

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

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

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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

# 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

## 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



\* **Connections between corridors will also be considered in environmental planning stages**

1. South Crossing Corridor
2. Central Crossing Corridor
3. Twinned Ambassador Bridge Corridor
4. Truck Tunnel
5. East Crossing Corridor

# 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.



# 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
- 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**
  - 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

# 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 style="list-style-type: none"> <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	<ul style="list-style-type: none"> <li>•Optimize the existing infrastructure</li> </ul>
Government, Land Use, Transportation Planning, and Tourism Objectives	<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>
Border Processing	<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>
Environmental Feasibility	<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>
Technical Feasibility	<ul style="list-style-type: none"> <li>•Provide for good design and reasonable construction costs</li> </ul>

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