

**From:** [rtmarchitecture@gmail.com](mailto:rtmarchitecture@gmail.com)  
**To:** [Garneau, Allen M CIV](#)  
**Subject:** [Non-DoD Source] Reference: Public Notice 09-01-16  
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Dear Mr. Garneau,

Please make the right decision to protect the U.S. coast and the people in Detroit, Michigan by not allowing the DIBC to build a second span next to the existing Ambassador Bridge. The Ambassador bridge is located in a very densely populated neighborhood in Detroit and in Windsor, Ontario. The location of the Ambassador Bridge is an example of very poor urban planning (or no planning at all.) There is no room on either side of the border to expand customs and inspections plazas for commercial vehicles without destroying historical communities. A new "twin" span of the ambassador bridge with more lanes for commercial traffic will not ease traffic flow because the traffic will always bottleneck with the limited inspection infrastructure on both sides of the existing bridge.

The volume of diesel polluting trucks which cross the bridge on a daily basis have adverse impacts on the health of the communities and surrounding areas on both sides of the bridge. These trucks emit poison and this bridge is not located in the right place for a heavy truck border crossing.

The conversation is usually more often about how the new Gordie Howe Bridge will have a positive impact for Windsor and Canada, but the fact is that moving trucks away from the Ambassador Bridge will also be the right thing to do for Detroit because the existing bridge is located equally as close to Downtown Windsor and surrounding communities as it is proximate to downtown Detroit and densely populated surrounding communities in the U.S.

The DIBC is not a good neighbor and does not act in good faith to the people of Canada or the USA. They do not do anything to help improve and protect the environment that the trucks on their property pollute. Take a look at the property of the Gateway Project which MDOT was responsible for and you will see that MDOT planted trees to help filter some of the air toxins from the truck traffic. Meanwhile, take a look at the property owned and operated by the DIBC and you will see that it is almost all hard surface concrete, while much of the property is not utilized for vehicular circulation or any other function at all! The DIBC also does not contribute to clean diesel programs to help the impact of the trucks which their property hosts.

The DIBC is a corporation who has acted on behalf of its business and historically not acted on the concerns of the surrounding communities (and there are examples of not listening to authorities.) The DIBC is a poor steward to the environs, to the U.S. Coast, and to humanity as a whole. Please help protect the the U.S. Coast and do NOT allow the DIBC to gain a permit to build a second span.

If it is the USCG's responsibility to protect the coast, then consider the existing Ambassador Bridge as a part of our heritage, and by putting a new bridge right next to the existing bridge it will only appear as clutter in the skyline, instead consider that the DIBC has to agree to properly maintain the existing Ambassador Bridge and accept the future.

The future of the Windsor-Detroit commercial trade crossing is not the Ambassador Bridge nor the Ambassador Bridge Enhancement Project Proposal.

Please, please do the right thing.

All Best and Sincerely,

Ryan Marshall  
1048 Vinewood - Hubbard Farms Historic District  
[RTMarchitecture@gmail.com](mailto:RTMarchitecture@gmail.com)