

**From:** "Evelyn Hoey" <evyhoey@hotmail.com>  
**To:** <phillajoy@house.mi.gov>  
**Date:** Thu, Mar 23, 2006 10:07 AM  
**Subject:** Detroit international border crossing

March 23, 2006

The Honorable Phil LaJoy  
State Representative – 21st District  
Chair, House Transportation Committee  
PO Box 30014  
Lansing, MI 48909

Dear Chairman LaJoy:

Please note that while this letter contains much information that you may receive from other concerned citizens, there is an additional paragraph after the second paragraph.

As a resident of Southwest Detroit, I live in the shadow of North America's busiest border crossing. This means that I and my neighbors have to deal with the trucks that wander lost through our residential neighborhoods and our children suffer from higher asthma rates. We also deal with the constant noise of heavy traffic and the high volume of soot produced by diesel fuel. I am concerned about the impact of another border crossing in Southwest Detroit—an area that has seen residential and commercial revitalization and is the only part of the City of Detroit experiencing significant population growth.

However, if Michigan is to have a new border crossing to Canada, it must be determined in an open and participatory bi-national process, such as the Detroit River International Crossing Study (DRIC). MDOT staff and consultants have been responsive to resident inquiries, held numerous community meetings, and undertaken a community planning process to help produce context-sensitive alternatives for further study.

Another privately owned crossings would be intolerable. The owner of the Ambassador Bridge, the Detroit International Bridge Crossing (DIBC) is a privately owned company operating as though it has the authority of the federal government. (<http://www.metrotimes.com/editorial/story.asp?id=9016>) The City of Detroit currently has a case before the Michigan Court of Appeals concerning the DIBC building a new plaza without permits from the city. The DIBC claimed that it does not fall under the city's jurisdiction, yet it does not appear that the DIBC can show federal permission for this expansion. It is this kind of situation that must be avoided if Southwest Detroit is to be burdened with another crossing.

While some might think the border is an opportunity for private gain, it is one of Michigan's most important economic assets. Any additional or expanded border infrastructure should be considered in open, inclusive public processes and be publicly owned. All existing border infrastructure should be subject to public oversight and accountability. Finally, if a new border crossing is built, there should be clear community benefits for the local host community that bears the burden of this infrastructure.

Sincerely,

Evelyn Hoey  
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Detroit, Michigan 48216

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