



Transportation Partnership
CAN-US-ON-MI Border

Canada-U.S.-Ontario-Michigan Border Transportation Partnership Planning / Need and Feasibility Study

Consultation Group
Meeting –
October 16, 2002

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Current Federal/Provincial/State Initiatives

P/NF Study
Fall 2003

30-year strategy

CA / ONT Management Committee
60 days

5-year Action Plan in Windsor area

FHWA / MDOT
ongoing Gateway Study

US approaches to Ambassador Bridge

Detroit-Windsor Border Working Group
ongoing

Co-ordination of transportation improvements and border processing (CA & US)

MDOT / BWBA
Blue Water Bridge Plaza Improvements

Separate planning studies leading to infrastructure and border processing improvements at CA and US plazas

Manley-Ridge

Four Pillars (Secure flow of people, secure flow of goods, secure infrastructure, and information sharing)

Operational Improvements on Huron Church
(with Windsor)

Immediate improvements

USACE / TC
Great Lakes Navigation Review

Feasibility study of potential improvements to Great Lakes/St. Lawrence Seaway

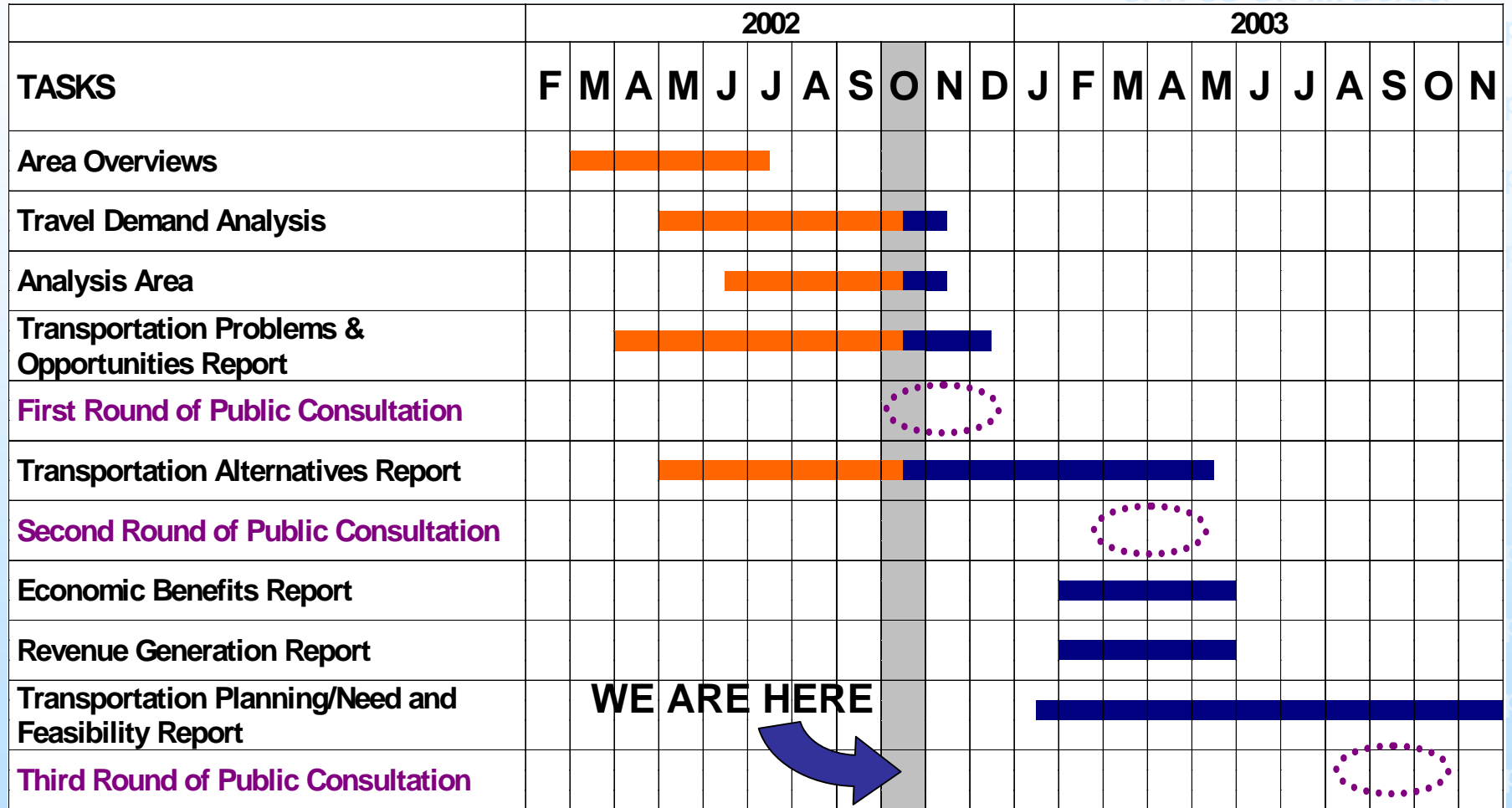
P/NF Study Mandate

- **A 30-year transportation strategy**
 - Analysis and evaluation of Alternatives/Proposals
 - Provides needs and justification for required environmental studies to comply with 3 statutes, 2 countries (CEAA, OEAA, NEPA)
- **Complete by the end of 2003**

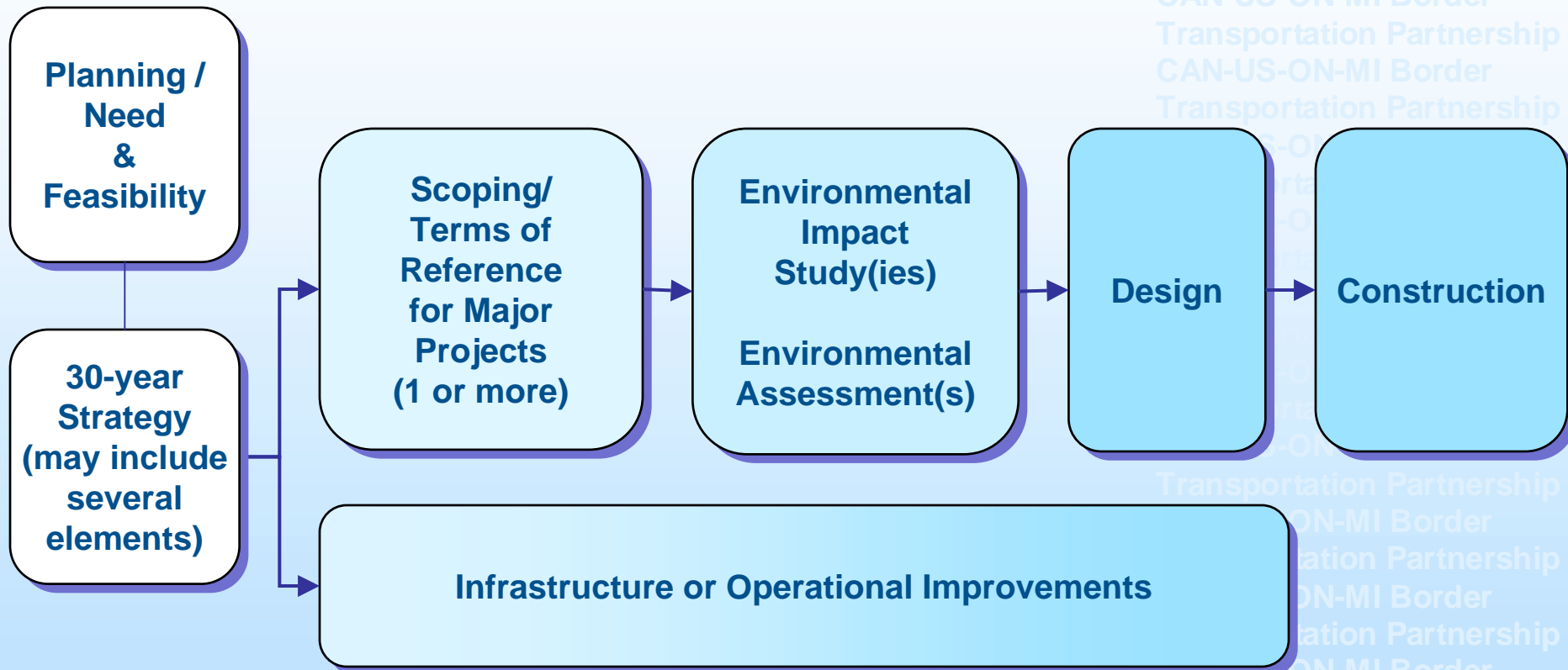
Why We Are Here

- **To update you prior to the first round of Public Consultation (November 2002)**

P/NF Study Work Program



Study Process for 30-year Strategy



Conclusions To Date

- **Confirmed economic importance of international crossings**
- **Congestion is a Now problem**
- **Faster border processing (NEXUS / FAST) and “gateway” initiatives can buy some time**
- **Additional cross-border capacity will be needed within 5 - 10 years (crossing, connection roads, processing facilities)**
- **Several alternatives appear feasible (comprehensive analysis and evaluation will be undertaken by this study)**

Economic Importance of Border Trade Value



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Travel Demand – Existing and Future (Daily)

Base Case



Existing Border Road Crossing Limitations

Base Case

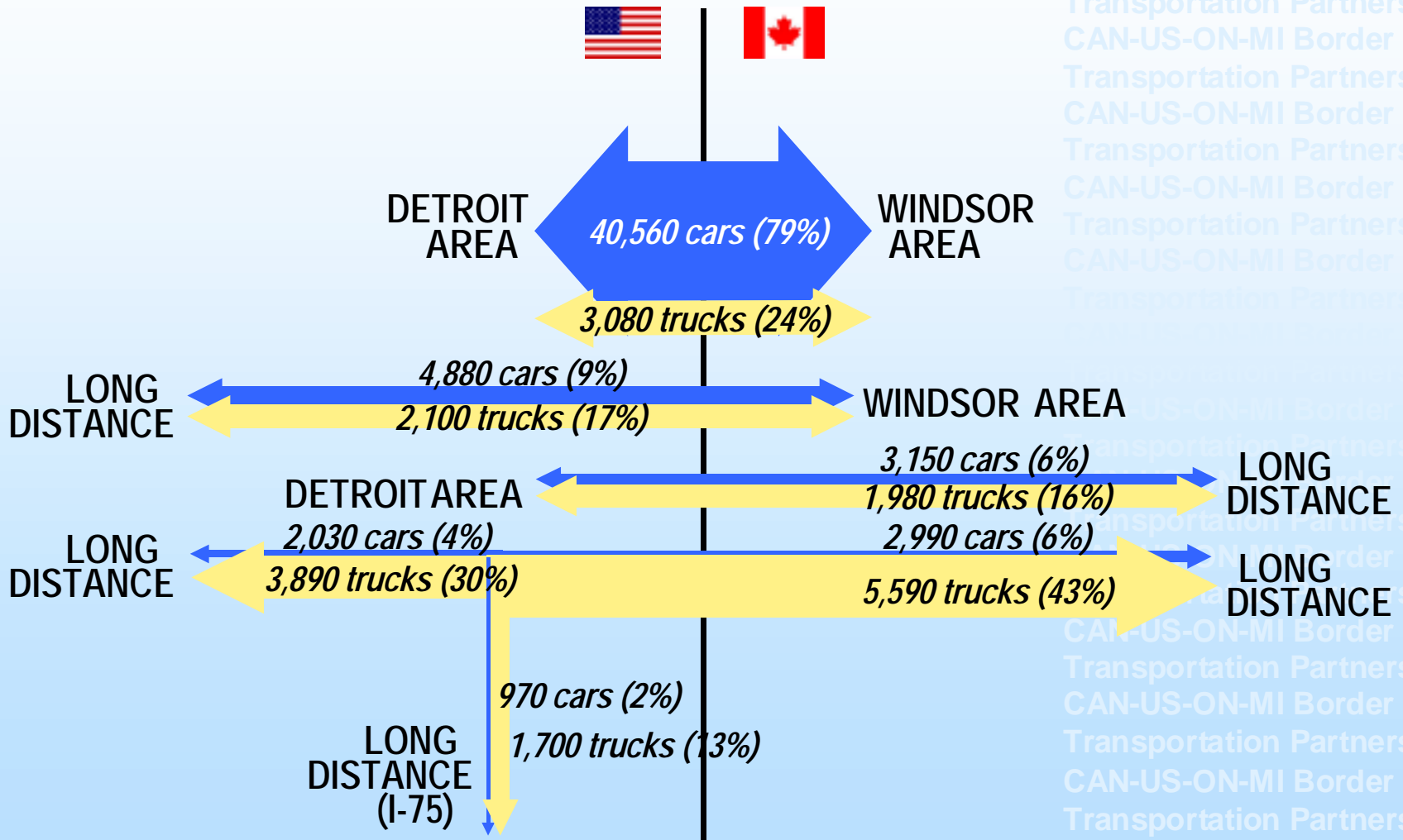
Blue Water Bridge Corridor				
US Interstate I-69	US Border Processing	Blue Water Bridge	Canadian Border Processing	Highway 402
At or near capacity within 30+ years	At or near capacity within 5 – 10 years	At or near capacity within 30+ years	At or near capacity within 15 – 20 years	Current congestion; At or near capacity within 30+ years

Detroit-Windsor Tunnel Corridor				
Downtown Detroit Road Connections to Tunnel Plaza	US Border Processing	Detroit-Windsor Tunnel	Canadian Border Processing	Downtown Windsor Road Connections to Tunnel Plaza
At or near capacity within 5 years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	At or near capacity within 5 years

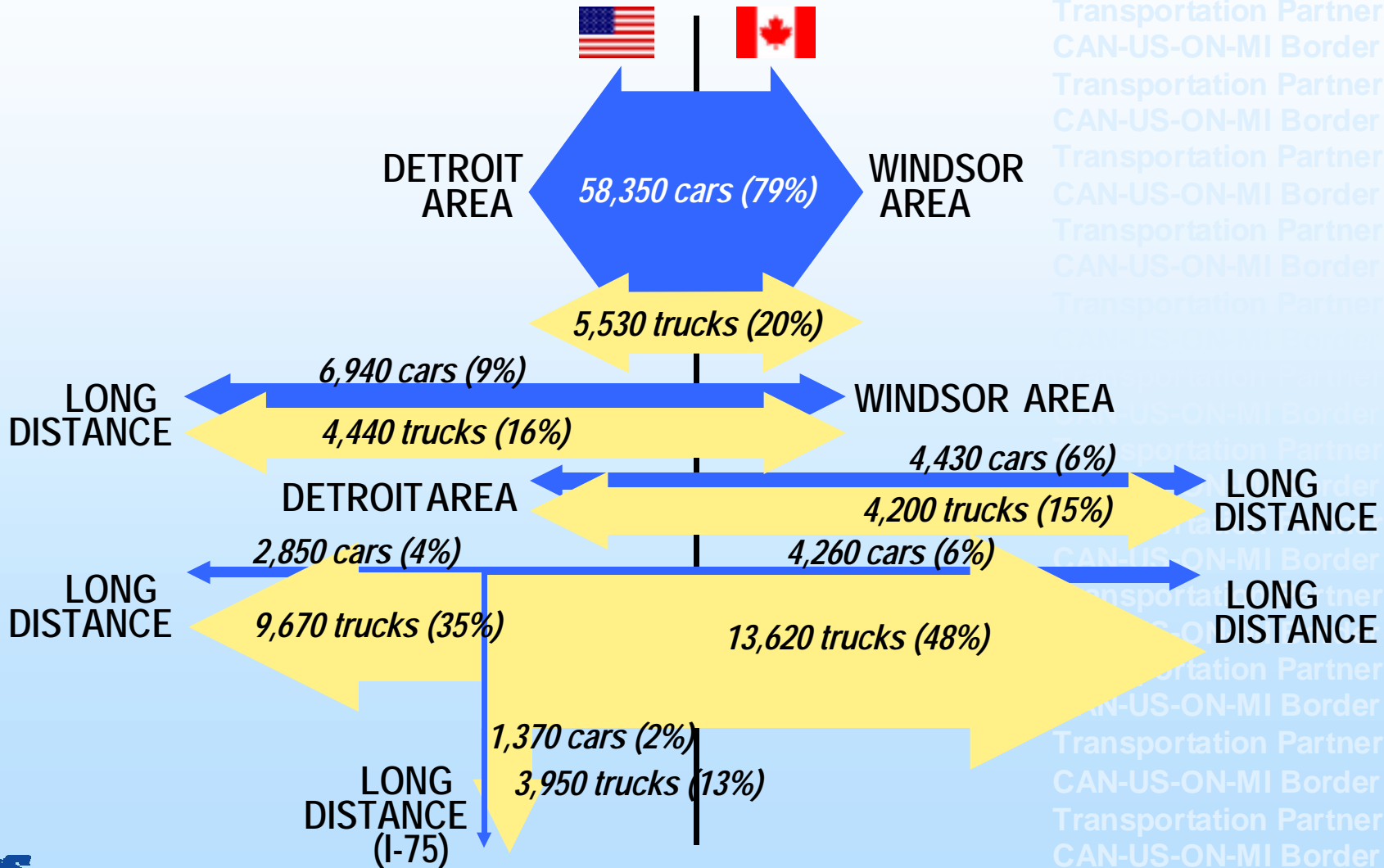
Ambassador Bridge Corridor					
US Interstate Connections	US Border Processing	Ambassador Bridge	Canadian Border Processing	Huron Church Road	Highway 401
At or near capacity within 30+ years	At or near capacity within 5 years	At or near capacity within 10 – 15 years	At or near capacity within 5 years	Current congestion; At or near capacity within 5 years	At or near capacity within 30+ years

Rail and Ferry	Existing rail and ferry crossings are operating below capacity
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Year 2000 Weekday Vehicle Border Crossings at Detroit-Windsor



Year 2030 Weekday Vehicle Border Crossings at Detroit-Windsor



Travel Demand – Existing and Future (Daily)

With Diversion to BWB & Modal Shift to Rail/Marine



Existing Border Crossing Limitations

With Diversion to BWB & Modal Shift to Rail/Marine

MI Border
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Capacity Issues

- **Even with growth in rail/marine services and diversion of traffic to other border crossings, there is a lack of capacity in the Road-based Cross-Border Transportation Network (approaches, crossings and border processing) to meet existing and future demand at the Windsor/Detroit border crossings**
- **Continues to be a lack of Border Processing Capacity at the Blue Water Bridge**

Rationale Used to Define the Focused Analysis Area

- **Enable connections to interstate & provincial highway network (Northern & Western limits)**
- **Allow for development of alternatives that will serve sufficient travel demand to solve the identified problem (Eastern & Southern limits)**

Note: Separate studies will address border processing and plaza infrastructure limitations at the Blue Water Bridge

Focused Analysis Area



Alternative Transportation Solutions

- **Increased Rail Service**
- **New and/or increased ferry service**
- **Travel Demand Management**
- **Improved Traffic Management (NEXUS, FAST, ITS)**
 - Each contribute to network capacity and has a role to play in optimizing system performance
 - Can't resolve the stated problem on their own, however, will be carried forward and considered for inclusion in the long-term strategy

Alternative Transportation Solutions

- **New/improved arterial/highway alternatives including new/improved international crossing(s) alternatives possibly in combination with:**

- Increased ferry services*
- Increased freight rail services*
- Diversion of some traffic to Blue Water Bridge*
- Travel Demand Management/Traffic Management*

* These solutions contribute to network capacity and have a role to play in optimizing system performance but can not solve the stated problem on their own

Road-Based Opportunity Corridors



 Opportunity Corridors

 Specific proposals identified by border crossing owners / operators / proponents

What's Next – P/NF Study

- **First Round of Consultation (Oct. – Nov. 2002)**
- **Analysis/evaluation of alternatives to determine alternative(s) to proceed through the EA/EIS processes**
 - Will consider technical feasibility, environmental sensitivities and cost factors
 - Will incorporate public and stakeholder input
- **Present results at the Second Round of Public Consultation (Spring 2003)**

What's Next – Consultation

- **Presentations to Municipal Councils**

- October 21 to November 6

- **Public Information Open Houses**

- November 12, 2002

- Cleary International Centre, International Room, Windsor, Ontario

- November 13, 2002

- Cobo Hall, Room M2-29, Detroit, Michigan

- November 14, 2002

- Sarnia Arena, Kiwanis Room, Sarnia, Ontario

Consultation Schedule

Current Schedule of Presentations of Transportation Problems and Opportunities Report and Feasible Transportation Alternatives

PURPOSE	DATE	TIME	LOCATION
Public & Private Sector Consultation Groups	Oct. 16	9:30 a.m. – 4:00 p.m.	Holiday Inn Windsor
Windsor City Council	Oct. 21	6:00 p.m.	Windsor City Hall
LaSalle Town Council	Oct. 22	7:00 p.m.	LaSalle Town Hall
SEMCOG Transportation Advisory Committee	Oct. 23	9:30 a.m.	Buhl Building, Detroit
Essex County Council	Oct. 23	6:00 p.m.	Essex County Civic Centre Council Chambers
Detroit City Council	Oct. 24	10:30 a.m.	Coleman A. Young Municipal Center, Detroit
Lambton County Council (includes Sarnia Council)	Nov. 6	7:00 p.m.	Lambton County Municipal Building
Public Information Open Houses	Nov. 12, 13 & 14	2 – 9 p.m.	Windsor (12 th), Detroit (13 th), Sarnia (14 th)

Current as of October 10, 2002