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CITIZENS ENVIRONMENT ALLIANCE
of southwestern Ontario

May 29, 2008

Mr. Robert Parsons,
Public Involvement/Hearing Officer
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909 USA
parsonsb@michigan.gov

Re: Detroit International Crossing (DRIC), Wayne County, Michigan, "Draft Environmental Impact Statement and Draft Section 4(f) Evaluation"

Dear Mr. Parsons,

This letter is forwarded to you in support of a submission sent by Mr. Dietrich R. Bergmann on April 29, 2008.

The examples outlined by Mr. Bergmann to modify travel demand: differential tolls, peak period travel disincentives, reversible lanes would have the effect of reducing some current transportation impacts on environmental quality in the international border region. Additionally, strategic transportation demand management options such as intermodal rail diversion of truck traffic and a light rail public transportation option may further lessen environmental impacts as compared to additional road-based border crossings.

It would be prudent to view current oil supplies as a permanent trend and plan accordingly. Transportation options that lessen the use of fuel per mile and per kilometer traveled, are more sustainable and will be a necessity in southeast Michigan, southwestern Ontario and beyond. Enhancing border capacity infrastructure with the exclusive development of an additional road-based crossing would be a myopic use of public funds and environmental capacity.

Sincerely,

Derek Coronado, M.A., Research and Policy Coordinator