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 location parking and passenger loading zones influence 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 location 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.

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 U.S. 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 Programmed 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. Curves 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 border crossings 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. Missing crosswalks
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
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
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 border crossing 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 U.S., 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 border crossings are missing in both nations, as well as connections to regional bike routes in the U.S.

- **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 maintained 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 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 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 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.
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 border crossing, 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 U.S. 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 border crossing 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 U.S. 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 Calexico East POE. Cyclists will either ride along the sidewalks or in vehicle lanes at this border crossing. 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

Source: Esri, DigitalGlobe, GeoEye, i-cube, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, ICP, and the GIS User Community
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 U.S. is crowded. Current passenger pick-up/ drop-off zone on SR 186 is not sanctioned by California Highway Patrol and 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 Andrade POE.
- **Restrictive pathways**: Bicyclists are expected to use the pedestrian crossings, though turnstiles and narrow sidewalks are not amenable to bicycle travel.
Andrade/Los Algodones Pedestrian Facilities Deficiencies

1. 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

**Signage deficiency**
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.

The full text of Appendix E will be included in the Final Report released February 2015.
APPENDIX F
ORIGIN/DESTINATION SURVEY
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 ____________
   - MÉXICO ____________

2. ¿Cómo / en qué llegó hoy hasta la frontera?
   - Automóvil — estacionado
   - Automóvil — lo dejaron
   - Taxi
   - Camión / transporte público
   - Autobús privado / colectivo
   - Bicicleta
   - Otro

3. ¿Cuál es el motivo de este viaje? [ENCUESTADOR: Muestra la lista al encuestado]
   - Va o viene del trabajo [HAZ LA P. 6a]
   - De trabajo o negocio [HAZ LA P. 6a]
   - Compras / mandados
   - Escuela
   - Otro

4. ¿Cuál es el motivo de este viaje? [ENCUESTADOR: Muestra la lista al encuestado]
   - Va o viene del trabajo [HAZ LA P. 6a]
   - De trabajo o negocio [HAZ LA P. 6a]
   - Compras / mandados
   - Escuela
   - Otro

5. ¿Cuánto tiempo se quedará del otro lado de la frontera antes de regresar? _______ Horas _______ Días

6. ¿Qué tan seguido hace este traslado? a. _______ por día
   b. _______ por semana
   c. _______ por mes
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, si 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, pagaré $5.00 por usar el servicio de autobús [TERMINADO]
   □ No, no pagaré $5.00 por usar el servicio de autobús [PASAR A LA #10a]

10a. ¿Pagaría usted una tarifa de $2.50?
   □ Sí, pagaré $2.50 por usar el servicio de autobús [TERMINADO]
   □ No, no pagaré $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!
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 [ ]
   - MEXICO [ ]
   - City/Community (if not city) [ ]
   - Do you live in the City of Mexicali?
     - Yes [ ]
     - No [ ]
   - Zip Code [ ] [IMPORTANT]

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 [ ]
   - 4. Recreation [ ]
   - 5. Visiting friends/family [ ]
   - 6. School [ ]
   - 7. Vacation/ Tourist [ ]
   - 8. Dining/Entertainment [ ]
   - 9. Medical/ Dental [ ]
   - 10. Other [ ]

6a. TYPE OF WORK
   - 1. Restaurant [ ]
   - 2. Construction [ ]
   - 3. Agriculture [ ]
   - 4. Retail [ ]
   - 5. Manufacturing [ ]
   - 6. Manufacturing [ ]
   - 7. Service [ ]
   - 8. Government [ ]
   - 9. Other [ ]
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!

Survey was administered on a double-sided legal size paper form with English and Spanish surveys on opposite sides of the page.
APPENDIX G
CONCEPT PLANS