

Thank you for your inquiry about the Gordie Howe International Bridge project. Below is a response that can be attributed to Heather Grondin, Chief Relations Officer, Windsor-Detroit Bridge Authority (WDBA).

The project team has worked closely with the Southwest Detroit Community Benefits Coalition (SWCBC) as well as Community Advisory Group (CAG), appointed by Mayor Duggan in 2015. Through these representatives, the project has been able to consider community feedback during the procurement period, the development of the project's Community Benefits Plan and mitigations for construction and operations phases.

Measures have been and continue to be taken by Bridging North America to minimize construction impacts such as noise, dust and vibration in accordance with the commitments in the Final Environmental Impact Statement.

Construction traffic is using designated haul routes to minimize community impacts, traffic congestion and wear and tear on existing infrastructure while maximizing public and construction safety. These haul routes were developed with, and approved, by the City of Detroit and Michigan Department of Transportation. Construction is occurring in alignment with municipal by-laws related to noise and hours of work.

In addition to our regular interactions with the SWCBC and CAG, the project team holds quarterly public meetings for residents to meet with project staff and provides a community office that is open to walk-in traffic two days a week. A toll-free number and email address are in place for residents to contact the project regarding construction concerns. If residents have project related issues or concerns and report them to our team, we work with the project to address their issues in a timely manner.

In addition to these measures, the team is delivering an extensive Community Benefits Plan that incorporates priority areas identified by the community. Since the launch of the Community Benefits Plan in 2019, more than 100 projects in Delray/Southwest Detroit and Sandwich/west Windsor in Canada have been or are being delivered collaboratively with over 80 partners through the \$23 million CDN Neighbourhood Infrastructure Strategy. The Community Benefits Plan complements other positive outcomes integrated into the project including the multi-use path, mitigation measures and community engagement activities.

Key outcomes of the Community Benefits Plan for the Delray/Southwest Detroit area include:

- over 100 homes each received up to \$20,000 US in free repairs through the Delray Home Improvement Program.
- More than 700 free trees provided to residents in Southwest Detroit, in addition to more than 1000 trees planted in the area on city streets and project lands as well as in nearby parks.
- local park improvements including new outdoor fitness equipment in Clark Park
- three 15-passenger vans donated to Southwest Detroit organizations
- various investments in food security, youth and senior programming and small business supports.

The Gordie Howe International Bridge project team has heard and taken seriously the concerns residents have expressed regarding the potential impact of emissions originating from the project once operational and the effective management of traffic. As such, all four components of the project – the Canadian Port of Entry, the bridge, the US Port of Entry and the Michigan Interchange – have been designed and to operate in a manner that will mitigate the local impact of emissions through maximizing traffic flow and limiting idling time. To mitigate this potential, the project team designed the system in a manner that allows for free-flowing traffic and minimizes the potential for congestion which could result in air quality impacts.

A key mechanism to mitigate emissions during operations will be the mandatory “no-idling” rule for vehicles on the US side. In addition, vehicles being processed through secondary inspection will not be allowed to idle. Other measures include:

- Six lanes for traffic always being open on the bridge thereby ensuring that there are no physical limitations that would cause back-ups
- The US and Canadian Ports of Entry will be among the largest ports in North America, when completed, and are surrounded by landscaped buffer areas comprised of a security fence, trees, shrubs and grasses, and a sidewalk.
- Toll collection taking place on the Canadian side for both Canadian inbound as well as outbound traffic so that there should not be reason for trucks to stop in the US Port of Entry or for trucks to back up on the ramps connecting to I-75 or on I-75 itself.
- New directional ramps connecting the new bridge to I-75 allow traffic to free flow on the ramps and additional entry and exit points to I-75 will provide better distribution of traffic along the highway.

Furthermore, analysis conducted during the environmental study shows total traffic on I-75 between Livernois Avenue and Springwells Street will remain the same after bridge opening. The traffic itself will be better managed due to the implementation of a second international crossing which will allow for the redistribution of vehicles and the elimination of stop-and-go traffic. More information can be found here: <https://gordiehoweinternationalbridge.com/mitigating-emissions-and-keeping-traffic-moving-on-the-gordie-howe-international-bridge-project-us-project-components/>