

# Canada-U.S.-Ontario-Michigan Border Transportation Partnership

Town of LaSalle  
Public Meeting

October 7, 2003



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# Canada-U.S.-Ontario-Michigan Border Transportation Partnership Planning/Need and Feasibility Study ("The Bi-National Study")

- Commissioned by provincial, state, and federal governments ("The Partnership")
- Mandate to develop a 30-year transportation strategy
- Consistent with environmental assessment requirements:
  - NEPA
  - OEAA
  - CEAA



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# Highlights of Bi-National Planning/Environmental Process

1. Planning/Need & Feasibility Study
2. Terms of Reference/Purpose and Need – a “roadmap” for EIS/EA Study
3. Approval of Terms of Reference/Purpose and Need Required
4. Transportation Modes
5. Location of Corridors, Routes, Interchanges, Stations, Docks, etc.
6. Approval of Project Plan Required
7. Design Features
8. Construction Methods
9. Clearance for Project Implementation Required
10. Project Construction



# General Approach to Consultation in the EIS/EA Study Process

## Environment includes the following factor areas:

- Natural Environment
- Socio-Economic Environment
- Cultural Heritage
- Archaeology
- Contaminated Property and Waste Management
- Noise
- Air Quality



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# General Approach to Consultation in the EIS/EA Study Process

## Consultation Goals

- Identify public concerns and values
- Identify agency (and municipal) mandates and concerns
- Involve agencies and the public in the development of solutions
- Provide information to agencies and the public about potential decisions and the related effects



# Purpose of the Planning/Need and Feasibility Study

**Develop a 30-year transportation strategy to provide:**

- Need and justification for required environmental studies under United States and Canadian Statute
- A preliminary evaluation and analysis of Alternative(s)/Proposal(s)



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# Proposed Elements of a 30-Year Strategy - Border Processing

## 1. Optimize border processing resources.

*This element is required in all cases to ensure the border crossings are functioning efficiently*

- Border Processing Staffing
- Border Processing Facilities
- Implement and encourage greater use of NEXUS/FAST and employ new systems to minimize processing time
- Commercial Vehicle Processing Centre
- Partnership of Municipalities, Transportation and Border Processing Agencies



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# Proposed Elements of a 30-Year Strategy - Road-Based Network

2. Construct a new or expand an existing international crossing connecting the interstate freeway system in Michigan to the provincial highway system in Ontario

**Provides capacity to meet future travel needs.**

**Adds redundancy to the network.**

*(Implementing a new or expanded crossing can require 8 to 10 years, requiring successful completion of environmental processes in Canada and the United States, as well as time to design and construct the new crossing.)*

- Initiate Formal Environmental Processes for a New or Expanded International Crossing



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# Proposed Elements of a 30-Year Strategy - Road-Based Network

## 3. Optimize the use of the existing road network in the short to medium-term (5 – 10 years)

### Canadian side:

- Implement the Windsor Gateway Action Plan as finalized by the governments of Canada and Ontario;

### U.S. side:

- Implement the Ambassador Bridge Gateway Project as finalized by the U.S. federal and Michigan state governments;



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# Proposed Elements of a 30-Year Strategy - TDM and Other Modes

## 4. Implement travel demand measures and encourage use of other modes:

- Intelligent Transportation Systems (ITS) strategy, Electronic Data Interchange (EDI), and improved signage to improve traffic operations;
- Greater use of Blue Water Bridge;
- Education and Information Dissemination;
- Greater Use of Intermodal Rail;
- Encourage New Inter-City Passenger Rail;
- Encourage New/Improved Transit Services;
- Greater Use of Ferry Services;
- Greater Use of Marine Vessel Services.



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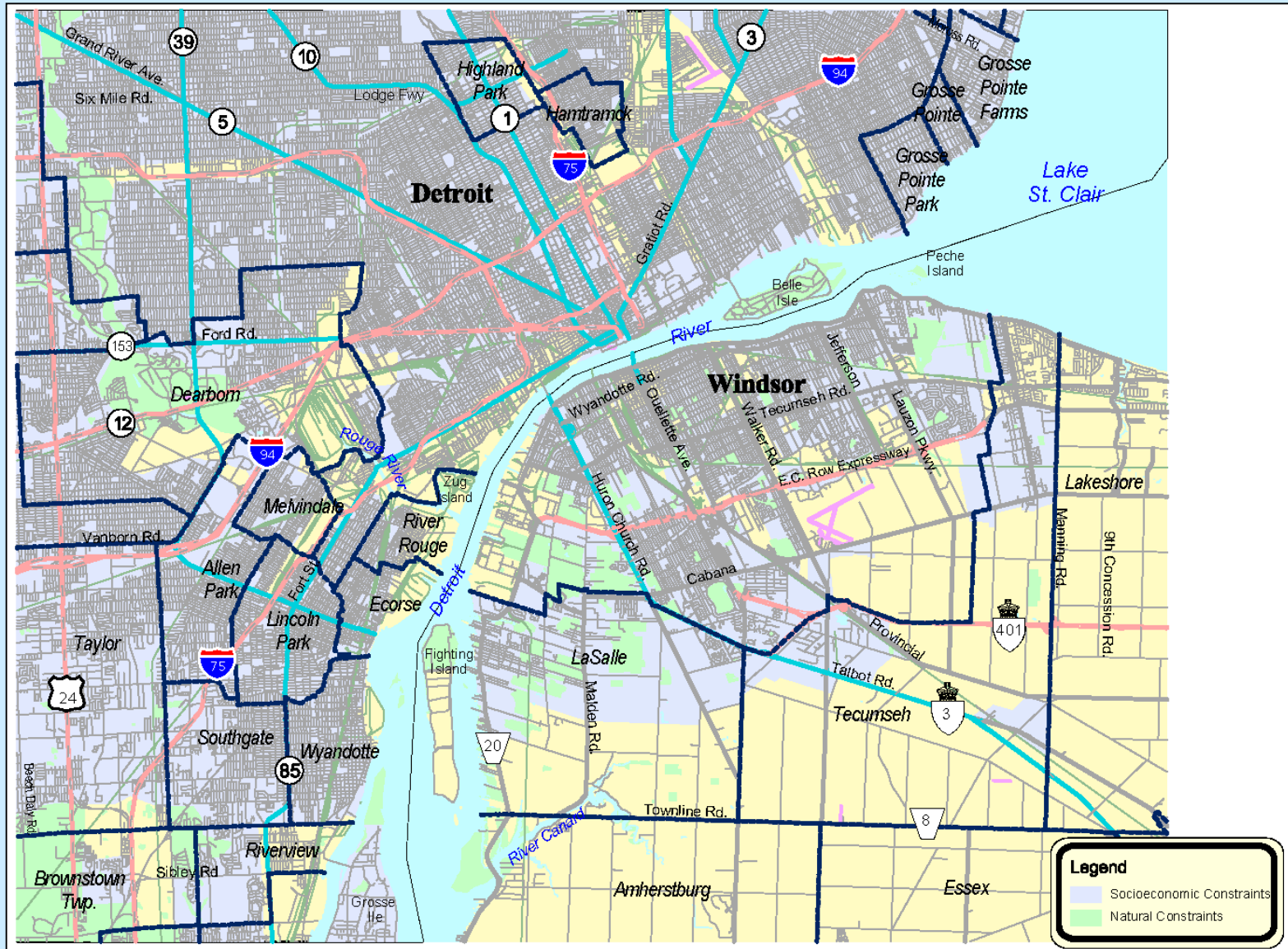
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# Constraint Features



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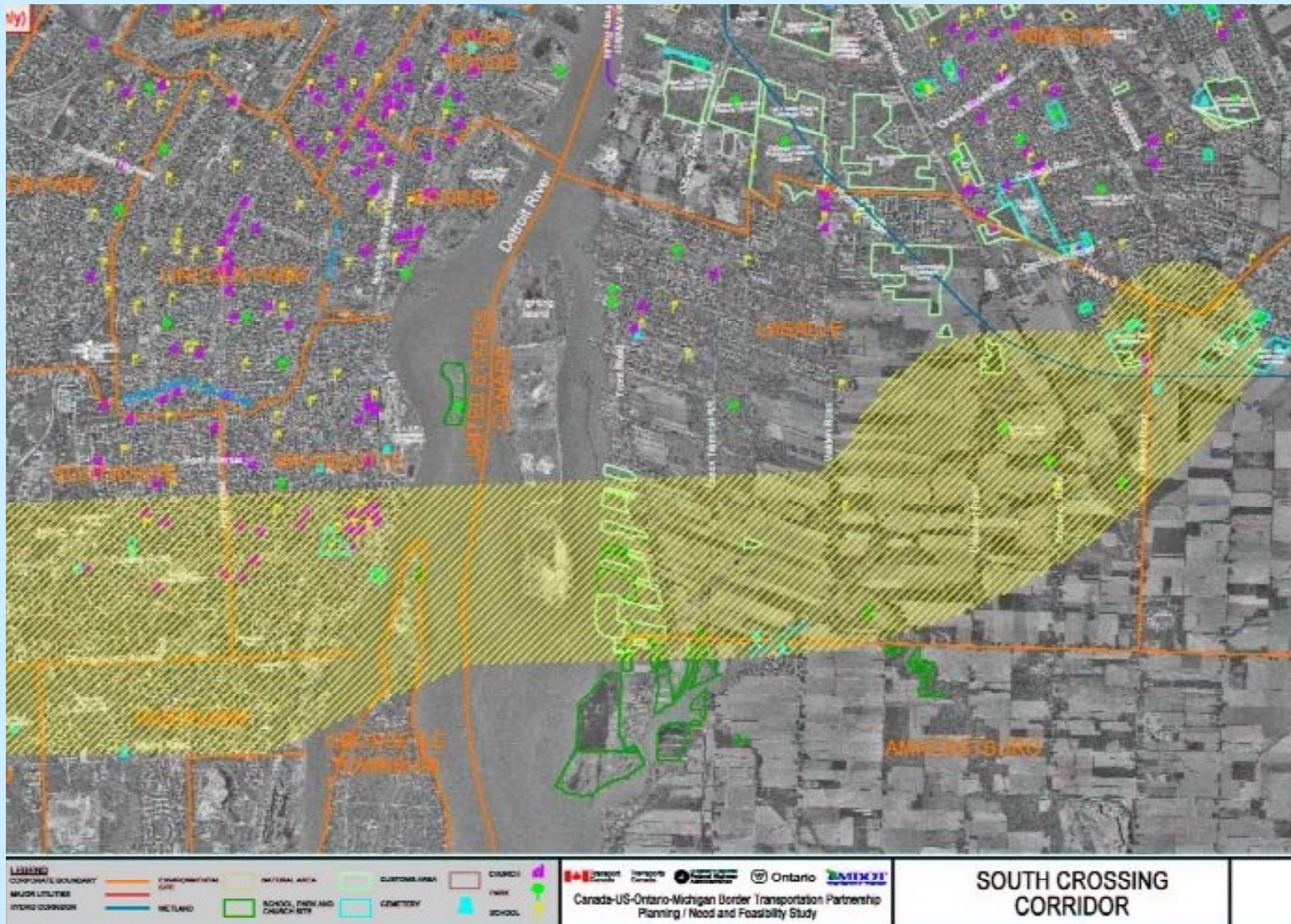
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# Road-Based Opportunity Corridors



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EXHIBIT 3.4-A

# Road-Based Opportunity Corridors

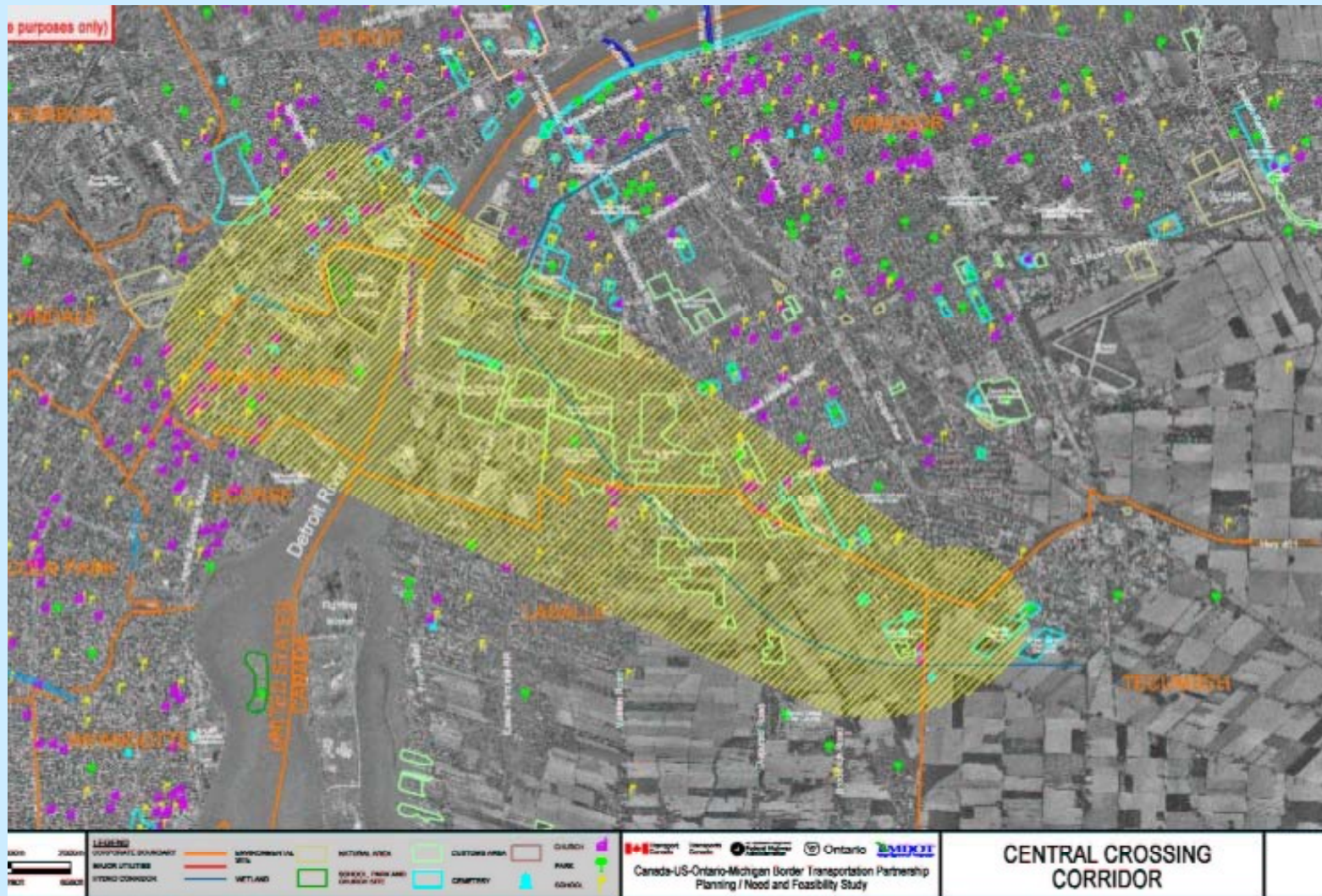


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# Road-Based Opportunity Corridors

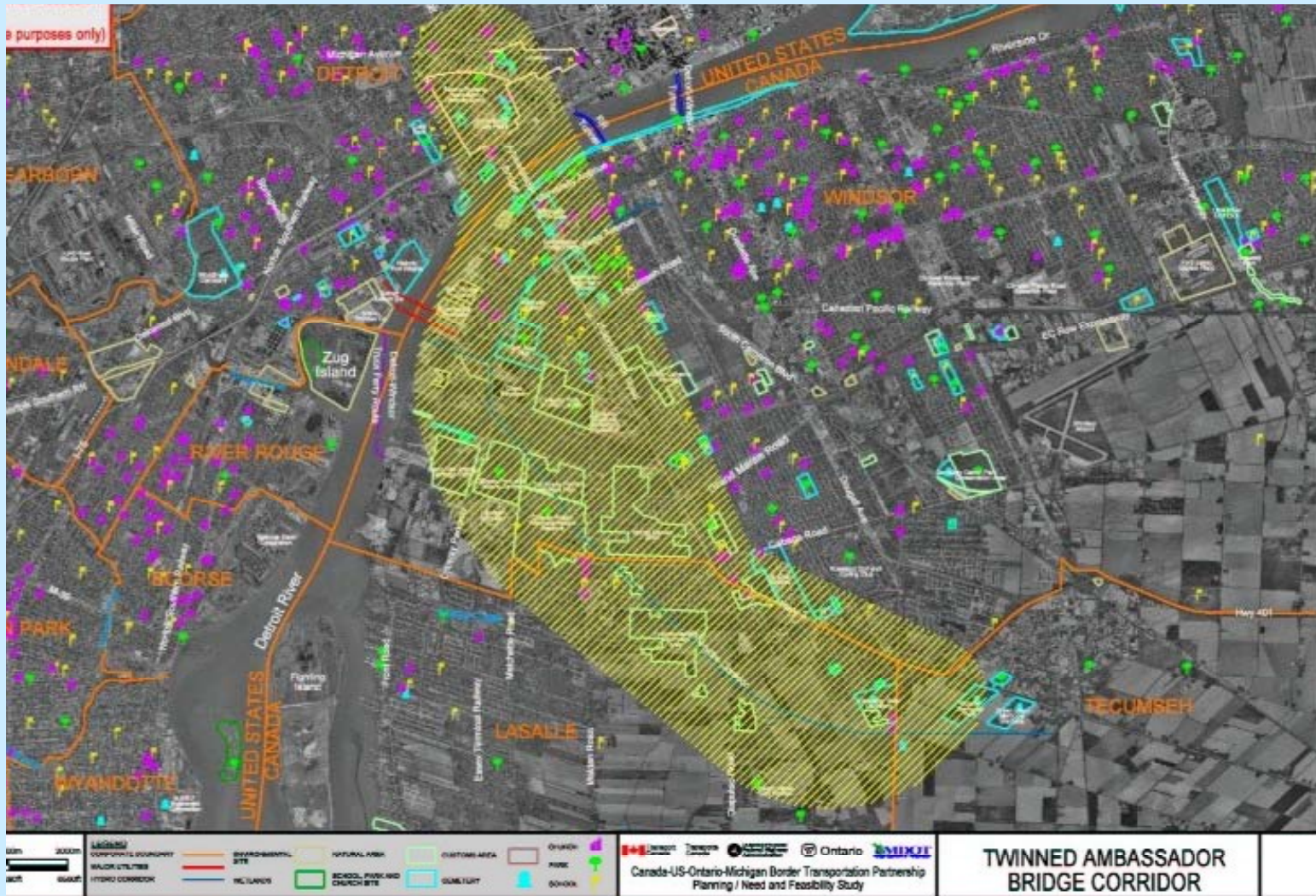


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# Road-Based Opportunity Corridors

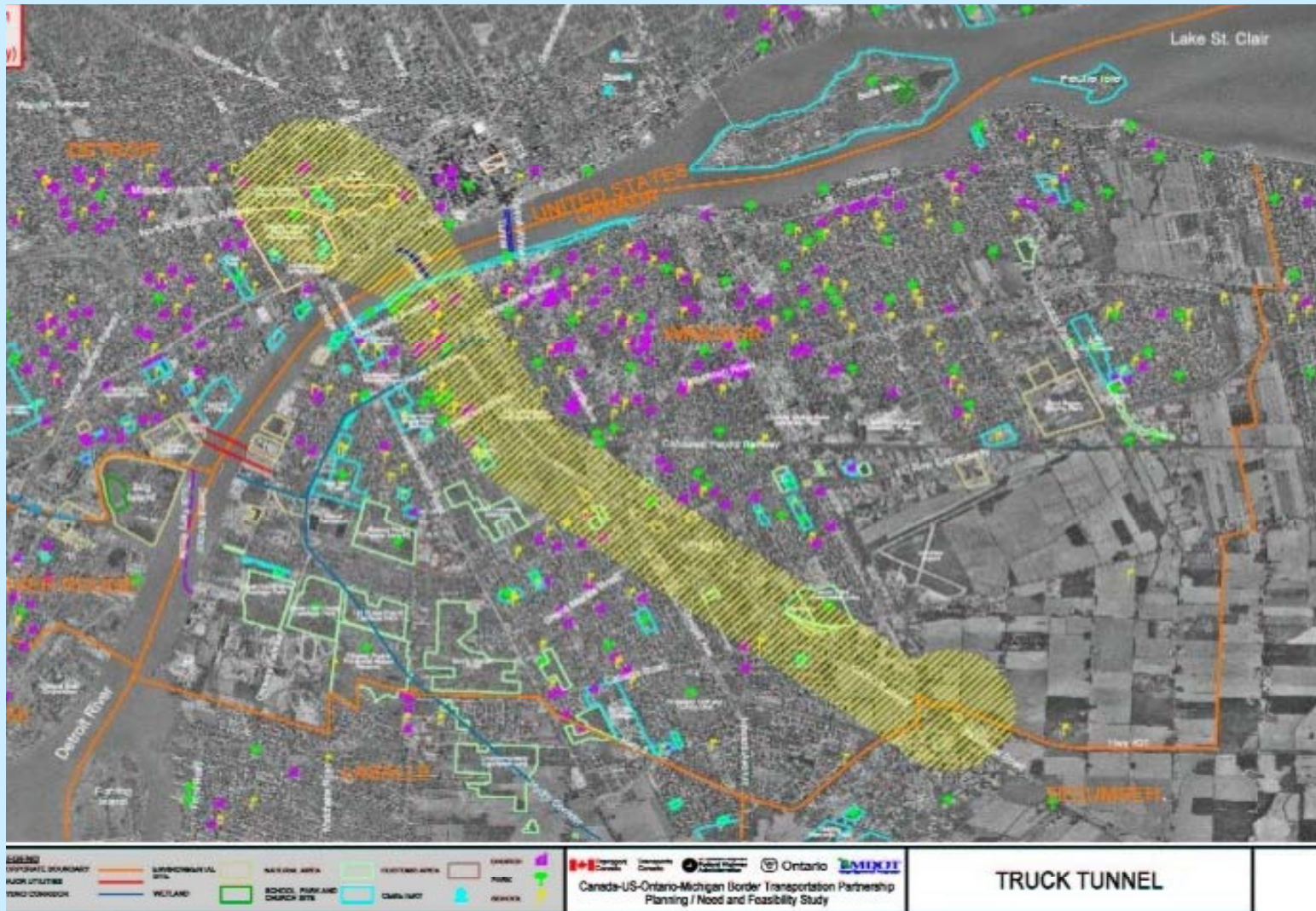


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# Road-Based Opportunity Corridors

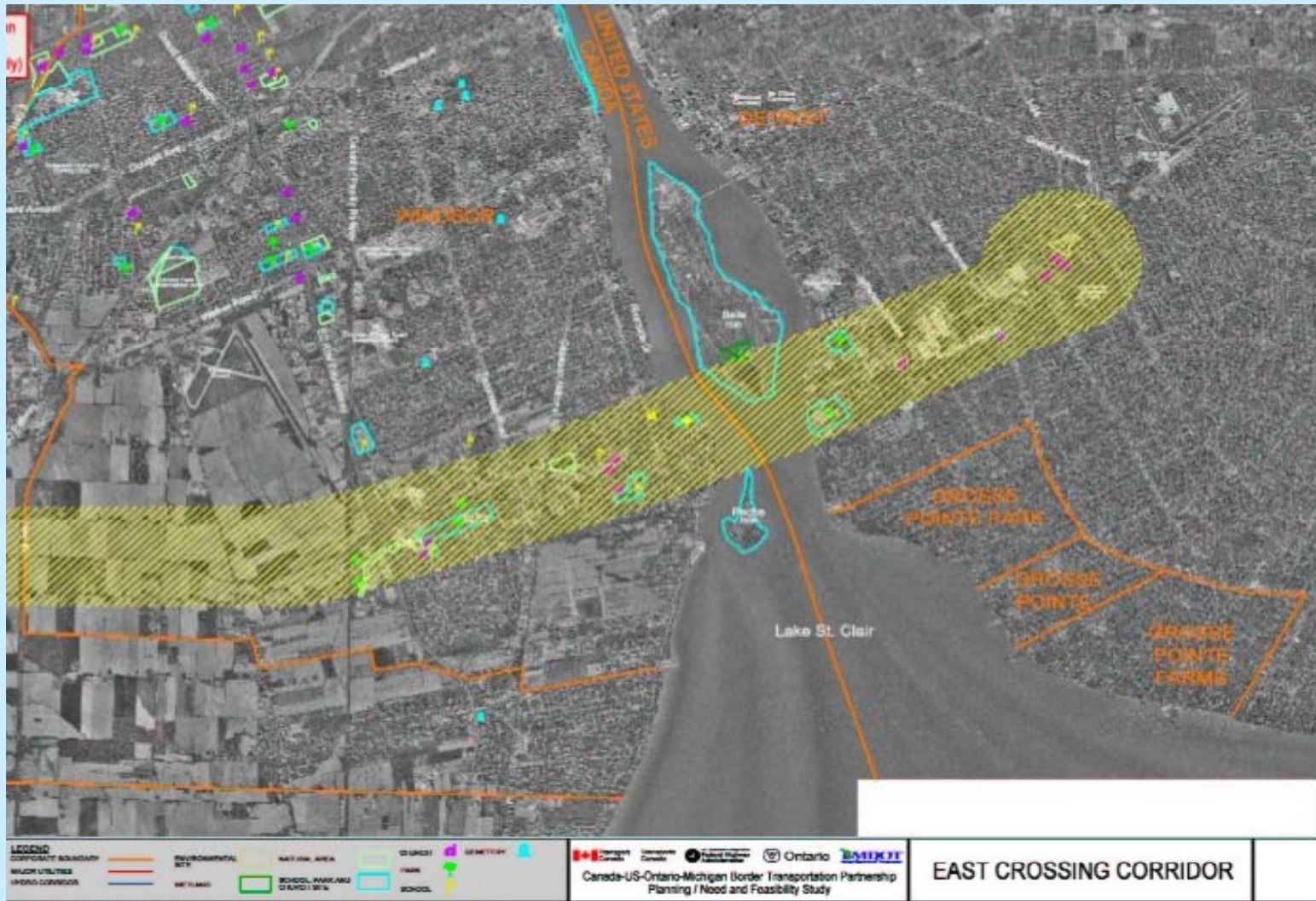


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# Proposed Factors for Evaluation of Proposed Alternatives

Factors	The Project Team will consider whether or not the proposed alternative(s) will:
<b>Transportation Network Improvement</b>	<ul style="list-style-type: none"> <li>•Support local international traffic between Detroit and Windsor</li> <li>•Support long distance freight travel</li> <li>•Divert international truck and/or vehicle congestion</li> <li>•Support long distance passenger travel</li> <li>•Relieve traffic congestion</li> </ul>
<b>Transportation Opportunities</b>	<ul style="list-style-type: none"> <li>•Optimize the existing infrastructure</li> </ul>
<b>Government, Land Use, Transportation Planning, and Tourism Objectives</b>	<ul style="list-style-type: none"> <li>•Support existing plans</li> <li>•Support future plans</li> <li>•Support the transportation system</li> <li>•Maintain security and provide redundancy</li> </ul>
<b>Border Processing</b>	<ul style="list-style-type: none"> <li>•Meet the long term needs for commercial processing</li> <li>•Meet the long term needs for passenger crossings</li> </ul>
<b>Environmental Feasibility</b>	<ul style="list-style-type: none"> <li>•Impacts to natural features</li> <li>•Impacts to socioeconomic features</li> <li>•Impacts to cultural features</li> </ul>
<b>Technical Feasibility</b>	<ul style="list-style-type: none"> <li>•Provide for good design and reasonable construction costs</li> </ul>



# Preliminary Assessment of Opportunity Corridors

- Each corridor permits at least one feasible route.
- Each corridor provides network benefits by increasing capacity and adding redundancy.
- The location of a route and connections to the freeway system determines the degree of benefits to the road network.
- All corridors result in some impacts to residential, commercial and significant natural areas.



**Toll Free 1-800-900-2649**

**[www.PartnershipBorderStudy.com](http://www.PartnershipBorderStudy.com)**

**Contact:** Mr. Len Kozachuk, P.Eng.  
Consultant Team Coordinator

URS Canada Inc.  
75 Commerce Valley Drive East  
Markham, Ontario L3T 7N9



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