

# The Detroit River International Crossing

## **PUBLIC MEETINGS**



March 29, 2006

## Meetings Summary

# Detroit River International Crossing Study

## Public Meetings

March 29, 2006

10:30 a.m. and 5:00 p.m.

### SUMMARY

Mailed Invitations:	2,000 (approx.)
Mailers Returned:	71
Invitations Distributed:	900 (approx.)
<u>Newspaper Advertisements</u> Michigan Chronicle (March 15) Latino Press (March 16 and 23) Arab American News (March 18) News-Herald (March 19) Detroit Free Press/Detroit News (Detroit Zones) (March 22)	
<u>Public Access Television Stations</u> <u>Airing DRIC Video</u> City of River Rouge City of Southgate City of Riverview City of Trenton City of Ecorse City of Detroit City of Grosse Ile City of Lincoln Park City of Melvindale City of Allen Park City of Wyandotte	
Attendees (non-project staff):	March 29, 10:30 a.m., Delray Recreation Center – Detroit, MI 96 Attendees (signed in)  March 29, 5:00 p.m., Southwestern High School – Detroit, MI 210 Attendees (signed in)
Number of Speakers:	March 29, 10:30 a.m.: 10 March 29, 5:00 p.m.: 17
Number of Written Questions/ Comment Forms:	March 29, 10:30 a.m.: 1 March 29, 5:00 p.m.: 1

**Detroit River International Crossing Study  
Public Meeting  
Delray Community Center  
March 29, 2006  
10:30 a.m. to 1:30 p.m.**

## Meeting Notes

Detroit River International Crossing Study  
March 29, 2006  
Public Meeting Notes  
Delray Community Center  
10:30 AM to 1:30 PM

Introductions

Bob Parsons opened the meeting and introduced those at the front table. He noted that a Spanish interpreter was available should anyone need those services. He encouraged those present to fill out comment forms and leave them at the meeting or mail them in later. He then requested those who wished to speak to complete a speaking slip made available by members of the team.

Presentation

Bob Parsons introduced Joe Corradino who noted the handout provided everyone included a copy of the PowerPoint presentation he was about to make. Those slides in the presentation are the same as the graphics around the room. The exception was a sheet in the handout that summarized impacts of the optional plazas in matrix form. He explained that sheet included columns for Plazas C3 and C4 that were part of the Illustrative Alternatives phase of work as a means of comparison to the impacts of the new plazas.

Mr. Corradino used the slides to show the process, which began with many alternatives and has since been narrowed to a few practical alternatives. The analysis to date concluded that alternatives to the north and south of the Delray area were not practical and that tunneling is not practical. He stressed it is important to remember that the study is a partnership between the U.S. and Canada. That led to dropping: 1) twinning of the Ambassador Bridge as a Practical Alternative because twinning has unacceptable impacts in Canada; and, 2) Downriver crossing options, as they have unacceptable impacts in the U.S. The result is a U.S. analysis zone for preliminary Practical Alternatives between Zug Island and the foot of the Ambassador Bridge, plus the No Action Alternative.

The preliminary Practical Alternatives are now being detailed, particularly in terms of plazas and the connections to I-75. The environmental analysis accompanying the definition of preliminary Practical Alternatives will occur during 2006 with a Draft Environmental Impact Statement scheduled to be

produced by the end of 2006 and a public hearing scheduled for early 2007. Then, the Preferred Alternative will be selected by mid-2007 and a Final Environmental Impact Statement will be prepared at the end of that year. Approval of the project is expected, if a “build” alternative is selected, in 2008, with construction occurring over the years 2010 through 2013.

Joe Corradino said that the project’s development in the United States was now focused on the crossing, plaza and connections to I-75. He used a series of oblique aerial photos to show important points on the U.S. side to lay the groundwork for plaza development. He noted vision statements have been prepared in coordination with the local community for conditions with and without a new bridge. Both emphasized improved relations with governmental agencies to support the Delray community. The vision statement with the bridge called for a return to the “host community” (the area between Zug Island and the Ambassador Bridge) of some of the economic wealth that is expected to be generated by the new crossing.

Master planning is the current focus of ongoing work. The master planning effort will transition to context sensitive solutions (CSS), which is an effort that blends development of the community with transportation infrastructure (plaza, bridge, interchange). That work will start in April. At the same time, an extensive effort will begin to analyze the social-cultural effects in a broader area than Delray, which has 5,000 persons. That broader area incorporates approximately 150,000 people. Among other activities and analyses will be interviews with 100+ persons/groups to determine what makes the community work and how it might be affected/improved by the project.

Joe Corradino next explained the plaza analysis zone of approximately 310 acres. That zone was identified in conjunction with the community and will later be reduced to approximately 150 acres. At this point, it is understood that the plaza would ultimately be designed and owned by the federal government. Meanwhile, the consultant team will do site planning of the plaza at a level sufficient to analyze impacts and prepare a Draft Environmental Impact Statement.

Joe Corradino then explained Plaza Options 3 and 4, which have a linear layout, are associated with Crossing X-10. The difference is that Option 3 goes more directly to I-75 providing ramps into and out of the plaza in the area of Livernois and Dragoon Avenues, whereas Option 4 splits the ramp access with inbound access from the Springwells area and outbound access in the Livernois/Dragoon

area. In either case, the likelihood is that the Livernois/Dragoon interchange with I-75 would be closed.

Joe Corradino then showed slides illustrating what a plaza may look like from an oblique aerial view in terms of its magnitude and the amount of buffer associated with it.

Joe Corradino next turned to Crossing X-11, which is east of Fort Wayne, and first showed Options 1 and 2. These plazas are more compact, with Option 1 having a circular traffic pattern and Option 2 having a "down-and-back" type layout with inbound traffic moving first to the west and back to the east. There is an Option 1-A that would shift the alignment of I-75 south to reduce impacts that could occur north of I-75. Option 5, associated with Crossing X-11, has a linear layout with entry to the plaza from the west (inbound to the United States) at the Springwells area and exit to the freeway to the east at the Livernois/Dragoon area. Joe Corradino noted that all plazas are affected by the rail line running through Delray.

Regarding "next steps," Joe Corradino reiterated that the context sensitive solution effort would begin in April and would blend engineering/environmental considerations and the master planning effort into design and access elements of the bridge/plaza/interchange, for example, whether ramps to I-75 should go under or over Fort Street, and the kinds of walls and buffers that might be used around the plaza. He went on to discuss other upcoming meetings. He reiterated the current plan is to develop the Draft Environmental Impact Statement (DEIS) by December 2006, with a public hearing in January 2007.

With the completion of the presentation, questions and comments were entertained.

#### Question/Comment Period

Bob Parsons explained the process and this portion of the program began. Then, reading from the forms submitted, he called on each speaker.

**Comment:** I'm a full-time resident of Delray and I understand that half the people here are residents and the bridge will change things. We expect the bridge to be built east of Waterman. There are abandoned dope houses throughout the area. I believe supporting the bridge will bring



redevelopment. Things once were great; those things are now gone. EPA even put out notices about benzene and arsenic in the neighborhood. We need the bridge.

**Comment:** I would ask that in your presentation you provide more street names so that we can see the places to which you are referring. I'm 79 years old, and I want to know why, after looking at all the other locations, you settled on Delray. I believe it was chosen because the cost of the property is lower than in other areas. It's important to realize that the homes that remain are the mansions of those who live there. When Detroit bought out 1,000 homes for the sewerage treatment plant, the older people didn't know what to do and many of them died because they couldn't adjust to the relocation. They had fixed incomes and didn't have enough money to live. I think all this money for the study should go to funding the homeless; the bridge is not important. I would like to cite this newspaper article where two consultants say the bridge is not needed. I am concerned about older people being displaced.

**Response:** The DRIC study first addressed impacts only – not cost – in looking for a crossing area. The emphasis was to minimize the overall impacts. The Delray area ranked very high in this evaluation. At the end, cost was examined. It ratified that the Delray area was a candidate for the new river crossing. The work being done now focuses on relocation; that's why we've had workshops with the public to identify a preferred location for a plaza. We're considering moving homes within the neighborhood rather than relocate people away from Delray, if that is the option chosen by the displaced resident and it's feasible

*At this point in the program Bob Parsons noted that representatives of the Right-of-Way Division of MDOT were present to answer specific relocation/property acquisition issues.*

**Comment:** I'm reading a note from my mother. She thanks MDOT for trying to preserve what remains in the neighborhood and trying to bring back to the neighborhood to make it more prosperous. We believe in the DRIC process.

**Comment:** I love working with MDOT; they've been available 24 hours a day when we've had questions. They have toured the Delray neighborhood with us and understand our needs. The Ambassador Bridge is the opposite. I'm looking forward to good things out of this DRIC study.

**Comment:** I'm from the east side of Delray, around Junction. I'm thoroughly experienced in the truck back-ups that occur at that area, especially around Clark. I'm 60 years old and remember when Delray was a great place. Fort Street rivaled downtown in terms of activity and theaters. My grandmother had a boarding house at that time. There was talk about economic revival even then. You can't go back in time. I have several questions:

1. What about compensation for the discomforts during the process?
2. If the bridge is not built, would the City make improvements to Delray anyway?
3. What about access to Fort Wayne?
4. How would traffic get to I-75?
5. There have been a lot of broken promises.

**Responses:** No compensation is anticipated during construction for nuisance/discomfort; however, construction specifications require that there be specified truck routes, noise control and the like.

With respect to improvements independent of the bridge, we have been working with the City of Detroit planners on master plan concepts. We would hope that the City would adopt those concepts, whether a bridge were built or not. With respect to Fort Wayne, local access will be provided and we will try to reinforce Fort Wayne as a cultural element of the community. We do not know yet what the truck routings will be during construction or later, that will be a function, to a large degree, of the plaza location and the results of the master planning process. Certainly, West End Street and Dearborn Avenue are important truck routes today.

Lastly, we have been striving to work with the community in a completely open manner. An example of whether "promises made will be promises kept" is the DIFT project north of I-75 at the old rail yard. In that case, the community has expressed certain needs for improvements in the area and planning is ongoing to try to address those needs. This summer, the Final EIS for the DIFT project will be made public and its contents will reflect whether items the community requested are part of the project, i.e., "promises kept."

**Comment:** I confess that the DRIC plan is less invasive than I expected, but I still believe there's no proof of need for the project. The car industry is down, and with casinos on both sides of the river, there is

less travel back and forth. I have a number of questions, which I will go through one by one, if you would like to respond to each as I go.

**Question:** You talk about moving I-75, how much money might that cost?

**Response:** A lot, but we don't know yet the specific amount. We're looking at cost right now.

**Question:** People want to park in front of businesses along Fort. So, when you redo Fort with the ramp flyovers, that should be considered.

**Response:** Yes. We also hope the business groups along Fort Street will participate in developing any final solutions.

**Question:** Will the bridges across I-75 remain?

**Response:** Some crossing will be provided. We don't know yet the details of all the aspects of changes to I-75.

**Question:** On these long routes from I-75 to the plazas, like the ones that go down to Springwells, why are they so long?

**Response:** The objective is to spread the traffic in order to evaluate the traffic effects of different interchange configurations on I-75, so that we can ensure that weaving/merging occur safely.

**Question:** If there are houses left in the Delray neighborhood, what will you do?

**Response:** There will be buffers, as shown in these presentation graphics, and noise walls, as appropriate, to buffer the residences. Air quality effects will also be analyzed with appropriate mitigation provided.

**Question:** I think that staying close to the river is wise, but what about spills and problems like that?

**Response:** There has to be an approved plan of spill prevention/control that will be part of the final Preferred Alternative.

**Question:** You talk about enhancing Fort Wayne, will there be another exit for Fort Wayne?

**Response:** We don't yet know the final local access patterns. But, we do know access will be provided between the local area and the plaza.

**Comment/Question:** I would like to thank MDOT as a southwest Detroit resident and as a real estate owner of the old American Party Store. The trend has not been good in Delray. With the lease on my property by the tenant ending in July, there will be another vacant commercial property. I just hope the project can bring business back. The towing business I owned to retrieve cars from Canada used to be good, but the crossing time takes so long now I've had to give it up. My question is: why do we need to close off the plaza. Southwest Detroit used to benefit from the Ambassador Bridge Plaza before it was closed up. We need to have a way to allow the local commercial business districts to have access to bridge customers.

**Response:** Our goal is to find a way to separate the bridge traffic that wants to be in the community from that that does not, so that the traffic moving to I-75 does not roam around in the neighborhood. It is a new day on security and there are many more restrictions with respect to the plaza than there used to be. In light of this, there still will be improved business opportunities in the Delray area near the new plaza.

**Comment:** We live near the intermodal yard. What roads will allow the trucks to get in and out? Southwest Detroit just seems to be here for trucks.

**Response:** We are addressing truck routes on the intermodal/DIFT project. The plan to expand the terminal includes locating the truck center at the northwest corner of Central and Kronk. That property generates 2,500 trucks a week - that's more than go to the intermodal yard today. It is also proposed that Central would be rebuilt under the rail yard and Lonyo would be closed. This will improve safety. Trucks would come into the rail yard from the west via I-94 to Wyoming and from the east on I-94 from Livernois. The DRIC project could close the I-75 Livernois/Dragoon exit, eliminating trucks going to the intermodal yard from using Livernois and Dragoon Avenues south of Vernor.

**Comment:** I don't see the trucks so much on Central as on Dix.

**Comment:** Are the roadway engineers looking at the network? How will traffic get over to I-94?

**Response:** We are doing traffic counts that include determining where the trucks are going from the Ambassador Bridge today. That will assist the computer analyses of where traffic will go in the future that will use the Ambassador Bridge and the new bridge. We don't intend to widen Schaefer or Southfield, but we will be aware of changes that might be needed to handle bridge traffic that might use those roads.

**Comment:** Will the ramps connect the plaza and I-75? Will the properties under those ramps and between those ramps be taken, such as the Latino Baptist Church and the bank?

**Response:** At this point, we believe those ramps will be elevated and MDOT would want to control the right-of-way underneath. Unless it's a relatively large area, MDOT would also likely control the land between the sets of ramps.

With that comment, this public meeting ended about 1:30 p.m.

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## Attendees

## Speakers

Detroit River International Crossing Project  
Public Meeting – Delray Community Center  
March 29, 2006 10:30 AM – 1:30 PM

Order of Speakers  
(without duplicates)

1. Peter P. Berna, Sr.
2. Mary T. Szawala
3. Krystal Nagy
4. Dena Nagy
5. Barbara J. Perkins
6. Steve Walker
7. Belal M. Heiser
8. Geraldine Kudai
9. Mr. Brotski
10. Charles Misakian



**Detroit River International Crossing Study  
Public Meeting  
Southwestern High School  
March 29, 2006  
5:00 to 8:30 p.m.**

## Meeting Notes

Detroit River International Crossing Study  
March 29, 2006  
Public Meeting Notes  
Southwestern High School  
5:00 to 8:30 P.M.

### Introductions

Bob Parsons welcomed everyone and thanked them for coming and acknowledged the presence of Elena Varga, Wayne County Commissioner, and Caroline Postma, a Councilwoman from Windsor. He also welcomed the Canadian members of the DRIC Partnership and noted that an interpreter was available for Spanish translation. The people at the front table were introduced and the protocol for the evening was discussed. Bob Parsons encouraged those present to make use of the comment forms and turn those in either tonight or later by mail or email or fax. He also asked that those who wanted to speak fill out a speaking slip available at the sign-in table or from persons distributing them to the audience.

### Presentation

Bob Parsons introduced Joe Corradino. Joe Corradino noted the handout provided everyone included a copy of the PowerPoint presentation he was about to make. Those slides in the presentation are the same as the graphics around the room. The exception was a sheet in the handout that summarized impacts of the optional plazas in matrix form. He explained that sheet included columns for Plazas C3 and C4 that were part of the Illustrative Alternatives phase of work as a means of comparison to the impacts of the new plazas.

Mr. Corradino used the series of slides showing the process, which began with many alternatives and has since narrowed to a few practical alternatives. Analysis concluded that alternatives to the north and south of the Delray area were not practical and that tunneling is not practical. He stressed it is important to remember that the study is a partnership between the U.S. and Canada. That, for example, led to the dropping: 1) twinning of the Ambassador Bridge as a preliminary Practical Alternative because twinning has unacceptable impacts in Canada; and, 2) Downriver crossing options

as they have unacceptable impacts in the U.S. The result is an analysis zone for Practical Alternatives between Zug Island and the foot of the Ambassador Bridge, plus the No Action Alternative.

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Joe Corradino said that the project's development in the United States was now focused on the crossing, plaza and connections to I-75, with little need to work on a route between the plaza and the freeway. He used a series of oblique aerial photos to show important points on the U.S. side to lay the groundwork for plaza development. He noted vision statements have been prepared in coordination with the local community for conditions with and without a bridge. Both emphasized improved relations with governmental agencies and support for the community. The vision statement with the bridge called for a return to the host community of some of the economic wealth that is expected to be generated by the new crossing.

Master planning is the current focus of ongoing work. The master planning effort will transition to context sensitive solutions (CSS), which is an effort that blends development of the community with transportation infrastructure (plaza, bridge, interchange). That work will start in April. At the same time, an extensive effort will begin to analyze the social-cultural effects in a broader area than Delray, which has 5,000 persons. That broader area incorporates approximately 150,000 people. Among other activities and analysis will be interviews with 100+ persons/groups to determine what makes the community work and how it might be affected/improved by the project.

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Joe Corradino then showed slides illustrating what a plaza may look like from an oblique aerial view in terms of its magnitude and the amount of green space associated with it.

Joe Corradino next turned to Crossing X-11, which is east of Fort Wayne, and first showed Options 1 and 2. These plazas are more compact, with Option 1 having a circular traffic pattern and Option 2 have a “down-and-back” type layout with inbound traffic moving first to the west and back to the east. There is an Option 1-A that would shift the alignment of I-75 south to reduce impacts that could occur north of I-75. Option 5, associated with Crossing X-11, has a linear layout with entry to the plaza from the west (inbound to the United States) at the Springwells area and exit to the freeway to the east at the Livernois/Dagoon area. He noted that all plazas are affected by the rail line running through Delray.

Regarding “next steps,” Joe Corradino noted that the context sensitive solution effort would begin in April and would blend engineering/environmental considerations and the master planning effort into design and access elements of the bridge/plaza/interchange, for example, whether ramps to I-75 should go under or over Fort Street, and the kinds of walls and buffers that might be used around the plaza. He went on to discuss other upcoming meetings. He reiterated the current plan is to develop the Draft Environmental Impact Statement (DEIS) by December 2006, with a public hearing in January 2007.

With the completion the presentation, questions and comments were entertained.

#### Comments/Questions Period

Bob Parsons explained the process and this portion of the program began. Then, reading from the forms submitted, he called on each speaker.

**Question:** Will MDOT form a business collaborative and provide things like heating and air conditioning improvements as was done at the Detroit Metro Airport?

**Response:** There will be compensation for direct effects. For indirect effects, there will not. FHWA does not equip homes with new air conditioning or heating for noise purposes. It is a goal of the project to return wealth to the host community. So, there will be some consideration of community benefits.

**Comment:** The renderings don't show trucks.

**Response:** We will be doing simulations of traffic at later meetings. Our objective is to take the traffic where it wants to go, not into the neighborhoods. We're looking at the effects on Schaefer and Southfield.

**Comment:** I see massive truck traffic with the Springwells industrial area, the development of the port and from the bridge. There will be trucks 24-hours a day.

**Response:** The master planning effort is working on developing truck routes in the areas you mentioned.

**Comment:** I've been working for 25 years to better Delray. It seems to me the DRIC project is the best opportunity we have to do that. Our family and the Delray Community Council trust the DRIC process. We have been to many workshops; we're in favor of what MDOT is doing. We believe we're getting a new chance.

**Comment:** I've been in the area 35 years. The DRIC study is costing \$20 million dollars, not including the Canadian share. The best solution is to twin the Ambassador Bridge. With these DRIC options, the plaza is too close to Southwestern High School. There will be fumes and trucks that come with the bridge. The DIFT project is going to cause pollution at the Rouge River because of Fort and Schaefer improvements. What about the brine wells? Blasting in zip code 48217 has been permitted up through Michigan and Livernois.

**Response:** The Ambassador Bridge twinning is an unacceptable solution because of its impacts (plaza and connecting road) in Windsor. The DIFT project you mentioned examined a series of options. Community groups offered a truck route via Schaefer to the intermodal terminal,

but that is not included in the final plans. The salt mining that involves blasting is not active under the Delray area.

**Comment:** The trucks are so backed up on I-75, I can't even get off at my exit. Give the bridge to somebody else. We keep paying more taxes and more insurance.

**Comment:** From the perspective of the Delray Community Council, the MDOT effort looks great. MDOT has been working with the community. What the City has been doing, thus far, has not been working. We understand there has to be truck traffic, but we think it can be better routed.

**Comment:** I am a resident. I see a drawback to having the two bridges so close together with major congestion. You're going to need room for (plaza) expansion over 30 years. I believe it's illegal to take and hold land for potential future use as opposed to immediate use.

**Response:** The acquisition of land for future use is allowed for transportation purposes. This is especially so concerning the security issues involved in protecting the bridge and plaza for the long-term future.

**Comment:** I've been to a number of meetings, though I haven't seen the plaza options presented until tonight. It's good that the community is involved. My question is: are the master plan decisions coming out of DRIC to be officially adopted (by the City)? Will we see recommendations?

**Response:** MDOT is working with the City of Detroit on the Delray master planning. But, only the city can adopt the master plans and hopefully it will, but there is no guarantee. The master plan results will be reported on in the EIS as part of the Indirect/Cumulative Impact Analysis. Both the No Action and Build Alternatives will be considered. Potential community benefits will be examined in the EIS process.

**Comment:** With the DIFT Project still in process, I would encourage the cumulative study include the DIFT with the DRIC.

**Response:** That is being done on the Detroit Intermodal Freight Terminal Project. Now that we're further advanced on the Detroit River International Crossing Study, it's easier to see

potential opportunities to integrate the two. For example, the possible closing of the Livernois/ Dragoon interchange at I-75 by the DRIC would have a positive effect on the community and not negatively affect the DIFT.

**Comment:** I'm with the Delray Community Council. The goal is to save homes but I don't entirely trust the DRIC process. I see nice pictures but I see no commitment. Maintenance will be the responsibility of the City of Detroit and we're going to end up fending for ourselves. If there's ramp access to I-75 at West End, they will cut us off.

**Response:** We're pleased you trust the DRIC process partially, if not entirely. But, at this time, we're still studying and evaluating options to answer your questions. It will take an additional several months to cover all these topics. Nonetheless, the Final EIS for the nearby Detroit Intermodal Freight Terminal Project will be out this summer and will be a measure of the how the Community Benefits are dealt with ultimately for the DRIC project.

**Comment:** Who will own and operate the bridge?

**Response:** At this point, we know that public oversight is a must, but we don't have anything finalized to be able to answer your question.

**Comment:** I'm a Sandwich resident and have been coming to all the U.S. and Canadian meetings. The DRIC process has been open, although the outcome is unknown. I support the process. We do need another crossing; we have to do something. The situation on the Canadian side is terrible; you just can't fix Huron Church Road. You cannot expand a plaza that could ultimately affect 10,000 people in Sandwich; 3,000 to 4,000 could be displaced. The secondary truck inspection situation in Canada is untenable; it is several miles from the border. We are likewise doing a Community Plan in Windsor, although in our case we have city support. We believe our historic areas can collaborate to build the historic resources as tourist attractions, so that the U.S. and Canadian resources reinforce one another. You should know that the representatives of the Ambassador Bridge have gone to the Michigan State Legislature to stop the DRIC process. They want to twin the bridge and they want to do it in five years; but that cannot occur in Canada and will not occur in Canada. There's a court case now in the U.S. Circuit Court on the Ambassador Bridge's right to condemn property. There is no eminent domain in Canada. The owner of



the Bridge actually visited my business and spoke with me. We need to look towards a Port Authority, a not-for-profit bridge owner. The Ambassador Bridge representatives are trying to build a bridge in the Buffalo area, but are saying one isn't needed in Detroit. You can't have it both ways.

*The Honorable Alberta Talabi, Detroit City Council was recognized at this point.*

**Comment:** I had to react to the discussion earlier of the twinning of the Ambassador Bridge – it is totally unacceptable to the Canadians. Sandwichtown has historic designation. It was the end point of the Underground Railroad. I would invite the people from the United States to come to Canada and see the area. Twinning next to the Ambassador Bridge makes no sense from a security perspective. Twinning would take the land from our University and parks in Sandwichtown. There are more than 50 homes greater than 100 years of age and another 50 with historic designation that would be affected. In Windsor, there's an issue of miles of road to the 401. I encourage you to support the DRIC process, we need to work together.

*Bob Parsons acknowledged that there would be a meeting April 24<sup>th</sup> from 6:30 to 8:30 to allow more community discussion about the project. It was being sponsored by the Delray Community Council, MOSES, and the Sierra Club, among others. MDOT's Director, Kirk T. Steudle will be present.*

**Comment:** When the DRIC Project first came up I said "heck no." Then, I came to realize the project would happen with or without our input. The government doesn't need our permission; but this project has a different style. Representatives of the City have been engaged both from planning agencies and the City Council and there's been great participation from the Canadians and it's important to recognize that. I'd like to thank all of them. I'm glad to see the City leaders helping plan the strategy. We know we won't get everything we want but we have to try. I would encourage you to get involved and stay involved to make sure we have a positive result.

**Comment:** If there's no need for the bridge, why does the Ambassador Bridge want to twin? The Ambassador Bridge has done nothing for us.

**Comment:** I understand a number of these issues. I was inducted into the military at Fort Wayne. If you're talking about 150,000 people in the surrounding area, and 75,000 in the local area, half of those are Hispanic. If we criminalize illegal aliens, we'll have more problems, especially if we cause employers to be considered felons if they hire illegal immigrants. We have to have good rules on immigration; we have to be able to sell this project to businesses. We need to be able to carry goods across the border. Railroads are an important part of the community and aren't going to go away. Generally, the business community has been silent on intermodal, but it's clear we need it.

**Comment:** I'd like to thank you; our strength is in unity. The process must continue and it's your participation that counts. I just want to tell you that we (Detroit City Council) are listening.

**Comment:** This is my second meeting. As a Delray resident, I want to say that Delray was once the pride of the community. I don't want to see the Canadians hurt by this process or the Fort Wayne area. I believe and hope that everyone can come together.

**Comment:** This is home to me. I grew up around Fort and Schaefer. I'm happy to see the crowd. I want you to know that the Detroit City Council will be working with this group and the Council will follow the lead of the people.

### Next Steps

Bob Parsons concluded the meeting by indicating the next public meeting would be held April 19<sup>th</sup> and it will allow the community the opportunity to provide input on how to integrate the bridge and the plaza in the context of the land uses that have been worked on in the past workshops.

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## Attendees

**Detroit River International Crossing Study  
Public Meeting – Southwestern High School  
March 29, 2006 5:00 PM – 8:30 PM**

**Attendees**

1. Darrell Blair	Detroit Resident
2. Bonnie Kobeissi	Detroit Resident
3. Sammi Kobeissi	Detroit Resident
4. Jacqueline Smith	Detroit Resident
5. Louise Jones	Detroit Resident
6. Thelma Carr	Detroit Resident
7. Oliver Danemo	Detroit Resident
8. Frank Rodriguez	Detroit Resident
9. Deborah Pindzia	Detroit Resident
10. Idamae Lancendorfer	Detroit Resident
11. Victor Abla	Detroit Resident
12. Lucille Bussey	Detroit Resident
13. Alexandria Jurkewicz	Detroit Resident
14. Damien Jurkewicz	Detroit Resident
15. Anthony J. Alcalá	Detroit Resident
16. Evelyn Spence	Detroit Resident
17. Robert L. Morgan	Detroit Resident
18. Barbara Moore	Detroit Resident
19. Louise Stevenson	Detroit Resident
20. Diana Osborn	Detroit Resident
21. Beatrice Bekoli	Detroit Resident
22. Charles Moore	Detroit Resident
23. Annie Martin	Detroit Resident
24. Mary Numail	Detroit Resident
25. Susan Perez	Detroit Resident
26. Michael Koehler	Detroit Resident
27. Mitch Alexander	Detroit Resident
28. Ann Gail	Detroit Resident
29. Huzel Blake	Detroit Resident
30. Stan Wieczorek	Detroit Resident
31. Denise P. Smith	Detroit Resident
32. Melvin Smith	Detroit Resident
33. Michael Lawrence	Detroit Resident
34. Amando Lopez	Detroit Resident
35. Frank & Sharon Stewart	Detroit Resident
36. Edith Means	Detroit Resident
37. Billy James	Detroit Resident
38. Edward J. Mack	Detroit Resident
39. Laverne Kent	Detroit Resident

40. Gloria Gonzalez	Detroit Resident
41. Huey Dixon	Detroit Resident
42. Agnes Warren	Detroit Resident
43. Doretta Trice	Detroit Resident
44. Richard Warren	Detroit Resident
45. Larry Taylor	Detroit Resident
46. Piril Oullem	Delray Resident
47. James Myers	Delray Resident
48. Patrick Loubriel	Delray Resident
49. Cliffton Adamson	Delray Resident
50. Carlos Carraro	Delray Resident
51. Hassaw Masbouth	Delray Resident
52. Cedric Jones	Delray Resident
53. Ruth Coats	Delray Resident
54. Kimberly Ybarua	Delray Resident
55. Norma & Erick Rios	Delray Resident
56. Leticia Arias	Delray Resident
57. Diana Selz	Delray Resident
58. Ella Mae Johnson	Delray Resident
59. Annie P. Shields	Delray Resident
60. David Earls	Delray Resident
61. Cynthia Baker	Delray Resident
62. Franklin Lee Justice	Delray Resident
63. Bill Teney Jr.	Delray Resident
64. Deborah Jackson	Delray Resident
65. Klaus Muller	Delray Resident
66. Arthur Kyner	Detroit Resident
67. Ardelia Kyner	Detroit Resident
68. Roger Heilman	Delray Resident
69. Joann Tompos	Delray Resident
70. Harriet McPhail	Delray Resident
71. Gloria McPhail	Delray Resident
72. Ana Lopez	Delray Resident
73. Angela Trotter-Donaldson	Delray Resident
74. Mario Peralta	Delray Resident
75. Michelle Blizman	Delray Resident
76. Jeanette Blizman	Delray Resident
77. Bill Turry	Delray Resident
78. Olivia Drew	Delray Resident
79. Fanny Barber	Delray Resident
80. Peggy Heilman	Delray Resident
81. Bill Teasley	Delray Resident
82. Irma Torres	Delray Resident
83. Moises Lopez	Delray Resident
84. Roberto & Sylvia Hill	Delray Resident
85. Maria Martinez	Delray Resident

86. Silvia Leiva	Delray Resident
87. Camellia Beaniem	Delray Resident
88. Dena Nagy	Delray Resident
89. Caddie Nagy	Delray Resident
90. Efrain Rios	Delray Resident
91. Shirley Stratton	Delray Resident
92. Paul Bates	Delray Resident
93. George Horvath	Delray Resident
94. Betty Jewel	Delray Resident
95. Maria Ybarra	Delray Resident
96. Mercedes Ybarra	Delray Resident
97. Clyde Bostick	Delray Resident
98. Mario Hernandez	Delray Resident
99. Frank Gonzalez	Delray Resident
100. Norma Rodriguez	Delray Resident
101. Cheryl Hudson	Delray Resident
102. Joe Griffith	Delray Resident
103. Larry Hixson	Delray Resident
104. Carol Shearer	Delray Resident
105. Maria Orlando	Delray Resident
106. Jorge Orlando	Delray Resident
107. Yuri Orlando	Delray Resident
108. Bernadette Walker	Delray Resident
109. Tiffany Walker	Delray Resident
110. Pastor George Watson	Delray Resident
111. Antonia Watson	Delray Resident
112. Johnny Smith	Delray Resident
113. Sheryl Morgan	Delray Resident
114. Dorothy Alcalá	Delray Resident
115. Ruth D. Taylor	Delray Resident
116. Timothy Earls	Delray Resident
117. Luis Argola	Delray Resident
118. Liz Argola	Delray Resident
119. Thelma Janton	Delray Resident
120. Jeffery Corbett	Delray Resident
121. Rebel Justice	Delray Resident
122. Maggie Anderson	Delray Resident
123. Kim McPhail	Delray Resident
124. Sylvia Stonestreet	Delray Resident
125. Caroline Burr	Delray Resident
126. Gertrude Longmire	Delray Resident
127. Nathaniel Brent	Delray Resident
128. Shirley Cockrel	Delray Resident
129. Jennifer James	Delray Resident
130. Thelma Fridak	Delray Resident
131. John M. Nagy	Delray Community Council

132. David Nagy	Delray Community Council
133. Mary Nagy	Delray Community Council
134. Danny Maxwell	Delray Community Council
135. Cynthia Maxwell	Delray Community Council
136. Charles Barber	Delray Community Council
137. Candace Lynch	Delray Community Council
138. Caroline Arroyo	Delray Community Council
139. Mary Loubriel	Delray Community Council
140. Marcell Todd	City Planning Commission
141. Edward Moore	Detroit Council member Kwame Kenyatta
142. Mary Barela	Detroit Council member Ken Cockrel Jr.
143. Lakisha Barchfo	Detroit Council member Alberta Tinsley-Talabi
144. Alberta Tinsley Talabi	Detroit City Council member
145. Felipe Martinez	Neighborhood City Hall Manager
146. Terrence Kennedy	West Windsor Truck Watch
147. Mary Ann Cuderman	West Windsor Truck Watch
148. Otis Mathis	Citizens With Challenge
149. Esther Rost	Shoe Fair Store (Delray Resident)
150. Gerrund Workidse	First Baptist Church
151. Dan Loacano	Bagley Housing Association
152. Cindy Dingell	Wayne County Executive Offices
153. Ilona Varga	Wayne County Commission, District 5
154. Louis Speed	Wayne County
155. Nancy Speed	Wayne County
156. Troy Adamsen	Wayne County
157. Tim Sorochinsky	URS Canada
158. Colin Wong	URS Canada
159. Pat Cassity	Parsons Transportation
160. Gary Kadau	US Steel
161. Mark Norsworthy	MTO
162. Dave Wake	MTO
163. Cynthia Smith	Logos Assests
164. Audrey Steele	LGL
165. Jim Kavalos	Mobil Gas Station
166. Mitch Trancha	Parsons
167. Rhonda Henderson	Sierra Club
168. Delores Leonard	Sierra Club
169. Ed McAudte	Sierra Club
170. Maria Elena Rodriguez	Mexicantown Development Corporation
171. Debra A. Williams	St. Paul AME church
172. George D. Moore	St. Paul AME church
173. Eddie Cockrel	Apex Signs
174. Sander & Haygood Taylor	Brownstown Resident
175. Fernado Leija	Lincoln Park Resident
176. Milieo DeJohn	Riverview Resident
177. Karen MacDonald	City of River Rouge

178. Jennings Taylor	Ecorse Resident
179. Joyce Sheets	Ecorse Resident
180. Tansley Clarkston	Ecorse Resident
181. Betty Owen	Ecorse Resident
182. Pauline Callahan	Ecorse Resident
183. Sharon Covington	Ecorse Resident
184. Earl Covington	Ecorse Resident
185. Earl Covington Sr.	Ecorse Resident
186. Anne Taylor	Ecorse Resident
187. John H. Deuszick	Dearborn Resident
188. Pamela Goode	River Rouge Resident
189. Debra Young	Madonna University Student
190. Loretta Cannon	Madonna University Student
191. Lorentine Davis	Original United Citizens of Southwest Detroit
192. Glennie Barber	Original United Citizens of Southwest Detroit
193. Doris J. Miller	Original United Citizens of Southwest Detroit
194. Terri Mattison	Original United Citizens of Southwest Detroit
195. Josephine Smith	Original United Citizens of SW Detroit
196. Heidi Mucherio	Community Legal Resources
197. LaVeta Browne	Southwestern High School
198. Robert Hohlfeider	City of Riverview
199. Sam Castronovo	CTE Engineers
200. Kathy West	Livonia Resident
201. Lisa Goldstein	Southwest Detroit Environmental Vision
202. Alison Benjamin	Southwest Detroit Environmental Vision
203. Caroline Postna	Windsor City Council
204. Mary Anne Reiman	River Rouge Resident
205. Don Flynn	Hennepin Point Crossing
206. Henry LaFrance	Friends of the Detroit River
207. Michael Schmidt	City of Wyandotte
208. Jane Mackey	Congressman John Conyers
209. Karen Kavanaugh	Southwest Detroit Business Association
210. Greg Johnson	MDOT Metro Region

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## Speakers

Detroit River International Crossing Project  
Public Meeting – Southwestern High School  
March 29, 2006 5:00 PM – 8:30 PM

Order of Speakers  
(without duplicates)

1. Terri Mattison
2. George D. Moore
3. Mary Nagy
4. Otis Mathis
5. Norma Rodriguez
6. Dena Nagy
7. Nathaniel Brent
8. Mitchel Alexander
9. Patrick Lubriel
10. Gloria Gonzalez
11. Mary Ann Cuderman
12. Caroline Postma
13. John M. Nagy
14. John H. Bendzick
15. Alberta Talabi
16. Charles S. Moore
17. Edward Moore

## Comments





# The Detroit River International Border Crossing Comment Form

Additional Comments:

WHAT IS THE COST OF THIS STUDY  
TO DATE?

Why THE AMBASSADOR BRINGS NOT A  
PART OF THIS STUDY?

If possible, please return this before you leave. If not, please mail it to:  
Bob Parsons, Public Hearings Officer  
Bureau of Transportation Planning  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909  
Fax: (517) 373-9255

e-mail us by visiting our Web site at [www.partnershipborderstudy.com](http://www.partnershipborderstudy.com)

**Ilona Varga**  
Wayne County Commissioner  
600 Randolph Detroit, MI 48226  
313.224.0886

10:30  
WED

**This is very important,**  
**please make an effort to be there.**  
**PUBLIC MEETING NOTICE**  
**The Detroit International Crossing Study**

**Wednesday, March, 29, 2006**  
**Delray Recreation Center, 420 Leigh Street Detroit MI**  
**10:30 am - 1:30pm A Formal Presentation begins at noon.**  
**and**  
**Southwestern High School, 6921 W. Fort Street Detroit**  
**5:00pm - 8:30pm A Formal Presentation begins at**  
**6:30pm**

There has been an ongoing public study to build a new border crossing in Delray. Please come to at least one these public meetings and voice your opinion about the possibility of a new bridge. Public input in these meetings is absolutely crucial in determining a location that is fair and compatible with the community's interests.

While I do not believe that we need another bridge, the study has been positive for the creation of a master plan for Delray. We are in the process of planning for a "new town" along the river, and it is planned with or without a bridge. If it becomes necessary, it should be publicly owned.

Fresh FISH

I live in Delray, and I feel even more hopeful that if we have a community plan that we create ourselves, we will be able develop it and make things happen. We need new housing, grocery stores, schools, theatre, bowling alley, health clinic...DREAM...what do you want? Come tell us.

exercise  
squid  
fish  
bike  
park  
jewish  
ball  
square

From Dreams to Reality! You dream and I will work my heart out to help bring it to reality. It is our turn. Let's take a page from the communities who have things. Let's get organized, let us be heard in big numbers...we can, and we must! We have to leave this world better than we found it...this is our back yard!! Hope to see you there. Look me up and say "hi."

Fresh FISH

Chinese

observation deck

ethnic

... ..

Del Ray  
Com Card.

10:30 Meet

- Fresh fish market
- Small ethnic restaurants  
of delis
- Multi culture venues
- observation deck
- residential access to  
river
- Bike paths
- Health club
- Theater