Enhancing Transit and Non-Motorized Mobility on the Border
Tuesday, June 28, 2011
Caltrans, District 11, 4050 Taylor Street, San Diego, CA 92110
Garcia Conference Room
12:15 – 5:00 p.m.

1. REGISTRATION AND NETWORKING TIME 12:15 p.m.

2. WELCOME AND INTRODUCTORY REMARKS 1:00 p.m.
   (Hon. John Minto, Chair of the Borders Committee;
   Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego;
   Laurie Berman, Caltrans, District 11; and David Navarro, City of Tijuana)

3. SETTING THE STAGE FOR A DISCUSSION ON TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER 1:20 p.m.
   (Charles “Muggs” Stoll, SANDAG; and Sharon Cooney, Metropolitan Transit System)

4. IMPROVING MOBILITY IN A BORDER SECURITY CONTEXT 1:30 p.m.
   (Jaclyn Cooper, U.S. Customs and Border Protection)

5. OVERVIEW OF THE SAN DIEGO REGION’S PLANS ON TRANSIT AND NON-MOTORIZED MOBILITY (Jennifer Williamson and Stephan Vance, SANDAG) 1:50 p.m.

6. OVERVIEW OF TIJUANA’S PLANNING EFFORTS ON TRANSIT AND NON-MOTORIZED MOBILITY (Rodolfo Argote, Tijuana’s Metropolitan Planning Institute) 2:20 p.m.

7. THE ROLE OF THE PRIVATE SECTOR ON BORDER MOBILITY (Richard Gomez, Border Transportation Council (BTC) 2:50 p.m.

** BREAK ** 3:20 p.m.

8. ROUNDTABLE DISCUSSION ON TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER (Binational Panel) (Moderator Paul Ganster, Chair of the Committee on Binational Regional Opportunities) 3:30 p.m.

9. OPEN DISCUSSION 4:00 p.m.

10. SEMINAR CONCLUSIONS (Paul Ganster) 4:45 p.m.

11. END OF SEMINAR 5:00 p.m.
NOTES:
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

INTRODUCTION

Every year since 1997, the Committee on Binational Regional Opportunities (COBRO) has supported the organization of the SANDAG annual binational event. Continuing with these efforts to support binational discussions, COBRO and the Borders Committee recommended that the 2011 Binational Seminar focus on enhancing transit and non-motorized mobility at the San Diego–Tijuana border region. Non-motorized mobility is also known as “active transportation” and it refers to physically active modes of transportation, such as bicycling and walking. Although non-motorized transportation has been a topic under the umbrella of transportation planning, it has become increasingly aligned with human health promotion efforts, and for the San Diego border region, stronger interregional and binational coordination. Active transportation issues are being addressed in the Draft 2050 Regional Transportation Plan (2050 RTP).

Steps are currently being taken to also include active transportation in the City of Tijuana’s Plan Maestro de Vialidad y Transporte (Transportation and Transit Master Plan) as well as the Plan Integral de Mobilidad (Comprehensive Mobility Plan). Overall, the San Diego and Tijuana efforts on non-motorized mobility encompass several interrelated issues, including pedestrian and bicycle safety, traffic congestion, air quality, climate change, public health, and livability.

BACKGROUND

The choice for this topic of Enhancing Transit and Non-Motorized Mobility on the Border stems from the need for improved transit, bicycle, and pedestrian access at the border area. The San Diego–Tijuana region’s land ports of entry (POEs) and nearby facilities are significant transportation hubs for both regions. There are also important regional and binational transportation, economic, environmental, and health implications associated with these congested POEs. These realities highlight the importance of having thoughtful discussions on border transportation infrastructure and the region’s population that travels across the border. This emphasis, also, comes at a time when the binational region is undertaking additional efforts to enhance the crossborder transportation system.

To paint a picture of how busy and congested our POEs are, the San Ysidro–Puerta México POE handled more than 30 million border travelers traveling from Tijuana to San Diego in 2010. It is estimated that there was a similar number of crossings from San Diego to Tijuana, which means there were more than 60 million crossings through this POE last year. This number is about 2 percent higher than Los Angeles International Airport (LAX), which accommodated about 59 million (59,069,409 to be exact) air passengers in 2010.

To further understand the border crossing dynamic, let us describe a typical crossborder trip, specifically one that is made on foot or by bike. Typical daily pedestrian crossers face long waits, unclear/insufficient pedestrian path designations, long walks to pedestrian crossing points, exposure to the elements and emissions from idling vehicles, and in some cases, precarious access. Additionally, cyclists must endure inadequate and disconnected regional and crossborder pathways.
Many of these daily crossers travel for work, shopping, visiting family, school, business, or recreation. Depending where in Tijuana these crossers live, time spent accessing the POE could take more than one hour from their homes via transit. Once arriving at the POE (whether crossing by motor vehicle, bicycle, or on foot) border delays can often reach and sometimes exceed two hours.

Once pedestrians cross the border into the United States (U.S.), their commute continues. There are several mobility options upon exiting the POE. Those include using a bus, jitney, taxi, trolley, continuing on foot or bike, or being picked up by a private vehicle. The difficulty of the border crossing experience varies depending on the traveler’s age, health condition, and also weather conditions. Collaborative planning in the border region can help create a crossing experience that is less stressful and more inviting, as well as efficient, healthy, and safe.

The objectives of the seminar are to identify a set of best practices to be used when planning improvements to transit and non-motorized mobility at the border as well as to promote discussion among elected officials, decision makers, transit providers, planners, and cyclist and pedestrian stakeholders from both sides of the border. Input from the seminar could potentially help develop actionable plans for consideration into existing and future planning efforts, such as the planned Otay Mesa East-Mesa de Otay II POE.

This white paper provides background information to support discussions at the seminar. Specifically, the paper describes existing and planned transportation infrastructure, including POEs and related transportation projects in the San Diego – Tijuana border region; current pedestrian, bicycle, and transit planning; and research in the areas of health and safety as they relate to POEs.

EXISTING SETTING

The San Diego-Baja California region is linked by three land POEs: San Ysidro-Puerta México, Otay Mesa-Mesa de Otay, and Tecate-Tecate. A fourth POE is planned at Otay Mesa East-Mesa de Otay II. The San Ysidro Land POE is considered one of the world’s busiest international border crossings, while the Otay Mesa POE is the main commercial gateway for international trade between California and Mexico. The following provides an overview of trends and existing conditions at the region’s POEs.

Border Crossing Trends

In 2010, approximately 168.3 million persons crossed into the U.S. through 25 land POEs along the Mexican border. Nearly three out of four people crossed in personal vehicles (74.7 percent). Pedestrians made nearly one fourth of the crossings (23.7 percent) while bus passengers comprised a small share of the crossborder travelers (fewer than 2 percent). Overall, northbound crossings in 2010 decreased by 9.1 percent from 2009. Between the year 2000 and 2009, northbound border crossings at U.S.-Mexico land POEs have decreased nearly 36 percent.

Northbound crossings at the San Ysidro and Otay Mesa POEs show a similar profile. In 2010, slightly more than three out of four people crossed in personal vehicles (76.6 percent) while 22 percent crossed on foot. About 2 percent of travelers crossed by bus.
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

San Ysidro Port of Entry

The San Ysidro POE (Figure 1) is the busiest international land crossing along the U.S.-Mexico border, and is considered one of the busiest POEs in the world. With 13 pedestrian and 24 passenger vehicle lanes, including one bus lane, it provides service for pedestrians, passenger vehicles, buses, and freight rail. In 2010, more than 23.6 million vehicles and 6.4 million pedestrians crossed this POE from Mexico to the U.S.1 This significant volume of pedestrian crossers travel at many points through narrow and congested sidewalks and routes leading to and from the San Ysidro POE on both sides of the border.

Transit and Non-Motorized Access

Walking distance to transit is one of the major determinants of transit usage. The closer a bus stop is to a person’s point of origin or destination the more likely the traveler is to choose transit. Several research studies in the U.S. and Canada have shown that about half of all transit passengers walk less than 750 feet (ft.) to a bus stop. The drop is dramatic at approximately 1,250 ft. where usage is in the single digits. Although there are many determinants that influence crossborder traveler behavior, closer access could encourage more transit use. The following discussion provides a description of the various north and southbound access routes pedestrian and cyclist use at the San Ysidro and Otay Mesa POEs.

Southbound

The southbound pedestrian crossing is located on Camiones Way, immediately west of the southern terminus of Interstate 5 (I-5) and the San Ysidro POE. Public and private buses, taxis, jitneys, and a limited pick-up and drop-off area serve this crossing. Metropolitan Transit System (MTS) Routes 906 and 907, have a stop at the southbound pedestrian border crossing along the cul-de-sac curb of Camiones Way. Southbound crossborder travelers also drive and park at a large private parking lot near the crossing. In addition, those travelers who use the trolley or other transit from the San Ysidro Intermodal Transit Center (SYITC) (Figure 1) on the east of I-5 can access the southbound pedestrian crossing by walking west via a newly constructed pedestrian bridge that connects to Camiones Way on the west. This bridge spans 806 ft. which brings the total distance a pedestrian traveling southbound from the trolley to access the nearest Yellow Cab zone in Tijuana to approximately 2,800 ft. or to about 3,000 ft. to access more affordable taxis, buses, and a kiss-and-ride area located along Avenida de la Amistad.

Both Routes 906 and 907 also serve the east side of the POE. Instead of using the pedestrian bridge, these routes also are an option to get closer to the border crossing for some elderly, disabled persons, or those who simply cannot walk the distance from the trolley to the southbound access via the pedestrian bridge.

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1 U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics
Northbound

Pedestrians and bicyclists crossing northbound from Mexico to the U.S. must approach the POE facilities on the east side of the northbound automobile access road to reach the San Ysidro border crossing. The majority of pedestrians arriving at the POE are dropped off by taxi, bus, or private vehicle, which there are two primary drop-off points for.

The nearest informal pedestrian drop-off to the northbound pedestrian entrance is via the Xicotencatl ramp that also serves as a U-turn from the SENTRI access road. This U-turn and the SENTRI lane are located on the eastern side of the northbound general traffic lanes of the San Ysidro POE. While this area may not be a designated drop-off zone, it has been utilized by both private and public vehicles to drop-off pedestrian crossers. It is located approximately 1,165 ft. from the northbound pedestrian crossing.

Many crossborder travelers also access the San Ysidro POE via bus, taxi, and private vehicle from the westside of the southbound crossing lanes adjacent to the roundabout on Avenida de la Amistad. In addition, northbound border travelers also drive and park at several private parking lots along Avenida de la Amistad and adjacent to the taxis’ staging areas. The walk from this location is approximately 2,200 ft. and requires travelers to cross two pedestrian bridges that go over the south and northbound border crossing lanes and terminate east of the SENTRI lanes, just south the Xicotencatl ramp.

For bicyclist taking either of these routes, there is not a designated bike path or a crossing lane. Therefore bicyclists then have to walk their bicycles through the northbound inspection facility along with pedestrian traffic.

Once crossing northbound through the San Ysidro POE, access to transit for crossers is provided via the SYITC. This center is located on the east side of I-5 immediately crossing northbound through the San Ysidro POE and at the terminus of East San Ysidro Boulevard. There, crossers have a choice of a variety of regional and inter-regional transportation facilities that include the trolley, local public buses, private intercity buses, shuttles, jitneys, bike parking, and taxis. Pick-up and drop-off on East San Ysidro Boulevard and Rail Court occur in a very improvised manner and often force vehicles to illegally park in red zones while .

Separate from the trolley station and transit center but adjacent to the San Ysidro Intermodal plaza, private intercity bus companies provide facilities and services for travelers. These vehicles transport passengers to locations in the Los Angeles area and even as far north as California’s Central Valley. Several private parking lots area also available, just north of the trolley station, transit center, and intercity bus facilities to serve those who wish to park near the border and walk across. Finally, informal auto passenger pick-up and drop-off also occurs in the vicinity along very limited areas on these public and private transportation facilities.
Otay Mesa-Mesa de Otay Ports of Entry

The Otay Mesa Land POE (Figure 2) is one of the ten busiest passenger and commercial vehicle land ports in the country and is the busiest commercial port on the California-Baja California border, handling the second highest volume of trucks, and third highest dollar value of trade among all U.S.-Mexico land ports. It currently has six pedestrian and 12 passenger vehicle lanes, one bus lane, and 13 commercial inspection booths. In 2010, the Port accommodated approximately 7 million vehicle crossings, 2.3 million pedestrian crossers, and nearly 732,000 commercial vehicles.²

²U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

The Mesa de Otay POE handles pedestrian and southbound vehicle inspections into Mexico. It has a total of four crossing lanes. The far right southbound crossing lane is designated for vehicles that have personal importation items to declare to Mexico’s Customs officials. There is one pedestrian inspection lane.

Transit and Non-Motorized Access

Southbound

The southbound pedestrian crossing in Otay Mesa is located on the west side of the State Route (SR) 905 southern terminus at the Otay Mesa POE. It can be accessed on the west side from Nicola Tesla Court and by Via de la Amistad located on the east side of the POE. Both locations also provide access to MTS Route 905, which travels along Otay Mesa Road and terminates at the Iris Trolley Station (two trolley stops north of the San Ysidro POE). In addition, private shuttles and taxi services provide transport to passengers using the Tijuana International Airport (TIJ).

As previously mentioned, on the west side of the Otay Mesa POE, access for pedestrian and bicycle trips are accommodated via a bicycle/pedestrian path that begins at Nicola Tesla Court, adjacent to the southbound border access road (SR 905), and terminates at the Mesa de Otay POE pedestrian crossing. The pedestrian and bicycle pathway's distance to the Otay Mesa southbound crossing is approximately 1,500 ft.

The southbound pedestrian crossing can also be accessed by traveling from the Via de la Amistad and Roll Drive intersection, where there is a limited and informal pick-up and drop-off staging area. Travelers can arrive here by bus (MTS Route 905), taxi, and private vehicles. Southbound border travelers also drive and park at a large private parking lot near the crossing.

This pick-up and drop-off staging area is located approximately 640 ft. north of the northbound pedestrian crossing and where the former pick-up and drop-off point used to be. Prior to increased security measures, pedestrians could be picked up by buses, taxis, and private vehicles at this location. Presently, pedestrians must walk this same trajectory and distance south from Via de la Amistad along Roll Drive to the existing pedestrian bridge adjacent to the Otay Mesa POE. Crossing west on the bridge the traveler will follow a path a few yards south of the bridge's southeastern terminus to access the southbound pedestrian crossing. Bicyclists using this same path must walk their bicycles across this bridge. The total distance that must be traversed is approximately 1,450 ft.

After crossing into Mexico, travelers must walk approximately 330 ft. south to the nearest taxi stand. These taxis are located directly south of Mexico’s Customs inspection facility. Due to the high cost of these taxis, pedestrians commonly proceed another 500 ft. east meandering across southbound and northbound (Paseo Internacional) border crossing lanes to access the taxis known as taxis libres located adjacent to the Secure Electronic Network for Traveler’s Rapid Inspection (SENTRI) access lane, which are less costly. Travelers who take a bus need to proceed another 1,600 ft. (or a total of 2,400 ft.) to Bellas Artes Boulevard. Bicyclists crossing southbound must proceed on an unmarked path shared with southbound vehicular traffic to Bellas Artes Boulevard or on the bridge that goes over Bellas Artes Boulevard to continue onto their destination. Given the
long distances involved as well as the limited pedestrian and cycling infrastructure and the inadequate signage and connectivity of crossings, pedestrians and bicyclists face challenging mobility options.

Northbound

Pedestrians and bicyclists crossing northbound from Mexico to the U.S. must approach the POE facilities on the east side of the northbound automobile access road to reach the Otay Mesa border crossing. Arriving at the POE requires pedestrians to be dropped off by taxi or private vehicle at the SENTRI access road or by bus at Bellas Artes Boulevard to walk northward to the inspection facilities at the POE.

The SENTRI access road is on the eastern side of the general traffic lanes of the POE and serves as an informal pedestrian drop-off. The road also offers a right lane U-turn back towards Bellas Artes Boulevard for vehicles dropping off pedestrian crossers. This also is the staging area of the taxis known as taxis libres, as previously mentioned. While this area may not be a designated drop-off zone, it has been utilized by both private and public vehicles to drop-off pedestrian crossers. It is located approximately 780 ft. from the northbound pedestrian crossing. In addition, northbound border travelers also drive and park at a small private parking lot adjacent to the taxis libres staging area.

Currently, bus passengers from the Tijuana public transit system who access the northbound pedestrian crossing alight at Bellas Artes Boulevard and walk to the Otay Mesa POE along the SENTRI access road. The walk is approximately 2,500 ft. using an un-paved median between the SENTRI access road and Calle Sor Juana Ines de la Cruz Road, which runs parallel with and also connects to Bellas Artes Boulevard. Additionally, a pedestrian path to and from the Otay Mesa POE facilities is not well defined and the overall facilities provided are minimal.

Bicyclist access is via Bellas Artes Boulevard continuing north along the SENTRI access road up to the pedestrian queue, since there is no designated bike lane. Bicyclists then have to walk their bicycles through the northbound inspection facility along with pedestrian traffic.

Currently, the pick-up and drop-off points are located, approximately 640 ft. north of the Otay Mesa POE, where Via de la Amistad and Roll Drive intersect. Once arriving at Via de la Amistad pedestrians have the option to take MTS Route 905, a private taxi, or private vehicle to their destination.
Table 1

North and Southbound Pedestrian/Cyclist Ports of Entry Crossing: Estimated Transit Access Travel Distances

<table>
<thead>
<tr>
<th>Port of Entry</th>
<th>Northbound travel distances to Transit/Pick-up &amp; Drop-Off</th>
<th>Southbound travel distances to Transit/Pick-up &amp; Drop-Off</th>
<th>Round trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Ysidro</td>
<td>1,200-2,200 ft.</td>
<td>2,800-3,000 ft.</td>
<td>4,000-5,200 ft.</td>
</tr>
<tr>
<td>Otay Mesa</td>
<td>1,420-3,140 ft.</td>
<td>1,780-3,830 ft.</td>
<td>3,200-6,970 ft.</td>
</tr>
</tbody>
</table>

Figure 2

Otay Mesa – Mesa de Otay Ports of Entry
Existing Transit and Transportation Facilities
CURRENT PROJECTS AND PLANNING EFFORTS

San Ysidro Land Port of Entry Reconfiguration and Expansion Project

Travel projections for 2030 estimate that there will be 88,000 daily northbound pedestrian crossings through the San Ysidro POE. To accommodate the growth in border crossings and better meet the changing needs of the tenant agencies and the general public, the U.S. General Services Administration (GSA) is conducting a complete reconfiguration and expansion of the existing POE that will include a new northbound inspection facility, primary vehicle inspection booths, secondary inspection area, administration space, and a pedestrian processing facility (Figure 3). The project will expand pedestrian processing facilities including a shaded path and 20 inspection stations at the main northbound crossing.

The new north and southbound pedestrian crossing at El Chaparral/Virginia Avenue and the relocated crossing on the eastern side of the facility will connect to new multimodal transportation hubs in Mexico. A new southbound inspection facility will also be developed, and Interstate 5 will be shifted to the west to align with Mexico’s planned use of a reconstructed entry facility at the vacant Virginia Avenue/El Chaparral commercial facility. The expansion is anticipated to be constructed in three phases with Phase 1 occurring between December 2009 - July 2014 and the completion date for Phase 3 is scheduled for June 2016.³

Phase 1 – Northbound Facilities

Proposed improvements in Phase 1 will primarily entail reconfiguration of the northbound facilities to increase inspection processing capacity and operational efficiency. The first component of the Phase 1 expansion (or Phase 1a) is the new pedestrian bridge that was opened on April 14, 2011, to replace the existing one. It is an 806 foot-long east-west bridge that spans over I-5 and connects the SYITC on San Ysidro Boulevard to the north side of Camiones Way.

A new southbound pedestrian crossing is also proposed to occur in Phase 1 (known as Phase 1c) and will be provided in the eastern portion of the POE near the Old Customs House. GSA is currently working with its Mexican counterpart to determine the time frame for implementation of the proposed southbound pedestrian crossing on the east side of the POE. The exact timing will depend on implementation of related facilities in Mexico, but it is anticipated that a temporary facility will open by the end of 2012.

³ San Ysidro Land Port of Entry (LPOE) Station Expansion Traffic Impact Study
Phase 2 – Northbound Buildings

Construction of Phase 2 is scheduled to begin in 2012, pending funding, with an estimated duration of 36 months. Phase 2 improvements will involve the reconfiguration of the eastern operational area and construction of new buildings. The existing pedestrian building will be demolished, and a new administration building will be constructed east of the reconfigured northbound inspection facilities. During construction of the administration and pedestrian buildings, pedestrian processing operations will temporarily be transferred to the Old Customs House. The Old Customs House will be renovated to accommodate these interim uses, and a new pedestrian sidewalk will be constructed between the border crossing and the renovated building. Following construction of the proposed improvements, the existing Administration Building (supporting the Administration Building) will be demolished.\(^4\)

Phase 3 – Southbound Facilities

Proposed Phase 3 improvements primarily entail the reconfiguration of the southbound facilities to connect with Mexico’s planned El Chaparral facility. The reconfiguration of the southbound facilities will include the removal of existing structures and closure of Camiones Way. The current commercial retail building (UETA Duty Free Shop) and large surface parking lots between Virginia Avenue and I-5 will be demolished. Additionally, construction of the proposed southbound roadway will remove most of Camiones Way, and a new transit center will be constructed on Virginia Avenue which is west of Camiones Way immediately south of Camino de la Plaza that will serve as a drop-off area for buses, taxis, and jitneys.\(^5\)

\(^4\) San Ysidro Land Port of Entry (LPOE) Station Expansion Traffic Impact Study
\(^5\) San Ysidro Land Port of Entry (LPOE) Station Expansion Traffic Impact Study
San Ysidro Intermodal Transit Center

The City of San Diego is evaluating alternative options for a new or expanded SYITC. Previously, the City of San Diego conducted the San Ysidro Mobility Study and the San Ysidro Port of Entry Reconfiguration Mobility Study. The Draft 2050 RTP proposes $50 million (in 2010 dollars) toward the transit element of the new or expanded SYITC.

San Diego-Tijuana Cross Border Facility

In 2008, a private investment group, the Otay-Tijuana Venture, LLC, purchased 52 acres of undeveloped industrial land in Otay Mesa to develop the U.S. side of the crossborder airport terminal project (Figure 4). The proposed San Diego-Tijuana Cross Border Facility (CBF) includes the construction and operation of the CBF and an above-grade pedestrian bridge linking border facilities in the U.S. with a commercial passenger airport terminal at TJ.
The CBF will enable ticketed airline passengers to travel between Mexico’s TIJ and San Diego, California, via an enclosed, elevated pedestrian bridge. It will consist of a main building on the U.S. side of the border housing U.S. CBP inspection facilities along with shops and services to accommodate travelers; an approximately 525-foot pedestrian bridge from the main building on the U.S. side connecting into TIJ’s passenger terminal on the Mexican side; and parking facilities and areas for car rentals and potentially bus service on the U.S. side. The CBF is expected to serve 2 million passengers annually, a number that is forecasted to increase to 4.9 million by 2030. The following summarizes the latest project developments:

- Approval of the Presidential Permit from the U.S. Department of State was granted on August 4, 2010.
- Additional approvals that need to be secured include the City of San Diego’s Planned Development Permit and Vesting Tentative Map as well as evaluation through the California Environmental Quality Act (CEQA) approval process, which is expected to begin in spring 2011.
- The project developer (Ota-Tijuana Venture, LLC.) anticipates that the crossborder airport terminal could start operating in late 2012.

Ultimately, the CBF will serve to increase and accommodate the pedestrian use of the TIJ and provide opportunities for additional transit access to the border.

**Figure 4**
San Diego-Tijuana Cross Border Facility Project Location
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

Otay Mesa Port of Entry Modernization

In April 2009, the Department of Homeland Security (DHS) was awarded approximately $21.3 million of American Recovery and Reinvestment Act (ARRA) funds for some initial Otay Mesa POE reconfiguration and modernization projects, which covered the cost of land acquisition and a portion of the design for the project. The reconfiguration and modernization project will make improvements to both commercial and non-commercial portions of the existing POE and will include the relocation of the hazardous waste truck crossing inspection facility (Figure 5).

Plans call for modernizing the passenger vehicle port that will increase the number of primary inspection booths to 24 primary booths for northbound inspection with future accommodation of another 12 booths. In addition, roadway modifications within the port will be designed to improve traffic circulation through the POE and to enhance pedestrian safety. An unspecified number of pedestrian lanes will be added. The opportunity to improve transit and non-motorized access as well as ensuring an adequate number of pedestrian/bicycle inspection lanes should be pursued when funding becomes available to modernize this POE.

Figure 5
Otay Mesa Port of Entry Modernization Master Plan
South Bay Bus Rapid Transit and Otay Mesa POE

The proposed South Bay Bus Rapid Transit (BRT) line will provide service from the Otay Mesa POE through developing communities in eastern Chula Vista and into downtown San Diego (Figure 6). The South Bay BRT is anticipated to accommodate forecasted pedestrian demand at the POE. Stations along the 21-mile route will have upgraded shelters and platforms to ease boarding. This transit service is currently in the planning phase with implementation expected in 2014.

Figure 6
South Bay Bus Rapid Transit (BRT)
**State Route 11 and Otay Mesa East Port of Entry**

SR 11 is a proposed road connecting SR 905 and SR 125 to the San Diego and Tijuana international border at the planned Otay Mesa East POE (Figure 7). In Mexico, the corridor will connect the new Mesa de Otay II POE to the Tijuana–Tecate free and toll roads. SR 11 will include two travel lanes in each direction and a new Commercial Vehicle Enforcement Facility. Construction is expected to begin in late 2013, with completion in 2015.

SR 11 and the new Otay Mesa East POE will ultimately reduce congestion at the existing San Ysidro and Otay Mesa POEs and also will provide an alternate entry for commercial traffic that is currently limited to the Otay Mesa POE. Currently, plans for transit connections north and south of the POE are considered in the design of the proposed transit center at Otay Mesa East POE. The proposed overall POE footprint will include space to accommodate a potential future transit center site adjacent to the POE. It is currently anticipated that a future transit center will encompass an approximately two-acre site in the vicinity of the western POE boundary, with sufficient space available to accommodate up to a five-acre transit center site if necessary.⁶ The plans are intended to complement the transit plans at the existing Otay Mesa POE and the proposed BRT system.

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City of Tijuana Transportation Plan

As part of its transit planning efforts, the City of Tijuana is proposing two high volume bus lines. Route 1 will traverse 18.4 Km or 11.4 miles and connect downtown Tijuana with the Puerta México (San Ysidro) POE and the southeastern part of the city. Route 2 (BRT type) will connect the Mesa de Otay area (including the POEs) along a 30 Km or 18.6 mile route to Santa Fe and Ciudad Industrial on the northeast portion of the city (Figure 8). An initial set of studies that identified specific goals was delivered in 2010. Once approved by Mexico’s National Infrastructure Fund (FONADIN), the solicitation bidding process will begin for construction and concession of these two transit corridors and their respective auxiliary routes.

The following are the actions identified during the preparation of the 2011-2013 Municipal Development Plan:

- Update the Cost-Benefit Study and send modifications to the Secretariat of Communications and Transportation (SCT).
- Pursue final approval from SCT and the Secretariat of Finance (SHCP) required by FONADIN.
- Hold a workshop with FONADIN to establish a critical path for the next three years.

Figure 8
City of Tijuana’s Draft/Preliminary Corridor Analysis for the Metropolitan Zone
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

SANDAG’s Draft 2050 Regional Transportation Plan

The Draft 2050 RTP is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. Building on our current transportation system with funding anticipated over the next 40 years, the 2050 RTP outlines projects for transit, rail and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The result will be an integrated, multimodal transportation system by mid-century.

Making bicycling and walking viable options for everyday travel also can increase mobility, reduce greenhouse gases, and improve public health. Implementing the Riding to 2050 San Diego Regional Bicycle Plan, described below, and the bicycle and pedestrian master plans of local jurisdictions will help in this effort. The Draft 2050 RTP proposes $3.9 billion (in year of expenditures) to implement active transportation projects and programs. In addition, the Draft 2050 RTP includes the extension of the Blue Line Trolley to the UTC/UCSD area. Peak-period Express Trolley service also is planned for the San Ysidro to UTC/UCSD corridor. A new trolley line between UTC and the Palomar Street Trolley Station also is proposed.

Four new BRT services will be implemented to serve the San Ysidro and Otay Mesa POEs and surrounding areas. BRT Route 628 will provide service between the Otay Mesa POE and downtown San Diego via Eastern Chula Vista. BRT Route 680 will run between the Otay Mesa POE and Sorrento Mesa while express services will run between Otay Ranch and Sorrento Mesa and UTC/Torrey Pines. Along the I-5 corridor, BRT Route 640 will provide service between San Ysidro, downtown San Diego, and Kearny Mesa via SR 163. New Rapid bus service is proposed between San Ysidro and Otay Mesa on SR 905.

Additionally, the Draft 2050 RTP includes $52 million (in year of expenditures) for transit improvements to the SYITC, which will help improve access for transit users and pedestrians at the San Ysidro POE.

Riding to 2050: The San Diego Regional Bicycle Plan

The Riding to 2050 San Diego Regional Bicycle Plan is an integral part of the Draft 2050 RTP. The plan includes efforts to promote a more bicycle friendly region that will help address traffic congestion, air quality, climate change, public health, and livability. It outlines a range of recommendations to facilitate accomplishing the regional goals to increase the number of people who bike and the frequency of bicycle trips for all purposes, encourage the development of Complete Streets, improve safety for bicyclists, and increase public awareness and support for bicycling in the San Diego region.
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

The recommendations include bicycle infrastructure improvements, bicycle related programs, implementation strategies, and policy and design guidelines. Key objectives included in the plan are:

1. Improve the connectivity and quality of the regional bicycle network.
2. Provide policy direction and funding to assist local jurisdictions with bicycle planning and project implementation.
3. Support bicycle-transit integration to improve access to major employment and other activity centers and to encourage multimodal travel for longer trip distances.
4. Ensure the provision of convenient and secure bicycle parking and support facilities region-wide.
5. Institutionalize Complete Streets principles in roadway planning, design, and maintenance policies.
6. Increase education, encouragement, enforcement, and performance monitoring and evaluation programs.

The Bicycle Plan also proposes to connect the Bayshore Bikeway to the Border Access Corridor (Preferred Alternative). This will be a 3.1-mile Class II Bike Lane that will connect with the San Ysidro POE. In addition, the San Diego River Bikeway will be extended via SR 125 to the Otay Mesa POE.

Surrounding Communities’ Bicycle Access Plans

City of Imperial Beach

The City of Imperial Beach has included plans for a special Eco-route Bikeway in its 2010 General Plan. This Bikeway will encompass Imperial Beach’s environmental assets including South San Diego Bay, and the Tijuana River Estuary. Distinctive signage shall be developed to designate the route as well as a painted line on the pavement along the route. This route will also connect to the Bayshore Bikeway which is proposed to be linked to the Border Access Corridor.

City of San Diego

The City of San Diego is currently updating the Otay Mesa Community Plan and the San Ysidro Community Plan (SYCP). Both of these community planning areas accommodate motorized and non-motorized traffic generated by the Otay Mesa and San Ysidro border crossings, respectively. The following focuses on some of the planning proposals for non-motorized access for these planning areas.

Otay Mesa Community Plan

According to the Draft Otay Mesa Community Plan, the circulation system of Otay Mesa will serve several purposes, including providing convenient, safe, and adequate traffic ways. Additionally, a major transit corridor is envisioned to travel in an east-west direction, linking much of the community to the region at large. The plan includes a bicycle circulation network that connects the residential villages to Otay Mesa’s employment and activity areas. Finally, a system of multi-use walkways and trails will help facilitate non-motorized circulation.
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

Also, the City of San Diego is proposing to refine and implement the City of San Diego Bicycle Master Plan in the Otay Mesa Community Plan area. Some of the proposals include:

1. Develop bicycle facilities that implement internal connectivity to activity areas within the community and links to regional bicycle network.
2. Provide Class I bikeways along Airway Road, Caliente Road, and Beyer Boulevard.
3. Provide Class II bikeways along all new classified streets in Otay Mesa.
4. Bikeways within the village areas should connect to trail heads with access to the canyon system trails and pathways.

San Ysidro Community Plan

The existing SYCP was adopted in 1990 and includes amendments through November 21, 2000. This plan calls for providing for an increased use of bicycles as a major means of transportation throughout the community, and was identified as one of the San Ysidro Community’s goals. The plan also calls for:

1. Increase bicycle accessibility throughout the community.
2. Minimize bicycle/auto conflict on major streets throughout the community.
3. Increase the use of bicycles in San Ysidro to reduce dependence on the single occupant motor vehicle.

SAN DIEGO-TIJUANA BIKE TO WORK DAY COORDINATION EFFORTS

Every year SANDAG endorses the National Bike to Work Day, which supports bicycling as a practical, environmentally-friendly commute choice. The event occurs annually on the third Friday of May, which is National Bike Month. This year’s event took place on May 20, 2011, and for the first time the City of Tijuana collaborated with SANDAG to hold a parallel event on the same day. The event included bike rides from three different starting points and also included a bike ride crossing at the San Ysidro POE. The event concluded in Tijuana, where a public celebration took place. This event was a milestone on binational collaboration efforts to improve bicycle mobility through the border and the City of Tijuana.

INTERNATIONAL BORDER PROJECTS

Other border regions are working to address non-motorized mobility through improved pedestrian and bicycle connections and access. The following are examples of northern border region projects:
Peace Arch / Blaine Crossing: Blaine, Washington

Blaine, Washington, is located in the northwest corner of Washington at the Canadian Border; Vancouver, British Columbia, lies 35 miles to the north, while Seattle is 110 miles south. Of the four border crossings near Vancouver, the main border crossing is the Peace Arch / Blaine crossing.7

Efforts to improve the crossing to enhance pedestrian access and mobility include plans for Bicycle/pedestrian route through Peace Arch Border Crossing. The proposed pedestrian route seeks to create a practical and attractive pedestrian and bicycle connection from the new pedestrian crossing at the Peace Arch U.S.-Canadian border crossing through the city to the south Blaine city limits. It consists of a ten-foot wide, separated, hard surfaced, bicycle/pedestrian path with Americans with Disabilities Act-compliant crossings along the entire length.8

Columbia River Crossing

The Columbia River Crossing (CRC) is a $4.2 billion project that plans to replace the Interstate Bridge, which is made up of two side-by-side bridges that were constructed in 1917 and 1958, connecting Washington and Oregon on Interstate 5 across the Columbia River. Current plans include replacing the two old bridges with a new variable-tolled bridge, while also extending Portland’s light rail system to Vancouver, adding bike and pedestrian pathways across the river and fixing six corridor interchanges. The aims of the project are congestion relief, improved safety and more transit use. Pedestrians will be able to travel using the pathways and bike paths; ensuring feasible mobility and enhanced pedestrian activity. The replacement bridge over the Columbia River will include an improved pedestrian and bicycle path at least 16 ft. wide, meeting current design standards. Other planned improvements include: protection from traffic noise and debris, more direct connections on each side of the river and better links to public transit, as well as new or enhanced sidewalks, bike lanes and crosswalks.9

CURRENT RESEARCH PROJECTS

Healthy WorksSM (Communities Putting Prevention to Work) Project

To further address the health concerns related to the lack of physical activity of individuals, the Center for Disease Control (CDC) created Communities Putting Prevention to Work (CPPW) as part of the ARRA of 2009. In March 2010, the County of San Diego Health and Human Services Agency (HHSA) received funds from the CDC to fund the CPPW project in the San Diego region. The goals of the San Diego CPPW program are being achieved through partnerships between HHSA and contractors and community partners. HHSA partnered with SANDAG to implement the components of the project related to regional planning, active transportation, and safe routes to school. The project is scheduled to be completed by March 2012.

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9 http://columbiarivercrossing.org/Background/ProjectHistory.aspx
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

In conjunction with the CPPW program, SANDAG is initiating regional planning policies that integrate public health principles in the RTP, the Regional Comprehensive Plan (RCP), and identify performance measures to monitor progress. Although regionally oriented, the initiatives can guide plans in the binational region regarding non-motorized mobility.

SANDAG will implement the following six initiatives as part of the Healthy WorksSM program:

1. Health Impact and Assessment
2. Regional Comprehensive Planning Policy
3. Healthy Communities Campaign
4. Safe Routes to School Implementation
5. Active Commuter Transportation Campaign
6. Bicycle Implementation Campaign

Healthy Borders Research Study

In October 2009, the community development agency, Casa Familiar, conducted four focus group studies to gather community input on the state of the San Ysidro POE and the border crossing experiences. Community residents expressed their concern over long border delays, physical stress, and health effects from vehicle fumes.

To address the growing health concern for pedestrian crossers and border residents, the San Diego Prevention Research Center (SDPRC) is implementing the Healthy Borders research study. The SDPRC is acting as a subcontractor to Casa Familiar and funded by a grant from the California Endowment and in collaboration with the Graduate School of Public Health under a grant from the San Diego Foundation.10 The study is measuring personal exposure to carbon monoxide and diesel particulate matter, as well as ultrafine and fine particulate matter at the POE where pedestrians wait in line to cross. It also includes measurements of levels of toxic pollutants in dust in the homes with young children on both sides of the border, markers of DNA damage, and exposure to toxic air pollution inside vehicles crossing the U.S.-Mexico border.

Preliminary results highlight the health concerns faced not only by pedestrian crossers and workers who come into contact with the emissions at the border but also nearby residents. The final results from the Healthy Borders project will serve to determine recommendations for steps that can be taken to protect border crossers from carbon monoxide, ultrafine and fine particulate matter and diesel particulate matter exposure. The findings will be used in a report to be presented to the federal government and to the San Ysidro community in forums and public service announcements. Furthermore, the study will serve to buttress regional planning efforts to promote active transportation and improved pedestrian facilities along the border.

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10 http://www.sdprc.org/projects-other.php
ENHANCING TRANSIT AND NON-MOTORIZED MOBILITY ON THE BORDER

June 28, 2011

Obesity Study: San Diego County Health and Human Services Agency

Obesity is another topic linked to mobility. According to the HHSA in 2007, 33 percent of San Diego County residents were overweight and nearly 22 percent were obese. Childhood obesity in the country has more than tripled in the last 30 years. In the San Diego region, more than one-quarter of all children are obese. As with the adults, poor nutrition and a lack of physical activity are cited as the primary causes.

Epidemiological studies have indicated that residents who live in communities with more opportunities to walk are less likely to be obese than people who live in communities that are auto-centric. Although diet and genetic predisposition contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the U.S., including heart disease, stroke, and diabetes – each of which is a leading cause of death in San Diego County.

The built environments where we live, work, and play influence human movement and can hinder or embolden active daily lifestyles. Community land use patterns that encourage non-motorized forms of transportation such as walking and bicycling support increased daily physically activity for people and overall human health. In response to these concerns, there has been greater emphasis on promoting active transportation through the creation of bicycle friendly communities as one of several effective ways to encourage active lifestyles. As the region becomes more conducive to walking and bicycling, the region’s population will have more opportunities to exercise, ideally resulting in a higher physical activity for residents.

Considering the growing evidence that links land use patterns and transportation infrastructure with public health issues, greater collaboration is essential to develop transportation strategies that improve community health and wellness. This also is an opportunity to focus on identifying ways to improve border infrastructure that facilitates more active transportation while taking into account potential health benefits.

NEXT STEPS

In conclusion, it is anticipated that discussions from the Seminar will produce recommendations and input to support planning efforts to enhance transit and non-motorized mobility at the border.
2011 Binational Seminar
Enhancing Transit and Non-Motorized Mobility on the Border
Tuesday, June 28, 2011

Participants’ Biographies
(In alphabetic order)

1. Rodolfo Argote, Tijuana’s Metropolitan Planning Institute (IMPlan)

Rodolfo Argote received his Architecture degree from the Universidad Autónoma Metropolitana and his Master’s in Urban Development from Universidad Iberoamericana. His work experience includes serving as the Art Director for Architectural projects of Tekton Architects and Director of Projects for the Tijuana Real Estate group; Professor of Architectural Projects and Urban Design at the Universidad Iberoamericana –Tijuana, as well as coordinator of the Master’s in Urban Development and Architecture at Universidad Iberoamericana–Tijuana. Currently, he is the Director of Land Use Planning at the Metropolitan Planning Institute of Tijuana (IMPlan).

2. Laurie Berman, Director, Caltrans, District 11

Laurie Berman is the Director of the California Department of Transportation (Caltrans), District 11, and is the first woman to hold the position. She has worked for Caltrans for over 26 years. Before becoming Director, she served as the Director of Project Delivery, overseeing the agency’s finances, construction, and business design. Her career with Caltrans also includes her work as the Corridor Project Manager for the construction of the State Route 125 South Project, also known as the Southbay Expressway. Laurie Berman earned a Bachelor of Science degree in Civil Engineering from Michigan State University.

3. Sharon Cooney, Director of Government Affairs and Community Relations, San Diego Metropolitan Transit System (MTS)

As the MTS Director of Government Affairs and Community Relations Sharon Cooney manages intergovernmental affairs, planning and scheduling, Board of Directors, and taxicab administration. She formally worked as Staff Officer of Strategy and Intergovernmental Affairs for the County of San Diego and before that, she served as Legislative Director for the Office of County Supervisor Ron Roberts. Sharon Cooney has a Ph.D. in Political Science from Boston College, a Master of Arts degree in Political Science from Villanova University and a Bachelor of Arts degree in History and Government from Georgetown University.
4. Jaclyn Cooper, Management and Program Analyst, U.S. Customs and Border Protection (CBP)

Jaclyn Cooper works for U.S. Customs and Border Protection (CBP) under the Department of Homeland Security (DHS) at the San Diego Field Office. The San Diego Field Office includes more than 2,000 employees who are assigned to San Ysidro, Otay Mesa, Tecate, Calexico, and Andrade as well as the federal inspection stations at the San Diego seaport and international airports. The ports performed more than 63 million inspections of travelers, seized almost 90 tons of illegal narcotics, and apprehended more than 41,000 immigration violators during the last fiscal year. Jaclyn started her career with US Customs Service in 2003 at the country’s largest seaport, the LA / Long Beach Seaport. She later became a supervisor at one the country’s largest airports, Los Angeles (LAX). She has been working at the San Diego Field Office since 2007.

5. Paul Ganster, Institute for Regional Studies of the Californias at San Diego State University

Paul Ganster, Ph.D., is Professor of History, Director of the Institute for Regional Studies of the Californias, and Associate Director of the Office of International Programs at San Diego State University. He is chair of the Good Neighbor Environmental Board (GNEB), a federal panel that advises the President and Congress on U.S.-Mexican border environmental issues. He also chairs the Committee on Binational Regional Opportunities at SANDAG. Paul Ganster is author of more than fifty articles, book chapters, and edited works on policy questions of the U.S.-Mexican border region, border environmental issues, Latin American social history, and comparative border studies. He has been a Fulbright Lecturer in Costa Rica and consultant on programmatic development for the United States Information Agency at universities in Mexico, Bolivia, Costa Rica, and Ecuador. Paul Ganster also has been a visiting professor at the School of Economics of the Universidad Autónoma de Baja California in Tijuana. He received his Bachelor’s degree from Yale University and his Ph.D. from UCLA.

6. Hon. Remedios Gómez-Arnau, Consul General of Mexico in San Diego

Hon. Remedios Gómez-Arnau was named Consul General of Mexico by President Vicente Fox. Previously, Ms. Gómez-Arnau was the Academic Secretary of the Center for Research on North America (CISAN) from the National Autonomous University of Mexico (UNAM). Ms. Gómez-Arnau has participated in the Mexico-United States Bi-National Study on Migration, organized by the Technological Autonomous Institute of Mexico (ITAM) and the Carnegie Endowment for International Peace. Ms. Gómez-Arnau is currently the Co-Chair of the Committee on Binational Regional Opportunities at SANDAG. She earned her Bachelor’s degree in International Relations at El Colegio de Mexico and has her Master’s and Ph.D. in international relations from UNAM.
7. Richard Gomez, President, Border Transportation Council (BTC)

Richard Gomez graduated from California Lutheran University with a Bachelor of Arts degree in Political Science and earned his Juris Doctorate in law from Northrop University School of Law. He worked with Greyhound Lines Inc., as Regional General Manager from 1980 to 1990. After leaving Greyhound he became a co-owner of Transportes Intercalifornias Inc., an intercity bus passenger transportation company whose principal offices are in Los Angeles, CA and San Ysidro, CA. Currently, Richard Gomez serves on the Board of Directors for the San Ysidro Business Association and San Ysidro Chamber of Commerce, of which he serves as chair of the Chamber’s Transportation Committee. Additionally, he serves as President for the Border Transportation Council.

8. Andy Hamilton, President, Walk San Diego

Andy Hamilton has worked on transportation, land use, and air quality issues at the San Diego Air Pollution Control District (APCD) since 1994. His work includes promoting alternatives to motor vehicles, including walking. From 1986-1993, he did similar work as a staff scientist at the Conservation Law Foundation in Boston. Andy Hamilton holds a Bachelor’s degree in Biology from the University of Kansas, a Master’s degree in Ecology from UC Davis, and a Master’s degree in Urban & Environmental Policy from Tufts University in Boston. Andy Hamilton is the author of the District’s publication, Tools for Reducing Vehicle Trips Through Land Use Design and WALKSanDiego's SlowDown! Taming Neighborhood Traffic.

9. Samir Hajjiri, Senior Traffic Engineer, City of San Diego

Samir Hajjiri is a Senior Traffic Engineer with the City of San Diego. He is in charge of transportation engineering functions pertinent to Mobility Planning. He is a registered Professional Engineer in the State of California and has a Master's degree in Civil Engineering. Samir Hajjiri has over 23 years of diverse experience in Transportation Planning and Traffic Engineering of which 20 years have been with the City of San Diego. In his current capacity, he is involved in several studies including developing the City of San Diego Pedestrian Master Plan; updating the City's Bicycle Master Plan; the San Ysidro Intermodal Transportation Center study; Affordable Housing Parking study; Transportation/land use studies in smart growth areas in Southeastern, Mid City and Chollas and mobility analysis for community plan updates for San Ysidro, Otay Mesa, Barrio Logan, Midway, Old Town, Uptown, Golden Hill, and North Park.

10. Theresa Millete, Planner, City of San Diego

With over 12 years of experience as a community planner for the City of San Diego, Theresa Millete has been assigned to various communities throughout San Diego. Theresa Millete was Co-Chair of the Community Orientation Workshop (COW) for seven years, and provided staff support to the Community Planners Committee for three years. Her educational background includes a Bachelor’s degree in Geography from George Mason University (Fairfax, VA), a Master's in Geography and Regional Development from the University of Arizona (Tucson, AZ), and she has maintained certification with the American Institute of Certified Planners since 2003. Currently Theresa Millete is the Project Manager for the Otay Mesa Community Plan Update. Her primary duties and
responsibilities include the writing and preparation of the draft plan update, which was released to the public in April 2011.

11. Hon. John W. Minto, Vice Mayor of the City of Santee, Calif., Chair of the Borders Committee

John W. Minto grew up in East San Diego. He worked for the San Diego Gas and Electric Company until joining the police department in 1980. He is a founding member of the San Diego Police Historical Association and served as Vice President from 1997 until his retirement in 2000. As a founder he is afforded a lifetime membership in the San Diego Police Historical Association. He retired from the San Diego Police Department in 2009 and was elected to the Santee City Council in November 2002. As a council member, John is active in the community serving on the Santee Park and Recreation Committee (SPARC) and as a member of his homeowners association.

12. David Navarro, Secretary of Urban Development, City of Tijuana

Currently he is the Secretary of the Department of Urban Development & Ecology for Tijuana’s XX Municipality, Mexico, coordinating 6 offices: Urban Administration, Land Registry, Public Services, Building and Urban Infrastructure, Protection of the Environment, Tijuana’s Real Estate Agency. Previously, he served as the Director of the Department of Urban Administration and Land Registry for Tijuana’s XVIII Municipality. He has also served as a professor at the Autonomous University of Guadalajara (UAG), Universidad Iberoamericana (UIA) and Xochicalco in Tijuana, teaching the following subjects: Ecology, Architectural Composition Workshop, Urban Phenomenon and Urbanism, among others. David Navarro majored in Architecture at UAG, earning a Master’s Degree in “Urban Development” with Special Studies in Geographical Information System in UIA. He is certified in “Interior Design and Landscaping” and “Urban Development Jurisprudence” and specialized in Structural Seismic Design in Taipei, Republic of China.

13. Chris Schmidt, Chief of Public Transportation, Caltrans District 11

Chris Schmidt has worked for the California Department of Transportation (Caltrans), District 11, San Diego Planning Division since 2000. He is currently the Chief of the Public Transportation & Grants Administration Branch where he oversees SANDAG’s overall work program, transit capital and transportation planning grants, community and environmental justice planning grants, regional park-and-rides, bicycle/pedestrian planning program and special studies. He has also worked as a land-use planner for the cities of Encinitas and San Marcos, as well as, a transit planner for the North County Transit District. He is a member of the American Planning Association and the American Institute of Certified Planners and holds a Master of Planning degree from the University of Virginia and Master of Health Science degree from Ball State University. He has also been a research team member for the National Academy of Sciences, Transportation Research Board’s National Highway Cooperative Research Program for studies related to highway pricing and modeling bicycle/pedestrian activity. He is an avid cyclist and golfer, and teaches part-time at the University of Phoenix.
14. Charles “Muggs” Stoll, Director of Land Use and Transportation Planning, SANDAG

Charles Stoll, more commonly known as "Muggs", is the Director of Land Use and Transportation Planning for the San Diego Association of Governments (SANDAG) in San Diego, California. He directs a team of over 30 professionals in developing critical land use and planning initiatives for the San Diego region, such as the Regional Transportation Plan and Regional Comprehensive Plan. Charles Stoll joined SANDAG in April 2007 after spending over 20 years with the California Department of Transportation (Caltrans) in its San Diego District Office where he gained experience in many functional units including project development and environmental analysis. He was the Project Director for the South Bay Expressway, a toll road developed through a public-private partnership arrangement. He began his involvement in the Transportation Research Board (TRB) while at Caltrans and has continued his activities as a member of the TRB Environmental Analysis in Transportation Committee (ADC10), where he assumed the Chair in 2009. Charles Stoll received a Bachelor of Science degree in Civil Engineering in 1983 and a Master’s degree in Business Administration in 1985. Both degrees were earned at San Diego State University. He has been a Registered Professional Engineer in the State of California since 1988.

15. Jenny Quintana, San Diego State University

Penelope J.E. Quintana is an Associate Professor of Environmental Health at the Graduate School of Public Health at San Diego State University. She received her Bachelor of Science degree in Genetics from the University of California at Davis, her M.P.H. in Occupational and Environmental Health from San Diego State University and her Ph.D. in Environmental Health from the University of California at Berkeley. Her research focus is on assessing human exposure to environmental agents though measurements in biological tissues and through personal exposure monitoring, and studying genetic and environmental influences on the body’s ability to protect against damage from toxic exposure. Recent studies include investigating levels of toxic pollutants in house dust in homes with young children. In conjunction with researchers at Universidad Autónoma de Baja California, Tijuana, she has studied markers of DNA damage in placentas from a Tijuana hospital, and exposure to toxic air pollution inside vehicles crossing the US-Mexico border and in the San Ysidro, CA, community near the crossing.

16. Stephan Vance, Senior Regional Planner, SANDAG

Stephan Vance is a Senior Regional Planner at SANDAG. His nearly three decades of work with SANDAG has encompassed public transit monitoring, transportation funding, bicycle and pedestrian planning, smart growth and urban design. This experience has led to his current role as project manager for the Healthy Works project in which SANDAG is partnering with the County Health and Human Services Agency to support regional and local planning and policy development to address the health issues related to the effects of the built environment on public health.
17. Jennifer Williamson, Senior Regional Planner, SANDAG

Jennifer Williamson is a Senior Transportation Planner at SANDAG. She has worked in public transportation for the last 17 years heading up the service planning section, operations, and now as a project manager for several Bus Rapid Transit projects. Currently, Jennifer Williamson is working on the implementation of the South Bay Bus Rapid Transit project, downtown Bus Rapid Transit implementation, and the development of the transit stations at San Ysidro, Virginia Avenue, and Otay Mesa. Jennifer Williamson holds a Master’s in Urban and Regional Planning from San Diego State University.