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).**

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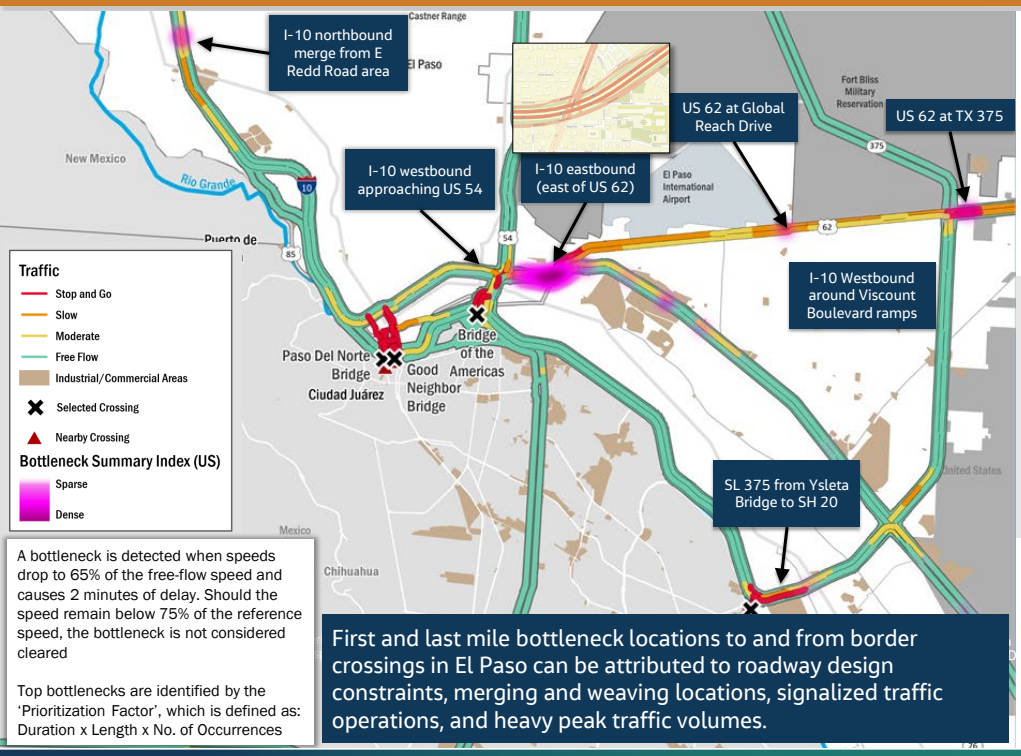


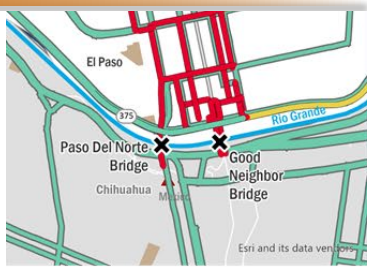
A bottleneck is detected when speeds drop to 65% of the free-flow speed and causes 2 minutes of delay. Should the speed remain below 75% of the reference speed, the bottleneck is not considered cleared

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.

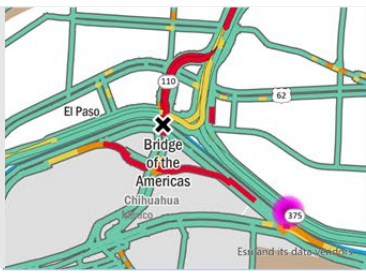
Paso Del Norte & Good Neighbor Bridges

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.