

Supporting Documentation

4) PROPOSED FACTORS TO ASSESS FEASIBILITY OF THE OPPORTUNITY CORRIDORS

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FACTORS / CRITERIA	RATIONALE FOR ASSESSMENT	MEASURES CONSIDERED AND RATIONALE
Transportation Network Improvement Factors		
Support local international traffic	<ul style="list-style-type: none"> Presently, the majority of international trips (93% of passenger car and 56% of commercial vehicle trips) has at least one trip end (i.e. origin or destination) in the Detroit/Wayne County-Windsor/Essex County region. These crossings represent a significant amount of trade and other economic activity for the local economies. Support of these movements is assessed on the ability of the alternative to meet the long-term travel demand of these movements. 	<ul style="list-style-type: none"> Travel time on the network aggregated to total vehicle-hrs during the peak hr: Travel time is a measure of network efficiency; travel time was assessed relative to the base case (do nothing) scenario; the lower the total travel time the less congestion and delay assumed on the network Travel distance on the network aggregated to total vehicle-km during the peak hr Travel distance is a measure of network efficiency; travel distance was assessed relative to the base case (do nothing) scenario; the shorter the total travel distance, the more efficient the network
Support long distance freight travel	<ul style="list-style-type: none"> Approximately 44% of truck trips crossing the border are long-distance. These movements represent a substantial amount of annual trade between the two nations. Support of these movements is assessed on the ability of the corridor to meet the long-term travel demand. 	
Support long distance passenger travel	<ul style="list-style-type: none"> Existing border crossings are an important link between the two countries for passenger travel. Such activity contributes to the local, regional and national economies and enables important social interaction. 	
Limit negative impacts to access and mobility on local road networks (address international truck and/or vehicle congestion)	<ul style="list-style-type: none"> Although of major importance, border crossings represent a portion of the economic and social activities in the study area; in developing solutions to border crossing issues, local community access and mobility must be maintained, enhanced and improved wherever possible 	<ul style="list-style-type: none"> Assessment based on assumed road connections, crossings and closures developed for a representative alignment within each corridor
Transportation Opportunities		
Optimize use of the existing infrastructure	<ul style="list-style-type: none"> Taking advantage of existing transportation and other linear corridors may improve usage of the transportation network and/or reduce impacts to other land uses. 	<ul style="list-style-type: none"> Subjective assessment of degree to which existing infrastructure is utilized
Government, Land Use, Transportation Planning and Tourism Objectives		
Support existing land use and future plans	<ul style="list-style-type: none"> Once implemented, the improvements to the border crossing(s) could have a long-term effect on the local communities; compatibility with existing land use and future federal, provincial/state and municipal plans can reduce the overall effect on the character, growth and development of the community 	<ul style="list-style-type: none"> Subjective assessment of compatibility with existing land use and public planning documents
Support the transportation system	<ul style="list-style-type: none"> Federal, provincial/state and municipal governments share responsibilities for providing safe, efficient and reliable transportation; improving the transportation system to meet the travel needs of the region is vital to the national, regional and local economies, as well as providing a reasonable degree of access and mobility 	<ul style="list-style-type: none"> Subjective assessment of compatibility with existing land use and public transportation plans and systems
Maintain security and protect against system vulnerability	<ul style="list-style-type: none"> Safe and reliable transportation is vital to the national, regional and local economies, as well as providing a reasonable degree of access and mobility. The additional need to assess and reduce risks and potential weaknesses in the transportation system, given the strategic importance of this international trade corridor, is an important responsibility of all levels of government 	<ul style="list-style-type: none"> Subjective assessment of road network risks/weaknesses
Border Processing		
Meet the long term needs for commercial processing and passenger crossings	<ul style="list-style-type: none"> Based on discussions with border processing agencies, their long term needs at the border crossings are: <ul style="list-style-type: none"> Size/flexibility of plaza area to complete border processing requirements; Ability to identify and separate high risk traffic from low risk traffic; Security of primary and secondary commercial inspection areas and associated parking; Communications with other border crossings; and Monitoring of border crossing conditions. 	<ul style="list-style-type: none"> Subjective assessment of possible border processing issues and constraints associated with each alternative
Environmental Feasibility		
Avoid as much as possible impacts to constraint areas associated with natural, social, cultural and economic features	<ul style="list-style-type: none"> An objective of the Partnership is to identify transportation improvements which avoid as much as possible generating unacceptable impacts to constraint areas associated with natural, social, cultural and economic features in the study area. Constraint areas are those which, due to their size and/or significance, are to be avoided as much as possible. 	<ul style="list-style-type: none"> Quantitative and qualitative assessment of potential impacts to study area features
Technical Feasibility		
Technical Considerations (i.e., length of corridor, length of river crossing, geotechnical conditions)	<ul style="list-style-type: none"> While all alternatives will be constructed to comply with government design standards, each corridor will have unique, as well as common characteristics that are worth considering in an assessment of differences and similarities among the alternatives 	<ul style="list-style-type: none"> Length of corridor Length of river crossing Maximum road grade Structure types Geotechnical characteristics of potential constructability impacts <p style="text-align: right;">These measures provide an assessment of any common or unique characteristics of the alternative</p>
Constructability and Related Impacts	<ul style="list-style-type: none"> Consideration of constructability and related impacts (e.g. traffic disruption during construction) is an essential part of assessing feasibility of any proposed solution. It must be verified that the impacts of implementing a solution do not outweigh the benefits. 	<ul style="list-style-type: none"> Subjective assessment