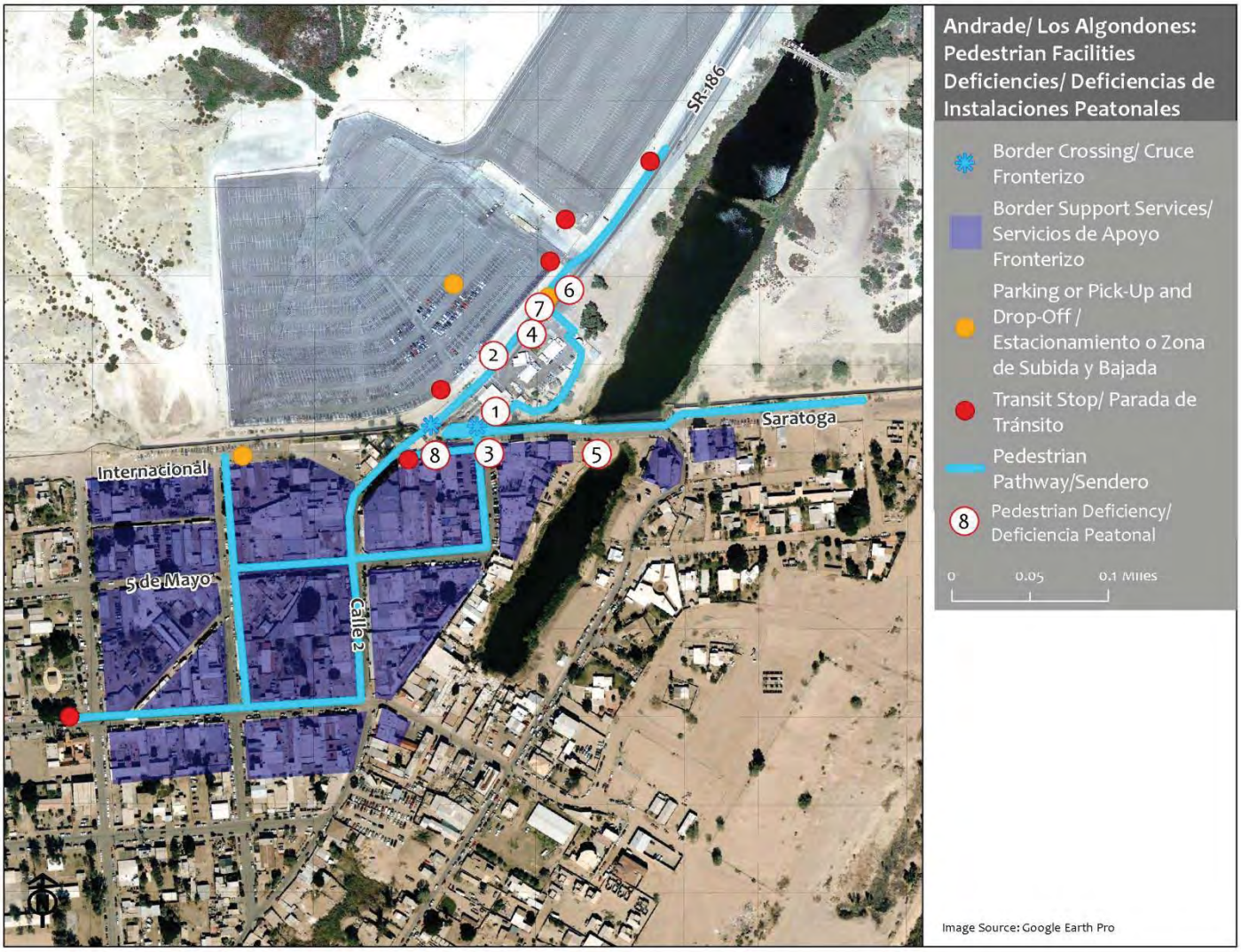
- **Drop-off and pick-up location** in the US is crowded. Current passenger pick-up/drop-off zone on SR 186 is not sanctioned by California Highway Patrol and vehicle traffic gets backed up during the winter months.
- **Sidewalks** in Mexico are missing some pedestrian ramps and have minor damage in some areas.
- **Distances that senior citizens can travel** are shorter than other border crossers. Study participants wanted closer access from the CBP processing facility to the Quechan parking lot, a distance that would be considered short at some of the other California/Baja California POEs.

Bicycle Connectivity

Figure D-12 shows the pedestrian network deficiencies at the Andrade/Los Algodones POE. Bicycle network connectivity deficiencies at the POE include:

- **Absence of bicycle connections**: There are no existing or planned bicycle facilities at or near the POE.
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though turnstiles and narrow sidewalks are not amenable to bicycle travel.

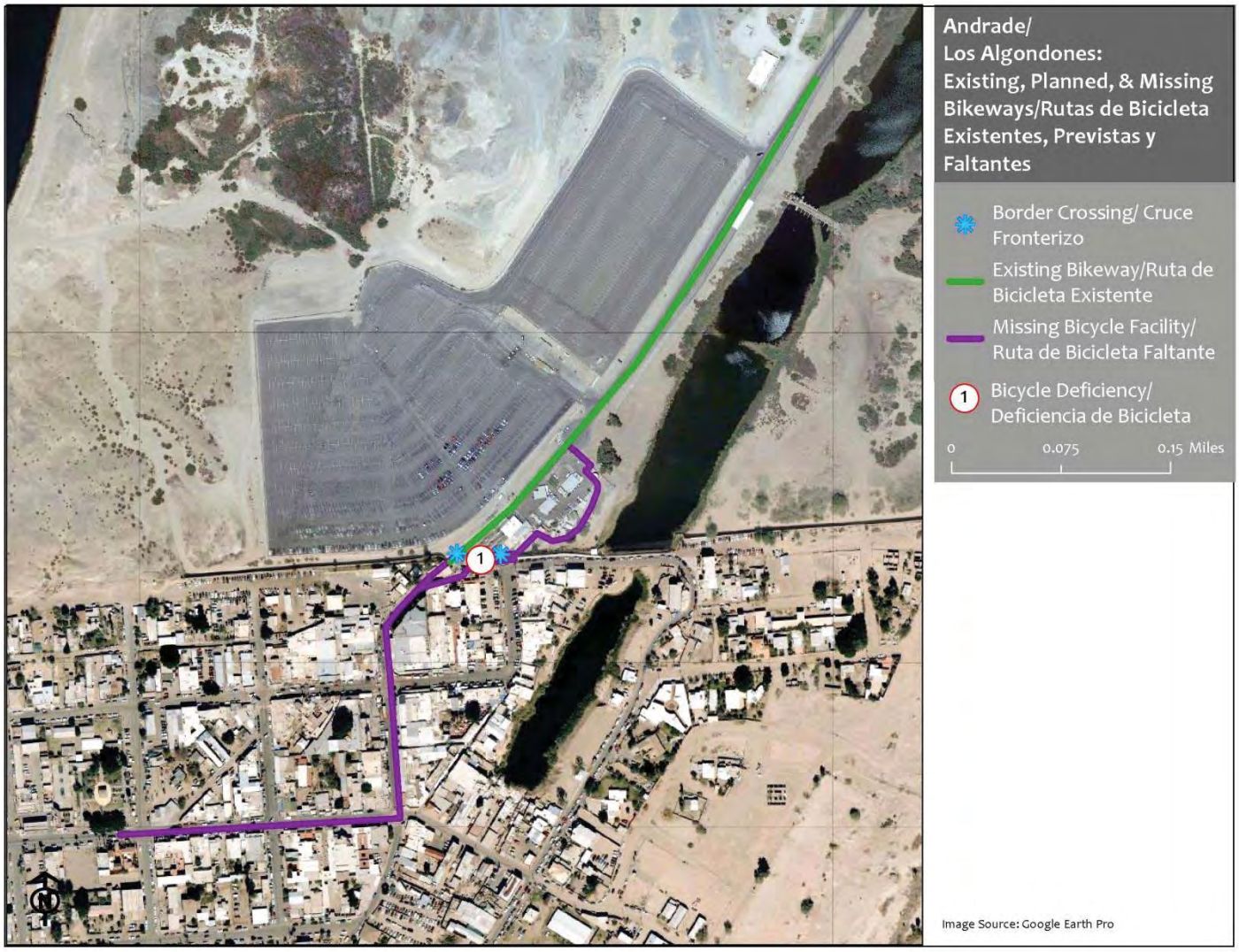
Figure D-11 - Existing Deficiencies in Pedestrian Facilities at Andrade/Los Algodones POE



Andrade/Los Algodones Pedestrian Facilities Deficiencies

1 Metal turnstiles get hot
2 Shade and signage deficiencies, no water fountain
3 Pedestrian ramps too small/steep for the disabled
4 Pedestrian ramps too small/steep for the disabled
5 Missing pedestrian ramp to northbound queue
6 No official drop-off/pick-up area
7 Signage deficiency

Figure D-12 - Existing Bikeway Deficiencies, Safety Issues, and Missing Connections at Andrade/Los Algodones POE



Andrade/Los Algodones Bicycle Facilities Deficiencies Map Key

1 Turnstiles difficult for bicycles

Appendix E
Network Amenities Assessment

Assessment of Network Connectivity and Network Amenities was conducted based on data gathered during the Existing Conditions and Community and Public Outreach phases of the study as well as during field visits to each of the POEs. Every unique comment and piece of information received during those three phases of the study was catalogued and subsequently organized by port and by theme. The Network Connectivity and Network Amenities assessments were derived from the resulting data set.

Amenities help to create a high-quality experience for pedestrians and bicyclists. The amenities identified in this study as particularly important to pedestrian and bicycle cross-border trips are listed in the left-hand column of the table below. Following the table is a succinct description of amenities at each port. Unless otherwise specified, descriptions apply to the amenities present at both the US and the Mexican POE.

Network Amenities Assessment Criteria

Amenity	Unit of Measurement	Poor	Fair	Good
Pedestrian Amenities				
Shade	Shade from trees or shade structures	Less than half of pathways to pedestrian processing facilities are shaded	Approximately half of pathways to pedestrian processing facilities are shaded	Most of pathways to pedestrian processing facilities are shaded
Water Fountains	Water fountain distribution	None located on inbound or outbound pathway	1 located on inbound or outbound pathway	Both inbound and outbound pathways have water fountains
Food Services	Proximity of locations to buy food and drink to the POE	None near the POE	1 or more far from the POE or 1 close to the POE	1 or more close to the POE
Benches	Bench distribution	None located on inbound or outbound pathway	Benches located on inbound or outbound pathway	Both inbound and outbound pathways have benches
Restrooms	Restroom distribution	None located on inbound or outbound pathway	1 located on inbound or outbound pathway	Both inbound and outbound pathways have restrooms
Lighting	Lighting along pathways	Approximately 0-50% of pathways are well-lit	Approximately 50-75% of pathways are well-lit	Approximately 75-100% of pathways are well-lit
Proximate Passenger Pick-Up	Distance of Pick-Up Zone from pedestrian queue	3 or more minutes from pedestrian queue	1-3 minutes from pedestrian queue	Adjacent to pedestrian queue
Information Kiosks	Distance of information kiosk from pedestrian processing facility	No information kiosk	Located near facility	Located adjacent to facility
Signage	Volume of comments received by the study	Many	Some	Few
Cyclist Amenities				
Bicycle Parking	Bicycle rack distribution	None located on inbound or outbound pathway	Rack(s) located on inbound or outbound pathway	Both inbound and outbound pathways have racks for bicycle parking
Bicycle Lockers	Bicycle lockers	None	Exist, inconvenient location	Exist in convenient location

Amenity	Unit of Measurement	Poor	Fair	Good
Bicycle Rental	Bicycle rental/bike share facilities	None	Exist, inconvenient location	Exist in convenient location
Maintenance Services	Maintenance Services	None	Exist, inconvenient location	Exist in convenient location
Showers	Shower facilities	None	Exist, inconvenient location	Exist in convenient location
Accommodations on Transit	Accommodations on transit	None	1-2 transit options with bicycle accommodations	3+ transit options with bicycle accommodations
Transit amenities				
Shelters	Shelters at transit stops	None	Less than 50% of transit stops have shelters	Over 50% of transit stops have shelters (ideally some protect from all sun angles)
Seating	Seating at transit stops	None	Less than 50% of transit stops have chairs or benches	Over 50% of transit stops have chairs or benches
Restrooms	Number of restrooms	None near transit stops	Restrooms available independent of transit stop (eg in a restaurant or CBP facility)	1+ transit stops have own restroom facility

San Ysidro/Puerta México-El Chaparral

Pedestrian Amenities

The San Ysidro/Puerta México-El Chaparral POE lacks many pedestrian amenities. Specific deficiencies in pedestrian amenities include:

- **A lack of sun and rain protection** for transit stops, northbound and southbound pathways and the northbound pedestrian queue.
- **A lack of water fountains, benches, and clean restrooms**, especially for the northbound pedestrian queue. There are currently two water fountains at this POE (neither accessible from the pedestrian queues) and one restroom (payment required for access). The southbound path has four benches while the northbound path has none.
- **Poor signage**, such as informational or directional signage, or SENTRI/Ready Lane/Regular lane separation.
- **Limited lighting** at POE and transit stops increases safety concerns.
- **Limited landscaping and trash removal**.

Transit Amenities

Transit facilities at POE include public phones, pay restrooms, vending machines, benches, and small shelters at the San Ysidro ITC. There are no luggage lockers available. Refreshment services are available at nearby restaurants.

Bicycle Amenities

Existing bicycle amenities at the San Ysidro/Puerta México-El Chaparral POE include bicycle racks on the US side POE, north of the pedestrian bridge. Specific deficiencies in bicycle amenities include the absence of bicycle parking racks in Mexico, and the absences of lockers, showers and maintenance stations in both Mexico and the US.

Otay Mesa/Mesa de Otay

Pedestrian Amenities

Many pedestrian amenities are lacking at the Otay Mesa/Mesa de Otay POE. Specific deficiencies include:

- **A lack of sun and rain protection** for transit stops, northbound and southbound pathways, the northbound Ready Lanes and northbound pedestrian queue past the terminus of the existing shade structure, and for public and private transit stops.
- **A lack of water fountains, benches, and clean restrooms**, especially for the northbound pedestrian queue, but also for the southbound crossing. No benches or water fountains are provided to northbound pedestrians. There is one restroom facility at the exit of the pedestrian processing building.
- **Inadequate informational and directional signage** and SENTRI/Ready Lane/Regular lane/Permitting separation.
- **Inadequate lighting** at the POE, especially on the pedestrian bridge in the US, and at all transit stops exacerbates safety and security concerns.
- **Limited trash removal.**

Transit Amenities

Transit facilities at the Otay Mesa/Mesa de Otay POE include pay phones. Luggage lockers are not available on either side of the border and restrooms and refreshment services are not provided specifically for transit users.

Bicycle Amenities

This POE lacks the main bicycle amenities, specifically bicycle parking racks, lockers, and showers and maintenance stations in both Mexico and the US

Tecate/Tecate

Pedestrian Amenities

The Tecate/Tecate POE lacks many pedestrian amenities. Specific pedestrian amenity deficiencies include:

- **A lack of sun and rain protection** for transit stops, northbound and southbound pathways, and the northbound pedestrian queue.
- **Inadequate provision of water fountains and benches**, especially for the northbound queue. There are restrooms on both sides of the border.
- **Insufficient informational and directional signage**, especially for tourists and to direct pedestrians to the pedestrian processing facilities.

Transit Amenities

Transit amenities at the Tecate/Tecate POE include public phones. Restrooms and refreshment services are not provided specifically for transit users.

Bicycle Amenities

The Tecate/Tecate POE lacks many bicycle amenities including bicycle parking racks, lockers, and amenities such as showers and maintenance stations.

Calexico West/Mexicali I

Pedestrian Amenities

The Calexico West/Mexicali I POE lacks many pedestrian amenities. Specific pedestrian amenity deficiencies include:

- **A lack of sun and rain protection** for transit stops and the northbound pedestrian queue. Heat is especially dangerous at this facility, and border crossers have been known to become ill from the heat while in the northbound queue.
- **A lack of water fountains, benches, and clean restrooms**, especially for the northbound pedestrian queue. There are currently no water fountains at this POE. There is one restroom which payment is required to access and which is often out of order. Benches are located at the exits to the tunnel in Mexicali.
- **Inadequate signage**, including informational and directional signage and SENTRI/Ready Lane/Regular lane separation. A desire for signage for tourists in Mexicali and an information kiosk with maps in Calexico were specifically mentioned by study participants, as well as directional signage to the pedestrian processing facilities.

- **Insufficient lighting** at POE and transit stops to address safety concerns for border crossers in both countries. Security is a general concern at this port as well as a concern related to specific locations such as the pedestrian tunnel. Women and people with families expressed special concern over security.

Transit Amenities

Transit amenities at the Calexico West/Mexicali I POE include public phones. Restrooms and refreshment services are not provided specifically for transit users.

Bicycle Amenities

Bicycle amenities at the Calexico West/Mexicali I POE include one bike rack in the US and two in Mexico. Bicycle amenity deficiencies include:

- **Inadequate bicycle parking** and secure storage.
- **A lack of signage,** including distance markers and directional signage.

Calexico East/Mexicali II

Pedestrian Amenities

The Calexico East/Mexicali II POE lacks many pedestrian amenities. Specific pedestrian amenity deficiencies include:

- **A lack of sun and rain protection** for all pedestrian pathways, the northbound pedestrian queue, and passenger pick-up/drop-off zones in Mexico.
- **Inadequate water fountains, benches, and clean restrooms**. There are three restrooms, the most restrooms of any of the California – Baja California POEs. There are currently no water fountains. There are benches scattered throughout the Mexican pedestrian pathways and a handful directly outside the POE in the US.
- **A lack of informational and directional signage**, especially to the southbound pedestrian pathway.
- **Insufficient lighting** at POE to address safety concerns.

Transit Amenities

There are no transit-specific facilities at this POE.

Bicycle Amenities

The Calexico East/Mexicali II POE lacks many bicycle amenities. Specific deficiencies include the absence of bicycle parking racks, lockers, and amenities such as showers and maintenance stations.

Andrade/Los Algodones

Pedestrian Amenities

The Andrade/Los Algodones POE lacks many pedestrian amenities. Specific pedestrian amenity deficiencies include:

- **Missing sun and rain protection** for transit stops, currently unprotected portions of the northbound and southbound pathways, and the parking lot access ramps in the US. Some extension of the existing shade

structure in the US is currently planned; heat poses an important safety concern at this desert POE. Metal turnstiles get hot under the sun.

- Additional **water fountains and clean restrooms** are preferable. There is currently one water fountain at this POE (not accessible from the pedestrian queues) and one restroom on either side of the border.
- **Insufficient informational and directional signage**.

Transit Amenities

Transit facilities at the POE include a small shelter, phone, and bench for the bus to Cuervos in Los Algodones. There are no transit facilities north of the border.

Bicycle Amenities

The Andrade/Los Algodones POE lacks many bicycle amenities such as bicycle parking racks, lockers, and showers and maintenance stations. Cyclists at this port have also specifically requested the addition of bicycle parking in the Quechan-owned parking lot.

Appendix F
Travel Behavior Survey

NORTHBOUND

PEDESTRIAN SURVEY

SURVEY # _____
LOCATION:
☐ CALEXICO WEST ☐ TECATE
☐ OTAY MESA
DATE _____
INTERVIEW TIME _____
SURVEYOR INITIALS _____
☐ PEDESTRIAN ☐ BICYCLIST

Dear Cross Border Traveler:

Caltrans and other Imperial Valley, San Diego, and Mexican government agencies are studying cross border traffic in order to help transportation planners make your cross border trip easier and faster. This is a survey that will be used for transportation planning only. Your responses are completely confidential and there is nothing in this survey that can identify you individually. I would like to ask you a few simple questions about your trip today. This will not require more than 2-3 minutes of your time.

1. **Where is your primary residence?**
☐ U.S._____ State _____

City/Community (if not city) _____

Zip Code _____[IMPORTANT]

☐ MEXICO _____

Do you live in the City of Mexicali?

Yes _____ No _____

Colonia _____ Where _____
[REFER TO COLONIA MAP IF NECESSARY]

2. **Did you start this one-way cross border trip from today from your HOME _____? [GO TO #3]**
from your WORK_____? Or somewhere else _____?
[continue with #2a]

2a. Are you coming from the City of Mexicali?
Yes _____ No _____

2b. Colonia _____Where are you coming from (City/Community)? _____
[REFER TO COLONIA MAP IF NECESSARY]

3. Where are you going on this one-way trip across the border?
☐ HOME **[GO TO 3b]** ☐ WORK **[GO TO 3a]** ☐ OTHER **[GO TO 3a]**

3a. What City or Community are you going to?
City/Community (if not city) _____ State _____ Zip Code _____ **[IMPORTANT]**

3b. What are the cross streets where you are going? (if US destination)

_____ _____

4. **How did you get to the border today?**
[SURVEYOR: Ask question without reading list of answers-Let respondent answer and fill in what they say]

☐ 1. Automobile--parked
☐ 2. Automobile—dropped off
☐ 3. Taxi
☐ 4. Public Bus
☐ 5. Private Bus/ Shuttle
☐ 6. Walk
☐ 7. Bicycle
☐ 8. Other _____

5. **How will you get to where you are going?**
[SURVEYOR: Ask question without reading list of answers-Let respondent answer and fill in what they say]

☐ 1. Automobile--parked
☐ 2. Automobile—picked up
☐ 3. Taxi
☐ 4. Public Bus
☐ 5. Private Bus/ Shuttle
☐ 6. Walk
☐ 7. Bicycle
☐ 8. Other _____

6. **What is the purpose of this trip? [SURVEYOR: Show list to respondent]**

☐ 1. Going to/from work [ASK 6a]
☐ 2. Business or work related [ASK 6a]
☐ 3. Shopping/ Errands
☐ 10. Other _____
☐ 4. Recreation
☐ 5. Visiting friends/family
☐ 6. School
☐ 7. Vacation/ Tourist
☐ 8. Dining/Entertainment
☐ 9. Medical/ Dental

6a. TYPE OF WORK

[SURVEYOR: Show list

☐ 1. Restaurant
☐ 2. Construction
☐ 3. Agriculture
☐ 5. Retail
☐ 6. Manufacturing
☐ 7. Service
☐ 9. Government
☐ 10. Other _____
☐ 11. Do not work

to respondent] ☐ 4. Hotel/Motel ☐ 8. Technology

7. **How long will you stay across the border before returning?** _____ Hours _____ Days

8. **How often do you make this trip?**
   a. _____per day
   b. _____per week
   c. _____per month
   d. _____per year
   e. _____(X if less than once per year)

9 **Do you know about the minimum wait times at the East Port? [SURVEYOR: Show map with locations and bus/travel time with "?"]** It is about a 15 minute drive from Calexico East Port of Entry to downtown Calexico. If there was a bus service in Mexicali and a bus from the Calexico East Port of Entry to downtown Calexico, would you use that border crossing and bus service?

a. __ Yes, I would use it **[GO TO #10]**
b. __ No, I would not use it **[GO TO #11]**

10. **Would you pay a fare of $5.00 to use the bus service?**
   ☐ a. Yes, I would pay $5.00 to use the bus service **[DONE]**
   ☐ b. No, I would not pay $5.00 to use the bus service **[GO TO #10a]**

10a. **Would you pay a fare of $2.50?**
   ☐ a. Yes, I would pay $2.50 to use the bus service **[DONE]**
   ☐ b. No, I would not pay $2.50 to use the bus service **[DONE]**

11. **If not, why not?**
   ☐ a. It is too far from where I live in Mexicali
   ☐ b. There is no bus service in Mexicali to the Calexico East Port of Entry
   ☐ c. My ride drops me off at this border crossing
   ☐ d. Other _____.

THANK YOU FOR YOUR PARTICIPATION IN THIS SURVEY![i]

---

[i] Survey was administered on a double-sided legal size paper form with English and Spanish surveys on opposite sides of the page.

ENCUESTA # _____
UBICACIÓN:
☐ CALEXICO WEST ☐ TECATE
☐ OTAY MESA
FECHA _____
HORA DE LA ENCUESTA _____
INICIALES DEL ENCUESTADOR _____
☐ PÉATON ☐ CICLISTA

HACIA EL NORTE

ENCUESTA PARA PEATONES

Estimado viajero fronterizo:

Caltrans y otras dependencias y agencias de gobierno del Valle Imperial, San Diego y México, están estudiando el tráfico transfronterizo para ayudar a los profesionistas en planeación de transporte a hacer de su traslado por la garita un viaje más fácil y rápido. Esta encuesta se usará únicamente para planear transporte. Sus respuestas son completamente confidenciales y no hay nada en esta encuesta que pueda identificarle a usted en lo personal. Me gustaría hacerle algunas sencillas preguntas acerca de su traslado de hoy. No le quitaré más de 2 o 3 minutos de su tiempo.

1. **¿Cuál es su principal lugar de residencia?**

☐ EE. UU . _____ Estado _____

Ciudad/Comunidad (si no es ciudad) _____

Código postal _____[IMPORTANTE]

☐ MÉXICO _____

¿Vive en la ciudad de Mexicali?

Sí _____ No _____

Colonia _____ Dónde _____
[VER MAPA DE COLONIAS DE SER NECESARIO]

2. **¿Empezó este traslado para cruzar hacia el norte hoy saliendo de su CASA ____? [PASAR A LA #3]**
de su TRABAJO_____? o de otra parte _____?
[continuar con la #2a]

2a. ¿Viene de la ciudad de Mexicali?
Sí _____ No _____

2b. Colonia _____¿De dónde viene (ciudad/comunidad)? _____
[VER MAPA DE COLONIAS DE SER NECESARIO]

3. ¿Hacia dónde va en este viaje de traslado hacia el norte? CASA ☐ **[PASAR A LA 3b]** TRABAJO ☐ **[PASAR A LA 3a]** OTRO ☐ **[PASAR A LA 3a]**

3a. ¿A qué ciudad o comunidad se dirige?
Ciudad / comunidad (si no es ciudad) _____Estado _____ Código postal _____ **[IMPORTANTE]**

3b. ¿Entre qué calles se encuentra el lugar a donde va? (si el destino está en los EE. UU.)

_____ _____

4. **¿Cómo / en qué llegó hoy hasta la frontera?**
[ENCUESTADOR: Haz la pregunta sin leer las respuestas – Permite que responda y marca la respuesta que dé]

☐ 1. Automóvil — estacionado
☐ 2. Automóvil — lo dejaron
☐ 3. Taxi
☐ 4. Camión / transporte público
☐ 5. Autobús privado / colectivo
☐ 6. Caminando
☐ 7. Bicicleta
☐ 8. Otro _____

5. **¿Cómo / en qué llegará a donde va?**
[ENCUESTADOR: Haz la pregunta sin leer las respuestas – Permite que responda y marca la respuesta que dé]

☐ 1. Automóvil — estacionado
☐ 2. Automóvil — lo dejaron
☐ 3. Taxi
☐ 4. Camión / transporte público
☐ 5. Autobús privado / colectivo
☐ 6. Caminando
☐ 7. Bicicleta
☐ 8. Otro _____

6. **¿Cuál es el motivo de este viaje? [ENCUESTADOR: Muestra la lista al encuestado]**

☐ 1. Va o viene del trabajo [HAZ LA P. 6a]
☐ 2. De trabajo o negocio [HAZ LA P. 6a]
☐ 3. Compras / mandados
☐ 4. Recreación
☐ 5. Visitar amigos / familia
☐ 6. Escuela
☐ 7. Vacaciones / turista
☐ 8. Cenar / entretenimiento
☐ 9. Médica/ dental
☐ 10. Otro _____

6a. TIPO DE TRABAJO

[ENCUESTADOR: Muestra la lista al encuestado]

☐ 1. Restaurante
☐ 2. Construcción
☐ 3. Agricultura
☐ 4. Hotel / motel
☐ 5. Tiendas de menudeo
☐ 6. Manufactura
☐ 7. Servicio
☐ 8. Tecnología
☐ 9. Gobierno
☐ 10. Otro _____
☐ 11. No trabaja

7. **¿Cuánto tiempo se quedará del otro lado de la frontera antes de regresar?** _____Horas _____ Días

8. **¿Qué tan seguido hace este traslado?**
a. _____por día
b. _____por semana
c. _____por mes
d. _____por año
e. _____(X si menos de una vez al año)

9. **¿Sabe usted cuál es el tiempo mínimo de espera en la garita nueva / Nuevo Mexicali? [ENCUESTADOR: Muestra el mapa con las ubicaciones y tiempos de camión / viaje con "?"]** Se hacen como 15 minutos en vehículo para ir de la garita nueva al centro de Calexico. Si hubiera un servicio de camión en Mexicali y un servicio de camión en la garita nueva hacia el centro de Calexico, ¿usaría usted esa garita y servicio de autobús?

a. ___ Sí, sí los usaría **[PASAR A LA #10]**
b. ___ No, no los usaría **[PASAR A LA #11]**

10. **¿Pagaría usted una tarifa de $5.00 por usar el servicio de autobús?**

☐ Sí, pagará $5.00 por usar el servicio de autobús **[TERMINADO]**
☐ No, no pagará $5.00 por usar el servicio de autobús **[PASAR A LA #10a]**

10a. **¿Pagaría usted una tarifa de $2.50?**
☐ Sí, pagará $2.50 por usar el servicio de autobús **[TERMINADO]**
☐ No, no pagará $2.50 por usar el servicio de autobús **[TERMINADO]**

11. **Si no, ¿por qué no?**

☐ a. Me queda muy lejos de donde vivo en Mexicali
☐ b. No hay servicio de camión en Mexicali hacia la garita nueva
☐ c. Mi aventón me deja en esta garita
☐ d. Otro _____

¡GRACIAS POR PARTICIPAR EN ESTA ENCUESTA!

Appendix G
Concept Mapping and Select Concept Plans

This appendix includes mapping of the specific improvements recommended by each of the study's recommended projects. Maps are shown in sequential order by project number. Some maps show two or more projects at once where a combined illustration is useful, mostly applicable for bicycle projects.

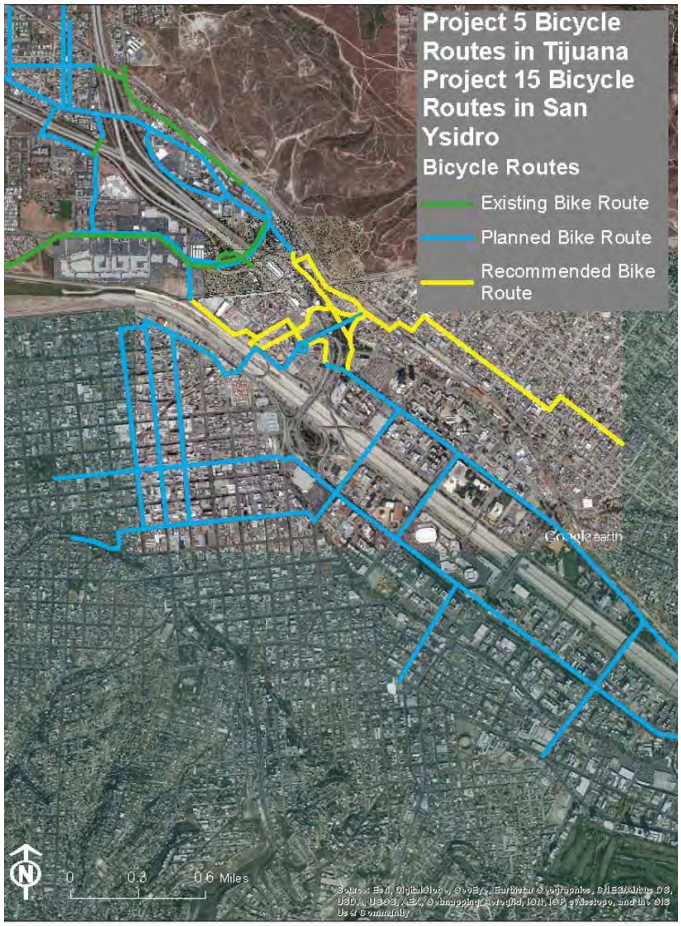
Concept plans for projects 10, 29, 46, 56, and 83 were also developed. These illustrations are included at the end of the appendix.

Project 1
Tijuana Pedestrian-Friendly Crossing Improvements
Proposed Improvements
0 0.05 0.1 Miles
Ped-friendly crossing
Crosswalk
Ped-friendly crossing
Ped-friendly crossing

Project 2 Puerta México-El Chaparral Pedestrian Pathway Enhancements
Proposed Improvements
0 0.04 0.08 Miles
Lane divisions
Lighting 1000'
Sidewalk maintenance
Ped ramp
Shade structure
Signage
Water fountain
Crosswalk
Restroom
Ped ramp
Bench
Lighting 650'
Information kiosk
Bench
Ped ramp
Bench Bench
Bench
Bench
Shade structure
Bench
Signage
Signage
Restroom
Water fountain
Bench
Bench
Ped crossing
Signage

Project 3
Tijuana Pedestrian-Friendly Sidewalk Improvements
Proposed Improvements
0 0.07 0.14 Miles
Sidewalk maintenance
Sidewalk maintenance
Lighting 750'
Signage
Crosswalk
Lighting 500'
Lighting 400'
Sidewalk
Ped ramp
Ped ramp
Crosswalk
Crosswalk
Crosswalk
Crosswalk
Ped ramp
Ped ramp
Ped ramp

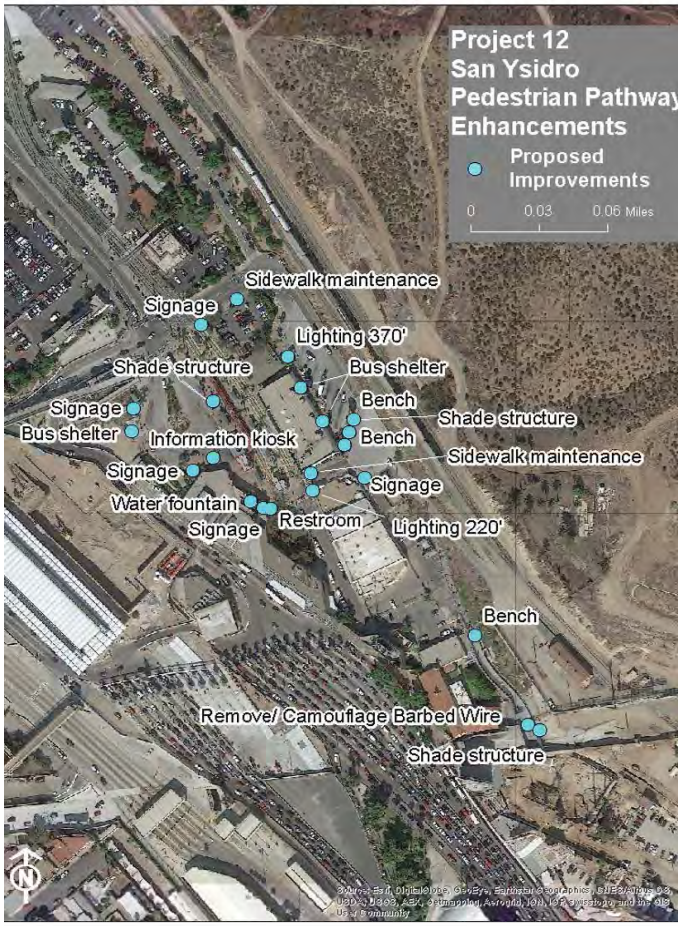
Project 4 Puerta Mexico-El Chaparral Bicycle Border Crossing
Project 6 Bicycle Parking in Tijuana
Project 14 San Ysidro Bicycle Border Crossing
Project 16 Bicycle Parking in San Ysidro
Bicycle Facilities or Amenities
0 0.1 0.2 Miles
Bicycle parking
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle parking
Bicycle parking

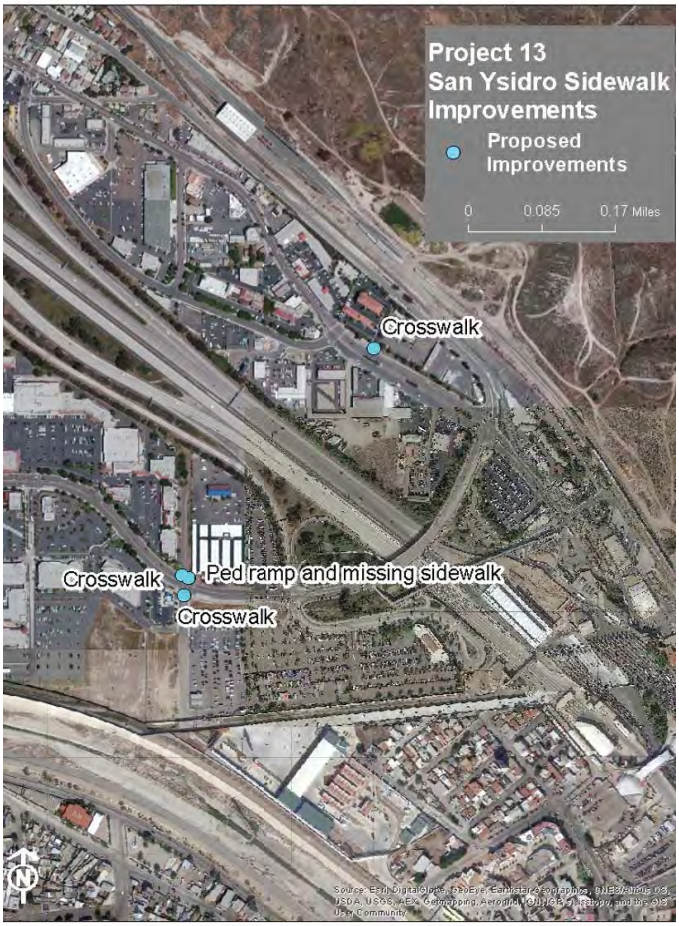

Project 5 Bicycle Routes in Tijuana
Project 15 Bicycle Routes in San Ysidro
Bicycle Routes
Existing Bike Route
Planned Bike Route
Recommended Bike Route
0 0.3 0.6 Miles

Project 7 Tijuana Intermodal Transit Center and
Project 8 Puerta México-El Chaparral Mobility Hub
Proposed Improvements
0 0.03 0.06 Miles
Mobility Hub
ITC

Project 9
Puerta México Passenger Pick-Up/Drop Off Zone
Proposed Improvements
0 0.075 0.15 Miles
Pick-up/ drop-off zone

Project 11
East San Ysidro Blvd Pedestrian-Friendly Crossing Improvements
Proposed Improvements
0 0.045 0.09 Miles
Ped-friendly crossing

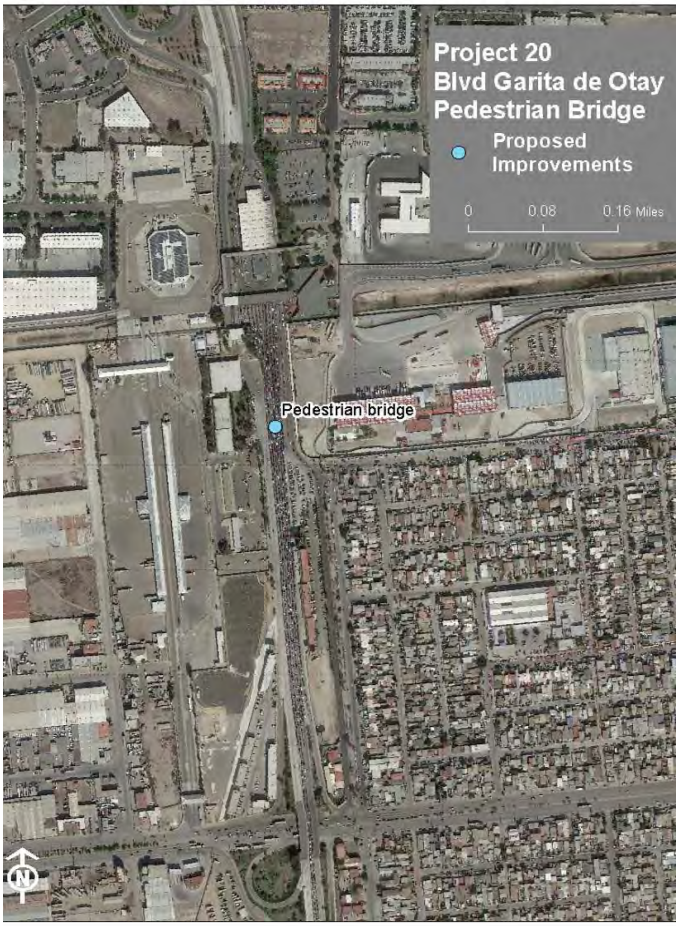

Project 12
San Ysidro
Pedestrian Pathway
Enhancements
Proposed
Improvements
0 0.03 0.06 Miles
Sidewalk maintenance
Signage
Lighting 370'
Shade structure
Bus shelter
Bench
Signage
Shade structure
Bus shelter
Information kiosk
Bench
Sidewalk maintenance
Signage
Signage
Water fountain
Restroom
Signage
Lighting 220'
Bench
Remove/ Camouflage Barbed Wire
Shade structure


Project 13
San Ysidro Sidewalk
Improvements
Proposed
Improvements
0 0.085 0.17 Miles
Crosswalk
Crosswalk
Ped ramp and missing sidewalk
Crosswalk

Project 17
San Ysidro Intermodal
Transportation Center
Intermodal
Connection Areas
0 0.03 0.06 Miles
ITC

Project 18
San Ysidro Mobility Hub
Proposed
Improvements
0 0.06 0.12 Miles
Mobility Hub

Project 19
Pedicab Passenger Pick-Up/Drop-Off Zone
Proposed Improvements
0 0.085 0.17 Miles
Pedicab Passenger Pick-Up/Drop-Off


Project 20
Blvd Garita de Otay Pedestrian Bridge
Proposed Improvements
0 0.08 0.16 Miles
Pedestrian bridge

Project 21
Colina del Sol Multi-Purpose Path
Proposed Improvements
0 0.08 0.16 Miles
Pedestrian path 1800'

Project 22
Blvd Garita de Otay Imterim Pedestrian Crossing and Two-Way Turnstile Removal
Proposed Improvements
0 0.06 0.12 Miles
Interim Crossing
Remove obstacle

Project 23
Mesa de Otay Pedestrian Pathway Enhancements
Proposed Improvements
0 0.07 0.14 Miles
Signage
Ped crossing
Information kiosk
Water fountain
Restroom
Bench
Signage
Water fountain
Lighting 600'
Lane divisions
Information Kiosk
Bench
Shade structure
Signage
Crosswalk
Ped ramp
Tree
Lighting 500'
Tree
Tree
Tree
Tree
Tree
Lighting 1600'
Tree
Bench
Bench
Tree
Tree
Tree
Tree
Tree
Lighting 700'
Tree
Tree
Bus shelter
Bench
Signage
Signage
Lighting

Project 24
Boulevard Garita de Otay Sidewalk Improvements
Proposed Improvements
0 0.055 0.11 Miles
Ped ramps
Ped ramp
Ped ramps
Ped ramp
Sidewalk
Ped ramp
Ped ramp
Ped ramp
Ped ramp
Ped-friendly crossing
Sidewalk

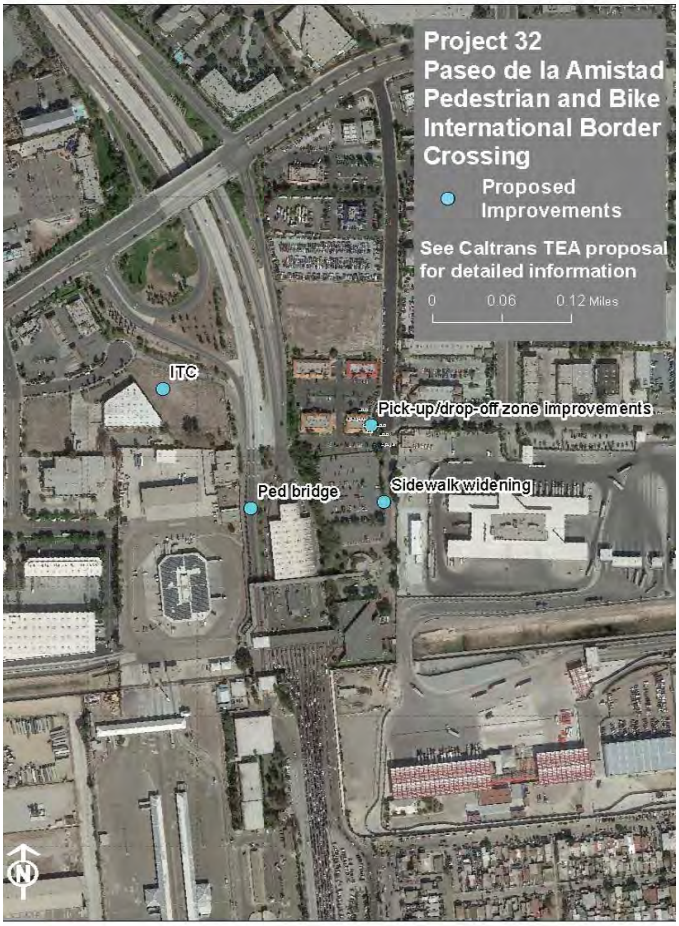
Project 25
Boulevard de las Bellas Artes Crosswalk
Proposed Improvements
0 0.06 0.12 Miles
Ped-friendly crossing

Project 26 Mesa de Otay Bicycle Border Crossing
Project 28 Bicycle Parking in Mesa de Otay, Tijuana
Project 35 Otay Mesa Bicycle Border Crossing
Project 37 Bicycle Parking in Otay Mesa
Bicycle Facilities or Amenities
0 0.15 0.3 Miles
Bicycle parking
Bicycle parking
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle parking

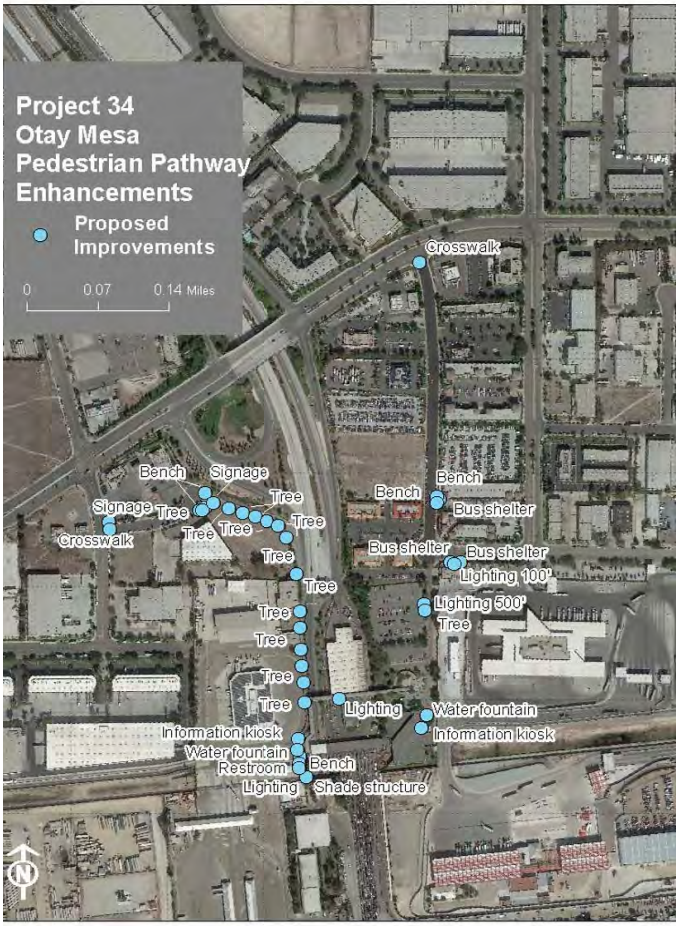
Project 27 Bicycle Routes in Mesa de Otay, Tijuana
Project 36 Bicycle Routes in Otay Mesa
Bicycle Routes
Existing Bike Route
Planned Bike Route
Recommended Bike Route
0 0.45 0.9 Miles

Project 30
Blvd Garita de Otay
Traffic Control
Proposed Improvements
0 0.06 0.12 Miles
Traffic Control

Project 31
Pedestrian Bridge - Northbound Ramp
Proposed Improvements
0 0.055 0.11 Miles
Pedestrian Bridge Ramp


Project 32
Paseo de la Amistad Pedestrian and Bike International Border Crossing
Proposed Improvements
See Caltrans TEA proposal for detailed information
0 0.06 0.12 Miles
ITC
Pick-up/drop-off zone improvements
Ped bridge
Sidewalk widening

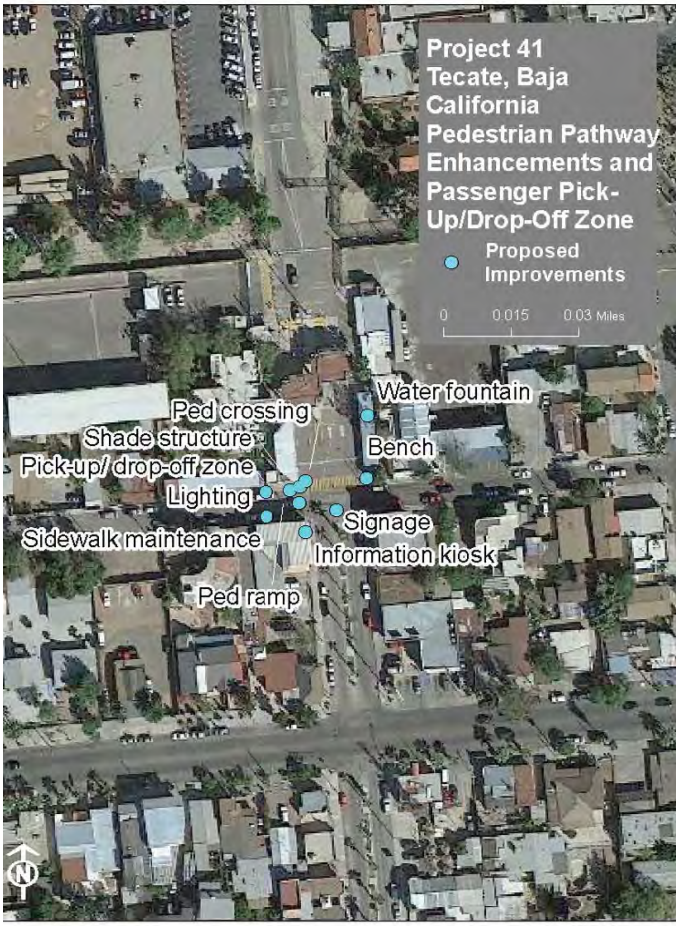
Project 33
Paseo Internacional Sidewalk Improvements and Sidewalk Construction
Proposed Improvements
0 0.025 0.05 Miles
Ped ramp
Ped ramp
Sidewalk
Ped ramp
Ped ramp
Ped crossing

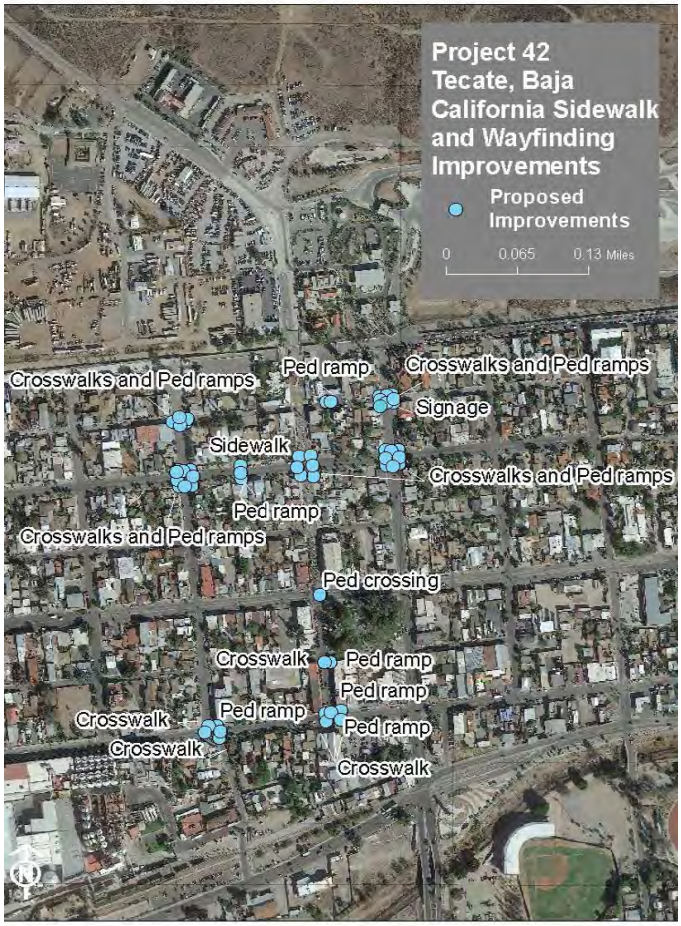

Project 34
Otay Mesa Pedestrian Pathway Enhancements
Proposed Improvements
0 0.07 0.14 Miles
Crosswalk
Bench
Signage
Tree
Signage
Tree
Tree
Tree
Tree
Crosswalk
Tree
Tree
Bench
Bench
Bus shelter
Bus shelter
Bus shelter
Lighting 100'
Lighting 500'
Tree
Tree
Tree
Tree
Tree
Lighting
Water fountain
Information kiosk
Information kiosk
Water fountain
Restroom
Bench
Lighting
Shade structure

Project 38 Otay Mesa Intermodal Transportation Center and Pedestrian Bridge
Intermodal Connection Areas
0 0.035 0.07 Miles
ITC

Project 39
SR 905 Safety Enhancements
Proposed Improvements
0 0.075 0.15 Miles
Safety enhancements

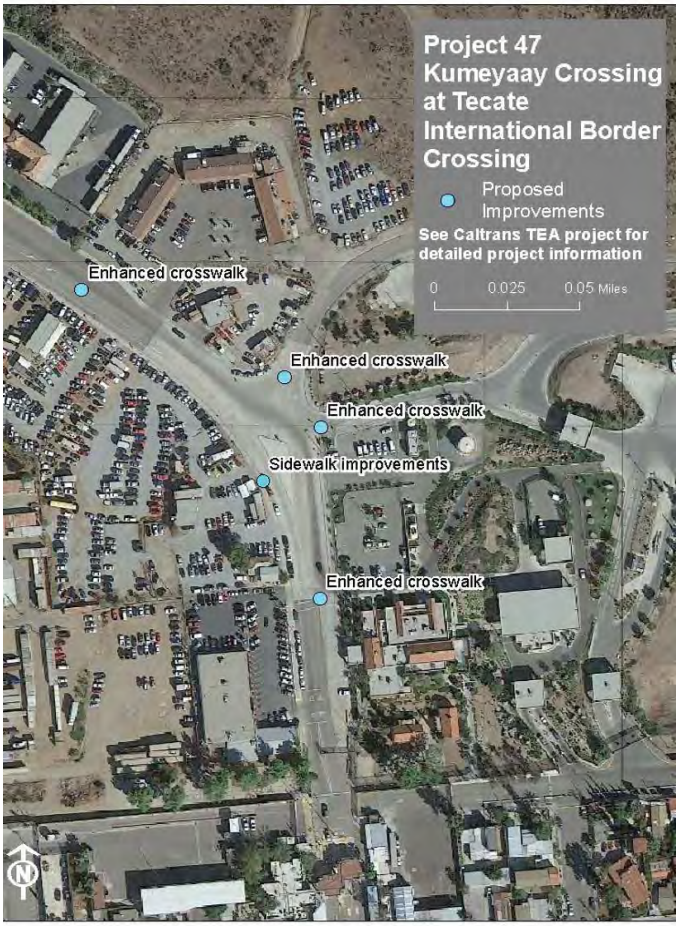
Project 40
Roll Drive
Passenger Pick-Up/Drop-Off Zone
Proposed Improvements
0 0.015 0.03 Miles
Tree
Bench
Tree
Lighting 120'
Tree
Bench
Tree
Bench
Signage


Project 41
Tecate, Baja California
Pedestrian Pathway Enhancements and Passenger Pick-Up/Drop-Off Zone
Proposed Improvements
0 0.015 0.03 Miles
Water fountain
Ped crossing
Shade structure
Bench
Pick-up/ drop-off zone
Lighting
Signage
Sidewalk maintenance
Information kiosk
Ped ramp

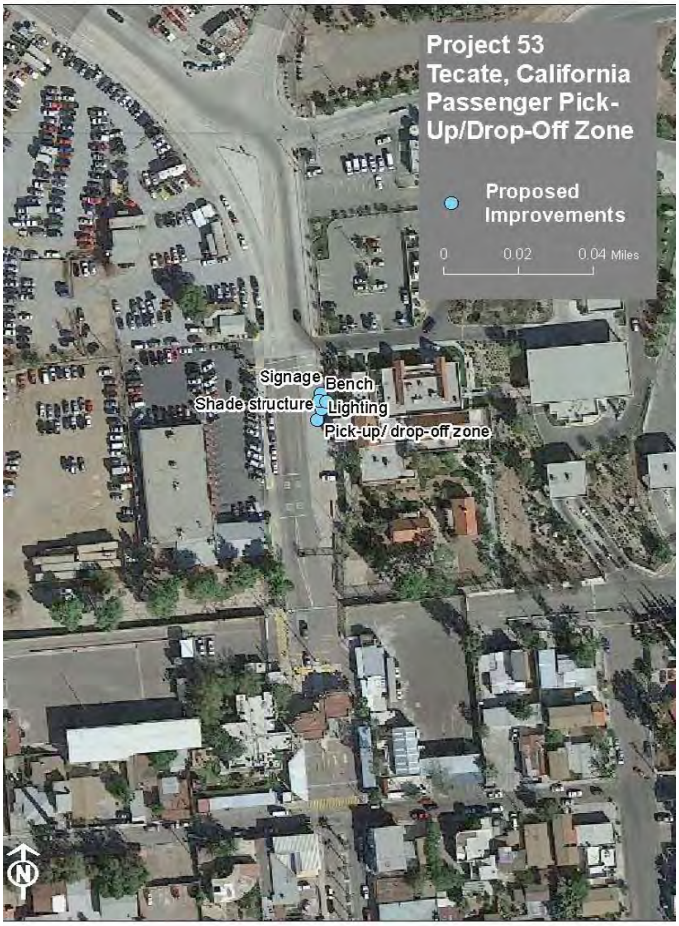

Project 42
Tecate, Baja California Sidewalk and Wayfinding Improvements
Proposed Improvements
0 0.065 0.13 Miles
Crosswalks and Ped ramps
Ped ramp
Crosswalks and Ped ramps
Signage
Sidewalk
Crosswalks and Ped ramps
Ped ramp
Crosswalks and Ped ramps
Ped crossing
Crosswalk
Ped ramp
Ped ramp
Crosswalk
Ped ramp
Ped ramp
Crosswalk
Crosswalk

Project 43 Tecate, Baja California Bicycle Border Crossing
Project 45 Bicycle Parking in Tecate, Baja California
Project 49 Tecate, California Bicycle Border Crossing
Project 51 Bicycle Parking in Tecate, California
Bicycle Facilities or Amenities
0 0.07 0.14 Miles
Bicycle Parking
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Parking

Project 44 Bicycle Routes in Tecate, Baja California
Project 50 Bicycle Routes in Tecate, California
Bicycle Routes
Existing Bike Route
Planned Bike Route
Recommended Bike Route
0
0.35
0.7 Miles


Project 47 Kumeyaay Crossing at Tecate International Border Crossing
Proposed Improvements
See Caltrans TEA project for detailed project information
0
0.025
0.05 Miles
Enhanced crosswalk
Enhanced crosswalk
Enhanced crosswalk
Sidewalk improvements
Enhanced crosswalk

Project 48 Tecate, California Pedestrian Pathway Enhancements
Proposed Improvements
0
0.035
0.07 Miles
Bench
Bus shelter
Signage
Lighting 200'
Information kiosk
Tree
Tree
Tree
Bench
Bench
Bench
Shade structure
Shade structure
Information kiosk
Restroom
Water fountain
Bench
Bench


Project 53 Tecate, California Passenger Pick-Up/Drop-Off Zone
Proposed Improvements
0
0.02
0.04 Miles
Signage
Bench
Shade structure
Lighting
Pick-up/ drop-off zone

Project 54
Mexicali I Tunnel Modification
Proposed Improvements
0 0.08 0.16 Miles
Tunnel interim drainage and ventilation improvements

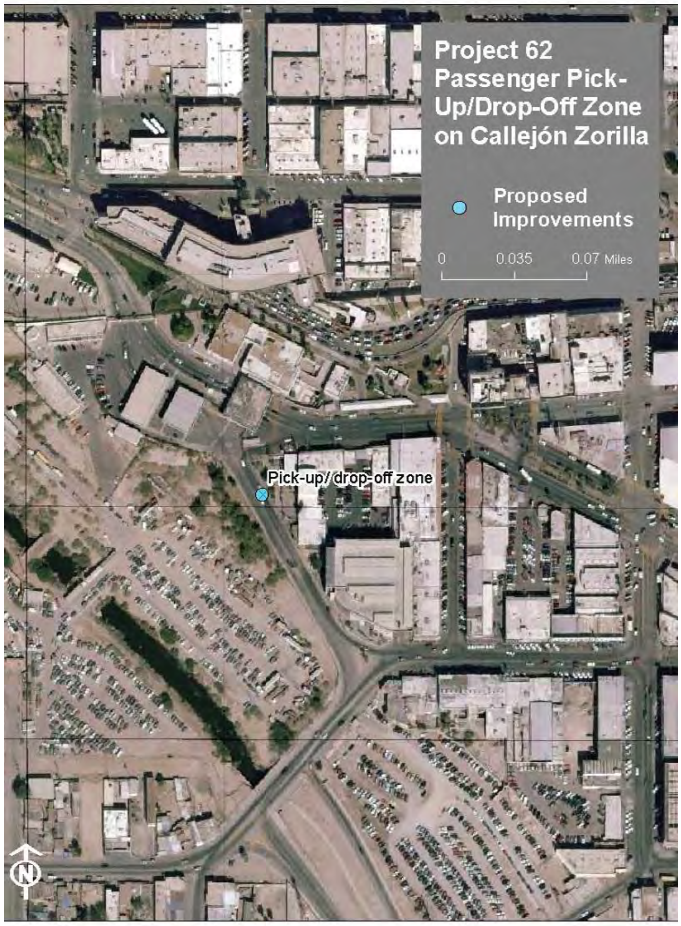
Project 55
Mexicali I Pedestrian Pathway Enhancements
Proposed Improvements
0 0.04 0.08 Miles
Lane divisions
Bench
Restroom
Water fountain
Signage
Information kiosk
Lighting 250'
Signage
Bench
Lighting
Signage
Bus shelter
Bench
Lighting
Signage
Bench
Bench
Shade structure
Ped ramp

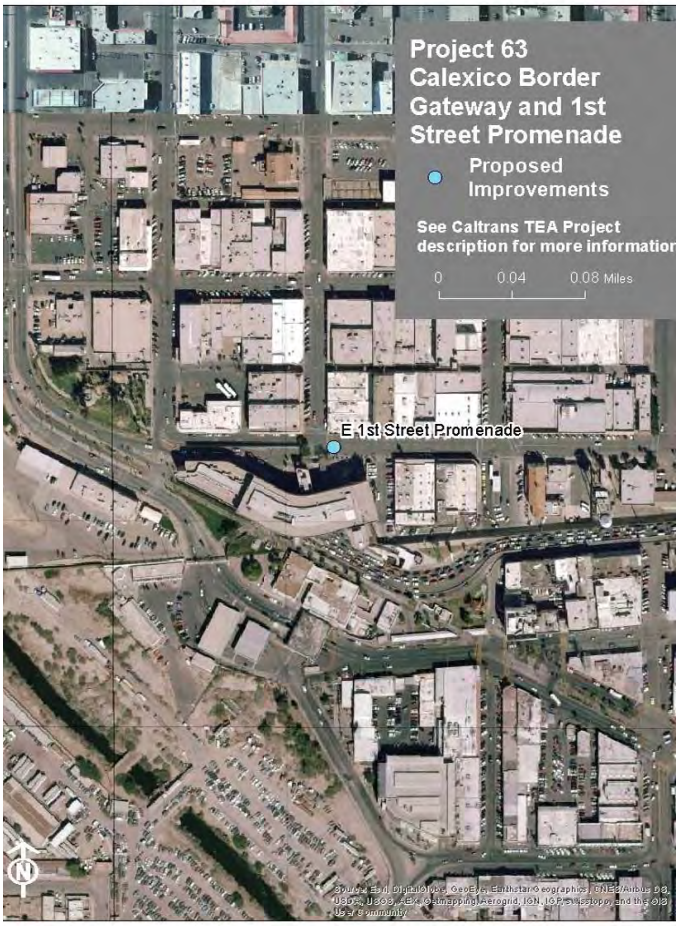
Project 56
Mexicali I Pedestrian-Friendly Crossing Improvements, Sidewalk Improvements, and Sidewalk Maintenance
Proposed Improvements
See illustrated concept plan for project 56 in this appendix for details on one intersection.
0 0.045 0.09 Miles
Ped ramp
Ped ramp
Ped ramp
Crosswalk
Ped crossing
Crosswalk
Ped ramp
Sidewalk maintenance
Ped ramp
Sidewalk maintenance
Crosswalk
Sidewalk maintenance
Crosswalk
Ped ramp
Crosswalk
Crosswalk
Ped ramp
Ped ramp
Sidewalk maintenance
Ped ramp
Crosswalk
Ped ramp
Crosswalk
Ped ramp
Sidewalk maintenance
Ped crossing

Project 57 Mexicali I Bicycle Border Crossing
Project 59 Bicycle Ramp for Mexicali I Tunnel
Project 60 Bicycle Parking in Mexicali
Project 66 Calexico West Bicycle Border Crossing
Project 68 Bicycle Parking in Calexico
Bicycle Facilities or Amenities
0 0.09 0.18 Miles
Bicycle parking
Bicycle parking
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle stairway ramp
Bicycle parking

Project 58 Bicycle Routes in Mexicali
Project 67 Bicycle Routes in Calexico
Bicycle Routes
Existing Bike Route
Planned Bike Route
Recommended Bike Route
0 0.2 0.4 Miles

Project 61
Mexicali I Mobility Hub
Proposed Improvements
0 0.15 0.3 Miles
Mobility Hub


Project 62
Passenger Pick-Up/Drop-Off Zone on Callejón Zorilla
Proposed Improvements
0 0.035 0.07 Miles
Pick-up/ drop-off zone


Project 63
Calexico Border Gateway and 1st Street Promenade
Proposed Improvements
See Caltrans TEA Project description for more information
0 0.04 0.08 Miles
E 1st Street Promenade

Project 64
Calexico Pedestrian Pathway Enhancements
Proposed Improvements
0 0.025 0.05 Miles
Signage
Bench
Tree
Shade for taxi staging
Signage
Information kiosk
Lighting
Bench
Restroom
Signage
Shade for taxi staging
Water fountain
Lighting

Project 65
Calexico Pedestrian-Friendly Crossing Improvements and Crosswalk Maintenance
Proposed Improvements
0 0.065 0.13 Miles
Crosswalks
Crosswalk
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Crosswalks
Ped crossing
Ped crossing

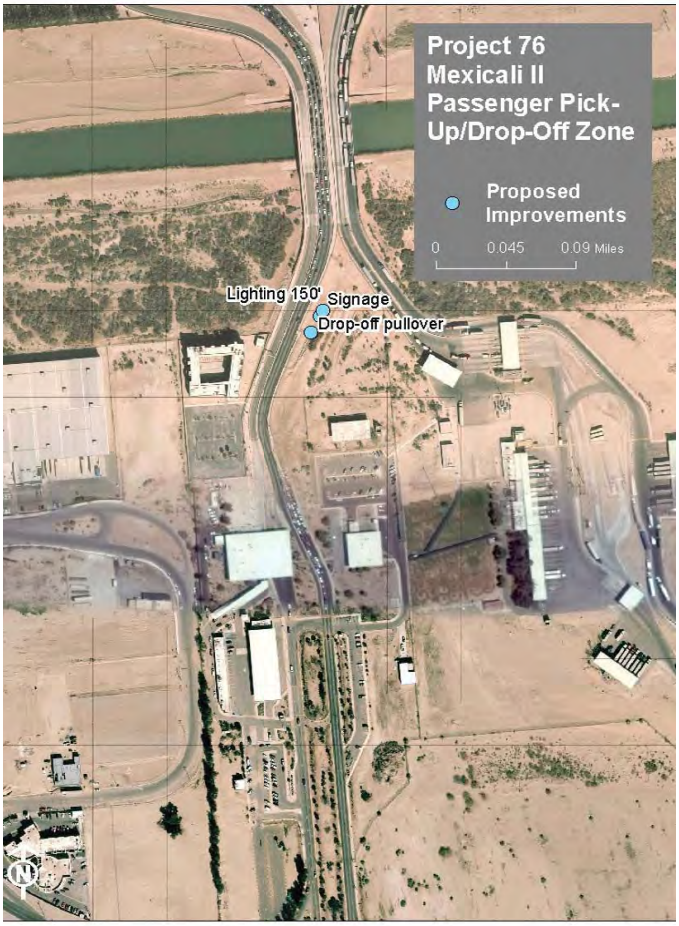
Project 69 Calexico Intermodal Transportation Center and Project 70 Calexico West Mobility Hub
Proposed Improvements
Intermodal Connection Areas
0 0.1 0.2 Miles
Mobility hub
ITC

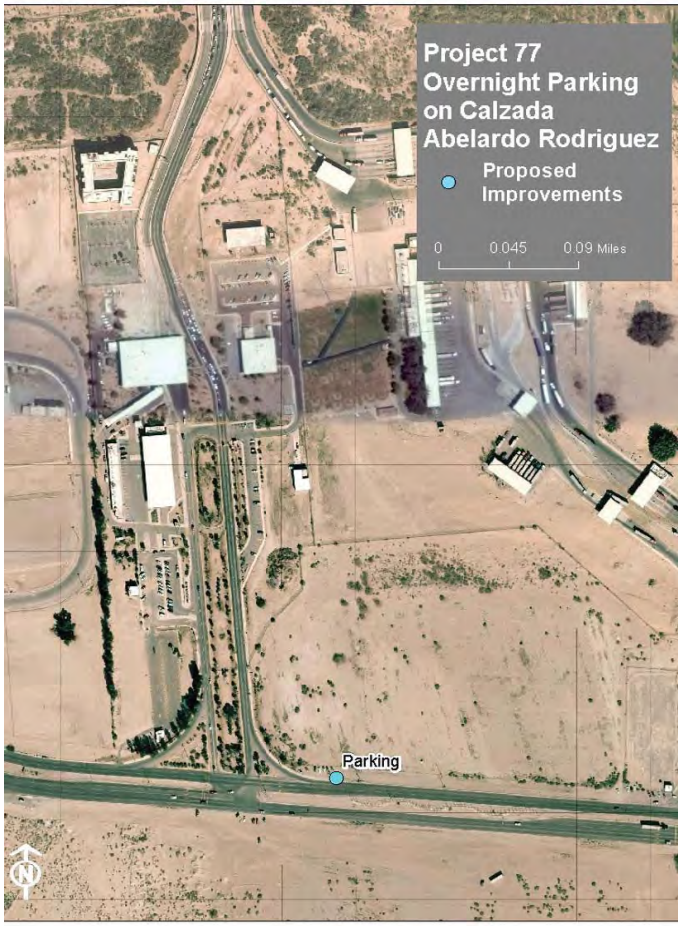
Project 71
Mexicali II Pedestrian Pathway Enhancements
Proposed Improvements
0 0.045 0.09 Miles
Trees
Trees
Lighting 3100'
Information kiosk
Bench
Shade structure
Water fountain
Ped ramps
Signage
Shade structure
Signage
Bench
Information kiosk
Remove obstacles
Ped ramps and Crosswalk
Tree
Tree
Ped ramp
Ped ramp
Ped ramps
Tree
Trees
Lighting 1000'
Tree
Tree
Signage
Tree
Signage

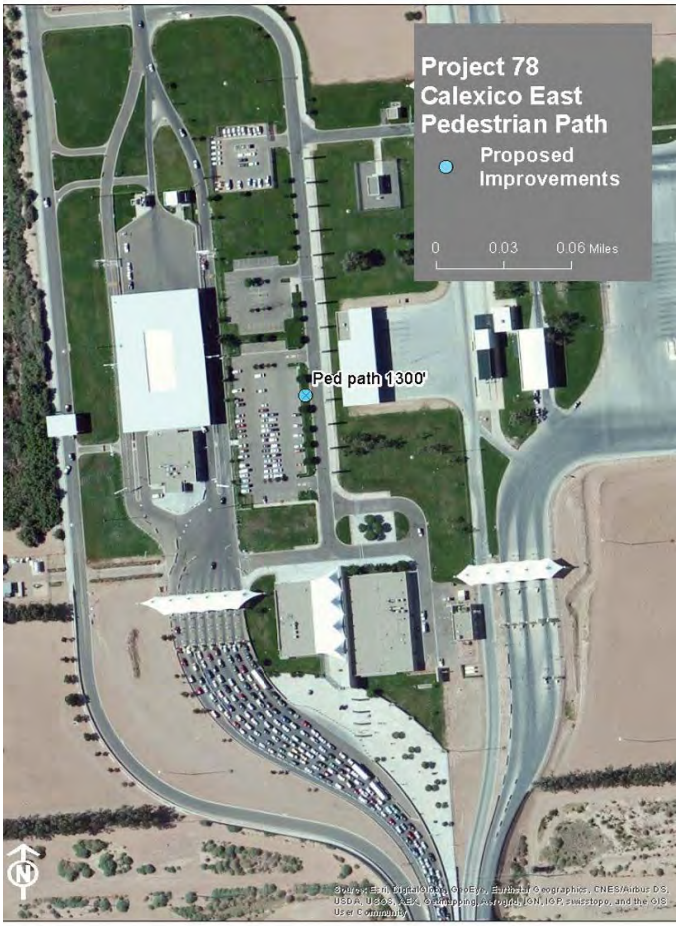
Project 72
Calzada Abelardo Rodriguez Sidewalk Improvements
Proposed Improvements
0 0.015 0.03 Miles
Crosswalk
Ped ramp
Crosswalk
Sidewalk
Sidewalk
Crosswalk
Ped ramps
Ped ramp
Crosswalk
Ped ramps
Sidewalk

Project 73 Mexicali II Bicycle Border Crossing
Project 75 Bicycle Parking in Mexicali
Project 80 Calexico East Bicycle Border Crossing
Project 82 Bicycle Parking in Imperial County
Bicycle Facilities or Amenities
0 0.1 0.2 Miles
Bicycle parking
Bicycle parking
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle parking

Project 74 Bicycle Routes in Mexicali
Project 81 Bicycle Routes in Imperial County
Bicycle Routes
Existing Bike Route
Planned Bike Route
Recommended Bike Route
0 0.35 0.7 Miles


Project 76 Mexicali II Passenger Pick-Up/Drop-Off Zone
Proposed Improvements
0 0.045 0.09 Miles
Lighting 150'
Signage
Drop-off pullover


Project 77
Overnight Parking on Calzada Abelardo Rodriguez
Proposed Improvements
0 0.045 0.09 Miles
Parking


Project 78
Calexico East Pedestrian Path
Proposed Improvements
0 0.03 0.06 Miles
Ped path 1300'

Project 79
Calexico East Pedestrian Pathway Enhancements
Proposed Improvements
0 0.055 0.11 Miles
Signage
Information kiosk
Lighting 5000'
Trees
Bench
Restroom
Water fountain
Lighting 1300'
Ped crossing
Information kiosk
Water fountain
Bench
Tree
Shade structure
Bench
Water fountain
Restroom
Information kiosk
Bench
Bench
Tree
Trees

Project 84
Calexico East Passenger Pick-Up/Drop-Off Zone
Proposed Improvements
0 0.045 0.09 Miles
Shade structure
Bench
Bench
Pick-up/ drop-off zone
Sidewalk
Signage

Project 85
Relocate SENTRI Lane
Proposed Improvements
0 0.05 0.1 Miles
Unloading zone

Project 86
Los Algodones Pedestrian Pathway Enhancements
Proposed Improvements
0 0.03 0.06 Miles
Water fountain
Ped ramp
Information kiosk
Signage
Ped ramp
Tree
Tree
Bench
Bench
Bench
Bench
Water fountain
Bench
Bench
Shade structure
Signage

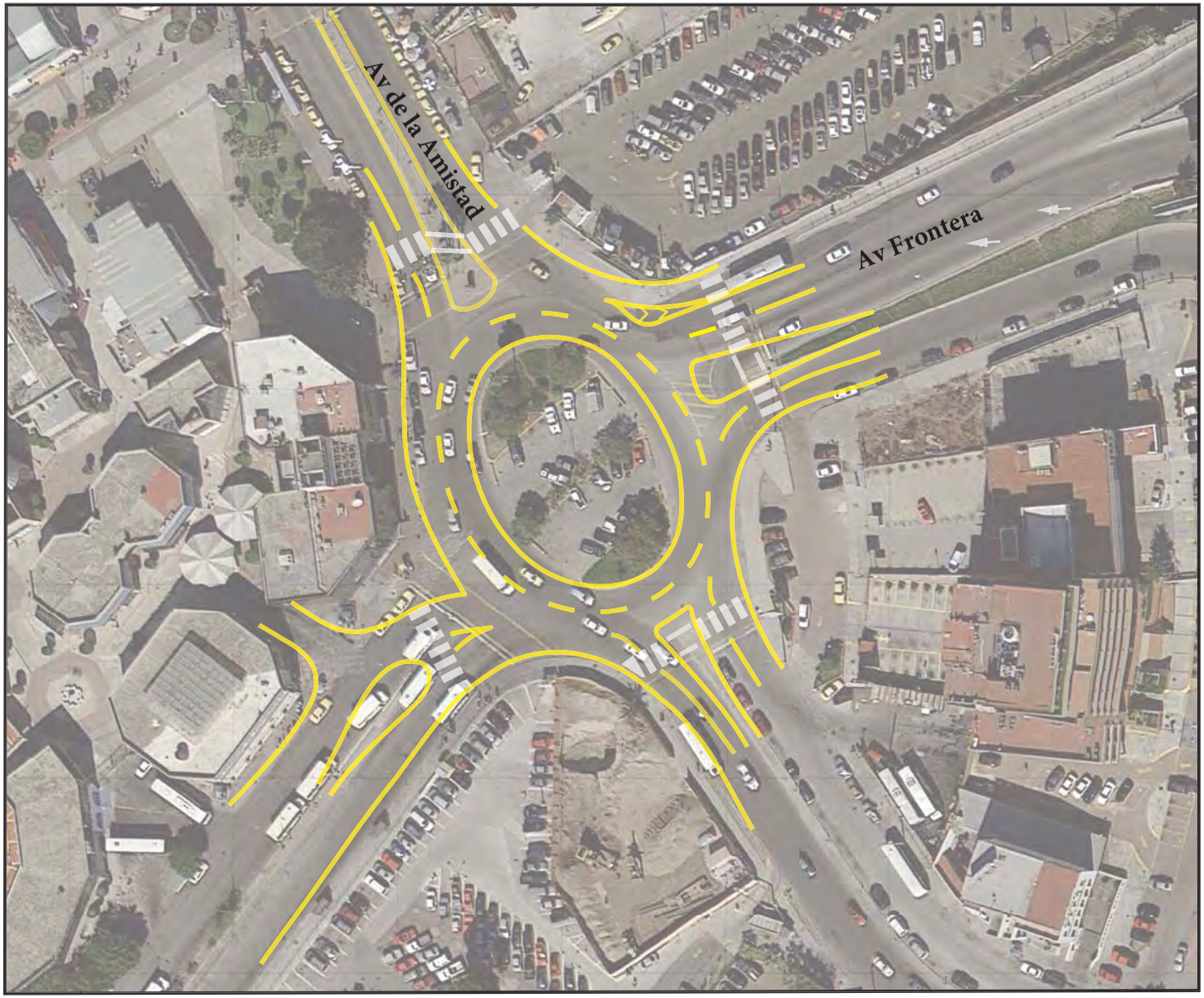
Project 87
Los Algodones Sidewalk Improvements
Proposed Improvements
0 0.045 0.09 Miles
Sidwalk maintenance
Ped ramp
Sidewalk
Crosswalks
Crosswalks
Crosswalk
Crosswalks
Ped ramp
Crosswalks
Crosswalks

Project 88 Bicycle Routes in Los Algodones
Project 92 Bicycle Routes and Signage in Andrade
Bicycle Routes
Existing Bike Route
Planned Bike Route
Recommended Bike Route
0 0.25 0.5 Miles

Project 89 Los Algodones Bicycle Border Crossing
Project 90 Bicycle Parking in Los Algodones
Project 93 Andrade Bicycle Border Crossing
Project 94 Bicycle Parking in Andrade
Bicycle Facilities or Amenities
0 0.035 0.07 Miles
Bicycle parking
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle Border Crossing
Bicycle parking

Project 91 Andrade Pedestrian Pathway Enhancements
Proposed Improvements
0 0.025 0.05 Miles
Lighting 300'
Information kiosk
Bench
Shade structure
Signage
Information kiosk
Water fountain Restroom
Shade structure
Bench
Lighting 300'

Project 95 SR 186 Pullover
Proposed Improvements
0 0.025 0.05 Miles
Pick-up/ Drop-off pullover



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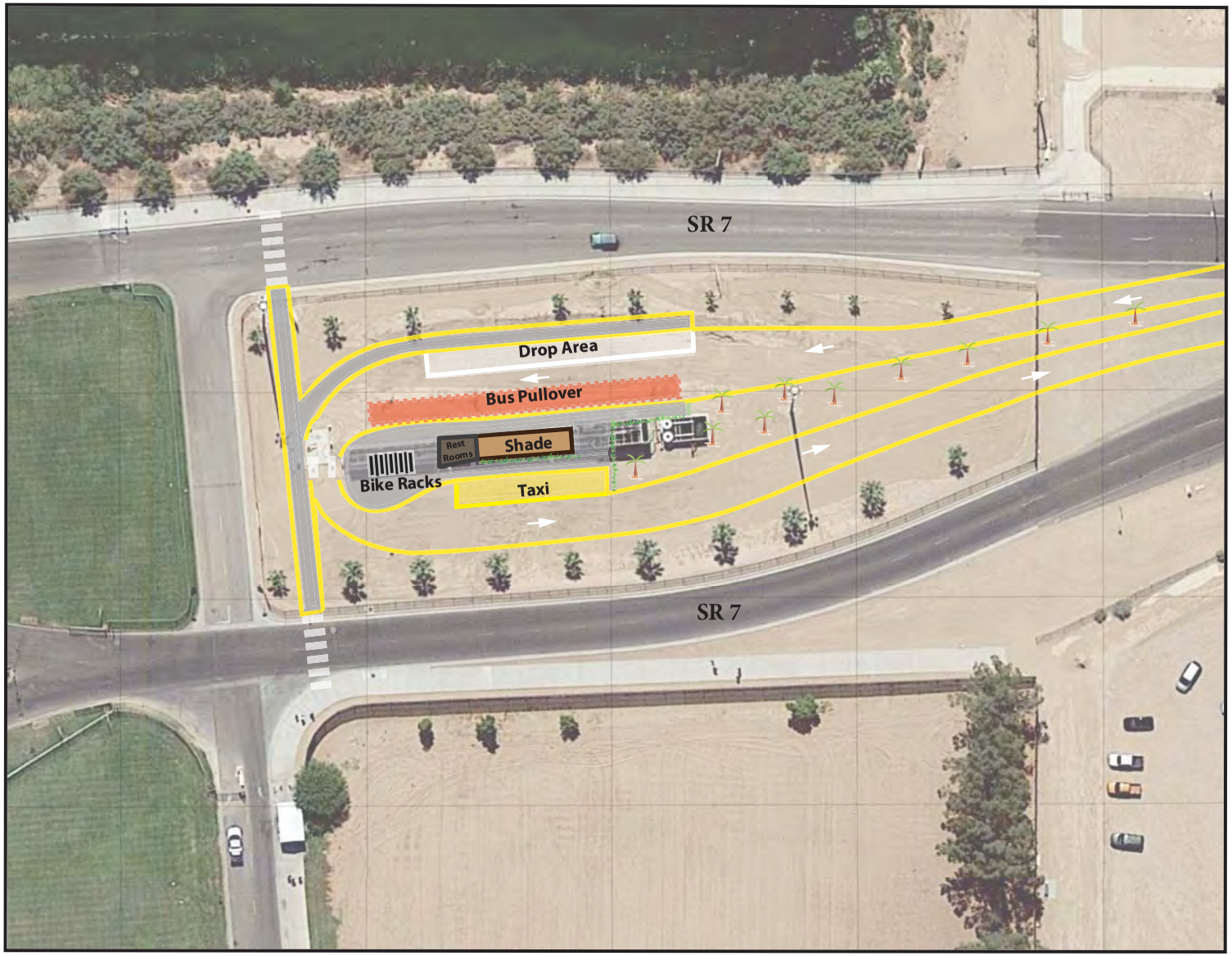

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Appendix H
Full Project Matrix and Cost Estimates

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
San Ysidro/Puerta México-El Chaparral												
1	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Pedestrian	Tijuana Pedestrian-Friendly Crossing Improvements	Various intersections	Create pedestrian-friendly crossings at intersections of Av Frontera and Av Ferrocarril, Alfonso Reyes and Línea Internacional, and northbound ramp gore at Paseo Centenario Tijuana connecting to Av Ferrocarril.	SIDUE, Ayuntamiento de Tijuana	$218	Intersection of Av Frontera and Av Ferrocarril assumed to be included in BMP Project No. 3070003, Tijuana Intermodal Transit Center. Paseo Centenario ramp gore assumed to be included in BMP Project No. 2070008, Modernize México Bridge.	Public outreach, Field work	S
2	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Pedestrian	Puerta México-El Chaparral Pedestrian Pathway Enhancements	Pedestrian processing to Av de la Amistad and Av Frontera	Add restrooms, water fountains, benches, shade for pathways and waiting areas, information kiosks, and informational signage. Add additional directional signage, lighting, shade for queuing area, pedestrian sidewalk ramps, and lane segmentation. Consider widening queue area. As an interim improvement, add additional lighting, shelter, and seating for transit stop.	SIDUE, Ayuntamiento de Tijuana	$982	Transit stop will be replaced in BMP Project No. 3070003, Tijuana Intermodal Transit Center.	Public outreach, Agency representatives, Field work	L
3	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Pedestrian	Tijuana Pedestrian-Friendly Sidewalk Improvements	Av de la Amistad, Paseo Centenario Tijuana, and Línea Internacional	Sidewalk rehabilitation and installation of pedestrian ramps, crosswalks, signage, and lighting along Av de la Amistad, Paseo Centenario Tijuana, and Línea Internacional.	SIDUE	$268		Public outreach, Field work	S
4	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Bicycle	Puerta México - El Chaparral Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	INDAABIN, Aduanas	$300		Public outreach, Agency Representatives	L
5	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Bicycle	Bicycle Routes in Tijuana	Various	Construct planned bicycle routes in Tijuana. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage.	SIDUE, Ayuntamiento de Tijuana	$584	Planned routes described in IMPLAN documents "Movilidad Integral" and "Ciclovía Benitez" and include BMP Project No. 5040003, Río Nuevo Bike Lane Phase 1.	Public outreach, Agency Representatives, Existing Plan	S
6	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Bicycle	Bicycle Parking in Tijuana	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the Puerta México Este and El Chaparral POE. Consider secure parking and storage where possible.	IMPLAN, SIDUE	$7		Field work	S
7	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Transit	Tijuana Intermodal Transit Center	Colonia Cuauhtémoc area	Build an ITC and a commercial development connected as a comprehensive project. Provide service for pedestrians, buses, and taxis at the ITC. Commercial building planned to have a hotel and shopping area in a separate building.	SIDUE	$50,000	BMP Project Number 3070003, Tijuana Intermodal Transit Center.	Agency representatives, Border Master Plan	L
8	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Transit	Puerta México-El Chaparral Mobility Hub	Within a three minute walk of the pedestrian queue	Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study.	Ayuntamiento de Tijuana	$750 (Bike share only)		Agency representatives	S
9	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Vehicle	Puerta México Passenger Pick-Up/Drop-Off Zone	Within a three minute walk of the pedestrian queue	In the absence of the Tijuana Intermodal Transit Center project, create sufficient and exclusive pick up/drop off zones at an appropriate location at the Puerta México POE. Include benches, signage, shade, and lighting.	SIDUE, Ayuntamiento de Tijuana	$107	Puerta México pick-up/drop-off zone assumed to be included in BMP Project No. 3070003, Tijuana Intermodal Transit Center.	Public outreach, Agency representatives, Field work	S
10	San Ysidro/Puerta México - El Chaparral	Mexico	Tijuana	Vehicle	Av de la Amistad Roundabout Improvements	Intersection of Av de la Amistad and Av Frontera	Improve Av de la Amistad and Av Frontera roundabout to be more pedestrian-friendly. Additionally, consider installing speed bumps and traffic signals to improve pedestrian safety.	Ayuntamiento de Tijuana	$1,925		Field work	L
11	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Pedestrian	East San Ysidro Blvd Pedestrian-Friendly Crossing Improvements	East San Ysidro Blvd	Enhance intersection of East San Ysidro Blvd north of San Ysidro Transit Center to be more pedestrian and bicycle-friendly.	City of San Diego	$141	Also included in BMP Project No.3020032, San Ysidro Intermodal Transportation Center.	Public outreach, Agency representatives, Field work, Existing plan	S
12	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Pedestrian	San Ysidro Pedestrian Pathway Enhancements	Pedestrian processing to East San Ysidro Blvd	Add restrooms, information kiosk, shade for queuing area, and informational signage. Add additional directional signage, benches, lighting, and shade for waiting and transit areas. Improve overall design/view of necessary security features. Improve segments of sidewalk.	GSA, CBP, MTS, City of San Diego	$1,215	Some items also assumed to be included in BMP Project No.3020032, San Ysidro Intermodal Transportation Center.	Public outreach, Agency representatives, Field work	L
13	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Pedestrian	San Ysidro Sidewalk Improvements	East San Ysidro Blvd , Camino de la Plaza	Add missing pedestrian sidewalk ramps, crosswalks, and sidewalk.	City of San Diego	$28	Includes BMP Project No. 5020020, West Camino de la Plaza Sidewalk.	Field work, Existing plan	S

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
14	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Bicycle	San Ysidro Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	GSA, CBP	$300	BMP No. 502003, Border Bike Lanes.	Public outreach, Agency Representatives, Existing Plan	L
15	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Bicycle	Bicycle Routes in San Ysidro	Various	Construct planned bicycle routes in San Ysidro. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage.	City of San Diego, GSA	$212	Planned routes described in City of San Diego Bicycle Master Plan Update and San Ysidro Community Plan Update, includes BMP Project No. 502006, Border Access Corridor (Preferred Alternative) and BMP Project No. 5020021, West San Ysidro Blvd Bikeway.	Public outreach, Agency Representatives, Existing Plan	S
16	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Bicycle	Bicycle Parking in San Ysidro	Within a three minute walk of the pedestrian queue	Construct additional bicycle parking at the east and west facilities of the San Ysidro POE. Consider secure parking and storage where possible.	City of San Diego, GSA	$7		Field work	S
17	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Transit	San Ysidro Intermodal Transportation Center (ITC)	Current location of ITC plus additional area	Build an ITC to provide a centralized facility for the Trolley, local and long distance buses, taxis, jitneys, and bicycles adjacent to the San Ysidro POE.	SANDAG	$138,200	BMP Project Number 3020032, San Ysidro Intermodal Transportation Center	Agency representatives, Border Master Plan	L
18	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Transit	San Ysidro Mobility Hub	Within a three minute walk of the pedestrian queue	Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study.	City of San Diego	$750 (Bike share only)	Can incorporate BMP Project No. 5020002, Border BikeShare.	Agency representatives, Existing Plan	S
19	San Ysidro/Puerta México - El Chaparral	United States	San Diego	Transit	Pedicab Passenger Pick-Up/Drop-Off Zone	East San Ysidro Blvd north of San Ysidro ITC	As an interim improvement, add signage and paint curb to designate pedicab pick-up/drop-off zone north of the existing San Ysidro Intermodal Transportation Center.	City of San Diego	$8	Pedicab pick-up/drop-off location included in BMP Project No.3020032, San Ysidro Intermodal Transportation Center.	Agency representatives	S
Otay Mesa/Mesa de Otay												
20	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Pedestrian	Blvd Garita de Otay Pedestrian Bridge	Blvd Garita de Otay	Construct east-west pedestrian bridge over Blvd Garita de Otay.	SIDUE, Ayuntamiento de Tijuana	$1,440	BMP Project No. 6070001, Pedestrian bridge and pick-up/drop-off location.	Public outreach, Agency representatives, Field work, Existing plan	L
21	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Pedestrian	Colina del Sol Multi-Purpose Path	Colina del Sol from Sor Juana Inés de la Cruz to Blvd de las Bellas Artes	Construct a multi-purpose path in the median between Calle Colina del Sol and Calle Josefina Rendón Parra from Av Sor Juana Inés de La Cruz to Boulevard de las Bellas Artes.	SIDUE, Ayuntamiento de Tijuana	$189		Field work, Agency representatives	S
22	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Pedestrian	Blvd Garita de Otay Interim Pedestrian Crossing and Two-Way Turnstile Removal	Blvd Garita de Otay	Add interim solution for pedestrian crossing across Boulevard Garita de Otay until pedestrian bridge project is completed. Remove two-way turnstile on Blvd Garita de Otay which creates a barrier to northbound pedestrian traffic crossing the vehicle SENTRI lane to access pedestrian processing.	SIDUE	$8	Maintain interim pedestrian crossing until BMP Project No. 6070001, Pedestrian bridge and pick-up/drop-off location is built.	Field work	S
23	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Pedestrian	Mesa de Otay Pedestrian Pathway Enhancements	Blvd de las Bellas Artes to pedestrian processing	Add restrooms, water fountains, benches, information kiosks, informational and directional signage, lane segmentation, lighting, and shade for pathways and transit areas. Add additional shade for queuing area. Add pedestrian-friendly crossing just south of southbound border crossing.	SIDUE, INDAABIN, Aduanas	$1,929	Some items assumed be included in BMP Project No. 4070010, Expansion and reorganization of the cargo and passenger facilities at Mesa de Otay, Tijuana.	Public outreach, Agency representatives, Field work	L
24	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Pedestrian	Boulevard Garita de Otay Sidewalk Improvements	Blvd Garita de Otay from Blvd de las Bellas Artes to pedestrian processing	Construct pedestrian sidewalk ramps and missing sidewalk and crosswalks.	SIDUE	$145		Field work	S
25	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Pedestrian	Boulevard de las Bellas Artes Crosswalk Improvements	Intersection of Blvd de las Bellas Artes and Calle Garita de Otay SENTRI	Enhance pedestrian crosswalk visibility, accessibility, and safety where the sidewalk on the east side of Boulevard Aztecas N intersects with Calle Garita de Otay SENTRI.	SIDUE	$7		Field work	S
26	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Bicycle	Mesa de Otay Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	INDAABIN, Aduanas	$300		Public outreach, Agency Representatives	L

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
27	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Bicycle	Bicycle Routes in Mesa de Otay, Tijuana	Various	Construct bicycle routes in Mesa de Otay, Tijuana and install bicycle-related signage.	SIDUE, Ayuntamiento de Tijuana	$60		Public outreach	S
28	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Bicycle	Bicycle Parking in Mesa de Otay, Tijuana	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	SIDUE, Ayuntamiento de Tijuana	$7		Field work	S
29	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Transit	Colina del Sol Pick-Up/Drop-Off Zone and Transit Stop	Colina del Sol, west of intersection of Sor Juana Inés de la Cruz and Josefina Rendón Parra	Create a passenger pick-up/drop-off zone and transit facility near the northbound pedestrian queuing area. Include shade, lighting, benches, and informational and directional signage.	SIDUE, Ayuntamiento de Tijuana, INDAABIN	$385	BMP Project No. 6070001, Pedestrian bridge and pick-up/drop-off location.	Public outreach, Field work, Existing plan	S
30	Otay Mesa/Mesa de Otay	Mexico	Tijuana	Vehicle	Blvd Garita de Otay Traffic Control	Blvd Garita de Otay	Add traffic control to prevent wrong-way driving due to passenger drop-off on Blvd Garita de Otay SENTRI lane.	SIDUE	$9		Field work	S
31	Otay Mesa/Mesa de Otay	United States	San Diego	Pedestrian	Pedestrian Bridge – Northbound Ramp	Pedestrian bridge to pedestrian path south of Nicola Tesla Ct	In the absence of new pedestrian bridge projects, add northbound pedestrian ramp to existing pedestrian bridge.	GSA	$780	Otay Mesa Intermodal Transportation Center plans identified in South Bay BRT EIR include a new pedestrian bridge proposed by GSA from US inspections with northbound and southbound ramps. Paseo de la Amistad Pedestrian and Bike International Border Crossing project also identifies a pedestrian bridge project including northbound pedestrian access.	Public outreach	S
32	Otay Mesa/Mesa de Otay	United States	San Diego	Pedestrian	Paseo de la Amistad Pedestrian and Bike International Border Crossing	Various locations	Improve Paseo Internacional with new, expanded sidewalk and bicycle lane, widen sidewalk and improve existing pick-up/drop-off point at Via de la Amistad, and add pedestrian amenities (Phase 1). Construct a transit center west of SR 905 and improve Nicola Tesla Ct cul de sac (Phase 2). Construct a pedestrian bridge for north-south pedestrian traffic along west side of SR 905 (Phase 3). This is a TEA project that remains viable if TEA program or other funding becomes available.	Caltrans	$2,060	Otay Mesa Intermodal Transportation Center plans identified in South Bay BRT EIR also include a transit center on the west side of SR 905.	Public outreach, Agency representatives, Field work	L
33	Otay Mesa/Mesa de Otay	United States	San Diego	Pedestrian	Paseo Internacional Sidewalk Improvements and Sidewalk Construction	Pedestrian processing to Roll Drive	Add pedestrian crossing north of POE. In the absence of Paseo de la Amistad Pedestrian and Bike International Border Crossing project, also construct sidewalk on east side of Paseo Internacional and add pedestrian ramps on west side of Paseo Internacional.	GSA, Caltrans	$30	Sidewalk improvements also included in Paseo de la Amistad Pedestrian and Bike International Border Crossing project.	Public outreach, Field work	S
34	Otay Mesa/Mesa de Otay	United States	San Diego	Pedestrian	Otay Mesa Pedestrian Pathway Enhancements	Pedestrian processing to Roll Drive, pedestrian processing to Nicola Tesla Ct	Add water fountains, restroom, benches, information kiosk, informational and directional signage, and lighting. Add additional shade for pathways, queuing area, waiting areas, and transit areas. Add shelters, additional benches, and lighting for bus stops.	GSA, CBP, SANDAG, MTS, City of San Diego	$542	Some items also included in Paseo de la Amistad Pedestrian and Bike International Border Crossing project.	Public outreach, Agency representatives, Field work	L
35	Otay Mesa/Mesa de Otay	United States	San Diego	Bicycle	Otay Mesa Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	GSA, CBP	$300		Public outreach, Agency Representatives	L
36	Otay Mesa/Mesa de Otay	United States	San Diego	Bicycle	Bicycle Routes in Otay Mesa	Various	Construct planned bicycle routes in Otay Mesa. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage.	City of San Diego, GSA	$242	Planned routes described in San Diego Regional Bicycle Plan, City of San Diego Bicycle Plan Update, and Otay Mesa Community Plan; includes BMP Project No. 5020014, SR 125 Corridor.	Public outreach, Agency Representatives, Existing Plan	S
37	Otay Mesa/Mesa de Otay	United States	San Diego	Bicycle	Bicycle Parking in Otay Mesa	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	City of San Diego, GSA	$7		Field work	S
38	Otay Mesa/Mesa de Otay	United States	San Diego	Transit	Otay Mesa Intermodal Transportation Center (ITC) and Pedestrian Bridge	Parcel southeast of Nicola Tesla Ct	Construct planned ITC south of Nicola Tesla Ct. Construct planned pedestrian bridge from northbound pedestrian inspections.	SANDAG, GSA	$7,600 (Does not include bridge)	Otay Mesa Intermodal Transportation Center identified in South Bay BRT EIR. ITC and pedestrian bridge also included in Paseo de la Amistad Pedestrian and Bike International Border Crossing Project.	Public outreach, Field work, Existing plan	L

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
39	Otay Mesa/Mesa de Otay	United States	San Diego	Vehicle	SR 905 Safety Enhancements	SR 905 north of vehicle processing facility	Add safety enhancements on SR 905 to prevent passenger drop-off.	Caltrans, GSA, CBP	$8		Agency representatives	S
40	Otay Mesa/Mesa de Otay	United States	San Diego	Vehicle	Roll Drive Passenger Pick-Up/Drop-Off Zone	Intersection of Roll Drive and Via de la Amistad	In the absence of Via de la Amistad pick-up/drop-off improvements identified in Paseo de la Amistad Pedestrian and Bike International Border Crossing project, re-paint curb to create official and sufficient passenger pick-up/drop-off zone at southwestern edge of Roll Drive. Add trees, benches, lighting, and directional signage.	City of San Diego	$42	Drop-off/pick-up zone improvements also included in Paseo de la Amistad Pedestrian and Bike International Border Crossing project.	Public outreach, Field work	S
Tecate/Tecate												
41	Tecate/Tecate	Mexico	Tecate, Baja California	Pedestrian	Tecate, Baja California Pedestrian Pathway Enhancements and Passenger Pick-Up/Drop-Off Zone	Intersection of Callejón Francisco I Madero and Presidente Lázaro Cárdenas	Add water fountain, benches, information kiosk, shade for waiting area, and informational signage. Add additional lighting and directional signage. Create a protected passenger pick-up/drop-off zone at the intersection of Callejón Francisco I Madero and Presidente Lázaro Cárdenas.	SIDUE	$199		Public outreach, Agency representatives, Field work	S
42	Tecate/Tecate	Mexico	Tecate, Baja California	Pedestrian	Tecate, Baja California Sidewalk and Wayfinding Improvements	POE to Av Hidalgo	Construct additional pedestrian sidewalk ramps and crosswalks, install signage, and rehabilitate sidewalk one block east and west of pedestrian processing as well as along Presidente Lázaro Cardenas and along one block of Av Hidalgo.	SIDUE, Ayuntamiento de Tecate	$145		Field work	S
43	Tecate/Tecate	Mexico	Tecate, Baja California	Bicycle	Tecate, Baja California Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	INDAABIN, Aduanas	$300		Public outreach, Agency Representatives	L
44	Tecate/Tecate	Mexico	Tecate, Baja California	Bicycle	Bicycle Routes in Tecate, Baja California	Various	Construct bicycle routes in Tecate, Baja California and install bicycle-related signage.	SIDUE, Ayuntamiento de Tecate	$213		Public outreach	S
45	Tecate/Tecate	Mexico	Tecate, Baja California	Bicycle	Bicycle Parking in Tecate, Baja California	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	SIDUE, Ayuntamiento de Tecate	$7		Field work	S
46	Tecate/Tecate	United States	Tecate, California	Pedestrian	SR 188 Pedestrian-Friendly Crossing Improvement	SR 188 at Thing Rd	In the absence of Kumeyaay Crossing at Tecate International Border Crossing, create north-south pedestrian-friendly crossing across SR 188 at intersection of Thing Road.	Caltrans	$110	Pedestrian crosswalks on and across SR 188 also included in Kumeyaay Crossing at Tecate International Border Crossing project.	Field work, Agency representatives	S
47	Tecate/Tecate	United States	Tecate, California	Pedestrian	Kumeyaay Crossing at Tecate International Border Crossing	SR 188 extending from POE to approximately 1100' north	Replace and widen sidewalk on west side of SR 188 including additional space for pedestrian pathway amenities and signage. Add bike lane. Add pedestrian crosswalks on and across SR 188. This is a TEA project that remains viable if TEA program or other funding becomes available.	Caltrans	$2,382	This project is identified as Tecate Ped/Transit Facilities in the BMP (BMP Project No. 5020019).	Field work, Agency representatives	L
48	Tecate/Tecate	United States	Tecate, California	Pedestrian	Tecate, California Pedestrian Pathway Enhancements	Border to MTS bus stop on SR 188	Add restrooms, water fountain, informational kiosks, benches, lighting, and informational and directional signage. Add additional benches behind bus stop and bus shelter. Add additional shade for southbound queuing area.	GSA, CBP, Caltrans, MTS	$326	Some items included in BMP Project No. 5020019, Tecate Ped/Transit Facilities (also called Kumeyaay Crossing at Tecate International Border Crossing project).	Public outreach, Agency representatives, Field work	S
49	Tecate/Tecate	United States	Tecate, California	Bicycle	Tecate, California Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	GSA, CBP	$300		Public outreach, Agency Representatives	L
50	Tecate/Tecate	United States	Tecate, California	Bicycle	Bicycle Routes in Tecate, California	Various	Construct bicycle routes in Tecate, California and install bicycle-related signage.	San Diego County, GSA	$23	Kumeyaay Crossing at Tecate International Border Crossing project includes a bicycle lane on SR 188 for approximately 1100' north of the POE.	Agency representatives	S
51	Tecate/Tecate	United States	Tecate, California	Bicycle	Bicycle Parking in Tecate, California	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	San Diego County, GSA	$7		Field work	S

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
52	Tecate/Tecate	United States	Tecate, California	Transit	Increase Route 894 Frequency	-	Increase frequency of Route 894 with service to and from Tecate.	MTS	N/A		Public outreach, Field work, Agency representatives	S
53	Tecate/Tecate	United States	Tecate, California	Vehicle	Tecate, California Passenger Pick-Up/Drop-Off Zone	SR 188	Create a passenger pick-up/drop-off zone outside of CBP pedestrian processing facility. Add bench, shade, lighting, and signage.	Caltrans, GSA, CBP	$47		Field work	S
Calexico West/Mexicali I												
54	Calexico West/Mexicali I	Mexico	Mexicali	Pedestrian	Mexicali I Tunnel Modification	Pedestrian tunnel	As an interim improvement, resolve flooding issues and improve ventilation in pedestrian tunnel.	INDAABIN	$123	BMP Project No. 4010001, Mexicali I – Pedestrian Processing Facility, will construct a new pedestrian processing facility.	Public outreach, Field work, Agency representatives	S
55	Calexico West/Mexicali I	Mexico	Mexicali	Pedestrian	Mexicali I Pedestrian Pathway Enhancements	Agustin Melgar to POE and Callejón Zorilla to POE	As interim improvements, add water fountain, information kiosk, and informational signage. Add additional benches, shade for queuing area and waiting area, lighting, and directional signage. Add benches, shade, signage, and lighting for transit stop.	INDAABIN, Aduanas, SIDUE, Ayuntamiento de Mexicali, IMIP	$112	Some items included in BMP Project No. 5040002, Pedestrian Path Shade Structures. BMP Project No. 4040005, Mexicali I – Pedestrian Processing Facility, will construct a new pedestrian processing facility.	Public outreach, Agency representatives, Field work	S
56	Calexico West/Mexicali I	Mexico	Mexicali	Pedestrian	Mexicali Pedestrian-Friendly Crossing Improvements, Sidewalk Improvements, and Sidewalk Maintenance	Various intersections	Add pedestrian-friendly crossing at intersections of Blvd Adolfo López Mateos with Av Francisco Madero and Ignacio Manuel Altamirano. Add pedestrian sidewalk ramps and crosswalks and conduct sidewalk maintenance on Augustin Melgar, Zorilla, Blvd Adolfo López Mateos, Ignacio Manuel Altamirano, and Av Francisco Madero.	Ayuntamiento de Mexicali	$725		Public outreach, field work	S
57	Calexico West/Mexicali I	Mexico	Mexicali	Bicycle	Mexicali I Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	INDAABIN, Aduanas	$300		Public outreach, Agency Representatives	L
58	Calexico West/Mexicali I	Mexico	Mexicali	Bicycle	Bicycle Routes in Mexicali	Various	Construct planned bicycle routes in Mexicali; consider implementation of some facilities as bicycle lanes. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage.	Ayuntamiento de Mexicali, SIDUE	$480	Planned routes described in Proyecto de Rutas Ciclistas para Mexicali; includes BMP Project No. 5040003, Río Nuevo Bike Lane Phase I.	Public outreach, Agency Representatives, Existing Plan	S
59	Calexico West/Mexicali I	Mexico	Mexicali	Bicycle	Bicycle Ramp for Mexicali I Tunnel	Pedestrian tunnel	As an interim improvement, construct bicycle ramp alongside western stairway to facilitate bicycle users entering and exiting pedestrian tunnel.	INDAABIN, SIDUE	$38	BMP Project No. 4010001, Mexicali I – Pedestrian Processing Facility, will construct a new pedestrian processing facility.	Public outreach, Field work	S
60	Calexico West/Mexicali I	Mexico	Mexicali	Bicycle	Bicycle Parking in Mexicali	Within a three minute walk of the pedestrian queue	Construct bicycle parking at or near the POE. Consider secure parking and storage where possible.	Ayuntamiento de Mexicali, SIDUE	$7		Field work	S
61	Calexico West/Mexicali I	Mexico	Mexicali	Transit	Mexicali I Mobility Hub	Within a three minute walk of the pedestrian queue	Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study.	Ayuntamiento de Mexicali	$750 (Bike share only)		Agency representatives	S
62	Calexico West/Mexicali I	Mexico	Mexicali	Vehicle	Passenger Pick-Up/Drop-Off Zone on Callejón Zorilla	Callejón Zorilla north of Callejón Reforma	As an interim improvement, delineate and install signage to add a passenger pick-up/drop-off zone on Callejón Zorilla.	INDAABIN	$101	BMP Project No. 4010001, Mexicali I – Pedestrian Processing Facility, will reconfigure the roadways surrounding the POE including Callejón Zorilla.	Field work	S
63	Calexico West/Mexicali I	United States	Calexico	Pedestrian	Calexico Border Gateway and 1st Street Promenade	E 1st Street between SR 111 and Heber Ave	Widen sidewalks and add pedestrian amenities on E 1st Street. Improve traffic flow on adjacent streets and add pick-up/drop-off area. This is a TEA project that remains viable if TEA program or other funding becomes available.	Caltrans	$4,184		Agency representatives	L
64	Calexico West/Mexicali I	United States	Calexico	Pedestrian	Calexico Pedestrian Pathway Enhancements	POE to E 1st Street	As interim improvements, add water fountain, benches, information kiosk, informational and directional signage, and shade for waiting area. Add additional lighting. Add signage and lighting for transit areas.	City of Calexico, GSA, CBP	$114	BMP Project No. 4010003, Calexico West – Phase 2 of Major Expansion and Reconfiguration, will construct a new pedestrian processing facility. Some items also included in Calexico Border Gateway and 1st Street Promenade project.	Public outreach, Agency representatives, Field work	S
65	Calexico West/Mexicali I	United States	Calexico	Pedestrian	Calexico Pedestrian-Friendly Crossing Improvements and Crosswalk Maintenance	Various intersections between E 1st Street and E 7th Street	Construct pedestrian-friendly crossings at intersections of E 1st Street and Rockwood Ave and E 2nd Street and Rockwood Ave. Repaint crosswalks on Paulin Ave, Rockwood Ave, Heffernan Ave, and Heber Ave.	City of Calexico	$178	Intersection of E 1st Street and Rockwood Ave also included in Calexico Pedestrian Pathway Enhancements project.	Public outreach, field work	S

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
66	Calexico West/Mexicali I	United States	Calexico	Bicycle	Calexico West Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	GSA, CBP	$300		Public outreach, Agency Representatives	L
67	Calexico West/Mexicali I	United States	Calexico	Bicycle	Bicycle Routes in Calexico	Various	Construct planned bicycle routes in Calexico, including New River Parkway project. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage.	City of Calexico, GSA	$480	Planned routes described in County of Imperial Bicycle Master Plan Update, Calexico Bicycle Master Plan, New River Improvement Project strategic plan.	Public outreach, Agency Representatives, Existing Plan	S
68	Calexico West/Mexicali I	United States	Calexico	Bicycle	Bicycle Parking in Calexico	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	City of Calexico, GSA	$7		Field work	S
69	Calexico West/Mexicali I	United States	Calexico	Transit	Calexico Intermodal Transportation Center (ITC)	E 3rd Street between Rockwood Ave and Heffernan Ave	Construct an ITC in Calexico near the POE including pick-up/drop-off area, bus and shuttle bays, information kiosks, restrooms, water fountains, bicycle storage, and a Greyhound bus facility.	ICTC	$10,000	BMP Project No. 3010085, Calexico Intermodal Transportation Center.	Public outreach, Agency representatives	L
70	Calexico West/Mexicali I	United States	Calexico	Transit	Calexico West Mobility Hub	Within a three minute walk of the pedestrian queue	Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study.	ICTC	$750 (Bike share only)		Agency representatives	S
Calexico East/Mexicali II												
71	Calexico East/Mexicali II	Mexico	Mexicali	Pedestrian	Mexicali II Pedestrian Pathway Enhancements	Calzada Abelardo L Rodríguez to pedestrian processing	Add water fountains, benches, information kiosks, lighting, and informational and directional signage. Add shade for queuing areas, waiting area, and pathways. Add additional restroom, crosswalks, and pedestrian sidewalk ramps. Add additional shade for departure pathway. If new, more northerly pick-up/drop-off zone is not constructed, improve existing passenger pick-up/drop-off zone with shade structure, benches, and information kiosk.	INDAABIN, Aduanas, SIDUE	$1,097		Public outreach, Agency representatives, Field work	L
72	Calexico East/Mexicali II	Mexico	Mexicali	Pedestrian	Calzada Abelardo L Rodríguez Sidewalk Improvements	Intersection of Abelardo L. Rodríguez and POE access roads	Add pedestrian sidewalk ramps and sidewalk and crosswalks connecting northbound and southbound pedestrian pathways along north side of Calzada Abelardo L Rodríguez.	SIDUE, IMIP	$58		Field work	S
73	Calexico East/Mexicali II	Mexico	Mexicali	Bicycle	Mexicali II Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	INDAABIN, Aduanas	$300		Public outreach, Agency Representatives	L
74	Calexico East/Mexicali II	Mexico	Mexicali	Bicycle	Bicycle Routes in Mexicali	Various	Construct planned bicycle routes in Mexicali. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage.	Ayuntamiento de Mexicali, SIDUE	$375	Planned routes described in Proyecto de Rutas Ciclistas para Mexicali.	Public outreach, Existing Plan	S
75	Calexico East/Mexicali II	Mexico	Mexicali	Bicycle	Bicycle Parking in Mexicali	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	Ayuntamiento de Mexicali, SIDUE	$7		Field work	S
76	Calexico East/Mexicali II	Mexico	Mexicali	Vehicle	Mexicali II Passenger Pick-Up/Drop-Off Zone	South of bridge that crosses All-American Canal	Create passenger pick-up/drop-off zone approximately 800' north of current location to reduce pedestrian walking distance to border crossing. Include lighting and informational and directional signage.	INDAABIN, Aduanas, SIDUE	$580	SIDUE has proposed a similar drop-off zone. Response is pending from the federal government.	Field work, Agency representatives	S
77	Calexico East/Mexicali II	Mexico	Mexicali	Vehicle	Overnight Parking on Calzada Abelardo L Rodríguez	Calzada Abelardo L Rodríguez southeast of POE	Create one overnight parking lot on Calzada Abelardo L Rodríguez southeast of POE.	SIDUE, Ayuntamiento de Mexicali	$287		Public outreach, field work	S
78	Calexico East/Mexicali II	United States	Imperial County	Pedestrian	Calexico East Pedestrian Path	Pedestrian processing building to 900' north	Add pedestrian path on west side of roadway, adjacent to existing trees. Or, add trees to provide shade to existing sidewalk.	GSA	$44		Public outreach, Field work	S

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
79	Calexico East/Mexicali II	United States	Imperial County	Pedestrian	Calexico East Pedestrian Pathway Enhancements	Border to SR 7	Add restroom, water fountains, information kiosks, lighting, benches, and informational and directional signage. Add shade and benches for waiting area. Add shade to waiting area, queuing area, and southbound pathway. Create pedestrian-friendly crossing just north of pedestrian processing facility.	GSA, CBP	$1,072		Public outreach, Agency representatives, Field work	L
80	Calexico East/Mexicali II	United States	Imperial County	Bicycle	Calexico East Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	GSA, CBP	$300		Public outreach, Agency Representatives	L
81	Calexico East/Mexicali II	United States	Imperial County	Bicycle	Bicycle Routes in Imperial County	Various	Construct bicycle routes in Imperial County and install bicycle-related signage.	Imperial County, GSA	$163		Public outreach, Agency Representatives	S
82	Calexico East/Mexicali II	United States	Imperial County	Bicycle	Bicycle Parking in Imperial County	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	Imperial County, GSA	$7		Field work	S
83	Calexico East/Mexicali II	United States	Imperial County	Transit	Calexico East Intermodal Transportation Center (ITC) and Relocation of Southbound Pedestrian Pathway Access	Potentially at parcel located at split of SR 7 northbound and southbound vehicle lanes, or other location as appropriate	Create an ITC and include shade, lighting, benches, and restroom. Add pedestrian-friendly crossings across northbound and southbound SR 7 to connect northbound and southbound pedestrian pathways adjacent to the ITC. Consider providing connections to other transit routes within Imperial County.	GSA, CBP, Caltrans, ICTC	$5,000	BMP Project No. 3010086, Calexico East Intermodal Transportation Center.	Public outreach, Field work, Agency representatives, Existing plan	L
84	Calexico East/Mexicali II	United States	Imperial County	Vehicle	Calexico East Passenger Pick-Up/Drop-Off Zone	Southern terminus of Menvielle Rd	As an interim improvement, create a passenger pick-up/drop-off zone at the southern terminus of Menvielle Rd. Add benches, signage, a shade structure, and a sidewalk to connect to the northbound pedestrian pathway.	ICTC, Imperial County	$125	This area could return to a no parking or waiting zone after BMP Project No. 3010086, Calexico East Intermodal Transportation Center is built.	Public outreach, field work	S
85	Calexico East/Mexicali II	United States	Imperial County	Vehicle	Relocate SENTRI Lane	POE	Assign vehicle lane closest to POE (eastern-most northbound lane) as SENTRI lane and create SENTRI pedestrian drop off on curb adjacent to northbound pedestrian entrance to POE. This project is contingent on the expansion plans for this POE as it cannot be completed with existing passenger lane configuration.	GSA, CBP, Aduanas, INDAABIN	N/A		Public outreach, field work	L
Andrade/Los Algodones												
86	Andrade/Los Algodones	Mexico	Municipality of Mexicali	Pedestrian	Los Algodones Pedestrian Pathway Enhancements	Saratoga, from east of canal to pedestrian processing	Add water fountains, information kiosk, and shade for waiting area. Widen pedestrian sidewalk ramps. Add additional pedestrian sidewalk ramps, benches, shade for northbound queuing area, and informational and directional signage.	Ayuntamiento de Mexicali	$60	Some items assumed to be included in BMP Project No. 404004, Los Algodones-Andrade Tourist Crossing Modernization.	Public outreach, Agency representatives, Field work	S
87	Andrade/Los Algodones	Mexico	Municipality of Mexicali	Pedestrian	Los Algodones Sidewalk Improvements	Border to 16 de Septiembre	Rehabilitate crosswalks and sidewalk and add one pedestrian sidewalk ramp along the streets Calle 2, 5 de Mayo, and 16 de Septiembre.	Ayuntamiento de Mexicali	$81		Field work	S
88	Andrade/Los Algodones	Mexico	Municipality of Mexicali	Bicycle	Bicycle Routes in Los Algodones	Various	Construct bicycle routes in Los Algodones and install bicycle-related signage.	SIDUE	$95		Field work	S
89	Andrade/Los Algodones	Mexico	Municipality of Mexicali	Bicycle	Los Algodones Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	INDAABIN, Aduanas	$300		Public outreach, Agency Representatives	L
90	Andrade/Los Algodones	Mexico	Municipality of Mexicali	Bicycle	Bicycle Parking in Los Algodones	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	SIDUE	$7		Field work	S
91	Andrade/Los Algodones	United States	Imperial County	Pedestrian	Andrade Pedestrian Pathway Enhancements	Border to SR 186 just north of northbound pedestrian exit	Add waiting area with benches, shade, and information kiosk on eastern side of SR 186. Add informational signage, water fountain, and restroom. Add information kiosk and shade and bench for southbound queuing area. Consider adding designated bus stop/shelter.	Caltrans	$594	Complements BMP Project No. 5010003, Andrade POE Ped/Transit Facilities.	Public outreach, Agency representatives, Field work	S

Pedestrian and Bicycle Transportation Access Study Project Recommendations [1]												
Project Number	Port of Entry (POE)	Country	Jurisdiction	Type	Project Name	Limits	Project Description	Agency Stakeholder	Cost ($1,000)[2]	Related Plans and Programs[3]	Source of Recommendation	Short-Term or Long-Term[4]
92	Andrade/Los Algodones	United States	Imperial County	Bicycle	Bicycle Route and Signage in Andrade	Various	Install bicycle wayfinding signage and construct bicycle route in Andrade providing connection to Arizona.	Imperial County	$458		Public outreach, Agency representatives	S
93	Andrade/Los Algodones	United States	Imperial County	Bicycle	Andrade Bicycle Border Crossing	POE	Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether lanes are designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.	GSA, CBP	$300		Public outreach, Agency Representatives	L
94	Andrade/Los Algodones	United States	Imperial County	Bicycle	Bicycle Parking in Andrade	Within a three minute walk of the pedestrian queue	Construct bicycle parking at the POE. Consider secure parking and storage where possible.	GSA	$7		Field work	S
95	Andrade/Los Algodones	United States	Imperial County	Vehicle	SR 186 Pullover	SR 186 just north of northbound pedestrian exit	Create shoulder on SR 186 for passenger pick-up and drop-off.	Caltrans	$188		Field work, Agency representatives	S
Policy Recommendations												
96				Policy	Increase SENTRI Access for Bicyclists and Pedestrians		Increase education about SENTRI and Ready Lanes and create a less costly pedestrian and bicycle-only SENTRI program.				Agency representatives, Existing Study	S
97				Policy	Design Guidelines		Institute or update design guidelines for POEs to guide future construction and modification of border crossings to promote pedestrian-friendly and bicycle-friendly infrastructure. See design guidelines appendix of the Pedestrian and Bicycle Transportation Access Study for recommendations.				Field work, Agency representatives	L
98				Policy	Operable Bicycles in Bicycle Border Crossing Lanes		A bicycle must be ridden to the crossing in order for the bicyclist to cross in the bicycle border crossing lane. If bicycle is not operable, the individual will have to cross the border through pedestrian inspection.				Agency representatives	S
99				Policy	Landscaping and Public Art		Add landscaping and public art to all border crossings.				Public outreach, Field work	L
100				Policy	Thirty Minute Wait Times		Strive for maximum 30 minute wait times at all ports up to primary inspection facility, with expedited service for the elderly and disabled.				Public outreach	S
101				Policy	Senior/Disability Lanes		Study feasibility of instituting pedestrian crossing lanes for senior citizens and the disabled at existing and future ports.				Public outreach, Agency representatives, Field work	L
102				Policy	Maintenance Districts		Explore the creation of Maintenance Commitments executed through a Memorandum of Understanding that prioritizes maintenance of influence areas around all POEs.				Field work	L

[1] Projects are organized by POE, country, and project type
Details of all recommended projects can be found in Appendix H
See Appendix L for glossary of acronyms

[2] All cost estimates in US Dollars. Line-item details can be found in Appendix H

[3] BMP = California/Baja California 2014 Border Master Plan Update

[4] Identification of short-term and long-term projects is representative of a revenue-unconstrained scenario where funding is available for all projects.
S = Short Term - less than 5 year. Does not involve significant alteration of the infrastructure or POE operations.
L=Long Term - greater than 5 years. Involves significant alteration of the infrastructure or POE operations.

N/A = Not Applicable

Pedestrian and Bicycle Transportation Access Study for the California/Baja California Land Ports of Entry Recommended Projects: Cost Estimates

All cost estimates in U.S. Dollars

Project 1 - Create pedestrian-friendly crossings at intersections of Av Frontera and Av Ferrocarril, Alfonso Reyes and Linea Internacional, and northbound ramp gore at Paseo Centenario Tijuana connecting to Av Ferrocarril. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Alfonso Reyes and Linea Internacional				
Reconstruct Median Noses	Each	$6,000	3	$18,000
Pedestrian Ramps	Each	$3,500	4	$14,000
Cross Walk Striping	Each	$1,000	8	$8,000
Lighting	Each	$8,000	7	$56,000
Sub Total				$96,000
30% Construction Contingency				$28,800
20% Design and Admin Contingency				$19,200
Alfonso Reyes and Linea Internacional Total				$144,000
Paseo Centenario Tijuana				
Signs	LS	$1,000	1	$1,000
Cross Walk Striping	Each	$1,000	2	$2,000
Lighting	Each	$8,000	3	$24,000
Sub Total				$27,000
30% Construction Contingency				$8,100
20% Design and Admin Contingency				$5,400
Paseo Centenario Tijuana Total				$40,500
Av Frontera and Av Ferrocarril				
Reconstruct Median Noses	Each	$6,000	2	$12,000
Sidewalk Construction	SF	$4	250	$1,000
Step Construction	LS	$5,000	1	$5,000

Cross Walk Striping	Each	$1,000	4	$4,000
Sub Total				$22,000
30% Construction Contingency				$6,600
20% Design and Admin Contingency				$4,400
Av Frontera and Av Ferrocarril Total				$33,000
Total				$217,500

Project 2 - Add restrooms, water fountains, benches, shade for pathways and waiting areas, information kiosks, and informational signage. Add additional directional signage, benches, lighting, shade for queuing area, pedestrian sidewalk ramps, and lane segmentation. Consider widening queue area. As an interim improvement, add additional lighting, shelter, and seating for transit stop. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom with water fountain	Each	$60,000	2	$120,000
Benches	Each	$2,500	8	$20,000
Trash Receptacles	Each	$1,800	8	$14,400
Shade Structure	LF	$900	300	$270,000
Information Signage	Each	$5,000	5	$25,000
Lighting	Each	$8,000	20	$160,000
Pedestrian Ramps	Each	$3,500	2	$7,000
Cross Walk Striping	Each	$1,000	2	$2,000
Pedestrian Lane Dividers	LF	$55	300	$16,500
Sidewalk Maintenance	SF	$10	2000	$20,000
Sub Total				$654,900
30% Construction Contingency				$196,470
20% Design and Admin Contingency				$130,980
Total				$982,350

Project 3 - Sidewalk rehabilitation and installation of pedestrian ramps, crosswalks, signage, and lighting along Av de la Amistad, Paseo Centenario Tijuana, and Linea Internacional. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Sidewalk	SF	$4	1,000	$4,000
Pedestrian Ramps	Each	$3,500	5	$17,500
Cross Walk Striping	Each	$1,000	5	$5,000
Lighting	Each	$8,000	19	$152,000
Sub Total				$178,500
30% Construction Contingency				$53,550
20% Design and Admin Contingency				$35,700
Total				$267,750

Project 4 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 5 - Construct planned bicycle routes in Tijuana. Additionally, construct routes to establish connections between planned routes and the LPOE. Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	77,900	$389,500
Sub Total				$389,500
30% Construction Contingency				$116,850
20% Design and Admin Contingency				$77,900
Total				$584,250

Project 6 - Construct bicycle parking at the Puerta México Este and El Chaparral POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 7 - Build an ITC and a commercial development connected as a comprehensive project. Provide service for pedestrians, buses, and taxis at the ITC. Commercial building planned to have a hotel and shopping area in a separate building. Long Term

2014 BMP Update Project Cost Estimate				$50,000,000
Total				$50,000,000

Project 8 - Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bike holding and release equipment	LS	$500,000	1	$500,000
Sub Total				$500,000
30% Construction Contingency				$150,000
20% Design and Admin Contingency				$100,000
Total				$750,000

Project 9- In the absence of the Tijuana Intermodal Transit Center project, create sufficient and exclusive pick up/drop off zones at an appropriate location at the Puerta México POE. Include benches, signage, shade, and lighting. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Grading	CY	$30	500	$15,000
Sidewalk Construction	SF	$4	3,500	$14,000
Striping and signing	LS	$2,000	1	$2,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Lighting	Each	$8,000	4	$32,000
Sub Total				$71,600
30% Construction Contingency				$21,480
20% Design and Admin Contingency				$14,320
Total				$107,400

Project 10 -Improve Av de la Amistad and Av Frontera roundabout to be more pedestrian-friendly. Additionally, consider installing speed bumps and traffic signals to improve pedestrian safety. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Curb	LF	$30	2,200	$66,000
Paving (9"concrete on 6" agg base)	SF	$16	37,000	$592,000
Sidewalk	SF	$4	8,000	$32,000
Median hardscape	SF	$20	4,500	$90,000
Pavement Removal	SF	$4	51,000	$204,000
Drainage	LS	$40,000	1	$40,000
Trees	Each	$3,000	10	$30,000
Signing and Striping	LS	$20,000	1	$20,000
Pedestrian Ramps	Each	$3,500	14	$49,000
Lighting	Each	$8,000	14	$112,000
Select fill	CY	$15	1,200	$18,000
Traffic Maintenance	LS	$30,000	1	$30,000
Sub Total				$1,283,000
30% Construction Contingency				$384,900
20% Design and Admin Contingency				$256,600
Total				$1,924,500

Project 11 - Enhance intersection of East San Ysidro Blvd north of San Ysidro Intermodal Transportation Center to be more pedestrian and bicycle friendly. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Pedestrian signal Enhancements	LS	$80,000	1	$80,000
Pedestrian Ramps	Each	$3,500	2	$7,000
Cross Walk Striping	Each	$1,000	7	$7,000
Sub Total				$94,000
30% Construction Contingency				$28,200
20% Design and Admin Contingency				$18,800
Total				$141,000

Project 12 - Add restrooms, information kiosk, shade for queuing area, and informational signage. Add additional directional signage, benches, lighting, and shade for waiting and transit areas. Improve overall design/view of necessary security features. Improve segments of sidewalk. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom with water fountain	Each	$60,000	1	$60,000
Benches	Each	$2,500	6	$15,000
Trash Receptacles	Each	$1,800	6	$10,800
Shade Structure	LF	$900	600	$540,000
Bus Shelters	Each	$30,000	3	$90,000
Information Signage	Each	$5,000	5	$25,000
Remove barbed wire	LS	$5,000	1	$5,000
Lighting	Each	$8,000	8	$64,000
Sub Total				$809,800
30% Construction Contingency				$242,940
20% Design and Admin Contingency				$161,960
Total				$1,214,700

Project 13 - Add missing pedestrian sidewalk ramps, crosswalks, and sidewalk. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Sidewalk	SF	$4	3,000	$12,000
Pedestrian Ramps	Each	$3,500	1	$3,500
Cross Walk Striping	Each	$1,000	3	$3,000
Sub Total				$18,500
30% Construction Contingency				$5,550
20% Design and Admin Contingency				$3,700
Total				$27,750

Project 14 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 15 - Construct planned bicycle routes in San Ysidro. Additionally, construct routes to establish connections between planned routes and the LPOE. Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	28,200	$141,000
Sub Total				$141,000
30% Construction Contingency				$42,300
20% Design and Admin Contingency				$28,200
Total				$211,500

Project 16 - Construct additional bicycle parking at the east and west facilities of the San Ysidro POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 17 - Build an ITC to provide a centralized facility for the Trolley, local and long distance buses, taxis, jitneys, and bicycles adjacent to the San Ysidro POE.

Long Term

SANDAG San Ysidro ITC Project Cost Estimate			$138,200,000
Total			$138,200,000

Project 18 - Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study.

Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bike holding and release equipment	LS	$500,000	1	$500,000
Sub Total				$500,000
30% Construction Contingency				$150,000
20% Design and Admin Contingency				$100,000
Total				$750,000

Project 19 -As an interim improvement, add signage and paint curb to designate pedicab pick-up/drop-off zone north of the existing San Ysidro Intermodal Transportation Center.

Short Term

Item	Unit	Unit Cost	Quantity	Extension
Signing and striping	LS	$5,000	1	$5,000
Sub Total				$5,000
30% Construction Contingency				$1,500
20% Design and Admin Contingency				$1,000
Total				$7,500

Project 20 - Construct east-west pedestrian bridge over Boulevard Garita de Otay. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Pedestrian Bridge Structure	SF	$80	12000	$960,000
Sub Total				$960,000
30% Construction Contingency				$288,000
20% Design and Admin Contingency				$192,000
Total				$1,440,000

Project 21 - Construct a multi-purpose path in the median between Calle Colina del Sol and Calle Josefina Rendon Parra from Av Sor Juana Inés de La Cruz to Boulevard de las Bellas Artes. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Grading	CY	$30	700	$21,000
Paving (4" asphalt on 6" agg base)	SF	$7	18,000	$126,000
Sub Total				$126,000
30% Construction Contingency				$37,800
20% Design and Admin Contingency				$25,200
Total				$189,000

Project 22 - Add interim solution for pedestrian crossing across Boulevard Garita de Otay until pedestrian bridge project is completed. Remove two-way turnstile on Blvd Garita de Otay which creates a barrier to northbound pedestrian traffic crossing the vehicle SENTRI lane to access pedestrian processing. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Turnstile removal, signing, pavement marking	LS	$5,000	1	$5,000
Sub Total				$5,000
30% Construction Contingency				$1,500
20% Design and Admin Contingency				$1,000
Total				$7,500

Project 23 - Add restrooms, water fountain benches, information kiosk, informational and directional signage, lane segmentation, lighting, and shade for pathways and transit areas. Add additional shade for queuing area. Add pedestrian friendly crossing just south of border crossing. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom w/water fountain	Each	$60,000	1	$60,000
Benches	Each	$2,500	9	$22,500
Trees	Each	$3,000	20	$60,000
Bus shelter	Each	$30,000	1	$30,000
Trash Receptacles	Each	$1,800	9	$16,200
Shade Structure	LF	$900	900	$810,000
Information Signage	Each	$5,000	3	$15,000
Lighting	Each	$8,000	30	$240,000
Pedestrian Ramps	Each	$3,500	1	$3,500
Cross Walk Striping	Each	$1,000	1	$1,000
Pedestrian Line Dividers	LF	$55	500	$27,500
Sub Total				$1,285,700
30% Construction Contingency				$385,710
20% Design and Admin Contingency				$257,140
Total				$1,928,550

Project 24 - Construct pedestrian sidewalk ramps and missing sidewalk and crosswalks. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross Walk Striping	Each	$1,000	18	$18,000
Pedestrian Ramps	Each	$3,500	21	$73,500
Sidewalk Maintenance	SF	$10	300	$3,000
Signage	LS	$2,000	1	$2,000
Sub Total				$96,500
30% Construction Contingency				$28,950
20% Design and Admin Contingency				$19,300
Total				$144,750

Project 25 - Enhance pedestrian crosswalk visibility, accessibility, and safety where the sidewalk on the east side of Boulevard Aztecas N intersects with Calle Garita de Otay SENTRI. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Pedestrian Ramps	Each	$3,500	1	$3,500
Cross Walk Striping	Each	$1,000	1	$1,000
Sub Total				$4,500
30% Construction Contingency				$1,350
20% Design and Admin Contingency				$900
Total				$6,750

Project 26 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 27 - Construct bicycle routes in Mesa de Otay, Tijuana and Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	8,000	$40,000
Sub Total				$40,000
30% Construction Contingency				$12,000
20% Design and Admin Contingency				$8,000
Total				$60,000

Project 28 - Construct bicycle parking at the LPOE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 29 - Create a passenger pick-up/ drop-off zone and transit facility near the northbound pedestrian queuing area. Include shade, lighting, benches, and informational and directional signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Curb	LF	$30	3,000	$90,000
Grind and overlay	SF	$5	11,400	$57,000
Paving (9" asphalt on 6" agg base)	SF	$14	1,900	$26,600
Grading	CY	$15	400	$6,000
Sidewalk	SF	$4	3,000	$12,000
Pavement Removal	SF	$4	6,000	$24,000
Trees	Each	$3,000	6	$18,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Signing and Striping	LS	$3,000	1	$3,000
Pedestrian Ramps	Each	$3,500	2	$7,000
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$257,000
30% Construction Contingency				$77,100
20% Design and Admin Contingency				$51,400
Total				$385,500

Project 30 - Add traffic control to prevent wrong-way driving due to passenger drop-off on Blvd Garita de Otay SENTRI lane. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Traffic Spikes	LS	$6,000	1	$6,000
Sub Total				$6,000
30% Construction Contingency				$1,800
20% Design and Admin Contingency				$1,200
Total				$9,000

Project 31 - In the absence of new pedestrian bridge projects, add northbound pedestrian ramp to existing pedestrian bridge. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Pedestrian Bridge Structure	SF	$80	5,000	$400,000
Road reconstruction	SF	$20	6,000	$120,000
Sub Total				$520,000
30% Construction Contingency				$156,000
20% Design and Admin Contingency				$104,000
Total				$780,000

Project 32 - Improve Paseo Internacional with new, expanded sidewalk and bicycle lane, widen sidewalk and improve existing pick-up/drop-off point at Via de la Amistad, and add pedestrian amenities (Phase 1). Construct a transit center west of SR 905 and improve Nicola Tesla Ct cul de sac (Phase 2). Construct a pedestrian bridge for north-south pedestrian traffic along west side of SR 905 (Phase 3). This is a TEA project that remains viable if TEA program or other funding becomes available. Long Term

Caltrans TEA Application Project Cost Estimate				$2,060,000
Total				$2,060,000

Project 33 - Add pedestrian crossing north of POE. In the absence of Paseo de la Amistad Pedestrian and Bike International Border Crossing project, also construct sidewalk on east side of Paseo Internacional and add pedestrian ramps on west side of Paseo Internacional. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Sidewalk	SF	$4	3,000	$12,000
Pedestrian Ramps	Each	$3,500	2	$7,000
Cross Walk Striping	Each	$1,000	1	$1,000
Sub Total				$20,000
30% Construction Contingency				$6,000
20% Design and Admin Contingency				$4,000
Total				$30,000

Project 34 - Add restrooms, water fountain, benches, information kiosk, informational and directional signage, and lighting. Add additional shade for pathways, queuing area, waiting areas, and transit areas. Add shelters, additional benches, and lighting for bus stops. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom w/ water fountain	Each	$60,000	1	$60,000
Water Fountain	Each	$5,000	1	$5,000
Benches	Each	$2,500	5	$12,500
Trees	Each	$3,000	18	$54,000
Bus shelter	Each	$30,000	2	$60,000
Trash Receptacles	Each	$1,800	5	$9,000
Shade Structure	LF	$900	100	$90,000
Information Signage	Each	$5,000	3	$15,000
Lighting	Each	$8,000	7	$56,000
Sub Total				$361,500
30% Construction Contingency				$108,450
20% Design and Admin Contingency				$72,300
Total				$542,250

Project 35 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 36 - Construct bicycle routes in Tecate, California and Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	32,200	$161,000
Sub Total				$161,000
30% Construction Contingency				$48,300
20% Design and Admin Contingency				$32,200
Total				$241,500

Project 37 - Construct bicycle parking at the LPOE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 38 - Construct planned ITC south of Nicola Tesla Ct. Construct planned pedestrian bridge from northbound pedestrian inspections. Long Term

SANDAG Southbay BRT - Otay Mesa ITC Project Cost Estimate				$7,629,719
Total				$7,629,719
Cost estimate is for ITC only; does not include pedestrian bridge.				

Project 39 - Add safety enhancements on SR 905 to prevent passenger drop-off. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Informational Signage*	LS	$5,000	1	$5,000
Sub Total				$5,000
30% Construction Contingency				$1,500
20% Design and Admin Contingency				$1,000
Total				$7,500
*Add sign: "No pedestrian access to border. Take Siempre Viva Rd east to Roll Dr for pedestrian access."				

Project 40 - In the absence of Via de la Amistad pick-up/drop-off improvements identified in Paseo de la Amistad Pedestrian and Bike International Border Crossing project, re-paint curb to create official and sufficient passenger pick-up/drop-off zone at southwestern edge of Roll Drive. Add trees, benches, lighting, and directional signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Striping and Signing	LS	$3,000	1	$3,000
Trees	Each	$3,000	4	$12,000
Benches	Each	$2,500	3	$7,500
Trash Receptacles	Each	$1,800	3	$5,400
Sub Total				$27,900
30% Construction Contingency				$8,370
20% Design and Admin Contingency				$5,580
Total				$41,850

Project 41 - Add water fountain, benches, information kiosk, shade for waiting area, and informational signage. Add additional lighting and directional signage. Create a protected passenger pick-up/drop-off zone at the intersection of Callejón Francisco I Madero and Presidente Lazaro Cardenas and along one block of Av Hidalgo. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Water Fountain	Each	$5,000	1	$5,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Shade Structure	LF	$900	100	$90,000
Information Signage	Each	$5,000	1	$5,000
Lighting	Each	$8,000	3	$24,000
Sub Total				$132,600
30% Construction Contingency				$39,780
20% Design and Admin Contingency				$26,520
Total				$198,900

Project 42 - Construct additional pedestrian sidewalk ramps and crosswalks install signage, and rehabilitate sidewalk one block east and one block west of pedestrian processing as well as along Presidente Lazaro Cardenas and along one block of Av Hidalgo.

Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross Walk Striping	Each	$1,000	18	$18,000
Pedestrian Ramps	Each	$3,500	21	$73,500
Sidewalk Maintenance	SF	$10	300	$3,000
Signage	LS	$2,000	1	$2,000
Sub Total				$96,500
30% Construction Contingency				$28,950
20% Design and Admin Contingency				$19,300
Total				$144,750

Project 43 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians.

Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 44 - Construct bicycle routes in Tecate, Baja California and Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	28,400	$142,000
Sub Total				$142,000
30% Construction Contingency				$42,600
20% Design and Admin Contingency				$28,400
Total				$213,000

Project 45 - Construct bicycle parking at the POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 46 - In the absence of Kumeyaay Crossing at Tecate International Border Crossing, create north-south pedestrian-friendly crossing across SR 188 at intersection of Thing Road. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross walk striping	Each	$1,000	6	$6,000
Pedestrian signs	Each	$1,800	2	$3,600
Channelized Island	SF	$20	750	$15,000
Lighting	Each	$8,000	2	$16,000
Pedestrian Ramps	Each	$3,500	8	$28,000
Traffic maintenance	LS	$5,000	1	$5,000
Sub Total				$73,600
30% Construction Contingency				$22,080
20% Design and Admin Contingency				$14,720
Total				$110,400

Project 47 - Replace and widen sidewalk on west side of SR 188 including additional space for pedestrian pathway amenities and signage. Add bike lane. Add pedestrian crosswalks on and across SR 188. This is a TEA project that remains viable if TEA program or other funding becomes available. Long Term

Caltrans TEA Application Project Cost Estimate				$2,382,000
Total				$2,382,000

Project 48 - Add restrooms, water fountain, information kiosk, benches, lighting, and informational and directional signage. Add additional benches behind bus stop and bus shelter. Add additional shade for southbound queuing area. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom w/water fountain	Each	$60,000	1	$60,000
Benches	Each	$2,500	2	$5,000
Bus shelter	Each	$30,000	1	$30,000
Trash Receptacles	Each	$1,800	2	$3,600
Shade Structure	LF	$900	100	$90,000
Information Signage	Each	$5,000	1	$5,000
Lighting	Each	$8,000	3	$24,000
Sub Total				$217,600
30% Construction Contingency				$65,280
20% Design and Admin Contingency				$43,520
Total				$326,400

Project 49 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 50 - Construct bicycle routes in Tecate, California and Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	3,000	$15,000
Sub Total				$15,000
30% Construction Contingency				$4,500
20% Design and Admin Contingency				$3,000
Total				$22,500

Project 51 - Construct bicycle parking at the POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 52 - Increase frequency of Route 894 with service to and from Tecate. Short Term

Item	Unit	Unit Cost	Quantity	Extension
				$0
Sub Total				$0
30% Construction Contingency				$0
20% Design and Admin Contingency				$0
Total				$0

Project 53 - Create a passenger pick-up/drop-off zone outside of CBP pedestrian processing facility. Add bench, shade, lighting, and signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Benches	Each	$2,500	1	$2,500
Trash Receptacles	Each	$1,800	1	$1,800
Trees	Each	$3,000	2	$6,000
Information Signage	Each	$5,000	1	$5,000
Lighting	Each	$8,000	2	$16,000
Sub Total				$31,300
30% Construction Contingency				$9,390
20% Design and Admin Contingency				$6,260
Total				$46,950

Project 54 - As an interim improvement, resolve flooding issues and improve ventilation in pedestrian tunnel. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Replace grates w/ gasketed steel plates	LF	$515	150	$77,250
Trench Drain installation at each end	LF	$80	60	$4,800
Sub Total				$82,050
30% Construction Contingency				$24,615
20% Design and Admin Contingency				$16,410
Total				$123,075

Project 55 - As interim improvements, add water fountain, information kiosk, and informational signage. Add additional benches, shade for queuing area and waiting area, lighting, and directional signage. Add benches, shade, signage, and lighting for transit stop.

Short Term

Item	Unit	Unit Cost	Quantity	Extension
Water Fountain	Each	$5,000	1	$5,000
Information Signage	Each	$5,000	1	$5,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Trees	Each	$3,000	8	$24,000
Lighting	Each	$8,000	4	$32,000
Sub Total				$74,600
30% Construction Contingency				$22,380
20% Design and Admin Contingency				$14,920
Total				$111,900

Project 56 - Add pedestrian sidewalk ramps and crosswalks and conduct sidewalk maintenance on Augustin Melgar, Zorilla, Blvd Adolfo López Mateos, Ignacio Manuel Alta Mirano, and Av Francisco Madero. Add pedestrian-friendly crossing at intersections of Blvd Adolfo López Mateos with Av Francisco Madero and Ignacio Manuel Alta Mirano.

Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross Walk Striping	Each	$1,000	20	$20,000
Pedestrian Ramps	Each	$3,500	27	$94,500
Traffic Signal upgrade (Avenue Francisco Madero and Blvd Aldolfo Lopez Mateos)	Each	$200,000	1	$200,000
Traffic maintenance	LS	$10,000	1	$10,000
Dowelled Curb	LF	$25	700	$17,500
Sidewalk Maintenance	SF	$10	4000	$40,000
Decorative Sidewalk	SF	$10	5000	$50,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Lighting	Each	$8,000	1	$8,000
Information Signage	Each	$5,000	1	$5,000
Bus Shelter	Each	$30,000	1	$30,000
Sub Total				$483,600
30% Construction Contingency				$145,080
20% Design and Admin Contingency				$96,720
Total				$725,400

Project 57 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 58 - Construct planned bicycle routes in Mexicali. Additionally, construct routes to establish connections between planned routes and the LPOE. Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	64,000	$320,000
Sub Total				$320,000
30% Construction Contingency				$96,000
20% Design and Admin Contingency				$64,000
Total				$480,000

Project 59 - As an interim improvement, construct bicycle ramp alongside western staircase to facilitate bicycle users entering and exiting pedestrian tunnel. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Steel plate with non-slip surfacing anchored to steps.	LS	$25,000	1	$25,000
Sub Total				$25,000
30% Construction Contingency				$7,500
20% Design and Admin Contingency				$5,000
Total				$37,500

Project 60 - Construct bicycle parking at the LPOE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 61 - Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bike holding and release equipment	LS	$500,000	1	$500,000
Sub Total				$500,000
30% Construction Contingency				$150,000
20% Design and Admin Contingency				$100,000
Total				$750,000

Project 62 - As an interim improvement, delineate and install signage to add a passenger pick-up/drop-off zone on Callejón Zorilla. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Signing and Marking	LS	$5,000	1	$5,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Pedestrian Ramps	Each	$3,500	1	$3,500
Shade Structure	LF	$900	50	$45,000
Information Signage	Each	$5,000	1	$5,000
Sub Total				$67,100
30% Construction Contingency				$20,130
20% Design and Admin Contingency				$13,420
Total				$100,650

Project 63 - Widen sidewalks and add pedestrian amenities on E 1st Street. Improve traffic flow on adjacent streets and add pick-up/drop-off area. This is a TEA project that remains viable if TEA program or other funding becomes available. Long Term

Caltrans TEA Application Project Cost Estimate				$4,184,000
Total				$4,184,000

Project 64 - As interim improvements, add water fountain, benches, information kiosk, informational and directional signage, and shade for waiting area. Add additional lighting. Add signage and lighting for transit areas. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Water Fountain	Each	$5,000	1	$5,000
Information Signage	Each	$5,000	2	$10,000
Benches	Each	$2,500	4	$10,000
Trash Receptacles	Each	$1,800	4	$7,200
Trees	Each	$3,000	4	$12,000
Lighting	Each	$8,000	4	$32,000
Sub Total				$76,200
30% Construction Contingency				$22,860
20% Design and Admin Contingency				$15,240
Total				$114,300

Project 65 -Construct pedestrian friendly crossings at intersections of E 1st Street and Rockwood Ave and E 2nd Street and Rockwood Ave. Repaint crosswalks on Paulin Ave, Rockwood Ave, Heffernan Ave, and Heber Ave. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross Walk Striping	Each	$1,000	48	$48,000
Pedestrian Ramps	Each	$3,500	2	$7,000
Pedestrian Signs	Each	$600	2	$1,200
Dowelled Curb	LF	$25	500	$12,500
Decorative Sidewalk	SF	$10	4000	$40,000
Drainage Modifications	LS	$10,000	1	$10,000
Sub Total				$118,700
30% Construction Contingency				$35,610
20% Design and Admin Contingency				$23,740
Total				$178,050

Project 66 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 67 - Construct planned bicycle routes in Calexico, including New River Parkway project. Additionally, construct routes to establish connections between planned routes and the POE. Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	64,000	$320,000
Sub Total				$320,000
30% Construction Contingency				$96,000
20% Design and Admin Contingency				$64,000
Total				$480,000

Project 68 - Construct bicycle parking at the POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 69 - Construct an ITC in Calexico near the POE including pick-up/drop-off area, bus and shuttle bays, information kiosks, restrooms, water fountains, bicycle storage, and a Greyhound bus facility.

Long Term

2014 BMP Update Project Cost Estimate			$10,000,000
Total			$10,000,000

Project 70 -Construct a mobility hub near the POE. Mobility hubs offer a variety of mobility services at one location such as shared vehicles and bicycles, bicycle parking, and shuttle and jitney services. Bicycle share is recommended; other appropriate services at this location dependent on further study.

Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bike holding and release equipment	LS	$500,000	1	$500,000
Sub Total				$500,000
30% Construction Contingency				$150,000
20% Design and Admin Contingency				$100,000
Total				$750,000

Project 71 - Add water fountains, benches, information kiosks, lighting, and informational and directional signage. Add shade for queuing areas, waiting area, and pathways. Add additional restroom, crosswalks, and pedestrian sidewalk ramps. Add additional shade for departure pathway. If new, more northerly pick-up/ drop-off zone is not constructed, improve existing passenger pick-up/ drop-off zone with shade structure, benches, and information kiosk. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom w/water fountain	Each	$60,000	1	$60,000
Benches	Each	$2,500	3	$7,500
Trash Receptacles	Each	$1,800	3	$5,400
Shade Structure	LF	$900	100	$90,000
Information Signage	Each	$5,000	8	$40,000
Lighting	Each	$8,000	43	$344,000
Pedestrian Ramps	Each	$3,500	13	$45,500
Cross Walk Striping	Each	$1,000	1	$1,000
Trees	Each	$3,000	46	$138,000
Sub Total				$731,400
30% Construction Contingency				$219,420
20% Design and Admin Contingency				$146,280
Total				$1,097,100

Project 72 - Add pedestrian sidewalk ramps and sidewalk and crosswalks connecting northbound and southbound pedestrian pathways along north side of Calzada Abelardo L Rodríguez. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross Walk Striping	Each	$1,000	4	$4,000
Pedestrian Ramps	Each	$3,500	7	$24,500
Sidewalk Construction	SF	$4	2500	$10,000
Sub Total				$38,500
30% Construction Contingency				$11,550
20% Design and Admin Contingency				$7,700
Total				$57,750

Project 73 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 74 - Construct planned bicycle routes in Mexicali. Additionally, construct routes to establish connections between planned routes and the LPOE. Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	50,000	$250,000
Sub Total				$250,000
30% Construction Contingency				$75,000
20% Design and Admin Contingency				$50,000
Total				$375,000

Project 75 - Construct bicycle parking at the POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 76 - Create passenger pick-up/ drop-off zone approximately 800' north of current location to reduce pedestrian walking distance to border crossing. Include lighting and informational and directional signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Trees	Each	$3,000	12	$36,000
Information Signage	Each	$5,000	1	$5,000
Traffic Signal	LS	$160,000	1	$160,000
Grading	CY	$15	600	$9,000
Paving (9" asphalt on 6" agg base)	SF	$14	8000	$112,000
Curb	LF	$30	800	$24,000
Sidewalk	SF	$4	8000	$32,000
Sub Total				$386,600
30% Construction Contingency				$115,980
20% Design and Admin Contingency				$77,320
Total				$579,900

Project 77 - Create one overnight parking lot on Calzada Abelardo L Rodríguez southeast of LPOE. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Trash Receptacles	Each	$1,800	2	$3,600
Information Signage	Each	$5,000	1	$5,000
Grading	CY	$15	900	$13,500
Paving (4" asphalt on 3" agg base)	SF	$7	23000	$161,000
Sidewalk	SF	$4	2000	$8,000
Sub Total				$191,100
30% Construction Contingency				$57,330
20% Design and Admin Contingency				$38,220
Total				$286,650

Project 78 - Add pedestrian path on west side of roadway, adjacent to existing trees. Or, add trees to provide shade to existing sidewalk. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Sidewalk Construction	SF	$4	7,400	$29,600
Sub Total				$29,600
30% Construction Contingency				$8,880
20% Design and Admin Contingency				$5,920
Total				$44,400

Project 79 - Add restroom, water fountains, information kiosks, lighting, benches, and informational and directional signage. Add shade and benches for waiting area. Add shade to waiting area, queuing area, and southbound pathway. Create pedestrian-friendly crossing just north of pedestrian processing facility. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom with water fountain	Each	$60,000	1	$60,000
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Information Signage	Each	$5,000	1	$5,000
Lighting	Each	$8,000	65	$520,000
Cross Walk Striping	Each	$1,000	1	$1,000
Trees	Each	$3,000	40	$120,000
Sub Total				$714,600
30% Construction Contingency				$214,380
20% Design and Admin Contingency				$142,920
Total				$1,071,900

Project 80 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 81 - Construct bicycle routes in Imperial County and Install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	21,700	$108,500
Sub Total				$108,500
30% Construction Contingency				$32,550
20% Design and Admin Contingency				$21,700
Total				$162,750

Project 82 - Construct bicycle parking at the LPOE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 83 - Create an ITC and include shade, lighting, benches, and restroom. Add pedestrian-friendly crossings across northbound and southbound SR 7 to connect northbound and southbound pedestrian pathways adjacent to the ITC. Consider providing connections to other transit routes within Imperial County. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Restrooms w/Water Fountain	Each	$60,000	1	$60,000
Utility connections	LS	$30,000	1	$30,000
Benches	Each	$2,500	4	$10,000
Trash Receptacles	Each	$1,800	4	$7,200
Trees	Each	$3,000	11	$33,000
Information Signage	Each	$5,000	1	$5,000
Pedestrian Ramps	Each	$3,500	6	$21,000
Bus Shelter	Each	$30,000	1	$30,000
Bicycle Racks	Each	$1,200	4	$4,800
Tank Relocation	LS	$40,000	1	$40,000
Grading	CY	$15	4000	$60,000
Paving (9" asphalt on 6" agg base)	SF	$14	23300	$326,200
Paving (9" concrete on 6" agg base)	SF	$16	1700	$27,200
Curb	LF	$30	1500	$45,000
Sidewalk	SF	$4	4300	$17,200
Cross Walk Striping	Each	$1,000	3	$3,000
Sub Total				$719,600
30% Construction Contingency				$215,880
20% Design and Admin Contingency				$143,920
Total				$1,079,400
Note: ICTC has produced a separate cost estimate of $5,000,000				

Project 84 - As an interim improvement, create a passenger pick-up/ drop-off zone at the southern terminus of Menvielle Rd. Add benches, signage, a shade structure, and a sidewalk to connect to the northbound pedestrian pathway. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Benches	Each	$2,500	2	$5,000
Trash Receptacles	Each	$1,800	2	$3,600
Shade Structure	LF	$900	50	$45,000
Information Signage	Each	$5,000	1	$5,000
Grading	CY	$15	200	$3,000
Sidewalk	SF	$4	5400	$21,600
Sub Total				$83,200
30% Construction Contingency				$24,960
20% Design and Admin Contingency				$16,640
Total				$124,800

Project 85 - Assign vehicle lane closest to LPOE (eastern-most northbound lane) as SENTRI lane and create SENTRI pedestrian drop off on curb adjacent to northbound pedestrian entrance to LPOE. This project is contingent on the expansion plans for this LPOE as it cannot be completed with existing passenger lane configuration. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Contingent on expansion plans				$0
Sub Total				$0
30% Construction Contingency				$0
20% Design and Admin Contingency				$0
Total				$0

Project 86 - Add water fountain, information kiosk, and informational and directional signage. Widen pedestrian sidewalk ramps. Add additional pedestrian sidewalk ramps, benches, and shade for northbound queuing area, and information and directional signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Water Fountain	Each	$5,000	1	$5,000
Benches	Each	$2,500	4	$10,000
Trash Receptacles	Each	$1,800	4	$7,200
Trees	Each	$3,000	2	$6,000
Information Signage	Each	$5,000	1	$5,000
Pedestrian Ramps	Each	$3,500	2	$7,000
Sub Total				$40,200
30% Construction Contingency				$12,060
20% Design and Admin Contingency				$8,040
Total				$60,300

Project 87 - Rehabilitate crosswalks and sidewalk and add one pedestrian sidewalk ramp along the streets Calle 2, 5 de Mayo, and 16 de Septiembre. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Cross Walk Striping	Each	$1,000	19	$19,000
Pedestrian Ramps	Each	$3,500	4	$14,000
Pedestrian Crosswalk Signs	Each	$600	2	$1,200
Sidewalk Maintenance	SF	$10	2000	$20,000
Sub Total				$54,200
30% Construction Contingency				$16,260
20% Design and Admin Contingency				$10,840
Total				$81,300

Project 88 - Construct bicycle routes in Los Algodones and install bicycle-related signage. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	12,600	$63,000
Sub Total				$63,000
30% Construction Contingency				$18,900
20% Design and Admin Contingency				$12,600
Total				$94,500

Project 89 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 90 - Construct bicycle parking at the POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 91 - Add waiting area with benches, shade, and information kiosk on eastern side of SR 186. Add informational signage, water fountain, and restroom. Add information kiosk and shade and bench for southbound queuing area. Consider adding designated bus stop/shelter. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Restroom with water fountain	Each	$60,000	1	$60,000
Benches	Each	$2,500	6	$15,000
Trash Receptacles	Each	$1,800	6	$10,800
Shade Structure	LF	$900	200	$180,000
Trees	Each	$3,000	40	$120,000
Information Signage	Each	$5,000	2	$10,000
Sub Total				$395,800
30% Construction Contingency				$118,740
20% Design and Admin Contingency				$79,160
Total				$593,700

Project 92 - Install bicycle wayfinding signage and construct bicycle route in Andrade providing connection to Arizona. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Class III Bikeway	LF	$5	3,400	$17,000
Bike/ped bridge	SF	$80	3,600	$288,000
Sub Total				$305,000
30% Construction Contingency				$91,500
20% Design and Admin Contingency				$61,000
Total				$457,500

Project 93 - Create northbound and southbound bicycle-only inspection lanes with appropriate amenities. Appropriate amenities depend on whether the lane is designed for mounted bicyclists or bicyclists who are dismounted and crossing as pedestrians. Long Term

Item	Unit	Unit Cost	Quantity	Extension
Architectural Modifications (to be determined)	LS	$200,000	1	$200,000
Sub Total				$200,000
30% Construction Contingency				$60,000
20% Design and Admin Contingency				$40,000
Total				$300,000

Project 94 - Construct bicycle parking at the LPOE. Construct bicycle parking at the POE. Consider secure parking and storage where possible. Short Term

Item	Unit	Unit Cost	Quantity	Extension
Bicycle Racks	Each	$1,200	4	$4,800
Sub Total				$4,800
30% Construction Contingency				$1,440
20% Design and Admin Contingency				$960
Total				$7,200

Project 95 - Create shoulder on SR 186 for passenger pick-up and drop-off. (Rehabilitate weigh station road) Short Term

Item	Unit	Unit Cost	Quantity	Extension
Grind and overlay	sf	$5	18000	$90,000
Signs and Marking	LS	$5,000	1	$5,000
Sidewalk	SF	$5	6000	$30,000
Sub Total				$125,000
30% Construction Contingency				$37,500
20% Design and Admin Contingency				$25,000
Total				$187,500

Policy Recommendations

Project 96 - Increase education about SENTRI and Ready Lanes and create a less costly pedestrian and bicycle-only SENTRI program.

Project 97 - Institute or update design guidelines for POEs to guide future construction and modification of border crossings to promote pedestrian-friendly and bicycle-friendly infrastructure. See design guidelines appendix of the Pedestrian and Bicycle Transportation Access Study for recommendations.

Project 98 - A bicycle must be ridden to the crossing in order for the bicyclist to cross in the bicycle border crossing lane. If bicycle is not operable, the individual will have to cross the border through pedestrian inspection.

Project 99 - Add landscaping and public art to all border crossings.

Project 100 - Strive for maximum 30 minute wait times at all ports up to primary inspection facility, with expedited service for the elderly and disabled.

Project 101 - Study feasibility of instituting pedestrian crossing lanes for senior citizens and the disabled at existing and future ports.

Project 102 - Explore the creation of Maintenance Commitments executed through a Memorandum of Understanding that prioritizes maintenance of influence areas around all POEs.

Appendix I
Design Guidelines

The California/Baja California ports of entry are gateways between two nations as well as gateways to travelers' destinations. As such, these facilities are landmarks with an opportunity for memorable, welcoming, and dignified design that also provide services to travelers to facilitate their arrival at their final destinations. Planning requires consideration of users of all ages and abilities, from families with children, to travelers with luggage, to workers and students. Access for the disabled should also be paid special attention during the planning process.

Though each port has its own unique design requirements based on function and location, common themes emerged for pedestrian- and bicycle-friendly ports of entry during the assessment of the six POEs under study. Below are two lists with short descriptions of what makes a POE amenable to individuals traveling by foot or by bicycle.

Design Guidelines for Pedestrian-Friendly POEs

The first guideline for pedestrian-friendly POEs is **quality connections** that provide access for users of **all ages and all abilities**. The following elements contribute to high-quality pedestrian connections:

- **Complete, well-maintained sidewalk networks**: sidewalks that connect pedestrians to their destinations and are free from major cracks and holes contribute to high-quality connections.
- **Sidewalk networks which cater to users of all abilities**: pathways that avoid stairs, steeply sloped ramps, and unnecessary hills and that provide adequate pedestrian curb ramps are important for elderly and disabled users as well as individuals with luggage, strollers, and shopping handcarts. Sidewalks of ample width for these users should also be considered.
    - POEs designed with the **shortest possible walking distance** required to cross the border are attractive to pedestrians and cater to the needs of mobility-impaired travelers.
    - Additionally, **paving or flooring** should take into account the safety of users. Uneven paving can be challenging for pedestrians who are mobility-impaired. Similarly, tiled flooring can present difficulties for pedestrians in slick-soled shoes, bicycle cleats, and during wet weather or flooding.
- **Drop-off and pick-up locations close to the POE**. Users have been known to dash across highways and drive counter to the flow of traffic to achieve pedestrian drop-off as close to the POEs as possible. Close-by drop-off locations avoid safety concerns and increase convenience for users. "Kiss & ride" drop-off locations as well as "park & call" locations are in demand. Adequate **waiting areas** with shade, maps, information, lighting, and benches are also important near drop-off and pick-up locations.
- **Ample entrance, exit, and queuing facilities**: doors, turnstiles, and queuing areas that are wide enough to accommodate luggage, families with children, and bicycles.
- **Pathways designed for people** such as pedestrian corridors with trees, shade, and benches make pedestrian routes inviting.
    - **Separating northbound and southbound pedestrian flows** reduces confusion and promotes efficient flow of traffic.
    - Consider **consolidating pedestrian queues** by changing the queue footprint from a straight line to "maze"-style popular at theme parks. This design can maximize health benefits for pedestrians if a portion of the queue is better-protected from vehicle fumes.

Pedestrian- and bicycle-friendly POEs also require **ancillary facilities**. The amenities listed below help to create a high-quality pedestrian experience:

- **Shade and weather protection**: protection for the sun and rain is crucial at the California/Baja California POEs, especially for the desert ports of Imperial County. Each POE requires long-lasting weather protection appropriate for local weather conditions. Recommendations applicable at all ports include:
    - Shade for **all sun angles**. Many existing shade structures are functional only for a few hours per day.
    - **Breathable** shade structures ensure airflow and do not trap exhaust.

    - Shade for **pedestrian queues, pick-up/drop-off zones, transit stops, and major pathways to and from the POEs**. Locations where individuals could be waiting – whether for a bus or to cross the border – need to protect users from the elements. It is important to remember that pedestrian queues can form for southbound as well as northbound travel. Some areas of weather protection are also needed for popular pedestrian pathways to and from the ports and transit stops.
- **Water fountains and restrooms**: these amenities are necessary at all port facilities accessible from pedestrian pathways leading to and from the ports. It is especially important to have them accessible from pedestrian queuing areas and to keep restrooms well-maintained.
- **Benches** are especially important along queues.
- **Transit hubs** with centralized transportation options facilitate multi-modal connections and help users reach their final destinations. Transit areas often need shade, maps, information, lighting, benches, and bicycle parking racks. Transit stops are ideally located within two minutes walking distance of the ports.

Wayfinding and **design** considerations provide pedestrians with information and inviting surroundings. **Bilingual informational and directional signage on both sides of the border** as well as **pleasant design** facilitates the crossing experience.

- **Informational signage**: Not only for pedestrians, but for drivers and bicyclists as well. Informational signage includes information on crossing procedure, wait time information, and permitting information. **Lane designations** have also emerged as a crucial wayfinding component to provide information and order the queue between SENTRI card holders, Ready Lane users, and regular border crossers.
    - **Information booths**, **online resources**, and **variable messaging signs** with the information listed above along with trip planning information are also important.
- **Directional signage**: including maps of the crossing facility as well as directions to major destinations, transit stops, amenities such as restrooms and water fountains, and the pathway to cross to the US or Mexico.
- **Design considerations for a pleasant, yet secure, border crossing**: Additions such as landscaping, welcome signs, trash removal, and public art improve the crossing experience. Recommendations to plant more trees emerged many times during this study for their design contribution and shade provision.

Finally, **safety** of pedestrians should be planned for, including:

- Adequate **security personnel**, especially in queuing area.
- **Lighting** for the crossing facility, transit stops, and popular paths to and from the POEs increases safety for users.
- **Well-controlled intersections** located close to pedestrian crossing infrastructure increase safety for people travelling by all modes of transportation, whether on foot, by bicycle, in a personal vehicle, or via transit.
- Routing pedestrian pathways as far as possible from vehicle queues to **minimize pedestrian exposure to vehicle fumes** is an important health consideration.

Design Guidelines for Bicycle-Friendly POEs

Design guidelines for bicycle-friendly POEs include many of the elements above for pedestrians, with some additions specific to bicycle travel. Some of the following guidelines apply only to crossings where bicycle users must cross as pedestrians. It is important to implement policies supportive of bicycle use in addition to implementing bicycle-friendly infrastructure changes.

- **Designated bicycle crossing facilities**, whether designed for bicyclists who must cross the border riding their bicycle as a vehicle or who dismount and walk their bike as a pedestrian. Whichever design is implemented, smooth transitions are essential for bicyclists between riding their bicycles to the border, crossing the border, and then riding away.

- **Complete, well-maintained bicycle networks**: bicycle routes that connect bicyclists to their destinations and are free from major cracks, holes, and debris contribute to high-quality connections.
- **Ample entrance and exit facilities**: doors, turnstiles, and pathways that are wide enough to accommodate bicycles are vital if bicyclists will be crossing the border as pedestrians. It should be noted that many cyclists would prefer to ride to the POEs and cross in **bicycle-only lanes**, instead of having to dismount their bicycles.
- **Facilities without stairs** facilitate bicycle travel.
- **Provision of bicycle parking** on both sides of the border.
- **Connectivity to existing routes** from the port facility increases the attractiveness of crossing the border by bicycle.
- **Bicycle routes protected from fast vehicle traffic**.
- **Wayfinding** to bicycle parking, routes to popular destinations, and distance to popular bikeways such as San Diego's Bayshore Bikeway.
- **Transit options with bicycle-carrying capacity** extend the distance of bicycle trips.
- **Bike share** facilities at appropriate locations could increase the attractiveness of bicycling in the border region.

Appendix J
Transit Feasibility

Calexico East Port of Entry Transit

Introduction

As part of the larger Pedestrian and Bicycle Transportation Access study of the California/Baja California Land Ports of Entry, the Consultant team along with the Imperial County Transportation Commission (ICTC) conducted a study of the potential demand for transit service between the Calexico East Port of Entry (POE) and the Calexico West POE. Presently, pedestrians using the Calexico West POE to enter the U.S. experience long delays at the crossing, while there is excess capacity available at Calexico East POE to process pedestrian border crossers. To make use of Calexico East POE viable transportation services would be needed to transport border crossers to Downtown Calexico. The following methodology and findings were used to determine the potential demand for such transit service and the most cost-effective service level option.

Task 1: Develop the Ridership Forecast

The number of estimated pedestrian crossings at the Calexico West Port of Entry (POE) and the Calexico East POE are shown in Table 1 (weekdays) and Table 2 (weekends). Currently, the Calexico West POE is open 24 hours a day, and the Calexico East POE is open from 6:00 a.m. to 10 p.m. every day. Hourly pedestrian crossing data from the *Final Cross Border Report* (Rea & Parker, 2007) was first normalized by year 2007 Bureau of Transportation Statistics data to represent average pedestrian crossings, and was then grown to the year 2013 Bureau of Transportation Statistics data to derive estimated year 2013 average weekday and weekend data.

Table 1: Estimated Year 2013 Port of Entry Pedestrian Crossings, Weekdays

	Calexico West POE			Calexico East POE		
Time	North	South	Total	North	South	Total
12:00 a.m.	60	75	135			
1:00 a.m.	35	20	55			
2:00 a.m.	190	20	210			
3:00 a.m.	650	15	665			
4:00 a.m.	1,155	25	1,180			
5:00 a.m.	1,050	60	1,110			
6:00 a.m.	780	65	845	95	70	165
7:00 a.m.	1,095	110	1,205	135	100	235
8:00 a.m.	885	260	1,145	125	100	225
9:00 a.m.	800	330	1,130	125	95	220
10:00 a.m.	775	455	1,230	135	105	240
11:00 a.m.	810	550	1,360	155	115	270
12:00 p.m.	625	590	1,215	135	105	240
1:00 p.m.	495	750	1,245	140	105	245
2:00 p.m.	460	770	1,230	135	105	240
3:00 p.m.	495	1,195	1,690	190	145	335
4:00 p.m.	335	1,140	1,475	165	125	290
5:00 p.m.	350	700	1,050	115	90	205
6:00 p.m.	245	585	830	95	70	165
7:00 p.m.	265	540	805	90	70	160
8:00 p.m.	220	400	620	70	50	120
9:00 p.m.	130	295	425	50	35	85
10:00 p.m.	80	185	265			
11:00 p.m.	60	115	175			
Total	**12,045**	**9,250**	**21,295**	**1,965**	**1,480**	**3,445**

Source: PB, 2015

Note: Calexico East POE operating hours are 6 a.m. to 10 p.m.

Table 2: Estimated Year 2013 Port of Entry Pedestrian Crossings, Weekends

Time	Calexico West POE			Calexico East POE		
	North	South	Total	North	South	Total
12:00 a.m.	110	25	135			
1:00 a.m.	125	60	185			
2:00 a.m.	120	50	170			
3:00 a.m.	115	30	145			
4:00 a.m.	230	20	250			
5:00 a.m.	205	20	225			
6:00 a.m.	160	35	195	95	70	165
7:00 a.m.	225	70	295	135	100	235
8:00 a.m.	475	195	670	125	100	225
9:00 a.m.	925	290	1,215	125	95	220
10:00 a.m.	1,165	455	1,620	135	105	240
11:00 a.m.	1,335	515	1,850	155	115	270
12:00 p.m.	825	690	1,515	135	105	240
1:00 p.m.	910	715	1,625	140	105	245
2:00 p.m.	955	800	1,755	135	105	240
3:00 p.m.	775	700	1,475	190	145	335
4:00 p.m.	545	1,065	1,610	165	125	290
5:00 p.m.	485	1,005	1,490	115	90	205
6:00 p.m.	635	950	1,585	95	70	165
7:00 p.m.	615	555	1,170	90	70	160
8:00 p.m.	550	295	845	70	50	120
9:00 p.m.	360	135	495	50	35	85
10:00 p.m.	270	115	385			
11:00 p.m.	280	55	335			
Total	**12,395**	**8,845**	**21,240**	**1,955**	**1,485**	**3,440**

Source: PB, 2015

Note: Calexico East POE operating hours are 6 a.m. to 10 p.m.

In 2014, KOA conducted an intercept survey at the Calexico West, Tecate, and Otay Mesa POEs, including 82 surveys at the Calexico West POE. One question asked responders if they were aware of the minimum wait times at the Calexico East POE, and if provided bus service was available from Mexicali to the Calexico East POE and from the Calexico East POE to Downtown Calexico, would they use the Calexico East POE and bus services. Of the 82 surveys received at the Calexico West POE:

- 50 respondents (61 percent) said that they would shift to the Calexico East POE and pay a $2.50 fare for bus services
- 30 respondents (37 percent) said that they would shift to the Calexico East POE and pay a $5.00 fare for bus services

Task 2: Estimate Demand for Transit

This task estimates transit demand for a bus service from the Calexico East POE to Downtown Calexico. The bus service would be provided using a standard 40' passenger bus (i.e., bus capacity of 70 passengers), charging a $2.50 fare.

As discussed in Task 1, the intercept survey noted that 61 percent of existing pedestrians at the Calexico West POE would shift to the Calexico East POE and pay a $2.50 fare for bus services. As such, it was estimated that 61 percent of existing pedestrians (both POEs, both directions) would use the bus service. Additionally, the following assumptions were made and modifications applied:

- Assumption: Some Mexicali transit will be provided (assumed at 20-minute headways).
  Modification: **Reduced estimated passengers (both POEs, both directions, all days) by an additional 20 percent (i.e. 20 percent of 61 percent), yielding 49 percent**
- Assumption: With no border wait time in the southbound direction (i.e., into Mexico), a reduced number of southbound pedestrians at the Calexico West POE would use the bus service and enter Mexico via the Calexico East POE.
  Modification: **Reduced estimated passengers (Calexico West POE, southbound direction, all days) by an additional 50 percent**
- Assumption: Existing pedestrians at the Calexico East POE, destined for other locations (i.e., locations other than Downtown Calexico), could access these other locations via transit transfers in Downtown Calexico.
  Modification: **Therefore, assumed 79% of existing Calexico East pedestrian crossers would use the transit service.**

With the assumptions listed above, estimated passengers for the bus service are shown in Table 3.

Table 3: Estimated Passengers at Calexico East POE

Time	Estimated Passengers at Calexico East POE at a $2.50 Fare			
	Weekdays		Weekends	
	Northbound	Southbound	Northbound	Southbound
6:00 a.m.	415	45	115	35
7:00 a.m.	585	65	160	55
8:00 a.m.	480	100	280	85
9:00 a.m.	440	115	500	105
10:00 a.m.	430	150	620	150
11:00 a.m.	455	180	710	170
12:00 p.m.	355	185	455	210
1:00 p.m.	295	225	500	215
2:00 p.m.	275	230	520	235
3:00 p.m.	315	350	450	225
4:00 p.m.	225	325	330	310
5:00 p.m.	215	205	280	280
6:00 p.m.	155	170	345	260
7:00 p.m.	165	160	335	160
8:00 p.m.	135	115	295	90
9:00 p.m.	85	85	195	45
Total	**5,025**	**2,705**	**6,090**	**2,630**

Source: PB, 2015
Note: Calexico East POE operating hours are 6 a.m. to 10 p.m.

Task 3: Determine Transit Operating Plan

The bus service would connect the Calexico East POE to Downtown Calexico, traveling north on State Route 7, west on Carr Road, south on Barbara Worth Road, west on Anza Road/2nd Street, south on Andrade Avenue, and west on 1st Street, as shown in Figure 1. The round-trip travel time and mileage of the shuttle route is 30 minutes and 16 miles.

Figure 1: Shuttle Route

Source: PB, 2014

Based on the estimated transit demand (see Task 2), the following operating plan has been developed. The headways shown are "demand headways", i.e., they are generally based on the estimated amount of service needed to handle the projected passenger demand. The consultant team has taken the "average" hourly demand during the peak periods, and the non-peak periods, stated below, to come up with the service level. Passenger demand within any one hour during those periods will be higher or lower than the peak, but an average headway was calculated to produce consistent service levels during these periods. It should be noted that service more frequent than the most frequent service currently provided by ICTC would likely be served by private operators.

- **Operating Hours**
  - **Peak hours**: 6:00 a.m. to 5:00 p.m. (weekdays)
    8:00 a.m. to 4:00 p.m. (weekends)
  - **Off-peak hours**: 5:00 p.m. to 10:00 p.m. (weekdays)
    4:00 p.m. to 10:00 p.m. (weekends)
- **Demand Headways**
  - **Peak headway**: 11 minutes (weekdays)
    9 minutes (weekends)
  - **Off-peak headway**: 30 minutes (weekdays)
    15 minutes (weekends)

- **Vehicles operated in max service**: 4 buses (weekdays)
  5 buses (weekends)

Bus headways are shown in Table 4 and Table 5.

Table 4: Bus Headways, Weekdays

	Westbound		Eastbound	
In-service Bus	Departs Calexico East POE	Arrives Downtown Calexico	Departs Downtown Calexico	Arrives Calexico East POE
1	6:00 a.m.	6:15 a.m.	6:20 a.m.	6:35 a.m.
2	6:11 a.m.	6:26 a.m.	6:31 a.m.	6:46 a.m.
3	6:22 a.m.	6:37 a.m.	6:42 a.m.	6:57 a.m.
4	6:33 a.m.	6:48 a.m.	6:53 a.m.	7:08 a.m.
1	6:44 a.m.	6:59 a.m.	7:04 a.m.	7:19 a.m.
2	6:55 a.m.	7:10 a.m.	7:15 a.m.	7:30 a.m.
3	7:06 a.m.	7:21 a.m.	7:26 a.m.	7:41 a.m.
4	7:17 a.m.	7:32 a.m.	7:37 a.m.	7:52 a.m.
1	7:28 a.m.	7:43 a.m.	7:48 a.m.	8:03 a.m.
2	7:39 a.m.	7:54 a.m.	7:59 a.m.	8:14 a.m.
3	7:50 a.m.	8:05 a.m.	8:10 a.m.	8:25 a.m.
4	8:01 a.m.	8:16 a.m.	8:21 a.m.	8:36 a.m.
1	8:12 a.m.	8:27 a.m.	8:32 a.m.	8:47 a.m.
2	8:23 a.m.	8:38 a.m.	8:43 a.m.	8:58 a.m.
3	8:34 a.m.	8:49 a.m.	8:54 a.m.	9:09 a.m.
4	8:45 a.m.	9:00 a.m.	9:05 a.m.	9:20 a.m.
1	8:56 a.m.	9:11 a.m.	9:16 a.m.	9:31 a.m.
2	9:07 a.m.	9:22 a.m.	9:27 a.m.	9:42 a.m.
3	9:18 a.m.	9:33 a.m.	9:38 a.m.	9:53 a.m.
4	9:29 a.m.	9:44 a.m.	9:49 a.m.	10:04 a.m.
1	9:40 a.m.	9:55 a.m.	10:00 a.m.	10:15 a.m.
2	9:51 a.m.	10:06 a.m.	10:11 a.m.	10:26 a.m.
3	10:02 a.m.	10:17 a.m.	10:22 a.m.	10:37 a.m.
4	10:13 a.m.	10:28 a.m.	10:33 a.m.	10:48 a.m.
1	10:24 a.m.	10:39 a.m.	10:44 a.m.	10:59 a.m.
2	10:35 a.m.	10:50 a.m.	10:55 a.m.	11:10 a.m.
3	10:46 a.m.	11:01 a.m.	11:06 a.m.	11:21 a.m.
4	10:57 a.m.	11:12 a.m.	11:17 a.m.	11:32 a.m.
1	11:08 a.m.	11:23 a.m.	11:28 a.m.	11:43 a.m.
2	11:19 a.m.	11:34 a.m.	11:39 a.m.	11:54 a.m.
3	11:30 a.m.	11:45 a.m.	11:50 a.m.	12:05 p.m.
4	11:41 a.m.	11:56 a.m.	12:01 p.m.	12:16 p.m.
1	11:52 a.m.	12:07 p.m.	12:12 p.m.	12:27 p.m.
2	12:03 p.m.	12:18 p.m.	12:23 p.m.	12:38 p.m.
3	12:14 p.m.	12:29 p.m.	12:34 p.m.	12:49 p.m.
4	12:25 p.m.	12:40 p.m.	12:45 p.m.	1:00 p.m.
1	12:36 p.m.	12:51 p.m.	12:56 p.m.	1:11 p.m.
2	12:47 p.m.	1:02 p.m.	1:07 p.m.	1:22 p.m.
3	12:58 p.m.	1:13 p.m.	1:18 p.m.	1:33 p.m.
4	1:09 p.m.	1:24 p.m.	1:29 p.m.	1:44 p.m.
1	1:20 p.m.	1:35 p.m.	1:40 p.m.	1:55 p.m.
2	1:31 p.m.	1:46 p.m.	1:51 p.m.	2:06 p.m.
3	1:42 p.m.	1:57 p.m.	2:02 p.m.	2:17 p.m.
4	1:53 p.m.	2:08 p.m.	2:13 p.m.	2:28 p.m.

Table 4: Bus Headways, Weekdays (Continued)

In-service Bus	Westbound		Eastbound	
	Departs Calexico East POE	Arrives Downtown Calexico	Departs Downtown Calexico	Arrives Calexico East POE
1	**2:04 p.m.**	**2:19 p.m.**	**2:24 p.m.**	**2:39 p.m.**
2	**2:15 p.m.**	**2:30 p.m.**	**2:35 p.m.**	**2:50 p.m.**
3	**2:26 p.m.**	**2:41 p.m.**	**2:46 p.m.**	**3:01 p.m.**
4	**2:37 p.m.**	**2:52 p.m.**	**2:57 p.m.**	**3:12 p.m.**
1	**2:48 p.m.**	**3:03 p.m.**	**3:08 p.m.**	**3:23 p.m.**
2	**2:59 p.m.**	**3:14 p.m.**	**3:19 p.m.**	**3:34 p.m.**
3	**3:10 p.m.**	**3:25 p.m.**	**3:30 p.m.**	**3:45 p.m.**
4	**3:21 p.m.**	**3:36 p.m.**	**3:41 p.m.**	**3:56 p.m.**
1	**3:32 p.m.**	**3:47 p.m.**	**3:52 p.m.**	**4:07 p.m.**
2	**3:43 p.m.**	**3:58 p.m.**	**4:03 p.m.**	**4:18 p.m.**
3	**3:54 p.m.**	**4:09 p.m.**	**4:14 p.m.**	**4:29 p.m.**
4	**4:05 p.m.**	**4:20 p.m.**	**4:25 p.m.**	**4:40 p.m.**
1	**4:16 p.m.**	**4:31 p.m.**	**4:36 p.m.**	**4:51 p.m.**
2	**4:27 p.m.**	**4:42 p.m.**	**4:47 p.m.**	**5:02 p.m.**
3	**4:38 p.m.**	**4:53 p.m.**	**4:58 p.m.**	**5:13 p.m.**
4	**4:49 p.m.**	**5:04 p.m.**	**5:09 p.m.**	**5:24 p.m.**
1	**5:00 p.m.**	**5:15 p.m.**	**5:20 p.m.**	**5:35 p.m.**
2	5:30 p.m.	5:45 p.m.	5:50 p.m.	6:05 p.m.
1	6:00 p.m.	6:15 p.m.	6:20 p.m.	6:35 p.m.
2	6:30 p.m.	6:45 p.m.	6:50 p.m.	7:05 p.m.
1	7:00 p.m.	7:15 p.m.	7:20 p.m.	7:35 p.m.
2	7:30 p.m.	7:45 p.m.	7:50 p.m.	8:05 p.m.
1	8:00 p.m.	8:15 p.m.	8:20 p.m.	8:35 p.m.
2	8:30 p.m.	8:45 p.m.	8:50 p.m.	9:05 p.m.
1	9:00 p.m.	9:15 p.m.	9:20 p.m.	9:35 p.m.
2	9:30 p.m.	9:45 p.m.	9:50 p.m.	10:05 p.m.
1	10:00 p.m.	10:15 p.m.	10:20 p.m.	10:35 p.m.

Source: PB, 2015

Notes: Peak hour service (6:00 a.m. to 5:00 p.m.) includes 11-minute headways, shown bolded.
Off-peak hour service (5:00 p.m. to 10:00 p.m.) includes 30-minute headways, shown unbolded.

Table 5: Bus Headways, Weekends

	Westbound		Eastbound	
In-service Bus	Departs Calexico East POE	Arrives Downtown Calexico	Departs Downtown Calexico	Arrives Calexico East POE
1	8:00 a.m.	8:15 a.m.	8:20 a.m.	8:35 a.m.
2	8:09 a.m.	8:24 a.m.	8:29 a.m.	8:44 a.m.
3	8:18 a.m.	8:33 a.m.	8:38 a.m.	8:53 a.m.
4	8:27 a.m.	8:42 a.m.	8:47 a.m.	9:02 a.m.
5	8:36 a.m.	8:51 a.m.	8:56 a.m.	9:11 a.m.
1	8:45 a.m.	9:00 a.m.	9:05 a.m.	9:20 a.m.
2	8:54 a.m.	9:09 a.m.	9:14 a.m.	9:29 a.m.
3	9:03 a.m.	9:18 a.m.	9:23 a.m.	9:38 a.m.
4	9:12 a.m.	9:27 a.m.	9:32 a.m.	9:47 a.m.
5	9:21 a.m.	9:36 a.m.	9:41 a.m.	9:56 a.m.
1	9:30 a.m.	9:45 a.m.	9:50 a.m.	10:05 a.m.
2	9:39 a.m.	9:54 a.m.	9:59 a.m.	10:14 a.m.
3	9:48 a.m.	10:03 a.m.	10:08 a.m.	10:23 a.m.
4	9:57 a.m.	10:12 a.m.	10:17 a.m.	10:32 a.m.
5	10:06 a.m.	10:21 a.m.	10:26 a.m.	10:41 a.m.
1	10:15 a.m.	10:30 a.m.	10:35 a.m.	10:50 a.m.
2	10:24 a.m.	10:39 a.m.	10:44 a.m.	10:59 a.m.
3	10:33 a.m.	10:48 a.m.	10:53 a.m.	11:08 a.m.
4	10:42 a.m.	10:57 a.m.	11:02 a.m.	11:17 a.m.
5	10:51 a.m.	11:06 a.m.	11:11 a.m.	11:26 a.m.
1	11:00 a.m.	11:15 a.m.	11:20 a.m.	11:35 a.m.
2	11:09 a.m.	11:24 a.m.	11:29 a.m.	11:44 a.m.
3	11:18 a.m.	11:33 a.m.	11:38 a.m.	11:53 a.m.
4	11:27 a.m.	11:42 a.m.	11:47 a.m.	12:02 p.m.
5	11:36 a.m.	11:51 a.m.	11:56 a.m.	12:11 p.m.
1	11:45 a.m.	12:00 p.m.	12:05 p.m.	12:20 p.m.
2	11:54 a.m.	12:09 p.m.	12:14 p.m.	12:29 p.m.
3	12:03 p.m.	12:18 p.m.	12:23 p.m.	12:38 p.m.
4	12:12 p.m.	12:27 p.m.	12:32 p.m.	12:47 p.m.
5	12:21 p.m.	12:36 p.m.	12:41 p.m.	12:56 p.m.
1	12:30 p.m.	12:45 p.m.	12:50 p.m.	1:05 p.m.
2	12:39 p.m.	12:54 p.m.	12:59 p.m.	1:14 p.m.
3	12:48 p.m.	1:03 p.m.	1:08 p.m.	1:23 p.m.
4	12:57 p.m.	1:12 p.m.	1:17 p.m.	1:32 p.m.
5	1:06 p.m.	1:21 p.m.	1:26 p.m.	1:41 p.m.
1	1:15 p.m.	1:30 p.m.	1:35 p.m.	1:50 p.m.
2	1:24 p.m.	1:39 p.m.	1:44 p.m.	1:59 p.m.
3	1:33 p.m.	1:48 p.m.	1:53 p.m.	2:08 p.m.
4	1:42 p.m.	1:57 p.m.	2:02 p.m.	2:17 p.m.
5	1:51 p.m.	2:06 p.m.	2:11 p.m.	2:26 p.m.
1	2:00 p.m.	2:15 p.m.	2:20 p.m.	2:35 p.m.
2	2:09 p.m.	2:24 p.m.	2:29 p.m.	2:44 p.m.
3	2:18 p.m.	2:33 p.m.	2:38 p.m.	2:53 p.m.
4	2:27 p.m.	2:42 p.m.	2:47 p.m.	3:02 p.m.
5	2:36 p.m.	2:51 p.m.	2:56 p.m.	3:11 p.m.
1	2:45 p.m.	3:00 p.m.	3:05 p.m.	3:20 p.m.
2	2:54 p.m.	3:09 p.m.	3:14 p.m.	3:29 p.m.
3	3:03 p.m.	3:18 p.m.	3:23 p.m.	3:38 p.m.
4	3:12 p.m.	3:27 p.m.	3:32 p.m.	3:47 p.m.
5	3:21 p.m.	3:36 p.m.	3:41 p.m.	3:56 p.m.
1	3:30 p.m.	3:45 p.m.	3:50 p.m.	4:05 p.m.
2	3:39 p.m.	3:54 p.m.	3:59 p.m.	4:14 p.m.

Table 5: Bus Headways, Weekends (Continued)

In-service Bus	Westbound		Eastbound	
	Departs Calexico East POE	Arrives Downtown Calexico		Departs Calexico East POE
3	**3:48 p.m.**	**4:03 p.m.**	**4:08 p.m.**	**4:23 p.m.**
4	**3:57 p.m.**	**4:12 p.m.**	**4:17 p.m.**	**4:32 p.m.**
5	**4:06 p.m.**	**4:21 p.m.**	**4:26 p.m.**	**4:41 p.m.**
1	4:21 p.m.	4:36 p.m.	4:41 p.m.	4:56 p.m.
2	4:36 p.m.	4:51 p.m.	4:56 p.m.	5:11 p.m.
3	4:51 p.m.	5:06 p.m.	5:11 p.m.	5:26 p.m.
1	5:06 p.m.	5:21 p.m.	5:26 p.m.	5:41 p.m.
2	5:21 p.m.	5:36 p.m.	5:41 p.m.	5:56 p.m.
3	5:36 p.m.	5:51 p.m.	5:56 p.m.	6:11 p.m.
1	5:51 p.m.	6:06 p.m.	6:11 p.m.	6:26 p.m.
2	6:06 p.m.	6:21 p.m.	6:26 p.m.	6:41 p.m.
3	6:21 p.m.	6:36 p.m.	6:41 p.m.	6:56 p.m.
1	6:36 p.m.	6:51 p.m.	6:56 p.m.	7:11 p.m.
2	6:51 p.m.	7:06 p.m.	7:11 p.m.	7:26 p.m.
3	7:06 p.m.	7:21 p.m.	7:26 p.m.	7:41 p.m.
1	7:21 p.m.	7:36 p.m.	7:41 p.m.	7:56 p.m.
2	7:36 p.m.	7:51 p.m.	7:56 p.m.	8:11 p.m.
3	7:51 p.m.	8:06 p.m.	8:11 p.m.	8:26 p.m.
1	8:06 p.m.	8:21 p.m.	8:26 p.m.	8:41 p.m.
2	8:21 p.m.	8:36 p.m.	8:41 p.m.	8:56 p.m.
3	8:36 p.m.	8:51 p.m.	8:56 p.m.	9:11 p.m.
1	8:51 p.m.	9:06 p.m.	9:11 p.m.	9:26 p.m.
2	9:06 p.m.	9:21 p.m.	9:26 p.m.	9:41 p.m.
3	9:21 p.m.	9:36 p.m.	9:41 p.m.	9:56 p.m.
1	9:36 p.m.	9:51 p.m.	9:56 p.m.	10:11 p.m.
2	9:51 p.m.	10:06 p.m.	10:11 p.m.	10:26 p.m.
3	10:06 p.m.	10:21 p.m.	10:26 p.m.	10:41 p.m.

Source: PB, 2015

Notes: Peak hour service (8:00 a.m. to 4:00 p.m.) includes 9-minute headways, shown bolded. Off-peak hour service (4:00 p.m. to 10:00 p.m.) includes 15-minute headways, shown unbolded.

Task 4: Determine Estimated Operating Costs

The total estimated annual operating cost of the Calexico East – Downtown Calexico shuttle can be calculated using the total annual revenue hours from the schedule. The revenue hours are the summation of all the bus operating blocks for weekdays (multiplied by 255) and weekends (multiplied by 110). Table 6 lists the revenue hour calculation:

Table 6: Revenue Hour Calculation (Demand Based Headway)

Weekdays					
In-service Bus	**Start (hr:min)**	**End (hr:min)**	**Time/Day[1] (hr:min)**	**One-Way Trips/Day**	**Miles/Day**
1	6:00	22:35	16:35	42	336
2	6:11	22:05	15:54	40	320
3	6:22	17:13	10:51	30	240
4	6:33	17:24	10:51	30	240
Total Daily			**54:11**		**1,136**
Total Yearly			**13,816:45**		**289,680**
Weekends					
In-service Bus	**Start (hr:min)**	**End (hr:min)**	**Time/Day[1] (hr:min)**	**One-Way Trips/Day**	**Miles/Day**
1	8:00	22:11	14:11	38	304
2	8:09	22:26	14:17	38	304
3	8:18	22:41	14:23	38	304
4	8:27	16:32	8:05	22	176
5	8:36	16:41	8:05	22	176
Total Daily			**59:01**		**1,264**
Total Yearly			**6,491:50**		**139,040**
Total Yearly			**20,308:35**		**428,720**

Notes: [1]Revenue service includes layover/recovery time

Based on the operating plan assumptions and the scheduled bus blocks, estimated total annualized revenue hours for the demand-based shuttle would be 20,308 hours, 35 minutes. A range of low and high estimated operating costs is provided in Table 7, using a low range figure of $75.00 per revenue hour and a high range figure of $95.00 per revenue hour.

Table 7: Estimated Annual Operating Costs for Calexico East (Demand Based Headway)

Annualized Revenue Hours	Low Range Estimate ($75/Revenue Hour)	High Range Estimate ($95/Revenue Hour)
20,308.35	$1,523,126	$1,929,293

Alternative Service Scenario

The above Task 4 Analysis is based on a demand-based bus service headway to serve the estimated passenger demand. ICTC requested that an additional analysis be conducted which entailed a key assumption change and imposed a policy headway of 35 minutes rather than using a demand-based headway determination. The assumption change (changes shown in *italics*) was as follows:

- Assumption: *Little or no* Mexicali transit will be provided.
  Modification: **Reduced estimated passengers (both POEs, both directions, all days) by an additional *50* percent (i.e. *50* percent of 61 percent), yielding *31* percent**

In order to analyze the effect of these two changes, the new passenger demand estimate was calculated. The revised total potential passenger demand was as follows:

Table 8: Estimated Passengers at Calexico East POE under Revised Assumptions

Weekdays		Weekends	
Northbound	Southbound	Northbound	Southbound
3,150	1,695	3,800	1,640

These demand levels, by hour, exceeded the passenger capacity of 35-minute headways during most hours of the day. To calculate total potential passengers and operating costs, new bus headway sheets (based on 35-minute headways) were generated. Total potential ridership was then estimated by multiplying the number of bus trips in the reduced schedule by 70 passengers per trip. As before, bus operating blocks were calculated, leading to total annualized revenue hours, as follows:

Table 9: Revenue Hour Calculation (35-Minute Policy Headway)

Weekdays					
In-service Bus	Start (hr:min)	End (hr:min)	Time/Day[1] (hr:min)	One-Way Trips/Day	Miles/Day
1	6:00	22:55	16:55	30	240
2	6:35	22:20	15:45	28	224
Total Daily			**32:40**		**464**
Total Yearly			**8,330:00**		**118,320**
Weekends					
In-service Bus	Start (hr:min)	End (hr:min)	Time/Day[1] (hr:min)	One-Way Trips/Day	Miles/Day
1	8:00	22:35	14:35	26	208
2	8:35	22:00	13:25	24	192
Total Daily			28:00		400
Total Yearly			3,080:00		44,000
Total Yearly			**11,410:00**		**162,320**

Based on the revised assumptions and the scheduled bus blocks for 35-minute policy headways, estimated total annualized revenue hours for the shuttle would be 11,410 hours. A range of low and high estimated operating costs is provided in Table 10, using a low range figure of $75.00 per revenue hour and a high range figure of $95.00 per revenue hour.

Table 10: Estimated Annual Operating Costs for Calexico East (35-Minute Policy Headway)

Annualized Revenue Hours	Low Range Estimate ($75/Revenue Hour)	High Range Estimate ($95/Revenue Hour)
11,410.00	$855,750	$1,083,950

Task 5: Determine Estimated Farebox Recovery Ratio of the Transit Shuttle

The final step in developing the transit service plan is to develop the estimated farebox recovery ratio. A base fare of $2.50 has been used in this analysis. However, due to federally-required discounts for seniors and disabled and other pass discounting that ICTC may have in place, the actual average fare is typically about half of the base fare for a service. We have assumed that the average fare for this service will be one-half the base fare of $2.50, i.e., $1.25 average fare. This average fare, multiplied by estimated passengers, provides estimated total revenue. Total revenue divided by the estimated operating costs provides the farebox recovery ratio.

Table 11 provides the results of these calculations using both a demand-based approach (providing transit service to meet the projected demand) and a policy-headway-based approach (providing transit service levels similar to public transit service currently provided elsewhere by ICTC).

Table 11: Farebox Recovery Ratio Estimate

Ridership and Costs	Demand Based Headway	35-Minute Policy Headway*
Weekdays:	Total Riders	Total Riders
Northbound/Westbound Riders	5,025	2,030
Southbound/Eastbound Riders	2,705	2,030
Annualized (255 Days) Weekday Riders	**1,971,150**	**1,035,300**
Weekends:	Total Riders	Total Riders
Northbound/Westbound Riders	6,090	1,750
Southbound/Eastbound Riders	2,630	1,750
Annualized (110 Days) Weekend Riders	**959,200**	**385,000**
Annual Total Riders	**2,930,350**	**1,420,300**
Average Fare (assumed 50% of base fare)	**$1.25**	**$1.25**
Total Annual Revenue	**$3,662,938**	**$1,775,375**
Low Range Cost Estimate (from Task 4):		
Total Annual Operating Cost	$1,523,126	$855,750
Estimated Farebox Recovery Ratio	100%+	100%+
High Range Cost Estimate (From Task 4):		
Total Annual Operating Cost	$1,929,293	$1,083,950
Estimated Farebox Recovery Ratio	100%+	100%+

Notes: * The 35-Minute Policy Headway constrains ridership to the number of trips multiplied by 70 passengers per trip maximum regardless of the estimated demand.

Based on the assumptions outlined in this report the proposed transit service could be of benefit to the region and daily border crossers. The cost and revenue estimates outlined in the report provide the potential for public or private sectors to consider operating the proposed transit service. One opportunity is for a private-for-profit transportation company to consider implementing the transit service as a for profit venture. If public funding is available to ICTC, a pilot or demonstration transit service may be considered in context with the existing regional transit planning process to further examine the operating costs and transit demand for pedestrians and bicyclist crossing at the Calexico East and Calexico West POEs.

Appendix K
Public Outreach Documentation

This appendix includes materials documenting public and community outreach completed as part of the study.

Study Website

Below is a screenshot of the January 2015 website update announcing the draft study public comment period with links to the draft report and associated appendixes. The website was updated at key milestones throughout the study process.

The bottom portion of the screen capture can be found on the following page.

12:53pm

Draft Study Appendices A-L Part I

Draft Study Appendices A-L Part II

Draft Study Appendices A-L Part III

Project List and Associated Maps

Project List and Associated Maps (en español)

You can find an online map of all of the projects proposed in the Draft Border Study at: http://bit.ly/1xrkEJz

Project Overview

The goal of this project is to improve travel experiences for people walking or bicycling across the California and Baja California border. The study will recommend ways to make walking and biking trips safer, easier, and more comfortable around the six Border Crossings.

The study will gather ideas on improvements from border travelers, community groups, and public agencies. Examples of improvements include lighting, signs, sidewalks, crosswalks, shade, seating, water, and restrooms. The study will look at opportunities and challenges around each Border Crossing, and will draw from input to identify needs and potential improvements.

FACT SHEET

English

En Español

October 2014 Project Update

After June focus group meetings with stakeholders from the California and Baja California, the study team concentrated on listening to issues and concerns identified by the community. On-site outreach workshops were held at each of the California/ Baja California border crossings to directly engage the individuals who use the border facilities every day. The team also promoted an online input tool, eAudit, letting users add their input to the study at the time that was most convenient for them. In August, the team visited each border crossing to conduct field work. All of the findings from Summer 2014 outreach activities and field work will be summarized in the existing conditions section of the study. However, the major themes identified during outreach activities are provided below.

Major Themes from Summer 2014 Outreach

The following themes emerged during Summer 2014 outreach activities. The themes are not listed in any order of priority or importance.

- Lengthy delays while awaiting inspection
- Long walks for pedestrians and generally poor pedestrian connectivity
- Public health and safety related concerns due to sun and heat exposure during inspection delays and long walks
- Physical obstacles for bicycles and the lack of dedicated bike lanes
- General lack of bicycle infrastructure
- Challenges for older travelers, young children, or individuals with mobility issues
- Limited transit connectivity
- Inadequacy or absence of clearly designated areas to drop off or pick up border crossers
- Absence of supporting infrastructure and amenities, including restrooms, signs, seating, and shade

December 2014 Project Update

Draft project and policy recommendations were available for comment in December 2014. The draft recommendations were based on analysis of existing conditions, two rounds of public outreach efforts, and input from local, state, and federal agency representatives. The second round of outreach consisted of focus groups held in Calexico and San Ysidro in November.

Next Steps

Comments on the Draft Border Study will be considered as the project team produces the Final Border Study. The Final Study will be presented to ICTC and SANDAG in February 2015, and ultimately approved by ICTC at a Commission Meeting open to the public on Wednesday, February 25, 2015. Additionally, projects identified in the Final Border Study will be considered during the Border Master Plan Update process.

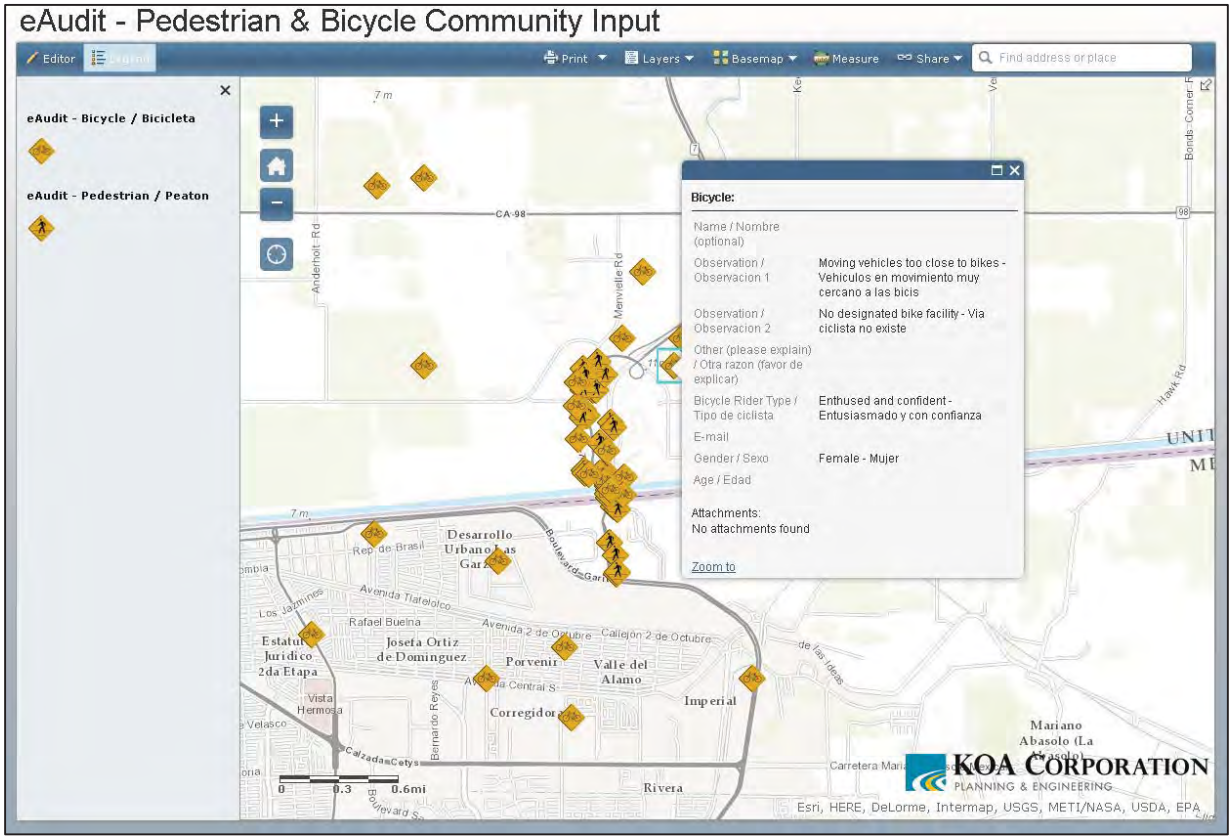
IMPERIAL COUNTY TRANSPORTATION COMMISSION

MEMBER AGENCIES / PARTNERS

KOA
Internet acces

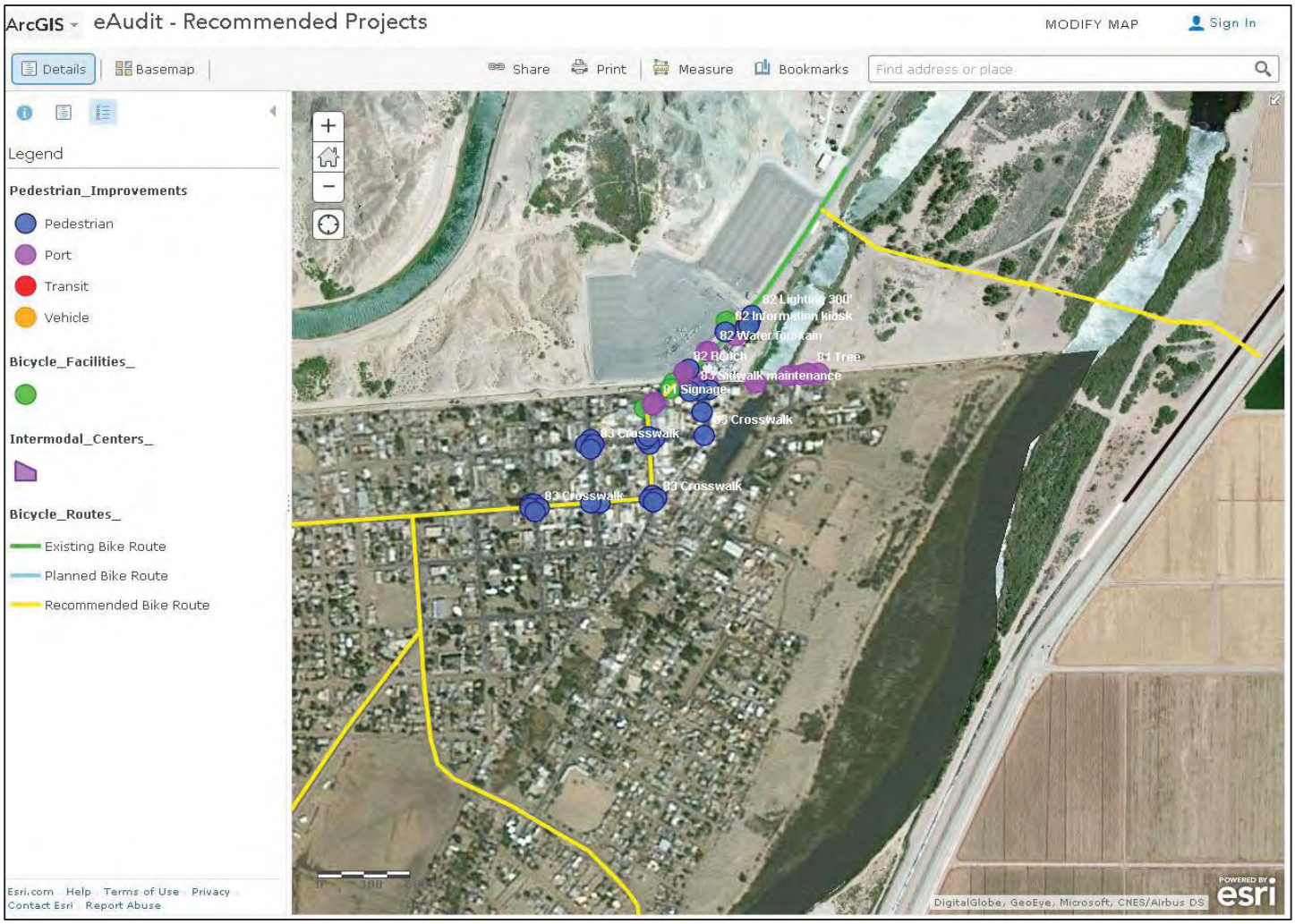
EAudit Tool Website

The web address tinyurl.com/borderstudy took interested parties to the website shown below, the online home of the eAudit tool. On this website individuals could add bicycle and pedestrian deficiencies at any of the ports from anywhere with an internet connection. The eAudit allowed individuals with busy schedules, who might not have been able to attend a traditional walk audit, to provide input on the study at their convenience. Hundreds of comments were mapped using the eAudit tool.



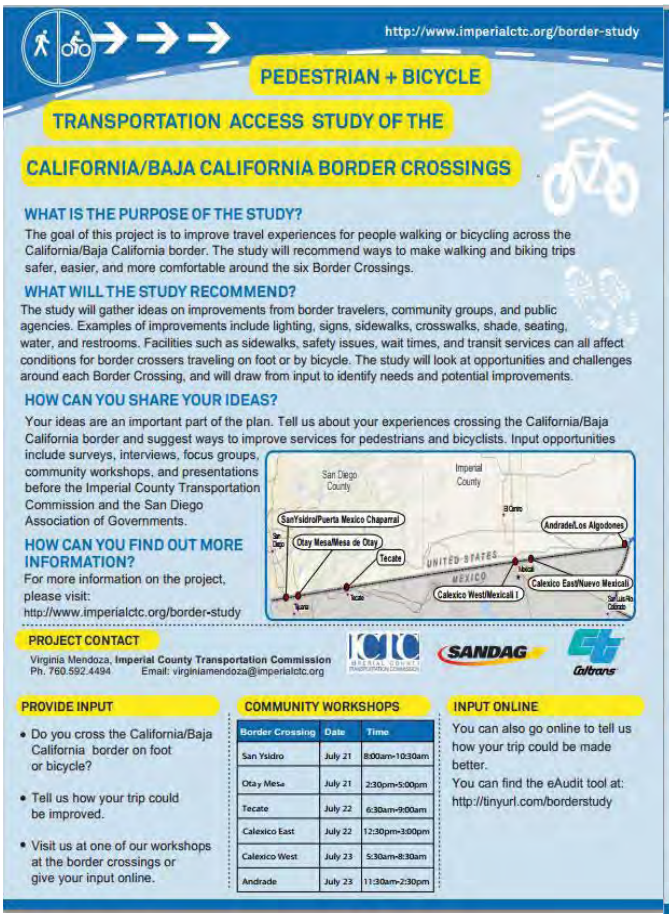
Online Concept Mapping Website

Details of each recommended project were posted online at the website bit.ly/1xrkEJz. Each element that makes up the 95 recommended projects is mapped individually: each tree, shade structure, planned bicycle route, missing pedestrian curb ramp, et cetera is geolocated and tied to a project number. Bookmarks were created to easily switch between POEs and projects can be ordered by project number, port, or project element on the website. The link to this mapping website was included on ICTC's project website and was publicized in emails to Focus Group and Agency Working Group members. A screenshot of the website is included below.



Fact Sheets

The fact sheets below were developed in the first phases of the study process to quickly inform interested agency members and members of the public about the purpose and process of the study. As with many of the study documents, the fact sheets were fully bilingual with English text on one side and Spanish text on the reverse. Images of the fact sheets in English and Spanish are included below.



http://www.imperialctc.org/border-study

PEDESTRIAN + BICYCLE

TRANSPORTATION ACCESS STUDY OF THE

CALIFORNIA/BAJA CALIFORNIA BORDER CROSSINGS

WHAT IS THE PURPOSE OF THE STUDY?

The goal of this project is to improve travel experiences for people walking or bicycling across the California/Baja California border. The study will recommend ways to make walking and biking trips safer, easier, and more comfortable around the six Border Crossings.

WHAT WILL THE STUDY RECOMMEND?

The study will gather ideas on improvements from border travelers, community groups, and public agencies. Examples of improvements include lighting, signs, sidewalks, crosswalks, shade, seating, water, and restrooms. Facilities such as sidewalks, safety issues, wait times, and transit services can all affect conditions for border crossers traveling on foot or by bicycle. The study will look at opportunities and challenges around each Border Crossing, and will draw from input to identify needs and potential improvements.

HOW CAN YOU SHARE YOUR IDEAS?

Your ideas are an important part of the plan. Tell us about your experiences crossing the California/Baja California border and suggest ways to improve services for pedestrians and bicyclists. Input opportunities include surveys, interviews, focus groups, community workshops, and presentations before the Imperial County Transportation Commission and the San Diego Association of Governments.

HOW CAN YOU FIND OUT MORE INFORMATION?

For more information on the project, please visit: http://www.imperialctc.org/border-study

San Diego County
Imperial County
SanYsidro/Puerta Mexico Chaparral
Otay Mesa/Mesa de Otay
Tecate
Andrade/Los Algodones
Calexico East/Nuevo Mexicali
Calexico West/Mexicali I
UNITED STATES
MEXICO

PROJECT CONTACT

Virginia Mendoza, **Imperial County Transportation Commission**
Ph. 760.592.4494 Email: virginiamendoza@imperialctc.org

PROVIDE INPUT

- Do you cross the California/Baja California border on foot or bicycle?
- Tell us how your trip could be improved.
- Visit us at one of our workshops at the border crossings or give your input online.

COMMUNITY WORKSHOPS

Border Crossing	Date	Time
San Ysidro	July 21	8:00am-10:30am
Otay Mesa	July 21	2:30pm-5:00pm
Tecate	July 22	6:30am-9:00am
Calexico East	July 22	12:30pm-3:00pm
Calexico West	July 23	5:30am-8:30am
Andrade	July 23	11:30am-2:30pm

INPUT ONLINE

You can also go online to tell us how your trip could be made better.
You can find the eAudit tool at: http://tinyurl.com/borderstudy

http://www.imperialctc.org/borderstudy

Estudio de Acceso de Transporte Peatonal +

Ciclístico entre California y Baja California

¿CUÁL ES EL PROPÓSITO DEL ESTUDIO?

La meta de este proyecto es mejorar el recorrido de las personas que cruzan la frontera de California/Baja California caminando o en bicicleta. El estudio recomendará maneras de hacer que los traslados a pié y en bicicleta por los seis cruces fronterizos sean más seguros, fáciles y cómodos.

¿QUÉ RECOMENDARÁ EL ESTUDIO?

El estudio recopilará las ideas que aporten las personas que cruzan la frontera, grupos comunitarios y dependencias públicas para mejorar las condiciones. Algunos ejemplos de las mejoras son alumbrado, señalización, banquetas, cruceros, sombra, bancas, agua y sanitarios. La infraestructura como banquetas, los temas de seguridad, tiempos de espera y servicios de transporte pueden afectar las condiciones para quienes cruzan la frontera a pié o en bicicleta. El estudio considerará oportunidades y retos en las áreas aledañas a cada cruce fronterizo y tomará información de los interesados para identificar necesidades y mejoras potenciales.

¿CÓMO PUEDE USTED COMPARTIR SUS IDEAS?

Sus ideas son una parte importante del plan. Compártanos cómo han sido sus experiencias al cruzar la frontera de California/Baja California y sugiera maneras de mejorar los servicios para peatones y ciclistas. Las oportunidades de compartir lo que piensa se brindan en la forma de encuestas, entrevistas, estudios de opinión, talleres comunitarios y exposiciones frente a la Comisión de Transporte del Condado de Imperial (ICTC) y la Asociación de Gobiernos de San Diego (SANDAG).

¿CÓMO PUEDE INFORMARSE MÁS? Si desea más información sobre el proyecto, por favor visite: http://www.imperialctc.org/borderstudy

San Diego County
Imperial County
SanYsidro/Puerta Mexico Chaparral
Otay Mesa/Mesa de Otay
Tecate
Andrade/Los Algodones
Calexico East/Nuevo Mexicali
Calexico West/Mexicali I
UNITED STATES
MEXICO

PERSONA DE CONTACTO PARA EL PROYECTO

Virginia Mendoza
Comisión de Transporte del Condado de Imperial (ICTC)
tel. 760.592.4494 virginiamendoza@imperialctc.org

OFREZCA SU OPINIÓN

- ¿Cruza usted la frontera de California/ Baja California a pié o en bicicleta?
- Díganos cómo es que su traslado podría mejorarse.
- Venga unos minutos a uno de nuestros talleres justo al cruzar la garita del lado americano o aporte sus comentarios por Internet.

TALLERES COMUNITARIOS

Garita	Fecha	Hora
Puerta Mexico Chaparral	21 de Julio	8:00am-10:30am
Mesa de Otay	21 de Julio	2:30pm-5:00pm
Tecate	22 de Julio	6:30am-9:00am
Nuevo Mexicali	22 de Julio	12:30pm-3:00pm
Mexicali I	23 de Julio	5:30am-8:30am
Los Algodones	23 de Julio	11:30am-2:30pm

EXPRESE SU OPINIÓN POR INTERNET

Por Internet también puede decirnos cómo es que podría mejorar su traslado. Encontrará la herramienta eAudit en http://tinyurl.com/borderstudy

On-Site Outreach Workshop Interview Questions

Interviews during the On-Site Outreach Workshops were informally structured and followed the flow of natural conversation, with the interviewer explaining the study and using questions to solicit responses regarding issues and opportunities at the POEs. A sample interview script is below:

- *"Hi, do you have a moment to talk? My name is_____. How are you? I'm here today talking to people because we're trying to create a list of ideas about how to help improve the border crossing experience for pedestrians and bicyclists. There's more information about the study we're conducting at the booth behind me, as well as water and maps where you can write in your input. Can you tell me about the challenges you face when crossing the border, and any suggestions you have for improvements that could be made, such as shade or restroom facilities?"*
- Additional guiding questions included:
    - *What do you think are the major challenges for pedestrians and bicyclists crossing the border?*
    - *What is your travel experience like crossing the border? What could improve?*
    - *What are the general opportunities to improve the travel experience for border crossers?*
    - *Are you aware of specific challenges or opportunities around this border crossing*

In-Person Mapping Exercises

This map is an example of one type of input collected during the summer 2014 Focus Group meetings and On-Site Outreach Workshops. Maps were displayed for participants to write on, add sticky notes to, or reference in spoken conversation per their personal preference. One to two maps at each port were displayed at a time. After each outreach event, Information from the maps was subsequently entered into a database of comments and mapped electronically using GIS software.

Comment Tracking

The snapshot of the spreadsheet below is an example of the documentation and tracking that was done for each comment received during outreach events throughout the course of the study.

Comments were captured at in-person outreach events on maps that participants marked up with comments and adhesive notes and in notebooks that the study team used to write down verbal comments. Comments were also received on-line through the eAudit tool. After each outreach event, comments were entered in to spreadsheets, matched to the appropriate POE, and assigned a comment type. Comment types included:

- Access for People with Disabilities and the Elderly
- Bicycle Access
- Branding/Information/Marketing
- Connectivity/Transit
- Design/Place-Making/Image
- Economics
- General Crossing Experience
- General Infrastructure
- General Study Comment
- Lighting
- Other Amenities/Services
- Other Study/Precedent/Project Reference
- Pedestrian Access
- Personal Safety
- Pick-Up/Drop-Off
- Public Health
- Restrooms
- Safety - Mode Mixing
- Sanitation
- Security/Operations/Inspection
- Signage
- Waiting Areas/Rest Areas/Shade
- Water Fountains/Misters

The example below contains comments received during summer 2014 Focus Group meetings.

Focus Group	Comment	POE	Comment Type
8 SD 2:30PM	What about a food ordering concept such as taking a number and being processed in small groups?	All	Security/Operational/Inspection
8 SD 2:30PM	A bike-only lane both north and south	All	Bike Access
8 SD 2:30PM	Motorcycles weave in and out, which creates a hazard	All	Security/Operational/Inspection
8 SD 2:30PM	Bikes should have the same benefits as motorcycles	All	Security/Operational/Inspection
1 IC 9:00AM	Capture input from the winter visitors in the Fall (October)	Andrade/Algodones	General Study Comment
3 IC 1:00PM	Medical tourism is a key market	Andrade/Algodones	Economics
3 IC 1:00PM	Have a meeting at Andrade when the winter visitors come	Andrade/Algodones	General Study Comment
1 IC 9:00AM	Consider drop off and pick up zones	Calexico East/West	Pick Up/Drop Off
2 IC 10:30AM	On Saturday morning at 7AM, a lot of riders come from Mexicali	Calexico West	Other Study/Precedent/Project Reference
3 IC 1:00PM	Cycling is really growing in Mexicali (leverage this trend)	Calexico East/West	Other Study/Precedent/Project Reference
4 IC 2:30PM	Cycling has increased substantially in Mexicali	Calexico East/West	Other Study/Precedent/Project Reference
4 IC 2:30PM	City of Calexico has a Bicycle Master Plan	Calexico East/West	Other Study/Precedent/Project Reference
1 IC 9:00AM	Bikes have to navigate through channels, turnstiles, and up stairs	Calexico West	Bike Access
1 IC 9:00AM	There are issues with small trailers attached to the bikes that cross with vehicles	Calexico West	Bike Access
4 IC 2:30PM	Have to cross two flights of stairs down smooth concrete, then two flights of stairs up	Calexico West	Bike Access
4 IC 2:30PM	Improve lighting to address issues like panhandling and urban images like dark and smelly places	Calexico West	Lighting
4 IC 2:30PM	As a woman you feel like you are putting yourself at risk	Calexico West	Personal Safety
4 IC 2:30PM	Improve security personnel to address issues like panhandling and urban images like dark and smelly places	Calexico West	Personal Safety
4 IC 2:30PM	No ramps for people who cannot handle all the steps	Otay Mesa	Access for People with Disabilities
4 IC 2:30PM	Difficult last half mile transition as bikes have to go up stairs and through turnstiles	Otay Mesa	Bike Access
4 IC 2:30PM	No basic infrastructure	Otay Mesa	General Infrastructure
4 IC 2:30PM	Need for shading for all age groups	Otay Mesa	Waiting Areas/Rest Areas/Shade
5 SD 9:00AM	There is not a pedestrian walkway; the area needs formal walkways as people are currently walking between cars	Otay Mesa	Pedestrian Access
5 SD 9:00AM	Pedestrian bridge only allows for southbound travel; travelers would have to go south and then head north	Otay Mesa	Pedestrian Access
5 SD 9:00AM	The area needs formal signage	Otay Mesa	Signage
6 SD 10:30AM	Apply the lessons learned to the new crossing as it is designed	Otay Mesa	General Study Comment
6 SD 10:30AM	Look at ports with a lot of pedestrians in other parts of the world for ideas	Otay Mesa	Other Study/Precedent/Project Reference
7 SD 1:00PM	Need to mention ongoing planning for Virginia Avenue and Otay East	Otay Mesa	Other Study/Precedent/Project Reference
8 SD 2:30PM	Connectivity is bad at Otay and Tecate; there is no reliable hourly transportation right now.	Otay Mesa	Connectivity/Transit
1 IC 9:00AM	Changes to infrastructure on the Mexican side (i.e. El Chaparral) will affect pedestrian conditions	San Ysidro	Other Study/Precedent/Project Reference
4 IC 2:30PM	No ramps for people who cannot handle all the steps	San Ysidro	Access for People with Disabilities
4 IC 2:30PM	Difficult last half mile transition as bikes have to go up stairs and through turnstiles	San Ysidro	Bike Access
4 IC 2:30PM	No basic infrastructure	San Ysidro	General Infrastructure
4 IC 2:30PM	Need for shading for all age groups	San Ysidro	Waiting Areas/Rest Areas/Shade
5 SD 9:00AM	Bikes use the San Ysidro pedestrian bridge	San Ysidro	Bike Access
5 SD 9:00AM	Once a bicyclist crosses the border, there is a lot of congestion; the routes need to continue	San Ysidro	Bike Access
5 SD 9:00AM	The area is not well lit	San Ysidro	Lighting
5 SD 9:00AM	Traveling southbound at San Ysidro is scary	San Ysidro	Personal Safety
5 SD 9:00AM	There is a lack of seating	San Ysidro	Waiting Areas/Rest Areas/Shade
7 SD 1:00PM	Tijuana Te Quiero has been conducting surveys since August of last year, asking people how they would improve the border crossing experience	San Ysidro	Other Study/Precedent/Project Reference
7 SD 1:00PM	INDEX Open Studio has been studying how to integrate bikes into the crossings	San Ysidro	Other Study/Precedent/Project Reference
7 SD 1:00PM	Need to mention ongoing planning for Virginia Avenue and Otay East	San Ysidro	Other Study/Precedent/Project Reference
8 SD 2:30PM	A hand cycle could never make it through due to sharp turns	San Ysidro	Bike Access
8 SD 2:30PM	It is impossible to maneuver a bike through	San Ysidro	Bike Access
8 SD 2:30PM	Extend the trolley	San Ysidro	Connectivity/Transit
8 SD 2:30PM	Vendors on the Tijuana side block the auto lanes and cause safety issues	San Ysidro	Other Amenities/Services
8 SD 2:30PM	Vendors do make the experience better; it's important that they have role too	San Ysidro	Other Amenities/Services
8 SD 2:30PM	Connectivity is bad at Otay and Tecate; there is no reliable hourly transportation right now.	Tecate	Connectivity/Transit

Appendix L
Glossary

Acronyms are listed in alphabetical order.

- **BRT** – Bus Rapid Transit
- **CBP** – US Customs and Border Protection
- **GSA** – US General Services Administration
- **ICTC** – Imperial County Transportation Commission
- **IMIP** – Instituto Municipal de Investigación Urbana de Mexicali (Municipal Institute of Urban Research of Mexicali)
- **IMPLAN** – Instituto Metropolitano de Planeación de Tijuana (Metropolitan Planning Institute of Tijuana)
- **INDAABIN** – Instituto de Administración y Avalúos de Bienes Nacionales (Institute of Management and Appraisals of Domestic Goods)
- **ITC** – Intermodal Transportation Center
- **IVT** – Imperial Valley Transit
- **MTS** – San Diego Metropolitan Transit System
- **NB** – Northbound
- **NGO** – Non-Governmental Organization
- **POE** – Port of Entry
- **RFID** – Radio Frequency Identification
- **SANDAG** – San Diego Association of Governments
- **SENTRI** – Secure Electronic Network for Travelers Rapid Inspection
- **SIDUE** – Secretaría de Infraestructura y Desarrollo Urbano del Estado (Secretariat of Infrastructure and Urban Development of Baja California)
- **YCAT** – Yuma County Area Transit