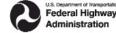
# Canada-U.S.-Ontario-Michigan Border Transportation Partnership

## Detroit Regional Chamber of Commerce Northern Border for Economic Security and Trade Command Center Task Force

**October 28, 2003** 









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:

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- 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. <u>Clearance for Project Implementation Required</u>

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**10. Project Construction** 





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

#### **Consultation Goals**

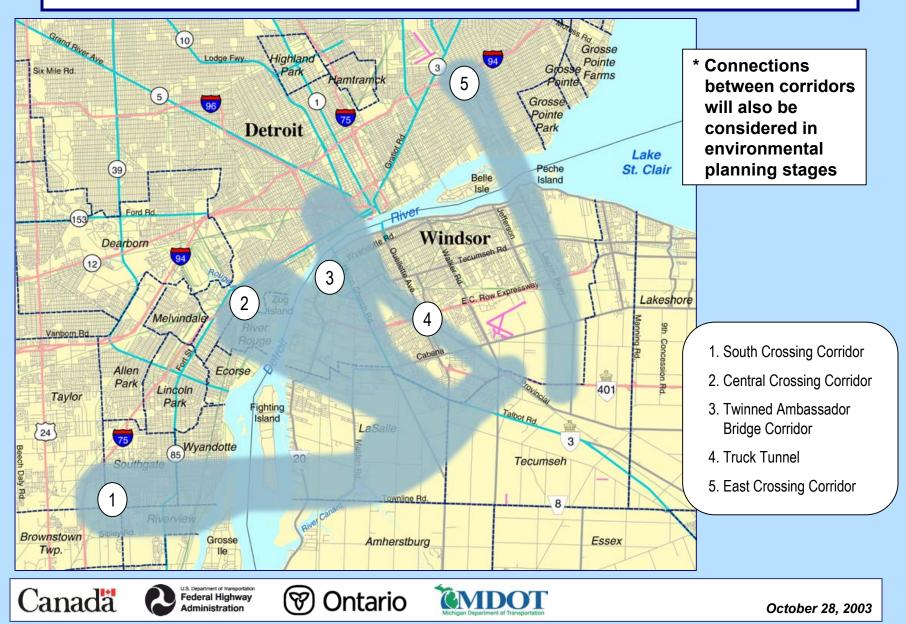
- Identify public concerns and values
- Identify agency (and municipal) mandates and concerns
- Involve agencies and the public in the development of solutions
- Provide information to agencies and the public about potential decisions and the related effects







### **Road-Based Opportunity Corridors**



## 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 its 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.



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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 and Facilities
- Greater use of ITS technologies including NEXUS/FAST
- Commercial Vehicle Processing Centre

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Partnership of Municipalities, Transportation and Border
 Processing Agencies





#### 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
  - Provide capacity to meet future travel needs
  - Add redundancy to the network

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- Propose 6 lanes for new crossing or 4 lanes for Twinned Ambassador Bridge
- Consider possibility of more than one new or expanded crossings
- Initiate Formal Environmental Processes for a New, or Expanded, International Crossing





#### 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







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

# 4. Implement Travel Demand Measures and encourage use of other modes

Implement:

- Intelligent Transportation Systems (ITS) strategy, Electronic Data
   Interchange (EDI), and improved signage to facilitate traffic operations
- Education and Information Dissemination

#### Encourage:

- Greater use of Blue Water Bridge
- Greater Use of Intermodal Rail
- New Inter-City Passenger Rail
- New/Improved Transit Services
- Greater Use of Ferry Services
- Greater Use of Marine Vessel Services

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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:
Transportation Network Improvement	<ul> <li>Support local 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>
Transportation Opportunities	•Optimize the existing infrastructure
Government, Land Use, Transportation Planning, and Tourism Objectives	<ul> <li>Support existing plans</li> <li>Support future plans</li> <li>Support the transportation system</li> <li>Maintain security and provide redundancy</li> </ul>
Border Processing	<ul> <li>Meet the long term needs for commercial processing</li> <li>Meet the long term needs for passenger crossings</li> </ul>
Environmental Feasibility	<ul> <li>Impacts to natural features</li> <li>Impacts to socioeconomic features</li> <li>Impacts to cultural features</li> </ul>
Technical Feasibility	<ul> <li>Provide for good design and reasonable construction costs</li> </ul>
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