First and Last Mile Multimodal Connectivity to Texas-Mexico Border Crossings

The 2021 Texas-Mexico Border Transportation Master Plan (BTMP) recommended as a policy the provision of "*multimodal roadway connectivity for first- and last-mile connections from border crossings to designated corridors and border communities.*" The objectives of this policy recommendation were to:

- Facilitate first- and last-mile connectivity to foster the movement of people and goods.
- Develop efficient access from border crossings to bike/pedestrian facilities, transit systems, airports, rail terminals, and seaports.
- Enhance bike/pedestrian connectivity near border crossings and the network and borderwide major destinations.
- Foster transit service and connectivity in the border region.

To facilitate the advancement of the BTMP, the Texas Department of Transportation (TxDOT) initiated a study to review multimodal (e.g., highway, rail, airport, seaport, transit, bicycle, and pedestrian) infrastructure connectivity to the Texas-Mexico border crossings to identify:

1. potential needs (e.g., bottlenecks, network gaps, safety, congestion, land use incompatibility, etc.), and
2. potential/proposed improvements or mitigation measures.

The consultant conducting the study has analyzed several data sources and quantified several performance metrics to visualize the first and last mile connectivity challenges (see the map below for an example). The data analysis is supplemented with interviews with selected stakeholders. The consultant also developed a tool to allow stakeholders to identify the needs and propose improvements by clicking and adding information on a GIS map. The tool can be accessed at **Border Connectivity Issue Identification Tool (arcgis.com).**

Contact for additional information:

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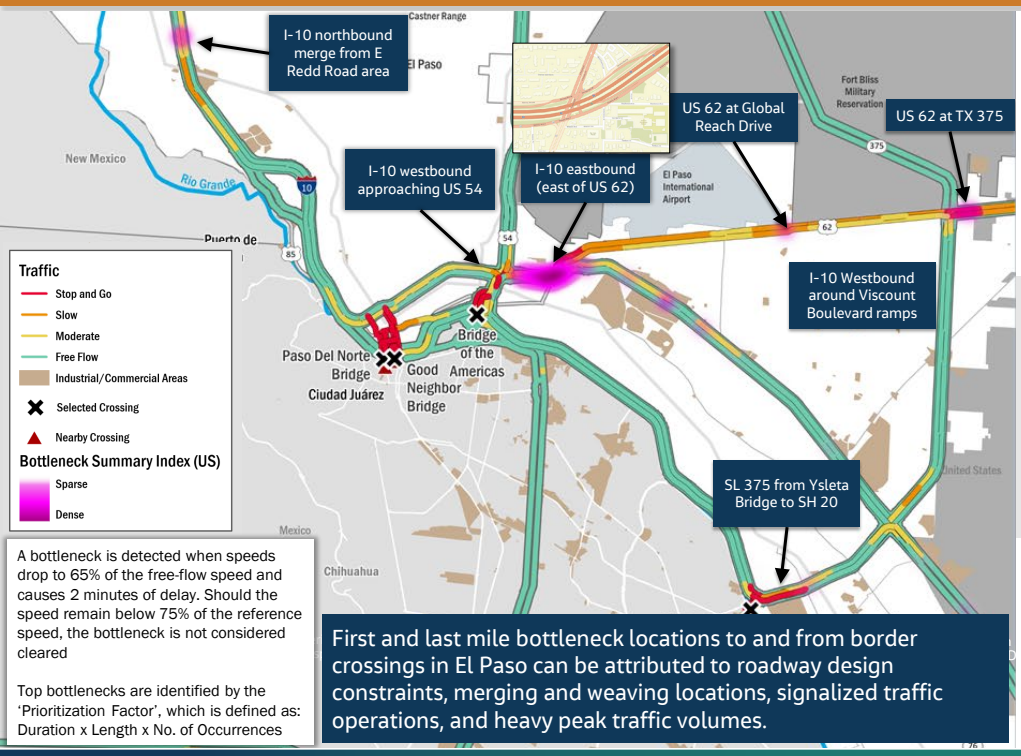


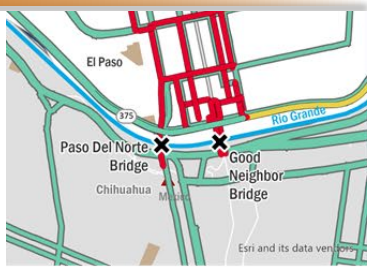
A bottleneck is detected when speeds drop to 65% of the free-flow speed and causes 2 minutes of delay. Should the speed remain below 75% of the reference speed, the bottleneck is not considered cleared

Top bottlenecks are identified by the 'Prioritization Factor', which is defined as: Duration x Length x No. of Occurrences

First and last mile bottleneck locations to and from border crossings in El Paso can be attributed to roadway design constraints, merging and weaving locations, signalized traffic operations, and heavy peak traffic volumes.

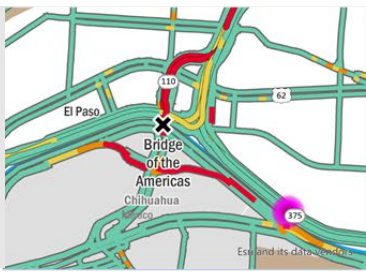
Paso Del Norte & Good Neighbor Bridges

Stop and go traffic around the two bridges is a result of higher truck traffic, one-way roads with stop signs, signalized control intersections, and high-level of pedestrian activity.



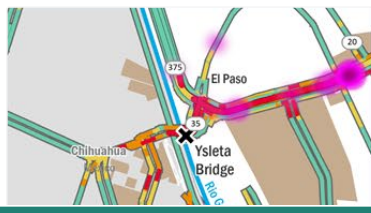
Bridge of the Americas

Heavy peak traffic delays on southbound approach due to merging traffic from US 62 (E Paisano Dr.) with I-110.



Ysleta Bridge

Heavy northbound delays along Av. Waterfill in Mexico approaching US. Heavy delays along TX-35 east of crossing from merging traffic.



Conectividad Multimodal de la Primera y Última Milla en los Cruces Fronterizos de Texas/México

El Plan Maestro de Transporte Fronterizo Texas-México del 2021 (BTMP, por sus siglas en inglés) recomendó establecer una política para proporcionar conectividad multimodal en las carreteras, incluyendo las conexiones de la primera y última milla desde los cruces y comunidades fronterizas hasta los corredores designados. Los objetivos de esta política son:

- Facilitar la conectividad de la primera y última milla para promover el movimiento efectivo de personas y mercancía.
- Desarrollar un acceso eficiente de los cruces fronterizos, instalaciones para bicicletas y peatones, sistemas de tránsito, aeropuertos, terminales ferroviarias y puertos marítimos.
- Mejorar la conectividad para bicicletas y peatones cerca de los cruces fronterizos y los destinos principales a lo largo de la frontera.
- Fomentar el servicio de tránsito y la conectividad en la región fronteriza.

Para facilitar el avance del BTMP, el Departamento de Transporte de Texas (TxDOT) inició un estudio para revisar la conectividad de la infraestructura multimodal (carreteras, ferrocarriles, aeropuertos, puertos marítimos, tránsito, bicicletas y peatones) a los cruces fronterizos de Texas-México para identificar:

1. necesidades potenciales (por ejemplo, cuellos de botella, brechas en la red, seguridad, congestión, incompatibilidad de uso del suelo, etc.), y
2. mejoras potenciales/propuestas o medidas de mitigación.

El equipo consultor que realiza el estudio ha analizado diversas fuentes de datos y cuantificado indicadores de desempeño para visualizar los desafíos de conectividad en la primera y última milla (el mapa a continuación es un ejemplo), complementando el análisis de datos con entrevistas a partes interesadas seleccionadas. El equipo consultor también desarrolló una herramienta que permite a las partes interesadas identificar necesidades y proponer mejoras haciendo clic y agregando información en un mapa GIS. Se puede acceder a la herramienta en **Border Connectivity Issue Identification Tool (arcgis.com).**

Para más información, por favor contacte a:

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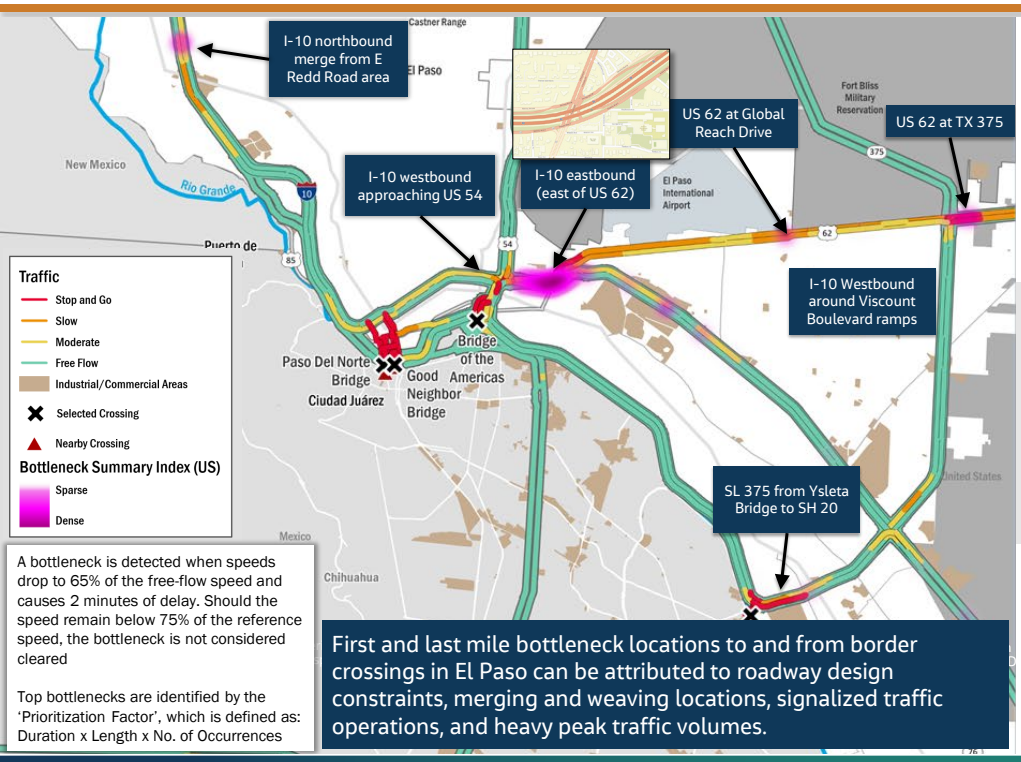

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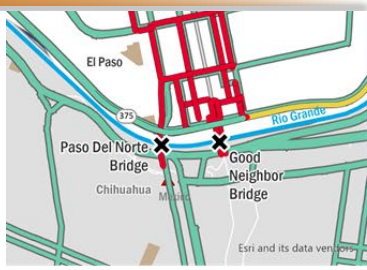

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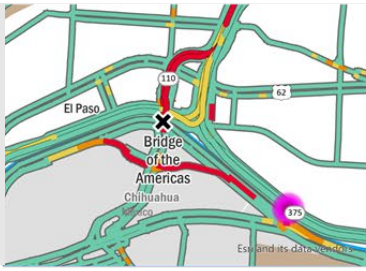

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