

# Welcome to the Initial Public Outreach

for the

## DETROIT RIVER INTERNATIONAL CROSSING ENVIRONMENTAL ASSESSMENT

>> Please Sign In <<

Members of the Project Team are available to discuss any questions that you may have.

# The Project Team



The Partnership representing the governments of Canada, the United States, Ontario and Michigan is moving forward with the Environmental Assessment (EA) phase of the Detroit River International Crossing (DRIC) project to improve traffic flow and trade movement at the Windsor-Detroit border.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. The Michigan Department of Transportation (MDOT), in coordination with the U.S. Federal Highways Administration, is leading the U.S. work program. URS Canada Inc. has been retained to assist MTO in undertaking the route planning and environmental assessment in accordance with the Ontario Environmental Assessment Act (OEA) and Canadian Environmental Assessment Act (CEAA). MDOT has also retained a consultant team to undertake the U.S. route planning and environmental impact study in accordance with the requirements of the National Environmental Policy Act (NEPA).

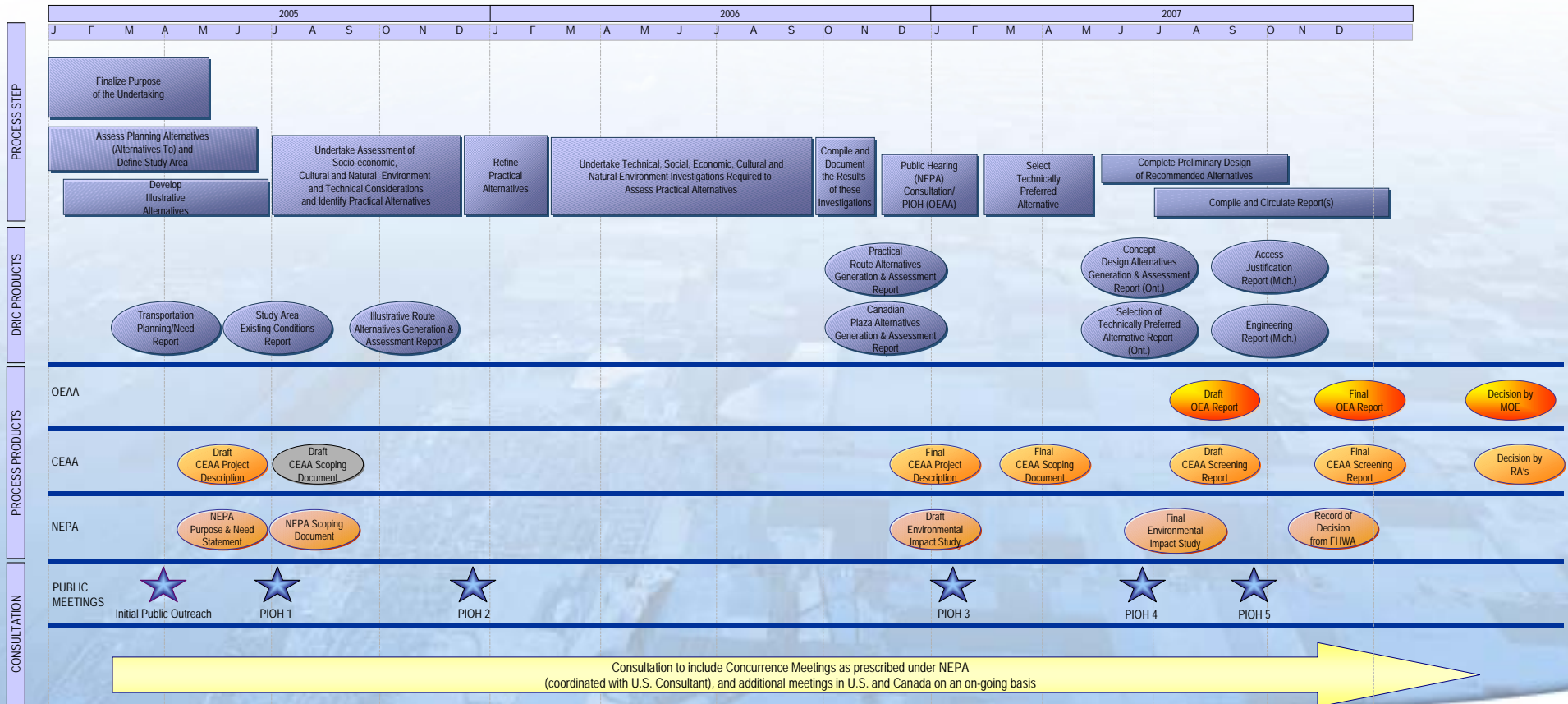
# The DRIC EA Study Will:

- Coordinate the U.S. and Canadian work programs
- Investigate the engineering, social, economic, cultural and natural environment attributes of route and crossing alternatives
- Publicly present the assessment of direct and indirect impacts of the alternatives for public review
- Incorporate public and agency input in decision-making and development of mitigation

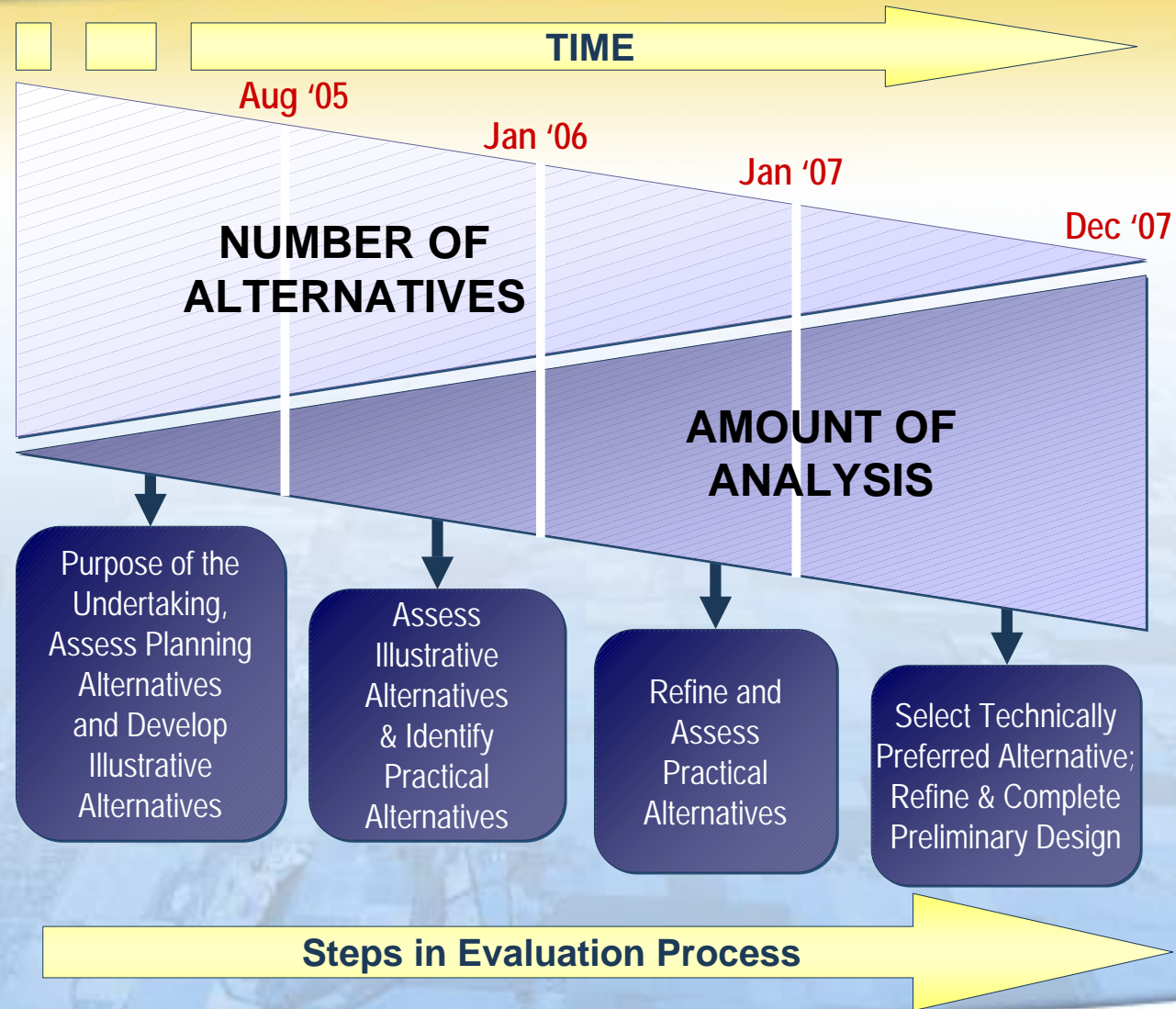


# Study Process Schedule

The activities and studies for the DRIC project will be conducted in accordance with the requirements of approval agencies in Canada and the U.S.



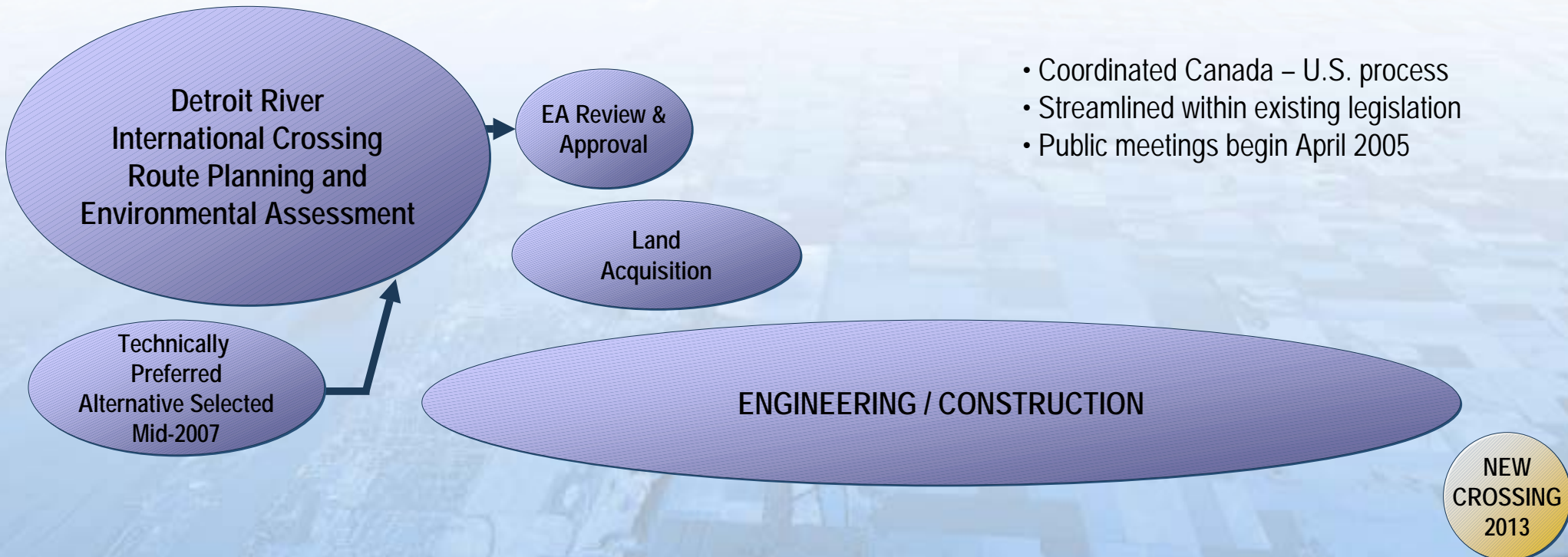
# Evaluation Process



# DRIC EA Planning Process

## Project Time Line

2005	2006	2007	2008	2009	2010	2011	2012	2013
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# Key Milestones

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

# We're Not Starting From Scratch!

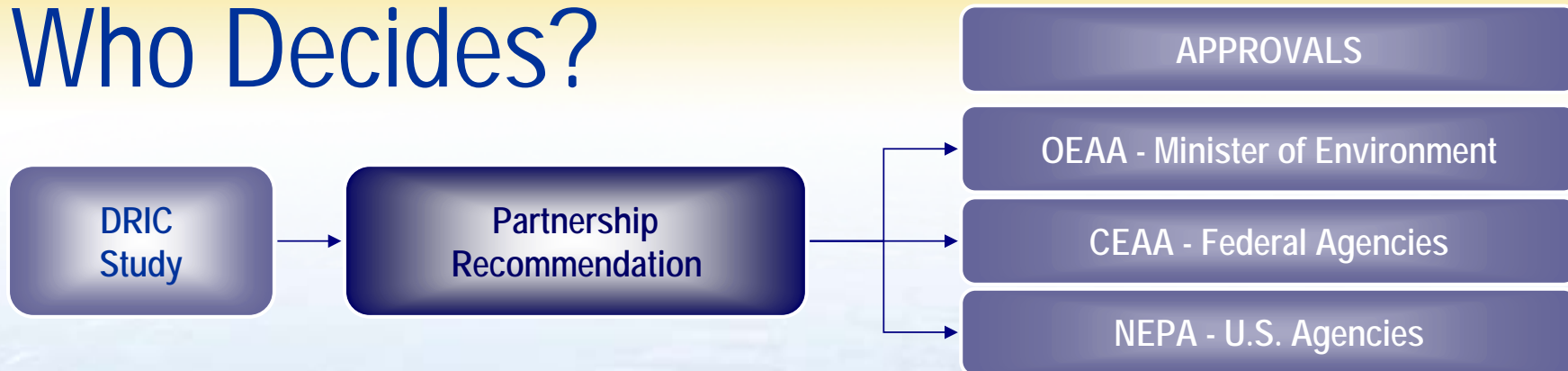
- Purpose and need for border transportation improvement are well documented in the Planning/Need & Feasibility (P/NF) Study (Jan '04)
  - **The purpose of the undertaking is to provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit River area to support the economies in Ontario, Michigan, Canada and the U.S. The purpose and need of the undertaking is being revisited to reflect current cross-border traffic volumes and future economic forecasts as part of this environmental assessment.**
- Planning/Need & Feasibility Study identified a multimodal strategy, including:
  - **Ensure sufficient border processing resources** to serve travel demand at the crossings.
  - **Optimize the use of existing network** in the short to medium-term (5 – 10 years).
  - **Implement travel demand measures** and encourage use of **other modes** to reduce travel demand on the road network.
  - **Construct a new or expand an existing international crossing** connecting the interstate freeway system and provincial highway systems in Ontario (EIS/EA is needed).

The roles of each of these strategy elements are being investigated as part of this Environmental Assessment.

- The Ontario EA Terms of Reference, outlining the study process, was approved in September 2004 by the Ministry of the Environment



# Who Decides?



- **Technical and environmental data** analysed by the Project Team, as well as information gained from consultation activities held throughout the project will be used to prepare **recommendations for improvements**.
- **Full documentation** of work prepared by the Partnership will be provided to the Federal and Provincial Agencies in Canada, as well as the State and Federal Agencies in the United States for their **formal review and approval**.
- In deciding whether to approve the Project, these agencies will consider the **engineering and environmental work, the level of public and agency involvement and the overall benefits and impacts** of the project on the local communities.
- On this basis, the Partnership is a strong believer in **consulting with as many people as possible**, starting early in the process and continuing as often as possible as we all move forward to a recommended plan.

# Guiding Principles for Generating Alternatives

In generating crossing, plaza and route alternatives, the Partnership will seek to:

- Develop alternatives that are efficient/direct;
- Utilize existing infrastructure and/or Transportation Corridors to the maximum extent;
- Seeks areas or land uses that are compatible, or areas in transition to compatible land uses, with transportation corridors; and,
- Minimize/avoid impacts to significant study area features, such as:

Component	Feature
Natural Environment	<ul style="list-style-type: none"> <li>• Groundwater and surface water quality and quantity</li> <li>• Agricultural lands</li> <li>• Air Quality</li> <li>• Wetlands and woodlands</li> <li>• Special Areas (e.g. ANSI's, ESA's)</li> <li>• Wildlife preserves / Species at Risk</li> </ul>
Cultural Environment	<ul style="list-style-type: none"> <li>• Historical, archaeological and cultural sites</li> <li>• National, State / Provincial Parks and Conservation / Recreational Areas</li> </ul>
Social Environment	<ul style="list-style-type: none"> <li>• Areas of residential development</li> <li>• Areas of commercial development</li> <li>• Landfills and hazardous waste sites</li> </ul>



Do you agree with these Guiding Principles?

Please note your comments and suggestions on a comment sheet

# Proposed Evaluation Criteria

In determining the engineering, social, economic, cultural and natural environment attributes of the crossing and route alternatives, the following criteria will be considered:

PROPOSED EVALUATION CRITERIA		
<b>Socio-Economic Environment</b>	<ul style="list-style-type: none"> <li>• Property and Access</li> <li>• Land Use Strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Community Effects (Noise, Disruption, etc.)</li> <li>• Disposal Sites &amp; Contaminated Areas</li> </ul>
<b>Cultural Environment</b>	<ul style="list-style-type: none"> <li>• Archaeology</li> </ul>	<ul style="list-style-type: none"> <li>• Heritage and Recreation</li> </ul>
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Agricultural Areas</li> <li>• Fisheries and Aquatic Habitat</li> <li>• Groundwater and Surface Water</li> </ul>	<ul style="list-style-type: none"> <li>• Special Wildlife and Habitat Areas</li> <li>• Wetlands</li> <li>• Woodlands</li> <li>• Other Resources</li> </ul>
<b>Technical Considerations</b>	<ul style="list-style-type: none"> <li>• Traffic and Network Operations</li> <li>• Engineering / Constructability</li> </ul>	<ul style="list-style-type: none"> <li>• Cost</li> </ul>

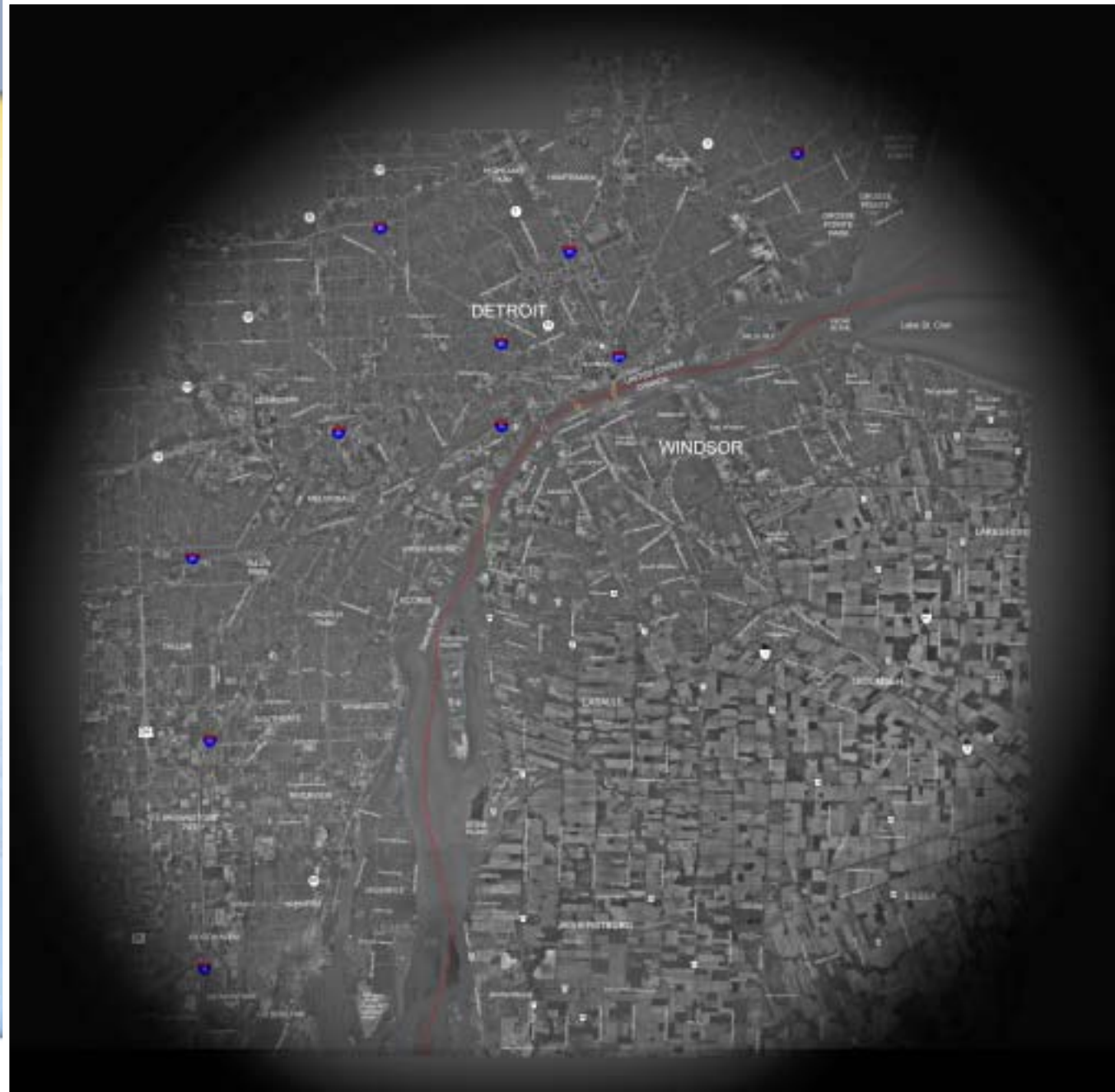


Are there other criteria the Project Team should be considering?  
Please kindly note your comments and suggestions on a comment sheet.



## Features, Opportunities & Constraints

The Project Team is seeking input on area features that will be considered in the development of crossing, plaza and route alternatives. You are encouraged to review the existing information presented on the maps here tonight and speak to Project Team members about any questions or new information you may have.



# How will my input help?

- Your input will be considered in the evaluation of alternatives. There are two components of the evaluation:
  1. Reasoned Argument Component
    - This is the primary evaluation method in selecting a preferred alternative. It highlights the differences in net impacts associated with the various alternatives and identifies advantages and disadvantages. Your input on features and impacts will be considered by the Project Team. The relative significance of the impacts are examined to provide a clear rationale for the selection of a preferred alternative.
  2. Arithmetic Evaluation Component
    - This is the secondary method of evaluation. It incorporates the level of significance (ie. the *weight*) of environmental attributes and the level of the impact/benefit (the *score*) associated with an alternative. Numerical values are derived for the weight and score.
    - Weights will be determined by stakeholders/public input; scoring will be determined by Project Team specialists
- Results of the evaluation will be presented to the public for review and comment at the Public Information Open Houses.
- Additional information is available in the Terms of Reference (available on the project website)

# Short-Term Improvements

In addition to the DRIC Project, the Partnership and other government agencies are developing and implementing short-term improvements to the Detroit River border crossing to maintain the safe, efficient and secure movement of people and goods.

- On-going improvements to border processing have been implemented at the existing crossings. Government agencies in cooperation with border operators are working to identify and implement further improvements to border processing in the short-term.
- In a separate but parallel process, the Government of Canada, the Province of Ontario, the City of Windsor and Essex County continue to work together to reach agreement on additional initiatives to be pursued under the “Let’s Get Windsor-Essex Moving” Strategy. The goal of the Strategy is to relieve congestion and improve traffic flows at existing crossings in a manner that is consistent with the requirements of the Detroit River International Crossing Project.
- In Michigan, construction continues on Gateway Project at Ambassador Bridge/Connections to Interstate Freeway System.



# Community Consultation Group

We are seeking 25 to 30 individuals to participate in a Community Consultation Group (CCG) to meet regularly during the Detroit River International Crossing Environmental Assessment.

- The CCG will provide input on issues identified by the Project Team as well as community interests in the Windsor / Essex area;
- For the U.S. component of this study, a Local Advisory Committee (LAC) is being established. Joint meetings between the CCG and the U.S. LAC will be planned during the project.
- If you are interested, please review the additional information and complete the application form available at this station. Please leave a completed form with any member of the Project Team, drop your completed form off at the Local Project Office, or fax it to 519-969-5012.

# How can you stay involved?

- The DRIC Project is an important project for the communities in the Detroit River area; this project is also a unique opportunity for the public to get involved in the decisions that will have a lasting effect on Windsor/Essex County.
- Your participation is welcomed and encouraged!
  - Complete a comment sheet and share your views with the Project Team (any comments will become part of the public record)
  - Sign-up to join the Community Consultation Group
  - Monitor local papers and website for progress updates
  - Contact the Project Team at any time to obtain information or ask questions
  - Attend the Public Information Open Houses (next Open House is scheduled for June 2005)

# What's Next?

- Information and comments received from the Initial Public Outreach will be used to develop crossing, plaza and connecting route alternatives
- The Partnership will present the initial set of alternatives to the public for review and comment at the Public Information Open Houses scheduled for June 2005
  - Notices will be published in local newspapers and mailed to those on the project contact list.
  - If you wish to be added to the project contact list, please submit your contact information on a comment form
- The Partnership will compile and review applications for the Community Consultation Group (CCG);
  - It is anticipated that the first CCG meeting will be arranged in early May

**THANK YOU FOR COMING!**



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