

Detroit River International Crossing Study

Technical Briefing

November 14, 2005

Presented by: **The Border Transportation Partnership**



Ontario



U.S. Department of Transportation
Federal Highway
Administration



- Approximately 28% of Canada-U.S. surface trade passes through Windsor-Detroit
- Over 80% of all goods crossing the Detroit River are carried by truck
- 50% of truck traffic and 90% of car traffic crossing the border is generated locally (i.e. Windsor, Essex/Detroit)
- Corridor is significant to the economies of two nations
- Governments must take all reasonable steps to reduce the likelihood of disruption to secure the movement of goods in this corridor

To address future mobility requirements across the Canada-U.S. border, there is a need to:

- Provide new border crossing capacity to meet increased long-term demand;
- Improve system connectivity to enhance the seamless flow of people and goods;
- Improve operations and processing capability;
- Provide reasonable and secure crossing options in the event of incidents, maintenance, congestion or other disruptions.

Consultation activities will generally be tied to the following key milestones:

Study Area Features, Opportunities & Constraints	April '05	Initial Public Outreach
Initial Set of Crossing Alternatives, Plaza Locations & Connecting Routes in Canada and the U.S.	June '05	PIOH1
Final Set of Alternatives	December '05	PIOH2
Results of Social, Economic, Environmental and Engineering Assessments	Winter '06	PIOH3
Preferred Crossing Location, Plaza Locations & Connecting Routes in Canada and the U.S.	Spring '07	PIOH4
Finalize Engineering and Mitigation Measures	Summer '07	PIOH5
Document Study and Submit for Approvals	End of '07	Public Review



In addition, other consultation activities will be held throughout the project.

Illustrative Connecting Route Alternatives



- Analyzed Alternatives using 7 Basic Criteria:
 - Changes to Air Quality
 - Protection of Community and Neighbourhood Characteristics
 - Consistency with Existing and Planned Land Use
 - Protection of Cultural Resources
 - Protection of Natural Environment
 - Improve Regional Mobility
 - Minimize Cost
- Considered Stakeholder Input
- Involved liaison with U.S. Team

Practical Alternatives: Area of Continued Analyses



Why Talbot Road / HCR to West Windsor Industrial Area PROs

- Meets transportation mobility needs
- Provides option to existing crossings
- Gets trucks off local streets
- Allows E.C. Row and HCR to Ambassador to serve primarily local needs
- Reasonably consistent with current and planned land uses
 - HCR / Talbot
 - Industrial Area
- Could utilize U.S. gateway
(E.C. Row not preferred due to inconsistency with municipal land use plans and community impacts)

CONs

- Some constructability risks re: industrial area and mining activities

Conclusion: PROs outweigh the CONs

Why Not South Corridor Alternatives?

PROs

- Rural area (fewer direct impacts)
- Provides option to existing crossings

CONs

- Underutilized new crossing
- Existing crossings and approach roads remain congested in the long term
- Impacts on U.S. side

Conclusion: CONs outweigh the PROs

PROs

- Provides option to existing crossing

CONs

- Underutilized new crossing
- Existing crossings and approach roads remain congested in the long term
- North of E.C. Row:
 - Impacts to community cohesion and character
 - Inconsistency with existing / future land use
- Impacts on U.S. side

Conclusion: CONs outweigh the PROs

PROs

- A six-lane freeway would meet mobility needs
- Provides option to existing crossings

CONs

- Impact on community cohesion and character
- Inconsistent with existing and future land use
- Plaza distance from crossing (2km)
- Construction complexity at E.C. Row interchange

Conclusion: CONs outweigh the PROs

N.B. DRTP proposal for two-lane truckway does not meet long-term mobility needs

Why not HCR / Twinned Ambassador?

PROs

- Meets mobility needs

CONs

- Impacts on community cohesion and character (including historical/cultural features)
- Construction staging risks and complexities

Conclusion: CONs outweigh the PROs

N.B. U.S. Gateway and Plaza are viable and included for further analysis

PROs

- Meets regional mobility needs
- No impacts on HCR north of Todd Lane
- Provides option to existing crossings

CONs

- Significant impacts on important natural features:
 - Ojibway Prairie
 - Spring Garden

Conclusion: CONs outweigh the PROs

Talbot Road/HCR to West Windsor Industrial Area

- Meets transportation mobility needs
- Provides option to existing crossings
- Gets trucks off local streets
- Allows E.C. Row and HCR to Ambassador to serve primarily local needs
- Reasonably consistent with current and planned land uses
 - HCR / Talbot
 - Industrial Area
- Could utilize U.S. gateway

Next step is to develop Design Concepts (including interchanges, service roads and plazas) for public review/comment by Spring 2006

Public Information Open Houses (PIOHs):

Tuesday November 29th

4:00 p.m. to 8:00 p.m.
Canadian Club Room
Windsor Cleary Centre
201 Riverside Drive West
Windsor, Ontario

Wednesday November 30th

5:00 p.m. to 9:00 p.m.
Holy Cross Elementary
School Gymnasium
2555 Sandwich W. Pkwy
LaSalle, Ontario

Thursday December 1st

4:00 p.m. to 8:00 p.m.
Multipurpose Room
Novelletto Rosati Complex
3939 Carmichael Street
Sandwich, Ontario

Workshops proposed to follow in January, 2006

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