

Facts at a Glance: The Detroit River International Crossing Study

Did You Know...

✓ **Public Consultation is Ongoing**

- Your opinion matters! The DRIC study team has been listening to the concerns and suggestions of the community, and has used that input to develop the options for river crossings, inspection plazas and access roads.
- Since late January 2005, we have met with over 90 groups, an average of twice a week, including members of the community, various stakeholder groups, and/or municipal, provincial or federal elected officials to discuss the project, and seek their feedback.
- Visit the DRIC website at www.partnershipborderstudy.com to join the 1,400 members of the Windsor-Essex community on our mailing list so you will receive the latest news and information.

✓ **Tunnelling is an Option**

- As a result of community input, tunnelling from Hwy 401 for all or part of the access road to a new river crossing is being considered.
- The pros and cons of tunnelling, a depressed roadway, and an at-grade roadway will all be examined as part of the study and in consultation with the public.

✓ **DRIC is looking for the best solution not the cheapest**

- Cost is just one of seven evaluation factors being considered as part of the Environmental Assessment process.
- The DRIC study team is working with the community to find the solution that minimizes community and environmental impacts to the greatest practical extent, while still meeting current and future transportation needs.
- As taxpayers, we all expect our public funds to be spent wisely, and we expect governments to make responsible fiscal decisions.

✓ **Local Jobs Depend on an Efficient Border Crossing**

- 50% of cross-border truck traffic is local, and is essential to the regional economy and local jobs.
- By 2030, trade between Canada and the U.S. is projected to increase significantly. Cross-border truck traffic is expected to increase by 128%.
- Under high-growth scenarios, cross-border traffic demand could exceed the capacity of the present border crossings in the Detroit River area as early as 2015.

03/28/2006

✓ **International Truck Traffic will be off Local Streets**

- All of the access road options that will be presented by the DRIC study team for public input will separate international traffic from local traffic.
- E.C. Row east of Huron Church Road will not be used for international truck traffic.

✓ **Hwy 3/Huron Church Road has been the route to the border for decades**

- The Hwy 3/Huron Church corridor has been the main arterial road from Hwy 401 to the border since the construction of Hwy 401 in the 1950s.
- Hwy 3 is a provincial highway and has served that role for 75 years.
- By providing a new six-lane freeway, truck traffic will no longer queue on Huron Church Road, and other city streets, and there will be less congestion for local traffic.
- The City of Windsor's Schwartz Report also included Hwy 3 as part of the access to a new river crossing.
- The DRIC access road differs from the Schwartz access road in a 2 km (just over 1 mile) section of Huron Church Road between Hwy 401 and E.C. Row based on a variety of factors. Displacements and disruptions to homes, heritage and archaeological sites along this corridor are comparable to other routes.

✓ **Ojibway Prairie Complex is not “just grass and trees”**

- For generations, people from the region and around the world have enjoyed the community and recreational benefits of the Ojibway Prairie Complex.
- Windsor-Essex area residents can be proud to host one of the last tallgrass ecosystems in North America, with over 100 rare or endangered species of plants, birds, insects and mammals.
- This fragile and unique area is protected by three levels of government: municipal, provincial, and federal. Protection of the Ojibway Prairie Complex will allow future generations to continue enjoying this natural area.

✓ **DRIC is following a legislated legal process**

- By law, the DRIC study team is conducting the Environmental Assessment (EA) study in strict accordance with the requirements of the *Ontario Environmental Assessment Act* (OEAA) and the *Canadian Environmental Assessment Act* (CEAA).
- The final EA report will be submitted to Ontario's Minister of the Environment for formal review and approval under the Environmental Assessment Act. The EA also requires approvals by federal Responsible Authorities.

For more information on the Detroit River International Crossing study, including reports, maps and public meeting notices, please visit our website at www.partnershipborderstudy.com.

03/28/2006