



Tunnel or third bridge proposed

Report: \$1.1-billion link would join Woodside to south-end rail cut

By AMY PUGSLEY FRASER City Hall Reporter

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COMMENTS

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dartmouthcat wrote:

YEA!!!

Guy wrote:

It would be great to get the trucks off Water and Hollis streets. If they put a truck-only road through the cut (I don't think it should be a highway)... crazy idea here that would cost a small fortune... but why not cover it!!! Turn the railway cut into a tunnel and reclaim all the land on top as a parkland and bike paths, etc.! The tunnel could then emerge to a spectacular 6 lane cable stayed bridge. It would be like our own mini "Big Dig"... without the digging part.

beejay wrote:

If, as the experts say, the work force is declining and families are not as large as they were in the past, why then, do we need a third bridge/tunnel?

Alloy wrote:

Yah right why does anyone even bother, im so sick of hearing about new infrastructure coming to Halifax between our mayor Peter Kelly/Dawn Sloane and the heritage society nothing is ever approved or ever wanted, skyscrapers, common wealth games, revamping Barrington street, a new Maritime museum, improved Dartmouth waterfront, the list goes on and on but the city looks the exact same as it did 30 years ago we cant even have lower water street repaved? I am sorry for the negative attitude but this has been going on for way to long what are we paying our city officials for? to sit around and dream up ideas to get us excited only to never fall through with anything?

Dartmouth'sbetter wrote:

This is ridiculous. HRM's population will stagnate and then start to decrease in the coming years. Who has to get to the peninsula anymore? Most new jobs will be created outside the core in places like Burnside or Dartmouth Crossing.

ryane2 wrote:

I don't believe we need a third bridge or a tunnel. What we need is more transit services such as the LINK. The LINK service is fantastic, on time and it takes less than 30 minutes to get you downtown from Portland Terminal. The service gets vehicles off the road so if we have a good transit system, we shouldn't have more vehicles to get to Halifax. Plus the parking in Halifax is very costly and limited. If we get a third bridge or tunnel, where are all these extra vehicles going to park? Think Greener, think Transit.
Ryan E

Meet By Accident wrote:

I truly appreciate the the Bridge Commission in taking this proactive approach now. I am in the Towing industry and see first hand the amount of congestion on the bridges when you have an incident happen..either a broken down vehicle or a motor vehicle accident or someone who has load part of the goods they are transporting On the 25th of March for instance there was a personal injury accident on the Dartmouth side of the McKay bridge near the 111 Hwy the traffic was backed up for miles as it was down to one lane for nearly an hour as emergency crews and tow trucks cleared the scene With commercial vehicles over 4500kg not allowed to use the McDonald bridge it puts even more of a strain on the McKay bridge, I see the traffic getting heavier on the McKay bridge more as each year passes, as to the point that our company has a tow truck stationed there in the peak hours A third means of crossing is definitely going to be Warranted in the next few years to come William Urquhart Academy Towing

traispealot wrote:

If the idea is to reduce the number of cars being used to transport people to work each day, this is the wrong way to go about it. Wouldn't it be better to follow London, Engand's lead and charge ten or twenty dollars a day for cars to enter the city and use that money to beef up public transport? Climate change hasn't gone away, remember.

nayer wrote:

It is fine for the city to be looking ahead, but in the meantime, let's not get caught day-dreaming about bridges and tunnels when there is an urgent need to improve the public transit system. As for their idea to increase the fares for crossing the bridge, this is absolutely unacceptable until the public transit system is improved to give people more options. This is not rocket-science, there are Canadian cities with good transit systems, and European cities that are the same size as Halifax that put us to shame when it comes to transit. Before commissioning any more studies on bridges and tunnels, how about studying some of these cities with effective public transit and try making some improvements to our pathetic transit system. That will get people out of their cars and reduce congestion on the bridges.

xmontrealer wrote:

It would make far more sense to spend the money on improving public transportation, and making it less, not more convenient for cars to get across the harbour. Of course, that is why it won't likely ever happen.

Bluenose wrote:

I can't believe they needed a study to point out the glaringly obvious. All you have to do is go across a bridge to realize it doesn't work. They herd 6 or more lanes of traffic into one lane and expect it all to flow well...Oy! I have to say, I pessimistically agree with the person above that said, due to the way council malfunctions...the odds of this being done correctly and in a timely fashion are very slim...sigh...I'd be surprised if the situation was addressed in my lifetime.

Guy wrote:

Transit here is an appalling embarrassment. I agree. I own a car and I choose to walk 40 mins. to work. So don't blame me for not being "green" or clogging up the roads :) But cars will not go away and a new crossing will be needed eventually... transit improvements or not. The good news is, with the railway cut and the abandoned Barrington St. railway corridor, the infrastructure is already in place. It just needs to be used. And a bridge from the dead end of the circumferential to the railway cut just makes sense. And you know... Link buses and / or trains could use the new crossing just as well as cars could.

haliguy wrote:

As the population and economy grows with predictions of another 100,000 people in the next 20 years this is going have to happen. There's no way around it hopefully council realizes this.

getreal wrote:

I think the Government should provide funding for transit service. The Link is a great idea but it needs to be extended to business areas -- FOR EXAMPLE BURNSIDE - HOPE METRO TRANSIT IS LISTENING!!! There are a ton of businesses in this area and even more coming with Dartmouth Crossing and we are still not serviced adequately with public transit. Please get us LINK for Burnside!!!

MarkyMark wrote:

Transit is definitely the way to go. Rising gas prices and insurance, etc. will reduce the number of cars. The smarter way to spend this \$1 billion required for a bridge or tunnel would be on transit.

Ditto for that \$50 million for a single lane truck/bus road through the rail cut. Spend that money on transit. Heck, the capital costs for starting a commuter rail system on existing rail lines would be somewhat less than that.

With \$1 billion, you could have a high speed GO Transit-style system from Halifax/Dartmouth out to Kentville, Truro, Musquodoboit Harbour and Bridgewater !!!

Speedracer wrote:

Spending 1.1 billion on a new bridge or tunnel when the existing infrastructure is falling apart, come on! Leave it as is, use the 1.1 billion to improve everything else in the city. If you keep building new roads, it only encourages people to drive. Once people get tired of sitting in traffic for 3 hours a day, change will happen. I am not so sure a fee to come into

the down town will work the way it does in London. I am also opposed to giving city hall any more money as they will probably blow it on concert promotion instead of what they should be spending it on. I am no city planner, but I have to think there are ways to solve the problem of traffic without having to build more roads (which will lead to more land expropriation). Also, how much money does city hall spend on studies each year?

mgg wrote:

Once again everyone is all excited about the possibility of getting more "cars" in to Halifax. The current infrastructure can not handle the cars now (anyone think about where these cars are going to park) so lets add more. The focus should be on getting more "People" into the downtown core. Someone mentioned the "big dig" take a look at what that cost before mentioning,(it took from 1982-2007 and cost 2 billion dollars per mile). If you want to think long term take another Boston example and considered commuter trains. Before we spend billions on a tunnel to more people 1km across the harbour spend it on bringing them in from outside. HRM has the perfect path already being developed with the twinning of the 101 to windsor. Having lived in several large cities in Canada and the US the most common route for trains such as this is to run in the median between divided highways (it already cleared, owned by the government easy to develop etc..)then it bridges over the highway to stations then back to the median again. as mentioned before move people not cars!! this would allow people to live in the outskirts of HRM and beyond yet still work/enjoy the downtown. In most cities depending on volume the trains run rush hour schedules (6:00am - 9:00am then 4:00pm - 7:00pm) with one train an hour in between. The biggest difference is that Trains do not add to the existing traffic like buses. Trains are electric, green, efficient etc... As long as the concern is getting cars to downtown faster Halifax will never be able to move beyond where it is now.

Newfield wrote:

I agree with the comments made by traispealot. Lets reduce the number of cars coming into the downtown core. I see this each and every morning. One person in a car going to work downtown early in the morning. Not that they start work that early but they need to get there in order to get a parking spot. A better transit system will reduce the number of cars on the road. I live in Timberlea and it takes me 45 mins by bus to get to work in the morning and upwards of an hour to get home. I can do the same route in my vehicle and do it in half the time. If you asked people driving to work in the morning why they drive and they will tell you that they cannot depend on the buses. Having a 3rd bridge or tunnel will not do anything but increase the number of drivers on the road. That makes about much sense as widening roads to reduce traffic!

annmarie wrote:

Mr. Calkin said expropriation is an option. The MLA who represents Halifax's south end says it's irresponsible for public officials to float "trial balloons" that create uncertainty and angst. "It will destroy the neighbourhood . . . and create a public thoroughfare," Leonard Preyra said Tuesday. Exactly whose land might be expropriated and which areas, South Woodside on the Dartmouth side? We can start the argument now.

BigGuy25 wrote:

I can't see this ever happening. With a mayor like Peter Kelly, nothing ever gets done

anyway. He will probably run focus group after focus group and waste our tax dollars all for useless information. I feel that this city needs a better public transit system (boats from Bedford and a higher amount of buses with direct routes to downtown during rush hour). Fewer cars on the road is the way to go.

danby wrote:

Why is it so difficult for common sense at reasonable cost levels to prevail? Obvious BUSES could and would serve a higher majority of areas and people in numerous varied hard to get to locations-we are MORE than just HRM and need busses in ALL area if you want cars reduced and public to be downtown to shop. How many a year could be added at minimal expense to increase transit speed and availability at least add 1 or two to what is there now and expand??. Common sense says to me it would be better to focus on one transit service that can be done rather than several modes that can't be and only wishful thinking. At least complete one area before a helter skelter approach all over the map. Are we not in a deficit position in order for common sense caution to be utilized by planners. We cannot do it ALL at once, period.

spaustin wrote:

What a stupid idea. Not only would it wreck the south end and our stunning views of the harbour but it would also be a complete waste of money. All another bridge would do would be to allow more sprawl development in Eastern Passage and Cole Harbour. The resulting development would be automobile dependent and within a few years any traffic improvements will be gone in the face of additional congestion. We've been trying to build ourselves out of traffic congestion for 50 years and it hasn't worked yet and it's not going to suddenly work tomorrow or the day after that. Think of what 1.1 or 1.5 billion could do for public transit. Think of how many ferry routes we could open for the cost of one bridge!

martha wrote:

I feel we are being duped once again! The bridge was suppose to be payed off years ago and it has been well over 50 years of trying to attain this goal. I don't believe they are really trying - in fact I believe they are trying to keep up the debt and keep their jobs by not paying off the debt. The commission keeps finding new ways to spend our money. I would like the debt payed off ASAP and the commission disbanded. We can then decide as in all road planning and building which road will be built. What makes this particular area require its own appointed commission?

Johndoe wrote:

I agree 100% with Alloy. Halifax is becoming a ghost town. Lets focus on rebuilding downtown Halifax starting with Barrington st and other upgrades then lets talk about a bridge or tunnel. First we have to keep the Heritage group away or make them understand that you can mix old with new example look at Toronto, Montreal etc. Time to make Halifax grow people other wise alot more will be leaving.

Billp wrote:

A Tunnel would be a good idea so would more transit . However a charge to drive a car into the downtown Halifax would be a better idea .

HalifaxHercules1 wrote:

I'm surprised the consultant's report didn't suggest a bridge, tunnel, or passenger ferry from Purcell's Cove to South End Halifax across the Northwest Arm. If such infrastructure was proposed, not only will it reduce traffic congestion from Spryfield, Purcell's Cove, and the Sambro Loop region to the Halifax Peninsula, Burnside, or Dartmouth Crossing via the Armdale Roundabout, it will help encourage growth in the Mainland South area to make it competitive with other parts of Halifax's outer city area. Another suggestion is to give Spryfield a rapid transit service instead of HRM constantly delaying such connection. THAT'S RIGHT

JTM wrote:

Oooo! What a cool idea, Guy! Covering the railway cut, I mean. I've long wondered why on earth that railway cut isn't put to better use. There it is, ready made, in the perfect location for a 'subway' type system that would serve the downtown core, St. Mary's, Dal, and the hospitals. It already extends all the way out to Bedford, close to Mumford station and through Fairview. It could be linked up to a line running down to Hammonds Plains. And voila. And if we really wanted to concede to the harbour and trucks, it could be covered up with a highway and bridge connecting the circumferential to the 102. The fact that the existing railway cut is not already used for a city-wide rail system is just ludicrous.

HalifaxHercules1 wrote:

Another suggestion I forgot to mention is in addition to a tunnel or bridge connecting Woodside to South End Halifax, how about a road link between West Pennant and Terrance Bay. An excellent way to link all rural communities in the Chebucto Peninsula. Having such road links between the Sambro and Prospect regions will reduce travel costs for fisheries, create a unified Chebucto Peninsula, and boost Sambro, Prospect, and St. Margaret's bay economies.

Haligonian boy wrote:

They're going to build a new bridge/tunnel for over a billion dollars. Fat chance! Dream big now with the hopes of getting re-elected but we all know that we have a better chance of getting a new 40 story highrise straycat daycare smack in the middle of Citadel Hill.

southwest wrote:

obviously we need it, and the plan of 8 to 16 years is prob. a good plan but if it actually happens it wont for another 25 years until we need it so bad that the curent ones deteriorate and we have no choice, then were down to the same problem again. no one on city council wants change, thats apparent, but sometimes you have to change, if we need another bridge we should have it before demand is too high, that is called planning for the future, instead council will just plan and plan and plan and bellyache and complain then not build anything, because that is how they work. good luck

Robert22 wrote:

The Southender's response reminds me of the doctor a few years ago who lived by the IWK and opposed a helicopter pad for fear it would create additional noise. I believe her suggestion was to land the near-death infants at the QE2 and truck them to the IWK. It's

because of the Southend heavy-handedness that the Dunbrack 'highway' comes to a screaming halt in Spryfield and does not cross the arm. I say enough from them. The city will grow and like the people who were living in the north end in the 60's when the MacKay was built, they too will be affected. If they don't like it, move to Chester.

AK47 wrote:

Nevermind building another bridge. What we need is to have a train running through the city heading out to the airport etc... and a better metro transit system in the city

JK wrote:

traipsealot, I hear your idea but fear that if they charged a fee each day to enter the city, it wouldn't amount to enough to support a decent alternative to personal car use. The reason people won't switch is that most of the alternatives are substandard. Travel to London on high speed efficient trains must be lovely, but honestly in Halifax, they'd lock the city down, charge exorbitant fees to enter the peninsula, and then tell you to wait by the roadside in the rain for a Metro Transit for a trip that will take an hour to cover the distance a car goes in ten minutes. More people could carpool if employers were more progressive in the flexibility of hours worked that are offered. Why can't we have some laws or fees leveled at business to "encourage" more assistance with the problem. How many part time employees are required to work a few hours each day over the whole week instead of fewer days for longer hours? What about office workers being offered a lush menu of work times around a core set of hours chosen to suit the employee? Why can't more people work from home? The more flexibility built into working hours and locations offered, the more control the individual will have in being less of a drain on the congestion. Why can't businesses be "encouraged" to move out of the core? How about taxing businesses a prohibitive fee to operate on the peninsula? There are many solutions, but what I find discouraging, is that inevitably the entire problem gets hung around the necks of the lone working taxpayer. The big evil is someone trying to get to work to earn a living or trying to get their groceries home, as if that is the entire scope of the problem.

irishtimothy wrote:

Thats right, lets keep jamming more cars onto the Peninsula...NOT! Back in the day when the Cogswell interchange was built the thinking was, lets bulldoze the historic waterfront for concrete so people can speed in and out of downtown. They were wrong then and are wrong now for thinking we need better ways to clog downtown with more cars. I say people should pay a small toll for driving into downtown, improve the perimiter public transportation like they have done in other cities. Why do we who live and work in the downtown core have to sacrifice for those who dont?

bondjamesbond wrote:

If there is in excess of 1 billion available--as the bridge commission seems to think, that should go to transit improvements. Identify the key routes, mesh them into a long term development strategy and build fast transit links. People are only going to get out of their cars if transit presents an alternative that's more attractive. People need to get to work more quickly, more cheaply and more conveniently than by driving their cars. They will not abandon their cars to sit in buses lumbering along clogged streets taking twice as

long. Transit improvements can be a real spark for development. Look at how development in Toronto rose along the Yonge subway line. People can leave their home in North York and be downtown at King & Bay in 25 minutes by subway. It would take forever by car at rush hour. Halifax doesn't have the population density to support a subway, but as others here have noted, the existing railway cut and Barrington street rail corridors could be re-engineered for rapid transit. Given the enormous costs of a new harbour crossing, maybe it's time to refocus residential development into areas that can be efficiently served by transit.

The Sentinel wrote:

Martha makes a good point: The bridge commission talks about 100,000 cars per day and that it is a regular occurrence. Let's see that's 100,000 x .75 cents which equals about 75,000 dollars per day of income. For the year that is about 28 million dollars per year. Is this what it costs to run a bridge? Outrageous! Where is the money going?

Wildlander wrote:

What HRM needs is better public transit and NOT a new bridge or tunnel. If the majority of people working in peninsular Halifax would commute by public transit and not by automobile, the congestion on the bridges would disappear. Make it easier and cheaper -- or FREE -- to commute by public transit and HRM would save the cost of a new crossing. Turning out the lights for an hour on Saturday evening is pure window dressing if HRM is not prepared to commit to real, constructive change!

FredinNS wrote:

400K of our money went to "study" traffic. I could have done Delphi's work for half that! Maybe I should get in those tenders.... Like everyone said, another bridge = more cars into a city that already can't handle the traffic (crappy roads, nowhere to park masses of cars, not to mention the Excellent timing of traffic lights where one light turns green and the next one turns red when you get to it). I admit I drive in to work (2 people) because the transit system is terrible. 1) 60 in gas versus 120 for passes. 2) 15 minute drive versus 1+ hours. 3) Buses too small, there are 20 seats and the rest standing. 4) Any money they get doesn't go into what it should (i.e. better service, more frequent routes, more buses), it goes to increase already gross salaries for the incompetent drivers (some deserve it though). If all these were addressed and some better incentives for using public transit, then I would consider it. And really, 1.4 Billion would definitely alleviate the transit system. And to prevent abuse of taxpayer money, I think the salaries of the executives/administrative side should be paid out by the city's accounting department, this way there would be accountability in where the money goes (whatever money they would get would have to go towards business items (buses, driver salaries, etc) and not to a 250K bonus for the CEO for figuring out how to scratch 2 places at once.

Shell_B_98 wrote:

What would have been a great idea, is instead of hauling up that second train line and just leaving them there to rot...They should have left them there and started a transit train from Sackville to Halifax. That would have got a lot of extra cars off of Bedford highway. I definitely would have used that, and think it's a much better idea than a third

bridge. Instead of building new things, the city should be thinking of how to use what we don't use anymore....you know, Reduce, recycle, and reuse!

Miche_too wrote:

TRANSIT, TRANSIT, TRANSIT!!!!!! Although I DO agree with this proposed road going from the container piers out through Bedford to Dartmouth....and hopefully connecting directly to a hwy, because it with relieve that traffic off the Bedford Hwy and the 2 bridges. But , we NEED DESPERATELY to better our TRANSIT SYSTEM!!! You should NOT EVER have to wait more than 5 -10 min for a bus at ANY TIME OF THE DAY, from ANYWHERE in the cities(Dartmouth, Bedford, Sackville, Halifax, Herringcove, Tantallon, Timberlea, Prospect, Musquodobit Harbor even!!! It's part of HRM!!) C'mon HRM!!! Get with the program!!! All this talk about going GREEN and you're trying to figure out how to make room for more cars....yes there will be more cars in the coming years, but that's not to say we have to allow them all into the cities. If the transit system were more appealing, the city would be as well!!! TRANSIT, TRANSIT, TRANSIT!!!!!!

hali79 wrote:

it probably take years and decades for proposed bridge or tunnel. it seems it takes a long time for things get going around here, for anything that good for human use.

Eric Walker wrote:

A bridge to where? All the urban development is in BedSack. Cars Cars Cars! A rail corridor already exists. Light or heavy rail is the answer. Get with it!

golstarvw wrote:

Let's have better public transportation first- use the rail and better bus service that is frequent and reliable before another bridge or a tunnel. Get people out of their cars and onto public transportation. This is the HRM. We need better public transportation in the whole county. Eventually with the rising cost of gas and other factors, people will stop living way out in the county and commuting and will instead start living in the city close to work.

gerry1 wrote:

You will need to replace those bridges eventually so even if a miracle happens and the need to cross the harbor drops off something would need to replace it. A tunnel at the end of the highway is a much better option than a bridge that has so many restrictions. Not only transit through a better/faster/shorter route but cars will someday be more efficient/effective than public transit. Trucks would have a better/alternative route to take for the container pier. If you could take a small electric car that was charged through wind or solar rather than public transit why would you not do it. Its going to happen. Better to build the infrastructure now when it costs less than wait to replace a bridge. Maybe at some point it will be cheaper to take down the MacDonald and just use the tunnel instead of repairing the old bridge. The MacDonald also lands at a bad spot and a tunnel landing in the south end and the MacKay make more sense.

t. wrote:

I think a third crossing is a fairly good idea; the population in Eastern Passage is BOOMING and it would certainly speed traffic up in that area. Taking some traffic flow from the other 2 bridges would help reduce traffic buildup in those areas as well. Also, diverting heavy truck traffic from the downtown area would be a wise idea, too. There's barely enough room for cars, let alone those mammoth vehicles. However, as stated by someone previously, "the powers that be" can't seem to do anything properly, so I'm sure it would be screwed up somehow. I personally think public transit issues are a more pressing concern at this point. Make travelling around the city more user friendly. If you cut down on the amount of cars on the road, you wouldn't need another bridge/tunnel in the first place!

DEEP NNN wrote:

Do we really need to put more into the greater Halifax Dartmouth area. Shouldn't new business be forced away from the harbour and out into the suburbs? Why try to build a super city on the peninsula? With global warming and rising seas a real possibility, why would we invest more into the waterfront? A hundred years from now, it may be all awash.

raymond sheppard wrote:

Although a Tunnel and or Third Bridge may be warranted, residents of Halifax and indeed Nova Scotia should be concerned with the fact that their children, grandchildren and great-grandchildren will be on the hook for this expense, much like the two bridges we presently have.

FredinNS wrote:

The Sentinel: Where is the money going? I see you have forgotten that the boneheads refinanced the bridge loans (to another currency I think (this was before my time), and then that currency crashed hard) and we are still paying them off after 38 years at least (53 for the Macdonald). Also I'm sure Snyder and the other cronies have well padded pockets....

woot wrote:

How about, build the tunnel. Make the "gateway rock-cut road" Make the rock-cut road bus/truck only... now we have a nice loop around Halifax, Dartmouth and Bedford for a high speed bus service. Have local bus routes connect to the high speed bus loop - ta da! Save the cost of the tunnel, route the buses along lower water street (now truck free), across the MacDonald bridge to the existing bus station... out Wyse road (past the existing Link stops), up Magazine Hill, through bedford stopping at the old Sackville Hospital, up the 102 with stops at Dunbrack and Hammonds plains, onto the rock-cut for stops in West end Halifax, downtown.

Bea Good wrote:

Why not save a billion and ask the people from Dartmouth to stay on their side.

saraa wrote:

DEEP NNN By forcing business to operate in the suburbs it encourages the expansion of the suburban zone which requires more to be spent on roads, sewer, plowing, etc, etc. By encouraging people to live closer to downtown it allows to save new construction costs and efficient mass transit systems to be developed. ps - sea levels are expected to rise about 30 cms, over the next 100 years, which is hardly any change given most of the peninsula is 25-50m above sea-level.

traispealot wrote:

This is maybe a little off topic, but there's a TV ad currently running on cable that claims a ton of freight can be moved 423 miles by rail using just one US gallon of diesel fuel (110 km/ litre). That's pretty amazing fuel efficiency, so if rail is ever envisioned as a way of moving people in and out of the city it could certainly help cut down on our CO2 emissions.

jm wrote:

No way!!!!!! we need less traffic to the peninsula ...not more!!! That will be just another congested artery to the work sector, not to mention if there is an accident you're screwed!! instead of a third bridge, they should invest in more public transportation, more buses, more running times, more routes, especially to the outer regions, like Hammonds Plains, Fall River, Chezzetcook, and Prospect. This will cut down on traffic, fuel usage, and paying for parking. I would certainly use public transportation if available where I live to where I work for a reasonable price. For me that would mean less on gas, less on bridge tolls, less driving stress as I hate rush hour driving anyways.

bearpaw wrote:

No we do not need more ways to get cars into the city. We need better ways to get people into the city. Plain and simple. More and better bus services. Beef up the ferry services. Fast rail, right to the end of the tracks. Get a dayliner running, back and forth from Bedford or Windsor Junction. The streets on the peninsula can't handle any more cars. No places to park. Why would you try to squeeze in more cars. **MOVE PEOPLE- NOT CARS.**

CCRking wrote:

so what happens the next decade thereafter when there are even more cars and even more pollutions? add more tunnels and widen more streets? at this rate, there won't be any more tree-lined avenues and lush green neighbourhood left in Halifax. Go-train! Skybus! Metro Transpo! C Train! do anything of these effective solutions ever enter the blockheads of city developers here in this region?

CapeHalifax wrote:

The peninsula is the problem, not the access to it. Planning a major regional urban center on a limited geographical feature is an idea that hit the height of its stupidity in Manhattan. Concrete boxes, crime and conspicuous cost. It is time for city planners to look for the future of Halifax off the peninsula. Business has already realised this and led the next generation of urban expansion in developing the rocky bogs of Bayers Lake and Burnside and Dartmouth Crossing. City fathers are currently mulling over the idea of a Financial

District, this is the ideal time to start developing the near Dartmouth shore. Converting the downtown bank buildings to affordable highrise residences immediately starts to solve problems and add new life to a lagging core population. Once the financial district is established off the peninsula, continued expansion can develop landward away from the core. Roads are far cheaper to build and maintain than the limited lifespans of artificial links like bridges, tunnels and ferries. The peninsula can be designated 3P: Play (Recreation/entertainment), Pay (Government), and Public (Schools/Hospitals/Churches/community). All other development to be shifted landward. Fail to realise the hubris of the current development strategy, and a billion dollars will seem a drop in the bucket compared to the future costs of maintaining peninsular Halifax.

Snatch_Vegas wrote:

What this city needs to do is take steps to encourage commuters to get their cars OFF the streets. The rising price of fuel and growing concern for the environment makes this proposal seem backwards and at best short-sighted. Our councillors need to consider new and exciting alternatives to alleviate the traffic congestion problem. Why not take the supposed Billion Dollar price tag of this new bridge/tunnel and build a (shock!) technologically modern people-mover like a Maglev Train or Monorail that connects all major Points of Interest in Halifax and Dartmouth. Considering the solid rock that this city is built on a Subway system would be impractical, but an above ground rail might be the perfect fit. They built monorails in Brockway, Ogdenville, and North Haverbrook, and by gum, it put them on the map! It might take a little imagination, but we can make this city a better place to live.

MRBSmith wrote:

The transit system in Halifax is awful try getting to Scotia Square from Parkland Dr. on the number 4. It is unbelievable that a 20 min drive can take an hour and 10 mins on that bus. One day I needed to get from Parkland to the Dartmouth bus terminal so I took the number 4 to the end of the street because it was raining 15 min walk. I get a transfer so I can get the 52 to get there faster. I get on the 52 on Lacewood Dr and guess what the bus driver tells me I can't get a transfer from the 4 to the 52 even though I am going in the same direction! This is a few reasons why the transit system sucks in Halifax.

Guy wrote:

How cool would it be to bring back the old rail line running parallel to Barrington St. With co-operation from DND, you could have a new metro station located near the Casino... handling busses, trains and ferries. Wow! BTW... I was being facetious about the Big Dig. Apples and Oranges. Still... covering the railway cut would be a cool idea. And it would be a win-win. We get the trucks off the city streets. We get lots of great new public space. And the fat cat southenders who live along the cut would have nothing to complain about. Who wouldn't rather have a park in their backyard than an abyss :P

Sammy2cool wrote:

Send the tunnel/bridge bill to dartmouth!! I live and work in Halifax and like many others avoid the bridges and the tolls like the plague!

Janet Doyle wrote:

HELLO HALIFAX! We used to live there until early 2006, and our family owned a home right across from the railcut on Beaufort Avenue, once a nice old place but now with many of its trees removed to allow redevelopment of the lot by a new owner. Sad. We do like Victoria, BC, our new home, owing to the greenery and in some ways more sensible policies about everything, but it has problems too, as does everywhere. Yes, I guess you'd say we were "southenders". However, I favoured a better deal for all the other neighbourhoods and suburbs, but to create a better deal you don't utterly destroy a major peninsular section of the city to create a traffic artery! I was involved in the Urban Greenway Trail effort which is actually I believe going to happen, to bring lots of bicyclists and walkers through "the southend" to the downtown via a connection near Point Pleasant Park -- I and many others of those demonized south-enders really worked hard on that and that indeed opens up the green leafy district to the whole city to "active transportation". A good thing, too. Now, about a bridge at the end of the railcut and traffic through the railcut... I don't want to repeat all the other good arguments for improved public transportation, both rail and bus, and for encouraging staff-intensive new office buildings to locate outside of the peninsula... for instance I believe I read that the Herald is moving to a former insurance building just past the Rotary? Why not encourage more growth in downtown Dartmouth, both condo and office? Lots of would-be profitable restaurants and shops over there would just love that! And, it has an old-style attractiveness that is overlooked constantly. How, will someone inform us, can the province force a plan like this on Halifax? Cannot Halifax say NO? Who is Premier Rodney MacDonald anyway, does he or his Transportation Minister have any credibility as a forward planner? Halifax should prepare a Supreme Court case on this issue on the destructiveness of it, or to re-write a Transportation Act or whatever it is called, or re-make the role of a municipality in the provincial government system we have, to give it some legal leeway to develop a better idea. I can see entered here opinions carelessly thrown about from impatient commuters from outlying areas willing to sacrifice the west and south ends of the peninsula for driving convenience to downtown, but we have to be serious and grown-up about plans like this. After all, it is south-enders and west-enders who often work hard to try to improve the planning strategies, attractiveness, and social situations and safety in our outlying suburbs -- how about a little fellowship and solidarity here? All that traffic and diesel trucking fumes would utterly destroy these peninsular neighbourhoods. And isn't it counter-productive to bring the fumes and traffic right THROUGH a city, to ENCOURAGE that heavy use of fuel-intensive driving? I read much discouragement about Nova Scotia and Halifax in these comments. What Halifax needs to do is elect some good politicians with guts and foresight at both the municipal and provincial levels -- get out there and run for office! Don't leave it to the mentally-challenged! In the meantime, lots of ideas are out there for improving rail connections, mine is to force CN to restore the second rail line they took up in the railcut [or else arranging for another new rail company to take it over -- the province could do that if it wished, if it is speaking of appropriating land for various purposes] and use a rail shuttle for container traffic from the port to a node outside of the city for rail and trucking to continue to destinations. Encourage downtown growth in Dartmouth. Don't destroy some old settled neighbourhoods on the peninsula just for the sake of quicker car access to downtown in THIS new century! Develop a rapid transportation system to get to the

airport. There will always be a lot of auto traffic in downtown areas, one needs to alleviate that by sensible planning and public transportation, but many big world-class cities have auto traffic AND good public transportation. Put some good minds to work on this if you don't have them in the provincial government [I don't think there are currently very many good minds in charge there, sorry!] -- Janet Doyle

Lucy wrote:

why is mayor kelly- someone who ran on the platform of championing a commuter train- not taking a stand against this inane suggestion? we do not need to make it easier for people to live far away from the centre and drive to the peninsula everyday. this is basic planning 101. halifax had a proposal in the 60's that included a third bridge and we scrapped it. does anyone remember the mistakes of the harbour drive proposal? the remnant of that is the cogswell interchange and now everyone agrees we need to tear that down! please give us a leader who will stand up to archaic notions of a city. we need someone who understands and appreciates what it means to live in a city. let's celebrate it by promoting public transit and making the peninsula more livable.

Rayfromnovascotia wrote:

First the city passes a law to prevent high rises outside of the downtown core. Then it has to spend 1.1 billion dollars to get the people to the down town. The city should just mind its own business and stop passing laws that prevent development in areas outside of the downtown. Then you wouldn't need to spend so much money for a new bridge. Let Halifax grow naturally and get rid of all the stupid, selfish laws.

Little Jonny wrote:

A new brain storm but not efficient. Considering what the price of gas will be and how the employment skeem is going, most people will probably have to revert back to a bicycle. Some of the other comments are realistic when they say, improve the city transit, one of the best suggestions yet. A group effort would eliminate a lot of the traffic and be right up the alley to cut down on the CO2 emissions. Another good point is that the city is not able to look after its roads and bridges now, strongly agreed. A good suggestion is to get all the city's engineers and administrators together and do some more brain storming; however, this time turn the light off so you can save some energy at the same time, and so the electro magnetic fields will not interfere with your brain waves and thought patterns. Here is hoping that you will come up with something that will actually benefit the city. If and only if it is required, and you are looking for a deciding factor, go with the tunnel, it is longer lasting and easier to maintain, especially for a short span like needed in Halifax and Dartmouth. To better understand the tunnel system check with Switzerland and France, they have the leading edge in this type of construction. Been there and seen it, went through tunnels 16 kilometers long. Good luck and I wish you well on your venture. (TEOTWAWKI)

Kat. wrote:

Okay, very good idea. If anyone who works downtown has ever had to get there in the morning, this is a brilliant idea. BUT, What about the Windsor street exchange? When over 90% of my bus ride in the morning is still being taken up by sitting on the Bedford

Hwy waiting for the traffic to finally congest through the Windsor street exchange, what was the point of the "remodeling" of the whole thing? The congestion was not relieved in the proper places. Why not start at the other end of the city with all of the new growth?

Pam in Timberlea wrote:

Funny how a 6% increase in bus use could afford a few years grace before a bridge or tunnel would be warranted. Since the bridge/tunnel supports a large volume of mostly one way peak travel, it does not address many of the western HRM travel woes where improved mass transit could help from all directions. I have heard very positive comments about the introduction of the Link and new downtown express bus routes. Why is it that the cost to ride public transit keeps increasing, instead of being free or at a very minimal cost...at least at peak times to increase ridership. In cities out west the downtown express are free to make it a no-brainer to take mass transit. Creating new park & ride with frequent flow of buses could keep more traffic off the peninsula. I would find it hard to keep paying parking and gas if the bus service were nearly free...surely with less people traveling the road, the city would benefit on road repairs, less emissions, traffic improvements, and peaceful neighborhoods.

D. Senter wrote:

I want underground tunnels beneath the downtown core, which attach to specified above ground openings and to major bus stops. It gets cold in the winter and messy.

mrs edward wrote:

It is necessary that HRM develop a transit system that allows people to leave their cars outside, access via busses, trains, fast ferries, etc. A third bridge would do just the opposite. Let us think fewer cars, less land taken up for parking lots, creative ways of moving people in and out of the city. Think outside the box!!

juanitabow wrote:

we need ferries not a bridge

UNRULYHALIGONIAN wrote:

You know if they just made the Navy crowd go up and around the block instead of backing up the lane that loops under the bridge on the Halifax side, there would not be as much of a traffic problem on the MacDonald bridge. They back it up as far as halfway across the bridge when they could go towards Northwood and bear right then loop back around the block...thus giving themselves PLENTY of room to choke with their idling pickup trucks instead of blocking the right lane that allows everyone else access to the downtown-core.

a4goneconclusion wrote:

Another idea for the pile. 3 yrs ago it was rail transit. 1 yr ago it was high speed ferry from Bedford. Then it was bike lanes. Now another harbour crossing. We do not need ideas --- we need action. Something this mayor and council cannot achieve. We could save everyone substantial money if we helped this downtown die a little faster. The only thing that "is happening "in this downtown are the brawls at the bars. The slow death

course we are currently following is costing far too much money. Mr Mayor- There is a difference between ideas and a vision.

Scott A. wrote:

This project is to cost \$1.1 or \$1.4 billion. The Confederation Bridge only cost \$1 billion and it was over budget. I know it was 12+ years ago, but still. Where is the money going? Why so much cost? A little bit much I think. This city sure does love spending money.

Little Jonny wrote:

Discussion settled, as easy as that. Outside traffic park outside the city, use electric trains, for outsiders construct parking lots with train stops, run trains between the highways or along side of the highway, and some electrical cable run ferries. City lives downsize and convert to hybrid vehicles, car dealers offer some incentive, Reasons being: no place to park in city, no place for more parking lots, the globe is warming (seems to be the key words of today) cut down on the hydro carbons, move your container goods by electric train to a rendezvous point outside the city. There are a lot of very good suggestions offered by all submissions. If only the official administration would take time to consider them and come up with a plan that would put Halifax and Dartmouth on the front page as a leading city in Canada. If money is the big problem, look at it this way, it is printed every day; but that does not mean to go to the Federal Reserve Bank to borrow it, create your own monetary system within the province. The Illuminati has enough. Build for the future not for yesterday. (TEOTWAWKI)

Andrew H wrote:

Funny how the Chebucto Widening Project is no longer a hot topic. This city is growing and changes have to be made, but at what cost. How many neighbourhoods will suffer? how much money of our tax dollars will be spent?

bob123 wrote:

Deja Vu...Common Wealth Games anyone?!?!??

Keith P. wrote:

Sad to read so many of the uniformed comments here. Go to www.needsassessment.ca and read the study please before posting here. Note to reporter Amy Pugsley Fraser: please can the use of the "chunnel" term. We do not live alongside Halifax Channel. The term "chunnel" comes from the words "channel tunnel" -- not applicable here. It is a tunnel, plain and simple. Your editor should never have let that word into your story.

Nicolemac wrote:

Hmmm, I think our little city can do without a big dig.

Janet Doyle wrote:

One more thought, on this transportation infrastructure proposal. Does anyone know who the person is who is buying up properties in downtown Halifax, and who also is an investor in trucking companies? And is, or was, or may still be, an investor in Halterm? A certain Halifax developer, not living in Halifax but in Toronto at the moment. Is this developer, not known for environmentally-friendly subdivisions or healthy snacks in the

schools his company built and operated, is he the one behind this trucks-in-the-railcut idea? Better watch out, Halifax. In other words you may be in the grip of a totally ruthless and inconsiderate private-company moneymaking scheme... Just think if all this infrastructure money went to inner-city schools so that they became hotbeds of future Rhodes Scholars and engineers headed for graduate work at Stanford and UCal... as well as other Canadian universities... Schools that offered curricula superior to any of the others to compensate for a less-than-adequate home life, which operated 8 to 4 pm with the latter period of the day being recreational post-school care of a very high order, with school nurses, rest areas, good snacks and lunches, and fantastic play and physical recreation facilities. Human infrastructure investment!

bochris123 wrote:

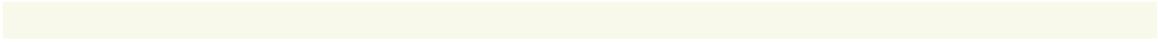
What this city really needs is more busses on the roads and more bus routes added not a nother bridge or a tunel. There areas like Porters Lake need better bus service in which there is no bus service at all. Another bridge or tunel means more cars on the roads and heavy traffic. More busses and more routes added there is no reason in why people can't leave their cas at home. Not only more busses and and more bus routes have the busses run every half hour seven days a week. Having bus service starting around 4:00 or 4:30 am and ending around 12:30 am in all areas is a big improvement and will help get more cars off the roads. NO THIRD BRIDGE AND NO TUNEL thats not the answer More busses more bus routes thats the answer to the problem Chris B. Dartmouth Cole Harbuor

McNeil_hfx wrote:

There definitely seems to be a prefence (from the wealth of comments on this subject), for a shift away from automobiles, which is great to see. We need to shift away from thinking about transportation in isolation from land use. Virtually unrestrained rural and suburban land uses, as essentially supported by HRM's regional plan, are creating the very traffic problems schemes like this seek to address. This city needs to stop talking about Smart Growth and Transit oriented development, and actually start doing it. This requires more intensification, of the ilk that initiatives like HRMbyDesign will hopefully bring about. Until people start to choose to live close to where they work and play and shop, and give up the dream that they can live in the country, but just outside the city, they will continue brew their own worst traffic nightmares. The Regional Plan calls for mixed use centres, but then permits the status quo of suburban sprawl to continue unrestrained. There is lots of space in built up areas, along existing transit, that should be utilized before any greenfield expansion is contemplated. Any talk of a third bridge, should be for transit only, to give it an edge over the automobile. The only way more people will take transit, is if it is more convenient than the automobile.

endlessdaze wrote:

you get a 50 million dollar bridge...plus plus plus...could somebody please send some money to fill the potholes in Cape Breton, and remove a few cups of toxic waste from our tar ponds? What?? Not dangerous you say?? Then lets have a heap of polititians park their well paid asses, nice homes and precious children in close proximity. Bet you they would not stay there long.



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