

The Parkway: A New Option

The Detroit River International Crossing (DRIC) study team is committed to identifying a solution to Windsor's border transportation issues that protects the community and improves the quality of life.

Since March 2006, the DRIC study team has conducted detailed studies of five alternatives for the access road. The team has analyzed the technical and environmental data and we are now sharing our findings with the public and local municipalities. We listened to your comments, feedback and ideas. Local residents want an access road to a new border crossing that:

- Takes trucks off local streets
- Reduces the amount of pollutants in the air
- Improves the movement of border-bound traffic
- Is not intrusive
- Is state-of-the-art
- Will not be determined on cost alone
- Improves the quality of life
- Provides a long-term solution

In our ongoing analysis of the five Practical Alternatives the study team has identified advantages and disadvantages for each option. Our decision will be based on seven major evaluation factors – Air Quality, Community and Neighbourhood Impacts, Land Use Impacts, Cultural Resources Impacts, Natural Resources Impacts, Regional Mobility, and Cost and Constructability. Windsor deserves the best solution for the border.

A Parkway alternative has been developed, based on refinements to the below-grade Practical Alternatives (Alternatives 1B and 2B), and reflecting the study goals and the community input received to date. The Parkway, a green transportation corridor with a number of short tunnels, will be refined further, based on comments received through public consultation.

Since this is a new option, never fully presented to the public prior to the Public Information Open Houses of August 2007, this information sheet will help you understand what this option looks like and what possibilities a Parkway offers.

The Parkway will allow communities on both sides of the corridor to reconnect and can provide opportunities for new trails for pedestrians and cyclists and linkages for wildlife. The access road for international traffic would be below-grade from Howard Avenue to E.C. Row Expressway, with a number of short tunnels. The Parkway could address the future transportation and mobility needs of the region and improve traffic operations and safety, protect people and communities.

The concept of the Parkway, as developed by the study team, can address all of the requirements for the access road identified by the community and the study team listed above. The plan we are showing in August is not the final access road option. We will look to the community for their input on the look and feel of the Parkway. Community input continues to be an essential part of the DRIC study process. Community input helped to lead us to the Parkway and with community input, we can make this refined option even better. Before any final decisions are made, the Parkway will be analyzed in the same level of detail as the initial five Practical Alternatives.

The Parkway provides 1.5 km of tunnels. At ground level, on top of the tunnels, this translates into 9.2 hectares, or 23 acres of open space. This is in addition to over 200 acres of open space along the Parkway, adjacent to the access road. The Parkway also provides the opportunity for 15 km of recreational trails.

The Parkway is estimated to cost \$1.5 billion.