

**Changes to the 410 Extension Plan
Candace Warner Herring**

To Whom it May Concern,

I represent a group of concerned citizens who agree that the construction of a bypass around Lennoxville will probably not achieve some of the desired objectives of the Transportation Department. We have an alternative plan that may be very useful to the Province not in just this circumstance but in other circumstances as well. I would like to have time to present it at the meeting on October 2, 2206 at 7:00.

Thank you very much,

Candace Warner Herring

This brief is presented by some concerned citizens of the Borough of Lennoxville. We think that the 410 extension will not achieve its desired objectives. The multi-million dollar construction of a bypass around Lennoxville will not keep tractor trailer trucks from using rural roads and entering Lennoxville and other small villages.

Example: Tractor trailers coming from the U.S. border use rural routes 143 and 108 to Cookshire rather than highways 55, 10, 112 and 253. The super highway route is only 10 minutes longer.)

I. Problem: Tractor-Trailers are driving in the wrong areas

A. Use 2-lane country roads and enter small villages

1. This is very dangerous
 - a. roads are too narrow for them
 - b. high speed of trucks makes them unstable on bumpy rural roads
 - c. cars making left turns are in danger of heavy trucks rear-ending them
 - d. dangerous to pedestrians or those collecting their mail
 - e. soft shoulders do not accommodate any mistakes made by trucks
 - f. at intersections, large trucks are maneuvering small turns putting pedestrians and cars at risk
2. Inappropriate wear and tear on country roads
 - a. trucks weigh too much
 - b. frequency of road use is too much for rural roads
3. Causes congestion
 - a. cars back up behind trucks on 2-lane roads
 - b. at already busy intersections they take up space of three cars
 - c. large trucks turn in too narrow intersections causing traffic to wait for them

B. Do not use the 4-lane highways that were built for them

1. 4-Lane highways are built for large trucks.
 - a. can handle the weight of a truck
 - b. can handle the speed of a truck
 - c. can handle the frequency of use- roads built to last
 - d. safer for other traffic using the road
2. 4-lanes were expensive to build but are receiving little use

C. Conclusion-trucks may not use the road built for them

1. If it is not more economical or convenient to a trucker he won't use it
2. Expensive planning and building of a super highway does not guarantee its use
3. There is no guarantee this new by-pass will be used

II. Solution: Use a system of incentives and penalties

A. Incentive

1. Place check points on super highways
2. Administer tax credits to those who use the highway
3. Administer fuel reimbursements to those who use the highway

B. Penalty

1. Place cameras on rural roads where trucks not allowed
2. Feed cameras into computers to record license plates
3. Charge fines to those trucks using the wrong roads
4. Make the penalty stiff enough to be motivating

III. Advantages of this solution

- A. Low cost**
- B. Easily and quickly implemented**
- C. Raises revenue for the Province**
- D. Rewards those drivers who consider the safety of others**
- E. Cheaper than building a new road**
- F. Removes immediate danger of serious accidents involving trucks**
- G. Money can be better spent to rebuild and improve existing rural roads for local use**