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Atlas of Land Entry Ports on the US-Mexico Border

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Resources Describing Land Ports-of-Entry

**USCBP website providing information about each POE:**

**U.S. Bureau of Transportation Statistics — Transborder Surface Freight Database,** containing time series trade data at the POE level (with reference to USCBP's 26 master POE names):
http://www.bts.gov/transborder/

**U.S. Bureau of Transportation Statistics — Time series record of cross-border traffic volume at the POE level, based upon USCBP data (with reference to USCBP’s 26 master POE names):**
http://www.transbts.bts.gov/BorderCrossing.aspx

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### Connectivity of Abutting Jurisdictions: # of Crossings & Share of Overall Car Traffic

<table>
<thead>
<tr>
<th>Abutting Jurisdiction</th>
<th># of cross-border car traffic</th>
<th>% of cross-border traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>7</td>
<td>37.8</td>
</tr>
<tr>
<td>AZ</td>
<td>7</td>
<td>10.5</td>
</tr>
<tr>
<td>NM</td>
<td>3</td>
<td>1.1</td>
</tr>
<tr>
<td>TX</td>
<td>4</td>
<td>6.2</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>* NI</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>27.7</td>
</tr>
</tbody>
</table>

* Stand-alone data unavailable for the TX/NL crossing — data bundled with neighboring POE.

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### Distribution of Traffic Volume across POEs

<table>
<thead>
<tr>
<th>POE category</th>
<th>Trucks</th>
<th>Cars</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td># of POEs in category</td>
<td>4</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Avg. per POE</td>
<td>2,144</td>
<td>330</td>
<td>41</td>
</tr>
<tr>
<td># of POEs handling traffic</td>
<td>73%</td>
<td>25%</td>
<td>2%</td>
</tr>
</tbody>
</table>

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**Atlas of the Land Entry Points on the U.S. – Mexico Border**

This atlas shows the names and locations of all legal land crossing points along the U.S. – Mexico border. Each depicted point is one at which a vehicle can travel by road (or railroad) from U.S. to Mexican soil. There are 52 in all, of which 8 are rail lines, 43 are roadways (24 bridges, 2 dams, and 17 roads), and 1 is a ferry. For record-keeping purposes, USCBP groups the 52 crossings into 26 ports-of-entry (POEs), with data from a set of neighboring crossings aggregated under the name of a “master” POE.

Aside from showing the locations and names of crossings, the atlas presents important information about traffic activity. Symbols adjacent to each POE’s label indicate what volume of daily one-way traffic (pedestrians, cars, trucks, and trains separately) passes through the POE, based upon USCBP data for the year 2009.

This atlas is a companion to the Canadian border atlas we published in early 2010 (Border Policy Brief Vol. 5, No. 1, retrievable at www.wwu.edu/bpr), and the tables on this page correspond to ones in the Canadian atlas. A methodological difference hinders direct comparability of the bottom table, but one fact is nevertheless evident: lightly-used crossings are relatively rare along the Mexican border (e.g., while there are 50 crossings on the Canadian border that handle fewer than 100 cars per day, just 1 such POE exists on the Mexican border). In general, automobile traffic volumes at the Mexican border are over twice as great as those at the Canadian, and pedestrian traffic at the Canadian border is insignificant in relation to that found at the Mexican border.

1. For the Canadian atlas, traffic data was available for individual crossings, whereas this atlas uses data aggregated at the level of USCBP’s 26 master POEs.

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* Austin Rose is a student in the geography program at WWU’s Huxley College of the Environment. David Davidison is Associate Director of the BPR.