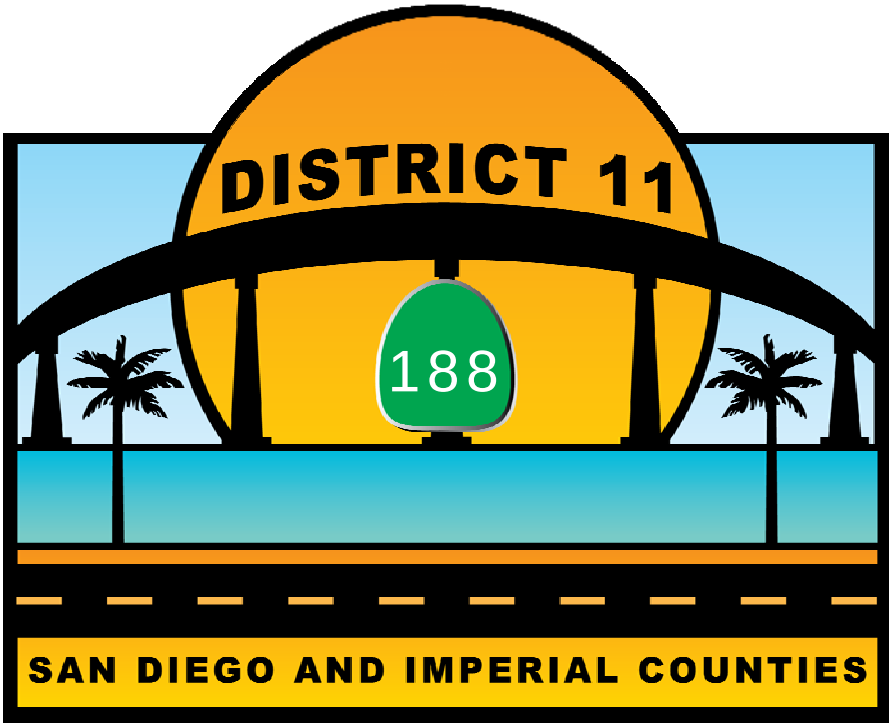

STATE ROUTE-188
TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 188 in District 11 serves as an analysis tool and conceptual long-range guide for future investment decisions in the transportation corridor.

DISCLAIMER

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCS is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and ever-changing, the District 11 Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCS. The information in the TCS does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures. If you encounter information that you deem to be inaccurate or unreliable, please contact Kim.Sturmer@dot.ca.gov or at 619-688-6967.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
Planning Leads To Superior Solutions
Caltrans
DISTRICT 11

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SR-188 Transportation Concept Summary July 2008

CORRIDOR PURPOSE

The primary purpose of SR-188 is to serve international and interregional (via SR-94) commuter, commercial, and recreational travel patterns. SR-188 is a two-lane north-south conventional highway beginning at the United States/Baja California, Mexico International Port of Entry (POE) at Tecate. SR-188 extends 1.9 miles north to its terminus at SR-94. SR-188 was adopted into the State Highway System in 1972.

Current congestion at the California/Baja California POEs and the need to accommodate future growth in trade and travel make POE and related infrastructure improvements a critical issue for California. Trade is a key contributor to local, state and national economic growth and land POEs are critical in maintaining the State's economic vitality. In 1999, Mexico surpassed Japan to become California's top trade partner, with exports reaching $19.6 billion in 2006. Total imports and exports between California and Mexico were valued at $37 billion in 2006. The total trade value of goods and services coming through the Tecate POE was about $405.3 million in 2006.

Existing POEs experience excessive cross-border delays due to operational and infrastructure needs. Border delays impact the competitiveness of the binational region. Long cross-border wait times impact goods movement as well as personal trips to and from Mexico. The overall impact of border wait times for personal trips in San Diego and Imperial Counties is over $3 billion in output losses and almost $46 million in labor income losses (or more than 42,000 jobs). For California and the United States total output losses are estimated at $3.5 billion and 44,000 lost jobs. Average daily northbound wait times in 2005 for vehicles at the Tecate POE was about 18 minutes, although maximum wait times were as much as 60 minutes during peak periods. For trucks, the average daily northbound wait time in 2005 was about three minutes, although wait times were as much as 20 minutes during peak truck traffic periods.

California and Baja California are taking steps to fund capital improvement projects at federal POEs. Both states have invested resources to expand the number of SENTRI (Secure Electronic Network for Travelers Rapid Inspection) and the FAST (Free and Secured Trade) lanes for pre-cleared users at each of the California/Baja California POEs.

CORRIDOR NEEDS

Several general recommendations for California POE's have been developed. A critical recommendation is the pursuit of applicable federal and state legislation to allow for the

creation of public and public/private partnerships to provide the necessary funds for operational and infrastructure needs in the U.S.-Mexico border region. Because SR-188 provides the primary access to the Tecate POE, recommendations pertinent to SR-188 include providing better road access, directional signage, and traveler information to and from the POE.

CORRIDOR ANALYSIS

SR-188 provides a connection from SR-94 to the International Border at Tecate. Tecate, California is a lightly populated community characterized by rural residential, commercial and some industrial land uses. South of the International Border, Tecate, Mexico is a thriving and growing city with a 2005 population of 91,021. This population is projected to increase to 186,000 in 2030. Employment in Tecate in 2005 was 35,434. This is expected to increase to 102,200 in 2030. Mexico continues to provide infrastructure to entice development to the Tecate area.

The following table shows 2005 and 2030 northbound passenger, commercial vehicle, pedestrian, train, and railcar border crossings at the Tecate POE.

Mode	2005	2030	% Change
Passenger Vehicles	1,023,854	1,617,990	58.0%
Commercial Vehicles	69,586	80,179	15.2%
Pedestrians	471,046	662,873	40.7%
Train Crossings[1]	73	580[2]	694.0%
Railcars[1]	64	380[2]	493.7%

[1] The Tecate POE has the responsibility for inspecting northbound trains that cross the border via the SD&AE railine about 5.5 miles east of the Tecate POE
[2] The number of train and railcar crossings assumes refurbishing and additional usage of the Desert Line.
SOURCE: Draft 2008 California-Baja California Border Master Plan

CORRIDOR TRAFFIC

SR-188 will be experiencing an increase in traffic in the future. Based on traffic analyses, the existing two lane conventional highway appears to be adequate for transporting expected future traffic. The following table shows existing and future traffic conditions for SR-188.

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Existing and Future Average Weekday Traffic

LOCATION	EXISTING # OF LANES/ FACILITY TYPE	2007 AADT[1]	2007 LOS[2]	FUTURE# OF LANES/ FACILITY TYPE	2030 AADT[1]	2030 LOS[2]
International Border to SR-94	2C	6,400	B	2C	16,000	C

[1] 2007 Average Annual Daily Traffic (AADT) derived from Caltrans District 11 Traffic Census Branch information. 2030 AADT from the San Diego Association of Governments 2030 RTP Reasonably Expected Revenue Scenario forecast.
[2]2007 LOS and 2030 LOS are based on sketch-level planning analysis and are not to be used for design purposes.

RECOMMENDED CORRIDOR IMPROVEMENTS

There are no major transportation projects proposed for SR-188. There is a proposed Transportation Enhancement Activity (TEA) project that will provide sidewalks on the U.S. side of the Tecate POE as well as provide a transit stop.

The Tecate POE was renovated and modernized in 2005. The Tecate Commercial Vehicle Enforcement Facility (CVEF) is currently being constructed with expected completion in December 2008. The Tecate CVEF will provide safety inspections and regulatory compliance for all commercial vehicles crossing through the International Border at Tecate from Mexico into the United States. This will facilitate California with the ability to enforce Federal mandates, which require uniform enforcement of truck weight and size limits in all States. The CVEF will increase the State's ability to inspect for safety violations and licensing requirements as part of the full implementation of the North American Free Trade Agreement (NAFTA).

Mexico and the U.S. have agreed that the Mexican and U.S. POE facilities should be connected with a secure truck bypass roadway. This proposed roadway would have secure gates and new fencing and would be an improvement over the current security infrastructure. No preferred alternative has been selected and further study is necessary.

Besides routine pavement rehabilitation projects, there is a project included in the District 11 2007 10-Year State Highway Operations and Protection (SHOPP) to upgrade 21 signs and materials on SR-188. This is scheduled for fiscal year 2016/2017.

Although not on SR-188, there are additional operational improvements proposed for the portion of SR-94 between Melody Road and SR-188. These improvements are discussed in detail in the Rural SR-94 Transportation Concept Summary.

Transit Improvements

Current transit service around the SR-188 corridor consists of Metropolitan Transit System (MTS) bus service Route 894, which operates three round-trips Monday through Friday between El Cajon and Campo via SR-94 and SR-188.

Future transit service in the urban area is based on the Regional Transit Vision (RTV) that has been developed in collaboration with SANDAG, the Metropolitan Transit Development Board (MTDB), the North County Transit District (NCTD), Caltrans, local jurisdictions, and a 50-member City Advisory Committee. The RTV is not directly applicable to rural transit service.

Other Transportation Improvements

There are no park and ride lots on SR-188. The nearest park and ride facility is a small, private lot at the Portrero Post office on SR-94 east of the SR-94/SR-188 junction. This lot has a capacity of 10 parking spaces. Bicycle travel is permitted on SR-188.

DEVELOPMENT REVIEW

Based on the Caltrans Traffic Impact Study (TIS) guidelines, a 1,000 Average Daily Traffic (ADT) threshold size triggers the need for developers to prepare a traffic study for their project. There may be an additional number of smaller development projects that may have additional cumulative impacts on traffic in the corridor. Because of uncertainties associated with future demographic, socioeconomic, and political climates, the scale of development may be subject to change. The development application and approval process is also subject to change. Changes in land use prompting rapid housing and commercial development growth will need to be monitored closely by all impacted jurisdictions and agencies. Appropriate traffic studies for any proposed developments will need to be conducted and reviewed carefully by Caltrans staff. Land development and local capital improvement projects should also be coordinated with Caltrans projects. Further information regarding specific development projects in the SR-188 corridor can be obtained from the Caltrans District 11 Development Review Branch.