

**Gateway  
Communities Development  
Collaborative**

**C/o Southwest Detroit  
Business Association  
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Detroit, MI 48209  
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**Member Organizations:**

**Bagley Housing Association**

**Bridging Communities**

**Greater Corktown  
Development Corporation**

**Mexicantown Community  
Development Corporation**

**Michigan Avenue Business  
Association**

**Neighborhood Centers, Inc.**

**Southwest Detroit Business  
Association**

**Southwest Detroit  
Environmental Vision**

**Southwest Housing  
Corporation**

May 25, 2005

Mr. James A. Kirschensteiner  
Assistant Division Administrator  
Federal Highway Administration  
315 W. Allegan Street, Room 207  
Lansing, MI 48933

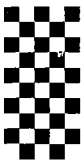
Dear Mr. Kirschensteiner:

We are writing regarding the Detroit River International Crossing (DRIC) study and the relationship of the private border crossing proposals to the study. We strongly support the DRIC study process as the optimal approach to identifying the best solutions for increasing international border crossing capacity. We support the DRIC study proceeding without delay or impeded by the dynamics of this highly competitive environment.

As Southwest Detroit residents and organizational representatives, we have particular knowledge about and specific experience with an international border crossing in our community. We are well acquainted with the challenges this infrastructure brings to community development goals as well as public health and safety. Our experience is unique even to other international border communities in that the Ambassador Bridge is one of the only privately-owned international border crossings on the northern U.S. border. Additionally, two of the transportation corridors identified for further evaluation in the study, as well as three of the private border crossing projects, are proposed for location in Southwest Detroit.

Southwest Detroit hosts significant transportation infrastructure in addition to the international border crossing and plaza. There are at least three public transportation infrastructure expansion projects underway or in the planning phase and any number of private developments that will impact the system and increase truck traffic. It is our experience that the best solutions for increasing the efficiency of the transportation system are those that are planned with community involvement and are designed to promote community development goals. A broader vision of the function and design of the international border crossing could yield new opportunities for economic development, regional tourism, and enhanced quality of life.

Given our experience, it is imperative that all governmental agencies with jurisdiction over border crossings refrain from issuing any permits or engaging in any other activities that would promote any particular crossing until the DRIC study is completed and a preferred alternative has been recommended. At the very least, the public expects that an open, considered, and deliberative process will be promoted and respected. **It must be clear that no decisions will be made outside of the DRIC study.**



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GCDC

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If you have any questions, or would like to discuss this letter any further, please feel free to call Margaret Garry at 313.967.9898, Karen Kavanaugh at 313.842.0986 x26, or Kelli Kavanaugh at 313.965.5853 x29. Thank you for your consideration.

Sincerely,

Margaret Garry  
Mexicantown Community  
Development Corporation  
Co-Chair,  
GCDC Transportation  
Committee

Karen Kavanaugh  
Southwest Detroit  
Business Association  
Co-Chair,  
GCDC Transportation  
Committee

Kelli B. Kavanaugh  
Greater Corktown  
Development Corporation  
Co-Chair,  
GCDC Transportation  
Committee

cc: Gloria Jeff, Director, MDOT  
Mohammed Alghurabi, DRIC Project Manager  
Senator Debbie Stabenow  
Senator Carl Levin  
Congresswoman Carolyn Cheeks-Kilpatrick  
Representative Steve Tobocman  
Congressman John Dingell  
Mayor Kwame Kilpatrick  
Detroit City Council