

Why Not GreenLink

The Detroit River International Crossing (DRIC) study team assessed the GreenLink proposal according to information provided by the City of Windsor.

There are many **similarities** between GreenLink and The Windsor-Essex Parkway. Both plans:

- feature a six-lane below-grade freeway with separate service roads for local traffic
- provide tunnelled sections in key locations
- include continuous trails to link communities
- have essentially the same property requirements, with buffer areas between the roadway and adjacent communities
- provide hundreds of acres of green space, with new spaces for community features
- incorporate walking and biking trails which allow pedestrians and cyclists to travel from E.C. Row Expressway to Howard Avenue without ever crossing paths with a vehicle
- will result in air quality and noise improvements by eliminating stop and go truck traffic and getting trucks off local streets
- follow the same general layout of roadways and interchanges
- provide an opportunity to create a signature gateway welcoming travellers to Canada, Ontario and Windsor and Essex County.

There are **differences** in the two plans.

- All elements of The Windsor-Essex Parkway meet Ontario's highway safety standards and reflect the importance of safe and reliable use of this roadway for international and local traffic. GreenLink includes substandard shoulder widths, the extensive use of vertical retaining walls and insufficient drainage systems, which can impede motorists in case of accidents or severe storms.
- GreenLink assumes a riskier approach to construction methods that could lead to extensive delays and substantial cost overruns, particularly in regard to excavating under the Grand Marais Drain where known poor soil conditions could hamper the deep excavation and construction. The Windsor-Essex Parkway proposes a below-grade roadway over Grand Marais Drain with improvements to the watercourse and trail system.
- The cost estimate provided for GreenLink does not include all expenses that are needed to deliver a safe and efficient access road to a new border crossing. When these expenses are added into the GreenLink proposal, the cost for taxpayers rises to between \$2.3 and \$2.5 billion, \$0.7 – \$0.9 billion more than The Windsor-Essex Parkway.

The DRIC study team recognized many benefits in the GreenLink proposal. The Windsor-Essex Parkway's improvements over previous alternatives were inspired by the input of the people of Windsor and Essex, along with GreenLink. In fact, The Windsor-Essex Parkway includes GreenLink's best features – tunnels, parks and trails.

For more information on The Windsor-Essex Parkway visit www.weparkway.ca

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