



Rail corridor conversion may cost \$270m

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Reader Comments to Chronicle-Herald Website

lucyloo wrote:

What is it with these "decision makers" in HRM? Has asphalt been implanted in their brains? \$270 million? I'm sure after the time and money consumed in more consultants (no doubt from Toronto), a few law-suits from some of these \$million properties abutting this project, etc, etc, the cost of this white elephant will be more like \$1 billion. But heck, what's a billion more to our brain trust that runs HRM or the province? Do any of these decision makers see what the rest of the world is doing..... yes that tiny speck of land outside HRM..... well they're going to rail. But wait a minute, you say, we already have rail right there in Capital City... which could also be used as a rapid transit all the way from places like Truro... each morning and evening. HRM people.. CN is doing everything it can to get out of the Port of Halifax. This with a recession that will last for the rest of most of our lives! I don't live in HRM and seldom go there.... but every time you folks spend money it costs me through federal and provincial taxes and grants going to your dreamers. Maybe if you had a rapid rail transit, like most of the "outer world" has, then I'd plan a trip sometime to see your beautiful sewer (what another billion)... er I mean Bedford Basin or visit your overcrowded dysfunctional "CAPITAL HEALTH CARE" Let your dreamers put up some of their own monies and careers to build these white elephants and hold them responsible for any malfunctions in these systems..... ie: HRM sewer.

beejay wrote:

That is a huge amount of money for what it appears to accomplish but if all levels of government are contributing then it may just be worth while. If it improves traffic flow then go for it.

joninyhz wrote:

Who else thinks this is a waste of money? Yes it may ease congestion downtown, but why can't the cargo be shipped out of Halterm by train? Why not invest the 270m in improving public transit?

BuddhaBoy wrote:

Why would we spend money to increase the capacity of our rail corridor when container business is down over 25%???

centrist wrote:

The atlantic gateway process is just a link in the coming North American Union, you know, the one that allows companies to close up shop in one location and open in locals where sweatshops are the rule. All in search of even greater profits and to heck with the communities/manufacturing infrastructure they destroy. Educate yourselves on what this will really mean for OUR region (by this I mean non-MSM news sites). No more corporate greed at the expense of quality of life for the common man and woman. We have had enough.

BC wrote:

Not sure what all the fuss is about, neither CN or VIA rail want to be here. That's plain to be seen by the reduction in service from both of them. CN has decimated their employee base and infrastructure and VIA Rail has reduced service to the bare minimum they can get away with. With another container pier in the works and the two piers in Halifax losing business, every thing is going to have to be trucked anyway. Lets just wait and CN will give us the corridor.

wsavary wrote:

That seems like a reasonable amount for the enormous benefit for Halifax. Really, 270m is not out of line for a major road project. The various highway twinning projects cost millions of dollars... this is the same idea but far, far more useful.

Heatherdee wrote:

CN just invested millions in NB lines as part of that province's gateway. Perhaps we ought to be giving CN a reason to be in business here. Newsflash, common sense is free!

RSUN wrote:

To all those people that say this is way too much money, how about we don't spend anything and let the city get worse. Or better yet, how about we watch the money go to another region of the country that does want to do something with it. Even if it's only used for public transit it's well worth the money spent!!!!

Cranky Pants wrote:

\$270 million for this reeks of pork barrel politics. Unless they are going to double the width of the cut, no way will it cost this. Put up a concrete wall to separate truck from train traffic, make it one way depending on container shipping needs and maybe a couple of pull off spots, done. This price tag is because they figure the feds will dump a bunch of money into it being infrastructure. This is too much , us slaves are overtaxed already.

Here wrote:

Really, none of this is going to happen. Falling container market leaving this area entirely. CN lines decaying. South end of old Halifax. What will be there for rail and highways to use in 15 years? Lawn bowling clubs? That whole waterfront will likely be a park used seasonally by the cruise lines we pay to come here, and the druggies from up the hill at night.

nineohtoo wrote:

Some people are so backwards thinking it makes me sick. The naysayers jump on this project without even thinking about the benefits. One poster mentions port traffic down 25% as a reason NOT do move forward with this? Are they for real? Another mentions that VIA and CN no longer have an interest in this neck of the woods? Geez...I wonder if that has something to do with our serious lack of rail infrastructure. People need to think before they speak (or in this case write). Let's get on with this project...enough talk. We are losing jobs and getting poor everyday that we continue to slow development. I hope Mr. Pacey's Heritage Trust Group feels directly responsible for some of last month's job loss numbers because there is no doubt that his group impeded the creation of new ones...and continues to do so.

Dartmouth'sbetter wrote:

This is ridiculous. This money would have much greater benefit to Nova Scotia if it was invested in a container facility along the Strait of Canso. Economic policies that focus solely on Halifax are going to kill this province's economy.

Quiet Comment wrote:

Lucy..Please stay home. This is a lot of money but something has to happen to improve things with shipping and make the container terminals more efficient to compete. Instead of wishing CN and Via out of the area why don't we encourage them to improve service by making it worth their while. CN has already removed one set of tracks through the cut. I hope one option that is looked at is replacing this track and transporting the containers to a good switch over area.

smuchick wrote:

I swear sometimes it feels like people get up in the morning and read the paper JUST to complain!! When there was an article about this a while back, people were all for either improving the transportation system, or another bridge etc..This isn't set in stone yet people!! they're still working on it, and no matter what they decide it's going to cost money!! So quit jumping on people's throats and instead of nagging and complaining, throw out ideas, make suggestions, DO something OTHER than complain...yeesh!!!

danby wrote:

We had this idea before and had money to do it with two tracks that could have been planned out in economic good times and we want to do it now??Anyone notice no one is spending but these people who think we have it-this sewer project belongs to the contractor to fix and pay for to be workable as we have not had sufficient reliant service from this project and HRM should not pay for it or take it over period especially with plans in the works like these.We can't afford to maintain or keep our roads free from snow no money so where will you get this money??We do not have any money for sky the limit funding and deficits so have fun or your kids will.Kids can't afford school in debt so high a car or a house-thank these people for making it haerder to get out of debt.This is a recession you can't spend what you don't have period and we cannot afford these excess areas of costs.BUSSES don't require these added road structures and we need them more than we need this.

David fm CH wrote:

I can't really comment on the costs as I do not really have anything to compare them to, but the idea is sound.

gina7400 wrote:

NO! This is another stupid and backwards idea! We need to be looking at the future not the past. Trucks are going to be a thing of the past with rising fuel prices. Why is Halifax always doing this to itself? In the past 10 years, Halifax has virtually dropped off the map as a leading city in Atlantic Canada.

joninyhz wrote:

I agree with Heatherdee, if we want Canadian National to invest in rail development in Nova Scotia, lets give them a reason to. If we take all the trucks off the roads in d/town Halifax, and put the cargo on rail (increasing CN's ROI), then they will be more than willing to spend their money to upgrade.

spaustin wrote:

\$270 million would be a huge waste for a corridor that can only move trucks one-way at a time (the other lane being rail). Better to use the existing rails to move cargo to a central depot and then put them onto truck from there. This whole issue, however, begs the question, why are we trying to jam trucks in and out of a port that's hard to access? If we're going to spend money, instead of looking at fairly ineffective half measures, let's think a little bigger. We could relocate the port to Eastern Passage. A container yard in Eastern Passage would be much more connected to rapid transportation since there are highways and an existing rail corridor in Dartmouth. We could redevelop the old Port in the South End in phases over a decade or two. The tax gains from the redeveloped lands would probably, in the end, pay for the cost of relocating the port. Too bad our provincial and municipal politicians are so lacking in vision.

Kira wrote:

The Atlantic Gateway notion is just a dream to make Halifax into something people would not want it to be. We don't want to be like Toronto, or we would live there. Why not rot use the 270 to retrofit the railway for public transit. There's rails throughout HRM that could be used to move passenger trains for people commuting in and out of downtown. THAT would reduce traffic, be useful as an alternative to say... building a bridge where you can't really build one without spending billions. Nova Scotia needs to start relying on its own strengths rather than trying to imitate another's.

scenicns wrote:

Why don't we actually read the final report before passing judgement. This could be a good option, once NSP gets thier new headquarters in place the extra people near the train terminal could help the business case for commuter rail.

Meandmywhine wrote:

This city needs to be torn down in order to be rebuilt. The price tag is ridiculous however. I think more bidding for this kind of work needs to take place so those construction companies interested in securing any work at all will come up with a more reasonable price. How many millions did our city contract out to snow removal and look at how poorly this has been performed. Snow banks three feet away from the curb and parking was not banned on Summer street. What happens? Buses can't get up and down the street, cars with their drivers side mirrors torn off line the street and pedestrians climbing snow banks. I tried to imagine elderly and handicapped trying to get around and quite frankly I was disgusted. If they are going to award the contracts then they should be following up on incomplete work and making these companies go out and do it properly. THEY are mostly comprised of landscaping companies that would starve in the offseason if it were not for these contracts.

hfx22 wrote:

Sounds like a good long term investment in developing HRM. How much have they spent in the past, and how much do they intend to spend in the future, widening arteries and destroying neighborhoods? The city needs to work with the citizens of halifax and develop long term plans rather than destroying beautiful neighborhoods with ever increasing congestion from the suburbs. We need a practical and efficient way for people to get to and from work in the downtown. Our reliance on 'one person per vehicle' is a horrible method that cannot be sustained.

Dak wrote:

How can a road cost \$270 million? This project needs to be done but \$270 million seems ridiculous.

Heatherdee wrote:

I for one am struggling to identify the benefits of this conversion has over rail transport for people and freight. Why is that not being considered when a lot of people want it; and after CN invested millions of dollars in NB as part of their gateway strategy? Is it wrong to want to explore other alternatives, and why is it wrong? I swear, some people just jump on a bandwagon because their political supporters want something, without thinking the consequences through or defending it on its merits. So convince me.

bearpaw wrote:

Don't do it so grandious. If necessary, pave only enough to send traffic,1 way at a time. Rent FAST dayliners, from Bombardier, to get people, not cars, to and from the city. At first, before building large parking lots,use busses to get persons to the dayliners, in the Bedford area. Will only work, if bus routes are available, to take persons from the old train station, to where they want to go. Modern, fast, dayliners, could work. Cars could go into the city, until say 10 AM, rush hour. Container, truck traffic and cars could leave the city, from 10AM till say 10 PM. Closed 10PM till 6 AM. No noise at night. Everybody's happy. Not outrageous costs. What more can you ask for? Contact me. I'm available, CHEAP.

MarkyMark wrote:

Rodney MacDonald is a complete and utter fool and a political failure. He's Nova Scotia's Dion.

I've been against this rail corridor from the outset. Yet our brilliant Inverness gym teacher can't get it through his thick skull that spending even one penny on this hare-brained scheme is a waste of taxpayers money.

Here's a free piece of advice for the premier:

SPEND IT ON RAIL. SPEND IT ON THE INLAND TERMINAL. SPEND IT ON SHUTTLE TRAINS TO REPLACE TRUCKS.

Odoyle wrote:

What an absolute waste of money. They could use that money to buy the land and re-lay track to allow competition to CN's current monopoly in HRM and maybe solve commuter problems at the same time. Obviously Brooke Taylor is running this show with his trucking lobbyists. This should make south end homeowner's property values soar with the noise and pollution. Great idea guys....

greencrow wrote:

Now here's a thought, why not have CN put another set tracks through the cut and rail the freight out of the city? Or, give the money to Saint John, Mulgrave, Sydney or any other port that would put it to good use. If they don't want it maybe Montreal will take it and put it to really good use. Or Halifax can use it to bid on the 2016 or 2020 Olympics or some other scheme they can not afford. Oh to be a small city with BIG city dreams!!