



STATE ROUTE-186 TRANSPORTATION CONCEPT SUMMARY

This Transportation Concept Summary (TCS) for State Route 186 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

SR-186 Transportation Concept Summary August 2010

CORRIDOR PURPOSE

State Route 186 is a short, 2.1 mile north-south conventional highway located in the extreme southeastern portion of Imperial County near the California/Arizona border and within the Fort Yuma/Quechan Native American Reservation. The southern terminus begins at the U.S /Mexico international border at Andrade, California/ Algodones, Baja California, The northern terminus is at Interstate 8. The primary purpose of SR-186 is to serve international, recreational, and local traffic to and from Mexico.

CORRIDOR NEEDS

A casino/hotel complex by the Quechan Indian Tribe in the vicinity of the I-8/ SR-186 interchange opened in February 2009. This will necessitate ramp, signal, and bridge improvements in this area. The hotel/casino complex is discussed in greater detail in the Development Review section of this report.

The Andrade Port of Entry (POE) is located at the southern terminus of SR -186 at the international border. It is a small 2-acre site constructed in 1970. It has two primary inspection lanes, four pedestrian lanes, one informal commercial lane, and a main building and residence for the U.S. Customs Service. The following table shows current border crossings and projected 2030 crossings at the Andrade POE. Pedestrian crossings exceed vehicular crossings.

	Current 2009 Statistics	Future 2030 Conditions	% Increase
Passenger Vehicles	449,190	988,000	81%
Pedestrians	1,517,727	2,843,533	78%

The draft Environmental Impact Statement (EIS) for the proposed expansion, renovation, or replacement to the Andrade Port of Entry (POE) was completed in November 2005. Improvements were recommended for safety, security, and operations of the POE, and to provide better control over illegal activities at the border.

The primary reason to improve the Andrade POE is a safety concern about the high volume of pedestrians who park at the nearby the Quechan Tribe parking lots and walk across the border into the Mexican town of Algodones for pharmaceuticals, medical services, entertainment, and shopping. Most of these pedestrians are "snowbirds" who travel by recreational vehicles from colder climates to the desert areas and the campgrounds around Yuma Arizona, the Colorado River and Andrade in the winter season. Many of these pedestrians are senior citizens with limited mobility who must

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cross as many as four vehicular lanes at the border to return to the U.S. This high level of pedestrian traffic impedes vehicle circulation and hinders vehicle inspection efficiency. Traffic accidents involving pedestrians and vehicles have been narrowly averted at the SR-186 crossing to the Quechan Tribe parking lot.

Five “action” alternatives and a “no-action” alternative for improvements at the Andrade POE were considered in the Draft EIS. The Final EIS has been completed and the “no action” alternative was selected. No major vehicular capacity upgrades to the Andrade POE are proposed.

CORRIDOR ANALYSIS

For purposes of analysis, SR-186 traverses a lightly populated rural agricultural and desert environment. Future increases in cross border traffic and proposed developments in the SR-186 corridor should be analyzed to determine their impact upon the SR-186 corridor.

CORRIDOR TRAFFIC

SR-186 will be experiencing an increase in traffic in the future. The following table shows existing and future traffic conditions for SR-186.

Existing and Future Average Weekday Traffic

LOCATION	EXISTING # OF LANES/ FACILITY TYPE	2009 AADT ¹	2009 LOS ²	FUTURE# OF LANES/ FACILITY TYPE	2025 AADT ³	2025 LOS ²
International Border to I-8	2C	8,500	B	2C	11,700	C

¹ 2009 AADT derived from Caltrans Traffic Data Systems website. AADT may occasionally be higher due to seasonal traffic fluctuations.

² 2009 and 2025 Levels of Service (LOS) are based on sketch level planning analysis and are not to be used for design purposes.

³ 2025 AADT's are from the Imperial County Transportation Model. These numbers are estimates based on current and proposed regional growth and are subject to change based on potentially different growth estimates.

RECOMMENDED CORRIDOR IMPROVEMENTS

Reconstruction of the I-8/SR-186 interchange is the primary transportation improvement in the SR-186 corridor. This project is fully funded (\$7.3 million) by the Fort Yuma Quechan Indian Reservation in accordance with development permit conditions for the Quechan Indian Casino. The project is included in both the 2007 Imperial County Transportation Plan (May 2008) and the San Diego/Imperial Border Master Plan. There are also plans to implement a Secure Electronic Network for Travelers Rapid Inspection (SENTRI) lane for pedestrians and to provide expanded parking for vehicles and pedestrian pickup on the U.S. side of the border.

Smaller proposed projects from the District 11 2007 Ten-Year State Highway Operation and Protection Needs Plan include bridge rail upgrades at various locations on SR-186. These projects are scheduled for fiscal year 2011/12. There is also a roadway rehabilitation project for all of SR-186 scheduled for 2013/14.

TRANSIT SERVICE

The majority of transit service in Imperial Valley is provided by Imperial Valley Transit (IV Transit). IV Transit is an intercity fixed route system subsidized by the Imperial County Transportation Commission (ICTC), administered by the County Department of Public Works, and operated by First Transit, Inc. IV Transit operates six fixed-routes which serve the communities of Brawley, Calexico, Calipatria, El Centro, Holtville, Niland, Seeley, and Westmorland, Monday through Saturday. Additionally, IV Transit operates limited service to Winterhaven (each Wednesday), Bombay Beach (each Thursday), and two express round-trips to Imperial Valley College (IVC Express), which supplement the regularly scheduled service. The IVC Express offers one round trip from Niland and one round-trip from Calexico on IVC school days only. Passenger ridership currently averages 23,000 passengers a month.

The County also administers Americans with Disabilities Act (ADA) paratransit service known as Areawide Independent Mobility (AIM) Transit. AIM Transit offers a curb-to-curb Dial-A-Ride service for the disabled who are not able to use the traditional fixed-route service. While the Dial-A-Ride service remains available to seniors over the age of 60, priority is given to those certified under the Americans with Disabilities Act (ADA). ADA Paratransit will transport users anywhere within a ¾ mile corridor of Imperial County Transit routes.

Additional, individual agency public transit services include demand-responsive Dial-A-Ride services offered by the Cities of Brawley, Calexico, El Centro, and Imperial.

There is no scheduled transit service on SR-186.

NONMOTORIZED TRANSPORTATION

The County of Imperial's bicycle facilities program is designed to enhance environmental and social benefits for the citizens of Imperial County by providing an integrated network system of bicycle and pedestrian facility for the safe and efficient movement in and through the County of Imperial. This network includes an integrated bicycle circulation system which includes facilities to promote the environmental and social benefits of commuter and recreational bicycling. Class II bikeways shall be planned into appropriate Prime, Major, and Secondary arterials. The County cooperates with other governmental agencies to provide connection and continuation of bicycle corridors. The bicycle circulation system will be compatible with auto, pedestrian, and transit systems.

The County of Imperial Bicycle Master Plan Update (September 2003) recommends implementation of a 252 mile system of bicycle lanes, routes and pathways that will link to schools, shopping, employment and future expanding residential areas. In addition, Bicycle Master Plans were developed in 2002 and 2003 for the Cities of Brawley, Calexico, El Centro, Calipatria, Holtville, Imperial, and Westmorland. Currently, bicycle travel is permissible on SR-186.

DEVELOPMENT REVIEW

Caltrans District 11 Development Review staff in the Planning Division review federal, state, and local planning or proposed development activity that has the potential to impact state transportation facilities or other resources under Caltrans' jurisdiction, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency but has no discretionary approval power over the project other than permit authority. Development Review staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. Development Review staff are also responsible for identifying other functional areas within District 11 that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment.

In February 2009, the Quechan Indian Tribe (Tribe) opened a new hotel/casino complex located on 22 acres at the southwest corner of the I-8/SR-186 interchange. The complex includes a 297,000 square foot resort, a 30,000 square foot casino, a 22,500 square foot event center, five restaurants, 1000 gaming machines 24 game tables. There are 1,500 parking spaces, stormwater facilities, a wastewater treatment facility, and water supply infrastructure. Approximately 800 to 1,000 people are employed at the facility.

The hotel/casino complex generates approximately 5,400 ADT. This additional traffic will impact the I-8/SR-186 interchange as well as SR-186 from I-8 south to the hotel/casino entrance (approximately 1/8 mile). Average daily traffic on this segment of SR-186 is projected to increase from a current level of 8,500 vehicles to 11,700 vehicles in 2025. The Tribe has submitted an Improvement Permit Project (IPP) to improve Casino

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entrances. In conjunction with the IPP, the Tribe will also assist in expanding turn pockets, acceleration/deceleration type lanes, frontage road improvements, road widening and widening of the bridge within SR-186. Currently, there is a Temporary Traffic Plan (TMP) in place in the vicinity of the casino entrance and the SR-186/I-8 interchange to accommodate existing traffic flow.

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. Beside the aforementioned Casino/Hotel complex, there may be additional smaller development projects that may have cumulative impacts on traffic in the SR-186 corridor. Because of uncertainties associated with future demographic, socioeconomic, and political climates, the scale of development may be 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 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.