



Trucks don't make the cut

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BC wrote:

As long as our brain dead politicians think everything has to be centred in the downtown nothing will ever move ahead. The streets are already too narrow to accommodate the traffic we have now. The trucks are destroying the city streets but we have to build every new building in the downtown, everybody has to have a view of the harbour. CN is going to do nothing to change the rail situation. Parking on both sides of downtown streets narrow the streets even more, something has to be done with all of these problems, but than again that would be looking ahead, our politicians can't see any further than the next election.

MarkyMark wrote:

This editorial is right on the money. We need clean and cost-effective transportation alternatives for cargo and people. That currently exists with the rail network around Halifax, if only the right policies were undertaken.

Your columnist Roger Taylor's call for a regional transportation authority to replace the bridge commission is the right direction. Look at how the Massachusetts Bay Transportation Authority, established in the mid-1960s to purchase rail lines and plan future highway projects in the Boston area, has transformed that city.

Nova Scotia could do something similar in the Halifax metropolitan area - say grouping highways and rail corridors (active and abandoned) in a swath radiating out from Halifax to Bridgewater - Windsor - Truro - Sheet Harbour.

We desperately need comprehensive transportation planning and operations. An agency such as a Halifax Regional Transportation Authority with the legislative and financial horsepower behind it to make it happen would be a welcome outcome from this rail cut debacle where TPW and the Gateway Council and the Premier's Office squandered and wasted public money and valuable time while pursuing what can best be termed a fantasy.

Selina wrote:

Can you imagine the screams of protest from the property owners of the affected properties in the south end? This is some of the priciest real estate in the city. Lets not forget the political influence as well. No wonder there was little interest in proceeding. I have always found it strange that the container port was located where it is, next to the park and expensive real estate. I suppose that the freeway plan along the harbour (See: Cogswell interchange) was part of the port plan. Its' cancellation caused the bottleneck. In the long run I think the solution involves relocating Halterm. Good luck with that.