

## Why Not GreenLink

The Detroit River International Crossing (DRIC) study team assessed the GreenLink proposal according to information provided by the City of Windsor. Knowledge of GreenLink helped the DRIC study team develop The Windsor-Essex Parkway from the below grade and tunnelled alternatives.

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 to link 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.
- Have nearly identical property requirements with buffer areas between the roadway and the adjacent community.
- Provide an opportunity to create a signature gateway welcoming travellers to Canada, Ontario and Windsor and Essex County.
- Have essentially the same property requirements, with buffer areas between the roadway and adjacent community

There are also some key **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 GreenLink cost estimate does not include all expenses that are needed to deliver a safe and efficient access road to a new border crossing including:
  - A complete connection from highway 401 to a plaza
  - Engineering and contract administration costs
  - Adjustments for inflation
  - Proper shoulder widths

When these expenses are added into the GreenLink proposal, the cost for taxpayers rises to between \$2.3 and \$2.5 billion, up to \$900 million more than The Windsor-Essex Parkway, with no additional benefits.

- GreenLink calls for longer tunnels that would require mechanical ventilation, additional fire and life safety requirements with no substantial improvements in air quality or community connections, in comparison to The Windsor-Essex Parkway.