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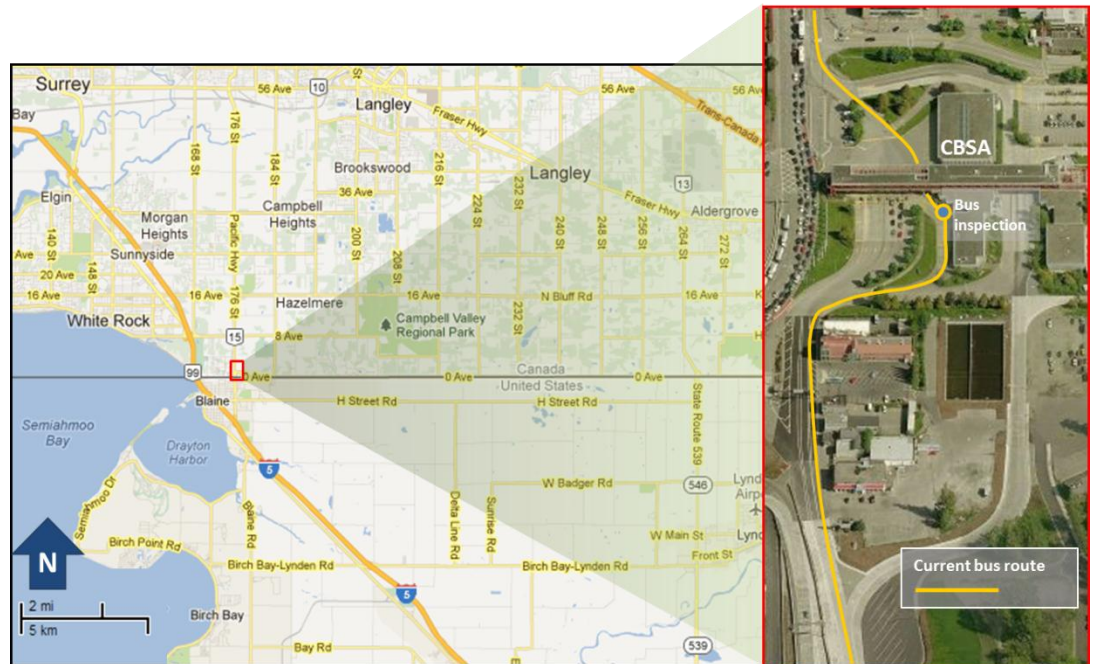
Pacific Highway Northbound Bus Approach Assessment and Preliminary Design

Overview

Bus traffic is growing and periodic queues of buses block critical passenger-vehicle approaches and access to businesses adjacent to the port-of-entry. Options exist for rerouting bus traffic into the bus inspection area and this project will conduct initial review of traffic demand, routing options, impacts on other systems, and if basic feasibility is established, a business case and some alternatives for next-phase design will be selected.

Location

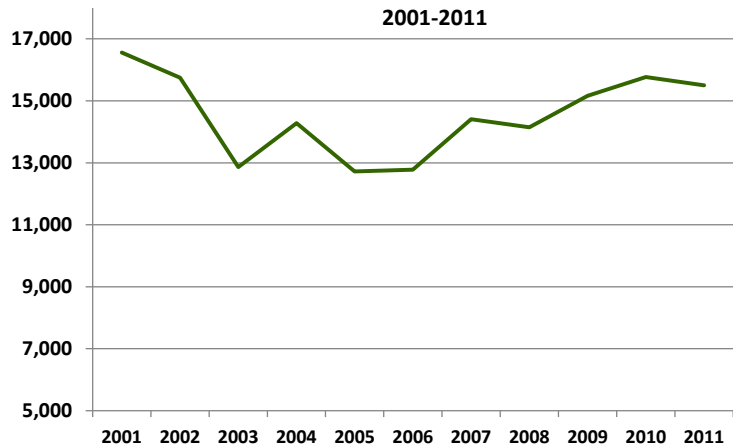
This project focuses on the final approach of bus traffic to the CBSA inspection facility at the Pacific Highway port-of-entry. Modifications would likely involve right-of-way on both WSDOT highway 543 (in Washington State) and on the CBSA inspection station property (in British Columbia). The map graphic at right illustrates this further.



Why this project is needed

In addition to growth in regional cross-border bus traffic (see graph at right) new carriers are entering the market and new inspection-procedures are being evaluated (such as pre-inspected busses between cruise terminals and airports and improved passenger manifest systems). Additionally, at the Pacific Highway location, there have been recent reconfigurations of passenger-vehicle approaches and continuing work with approaches for commercial trucking. These increases in demand and operational diversity alongside changes in auto and truck modes at this location have created a need to improve the resulting service environment for cross-border buses.

Last 10 Years of Annual Cross-border Buses (one direction)
 Pacific Highway Port of Entry
 2001-2011



Data from US DOT, Bureau of Transportation Statistics, Border Crossing Entry Data. Southbound bus counts.

Results

The results of this overall effort (this phase and prior phases) will be a more efficient northbound approach route for buses that conflicts much less with other border traffic (auto and truck arrivals) or access and egress to/from near-border businesses.

The results of this specific project will include documented consultations with bus carriers, documentation of route-modification options and other possible operational changes, and, if appropriate, preliminary cost estimates and a business case.

If this effort continues to advance, this project would be followed by a phase II design (see separate project information sheet)

Application to other IMTC projects

Evaluation and improvement of bus routing at this location will take into account issues to be explored in IMTC's **Pacific Highway Northbound Active Lane Management** project. Dynamic assignment of lanes to the different types of cross-border vehicles depending on relative volumes and current conditions could definitely bear on the optimal strategies identified for buses.

Estimated project Schedule

Completion of this project, from designing alternatives to, is estimated to take four months.

Cost

This estimated cost of this project is \$50,000 (USD).

This project is not currently funded.

Administration, funding, and partnerships

Coordination of private sector and agency consultations would be done by WCOG for the IMTC Program. Identification and documentation of routing alternatives could be performed by a consultant or agency staff. Alternatives for continued analysis would be jointly approved, at a minimum, by CBSA and WSDOT (assuming the study area includes both agencies' property). Final recommendations and reporting could be completed by WCOG, other IMTC partner agency staff, and/or a consultant.