

What We Heard:

**A Report on the Nova Scotia
Highway Twinning Consultations**

**Prepared for:
Department of Transportation and
Infrastructure Renewal**

**Final Report
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1.0 Introduction

This report presents a summary of the feedback and comments provided by Nova Scotians during the consultation process on the CBCL Highway Twinning Feasibility Study.

1.1 Project Background

In 2015, the Department of Transportation and Infrastructure Renewal (TIR) completed safety studies on the 101, 103 and 104 which made a series of short, medium and long-term recommendations to the Provincial Government on how to improve highway conditions. The ultimate safety measure in many cases is twinning. However, constructing twinned highways using conventional methods under TIR's current budget would take approximately 50-60 years to complete. In response to repeated calls to look at ways to twin sooner, TIR commissioned CBCL Limited Consulting Engineers (CBCL) to study eight individual corridors, as seen in the map below¹, and determine the feasibility of using tolls to twin sooner (8-10 years). The next step was to seek out Nova Scotians' opinions on the use of tolls as a way to offset higher costs associated with building twinned highways in a shorter period of time.

Figure 1 Map of Proposed Twinned Highway Corridors



¹ TIR website, <https://novascotia.ca/twinning>

1.2 The Consultation Process

TIR wanted to provide an opportunity to share the study findings with Nova Scotians and gather their feedback. As such, MQO, a professional research firm in Atlantic Canada, was commissioned to conduct consultations throughout Nova Scotia to gather Nova Scotians' feedback on the study findings and the concept of using tolls as a way to get twinned highways sooner than would otherwise be possible given current TIR annual infrastructure budgets. As part of the consultation process, a number of feedback mechanisms were provided to Nova Scotians. These included:

- a series of 14 public consultation sessions and 1 stakeholder session;
- an online survey;
- an open online comment box; and
- mail-in and e-mail written submissions to TIR.

The goal of this consultation process was to hear what Nova Scotians had to say on the topic. The nature of such processes is to offer a voice to those who wish to provide their views and it must be recognized that there were no limits placed on the number of times any one individual could provide feedback, nor was there any effort to impose any type of quotas to ensure those contributing were representative of the general population of Nova Scotia based on variables such as age, gender, community of residence etc. This is different from a public opinion survey where a random sample of the population is selected and interviewed to gain their opinions, with quotas to ensure the completed sample is representative of the population based on key demographic variables. The process was meant to be an inclusive one, and as such participation was not restricted in any way. We were less interested in such things as random sampling, and more focused on inviting as many Nova Scotians as possible to share their insights through any and all methods of communication provided. Please bear this in mind when reading the following report. This document is a summary of what was heard from Nova Scotians when asked what they thought about the use of tolls as an option to allow twinning to take place sooner.

Nova Scotians were very engaged in the process and had a lot to say. Over 5,300 pieces of written feedback were received. A total of 1,911 residents participated in one of the 14 public sessions held (see distribution by community below) and an additional 10 participated in an industry/organizational stakeholder session, for a total of 1,921 individuals and organizations.

Table 1 Number of people who attended public consultations (organized by region)

Public Consultation Event Attendance	Number of Attendees
New Glasgow	227
Kentville	134
Windsor	169
Bridgewater	279
Chester	196
Halifax (HRM)	39
Sydney	74
River Bourgeois	79
Port Hawkesbury	139
Porter's Lake	194
Dartmouth	78
Antigonish	197
Digby	39
Shelburne	67
Stakeholder session	10
Total	1,921

As seen below, just over 1,200 (65%) of those who attended the public consultations also submitted written feedback during the session. More than 3,700 people completed the online survey. Additionally, 151 people submitted comments through the Comment Submission Form on the Nova Scotia Twinning website and 222 people also submitted feedback directly to TIR via e-mail or traditional mail.

Table 2 Number of submissions received (organized by method of submission)

Source of Feedback & Comments	#
Online Public Survey	3776
Written Submissions - Public Consultations	1238
Written Submissions - Mailed/E-mailed Directly to TIR	222
Comment Form Submissions	151
Total	5387

Presented in this report is a summary of what was heard from each aspect of the consultation process, followed by the key findings that emerged from the entire process

2.0 Public Consultations & Online Survey Feedback

By far, the majority of feedback received came from those present at the public consultation sessions and those completing the online survey. This section provides an overview of the format and findings from these primary methods of consultation. It should be noted that there were several individuals who attended more than one consultation session and some individuals may have completed the online survey more than once.

2.1 Public Consultation Format

Representatives from TIR, CBCL and MQO Research travelled to communities in order to speak with Nova Scotians directly about the findings from the Highway Twinning Feasibility Study and to discuss the concept of using tolls to twin highways sooner than would otherwise be possible given current TIR annual infrastructure budgets. In total, 14 2-hour public consultations were held throughout the province beginning January 30th and ending March 9th 2017. Each public session was facilitated by MQO Research and included a presentation by both TIR and CBCL. TIR provided an overview of the Highway Twinning Project to date as well as background on TIR infrastructure plans and financing of the same. CBCL presented a summary of the key findings from the Highway Twinning Feasibility Study. The purpose of the presentations was to share information about the highway twinning process and the concept of using tolls to finance twinning sooner and to allow community members an opportunity to consider and discuss the information.

Following the presentations, the session format involved individuals reviewing and responding to questions individually (on question sheets at their tables), namely:

- 1) What is your opinion of the current condition of the province's 100-series highways included in the study? Consider safety, traffic congestion, travel time;
- 2) Do you think twinning is the only option to improve the province's 100-series highways? If you think there are other options, please explain below
- 3) If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?; and
- 4) Do you have any other comments or questions?

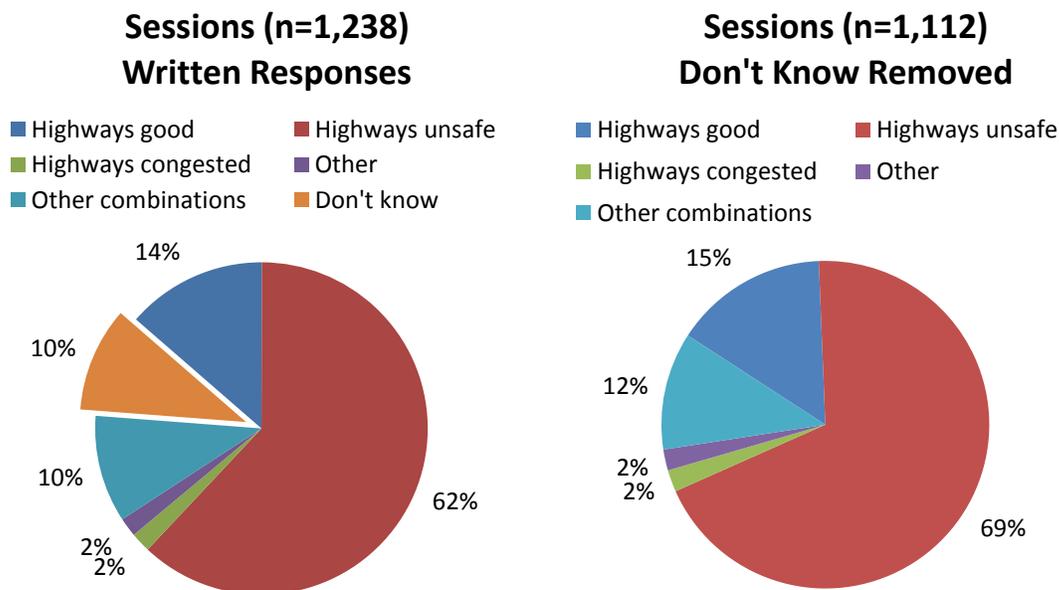
Once individuals had an opportunity to provide their own thoughts on paper, they were encouraged to have a round-table discussion of the questions and the information shared. Then as a group, discussion was facilitated by MQO Research on the questions with an opportunity for general comments and questions toward the end of each session. A note-taker recorded the discussion and individuals were encouraged to leave their question sheets behind. All of the written feedback submitted during the session or left behind after the session was over, was collected and combined with the notes from the discussion to form the “What We Heard” documents for each location. As mentioned previously, a total of 1,910 individuals attended the sessions and 1,238 (or 65%) left written comments on the question sheets. The percentage of participants leaving written responses at the end of the session ranged from (49%) to (79%), with most having at least 60% to 67% of attendees leave their individual written comments.

2.2 Feedback from Public Sessions

Q1: Highway Conditions

In terms of the condition of the 100-series highways contained in the feasibility study, for the most part individuals concerned themselves with the corridor(s) that would directly affect them and their community. For most participants in all sessions, safety of the highways was the primary concern. The results from the written responses clearly indicate this, as seen below:

Current Condition of the Province’s 100-series Highways



A small percentage (14%) of attendees at the public sessions who left written comments, noted that they felt the highways were good.

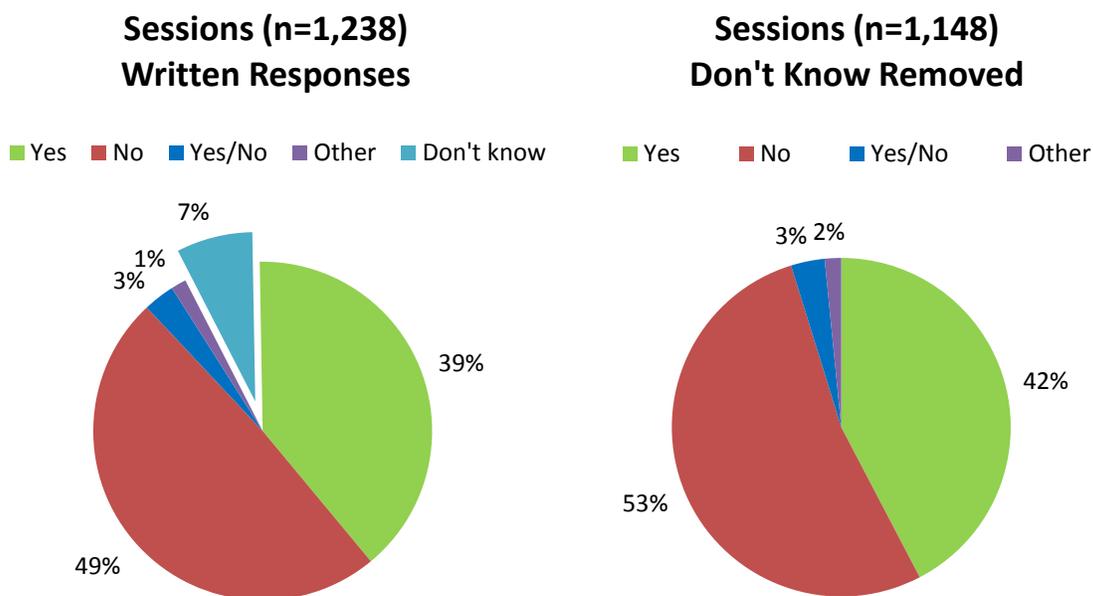
Sample comments related to highway safety concerns included:

- *“Almost completely forgotten about. There are shoulders on 101 that are washed out for 10 years.” [Windsor]*
- *“The present condition of our highways is very poor. More work needs to be done [by] paving, fixing potholes, bridges. [Before] considering adding any more, fix what we already have.” [Kentville]*
- *“Treacherous and dangerous more so in winter months. (passing lanes not enough).” [Bridgewater].*

Q2: Twinning as the Only Option

Throughout the consultations, views on twinning were mixed, but more attendees indicated that twinning was not the only option than felt it was the only option; however there was clearly a large number who held a contrary view – that twinning was the only option to improve the Province’s highways. Clearly people are divided on the idea of twinning. Again, the overall results from those who left their comments at the sessions are indicative of the split in opinions.

Perception that Twinning is the Only Option to Improve the Province’s 100-series Highways



Based on comments, many individuals were unable to separate the idea of twinning from tolling to twin and thus, many comments were made about whether twinning was even affordable given the relatively small population of Nova Scotia (compared to other Canadian provinces), the volume of traffic and the state of provincial finances.

There were some regional differences noted. In particular, attendees in **New Glasgow and Antigonish** were the most vocal and committed to the idea that twinning was the only option to improve the highway in their area. In these locations fatalities were key to their reasoning and there were many supporters in attendance who clearly have been lobbying for some time to have the area between Sutherlands River and Antigonish twinned. Those in Port Hawkesbury were also positive on the need for twinning, but support was not as entrenched as in New Glasgow and Antigonish. While the majority of attendees in each of these locations want twinning, a review of the written comments by those who left their responses, shows that there remains a percentage of individuals who are opposed to twinning (23% to 25% respectively of those leaving their comments in Antigonish and New Glasgow). Some sample responses related to why twinning is necessary include:

- *“Most definitely!! If we have to wait another 30yrs to have these highways twinned, how many other lives will be lost?? One is one too many.” [Antigonish]*
- *“It would diminish head on collisions and make the accident/fatality rates drop.” [Port Hawkesbury]*
- *“Yes. Traffic volumes are just too heavy. There's no other way to improve safety. Enforcement can only do so much.” [Kentville]*

Attendees in other locations, notably in **Lake Echo (Porter's Lake Area), Bridgewater, Chester, Digby, Shelburne and Windsor**, clearly felt that there were many other options to twinning. Many in these sessions spoke of the other solutions to increase the safety of the highways ranging from driver education, increased enforcement through police patrols, use of speed signs, jersey barriers, widening lanes etc... The concern for many was the increase in cost-of-living with businesses passing along the increase; the inequity and unfairness - rural areas being asked to pay for tolls on highways when more populated, urban areas already have twinned highways and individuals asked to pay substantial tolls to conduct daily living activities. Some examples of why twinning is felt to be unneeded include:

- *“No. The only other alternative I can think of is cement dividers of a size in which they are no wider than the current yellow lines. There would be no need to appropriate land as the current 33 1/3 provincial land would suffice.” [Digby]*

- *“No - Safety can be improved with more police presence and more/efficient maintenance on the roads/condition & clearing bushes away from the edge of the road. Drivers should be retested on a regular basis to keep their driving skills in shape (maybe 10 years)?” [Chester]*

The most negative response to twinning was received from attendees at the Lake Echo session. As mentioned, some individuals found it difficult to separate the two – twinning vs. tolling to twin sooner. For those in this location, the use of the identified corridor for twinning was felt to add undue burden on residents, being described as a road used to access services daily rather than a general transportation link between regions. Additional examples of those who opposed highway twinning as the only option are:

- *“No - more enforcement of existing legislation. To [sic] many people speeding” [Lake Echo]*
- *“Four lane narrow median is a viable option. May prove cheaper and more appropriate in areas where land access and purchase may be difficult.” [New Glasgow]*

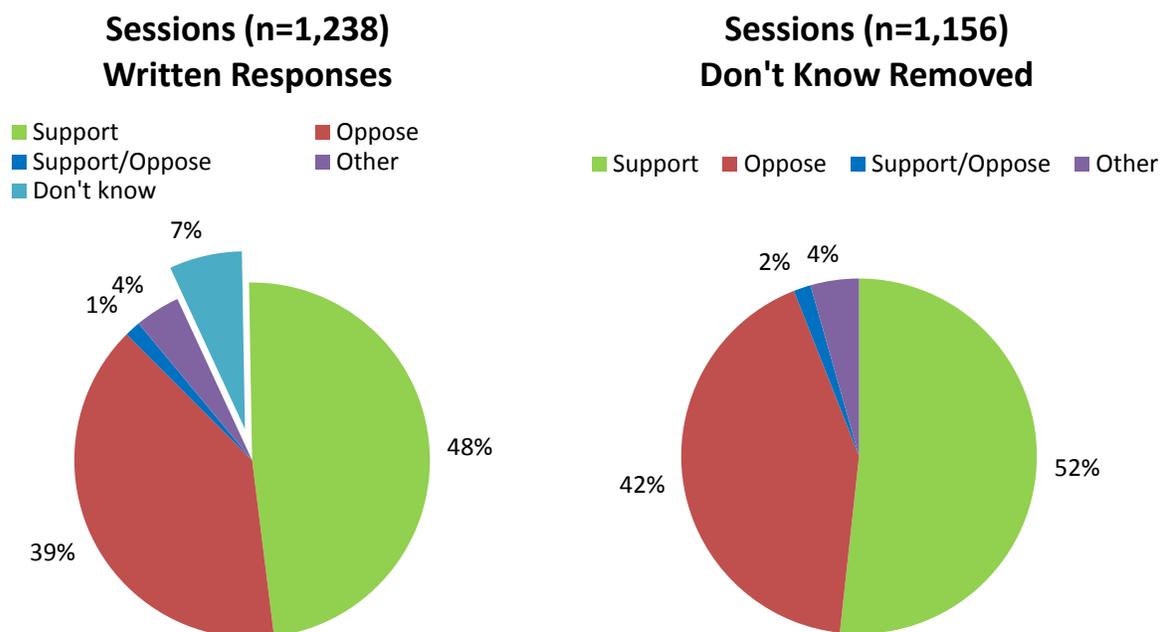
In the remaining locations, views on twinning as the only option were split. These locations were: **Kentville; Halifax; Sydney; River Bourgeois; Port Hawkesbury and Dartmouth.**

- *“No. The improvements over the last 5 years of the St. Peters to Sydney road have improved the time and safety of that road, in my opinion. Widening the road (shoulders) and opening up the "ditches" create better line of sight for driving as well.” [Sydney]*
- *“Perhaps if some sections received better lighting & dividers between lanes then more money could be saved. I do think certain portions of Corridors 1, 2, 3, 4, 5 & 8 really do need at least some twinning. I like the idea of some twinning and some 2+1 highways.” [Halifax]*
- *“Twinning for high traffic areas seems to be the best option. Changes in maximum speeds along with fines, will not stop or change the problem.” [River Bourgeois]*
- *“No. They can use police forces to better keep the roads safe.” [Dartmouth]*

Q3: Concept of Tolling to Twin Sooner

Reviewing the written responses left by session attendees, indicates that overall there was relatively more support for tolls to twin sooner than opposed, but these results are affected by the fact that many communities had a small number of written sheets included. Thus regional analysis and commentary is warranted.

Support for Tolls to Twin Sooner, if Twinning is the Preferred Option



Sample responses for those in support of tolls:

- *“I support tolls to pay for the highway. Consideration should be given to reduce the daily use for frequent travelers (i.e. Mac Passes). The cumulative costs of tolls must be considered (i.e. traveling from Canso causeway to New Glasgow). I have no problem paying \$2.00 each way on a toll highway” [Antigonish]*
- *“Yes, where feasible (Especially in high accident areas such as Marshy Hope.)”[River Bourgeois]*

Sample responses for those opposed to tolls:

- *“This could be a costly daily expense for people's budget. Many short haul trips can become costly. Presenting cost in terms of cents rather than dollars in some cases may seem just pennies but they all add up to several dollars a day.” [Location Not Given]*

- *“No - add to fuel tax, increase registration, tolls destroy small towns. People get on toll roads and don't get off. We need to have more people move freely. The more they stop and spend the more tax dollars we have.” [Windsor]*

Note that, given not all individuals would feel comfortable speaking in front of others, an analysis was undertaken to compare the tone and general opinions voiced during the discussions with the individual written comments provided by individuals. Summaries of this analysis by each community location are presented in Appendix B. For the most part this analysis revealed that the opinions voiced were reflective of the general opinions expressed individually in writing on the three questions - road conditions; options to improve safety and twinning as the only option; and willingness to pay tolls to twin the 100-series highways sooner.

There were four locations in which there was a **discrepancy in tone** between the feedback **on tolling to twin sooner** provided during the discussion portion of the public consultation and the feedback provided in the written responses left behind on the tables. Specifically, the written responses that were either submitted or left behind on tables following the public consultations in **Kentville, Dartmouth, River Bourgeois** and **Sydney** reflected a more positive outlook on the use of tolls to pay for highway twinning.

Assessing peoples' positions on highway twinning was less clear as it is evidently difficult for Nova Scotians to separate the issue of twinning from tolling to twin sooner. Furthermore, the feedback provided during the public consultations largely concerned tolls. For example, some people may oppose highway twinning because of the possibility of tolls. However, it seemed to be the case generally that written responses viewed twinning relatively more positively than the feedback provided during the public consultations. Notable exceptions were the comparisons between the public consultations and written submissions for **Antigonish, Port Hawkesbury** and **New Glasgow** which were all positive towards twinning. Additional exceptions were the regions of **Digby, Shelburne,** and **Lake Echo** which generally reflected negative responses toward twinning in both the public consultation session and in the written feedback.

The feedback provided during the **Kentville** public consultation had a negative response toward the use of tolls. During the consultation, attendees placed an emphasis on more-equitable revenue generating methods (e.g., province-wide gas tax). Attendees of the public consultation in Kentville also spoke to several alternative solutions to improving highway conditions including additional passing lanes, construction of jersey barriers, reducing speed limits, increasing law enforcement presence and/or improving driver education. However, the written submissions were considerably more positive. The majority of people who submitted written responses supported the use of tolls or conditionally supported the use of tolls depending on the cost of tolls and/or the availability of passes.

In **Dartmouth**, the feedback provided during the public consultation session was mixed. There were concerns about safety in Dartmouth, but several alternative solutions to improving highway conditions were offered. Some of these alternative suggestions included: implementing surveillance technology to monitor speeding vehicles, reduced speed limits, improved highway lighting, construction of medians/jersey barriers and increased law enforcement presence. Although the written submissions speak to the divisiveness inherent in a conversation about tolls, the themes generally suggest a more positive outlook on the use of tolls. The majority of people who submitted written responses either supported tolls generally; conditionally supported tolls depending on the cost of tolls and/or the availability of passes, and/or supported tolls because twinning was believed to be necessary to improve safety.

In **River Bourgeois**, the general tone of the public consultation seemed to be opposed to both highway tolls and twinning. However, those who submitted written responses were relatively more positive in their feedback on tolls. The majority of responses were in support of tolls or conditionally supportive of tolls depending on the cost of tolls and/or the availability of passes.

In **Sydney**, the tone of the feedback on the proposal of tolls was very negative. Some of the factors believed to contribute to poor highway conditions include poor engineering of highways, use of low-quality construction materials, poor road conditions, high traffic congestions and driver error. However, those who submitted written responses either supported tolls or conditionally supported tolls depending on the cost of tolls and/or the availability of passes.

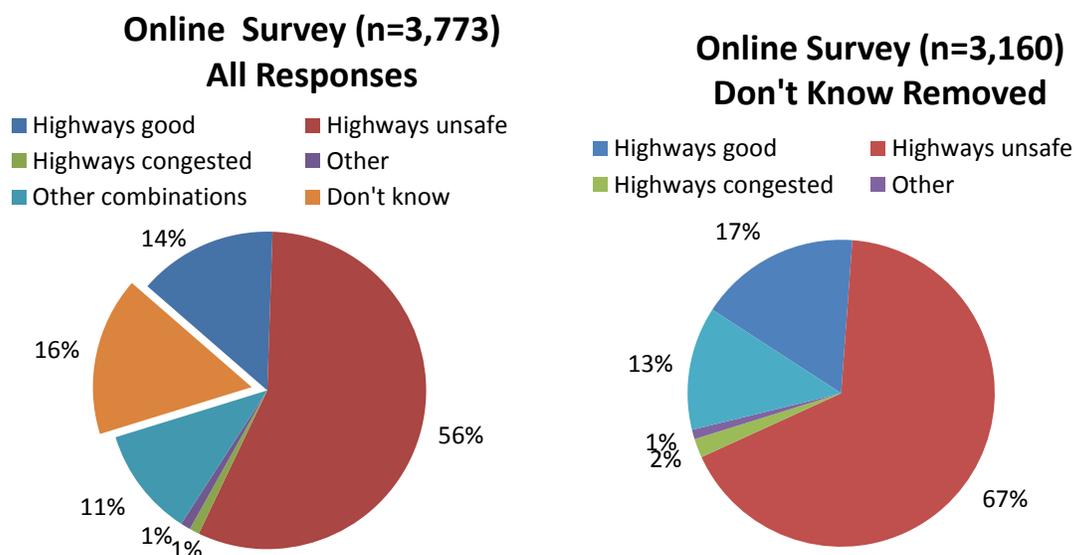
2.3 Online Survey Results

The online public survey was used as a way of gathering insight from Nova Scotians easily and efficiently across the province. The survey asked the same questions used during the public consultation sessions: 1) What is your opinion of the current condition of the province’s 100-series highways included in the study? Consider safety, traffic congestion, travel time; 2) Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below; 3) If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?; and 4) any other comments or questions? In total, 3,773 surveys were completed and the themes have been included in this report.

Q1: Highway Conditions

The online survey results were almost identical to the responses from the public consultations – the issues on the highways are not perceived to be related to congestion, but are about highways being unsafe and a majority responding felt they were unsafe.

Current Condition of the Province’s 100-series Highways



Similar to the responses submitted during the public consultations, the majority of responses to the online survey regarding the condition of the 100-series highways focused on the safety of the highways above all other factors. Many comments in the online survey referred specifically to a particular stretch of highway or corridor that could be affected by twinning and/or is used on a regular basis by the respondent.

Of those people who said the highways were unsafe, slightly less than half said that twinning was necessary to improve conditions. The other half of respondents stated that poor driving habits; outdated highway infrastructure; and/or the physical condition of the roads negatively impacted highway conditions.

Some examples of the comments relating to highway conditions include:

- *“They are in significant need of upgrading, twinning, modernizing. The highway between Halifax-Truro needs to be expanded to 3-4 lanes in EACH direction and needs 1 lane for truck traffic - this highway is way too congested and dangerous (speeding - most drivers are driving 120-140 and weaving in and out of traffic, overcrowded/congested, dangerous passing). The highways from Halifax to Yarmouth needs to be twinned as does the rest of the highway between New Glasgow and the Causeway - the single lane parts of the New Glasgow to Port Hastings highway are extremely dangerous. The twinned highway from Truro to Amherst is excellent.” [New Glasgow].*
- *“I regularly drive the 103 and it carries at times dense traffic. Generally going to Halifax and return for access to health services only available in the city. Some drivers do not understand speed limits and drive very dangerously creating hazards for all other vehicles. My use of the other 100 series roads are occasional and mostly for recreational purposes.” [Lunenburg]*
- *“I travel from Port Hawkesbury on the 104 to both Antigonish and New Glasgow several times a week [and] the condition of even the new highway is embarrassing as we pay some of the highest taxes in the country and see nothing but pot holes on brand new highway that was clearly not constructed with enough care....” [Port Hawkesbury].*

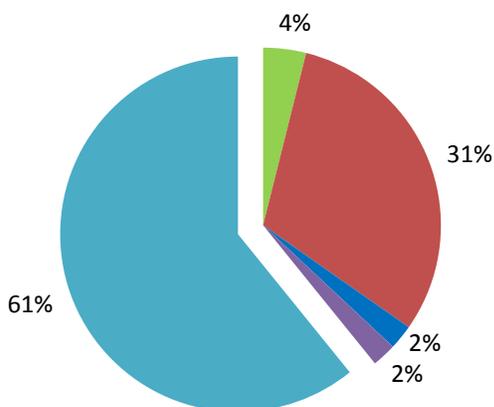
Q2: Twinning as the Only Option

Responses to the online survey indicate that a large percentage of individuals did not have an opinion on twinning as the only option to improve the 100-series Highways. Those who did, were even more opposed to twinning than was evident from the public sessions. The most common alternative solutions mentioned by respondents were: increase highway law enforcement; construct additional passing lanes; construct a barrier/median, and/or repair and maintain current highways.

Perception that Twinning is the Only Option to Improve the Province’s 100-series Highways

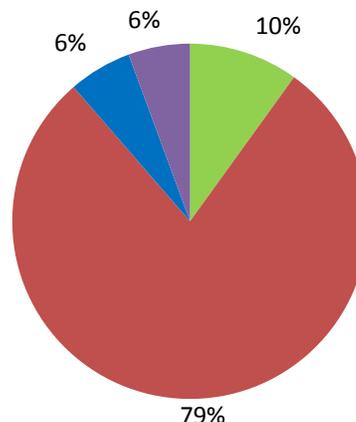
Online Survey (n=3,773)
All Responses

■ Yes ■ No ■ Yes/No ■ Other ■ Don't know



Online Survey (n=1,478)
Don't Know Removed

■ Yes ■ No ■ Yes/No ■ Other



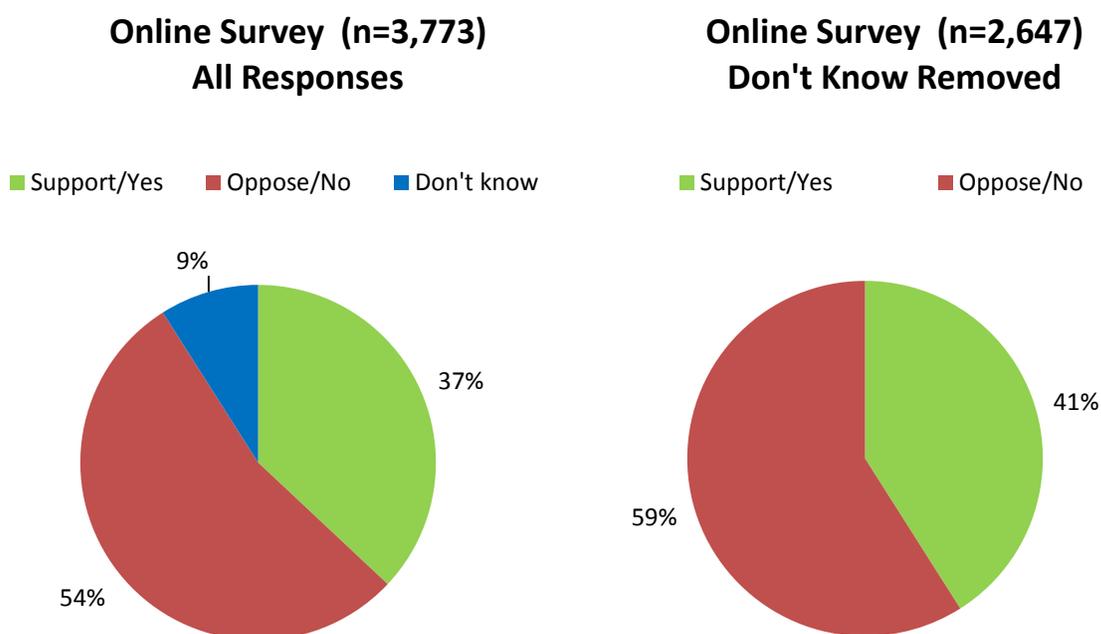
Examples of responses from those who believe there are alternative options to improving the Province’s 100-series highways:

- *“Jersey barriers are MUCH cheaper and do the same purpose as twinning would , namely separate traffic and prevent head on collisions” [Halifax]*
- *“Since Nova Scotia has expense constraints, make more passing lanes but make them longer and not just on hills.” [Lunenburg]*
- *“Proper upkeep of the roads makes more sense.” [Shelburne]*
- *“A possible alternative to complete twinning is to have passing lanes alternating every several miles from one side of the road to the other side of the road. In other words, where one passing lane ends on one side of the highway, it would begin on the other side of the highway - eliminating any sections of the highway which are strictly 2 lane highways.” [Cape Breton]*

Q3: Concept of Tolling to Twin Sooner

Compared to the feedback received during the public sessions, the overall opposition expressed through the online survey was greater to using tolls than indicated through the written responses from the public consultations. Again, it must be remembered that there are regional considerations. The most frequently mentioned reasons for opposing tolls were: the affordability of tolls for individuals/families; the sense that Nova Scotians' are taxed too much already; and/or the belief that highways should be alternately funded (e.g. gas tax).

Support for Tolls if Twinning is the Preferred Option



Examples of comments demonstrating opposition to tolls:

- *“Toll roads will hurt local populations that can least afford higher costs.” [Location Not Given]*
- *“Tolls are cumbersome. Visitors will not want to travel toll roads and the people living here don't need the added cost to travel anyway. The government is responsible for providing safe and effective roads.” [Location Not Given]*
- *“My gas tax paid to twin the other parts of the province. Why can't the other parts help us now by increasing the gas tax?” [Pictou]*

Examples of comments representing support of tolls:

- *“Tolls keep the highways in good condition like the cobequid pass.” [Hants]*
- *“Money is useless without your life. We pay to cross the bridges in Halifax, there are tolls everywhere in the rest of the world to pay for roads. Why not here?” [Antigonish]*
- *“If it will make it happen faster I am for it... But at what kind of cost? Any more than \$1.50 will be too much. Will this get implemented and tolls keep climbing? So many people I know are strapped for cash, some on assistance and anymore money they need to dish out is even less money to live off of.” [Cumberland]*

An analysis by age indicates there may be a slightly more positive willingness among those 18-34 to pay a toll to twin sooner; however, this is based on online survey responses and is not overlaid with where these individuals reside.

In summary, considering the majority of feedback received throughout the consultation process, Nova Scotians are split on the need for twinning and there is much opposition to the use of tolls to twin highways. As noted from the consultation findings, there are clearly pockets of support for the concept of tolling to twin sooner. The tone of these online responses is similar to the submissions received directly by TIR as well as the comment form submissions. However, the tone of all three forms of submissions contrast the feelings expressed in the written submissions during the public consultation, which generally seemed relatively more positive towards tolls, but the opposition is still stronger than the support.

The nature of public consultations is to provide all those interested an opportunity to provide their opinion. These opinions are thus of “interested” residents who want to have their say and cannot be construed to represent all residents of a particular area. Given the geographic differences and the indication of potential age differences noted, a survey, representative of the population as well as highway drivers (who would be affected) in certain areas is the only sure way to understand the views of all residents in a community.

3.0 Stakeholder Consultation Session

Another avenue of consultation was offered by TIR whereby invitations were sent to business and organization stakeholders in Nova Scotia. Ten stakeholders accepted the invitation and met in Halifax on February 15th.

The opinions were split as were those of the general public. The Nova Scotia Trucking Association was concerned that tolls will cause inflation on goods delivered by them and questioned the per-axel charge on trucks.

The Canadian Taxpayers Organization opposed tolls as another tax, indicating that the tolls will be on mostly “commuter high-ways” rather than major transportation links to the rest of the country and will increase diversion to secondary roads which are not as well maintained; The Atlantic Provinces Economic Council spoke to tolls being passed on to consumers by the trucking industry and felt that in the competitive model this is how it should be; and finally the Nova Scotia Road Builders Association spoke to the significant positive economic impacts of twinning all the sections of highway. For the most part, these viewpoints were not unexpected given the various members/stakeholders represented by the presenting groups.

Again, it speaks to the range of differing views on the concept of tolling to twin sooner.

4.0 Feedback from Other Sources

In addition to the participation at the public consultations and completion of the online survey, additional comments and feedback were received through an open comment box on the <https://novascotia.ca/twinning> website as well as through correspondence sent directly to TIR through either email or traditional mail. A total of 373 written comments/submissions were received through these methods. This section provides an overview of the findings from these additional sources, starting with submissions made directly to TIR, followed by comments submitted by e-mail using the Comment Form Submission.

4.1 Submissions to TIR

A total of 222 written emails/letters and a petition from 215 individuals to twin the 104 highway from Sutherlands River to Antigonish were received by TIR directly. The comments were coded by MQO to capture the key concerns or themes. As part of the coding process, comments were also coded to indicate how individuals felt regarding twinning and tolling to twin sooner.

Many of those who sent written comments directly to TIR or through the online comment box, did not specifically mention that they support or oppose twinning as the only option to improve the 100-series highways; however, among those who did mention their views on twinning, there was overwhelming support by a margin of almost 4-to-1 in support of twinning.

On the question of tolling to twin sooner, again a substantial percentage (30%) did not mention this specifically; however among those providing an opinion, a clear majority opposed tolls. Top mentions from the TIR submissions are shown in the following table:

Top Comments Received Through Submissions to TIR	Total
Total Unweighted (n)	223
Support Twinning	44%
Oppose Tolls	44%
Support Tolls	26%
Other improvements should be made- Increased enforcement/driver education	9%
Tolls/Twinning - Too Expensive/Can't afford	9%
Oppose Twinning	9%
Tolls/Twinning - Negative impact on economy/Tourism	9%
Increased congestion on non-toll routes	9%
Government decision making/process - cut government spending in other areas/more efficient budget spending	8%
Alternate Funding for Twinning- gas tax	8%
Comments regarding consultation process	7%
Highway construction/conditions - quality of construction/maintenance	6%
Alternate Funding for Twinning - general revenue	5%

The tone of the responses received directly by TIR was generally negative towards the proposal of tolls and slightly more positive toward twinning than other sources, yet many still felt that alternative methods such as increased highway law enforcement and improved driver education are better alternatives than twinning. Specific concerns regarding tolls mentioned by individuals included: the increased congestion on non-tolls routes, the high cost of tolls and the negative impact on the tourism industry. Respondents frequently mentioned that they believed that the Government of Nova Scotia should either cut spending in other areas in order to pay for highway twinning and/or use an alternative method than tolls to generate revenue for twinning (i.e. gas tax).

The tone of these responses is similar to the tone of the comment form submissions as well as the online survey.

4.2 Comment Form Submissions

The comment form submission was offered as an easy way for Nova Scotians who had access to internet to submit their comments or concerns without having to complete the whole survey. In total, 151 comment forms were submitted. As with the submissions to TIR, the comments were coded by MQO to capture the key concerns and coded to indicate how individuals felt regarding twinning and tolling to twin sooner.

On the topic of twinning, just over half of those making comments did not mention anything specific about twinning. Those who did, were in favour of twinning by a margin of almost 3-to-1 over those who indicated that twinning was not necessary.

On the topic of tolls to twin sooner, again a substantial number of individuals did not specifically provide an opinion on tolls, but among those who did, the good majority (7 in 10) were opposed to tolls, which translated into 40% of those sending comments.

Topics mentioned frequently included:

Top Five Comments Received Through the Comments Form	Total
Total Unweighted (n)	128
Oppose Tolls	40%
Support Twinning	34%
Support Tolls	18%
Oppose Twinning	13%
Other improvements should be made- Increased enforcement/driver education	13%
Tolls/Twinning - Too Expensive/Can't afford	9%
Comments regarding consultation process	8%
Alternate Funding for Twinning- gas tax	7%
Highway construction/conditions - quality of construction and maintenance.	7%
Government decision making/process - cut government spending in other areas/more efficient budget spending	6%
Other improvements should be made- median/barrier, rumble strips	5%
Not enough traffic or need for twinning	5%
Keep toll rates low/Fair to all	5%
Passes/Tax Breaks/Reduced rates (Tolls)	5%
Tolls on all twin highways (new and existing)	5%

The tone of the responses submitted through the comment form was generally negative towards the proposal of highway tolls. In several ways, the comment form submissions corresponded with the tone of the submissions to TIR. Namely, that an increase in highway law enforcement and/or improved driver education are better alternatives to twinning. Respondents also frequently mentioned the need to address the quality of highway construction and maintenance. Comment form submissions also indicated that respondents felt that tolls are too costly. Respondents frequently mentioned the need for the Government of Nova Scotia to find an alternative method of covering the cost of highway twinning (i.e., gas tax). Many responses received through the comment form included comments regarding the consultation process itself.

5.0 Conclusions

Nova Scotians are **vocal** on the topic of the use of tolls to speed up the twinning of the 100-series highways. It is clearly a **divisive subject**, with organized pockets of supporters and opponents.

Support for twinning as the best option to improve the conditions of the 100-series highways, while ideal for some residents, **was not universally accepted** as the only or even best option. For many, twinning in and of itself was not seen to deal with the many perceived causes of unsafe highways – such as driver’s actions (e.g. speeding, passing when unsafe, driving to the speed limit, weather and road conditions, distracted while driving). Other measures were felt needed to deal with these issues – driver education, enforcement of highway act, and use of cameras and speed indicator signs, to name a few. In terms of infrastructure, for many residents, dealing with the “trouble spots” without twinning would be a less costly alternative, with suggestions for additional passing lanes, wider shoulders, and re-engineering bad areas that are known to have a higher incidence of accidents.

Nova Scotians participating in this consultation process are **not overwhelmingly in support of tolls to twin sooner**. They are **split** on the idea with the pendulum swinging **toward less support**. Many feel that there are less expensive solutions than twinning to address highway safety, which was clearly a major concern of those providing feedback. There is an undercurrent of the population who do feel that twinning will be positive for the province and Nova Scotians and “just want the government to get on with it”. There are some indications that younger individuals and families are slightly more positive on twinning and tolling to twin sooner. Furthermore, there are regional differences, with those living around New Glasgow and Antigonish, much more positive toward the concept of tolling to twin sooner.

Based on these consultations, the corridors that would have the **most support for the use of tolls to twin**, would be on the **104 – between Sutherlands River and Antigonish, with other sections to Port Hawkesbury** also potential candidates. For the majority of residents in these areas who participated in the consultation process, twinning was definitely the best and only solution to improve the highway. Given the degree of commitment to this, there was therefore an acceptance (perhaps a reluctant one) and willingness to pay tolls in order for twinning to happen.

It should be noted that the topic of **tolls becomes a lightning rod for many other topics** and creates negativity toward the provincial government in terms of level of taxes, budget allocations, inequitable treatment of rural residents and financial management.

There were **many concerns expressed** by residents throughout the consultation process:

- People are fearful ...
 - that any toll will be an on-going toll/ tax forever;
 - that TIR are unable to maintain roads that are in place now, so how will the government be able to do it once they are twinned; and if tolled, once tolls come off;
 - that the construction costs will escalate even further from the estimates provided; and
 - that the province can't afford to twin the roads – the expense is too high given the current financial situation.
- People feel it [tolling to twin sooner] will hurt the economy, not help it – there is an expectation that tolls will cause increases in the cost of goods transported across the province...jobs from construction and economic spin-offs are not on the radar;
- The time-savings from twinning is not really perceived to be meaningful to people and does not influence their views on the toll now message (except among some regular commuters into Halifax for school/work);
- People feel there are other options that should be explored before any decisions are made; that other financing models should have been studied and many find it hard to assess whether tolling to twin sooner is the best option;
- Affordability of a toll was also of concern, especially for those needing to make regular trips for daily living (trips to schools, hospitals, shopping, activities) – this was perceived to be an unfair burden that others in the province would not have to pay.

Where there is support for the concept of **tolling to twin sooner**, it was evident that there is an **expectation** that the **toll will be a reasonable amount** – the cost of a cup of coffee – with discounts for frequent users and distance travelled, to minimize the burden. Some of those who want highways twinned and are on the fence about the concept appear to be somewhat willing to pay a toll, if it is reasonable.

Small business owners outside of HRM who are dependent upon road transport to move/process and get goods and products to market **perceive any toll to be a tax on Nova Scotians**, and are concerned about their ability to pass the costs along in the supply chain or to the end consumer.

There is also an **expectation** that the **Federal Government should be contributing substantially to the infrastructure** development, especially the 104 which serves as the Trans-Canada Highway from Sydney to New Glasgow.

Thus, in general, people who provided their feedback wanted safer highways, and most did not want to pay a toll for this benefit. There is an expectation that all Nova Scotians should contribute to the cost of highway infrastructure. The exception, as mentioned, was residents along the 104 who appear to be willing to embrace the concept of tolling to twin sooner.

Appendix B: Public Session Comparative Analyses

New Glasgow Summary

Group Discussion

Those in attendance at the New Glasgow consultation reported feeling unsafe on the highways due to traffic congestion and outdated infrastructure. Poor driving habits were also reported as contributors to unsafe highways. There was a general consensus in support of twinning, but a more mixed response to the proposition of tolls. Specific concerns regarding tolls discussed during the consultations included: the financial burden on local traffic and unequal distribution of financial responsibility in general. For example, an alternative solution proposed was a province-wide gas tax to cover the cost of twinning the highways more quickly. Nonetheless, the tone of the responses suggested a general support of using highways tolls if necessary in order to speed up the highway twinning process.

Written Responses Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

One-quarter of those who submitted responses commented that highways are in physically poor condition. A quarter of respondents also said that highways are unsafe due to poor driving habits and that increased law enforcement officials were needed. An equal number of people – one quarter – reported that twinning was necessary to improving highway safety. These numbers correspond with the tone of the consultations.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

The vast majority of respondents reported that twinning was the best/only option. In contrast, less than a quarter of respondents indicated that twinning was not the only/best option and proposed the construction of a median/barrier and/or rumble strips. Slightly fewer people believed that twinning was not the only option and suggested increased highway law enforcement as an alternative to twinning. The written submissions reflect the general tone of the consultations, but are more positive toward twinning and the proposal of tolls.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

A slight majority of respondents stated that they support twinning and see it as necessary to improving highway conditions. A considerable number of respondents conditionally support the proposal of tolls depending on the cost of tolls and whether or not passes were available.

Antigonish Summary

Group Discussion

The general sense from the responses during the consultation was positive toward the proposal of tolls. However, frequent suggestions were made to universalize payment for highway twinning projects in order to equally distribute the burden of cost. Some of the alternative revenue generating ideas that were discussed include: a gas tax and/or application of tolls to all highways (old and new). Alternative solutions to improving highway conditions other than twinning included: increasing driver education, increase police enforcement of highway laws and the construction of barriers/medians.

Written Submissions

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

More than one-third of those who submitted written responses stated that highways were unsafe/in poor condition in general. Less than one-quarter of respondents reported that highways are unsafe, and twinning was necessary. Slightly fewer people stated that highways are unsafe due to poor driving habits, and that police enforcement of highway traffic laws is required. The same number of people said that highways were in poor condition and that maintenance is necessary.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

An overwhelming majority of those who submitted written responses indicated that twinning was the best/only option to improving the 100 series highways. One eighth of those who submitted written submissions stated that twinning was not the only option and suggested an increase in police presence as a possible alternative to twinning. The same number of people reported that twinning was not the only option and proposed the construction of a median/barrier. The sentiment of these written responses seems to support the tone of the consultation and support the proposal for tolls in order to accelerate the process of twinning.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

A majority of respondents supported the proposal for tolls, because twinning was felt to be necessary. A small number of respondents opposed tolls in general. Slightly fewer respondents conditionally supported tolls depending on the cost of tolls and/or the availability of passes.

Port Hawkesbury Summary

Group Discussion

The comments from the Port Hawkesbury consultation were generally positive toward tolling highways. However, support for the tolling of highways was frequently paired with a condition (e.g., if tolls were placed on all highways, if a pass system was implemented). Those in attendance during the Port Hawkesbury location were deeply concerned with the amount of accidents occurring on non-twinning highways. Factors believed to be associated with high accident rates are: driver error (e.g., speeding, DUI), high traffic congestion and outdated or poor highway infrastructure (e.g., not enough/long enough passing lanes, poor lighting, and too many culverts).

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

The responses to this question were quite mixed: one third of respondents stated that highways were unsafe and twinning was necessary. Slightly less than one-quarter of those who submitted written responses indicated that highways were unsafe and in poor physical condition in general. The same number of people said that highways were good/fine. Fewer respondents stated that highway upgrades were necessary (e.g., rumble strips and medians).

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

More than half of those who submitted written responses indicated that twinning was the best/only option. In contrast, nearly one-quarter of respondents believed twinning was not the only option and proposed additional passing lanes as an alternative. Slightly fewer respondents reported that twinning was not the only option and proposed the construction of a median/barrier as an alternative to twinning.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

The majority of responses to this question were in support of twinning. More than a third of respondents indicated that twinning was necessary. Almost one-quarter of respondents conditionally supported tolls depending on cost of tolls and/or the availability of passes. Fewer respondents stated they would support tolls if they were spread across all highways evenly.

Kentville Summary

Group Discussion

The response from the people who attended the public consultation in Kentville was generally negative towards tolling. However, several respondents proposed alternative revenue generating methods including gas tax as a means of covering the cost of twinning. Proposed alternatives to twinning that were discussed include: additional passing lanes, construction of jersey barriers, a reduction in speed limits, increased law enforcement and increased driver education. Kentville respondents indicated that traffic congestion and poor quality of road conditions were primary concerns relating to the 100-series highways.

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

A quarter of the respondents stated that twinning was necessary. The fact that support for twinning was the most common response to this question is surprising, in light of the negative response to twinning during the consultation. A quarter of respondents also indicated that highway conditions are fine/good. Fewer people reported that highways were unsafe due to poor road conditions.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

In contrast to the consultations, half of those who submitted written responses indicated that twinning was the best/only option. Less than one quarter of respondents indicated that twinning was not the only option and suggested passing lanes as an alternative. An equal number of respondents stated that twinning was not the only option and suggested constructing a median/jersey barrier and/or rumble strips to improve highway conditions.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

The majority of participants were in support of tolls, because twinning was seen as necessary. Less than one quarter of people who submitted written responses were in opposition to twinning in general. Even fewer people expressed conditional support of tolls depending on cost and whether or not passes were available. These numbers conflict with the responses made during the consultations. The written responses viewed tolls much more positively than the feedback provided during the consultations.

Windsor Summary

Group Discussion

The general sense from the consultation in Windsor was negative in reaction to both tolls and twinned highways. The main factors contributing to poor highway conditions that were discussed at the consultations include: poor weather maintenance (e.g., plowing); poor physical road conditions (e.g., pot holes) and poor driving habits (e.g., speeding). However, respondents also spoke to the negative implications of twinning for local communities such as decreased pedestrian safety in town and high traffic congestion on non-toll routes as direct consequences of driver aversion to tolls.

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

More than one-third of people who submitted written responses stated that highways are in good/fine condition. Nearly one-quarter of respondents stated that highways are unsafe and also that twinning was necessary. Slightly fewer respondents indicated that highway conditions are generally unsafe and/or roads are in poor condition. An equal number of people said that highways are unsafe because of poor driving habits.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

More than one-third of respondents indicated that twinning was the best/only option. Slightly fewer people stated that twinning was not the best/only option and proposed an increase in law enforcement presence. Less people reported that twinning was not the only option and proposed the construction of a median/barrier instead.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

Nearly half of respondents opposed the proposal to use tolls. Significantly fewer people who submitted written responses supported tolls, because twinning was considered necessary. The same number of people conditionally supported twinning, but wanted an alternate revenue generating method other than tolls to pay for construction. The same number of people conditionally supported the proposal for tolls, depending on the cost of tolls and the availability of passes. Lastly, a small percentage of people opposed twinning because respondents believed they could not afford the additional cost of tolls. The sentiment of the written submissions is in line with the sentiment of the consultation.

Digby Summary

Group Discussion

Respondents in Digby were generally negative toward the proposal of tolls. Many of the respondents indicated that highway conditions were fine/good. Respondents made several comments regarding the need for a 100-series highway before they are able to comment on the possibility of twinning. Alternatives to twinning that were frequently mentioned during the consultation were: increasing law enforcement, additional passing lanes, better highway signage, and construction of a barrier/media. The sense from respondents' feedback was that twinning was unnecessary.

Written Submissions

Q1 "What is your opinion of the current condition of the province's 100-series highways included in the study? (Consider safety, traffic congestion, travel time).

One-quarter of those who submitted written responses stated that the conditions of the highways were fine/good. An equal number of respondents said that highway twinning was necessary; and a quarter of those who submitted written responses stated that highways were unsafe and proposed upgrading the roads with rumble strips/a barrier. These numbers correspond with the tone of the consultations and suggest that respondents believe that conditions on the highways do not warrant twinning.

Q2 "Do you think twinning is the only option to improve the province's 100-series highways? If you think there are other options, please explain below."

Nearly half of respondents stated that no, twinning was not the only option to improve highway conditions and proposed additional passing lanes. A quarter of respondent indicated that no, twinning was not the only option and proposed an increase in the enforcement of highway traffic laws. Fewer respondents stated that twinning was the only/best option. These numbers correspond with the tone of the consultations and suggest that respondents feel that there are better alternative solutions to improving highway conditions than twinning.

Q3 "If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?"

Nearly one-third of respondents supported the proposal of tolls and an equal number of respondents opposed tolls in general. Fewer respondents supported tolls conditionally depending on the cost of tolls and/or the availability of passes. The same amount of respondents opposed tolls because they felt they could not afford it. An equal amount of respondents opposed the proposal of tolls, because twinning should be alternately funded (e.g., general budget). Although the tone of the written submissions was a comparatively more mixed response than the feedback shared during the public consultation, the response remains more negative than positive toward tolls.

The negative tone toward the proposal of highway tolls corresponds to the response during the public consultation.

Bridgewater

Group Discussion

Respondents in Bridgewater discussed some of the factors that are believed to contribute to poor highway conditions, which include: poor winter conditions (e.g., snow clearing), poor road conditions (e.g., pot holes), driver error (e.g., speeding) and outdated highway infrastructure (e.g., not enough passing lanes). Those who supported the use of tolls appear to do so conditionally and had frequently stated that tolls should be applied to all highways (old and new). There were also frequent mentions of alternative revenue generating methods (e.g., gas tax). A large number of people appeared to prefer alternative solutions to twinning to improve road conditions such as jersey barriers. The general sense of the response to the proposal of tolls in Bridgewater was negative.

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

Responses to this question were evenly spread out: slightly more than one quarter of respondents stated that highways were unsafe as a result of poor driving habits. A quarter of respondents indicated that highways were unsafe and road maintenance was necessary. A slightly fewer number of respondents indicated that highways were unsafe and proposed highway upgrades such as jersey barriers or medians as an alternative to twinning. The same number of people reported that the highway conditions are good/fine.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

More than one-third of the people who submitted written responses stated that highway twinning was the best/only option. More than a quarter of respondents said that twinning was not the only/best option and proposed additional passing lanes. The same number of people said that twinning was not the only option and proposed the construction of a median/barrier as an alternative solution. Lastly, less than a quarter of people stated that no, twinning was not the only option and suggested an increase in police enforcement presence as an alternative to twinning.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

Nearly one quarter of respondents stated that they opposed the proposal of tolls to twin highways. Slightly fewer respondents indicated that they supported tolls, because twinning was necessary; and one-eighth of respondents conditionally supported tolls depending on the cost of tolls and/or the availability of passes. Slightly fewer reported that they opposed the proposal of tolls, because they could not afford the additional daily cost. The same number of people opposed tolls, but stated that another alternative revenue generating method should be used instead.

Chester Summary

Group Discussion

Those who attended the Chester consultation talked about some of the factors contributing to poor highways conditions. Reasons for poor conditions included: bad driving habits, heavy traffic congestion and outdated/insufficient highway infrastructure (e.g., passing lanes, narrow shoulders). Not surprisingly, many of the proposed solutions to improving conditions corresponded to what was believed to be contributing to poor highways conditions. Specifically, respondents indicated that increased presence of law enforcement officials, additional passing lanes, wider shoulders and/or the construction of jersey barriers would improve safety. Highway twinning was not seen as the only/best option for improving highway safety. The response to the proposal of using tolls to speed up the process of constructing twinned highways in Chester was generally negative.

Written Responses Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

The majority of people who submitted responses were mostly concerned about the safety of the highways. For example, the majority of respondents indicated that the highways were unsafe in general. The biggest factors thought to be contributing to unsafe highway conditions were the physical conditions of the roads and/or poor driving habits. The sense from the written submissions reflected the tone of the session.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

Respondents who submitted their comments generally had a more positive outlook towards twinning. The most frequent response was that twinning was the best/only option to improve the 100 series highways. However, respondents also proposed additional passing lanes; the construction of a median/barrier, and/or increased enforcement of highway laws as possible alternatives to improving highway conditions. The proposed alternative solutions to improving highway conditions in the written responses corresponded to the issues contributing to poor highway safety in the consultations.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

One-quarter of the people who submitted written responses opposed the use of tolls to pay for the cost of highway twinning. Slightly fewer people expressed their conditional support of tolls depending on the cost of tolls and the availability of passes. The third most common response was an unconditional support of using tolls to have highways twinned sooner. Although there was some support for the use of tolls, the general tone of the written submissions matches the tone of the feedback provided during the public consultation. In short, Chester participants responded negatively to the proposal of tolls.

Shelburne Summary

Group Discussion

The tone of the comments made during the Shelburne consultations was negative toward the proposal of tolls. The conditions of the roads were generally believed to be acceptable, but poor driving habits have reportedly contributed to an unsafe highway environment. Alternative solutions to improving the overall conditions of the 100-series highways include: additional passing lanes, increased highway law enforcement, construction of jersey barriers and implementation of public transit. The cost of tolls and the financial burden it would place on rural communities, particularly seniors, was reported as a significant reason for opposing the proposal of tolls. However, twinning itself was not seen as something that was necessary (e.g., a number of respondents indicated that Shelburne does not currently have 100 series highways).

Written Responses

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

One-third of respondents stated that the roads were unsafe and required upgrades such as rumble strips and/or barriers. Nearly one-quarter of those who submitted written responses reported that the highway conditions were good/fine. Slightly fewer respondents reported highways as unsafe due to poor driving habits and an equal number of people reported that the highways were unsafe and required maintenance. In comparison with the comments made during the consultation, more respondents indicated in the written submissions that the highways were in poor physical condition.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

Nearly half of respondents reported that no, twinning was not the only option and proposed additional passing lanes as a potential solution to improving highway conditions. One-quarter of respondents reported that twinning was the best/only option. An equal number of people stated that twinning was not the only option and proposed an increase in highway law enforcement as an alternative solution to twinning. Slightly fewer indicated that general road repair was a better alternative to twinning. These numbers correspond to the comments made during the consultation in which it was made clear that twinning was not believed to be the best/only solution.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

Slightly more than one-quarter of respondents opposed the proposal of tolls in general. Fewer respondents reported that twinning was necessary and an equal number of respondents conditionally supported the proposal for tolling, depending on the cost of tolls and/or the availability of passes. In general, both the written submissions and feedback provided during the public consultation appear to be negative toward the proposal to use tolls.

River Bourgeois

Group Discussion

The majority of people seemed opposed to both tolls and highway twinning. Two main factors believed to contribute to poor highway conditions were driver error (e.g., cell phone usage, speeding) and high traffic congestion. Alternative solutions to improving highway conditions other than twinning were: construction of a median/barrier; additional passing lanes; additional rumble strips; mandatory driving tests for seniors; and increased police patrol on highways. Some respondents indicated that twinning was desirable, but wanted an alternative revenue generating method to tolls.

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

Slightly more than one-quarter of those who submitted written responses indicated that highways are unsafe and upgrading is necessary. Slightly fewer people reported that highways are unsafe due to poor road conditions. An equal number of people reported that highways are unsafe and that twinning is necessary. These numbers reflect a more positive outlook on twinning and contradict the tone of the consultations.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

More than a third of respondents indicated that twinning was the best/only option. Significantly fewer respondents indicated that twinning was not the best/only option and proposed additional passing lanes as an alternative to twinning. Slightly fewer people reported that twinning was not the only option, because twinning was unnecessary. An equal number of people indicated that twinning was not the best/only option and proposed the construction of a median/barrier as an alternative to twinning.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

More than a third of respondents indicated that they supported twinning unconditionally, because it was felt to be necessary. A quarter of respondents conditionally supported twinning depending on the availability of passes and cost of tolls. An equal number of people reported that they opposed tolls altogether. These numbers contradict the tone of the consultation and are more positive toward the use of tolls.

Sydney Summary

Group Discussion

The general tone of the consultation was very negative toward the proposal of tolls and twinning. Respondents proposed a number of possible contributors to the poor condition of highways including: poor engineering design of highways, poor construction of highways (e.g., low-quality material such as paint and asphalt); poor road conditions (e.g., ruts, pot holes); high traffic congestion, particularly in regards to heavy trucks; and driver error (e.g., speeding). Frequently mentioned alternative solutions to improving highway conditions (besides twinning) include: additional passing lanes, construction of a railway system, increased driver education, installation of surveillance technology and/or increased highway law enforcement/patrolling.

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

The responses to this question contradict the tone of the consultation. Nearly one-quarter of the respondents indicated that the highways were in fine/good condition. Slightly fewer stated that highways were in unsafe/poor condition and an equal amount of respondents indicated that highways were unsafe and believed twinning was necessary.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

Half of the people who submitted written responses indicated that twinning was the best/only option. Significantly fewer people stated that twinning was not the only/best solution and suggested additional passing lanes as an alternative to twinning. Fewer people indicated that twinning was not the best/only solution and proposed the construction of a median or rumble strips as an alternative to twinning. An equal number of respondents stated that twinning was not the only option, because twinning was unnecessary.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

More than a third of respondents indicated that they supported the use of tolls, because twinning was necessary. One quarter of respondents indicated that they opposed twinning altogether; and one eighth indicated that they conditionally supported tolls depending on the cost of tolls and the availability of passes.

Halifax Summary

Group Discussion

The response to both tolling and twinning in Halifax was mixed. Respondents talked about feeling unsafe on the highways. Traffic congestion, particularly during the warm summer months, was mentioned as a contributor to poor highway conditions. Respondents proposed jersey barriers, increased presence of law enforcement, as well as a reduction in speed limits as possible alternatives to improving highway conditions. However, respondents seemed undecided in their position on tolls. Responses to tolls ranged from opposing tolls, but expressing support for alternative revenues (e.g., gas tax); to those who were still undecided and/or conditionally supporting tolls (e.g., if tolls were implemented on all highways). The sense from the consultations was that if additional revenue had to be generated in order to speed up the process of highway twinning, the burden should be dispersed equally (e.g., tolls on all highways or gas tax).

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

In response to this question, the majority of respondents reported that they believed highway twinning was necessary and/or that highways were unsafe in general. The third most common response was that highways were congested. The same number of people reported that the road conditions were good/fine. The tone of the written responses matches the tone of the public consultations.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

Nearly half of respondents reported that twinning was the best/only option. However, nearly one third of respondents indicated that twinning was not the best/only option and suggested medians/jersey barriers and/or rumble strips as possible alternatives. Some respondents also suggested constructing additional passing lanes as an alternative to highway twinning.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

Nearly half of respondents indicated they support the use of tolls to twin highways sooner than conventional methods would allow. A quarter of respondents conditionally supported the proposal of tolls, depending on the cost of tolls and the availability of passes. In contrast, one-eighth opposed tolls in general. An equal number of people stated that the cost of highway twinning should be taken from the general budget.

Lake Echo (Porter's Lake Area) Summary

Group Discussion

The response to the proposal of tolls during the Porter's Lake consultation was overwhelmingly negative toward both twinning and tolling. The main contributors to poor highways conditions were said to be: poor highway markings and signage, poor road conditions, insufficient highway patrolling by law enforcement officers, driver error and high traffic congestion. Proposed alternatives to twinning that were discussed included an increase in law enforcement, update of highway markings (e.g., freshly painted lines) and signage, maintenance of existing roads and additional passing lanes.

Written Submissions Summary

Q1 "What is your opinion of the current condition of the province's 100-series highways included in the study? (Consider safety, traffic congestion, travel time).

Nearly one-third of respondents indicated that road conditions are fine/good. Less than one quarter of those who submitted written responses indicated that highway conditions are unsafe in general. An equal number of people reported that highways are unsafe because the roads require upgrading such as a median/barrier/rumble strips. Respondents also frequently indicated that highways were unsafe due to poor driving habits and also that increased highway law enforcement was needed.

Q2 "Do you think twinning is the only option to improve the province's 100-series highways? If you think there are other options, please explain below."

One quarter of the people who submitted written submissions indicated that twinning was not the only option and was not necessary. Slightly fewer people responded that highway twinning was not the only option and that highway laws should be enforced instead. Additional passing lanes and highway upgrades such as the construction of a median/barrier were also frequently mentioned alternatives to twinning.

Q3 "If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?"

Slightly more than one-quarter of respondents stated that they opposed tolling in general. Fewer people who submitted written submissions indicated that they opposed the tolls because they could not afford the additional costs. One eighth of those people who submitted written submissions reported that they supported the use of tolls, because twinning was felt to be necessary. These findings correspond to the tone of the consultations.

Dartmouth Summary

Group Discussion

The overall response to the proposal of highway tolling as a method of accelerating highway twinning was mixed. Respondents indicated that the highways were in good physical condition. The major concerns regarding the condition of the highway were mainly poor driving habits (i.e., speeding), high traffic congestion and outdated infrastructure (e.g., lighting). Respondents suggested various alternatives to improving highway conditions including: surveillance technology to monitor driving speeds, lower speed limits, improved highway infrastructure (e.g., lighting, medians, jersey barriers) and increased law enforcement presence on highways.

Written Submissions Summary

Q1 “What is your opinion of the current condition of the province’s 100-series highways included in the study? (Consider safety, traffic congestion, travel time).”

In contrast to the feedback provided during the consultations, the tone of the written submissions was much more consistent. For example, written submissions reflected a more positive outlook on twinning and tolling. One-third of those who submitted written submissions indicated that highways were unsafe and that twinning was necessary. However, slightly less than a quarter of people reported that highway conditions were good/fine. An equal number of people indicated that highways were unsafe in general.

Q2 “Do you think twinning is the only option to improve the province’s 100-series highways? If you think there are other options, please explain below.”

Nearly half of those who submitted written responses stated that twinning was the only/best option. Nearly a quarter of respondents indicated that the construction of a median/barrier was a better alternative than twinning. Fewer people believed that additional passing lanes were a better solution to improving highway conditions than twinning.

Q3 “If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?”

Nearly one-quarter of those who submitted written responses supported the use of tolls, because twinning was necessary. However, an equal number of people indicated that they opposed the use of tolls in general. Fewer people reported conditional support for the proposal for tolls depending on the cost of tolls and if passes were available. An equal number of people stated that they supported tolls because twinning improved safety.

Part A: Discussion

Question 1

What is your opinion of the current condition of the province's 100-series highways included in the study? (consider safety, traffic, congestion, travel time)

- I have two questions about this study. When you were looking at the 105 (discussion over the 104 vs 105 from audience) – well there are two highways in Cape Breton, and were you looking at change of traffic volumes, that would move from the 2 lane to 4 lane, or just consider the 4 lane traffic?
- This is less important than safety, but when you were looking at the time savings from going from 100km/hr to 110km/hr, and you shave 2 or 10 minutes off, and the 104 now when you have 2 lanes and its mid-day or 4:00pm on Friday it's quite busy – did you consider this?
- I am the Former Chief Volunteer for Antigonish Fire Department, and I would respond on a large section of the 104 from the new twinned section to west of Antigonish to the county line. In reference to question #1, is this highway considered safe? As a department, we have decided that we were going to support twinning with tolls for this new section. We came to this conclusion because of the volumes of motor vehicle accidents, cars sliding off the road, single vehicle accidents to multiple vehicles involving fatalities and serious injuries. The visibility on some of the sections are very poor. If you travel it any amount of time, any weather condition or other than ideal situation and road goes in a direction you don't realize and you veer off. In our opinion this section has to be done sooner rather than later because it's going to save lives.
- I travel every day between Antigonish and New Glasgow for work so I may probably be as experienced a driver that is here in this area, and I would agree with some comments for specific sections, and disagree with comments for the rest. I have a question to group (panel). Have you considered addressing just specific sections on this highway or only doing the whole corridor? Section's that are known to be bad, for example, Marshy Hope is an area of concern, and other visibility and things. But there are long straight-aways and good visibility (sections), and other than (those bad sections) are very little concern, in terms of a safety concern. My question on a safety concern when looking at a blanket approach is there are good sections and bad sections. Have any considerations been given to very specific sections of the highways?

Question 2

Do you think twinning is the only option to improve the province's 100-series highways?

- My first and only love of 15 years died on the highway 2.5 years ago, and we have two children so this has affected me greatly. I have had a lot of time to think about this, this has been on my mind a lot. But because I am a Christian, I see it in a totally different light than most people. I believe, that because I am a follower, I am not scared to drive on those roads, because God protects me. I believe that if we can spread the word, in Craig's case, he drank and drove all the time, and everyone told him something is going to happen one day, and it did. He had demons in him. If we can help people get over their demons, whether it is texting and driving, drinking and driving or drugs and driving. If we can help each other get through that we wouldn't need toll booths. I am going to pray that we can talk to our kids about texting, and if they don't text God will be with them. And if we can do that with everyone we love, no one is going to die on the roads, and if we don't, people are going to die on the roads. I am going to pray for people who drive on the roads, and pray that demons do not take over them, like it did to Craig. Please do this for us. God our Lord loves the highways. If anyone dies on the highway it's their demons' fault. In Jesus' name Amen.
- Do you think twinning is the only option? We have to have twinning. It needs to say, do we have to have tolls? I did some research and got the number of liters purchased in the province including gas and diesel, but not for fishing and mining. And what it works out to is just adding 2 cents a litre to each litre creates \$32.36 million off 2 pennies. We don't need a toll booth.
- I have had the opportunity to drive these highways from one end of Nova Scotia to the other. You mentioned there were other options you were considering. Could you expand on some of those other options?
- Is this similar to Highway 101, like in Kentville?
- Is the 101 effective?
- I have been travelling the road from Antigonish to New Glasgow to and from work at Michelin for 38 years. I have seen enough cars and trucks with tarps to satisfy anyones' lifetimes. It needs to be twinned, if we wait for twinning without tolls, 60% of us in this room won't be here when we get it, we will be gone. And another 40% will be getting up there. This all started when Joe MacDonald brought it up, before that we never heard anything about any of these roads. And now we are hearing about all this road and that, and this one is #1 and this one is #2, but Joe is the one who brought this whole thing up. Where is our MLA? And who is our MLA? He made it – good then – thank you.

- I am in favor of twins, but no tolls. This is the only roadway between New Glasgow and North Sydney for Newfoundland traffic, and most of the traffic is Newfoundland trucks ripping up our roads. So the Federal government has a responsibility to share in the cost of this section of road more than any other area. Back when the Trans-Canada was built, they shared 90%. Even if you could get that (the 25% support) up to 60%, you could avoid tolls.
- In 2014 I had one son killed at Barney's River. He left 3 kids and a girlfriend behind. You shouldn't put a price on peoples' lives and the highways need tolls. And I take my hat off to Joe and those who are supporting this.
- I believe that they should be tolled just like the rest of people have said, there have been too many accidents. There have been too many deaths, too many injuries. I want to know, where are the Mounties? We need a greater police presence - 24-hours a day. I have been on that highway all hours, and wouldn't see a police to save my soul. Why wouldn't the province hire more police to prevent drunk driving, speeding, texting and all the others (issues).
- For the gentleman who said to add two cents to cost of gas. I am not from here, I know, I'm sorry, I am from Ontario and I have suffered the tolls. We have all paid our due taxes and a lot of highways have been built on our tax dollars, and why are they not tolled?
- I am from the Antigonish County Fire Department. I think it should be twinned, but sooner rather than later. If you live in a home and leaking carbon monoxide, you don't wait for the next pay cheque to fix it, no, you find the money, you pay now, you put it on a credit card. It's a problem in this province. This is the main corridor to Newfoundland. This also can improve tourism. I don't know how many tourists I met at the campground and places, and they say the roads are terrible, and they are because we don't maintain them or efficiencies on main corridor. Other 100-series need upgrades. This Trans-Canada needs upgrades.
- I live in Barney's River and travel to New Glasgow every day. I am just wondering about safe driving, and if there is a little passing strip that is about 200m long, you can see the end of it when you start on it, and I will have 4 cars pass me (on that strip), never see a police officer, never see nothing. People are driving like maniacs. What about policing? How come there is no policing, or just twining and paying tolls?
- I travel like some other folks here, to New Glasgow for 8 years now. I have seen some crazy things. Just this past 12 months, I have had 2 distracted drivers cross into my lane, where I had to pull right off the road. Thank goodness for the wide shoulders. In terms of safety, travel and congestion, and travel times. Congestion doesn't matter to me. People seem (be okay) to have to slow down. I don't mind an extra 5 minutes on that drive, because it's all about safety. The most significant accidents, the ones with fatalities and serious injuries, that is head-on collisions. Why is this not considering a

model like in Eastern Ontario, like the jersey barrier. This reduces the cost and the environmental impact and uses a lot of existing corridors. If someone loses control of their car, they hit the median and not the person coming the other way.

- I am an emergency room nurse in Antigonish and I get to see a lot of the carnage. One of the things, when we talk about these barriers, is we need to think about the wildlife and the effect on them. Can you tell me about the animals and how the barriers affect them? Can they keep going, or do they go onto the highway and can't get back?
- I support twinning. I don't know about the jersey barrier when it comes to 18-wheeler. Do they bounce off it too, or go over it?
- Can you explain the difference in cost between Jersey barrier and twinning? And I am in favor of twinning.
- I have a personal opinion. I lost a daughter 3.5 years ago, it was a – she hit the shoulder of road, there is very little shoulder where she went off. She was a young driver, and over compensated crossing the center line into a truck. Personally would not want to see another family go through what we went through. And to pay a toll, it's well worth it, and I would not want to see another family go through this. That is my personal opinion.
- I am part of union groups. In terms of the shoulder of the road, is it a priority of the Department to keep shoulder at a certain degree of maintenance?
- A 6 inch drop? It should be fixed.
- It goes from 3ft shoulder and then less than a foot.
- I want to know what the determining factors are. We are all here for Antigonish and I want to know what are the determining factors, reasons, for doing this highway? Is it the number of accidents, or number of seats we have in government?
- The first two – (Bridgewater and Windsor) they have more seats.
- The New Glasgow section of highway has been twinned for a long time. How did we jump and by pass into Antigonish, and pass on the area that is having all the accidents?
- I understand that, but you have a continuous high speed highway, then goes to a low speed highway and back to high speed highway.
- Joe has been involved in this for 4-5 years, and we have had these feasibility studies before, however often they are. How many more feasibility studies before we see something done?

- This would be the time to act because it's Liberal province and federal. YES I AGREE to Question #2.
-

Question 3

If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?

- I want to know if we go ahead with twinning, is it something where toll booths stay in permanently or do they end?
- First – I support the use of tolls because I know I don't have 60 years to wait around and have it done in increments. It could take 50 to 60 years, and I think our children should have safer highways too, and I look back on Cobequid Pass and people paying that with pennies and you imagine paying not to have to drive on the Wentworth highway, and we feel safe driving all the way to New Brunswick. I can't imagine still white knuckling the drive all the way to New Brunswick. And I live in Cape Breton where I am white knuckling all the time and will be white knuckling it home tonight. My question is on the difference in toll rates. Does that show the difference between car rates and truck rates? And you said in the construction costs, that it includes maintenance cost as well – what percentage of costs are construction versus maintenance? Can you take a look at construction costs only and pulling out maintenance costs?
- When looking at twinning the highway, if we are the 3rd on the list, is it 5 years for first, 5 years for second, so 15 years before we see this happen?
- So more than one at once?
- So the tolls would be transponders. I have two questions. Who is going to enforce, the government, to get transponders on it (cars), and what about those visiting from out-of-province?
- In relation to that, many cars have plastic covers in rear plates and you cannot read the rear plate when plastic cover.
- Hundreds have them on, and I have never heard about anyone being pulled over for it.
- The understanding is its 25% Federal, 25% Provincial and 50% tolls. So since we are not paying tolls in advance, where is that 50% coming from? Because I would think we have to pay bills at the time. Where is that 50% going to be coming from?
- I have a comment. I am the Chief of New Glasgow, and I back up Chief MacDonald on the 104. One of the tolls we are not considering is the tolls on first responders and the families, like what this lady here has been through, a terrible tragedy. Recently I watched two volunteer fire fighters sing nurse rhymes to two children on the side of the highway while their mother died in the vehicle. That's the toll.

- Clearly there are areas that are higher on the priority list. What if they don't want theirs? Does it move this district up on the priority list?
- Make no mistake, I do not favor tolls. We pay enough in taxes, property, vehicle, and gas. We do not need a toll. We need to twin, but we don't need toll. It will kill tourism and increase the cost of living because who is going to pay the trucking fees, somebody has to. As far as the Cobequid Pass goes, that deal is not a deal. The contract came to an end and tolls continued. The Cobequid Pass is not an example. Government and private - and government fixed it so we had to use it. The old road was allowed to deteriorate and trucks used the tolls. Don't use the Cobequid Pass as a wonderful example. We don't need a toll and I don't want it.
- I am not in favor of tolls. I am not hearing anything being said about tolling Halifax, and around Halifax, but my tax dollars paid for some of those highways they are driving on. It's a nice idea to twin the highways, but don't we have to watch our speed? Back to the comment, where is the RCMP? I have traveled the highway many many times and I see no sign of RCMP unless they were ghost cars. Building a uniform cost for all Nova Scotians into this project is the route to go.
- I have a few comments, dealing with stretch between Sutherland's River and Antigonish. If we don't have tolls at least \$600 million to be spent before it gets to us. If you go by 10,000 vehicles a day probably \$1 billion a day. Every time the pager goes off I worry about what myself and my responders are going to see.
- To me I think everyone points here have been valid. We are all taxed too much, I agree. But it goes back to if it will save one life it was completely worth the toll.
- As far as the highway building, how come government has not looked into cost sharing with the Federal government, like in New Brunswick- they are sharing the costs with the Federal government.
- Am in favor of tolls? There is not one person in this room that I would want to go to (the funeral home name) to pass on my condolences that they lost a mother, father, brother, sister or son or daughter. These two sections are the only two that are Trans-Canada highway – from Sutherland's River to Canso Causeway. I hope whether it's your Department or the consultants or Provincial government, and look into the fact that we should get some priority because of it.

Q&A

- When I think of the burden I have, I do support tolls, but traveling every day it will be \$200 a month and that can add up. I am opposed to someone traveling from Windsor to

Halifax that doesn't have to pay that toll. Has the government considered incorporating all the 100-series highways in the tolls?

- Have you looked at other revenue models, such as in photo radar?
- I am a local in Antigonish. I have three perspectives. A professional trucker, a family, and a witness and first responder to fatal accidents. There have been lots of perspectives tonight that were against the 4-lane highway that I am all for. One thing they are not taking into consideration is, the thing with twinning is people who speed and text and all the accidents that are due to head-on collisions are eliminated. It's safer at any cost it should be twinned.
- I have been in this industry for 50 years. I worked on the Barney's River highway to Port Hawkesbury. My wife and I had the opportunity to travel recently to Kosovo to Italy and right after war they built a toll highway. In south Africa there is a toll highway. Remember Ray Ivany's One Nova Scotia. We are \$30 million above income coming in and going out. Stop and think about our kids and grandkids, and the economic development and safety. Traffic is increasing, we want to increase people coming. And there is the Seal Island Bridge, it is 55 years old. With toll highways, there is always an alternate route. My wife loves going the old road in Wentworth. Tolls are optional. But look at the economics down the road and the highways only have \$30 million to do the twin. It is not going to happen. Think about safety and speed – and that's my speech.
- Personally I think it plain and simple needs to get done. Has anyone put into consideration what it could do for our economy. I work in construction, and think about what it would do to help our economy. Has any consideration been given into the possibility of lower tolls because it will help the economy?
- The Cobequid Pass is a good example, and I have a statistic here. In 20 years before the Cobequid Pass was built, there were 98 deaths and then in 20 years since, only 3 deaths – that speaks volumes for what twin highway and tolling can do.
- I am from New Glasgow, and part of Joe's twinning group and have been for a number of years. Half that 8,000 average daily vehicles are trucks, and if the Port gets going in Sydney that will increase. And we had 2.2 million tourists this year, over 1 million was traffic on highways, and that is an 8% increase from years before. Those two factors will increase highway usage. I am all for twinning whatever the means. You surveyed 1027 people; we have an online petition with 15,000 people, so we have a little more meat on the bones.
- Cobequid Pass is proof. The numbers and stuff. At our rates of fatalities as of next year we lose 2 more people, and every year until we get this twinned we are going to lose 2 people a year on average.

Part B: Written Responses

Question 1

What is your opinion of the current condition of the province's 100-series highways included in the study? (Consider safety, traffic, congestion, time travel)

- Too dangerous
- We need it for Safety reasons to save lives
- The Rd. is good but safety is the big concern.
- I am referring to corridor 4 in my answer
generally satisfied i.e. congestion issues
Have some problem with the winter maintenance as far as frequency of plowing and salting especially in early and late winter
The number of serious accidents along with this length of highway is astounding. I fear for the well being of First Responders.
- Safety is a major issue.
Time savings are important.
- safety is an issue with any non-twinning highway
traffic congestion is not
travel time may be an issue in areas where traffic may be slow due to getting behind slower moving traffic i.e.
- Safety is a major issue
Twinning roads safer traffic
Congestion & Excessive speed create a huge problem. We need to protect Nova Scotians
- All non-twinning highways are much worse for all three factors
- The identified sections are in relatively good shape, but not designed for the traffic volumes & the number of trucks
- Shoulders on passing lanes are too narrow
travel time is a non issue
Congestion is seldom an issue except in summer
4 lane highways are safer
speed and passing do cause safety issues
travel in inclement weather at night is difficult due to poor lane markings
- Fair! Safety would be the biggest issue!
- Relatively good condition
- I consider the twinning 100's to be excellent. There are some issues with some design i.e. ramps & roundabouts. The new fixation on roundabouts is overdone where simple ramps would suffice in low traffic areas.
- Hwy is overall in good shape
Could have better Signage

Better markings on the road

- They are okay the way they are with some tree cutting necessary and some widening
- Poor between Sutherland's River and Marshy Hope
Not Safe
poor weather- road maintenance & salting - snow removal - Unexpected weather Black ice
- They need work. Control access highways, wider shoulders
If not going to twin make more passing lanes.
- safety - very poor
Congestion - heavy - worst from May to Oct.
Winter leaves no room for driver error
Travel time - room for improvement
- I think they are good, well maintained
Most safety issues stem from other drivers
- HWY 104 - corridor 4 is not safe, especially in winter
other sections also but to a lesser degree
- Fairly good- more street lights would be useful
- SR to 104
I support Twinning I don't fully support tolls without a far better presentation of options
- The highways are adequate for the present traffic. Divided highways would be safer.
Traffic congestion & times are minor considerations
- It is unsafe in the Barney's River area, and Marshy Hope. passing lanes in the Sutherland River to Antigonish, especially in the Broadway area are Much too short especially for people unfamiliar with the road!
- Corridor # 4 There are many sections that definitely need improvements. Barney's River is a prime example. If twinning is too expensive , the maybe a few wider sections with Jersey Barriers to mitigate any possibility of accidents
- Current conditions from highways that I travel are in many cases hazardous and the safety of the people is always at stake. I travel frequently from Antigonish to Halifax- have witnessed so many fatal accidents and other accidents and perhaps speed is a factor which may not be the case if twinning occurred
- - safety is a major concern. where twin highways exist, safety is High. Unfortunately where you have a twin highway to Two-way traffic Safety becomes a major concern. Drivers take time or do not adjust to the highway from twin to Two-way. Major Concern!!!
- Safety is my biggest concern. traveling on highways with two-way traffic is so dangerous. Large vehicles (trucks) congests the highway significantly and a head-on with one of those vehicles is a death sentence.
- To improve safety, there should be more & longer passing lanes. Enforce control of slow Vehicles would reduce congestion, & reduce road rage. If everyone drove at the posted

speed limit on dry road & clear Visibility, travel time would be better / safer

- I believe it is in fair shape. maintenance is always required though. But was designed for far less traffic. But I feel it is not safe for congestion and for First Responders at Accidents scenes.
- Poor!
Especially the 104 Highway
We have outgrown this highway and it needs to be updated.
- generally they are fairly good but there is a lot of traffic on them.
travel- time people are in too much of a hurry causing congestion and safety issues.
- The stretch of highway between Sutherlands River & Antigonish has very twisty roads & very dangerous
- Unsafe for today's traffic volumes, especially summer time when most of the deaths occur
more and more transport trucks using the highway due to the decline in the railway in this part of the province. (Northeastern N.S.)
everyone is in a rush and you aren't going to fix that.
- safety is the #1 priority on all highways. Twinning is needed to improve safety on certain sections and alt all that were in it in the CBCL study. Better policing to curb bad, careless drivers is needed.
- many of the sections are terrible
if you think safety- yes something should be done.
travel time is reasonable
- many people are not safe on the highways because they don't learn new ways of driving. people are flying in control zones. The system doesn't police this unless they have to.
- Dangerous, some very dangerous curves not up to standards of 100 series roads- e.g. at Marshy Hope. Insufficient passing lanes leading to impatient drivers, & making it more dangerous driving conditions for everyone
- Some of the 100 series highways are in serious state of disrepair.
Including overpasses & bridges & on/off ramps
- Safety- In my opinion this is 1st & foremost.
Once you leave a 4 lane highway congestion builds up.
Drivers sometime forget they are on a 2 lane highway.
For me travel time is not an issue.
- The safety of it is the first concern. they are not safe enough to be traveling 100 km in the opposite direction towards each other.
- Current condition of the 100 series highways of the study is that some of them definitely require twinning
- Not adequate
- our infrastructure of our current non twinned highways is 30 yrs behind

- Current condition of our 100 series is very poor
(safety poor)
(traffic congestion (bad))
(travel time OK)
- On the sections of highway that I regularly travel (daily on corridor 5 and often on corridor 4 - my husband's regular commute) there are a number of areas for improvement. Rutted sections and areas where moisture is often present add to the hazardous conditions.
- outdated they were not built to handle the volume of traffic they see today, the speeds are higher today
- I believe they are very dangerous and hard to handle as a driver. Particularly section 3
- I travel section 4 of highway 104 , Barney's River every day, there is no congestion I think policing would help significantly because people drive like maniacs and passing lanes are too short
- The condition of these highways that I have traveled seen good. The section between the Canso Causeway and the Sutherlands River is a dangerous section. Traffic, especially tourists, sometimes forget it is not a twinned highway and pass vehicles as if it were twinned.
- There should be better upkeep of highway road markings. The faded lines makes night driving treacherous, cats eyes are a great idea, more rumble strips, more radar traps would slow traffic on dangerous stretches. e.g. Barney's River to James River speed hills - lower the limit to 90 on the Barney's River to Antigonish stretches. The roads are in good condition but rutting is problematic.
- 104 SR to Antigonish
safety is poor, road grade is improper in some locations which can cause water and ice to build up. Congestion is bad at times when tractor trailers volume is high and during maintenance season as well.
- Terrible, Needs a lot of work today
- could be much safer with twinning
- Passable but....
- Safety
 - a) weather
 - b) # of deaths on that highway
 - c) commuter traffic
- high traffic in summer
- Roads reasonable condition
Congestion - Occasional, Predictable
Travel Time - no difference to me
Safety – [a large check mark]
- It is poor it needs to be twinned
- good

- no
- They need to be improved to protect the safety of the traveling public
Traffic Congestion is an issue and would be solved by twinning which would increase travel time
- safety is #1 priority while traveling on the highways. It is a major concern whenever we leave home
- Travel Twice Daily Corridor 4
Just need more policing
Travel time is fine
Too many Reckless drivers
Too many Distracted Drivers
Too Short Passing Lanes
- Out of date
- twinning necessary for some.
Not all of identified Routes
N.G. - Antigonish - a priority to me.
safety biggest concern
travel time not a big issue
- Sutherlands River to Antigonish is unsafe. Been travelling it for 22 years. There is very little margin for error.
- Very dangerous, drivers often impatient will crowd you at end of passing section.
- Our current conditions are very worrisome. As a parent who has to think of any member of their family travelling these sections of Highway it is very nerve wracking.
- Twinning New Glasgow to Antigonish for safety and winter. Daren Wood to Auld Cove due for safety in winter.
- My opinion is something needs to be done, too many people dying on these highways.
- I think at the end of it all, safety is the priority. No comparison.
- Traffic high on in summer months, some turns not properly banked i.e. James River exit 30, poor weather increases congestion.
- My opinion is that the current condition is tolerable
- The current highways are in need of severe upgrades. Increased enforcement should be a top priority.
- Safety is definitely major issue. Highway 104 Sutherlands River is an extremely dangerous section of highway that I travel on a regular basis, with the increased traffic one this highway and everyone in a hurry accidents are bound to occur.
- Safety - Fair
Congestion - Good to Poor
Travel Time - Mostly good
- Sections are okay. #1 Safety
- Re Study: There are safety concerns already been identified. Peak times are frustrating, tourists not familiar, truck drivers. Not significant. More stressful. Variance in weather

patterns.

- Rumble strips work really well.
- outdated
- Highways that are not twinned are dangerous travel time on the Sydney highway is very long and the road is very crooked and dangerous. The Barney's River to Antigonish route has very few passing lanes. Some highways have a lot of dangerous pot holes, especially in the spring.
- Corridor 4 winter driving is so dangerous on these highways. Personally I sat in my vehicle for 4 hours in Nov waiting for roads to be cleared. Traffic travelling in one direction only.
- The non-twinned highways are not safe. No amount of education, or enforcement would replace the option of twinning.
- Twinning would help in a lot of case due to road condition and traffic during different time of the day.
- The current condition of the 100-series highways are they are not safe for today traffic and also outdated for today's traffic volumes.
- Think they would be far safer if twinned. More concerned about safety than congestion or travel time.
- They are fine.
- I think that it would greatly decrease the amount of accidents. There are too many people traveling on the highway and twinned highways are a much safer option.
- Brendan MacInnis. No adequate: Safety, weather, deaths, MV accidents, commuter traffic, and major hospital - HfX appointments.

Question 2

Do you think twinning is the only option to improve the province's 100-series highways?

- Yes!
- Yes
- Yes
- Yes
- I am referring to Corridor 4
I find it helpful to have "Heads Up" signs of passing lanes ahead
I find it helpful to have signs that measure your speed
I want stronger enforcement of the law to discourage texting & driving
- Certainly the best!!
- Perhaps best most safe option

- Yes
No funds to allow Twinning to happen within a Reasonable time frame
- No, But the best and by far the most effective for safety,
- twinning is the "Best" option given the traffic and current design
- tinning is the ultimate solution to the improvement of the 100 series highways
If no twinning passing lanes should be available every 5Km
1M paved shoulders should be on all outside lanes
- No - Increase Enforcement
- The quickest
- Yes - due to time frames & reduce concerns
- Install Deer fencing
- No Highways can be widened with barriers (concrete).
- NO better road maintenance and road clearing in the winter would help
- No more police presence
Rumble strips
roller bumper guard rails
jersey Barriers
- No, Jersey Barriers should be installed to avoid Head-on Collisions at dangerous sections. Wider shoulders, rest Areas to avoid fatigue. Control access
- YES!!!
- No. increased enforcement
3+1
- Yes, avoids head on collisions
Use more Rail - take trucks off road
- YES
- There are few options presented or understood regarding self driving cars.
the transponder this could control driving speed etc.
- All factors considered twinning is the best option.
- No, eliminating certain passing lanes that are too short
Increasing police presence
- There are other options that could be used to defray the costs. Jersey Barriers, wider shoulders, and possibly more passing lanes. In the end tolls would probably be the other option. Safety First!
- At this point I don't know what other option would work. If toll highways allow this to happen in the short term, I believe the population will ease into the change. safety has to be a concern.
- Yes
- Most definitely!! If we have to wait another 30yrs to have these highways twinned, how many other lives will be lost?? One is one too many.

- In the long term, Yes. in the mean time there needs to be a better police presence on these routes 24hr/day
- Yes
- Yes, twinning saves lives at whatever the cost.
- twinning is the best option for safety and saving lives. But speed limits should be enforced. People should slow down especially when road conditions are poor and poor visibility. Speeds could be lowered
- Yes, esp. Hwy 104 Sutherlands river to Antigonish in Marshy Hope between the mountains and the black ice has cost a lot of accidents! Even going slow in the winter you can slide as it seems to be bad stretch of highway
- Yes the only one that will protect the deadly head-on collisions i.e. Cobquid pass -proven to save lives, only 3 deaths in 20yrs compared to 50, 10 years prior to being built.
- In most sections that need twinning due to safety, traffic congestion, weather it is the only option. Also what about Texas Barriers between 4 lanes, widening in some areas.
- No
train the drivers how to drive.
We pay our taxes now to cover our highways - enough is enough
- No, teach people how to drive on existing highways. I drive for a living and people are more reckless and non-defensive the ever, all caused by transportation.
- Yes, definitely
- Yes
- Medians would also help but are not as safe as twinning
- yes, twinning is the only solution to some of these highways
- To get the best benefit for the money - Yes
- Yes it is the key to safety and gateway to attract new infrastructure
- It's not the only way but it is by far the best way to improve the 100 series highways
- Twinning the highways would be a great improvement and probably the one that would make the biggest impact but repairing existing roads would also help.
- Yes, Eliminate head-on collisions
Keep traffic on their own side
Median serves as a good buffer
- Yes. Twinning is very necessary - too many lives are lost
- No I think policing could seriously help and eliminating short passing lanes.
- Safety being the reason for twinning, it is the only solution that I can see.
- It is the best option. the only other option is to put in a divider between the opposing lanes
this would only increase congestion by removing passing lanes.
- Yes

- Yes
- Best long term solution
3 lane (with Barrier) (2+1)
- No
reduce speed limit
larger fines for dangerous driving
- No
Reduce the speed limit and increase the fines for dangerous driving instead
- it's preferred but monetary feasibility is stretched
- New Glasgow to Antigonish
No Jersey Barriers or more passing lanes
- Add tax to gas
- yes, definitely
- Twinning
- Some highways just need improvement
- To improve safety? probably - areas-
- Yes
- Yes
- No
- Yes
- Yes
- No
- Yes
- Unsure
Think it's the best solution for most identified routes
- Likely the best option if we want to see this happen anytime soon. Could you put medians in the middle of some sections and twin others? 2+ 1 hwy is a good idea too. With a median.
- Yes. Twinned highway is safer. Twin the whole length of this highway.
- Probably the best but not the only solution.
- If twinning is an option the tolls need to be reasonable. Other options should be studied and brought forth.
- Likely so, be year and years otherwise
- Yes!
- There seems to be several options, but twinning appears to have the safest end result.
- Twinning best option.
- Yes/ very much so
- It is a sure way to prevent head-on collisions.

- Yes - Safety #1 concern
- More passing lanes in
- Driver Education * Twinning is #1. Better Markings on highway. Lines & guardrails. Passing lanes. Policing.
- It is the best long term solution.
- Could patrol - speed more!! Medians! Everybody wants to go 130 on the Highway to go somewhere why?
- To delay the twinning is wasting dollars and lives. This section in the main corridor to Cape Breton and Newfoundland. The current government has recently awarded the tourism individually in Cape Breton - Multimillion of dollars. How do people get to Cape Breton except via this section of road? If we want tourists, we have to give them decent roads. Since the Westray Mine explosion, every business and organization in NS is required to have a safety policy in place, to try to eliminate any foreseeable injury and death. The province is very well aware that this section of the road is an accident waiting to happen. Why is the government exempt from supplying a safe highway to prevent such injuries and deaths?
- Not the only way. But certainly the best way and the safest way.
- The only way! It's been too long now! Too many lives loss already, one more fatality is too many.
- Yes. It will take the risk of head on collision away.
- Along with policing that is very poor at time of day and month. It seem that certain time of month more than other.
- Yes, I believe twinning is the only option to improve the 100-series highway.
- Seems the most obvious solution.
- Not really.
- Yes it is the safe option.
- Only option twinning? Yes. Tolls? add 2 cents/ liter

Question 3

If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?

- Yes!
- Yes
- Yes
- Yes
- I am referring to Corridor 4

I am in favor of toll system to hasten the twinning of the highway.

- Yes
- Yes
Texting
- Yes
- Yes. It is user pay. current funding approved will take decades
- fully support tolls to facilitate the timely construction of safer highways
- I support tolls to pay for the highway. Consideration should be given to reduce the daily use for frequent travelers i.e. Mac Passes
The cumulative costs of tolls must be considered i.e. traveling from Canso causeway to New Glasgow
I have no problem paying \$2.00 each way on a toll highway
- Yes
- Yes
- Certainly, Tolls should be "fair" for all. estimated low toll area "fees" should be raised to offset high fees elsewhere. All Nova Scotians should pay the same toll/km.
- Yes
- No It will all happen in time
- Yes absolutely
- Yes, we already pay tolls every time we fill up with gas. 15.5 cents per liter!
- By All Means
- Allow options for local investments
(Bonds etc.) for domestic ownership in roads
would cost my community partner + 1 \$60,000 over working years
- Yes "Public Tolls"
Increased tourism will help cover costs and justify twinning
- Flexible toll rates for health & education travel
consider the tolling spread to all the 100 series highways for equitable & sustainable development
- No I do not support tolls. All Nova Scotians should pay equally for highways. Unless all roads are tolled, then no roads should be tolled.
- NO! The cost for a person in rural NS to drive to work who may have a min. wage salary. The cost could potentially be hrs. of pay. Nek to Port Hawkesbury
- Tolls are (undecipherable word) the only way to have the twinning in a reasonable time. My only beef would be if the tolls set in the beginning are raised over the life of the project to a point that it becomes too expensive for the average person who likes to travel to N.G. on a regular basis.
- I support toll highways. I feel it is the only option workable in the short term.
- No question, if we want safer Highways as in Twin Highways then for sure tolls are the

answer. you pay for what you get. We as Taxpayers, Drivers and Citizens in N.S. deserve safe Highways

- Yes- the plan we are currently using is not efficient. People need to help offset the costs of our highways for safety & maintenance!!
- Yes because it would speed up the construction
- I would rather not but if it gets done quicker then yes. I also believe the Copepod Pass should be kept open to help whatever project is ongoing.
- Yes, toll it if it means twinning.
Twinning saves Lives
- If so much money wasn't wasted then there would be enough money to twin the highways where needed. Too many studies too much wasted time and money. The sooner it is twinned the less it will cost.
- Yes, if that is the only solution! it. it would also cost the hospitals less if there were less accidents.
- Yes as long as it is a break even Toll and local everyday driver sees a break when possible
toll booth on Cobquid Pass should stay to get out of province driver at least once
- Yes
- No - I don't think tolls is the answer you will discourage visitors from visiting the people with low income will never go anywhere
the price of gas is bad enough
What about how are they going to keep the roads clear- if they can't keep the new highways.
snow and holes restrict the weights of the loads on the highways
- No Repair highways when they break not six months later when someone or a vehicle get wrecked or hurt. Teach people how to use existing roads
- Yes, Definitely
- Yes
- Yes or increase fuel tax
- MOST DEFINITELY! DO IT!
- Without tolls it would take a long time to twin some of these highways. With tolls hopefully some of these could be finished before five years. maybe put the tax on gas up 2 cents a liter and not have toll gates.
- Yes
However a suggestion. if tolls are for 100 series roads then maybe a toll should be charged for using any 100 series highway and all tolls be used for maintaining 100 series highways. tolls could be collected for a shorter period of time to build these twinned roads. that could bring the average cost for "commuters" down a bit.
- I support tolling as in it is the users that pay instead of all of Nova Scotia. Consider the amount of truck traffic and out of province users that will be paying a good portion of the costs.

- Tolled highways are the best and the fastest ways to get the highways improvements that are required
- Yes
- Yes
- I do support the tolls. I think if it will make the process quicker it is the way to go. I am concerned about low income families. Would it be possible to implement a needs based/tested pass that would allow those of significantly low incomes to by-pass the toll
- NO WAY!!
- Yes
- No
- I support the implementation of tolls but only until the cost has been recovered, at which point they would be removed.
- Yes
- Yes
- Yes no advantage in waiting
- No
- No
Especially as many of these tolls are centered in rural areas where income is....
- No! If the other twinned sections didn't pay then these sections should not pay
- No Absolutely Not!
- Yes
- Yes
- Yes only to cover the cost of highway building only
- Yes
- Yes
- Yes
- Most definitely
- No
- No
- Yes, if reasonably speed up twinning process
- Yes
- Yes I support tolls. No matter the cost.
- Yes I support tolls if the money is used properly.
- Yes if it means getting them sooner.
- Support twinning. Safe tying Living.
- Yes!
- Absolutely, there is no price to life.

- I support the use of toll plus a gas tax increase so everyone pays.
- Yes, I am all for tolls.
- I agree for financial efficiency we need tolls.
- Yes - Do it now, the sooner the better!!
- Yes
- Yes and more Federal funding be provided. Tolls need to be reasonable and affordable for the public. Student rates?
- yes it is the only option. To get the highway completed in a timely manner. 6 cents is reasonable.
- No to tolls. Increase taxes to do it. Get Federal to pay more of it.
- Yes, if this is the only way.
- Yes! Yes! Yes!
- Yes - for a safer highway.
- I support using tolls.
- If we need a toll than it has to be done.
- Yes, I support tolls.
- Absolutely - a toll is a small price to pay to save even one life. Can't put a price on that. Anyone opposed can choose alternate routes.
- No absolutely not. Absolutely an injustice to lower class and marginalized people.
- Yes, I support tolls if need be, if it made the highway twinning made possible sooner.
- Tolls yes. Camera radars. More policing. Cost spread across the population. New Brunswick's situation cost shared /w.

Question 4

Do you have any other comments or questions?

- No it's black and white
No other option
- No we need this
- Timing is the only option
- Get started
Stop talking
- 1) is truck rates the same as Car rate
2) What is contained within construction costs?
% const.
% main.
3) Where does the 6000 cars go from Causeway to C.B.

Cobequid Pass 20 yrs old
\$4-\$7 Truck?? Car??

- Good economic development potential with twinning
- timing is right and stats confirm we need to invest in safer highways.
All for twinning with tolls
- All twin highways should be tolled at \$1.00 per 100 km or 1 cent per Km as a way to raise money to maintain and improve all 100 series roads
- Why range in tolls for each section?
Would like to see collisions as per Volume & Km not just total per section
Some sections with lower volume have larger percentage of collisions etc.
- To Be "fair" to all Nova Scotians, a toll needs to be put on the existing "twinning" roads.
To date, the existing "twinning" has been paid by all Nova Scotians through taxes.
- Same toll costs across all 100 series highways in Nova Scotia (including existing) to bring average toll costs down
- New Brunswick is twinned 514 Kms with no tolls Nova Scotia can do the same
- Twinning will happen sometime in the next 30yrs. If tolls can be the catalyst to make this happen sooner, then "yes" to tolls.
We all have paid a toll to arrive here tonight. the taxes on our gas every time we fill up.
Some people pay more than others based on how much you travel.
This is for our safety, our children's safety and our children's children safety.
than you for hosting this event, and special thanks to the 1st responders who are there for us. Thanks to those who have shared their stories...
consider the impact on the families dealing with deaths/ permanent injuries and the impact on the 1st responders their families (PTSD)
- If #1 to #3 don't want to pay tolls; then move #4 Antigonish to #1.
- Decrease MLA's Salaries
(very over paid for what they do)
- Great Job! Good meeting, good work!
Might need to look at the feasibility of other options
- Tolls are additional taxes. Taxes should be spread equally throughout the province. Cost for highway upgrading is a way to spread tax dollars around the province. It is simply economic infrastructure renewal opportunity. it is NS tax dollars moving around the province.
- Try to get some Federal funding as the 104 HWY's are the T.C.H. and a federal responsibility.
- I think the process you have undertaken is a serious matter and has to be considered by all the citizens and the impact it will have on the travel all have to take.
- Comments - In dealing with facts 100% of our products, we ship or purchase at one time or other arrive/depart on trucks. Truck freight is the backbone of our commerce from point "A" to point "B". We as Nova Scotians discuss the importance of tourist to our Province. Many tourist who are use to twin Highways & Tolls probably have trouble adjusting to our N.S. Highways from two-way traffic , passing lanes & Twin,

We need to bite the bullet, prepare and plan to Twin N.S. Highway& introduce Tolls.

- My seventeen year old daughter lost her life on the 100 series, corridor #4. Our lives have been in turmoil since Aug. 2013. we would not want one other family to suffer the way we have during the past 31/2 yrs.
Twinning needs to take place NOW!!
- If the #6 and #7 projects are scrapped would the monies saved be put into the remaining projects?
- Why are the provincial highways getting the same amount of federal funding as the Federal highways, the 104 Highway is a federal highway.
- The phone survey mentioned in the presentation, I question the time of day it was done, if it was only home phones used, the day the call was made. All these factors could slew the results.
- Meetings, studies, overpaid people are all part of the problem causing shortages of money for important things.
20 years to twin one stretch of highway, come on!
- We have a chance to save lives here. This chance may never come again I our life time. let's save our kids lives and give them the infrastructure to make the most of N.S. in future.
Also save the first responders from these horrible scenes
- Corridor #7 should be considered as well as corridor #6
The top 4 corridors are & should remain the priorities!
- Put the speeds down and improve the signage.
Put more police the roads to patrol
- When signs fall put them back up and repair the ones that are falling down not very impressed in the eyes of the public, local and foreign and people from away. don't put danger signs out when road is bad go out and fix it. twinning roads. Doesn't save lives. Safe driving does.
- The 100 series roads needs to be twinned sooner than later. If tolls are the only way to do this, by all means apply tolls. Even saving one life is worth any amount of tolls.
Note- No one seems to mind paying tolls on the Cobquid pass. Also anyone who drives in the U.S. just expects to pay tolls
many of them & it doesn't make them seek alternative routes.
- I would like to economic impact studies to accompany the investigation of various options
Will Bypassing of some commercial institutions have a negative impact on the community
- Do twinned highways need such a wide median?
Are roundabouts needed, they are costly to build and maintain.
- If you were me and lost my Mother, Grandmother and great uncle you would not blink

an eye at paying a toll. Sit with me or live my life and you will understand!

- It is past time that corridors #3 and #5 be twinned. there have been too many accidents on these two highways and they should be twinned as soon as possible
Tolls are bad for tourists.
- Safety is the #1 concern and #2 should be that it would be the gateway to future Infrastructure
- I suggest that some of our government officials come to the scene of some of the accidents that happen on these highways
- If there are areas of concern on a section of highway that is a part of an identified corridor, are they as likely to be addresses as other areas outside of these sections. I would be worried about the side effects of "waiting" for the permanent fix at the expense of some short term safety improvement.
- What are we waiting for??
Twin section 4 ASAP
- I think if it is tolls that the powers decide to pursue, they must present it clearly and accessibly so that people understand this was the only option. Our province is cash strapped as are our citizens and therefore they are apprehensive of tolls when they are already feeling overtaxed. Please ensure the way the information is presented to the province once the decision is made, is clear and easy to understand terms. No matter what , I support tolling and feel strongly the twinning must be done as soon as possible
- I think it all comes down to safe driving and personal responsibility and would twinning have prevented all of these accidents or even 25% of them??
- Tolling existing twinned highways in Nova Scotia \$1.00 toll, the existing twinned roads in our province were built with taxpayers dollars, our dollars included. By charging a \$1.00 toll on all twinned highways this would keep the price of tolls down and would be fair to all taxpayers of Nova Scotia
- The twinning from Tarfor's Rd. to the Causeway is not needed. The twinning from Port Hastings to Port Hawkesbury is not need (or wanted); the twinning from St. Peter's to Sydney is a huge waste of resources. Traffic flow does not support it & the toll cost would make it prohibitive & it would never be used. How will the toll be collected from one time users, e.g. tourists? How do they get a transponder?
- Impose tolls on all 100 series highways in the province to help pay for more (new) twinned highways
- 6 cents per K is a reasonable toll
- This is an issue of equality, taxing many people that are in the lowest income bracket in the province
Would this be acceptable
- Add 2 cents to fuel liters to pay for the cost
- 102 tolls?
Reduction for daily users?
- How long are the tolls?

- No
- This is a ridiculous proposal for such a small overtaxed province!
More Policing would be logical
- We are paying enough tax already.
I feel it is the duty of both Federal and Provincial Governments to attend to the roads. They seem to have enough funds for Other projects in Ottawa and Nova Scotia. the toll was removed from The causeway at the Cape Breton side years ago & the main land
- Please see the following page.
- Have all funding options been looked at? Business (large truck companies) pay more than passenger cars.
- Well presented - it shows we really need twinned highways so it is safer for everyone travelling.
- Soon the best.
- I don't understand with all the studies done so far, why are we still talking about it, as opposed to actually don't something about it. From years of experience it does not take this long to get this to get things long to get things done, especially with a Provincial Liberal Government, as well as a Federal Liberal Government.
- Major difference between sections proposed.
- We need the twinning done NOW!! Trans Canada. Antigonish is a university town. Students travel. They dislike travelling on the highway.
- If twinning occurs the other roads can't be ignored! People should be able to avoid tolls and still have good roads.
- The 104 should be the 1st in priority as it is a Federal Highway, part of the T.C.H. The government has an obligation to provide this section equal to other sections of the T.C.H. in this and other provinces.
- The option of increasing the gas tax should be explored.
- When would option 4 be twinned? Option 4 is a Trans Canada highway route and should receive priority.
- Hoping and praying these routes get twinned sooner rather than later.
- What will the cost of mailing out bills to non-residents and tourists be?
- The safety issue has been severely contorted. If the road is unsafe, close it during stormy conditions. Most of the accidents occur during winter storms.

Part A: Discussion

Question 1

What is your opinion of the current condition of the province's 100-series highways included in the study? (consider safety, traffic, congestion, time travel)

- I live on Exit 29 in Barney's river. I think road is very outdated, for the amount of traffic on the road. Our intersection is very outdated. Something has to be done sooner rather than later.
- I think the Highways in general are good, and I travel a lot across the province. Through Barney's river it is very dangerous and with the trucks and winter are terrible.
- I live in Plymouth and I disagree with the priority of our highway. Sutherland's river is carrying lots of trucks back and forth from NLFD so safety factor is higher. Others are provincial. The priority should look at the commercial traffic, and tourist traffic not just passenger traffic.
- The present highway from Sutherland's River to Antigonish is outdated. It is old and was not built for the amount of traffic on it today. It may have worked in 1960 but now, with bigger trucks and amount of traffic, it makes it hectic and dangerous.
- I live in Little Harbour. The quality of road top is a result of truck traffic. The surface gets rutted quicker than you would expect, which then collects the water, hydroplaning, ice and people trying to avoid them.
- I am a pilot for Air Canada. The most dangerous part of my day is getting to the airport. I have a lot to say about this road. I am a Volunteer Firefighter and have seen a lot of accidents on this road. Even if you are the only one on the road, you may have an accident (they are that dangerous). Only on that section of road are there two double lanes that switch to the single lanes at the top of a hill. People (get to the top) and are trying to figure out how to straighten themselves out, and it's scary. At Air Canada we would make national news if we had these types of accidents. They would not let us operate. Thankfully it has not been (happened to) my family – but if it did I would be really upset. I am so glad I was able to be here tonight to share. This divided highway has to happen. The more (people) that get affected, the more we will push for it - That is why this room is full. We could possibly toll the commercial traffic, but this is a Trans-Canada highway. Why do I need to pay a toll to get where I need to go, or for our tourists (to get where they are going), but maybe the commercial trucks can pay. This is a bad design in general. Two lanes (sections – passing lanes) will be climbing to the top (of a hill) and meeting at the top – this is not acceptable. Maybe signs telling people this is a dangerous section. I am glad so many are out tonight.

- I am from Barneys River. (our section of highway is) Between two twinned highways. Either way people are driving to the conditions of a twinned highway (once they reach our section of single lane highways). Even in intersections that are outdated, people still do, twisty turns, and people cannot drive the way they are (when they are) on a twinned highway.
-

Question 2

Do you think twinning is the only option to improve the province's 100-series highways?

- I identify with the comments about the passing lanes running out at the top of the hill. If we cannot afford to fix all of it (the highway), please fix the dangerous sections. Surely you have the research (on which parts are dangerous). Markings should be placed on the highway if you are in the middle lane, to let you know you have nowhere to go. Passing lanes not long enough and not marked. (Also) Solar signs to indicate speeds (are needed). Speed is excessive, as it says in most police reports. (at least) Then drivers will know they are going too fast. (Also) there are serious wind sections (on this highway) like at James River – it is a white out. Years ago we would have snow fences, and maybe we could have trees to break the wind. Please fix the worst parts (of the highway).

Question 3

If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?

- How quickly, if the tolls were a go, would the twinning highway happen?
- I lived in Antigonish and worked in New Glasgow, and traveled back every day. The rates for twinning was (at the max) \$3.95, so a two way trip for people traveling to work would cost them \$8/ day. For Some people this would be a substantial amount, others not so much. Would E-pass be an option? This could reduce the cost.
- Tolls and twinning is not likely the only option, but is the preferred method. Our section here (Corridor 4). The main priority should be eliminating the head on collisions. It's a section of the Trans-Canada, and funding should be less, as we should get money from the Feds, and (not deal with this) on our own
- I run a Sawmill in Barney's River. As a business man I cannot agree with tolls. There are many businesses (in my area) and they are selling their product on the world market, so we cannot make that toll up. I cannot add \$3 to a load of lumber. It puts us at an unfair advantage within our province, and across Canada. A separate tax, like 2 cents on gas and diesel, for roads only. In 2016, the number of liters of gas and diesel (used) would give you \$32 million. This would well more than cover this 30-year plan, and people coming in would be paying for the tolls. Also, it is a terrible intersection at Barneys river, but if you are going to twin it (the highway) and you put us at a road restriction, this would not be good (for businesses).
- It is important that we include the federal government in this as well. Seems like they have lots of money to spread around today. Is that 50% cost (coming from the toll revenue) reflected in the total costs (of the highways) as well?
- I live in Stellarton. There are some good ideas here, like gas tax and the changes we can make to improve (our highway section). Twinning would be nice if you can have it, but we are standing in a building here we cannot afford to have. Everybody's going to pay for it (the twinned highway) and higher goods and services. Identify the ones (highways) that have to be done first and pay as we go.
- I am the Warden of the County. I wanted to bring forth, after Joe MacDonald brought this issue to everyone's attention. Our council passed to toll the Twinned Highway and brought it before the UNSM (United Nova Scotia Municipality) and passed (he read the proposal) "TIR highway 5-year plan does not address the issues and the fatalities... this proposal includes construction of twin through development of toll highway system to ensure safety". I hear a lot about, I am more than in favor of tolling if that is what it takes. I just cannot fathom why for a \$3-4 toll you would let more people die on our highways and let your 1st responders clean up the mess. (Those who say) We should not

have to pay tolls on the Trans-Canada - well ask Oxford, what the impact is on community and business. It's hard on businesses but that is part of the Trans-Canada highway. No one felt too bad for them (when they put in a toll). It (Cobequid Pass) was known as suicide stretch and they fixed the problem. Give the government of the day praise for bringing it forward. No one wanted to touch it (twinning highway issue), at least we are looking at it. No one will want to look at it for 20 more years. We do need to look at being fair to students, people getting on and off 2 exits part. Why let more people die when there is more ways to do it.

- With the current budget (Provincial Budget), to put everything in perspective, we have health budget of \$3 billion. But we will need \$6-7 billion out of our total \$10 billion budget is just on health. We need twinning of the highways. What I don't know is how we are going to work out the financial model to it. We have to give this some serious thought (to this). Maybe we need to come collectively together to find out what the financial model is. Not one person would disagree (twinning is needed). Did you collect any data on why these fatalities are happening?
- I live in New Glasgow. We've heard about the funding our Fed government has to celebrate 150 years. Have we thought of asking them for their buckets of money? Also – I really feel we are overwhelmed with taxes. I represent the 55+ club, maybe \$10-15 doesn't affect some (budgets) but others it does. We have this regulation board that goes up and down and costs everyone 3 cents a litre. How about dismantling this board and use it for our roads?
- I feel at risk of serious injury (when traveling the highway). My life is at risk from the other driver. One moment would be it. We have discussed this with my children when they are picking a university. Have to look at infrastructure money and what the government is doing. Let's do this – get on with it.
- I have been on many accidents scenes. Once very 2 months with serious accidents, many fatalities. My daughter will be going to St FX, and what kind of price are you putting on her life. Why are we debating on the cost of someone's life? The response that the budget wasn't there is just not going to cut it for me.
- I live in Merigomish. if tolls were in place, seems like the majority of financial burden would be on the communities. I feel like a provincial tax would be better. Cobequid Pass has long since paid for itself but tolls are still in place – please comment.
- It makes sense to keep toll on Cobequid Pass since all the infrastructure is already there. If you build somewhere else, its going to cost \$1 billion etc. You're paying a toll for all the trucks going to Halifax, Yarmouth, Cape Breton, etc. This year or this 5-years were paying for Hwy 103, then 101 etc. Then why tear things down to put things up. Have to swallow political good will to do that but it makes sense (to keep this toll) as a provincial entrance so it's like a provincial tax. Our tourists pay it and the truckers pay it to (already). Everyone wants bananas and toilet paper and they have to get there somehow.

- Apologize for earlier comment that our highways are in good condition – I was referring to all of the province. New Brunswick has a phantom toll – how does that work.
- Chief of Police in New Glasgow: Concerning the 1st responders. We do backup calls for Barney’s River and Thorburn. The toll it is taking on the guys (1st responders) is horrific. No question these highways should be twinned. If you were to walk in our shoes. We had a firefighter holding a 7-year old boy singing him nursery rhymes in a serious fatal accident. Something has to be done.
- I have a question about the estimated collision reduction. It shows its dropping approximately 10% a year – through Cobequid Pass, the accidents reduced there were almost none. Where are you getting the information that we will have that many accidents still?
- You are saying they (the number of predicted accidents with twinning) will be significantly reduced, then that chart should be taken out (of your presentation). As we go down the road, I feel this will be reduced to zero.
- I want to talk about safety. Referring to page 5 (in the presentation) on the graphs, is that just raw data on the number of times a situation occurred?
- Look on Pg 20. Bridgewater (Corridor 3) had about 300 incidents, but when you look at Corridor 4 and 5, the distances between those corridors equal, and if you add up the number of incidents it (Corridor 4 and 5) far surpasses Corridor 3, which means it should move Corridor 4 up on the priority (ranking) list.
- I would think Fatalities would be much higher on the list.
- Is there any data compiled on the other side of the Bras O’dr Lakes? I cannot see anyone saying the area of highway should be on the St Peter’s side, instead of on the Bras d’Ors Lake side. (note: comparing 105 to 104 in CB)
- I am the one who organized the online petition to have the highway twinned. I want to make sure 15000 people are heard. Everyone who signed the petition wanted the highway twinned.
- I am the MLA for Pictou. I have a question about the 8000 vehicles – how many (of these) are repeated (travelers)? Second part: The toll range given is pretty broad, and I am not sure of the thought process on this. It suggests the breakeven toll would be 6 cents/KM. I am just concerned because when the government has an opportunity to take more tax they usually lean that way

Part B: Written Responses

Question 1

What is your opinion of the current condition of the province's 100-series highways included in the study? (consider safety, traffic, congestion, time travel)

- Need. TCH is good but needs twinning.
- Need to be improved
- Safety
- It was a good study.
- Safety, highways congested with slow drivers. RV & camper trailer's on the highway's and no passing lane's.
- 104 – [indecipherable word]. Vegetation growing on shoulder. Deep rutts on shoulder, animal carcass left on highway, blown tires left on highway. High traffic flow. No passing lanes.
- Poor safety record, a lot of bottlenecks for traffic, different speed limits (change quickly). Very congested - bad in summer when work being done by DOT or contractors.
- Poorly maintained such as centre lines not clear, pot holes, low shoulders. When they are good they are good & nice also. We travel from NS to [indecipherable word] on a regular basis and we use the highways, but need repairs and definitely need twinning. Appears to be "poor" or a mixture of materials for construction - Why?
- Pot holes seem to be the normal.
- Existing non-twinning highways continue with the old-style passing lanes and possible interaction with on-coming traffic. Head-on collisions are eliminated with twinned highways. All travel-time improvements have huge economic benefits.
- Out of date infrastructure. Major highways need to be twinned. Safety cannot be sacrificed at any cost.
- Safety a major issue. Traffic congestion is an issue to safety also. Travel time is always an issue in our life time/style.
- I believe safety is the most important factor our 100-series highways are not safe in my opinion. Traffic flow and travel time are also major problems with out current situation.
- The 100 series highways need upgrading but the tax base as I see it is not enough to upgrade the current infrastructure.
- The highway surface is fine from what I have seen, but the safety is not there. Corridors #3,2,4&5 are of the very dangerous.
- Slow moving traffic causes delays, people are in too much of a hurry, too many accidents. Especially dangerous in bad weather.
- A lot of sections in question are long winding sections of road that see moderate traffic. With the increases in truck sizes & [indecipherable word], drivers are becoming more & more reckless trying to pass these vehicles. Weather on those sections can vary dramatically from one end to other increasing risk of head on collisions. Most sections are in reasonable shape compared to secondary highways or New Brunswick in general.
- The section that affects us the most is corridor 4 - it can be sunny & fine on both sides of this corridor and a blinding snow or rain storm always near the marshy hope - this section has seen more than its share of fatalitys needs to be twinned ASAP.
- 100 series should be upgraded to twin roads as New Brunswick has done.

- From Sutherland River and Antigonish is not safe.
- Fair in most areas.
- Fair. They're fine as far as I am concerned except Corridor 3 which is always difficult with the partial lanes and hydroplaning. Weather also a factor there which won't change. Barney's road intersection a problem.
- Safety, Corridor 4 is very congested in the summer with campers & RV & drivers get very impatient.
- Dangerous, too much traffic to drive safely especially during tourist season. Increased amount of large trucks is making things worse without twinning.
- Section #1 from Sutherland River to Antigonish is rather unsafe. Short passing sections lead to speedy & aggressive tailgating. Marshy Hope section particularly dangerous, as the public record reflects.
- Safety is a huge concern, congestion.
- Overall condition is satisfactory, however safety is #1. This may be more driver awareness, RCMP presence or visual reminders.
- Safety controlled by police, and the [indecipherable word]. In our area more truck traffic which could increase in the years.
- They require twinning as soon as possible. Safety on our highways trump everything. Twinning is required immediately from Sutherland's River to Antigonish.
- dangerous, busy traffic, truck traffic.
- Lower speed until twinned and patrols.
- Would love twinned highway for safety.
- 104 to Antigonish - truck traffic, snowbelt. Great danger!
- Aggressive drivers in my opinion are the biggest concern! People drive like it is divided but it isn't. Road conditions (structure) in the area divided, I travel Sutherland's River to Antigonish but are not an issue or are time travelling.
- Current condition of 2 lane 2 way 100 series is deficient - does not meet the current transportation needs - Traffic volumes are too high for 2 lane 2 way.
- Worn out - need rumble strip (center)
- If we are going to grow business we need better highways. Our highways need to be improved. All highways in the province have been getting worse over the past 10 years.
- Reasonably good, excessive commercial truck traffic on corridor #4 & #5. Winter conditions are very often difficult. Very dangerous highway!
- Dangerous, especially in the winter [indecipherable word] times more traffic due to more vehicles - a reduction in travel time would mean less time behind the wheel.
- Old highway need repair, congested.
- 100 series highways are in good condition.
- Highway between Sutherland's River & Antigonish is a very hilly & rather crooked section of 100 series road. Maneuvering this section can be tricky at the best of times. Controlled access is not the best. Rerouting & upgrading this highway would be a tremendous improvement.
- Poor condition, poor lane marking and signage.
- Traffic passing by each other in opposite directions is dangerous and old fashioned. Maintenance seems ok, but non-twinned is too dangerous. Very dangerous in winter.
- Well maintained but very traffic congestive. People take far too many chances such as frequent passing and cutting other motorists off. It's a hazard.

- Out 100 series roads are in need of repair. It is not keeping up under current systems. Safety of 104 Marshy Hope is poor, summer traffic is too heavy for narrow road. Winter conditions can be dangerous. More focus on 100 series under current method will detract from repair of other roads.
- Current 100 series, in existing state are well maintained. Traffic volumes continue to increase, people more mobile than ever before. Due to increased traffic volumes, traffic congestion is on the increase, causing travel times to increase. Driver inattentiveness and impatience along with increased volumes has increased accidents.
- Safety is the #1 priority, traffic congestion due to very short and unsafe passing lanes. Marshy Hope area is a very dangerous area. Poor design of this stretch of road.
- Reasonable
- Maintenance varies by each county, you often see it when you cross county boundaries. People drive too fast on these routes, we need more police presence on the highways. Summertime tourist traffic causes much congestion and time delays, causing hazardous passing/road rage.
- Fair. Highways have ruts soon after paving projects complete. Twin highways greatly reduce congestion add safety [indecipherable word] there in hurry to pass.
- I believe the 100 series highways are in need of some attention. More enforcement is needed along with improved winter maintenance.
- Dangerous, busy, slow, congested.
- The province highway are [indecipherable words] compared to other provinces. Maintenance & construction are slow. The roads get in bad shape before repairs are completed.
- Deplorable to say the least, causes are inattentive driving and poor enforcement.
- Dangerous, I will not take my children on roads btw Sutherland's River and Antigonish. We have outgrown the current highway it needs to be updated via twinning.
- TCH 104 is an old highway and is in need of major work and is a safety problem. There is more heavy truck traffic on the roads (no rail lines). This highway was never built for this weight.
- Unsafe, lots of traffic especially at night - meeting vehicles constantly.
- Traffic has outgrown the current highway making it unsafe, causing people to become impatient, nervous or reckless. Traffic is extremely heavy during summer months.
- TCH 104 was built in the 1960's. Very dangerous. Congestion is a lot worse in the late spring, summer, fall time of the year. Safety is most important reason.
- All of the above are a great concern.
- Generally our 100 series highways are in fair to good condition, however maintenance quality could be improved.
- Current conditions need to be addressed sooner than later. Traffic congestion especially in the summer months is very heavy especially coming from Auld's cove to Antigonish. Should have opinions of long haul truckers that use this on a daily, weekly basis travelling to NFLD.
- #3 is unsafe year round. As a mother of a first responder fireman I live daily with the mental health issues as a result of the deaths.
- The condition of the highway varies on many areas. From safe to unsafe. Speed is quite often a problem.
- Overall the current conditions are fair on an average with some areas in need of repair and others that are in good condition.
- They are dangerous and unacceptable as part of the provinces infrastructure.
- Safety - more the drivers not paying attention to the conditions (vs the single lane hwy, turns, low shoulders, poor lighting). Will tolls and twins help this?
Congestion - I find it minimal between the stretches of road proposed that I travel on.
Travel time - Current times are acceptable.

- I think the conditions are poor. I'm not familiar with all sections of highway represented in the study, but I am very familiar with corridor 4 (Sutherland River to Antigonish). If there is any precipitation of any kind there is a high risk of accident (hydroplaning, etc) - high risk of head on collision.
- There are not enough passing lanes from Exit 29 to Antigonish which causes drivers to take dangerous risks to pass other vehicles. Specifically, I refer to the area included in Corridor #4. I feel the highway is in good condition. There is an engineering problem on several of the sharp curves between Exit 29, Hwy 104 and the community of Marshy Hope. There is an engineering problem as several curves are sloped the wrong way - (higher on the inside of the curve) - which makes driving difficult and dangerous - especially in poor weather.
- The highways are in good condition. Currently the option 4 corridor is sandwiched by two twinned highways. Driver accustomed to driving 110km/hr do not slow down to accomodate fewer passing opportunities and so accidents happen due to excessive speed and impatience.
- The section I live on (5) seems to be in good shape. I feel that if people drove now the conditions dictated it would much safer stretch.
- More police presence needed in Corridor 5. Elimination of short & unsafe passing lanes.
- The highway that is already twinned is a lot safer than the ones not twinned. All roads need work and upkeep if twinned or not. There is a lot of traffic on all roads and can expect a lot more. Some roads do need a lot work.
- Current conditions are too fast - No tax dollars are available for improvements - Cost of highway salt in winter is too expensive & going to increase.
- Most familiar with Corridor 4 - unsafe.
- Where we have twinned highways - safer. Where we have reduced speed zones - safer. Where there is police presence - safer. Traffic congestion - depends on time of day & time of year.
- Not familiar enough.
- Untwinned 104 has an increasing volume of traffic on the 2 way traffic highway which also increases the risk of accidents. This is a high truck volume & traffic connecting Nova Scotia to Nfld. Pavement is for the majority of roads in good condition, but the rutting of big trucks is dangerous.
- Wonderful
- Overall, I think the condition of the 100 series highways is good, but twinning 2 lane highways is a huge safety improvement. Travel time does improve in all caes, which is also an environmental advantage to twinned highways.
- Hwy 104 37.8km & Hwy 4 39.5km. The conditions of the roads in these areas are too narrow, poor shoulders and a lot of turns (sharp). I travel these roads and the weather in these areas make driving in this areas dangerous. People are in too much of a hurry & take chances. A lot of truck traffic in this area.
- Travel time not an issue. Twinned hwys are safer & more dependable in poor weather conditions. Travel 104 through Barney's River daily. Traffic congestion & safety are serious issues on this stretch of hwy.
- [indecipherable word] with truck traffic, rate of deterioration.
- 104 New Glasgow to Auld's cove can get congested at times. Lack of passing lanes in areas can make for dangerous situations.
- Corridor #4 & #5
Basically good condition - dangerous ruts though. High traffic, speeders, black ice (Barneys River). Trucks make it dangerous but are necessary. Some drivers unaware of ice/hydroplaning.
- Wonderful
- Safety mainly. Congestion and travel time as well.

- #4 Sutherlands river to Antigonish - Surface [indecipherable word] grooves hold water & quality of asphalt allows grooves to form even on relatively newly resurfaced roads. Road through Barneys river/Marshy hope outdated for traffic use. #5 interchange at Moneshy not good - Pomquet/Heatherton terrible.
- Fair condition in most areas around Pictou County, the the grooves come back in the roads too quickly. Our group say the quality of asphalt could be better.
- Not good Outdated!
- 104 B/W Pictou & Antigonish has some pretty sketchy sections, as does stretch from Tantallon to Bridgewater. Safety is by far my #1 concern on these stretches.
- The highway is outdated - The safety issue is obvious from the amount of fatal accidents. Summer congestion can add 15 to 40 minutes between X 29 and New Glasgow - tourist and road construction both contribute.
- Old, not meant for speed of current vehicles. Truck traffic is very heavy and everyone is always in a rush.
- The highways are in good condition but improvements are required. Especially single lane highway have very low passing lanes and traffic can come to a standstill there are accidents.
- Good condition but people have to use good judgement and think safety. If some of the most dangerous area are fixed and [indecipherable word] as a dangerous section.
- Physically, good condition but dangerous to drive.
- Safety - driver issues. Traffic congestion - speed/driver issue. Travel time - speed/driver issue. People have to wise up and drive for conditions, be aware of their surroundings *PAY ATTENTION
- 104 Series Higher Priority due to TCH from NB - Nfld
- Not travel time. Safety is the problem. My family has seen several accidents, but have seen ever more close calls. When the up hill passing lane meets the single lane or two uphill passing lane meet. This is the section between New Glasgow and Antigonish
- Very dangerous, unsafe drivers and inattentive drivers. Undue hardship put on first responders.
- The condition of our highways is excellent. The ability of our drivers is the problem. Too many mediocre drivers use the main highways instead of the older series which causes a lot of the problem.
- Fair to poor on original sections, not adequate for existing traffic types, passing lanes Suth River to Canso Causeway too short and often end over blind crests.
- Will answer online.
- The roads as they are, are fine. It is the drivers that impact safety. I drive for a living and realize people impact safety.
- Every section identified is in desperate need of upgrading & updating. The status quo is no longer acceptable.
- Safety is a great concern to be addressed.
- Fair- disproportionate impact on our first responders. Traffic congestion by times in Corridor 4 - impatient drivers unsafely using passing zones (there's a few short ones). Passing lanes at top of hill. It was built before my mom was born - that's crazy
- Section 4 by far the one of most interest to people of this table. There's much less interest to section 5 and section 7. I don't use all equally. Mostly I use section 4, section 5, section 2, and section 1. Of the other sections under discussion i sometimes use section 6. I seldom use section 3 or section 8. And I avoid section 7 like the plague.
- If travel time speed time reasonable when you are travelling. Safety is up to the drive, more patrol needed, congestion goes with season.

- Evidence provides eye opening realization that people are put in constant danger without twinned highways. As a STFX student I am risking my safety everyday for education.
- The road I'm familiar with could all use some work and definitely need to be save. Twinning would improve safety, traffic congestion and travel time. A lot of these highways now are just too narrow or have a lot of turns and hills making them very unsafe. Corridor 4 now is between 2 twinned highways which causes traffic coming into this area using higher speeds than they should.
- Fair in most cases. Where passing lanes are scarce, driving distances can be exasperating. Grooves from heavy traffic can be dangerous in wet conditions. Maybe we should rethink our regulation concerning large vehicles travelling our roads.
- NG->PH. Roads worn - rutted so hydroplane in rain. Monasty Bridge area - slanted so large flooding areas in rain. SO much truck traffic - road is worn. Is quality of asphalt high enough - roads rut too soon! (Truck traffic is very high)
- Well kept up, salted and plowed fine (when working in Truro the highway was better than the roads)
- Well salted and plowing was good during storms
- The area of Corridor 4 with twinning would really help reduce the fatalities we face and ensure safer roads with less issues and a smoother surface.
- I feel traffic congestion on 100-series highways is scary. Cars trying to pass when not safe and speeding.
- The 100 series highways included in the study for me are scary to drive. I have lost a loved one which now makes my fear greater.
- The twinned highways are safer. Out 2 lane highways as part of Canada's interprovincial transportation network are not safe!
- Roads appear to be inadequate in many ares of the province. Safety is my major concern. Traffic volume would rank second. Travel time in insignificant.
- Section 4
High concern for safety of motoring public. Road design not aligned to the volume of traffic & significant # of trucks. Traffic slows speed which encourages risk takers.
- Conditions vary - some are better than others. Potholes & ruts are common. On some there are few passing lanes, slowing traffic causing congestion and frustration which can lead to accidents.
- The highway from N.G to Antigonish on a scale of 1-10 is in the 7.5-8.5 range, the travel time to go this distance - is very reasonable - the safety is very good if people would allow themselves more time, stay off the cell phones - because you cannot fix stupid.
- The current condition is ok but safety is an issue.
- Yes
- All should be twinned
- Corridor 4 should have top priority.
- Basically ok, could use more maintenance at an earlier timeframe.
- Exit 29. 104 - Trans Canada - carrying traffic from Nfld to Canada. I travel Eastern Pictou Co., to Antigonish daily. I have concerns about the troughs in the road & the shoulders (in several places, the shoulder drops by 8 or more inches, with little or no shoulder).
- Safety in face of traffic, limited opportunities to pass, distractions from texting is concerning. Travel time not a concern.
- Need improvements, years of washed out shoulders, uncleared brush conditions, potholes do create safety hazards - increased passing zones on highway 104 untwinned section.
- Compared to what province? (Below ave)

- More policing to stop speeders. A lot of roads are not in bad shape if they were better maintained. Better paint to be used in marking of road.
- Heavy truck traffic is impacted/ improved only by Barneys River to Causeway Twinning (Newfoundland Ferry traffic). Ruts are a huge problem, especially on rainy days.
- Highest congestion would be highway 102, rush hour has congestion. Slowing down for heavy traffic would help.
- The highways as they are today with peoples rate of speed are not suitable. Travel time is not a factor people have to learn to slow down.
- Road condition varies depending on seasonal traffic, weather. It was designed for 60s and 70s traffic, there is a much higher volume of traffic and more distractions for drivers today.
- If a death rate is higher on a certain highway proceed to twin that highway first ex: 103. The twinning of highway 104 in C.B would be less important due to volume of traffic. Sutherlands River to Antigonish should be priority.
- C4 is my corridor of main concern and secondly corridor #5 Antigonish to Auld's cove.
- All safety measures should be done as soon as possible before major construction starts. Jersey barrier in areas of high risk.
- Only familiar with section 4&5. very good highway - paved shoulders, good sight lines, cleared ROW, a wide gravel shoulders.
- *I am in favor of tolls. No problem if thats what it takes - time sensitive.
- Safety is a concern, people often are driving too fast, passing lanes not long enough or marked adequately.
Congestion is a concern which increases people not driving safely - high volume of truck traffic going to Nfld.
Travel time not an issue
- All need improvement - safety primarily.
- 104 built in 60s & 70s.
The highways marked for twinning are very justified based on fatalities & traffic volumes. Safety is on the utmost, impatience and time saving is nice but not as high ranking. Congestion in metro is a section that needs to be addressed.
- In my opinion the highways in all of Nova Scotia have needed upgrading for quite some time. Long overdue.
- Hwy 104 NG to Antigonish - Abysmal. The difference between the [indecipherable word] twinned sections and the rest of the hwy is marked. Antigonish to strait is worse. The new section through [indecipherable word] River is a prime example of what works and what must be done.
- +++ construction been done on St Peters - Sydney section in recent years. Why is Port Hawkesbury - St. Peters excluded?
- Roads are in good repair. Roads are safe - it is the drivers who are at fault. Flow of traffic is good and travel times are fine. Speed limits are reasonable.
- Dangerous, travel time is always a concern.
Cobequid highway is the best highway in the province, no doubt because of the tolls.
- It would improve safety if it was twinned, it would help with traffic congestion and a little faster. There would still be cars speeding beyond the limit.
- It would improve some of the safety issues with it being twinned but you would still have the higher speeds to deal with. The highway would be less congested with less changes of head on collisions. Travel time would be shorter due to the higher speed.
- Highway is in good shape, passing lanes are too short cars are passing not finishing the pass. Transport trucks are danger on the highways.

- [indecipherable word]
- Overall, not too bad but the ruts resulting from heavy trucks can be extremely dangerous causing vehicles to lose control.
- The section we are talking about is not twinning and could be made safer with a decrease in speed (90k) and more police presence until we can afford to twin it (more passing lanes)
- Why were roads in better shape years before
- Safety: Jersey Barriers are needed in areas with high incidence of head on collisions.
Traffic: 4-lane undivided with jersey barriers would allow safe/steady passing
Travel time: is adequate as far as distance is concerned.
- Maintain is poor on 104. Holes are not full of asphalt & shoulder care not repair.
- I think Hyway is fine. If it were not safe they would close it. If you stay alert and obey the rules it would be good.
- Poor
- Poor because N.S. weather conditions change. Fog, rain, freezing ruts, pieces missing out of the road, speed.

Question 2

Do you think twinning is the only option to improve the province's 100-series highways?

- Yes.
- yes
- Yes
- Yes
- Yes - for safety.
- This is only option.
- Yes. Needs to be done in a bad way and as quickly as possible.
- I think it is the main option - because people feel the need to speed and be in a hurry. People do not maintain the posted speed - They are impatient & always need to be ahead of the car in front. Cell phone use, eating while driving, and major safety factors. Consider: Concrete barriers or dividers - they are used during construction and considered safe - wider shoulders - put up concrete barriers.
- It is the main option. But what about concrete barriers?? They would be cheaper & I am sure they could be made taller to better protect our people.
- Twinning is much easier than trying to change bad driver behavior and incidents due to distracted driving. Economic benefits for construction, movement of goods, safer tourism travel, cannot be underestimated.
- Yes
- Yes, especially concerning safety.
- I strongly believe that twinning will drastically improve safety number one. Reduce congestion and speed up travel times. It will also increase out provinces economic growth.
- On the mainland yes but it doesn't look cost effective at the current traffic levels in Capre Breton.

- Widen the existing highway and place baracades between the lanes may be an option, but is it not a good long term solution. Twinning is the best option for now and the future.
- Aside from teaching Nova Scotians how to drive better, I think twinning is the best option.
- I believe twinning is important for some sections but we should also consider jersey barrier & guide rail divided sections that can accomodate these options instead of median divided.
- Toll twinning is the only option that will speed up this dangerous corridor 4.
- I do believe twinning is only option.
- No I don't think it's the only option. Barriers in shorter runs would do the job, and in time lengthing the road which will get the job done safely and quicker then twinning.
- Not likely the only option but probably most effective. Opposing directions of traffic should be the elimination Trans Canada a (indecipherable word) partnership to vehicle.
- No, some places could have dividers and other safety measures. Enforcing speed limits also an option.
- In most cases it is the only option. In some locations it may be more feasable to put a cement divider between the 2 lanes that are already in place.
- Yes - especially the TCH section.
- Yes in some areas.
- Yes
- Yes!
- Not necesarily. We have rails that are not utilized that would reduce truck tavel.
- Railways, container ports. (Those are more costly)
- Yes
- Yes
- Yes
- Yes
- Speed feedback signs - very effective?? Especially at difficult spots where highways change to single from doubled.
- In my opinion twinning would be the ideal solution but if not feasible there was a way of putting a median between the two lanes would help against head on collisions. What about cameras to police dangerous drivers?
- For high volume highways twinning is the best solution.
- Yes - also more law enforcement.
- Yes
- Yes
- Yes, we need twinning; the numbers show that it is needed.
- From Sutherland River to Antigonish. Yes.
- Yes
- Yes
- Yes
- Twinning will improve but monitoring of driver compliance will also make safer - eg cameras.
- It is certainly a game changer, as far as traffic flow & safety.
- Twinning is not the only option but it is by far the best and safest option to save injury and lives.

- I don't know, probably the best option. What about partitions?
- Absolutely, the number of fatalities tells you patrolling is not sufficient and you have no worries about oncoming motorists. Are [indecipherable word] focus available to lessen the strain on the RCMP at large.
- Yes, the existing infrastructure is taxed. Driver inattention wont change. Twinning makes roads safer. Reduces inconvenience to motoring public.
- Twinning is not the only option, as is shown in coffirdor 7 - 100 series controlled [indecipherable word]. Current use of rumble strips and passive lanes have improved safety. Twinning, however, is the more effective way to reduce travel times, increase safety and raise the level of enjoyment.
- For high volume areas, twinning seems to make the most sense. Better passing lanes, longer, would provide for more safety due to traffic congestion.
- Yes
- Yes
- Twinning is an option worth considering. Tourists travelling to Nova Scotia are on twin highway through N.B. and expect it here.
- I think twinning is definitely the safest for all concerned.
- No. 102 - center divide & twin lanes.
- Yes to keep traffic away from each other and slow down speeds on highways.
- I think it is the only way. It will not stop all collisions but it will cut down the severity of accidents.
- Yes, yes and yes. Our traffic numbers will only grow thus the highway design needs to as well.
- This may be the best option, it will take too long. Time from toll to toll and pay for travelling too fast.
- Yes
- This highway needs to be bigger/wider. Twinning will eliminate head on collisions and fatalities. Police cannot safely pull over reckless drivers on this highway.
- The location of Corridor 4 is now between 2 divided sections of twinned highways and doing something other than twinning it would confuse drivers worse than they are.
- With the amt of traffic on the 2 lane highways now too congested.
- Twinning is the perfect answer, especially to the families that have lost loved ones! Tourist would come to the province if the roads were twinned.
- Twinning is the only option to improve safety on our 100 series highway. I have seen many stupid drivers on 100 series highways and unfortunately you cannot cure stupid.
- Could use more passing lanes in different areas.
- On some highways. I question #8. It is such a scenic route do people really need or want a faster highway?
- Yes, twinning appears to be the only option. There is no question that it is much safer.
- Twinning would be the most practical option because of the safety aspect. Until twinning is done the possibility of Jersey-Barriers in high risk areas.
- It is the only suitable option for most sections. It's true that section 7 is too expensive - the others should be attainable.
- "(Not the only option, but potentially the best)
- No - some roads & hwy's could be re-engineered and straightened vs twinning (For example similar to the "plan B" hwy on PEI). More lighting and straighten roads. That being said some sections could benefit from twinning."

- It may not be the only option but it is by far the best option.
- I think it is the best option to twin the highway. Until it happens, other options: Reduce speed from Marshy Hope - Barney's River Station, Exit 29 to 80km per hour. Signage that indicates speed of each vehicle as it passes a specific point. Photo of license plate of speed violators, accompanied by speeding fines. Increased RCMP presence.
- Not the only, but the best option.
- It isn't, but it will probably be the most effective. More speed policing/photo radar.
- I think its the best option (without tolls).
- To have the road made safely to drive yes this is the only answer at this time.
- No
- Yes.. along supporting driving safety, education , enhanced signage. Still depends on driver decisions and behaviour.
- Yes! In order to address safety, traffic and travel time.
- No. Reduce speed.
- Yes. Until they are twinned perhaps build overpasses for crossing traffic or have better signage warning motorists unfamiliar with the highway.
- Probably not
- I think that while twinning is expensive, the safety, travel time savings, and the economic spin-off of twinned highways makes it the best option. Other options may cost less but do not achieve the same level of results.
- Yes because nothing else is going to work. People take chances where they shouldn't & cause too many accidents.
- Yes. At current funding levels we will not see twinned hwys. The private sector will get the twinning done at the most economical cost and in a timely manner (Economy of scale).
- feasibility study of existing rail service. passing lanes for additional flow.
- Four lane narrow median is a viable option. May prove cheaper and more appropriate in areas where land access and purchase may be difficult.
- Yes - for #4 & #5. High priority for these sections due to Nfld traffic.
- Probably not
- Yes
- Is there any discussion on widening existing roads and using concrete dividers for some areas and twinning only where necessary? May give equal benefit with reduced cost.
- Maybe the dividers between lanes (concrete barriers) like in Bayers lake into HFX may be cheaper but it would narrow the roads some.
- Yes
- No, but appears to be only timely option. I support what Emerg Svcs think is best.
- No, although twinning will be one of the most effective options.
- Yes
- Yes, for most sections. Speed can be reduced on some sections drastically. With frequent tickets given initially. Can we ban transport trucks?
- Twinning is one of the option. Improvement in public transportation connecting different rural towns is also an option. A lot of people travel between Pictou County and Antigonish. A good bus service or restoring of the train service can also be a solution.
- Tolling any highway is inefficient because it lead to hiring people which takes money or investing in tolling gantrys, fixing intersections, sharp corners.
- I think its the best option.

- No, there are other options. I feel twinning is the best option.
- Yes most definitely
- The only other way would be to put concrete divider wall.
- No - road could be widened a bit & center concrete divider put in. Better lighting - better traffic enforcement.
- No. Minimum posted speed of 100 would be an improvement on 2 lane 100 series. Dividers on 2 lane roads could help especially in Barney river/Marshy hope 104. More passing lanes, better policing of slow drivers.
- Twinning is the preferred option but intermediate improvements may be sufficient if they can be done more quickly.
- Bottom line is yes
- Yes to a point. If RCMP patrol more often would that be an idea?
- Short of placing a cement barrier down the center of these highways the only basic way to reduce/eliminate head on collisions is by twinning.
- Clearly the quickest option. Could drivers be better educated that they are having twinned highways & 2 way from Sutherlands River
- "2. No - support for alternative routes.
- Yes twinning preferred
- Not the only but the best."
- I don't think it is the only way. I think it creates the safest option but it is the most expensive. Personally, I would go for the divided highway for increased safety. This is a multi year project so some interim measures could be taken. Wider paved shoulders for instance and jersey barriers would help in the interim.
- No make them wider
- It is likely the safest and most reasonable option. I can not see another option.
- "I think there are other options to make road better and improve them but twinning would definitely be the best way to get it done. Median barriers. Wider lanes. Reduced speed zone in bad areas. Mere maintenance to roads - strighten roads.
- Twinning highway best option!!!"
- Increase content of material used in repaving - Grooves seem to appear within a short time frame of repaving. Probably a case of trying to save a bit at the expense of quality and longlife.
- "Concrete dividers & wider side lanes - for interim while twinning being built.
- More passing lanes to reduce impact of truck traffic.
- Reduce/Eliminate access - with merges.
- Twinning only sensible option for future"
- No separating the both ways with divider, reduce speed limit. (Can use some of ticket fines for fixing highway)
- No, you center blocks for center lane. 4 lanes you used divide highway brick wall divide highway. Put [indecipherable word] camera for license plates.
- I'm unsure of what else you could do other than create other road ways. Traffic control cameras.
- Yes
- If putting tolls on these highways will bring twinning projects sooner & help save a life what are we waiting for
- I think it is the best option. There are other options.

- Twinning highways is the best option when one looks at all the factors that make our roads safe.
- Twinning is most appropriate approach for high volume needs. Rumble strips etc help.
- No, it is not the "only" option: Rumble strips, center line or right side are useful & effective. Reflective tags (?) and clear white lines on R side are good. More passing lanes would be good too.
- No - we could use rumble strips on the sides and in the center, also more guard rails. Also more police presence on the highways that are in question.
- Twinning is the only way to improve safety
- In some places
- yes
- Not only option but best.
- Median highway. Expand what is already there and place a median; like they have on the circumferential in Halifax/Bedford.
- Lower volume rds, perhaps offer greater opportunities for passing lanes to limit congestion.
- No, increasing passing zones, keeping flora away from highway, increasing speed limits.
- Yes
- No - in some area's if there was more speed enforcement. Accidents have been decreasing in past years.
- Even if more passing lanes could be added. Most accidents in Barneys River area are from vehicles trying to pass slow truck/motor home traffic.
- Yes due to the [indecipherable word] of drivers who disregard highway safety.
- Yes as they stand today they are not safe for volume and speed no one travels at 100km
- Yes
- Twinning would certainly make the highways safe. Yet human error & speed should be addressed. Speeding is a intense problem which should be addressed as a problem. More police presence.
- No. There are many creative & possibly well researched options which could save lives and money in very dangerous TCH 100 series weather zones Example: white out areas.
- Not the only option but eventually required for traffic load & safety.
- No!! decide where the problem areas are? Passing lanes ending too soon major problem on section #4. East-West traffic into sun in morning and evening.
- "Twinning is an ideal answer but time and cost are so high. We need to consider temporary attention - SAFETY CORRIDORS where speed limit is reduced, fines are TRIPLED and where rigorous policing is present. This is used in the US areas. Where traffic volume is high and a history of traffic problems is known. In NS the SAFETY CORRIDOR concept could be used as we wait for highway twinning to take place in in fact it ever will. Speed is a factor in highway accidents. By increasing police presence VISIBLY, increasing fines and reducing speed limits - LOTS of public info re these kinds of changes, we can help reduce fatalities.
- *Rigorous policing *Triple fines *reduce speed limit SAFETY CORRIDORS"
- It is a significant improvement, not having as many trucks on the roads may reduce some safety concerns congestion issues but where do the trucks travel?
- May not be the only option - but is the best!
- Barneys River. No I don't. My primary concerns are highways 104 to Antigonish and 107 Porter's Lake to Waverly. There are sections of 104 to Antigonish that are most

dangerous. 2% tax gas. For instance section are twinned for passing & run out without proper markings on the road. If a large vehicle is in the right hand lane at the crest of the hill the passing lane runs out - driver has no option if there is on-coming traffic.

- Twinning the highway is my opinion is not the only option but it will remove the head-on collisions.
- Yes!!! That's why 102 is twinned.
- "? Concrete dividers
- ? signage for speeds/danger
- Actual presence of highway patrol
- fix rutted service, better quality service."
- "Install cameras (similar to the WebCams currently used for predicting road conditions) could be used to do surveillance looking for reckless/careless drivers. Take a snapshot of the license plate to track down the vehicles drivers and charge them accordingly. More RCMP presence would help slow speeder! Catch them before an accident.
- Put jersey barrier in place to prevent passing in areas where statistically most of the fatal accidents have occurred."
- Yes
- It would be one option another would be more police presence.
- I think a higher RCMP present could be another option. To catch more people speeding and more word of mouth.
- For sure get started.
- Yes
- Definitely the "best" option, most likely to reduce accidents.
- What about the placement of concrete barriers between oncoming traffic.
- No
- No
- No. 4 lane undivided with jersey barriers would suffice in many areas.
- Yes
- More policing and improve signs.
- Yes
- Yes

Question 3

If twinning is the preferred option to improve the condition of the 100-series highways, do you support using tolls to twin highways sooner than would otherwise be possible given our current budget?

- Yes.
- No I don't
- yes
- Yes, pay tolls.
- Yes - but maybe our government should give money for highway's and not give so much cash to foreign countries.
- We should do it sooner than later.

- Yes
- I feel that if tolls are used, then the plaza on the Cobequid Pass should stay in place and the toll money can be allocated to projects 1-6 and advertised on an overhead sign at the plaza. That way no extra money is spent on toll plaza construction for each individual piece of highway (and removal). Companies, individuals, tourists already expect to pay a toll (actually a tax) upon entering Nova Scotia. This seems more fair (like normal taxes) than tolling (taxing) people & companies in each small area. Some political goodwill would have to be spent to convince the voters that the toll plaza will remain on the pass even after it is paid for.
- No - but I know that that is what will happen - another tax upon the multiple taxes we already pay. I was told this was happening I'll take your word but it won't - Cobequid, was to end tolls in 2018 now it will be (arrow up) & go for 4 more years. Taxes +++. The (undecipherable word) board costs - "disband" use money for roads. Some of these secondary roads - why can't they be upgraded & used as a main highway - often they run parallel to the main highway.
- As long as the tolls don't get too expensive.
- Yes, it is the only way to get this project completed quickly and in the near future. 1Hr saving for transport truck. 1hr=100km = \$25fuel, \$10 truck, \$40 operator - \$75/hr. Transport trucks gladly pay \$20-\$25 Toll.
- Yes - must develop a provincial (undecipherable word) toll to ensure fairness.
- Yes - one of the reasons TIR are putting in roundabouts is to avoid head on collision. Twin highways do the same.
- I believe that we need twinning now rather than later. I support tolls that would be evenly divided across the province. I think unity will make this project happen and make our province stronger.
- I would but also I would like to see a private/public partnership to expedite the process.
- Yes I think tolls are the best option and I would be willing to pay a toll or if not a toll then a gas tax would be fine. Whatever decision is made for funding is fine - just build the highways!
- Yes!
- Yes!
- I support tolls on corridor 4.
- I am glad to pay the \$4 toll to use the Cobequid pass when travelling to Amherst. I would also be glad to pay a toll to use a twin highway to Port Hawksbury for me & my travelling family.
- Lets get the twinning started and we will find the answer of paying. We need the twinning ASAP between Sutherland River or Antigonish NOW. Tomorrow might be too late for someone.
- Dividing has a far cheaper cost than twinning.
- No.
- Yes, tolls appear to be the majority option, it seems our federal government has bagloads of money to give other countries, if some could stay in Canada it would certainly help.
- Yes
- Yes
- Yes
- I support using tolls in the province.

- Yes
- Yes
- Yes indeed
- Yes to tolls.
- Yes
- Yes, very much so
- Yes - time factor major consideration.
- Absolutely!
- Yes - use tolls to get it done.
- Yes - keep toll law, perhaps additional gas tax.
- Either tolls or up the gas tax.
- Definitely yes! Corridor 4 & 5 at the same time.
- If we don't use tolls, the highway would not be twinned in my lifetime.
- If its the only way yes
- Yes
- Yes
- Yes
- Yes I support tolls.
- I would need to know how it would affect the time line. They've be working on that twinning project for a long long time. Qu - I'm 62 yrs old.. would I live long enough to see it?
- Yes
- Yes
- Lives overrule budgets in all aspects you can always discuss funding and ways to adjust the issue. Once a person is deceased it's just too late. Tolls overrule fatalities.
- I support using tolls or any other form of funding which would enable this work to get completed in a timely manner.
- Yes, I would be willing to pay tolls in order to accelerate the twinning of our 100 series hwys.
- As a taxpayer I have very serious concerns on almost every highway in the province requiring me to pay more. We are taxed to death: Cobequid pass has been paid for yet tolls remain. For the sake of safety I would agree @ a reasonable fee.
- Other Options. Not in favor of tolls because it's not fair to business on a [indecipherable word] market because they can't add it on to the top end thus making them less competitive (even within the province). Placing a 2 or 3 cent tax on fuel - everyone pays - would collect as much as tolls. Possibly model after New Brunswick Phantom Toll.
- Yes
- Tolls are a way to add safety to roads.
- Yes
- Yes!!
- TO get them built faster either cost share or tolls to get them built. [indecipherable word] to share costs if effective.
- I don't think we have a choice but to toll highways that way wth a private partnership the projects will move faster.
- Yes, yes and yes. Twinning via tolls can be done very quickly.
- Yes, I do not like to pay to travel, but for safety.
- Yes

- With tolls, only the people using the highway will be affected. I would pay a toll if it would be safer for me and my family to travel as this is a daily route for all of us.
- Yes, if not done in next 4-7 years, we will just more and more fatalities. Stop people from speeding if they go thru zones too fast, send them a ticket.
- Yes
- No - think the government should increase the budget to complete these highways.
- I would be willing to pay toll as you cannot put a price on a life; the life saved could be mine or a member of my family.
- If it comes down to a crunch, yes tolls would have to be the option. But why isn't our gas tax money managed more economically than what it is now. There was more road maintenance done years ago with a smaller population than there is now. Roads aren't maintained as well now as they were years ago!
- Yes in the case of #3 through Marshy Hope, there is the option of taking the Shore rd from Sutherland's River to Antigonish which will only add 12 minutes or toll to the trip. *gas tax 2 cents a litre is an option.
- First, I would like to know where the long term planning strategy is so that priority driver sections could be addressed first then the others in succession. If this is determined that it is the only option then yes I would support it. Only the last resort though!!
- The use of tolls would be very viable and should be really looked in. I think that an average toll of each of the 8 sections would work with an approximate cost of \$4.00 per section of highway - including the Cobequid Pass. The joining or linking of some of these areas could have [indecipherable word] toll overall are for example areas 1&2 could have a cost of \$5.00-\$6.00 instead of a total of \$8.00. Areas #4,5,6 would be the same with a cost of \$5.00 to \$6.00 and this would allow area #7 cost to come down. Areas #3 [indecipherable word] a toll of \$5.00 and area #8 at \$4.00.
- Yes I do. I think the "no" side is a bit more vocal but most, if not the majority, people would pay a toll. Many people commute to STFX including young people. This is very concerning to them & to students.
- No - the general public already pays through taxes & gas tax to maintain hwy's. Plus soon to be implemented carbon tax. Plus the only people paying would be those living in these areas, not the whole province, even though they are provincially owned hwy's.
- I would support the toll for residents until the project is paid for. However, it should not continue as a source of revenue for the province. Our residents are taxed enough as is. I do not support the tolls for business - lumber trucks, farm supply trucks, etc. The toll would cripple small Nova Scotia business & drive more people to work out of province. If businesses were subject to tolls they should be given a substantial tax credit.
- As a private citizen, I do support tolls of 6cent/km for Option 4. As a family with a business in the community that would use Option 4, I have concerns about the cost of trucking, using tractor trailers with several axels. The tolls would significantly impact a small business. As a daily user of the proposed highway, I would hope for e-passes to reduce the costs for frequent and daily users.
- I support the idea of charging a 2cent/litre tax on diesel fuel throughout NS to finance the new twinned proposals.
- No

- I do not support the tolling of the highways. I personally would have to pay to travel to work, home and back, any amenities we need, hospital care. It affects me personally, and people in rural NS who have to travel to min wage jobs that's a HUGE expense per year.
- The highways need to be twinned now and this is our only option now as I feel we do not need to be calling another family and telling them their loved one will not be coming home.
- No
- Fully support tolls.
- Yes. I have no problem with paying tolls.
- Yes, for sure!
- Yes
- Yes
- Yes. If the people of the province see benefit to having 100 series hwy's twinned, the only way to see it in this lifetime is to toll. User pay.
- As long as the toll is reasonable, this is the option on the table. Everyone using these roads will have to pay not just coming out of Nova Scotians' pockets.
- Yes. User pay is very common today.
- It appears if twinning is [indecipherable word] only option for safety, tolls will certainly speed up process. It will likely be tolls or taxes but tolls will capture more.
- Yes
- Yes
- Yes
- Yes on 104 Corridor 4 Definitely.
- Yes - "if" passes were with reduced tolls for frequent users were available like on Cobequid pass. - Drive to Port Hawksbury for work daily \$3500 annual. How much sooner will tolls help. Gas tax increase also an option.
- Definitely
- Yes
- Ideally short term budget shift could reduce toll rates to a rate that is more generally acceptable.
- I support the twinning but I expect the NS government to contribute more towards the project rather than making Nova Scotians think if they are going to get highway twinned faster this is the only alternative.
- Yes. Is your toll rates based on a 2 axle vehicle? What are the estimates on a 6 axle tractor/trailer combination?
- I do support tolls. How do you deal with "getting off" the highway without using the full section? Particularly if twinning existing roads. Discounted "E pass" for frequent travellers.
- Tolls have one problem that they charge people who use them. It is important to think how the whole province can contribute. For example, increasing gas tax by 5 cents/litre for 2-3 years could also solve this problem. Federal support could reduce the cost also.
- If tolling is used there would have to be a set amount the tolls could be increase over the life of the project and in the end when the roads are paid off the tolls would have to come off and not be tolled indefinitely.
- No

- Absolutely! To quote my son, who travels from Antigonish to New Glasgow - return 5-6 days per week. "I don't care what it costs me, twin now so we can save lives later"
- If tolls are going to help save lives, then yes.
- No. There has to be another way. This is the Trans Canada. Putting tolls on a national highway seem wrong. Fuel tax makes more sense. Commercial vehicles are the major problem. Local travellers should not be stressed. We go to town 2-4 times a day from Barney's river. We need to travel without a penalty for living there. I think a fuel tax makes more sense.
- Yes - first responders, firefighters, RCMP & EHS they see way to much carnage, fatalities on road.
- No. There is plenty of money available is the government would stop wasting money.
- Depends on size of toll, duration and who benefits. More in favor of province financing highway and collecting tolls than a private corporation.
- Yes - and one gentleman proposed an interesting toll alternative - ie - Past legislation to extend the toll on the Cobequid pass indefinitely.
- Yes, I support tolls if it in fact facilitates a faster, more complete improvement.
- I do support tolls to achieve the ends. What about E-pass for frequent users?
- Yes within reasonable cost range
- Yes - have businesses been interviewed? (Sobeys, Oxford farms)?
- Yes
- Toll should be a flat rate everywhere.
- I do. The lives lost in the time it would take to twin the highways without tolls are not worth saving some money.
- I don't support using tolls. I think that our highways do need to be twinned but I think it is unfair that some highway be tolled while there are other highway in the province that are used with NO tolls and have been for years. This put a lot of business at an unfair disadvantage with other business in there industries across the province not having toll highway around them. Not fair to people personally as well.
- Possibly - but how much can we take? Nova Scotia seems already to be one of the more expensive provinces to navigate when fuel costs are used. I don't know how much more the transportation companies can afford to take without our citizens and out visitors suffering. Maybe driver training (better) could be used. Often I think out drivers are more of a problem than our roads!
- Yes - Recommend "Fast Pass" & reduced rates for frequent/daily users.
ie: my personal situation would require 2 tolls/day/each way to possibly \$14.00/d.
Higher tolls commercial vehicles/gas tax also
- Yes
- Yes
- I do approve the use of tolls. If our lives aren't worth a toll than what is.
- I totally support using tolls to twin highways sooner.
- I certainly support it. After having lost my husband on the 104 I would never hesitate to pay a toll. Twinning would save lives in my opinion. One wants to go through accidents lose loved ones. Everyone wants to feel safe. We need them twinned.
- Yes, if that is the only way these highways will get twinned in my lifetime.
- I believe we must use tolls to speed up the process; otherwise, we will continue to have unsafe roads for decades to come.
- The twinning needs to proceed in a timely manner. Open to any & all means of

paying/financing these upgrades.

- Only if the toll is kept to a minimum, ie \$1.00 per stretch. We pay enough taxes as it is especially on gasoline & diesel. Funds need to be effectively allocated. We need safety on the highways.
- I personally think that if the present government would manage our tax dollars more efficiently, we could afford to do the road construction that is necessary.
- No tolls - It is better to use taxes
- Yes
- Yes
- Yes
- No, I do not. The only option, right now, to not have to pay a toll, would be to go out to Lismore and in through north grant.
- Yes
- Yes
- Yes
- NO. We are paying more taxes than we don't need extra taxes. Tolls that were to be removed in 2018 are now left in place for another 4 years, even though road is paid for.
- Yes. Use electronic pass, costing/charging less for Nova Scotians & a higher rate for non-Nova Scotian vehicles.
- I support it but i would like to see an accountability of cost versus revenue.
- I do not believe that our children and grandchildren should be put at risk on these roads if there is no other possible solution yes but it should only be charged one way not both.
- Would rather not see a toll and feel we pay for road repair & infrastructure in our fuel tax. I feel that the province does not allocate this money properly and use the money gathered through the taxes for what they are intended for. However if a toll is the only way to see this project through then so be it. I truly feel that the provincial govt will squander this toll tax as well and will only be another tax grab forever - not just the time needed to pay the hwy debt.
- Tolls would cause a spin off that would rise costs of service, goods, gas and other important products that are used on a daily basis. Twinning highway #4 Sutherlands River to Antigonish done first.
- No. Tolls are intolerable for taxpayers already being gouged. Take the Cobequid pass - which was & is a costly example & for many a disastrous route. Tolls there were promised to go down but they doubled.
- Do not approve - use the fuel tax & do it in phases! - on the 104 - Trans Canada - where's the federal \$\$
When will the tolls end! after the cost is paid - then structure is folded into provincial costs going forward.
- 8000 ADT doesn't want immediate twinning on either Sections 4&5. Can not speak to other sections.
- Within reasonable costs - Tolls could reduce the ability of many people to travel, could impact tourism traffic negatively. I think tolls could be a reasonable approach to get the high priority roads twinned. There must be a way to generate more revenue through licensing registration fees or better optimize the revenue currently generated.
- Tolls are the preferred option to get the twinning many years faster.

- Phantom toll. Twin the most urgent sections immediately & toll to cover construction & maintenance costs. Speed reduction will help in reducing accidents - solar signs indicating your speed. Rumble strips on both sides & center are crucial. Highly visible painted arrows on the highway showing the lane is running out.
- No I do not support tolls but paying 6 to 8 dollars will not be as major as a family incurring a head on with a tractor trailer.
- It seems to work well in Cobeguid! Why not elsewhere. If no tolls then tax raises can do the same thing. The politically safe way to go is tolls provided all toll \$ is used on the intended target.
- No
\$8.00/day - I travel every days for 6 minutes in time savings
From New Glasgow to Sydney \$30+ in tolls one way.
- Of course! The sooner the better! Get this project done before more people lose their lives needlessly.
- Yes
- No
- No not for the average person that has to travel this route everyday.
- Yes pay tolls to save lives. For sure.
- No
- Yes!!
- No
- No. If they put tolls on Bridgewater people will travel it less.
- I do not support borrowing for projects of this nature.
- Yes
- No our taxes are high. We pay high hydro & gas rates. This is a government issue and can be fixed with the gas tax system.
- If only way could [indecipherable word] go chuck in some funds.
- What is the feds going to pay after all it is the Trans Canada.

Question 4

Do you have any other comments or questions?

- 8 000 ADT. Half are trucks.
- Who gets the tolls.. does it go to the Government or to some other source. If another source, who maintains the toll highways.
- Put a small loonie toll on divided highways that are existing. Ex Truro to Halifax - It will help pay for our area.
- We travel to Ontario a least twice a year - we travel from one end of New Brunswick to the other on twinned highways - that are fenced for wildlife control - snow - fences - barriers. They are in good repair and NO TOLLS - could we find out why this can be done in NB and not here in NS.
- Why was New Brunswick able to twin the Trans Canada highway and we hve not been able to do this? They are twinned complete with fences & no tolls.
- Toll calculations should be based on completing all sections in province. Cobequid pass revenue should be included as part of revenue for new projects --> reinvested. Creation of roundabouts based on eliminating head-on collisions, highway twinning achieves same level of safety. Economic benefits to tourism, local economies, newfoundland traffic, construction, operations, cannot underestimate. Mandatory truck troutes on all twinned sections.
- Cost of a Nova Scotian's life should be the same for everyone, no matter hwat the feasibility and also this would be a major [indecipherable word] for economic development.
- Twinning from New Glasgow to Sydney is necessary. Gateway to Newfoundland. Also why [indecipherable word] road sections is different priorities. A life in north Nova Scotia is worth as much as one in the Halifax area. Also tolls should be bundled & averaged throughout the system.
- Twinning will - Improve safety, improve travel times, create jobs, stimulate growth, move our province forward.
- Broke into sections for smaller local companies. Who is financing the tolls? NS Truckers - not involved in it. If it is privatized/with a toll highway. Want local truckers & construction workers involved in building. Will local jobs be lost if done privately thru tolls.
- 1. What is the ammortization period to finance the projects? 2. Is it the provinces intention to leave the tolls on once the projects are paid for?
- Consider tolling sections of older 100 series highways as well so they can be better maintained. Make sure tolls are specifically used for the maintenance of that section of highway.
- We should also consider tolling older sections of 100 series highways so that they can be brought up to a better standard. Rutting, pot holes & animal collisions are becoming an increasing problem. 102 - Bedford-Truro for example. Keep existing maintenance budget for low volume roads.
- Get it done corridor 4.
- Ensage a P3 partnership as was done for Cobequid and get on with it.
- Why not consider divide the highway down the Baddeck area to Sydney instead of St.

Peters, where you have a lot more heavy trucks more traffic and St. Peter is more a tourist site!

- The 105 corridor should be the twinned option, not through St. Peters and what is adt on 105.
- Private-Public Partnerships (P3s) are the most expensive way to build any highway. No P3 highways. Province can always [indecipherable word] more cheaply than a private company.
- Corridor 6 seems to be the truck traffic going into Point Tupper's Port Hawksbury Paper, we have seen the in the past that it can close in the blink of an eye, would it be a worth while project looking at the stability of that facility. Would it be feasably to put a toll on the existing twinned highways like Truro to Halifax to subsidize some of the cost. What about concrete for a road surface instead of asphalt, the section in Amherst/Oxford area that was done in concrete years ago & is in great shape still.
- S. River to Ant #1
Ant to Port H #2
The 2 sections should be upgraded to #1 and #2 priority. This is the main highway to NFLD.
- Get 'er done. Halfway measure might save half the lives - is that good enough? Do it electronically so that a person going between 2 exits doesn't pay full toll.
- Nova part - deepwater container port. Road&rail opening up. Costs could be absorbed by co. putting in large container port. Will need twinning.
- GK toll is very reasonable. Not convinced construction is [indecipherable word] as fast as possible.
- The highways in this province are extremely outdated.
- See above #1 and in the year 1978, a good friend of mine as killed in a motor vehicle accident during snow covered and slushy conditions highway at Marshy Hope, Pictou county. This accident was incredible in my mind as I was a pallbearer at my friend's funeral.
- Concerned with timeline, taking up to 5 years too long.
- When do we start? There are 3 of us here and we all agree.
- Do you consider potential economic development in an area when considering decisions? ratings? Also, consider that 104-thru Antigonish- is TCH & is the highway to Cape Breton and Newfoundland!!
- Daily users could possibly buy a pass like they do at other tolls.
- Motoring public is a custom to twinned highways through Ont/Que/NB. When they get here they do not adjust driving habits to the road. We can not keep inviting tourists to the province and not have highways to handle the volumes - winter and summer.
- All dagnerous goods going to NFLD travel on the 104.
- On the safety issue alone, with the increase of responsibilities given to our first responders and the fact that volunteers are getting harder to get, the faster we can fix that stretch between Sutherland's River & Antigonish the better off we will all be..
- Has truck traffic been considered, especially in corridor #4 & #5. On this very poor highway.
- ADT - is there a break down of commercial traffic vs. cars. Should commercial traffic density change priorities? Is there alternate route around toll sections?
- We need electronic monitoring to obey speed limits.

- Does your feasibility study look at possible potential business opportunities lost, which could result in more money for the province, as well as good paying jobs for Nova Scotians.
- How will new technology reduce future accidents? Can tech fix this? Average daily traffic numbers should be weighted depending on truck traffic.
- This problem has gone on far too long it should have been dealt with when it was realized a hazard, 14 deaths is 14 too many. This must be resolved. But we cannot be hot headed, we must reach a turning decision at once with all parties using a positive input. Do they still have auxilliary RCMP? Are they allowed to patrol alone? or must they be with full forced [indecipherable word]
- I believe that this program is necessary not just for safety but to provide jobs in rural NS. Efficient movement of goods improved tourist experience minimize inconvenience and take strain off of existing road system.
- I travel frequently btwn Northern Nova Scotia and Cape Breton for work and would happily pay a toll to have the hwy's twinned. The number of accidents I have witnessed or heard of over the years has greatly impacted my life.
- How would people who use these roads daily be expected to pay these tolls daily.
- The added cost to our small business for trucking alone would be \$100,000 non retrievable.
- If a private vehicle is either unable or unwilling to maintain the posted speed limit on a dry road and clear visibility, they should not be travelling on 100 series highways.
- Why is Cape Breton project only using Hwy 4 traffic flow if highway twinned traffic from 105 would use it. Talk of highway gas tax what about 15% added to has tax \$3 to 350 reasonable for Hwy 104 to Antigonish.
- The study discusses expenditures vs. revenue. When it talks about gas tax is that inclusive of the 13.5c/litre and the HST? Where are the fines collected from law enforcement going? Would that not be included in revenue?
- Where does the fine revenue go to?? Should be high RCMP coverage on highways. No coverage means high speeds more risks.
- When you surveyed the 104 in Cape Breton the call volume is not accurate. No consideration was given to the volume on the 105 Hwy which also leads to Sydney area.
- Let this be the legacy that this government leaves, twinned highways. Tolling is a small price to pay for lives saved. Twinning in 2017!
- Many accidents on corridor 4 caused by road conditions and poor highways (single hwy) meeting traffic is often very dangerous.
- Tolls will free up money for other provincial road maintenance. Innocent people are injured or killed because of reckless drivers on a highway that is able to support a few hundred drivers that currently has 8000+ drivers using it daily. More people are commuting between New Glasgow & Antigonish than they did 10, 20, & 30 years ago. Drivers are tailgating, trying to force other drivers to drive faster - this includes 18 wheelers.
Police presence is not going to help - when traffic is heavy during peak periods , police are unable to pull anyone over or even turn around. It is unsafe to pull over and exit a vehicle.
Traffic is too heavy & if you have to turn off the highway (ie: exit 29, James River, Monroe Rd) there is no safe way to really turn off. We end up pulling over to the side of

the road and waiting.

I am the wife of a volunteer firefighter. I see the toll each and every accident takes on my husband & the other members of his team. I see how it affects him, coming home from seeing the carnage as a result of each accident. How it takes a piece away from each member whenever a wife, mother, father, husband or child's life is taken away due to this highway. PTSD is affecting all first responders. Most recently a young mother was killed b/c someone crossed the yellow line into her path. Her 2 young babies in the backseat survived. These babies were laying in the middle of the road crying for their dead mother. The responders were affected. They felt for these poor children & then feel guilty because they are glad it wasn't their wife & children – This has to be fixed now.

- Will this section go if the rest of province doesn't. Will a person have to pay multiple tolls driving from one end of province in a day. Will local people pay a reduced rate. Local business pay reduced rates.
- Will the roads always have tolls or only until the roads are paid for. Will the local people be hired to do the work or will they come from outside of the province.
- Get on with it!!
- Government should be monitoring their own spending on projects & not so quick to dole out funding to businesses that are set up to fail rather than prosper. Not enough homework is being done before investing money. Are they taking into consideration of how much more it would cost or goods to be transported back and forth on these sections. Prices of goods would naturally escalate. What companies did they contact for prices on what the cost of construction for twinning would be?? Current highways were constructed while there was still rail shipping available at that time. Now shipping is done overnight by tractor trailer & people want their goods "yesterday" not in a day or two.
- If the container terminals are a go in the Mulgrave area and offshore gas in Golboro, does the current highways support these with the increase in trucks? Part of the problem is driver error going from 2 highways (divided) to single lane (not divided).
- My question is what about the students that travel back and forth each day say to University ST of X?
- The use of coupons or passes to frequent users such as the Cobequid Pass and the Bridge tolls in Halifax.
- You can't put a price on a life. Or at least you shouldn't. The improvement of our highway should be a priority of any government.
- What is the time line to twin these roads without the proposed tolls? Answered 30 yrs. What about removing the tolls when paid for? Would the current Barney's River exit have access on the twinned hwy. I support the twinning, I do not support the proposed tolls.
- When you say tolls would help the project (twinning the highway) happen sooner - what timeline are we looking at if the tolls are in place? If it will still take 30 years there is no point in enforcing the tolls.

- It would be very expensive to travel from Amherst to Sydney if all these options were built using toll highways. One way would cost \$30 for a car - much more for a vehicle with many axels.

There are many businesses that involve tractor trailer trucks. If there is no access at Exit 29, there would be a significant increase in big truck traffic on Hwy 245, and Barney's River road. Where will the accesses be, if any, to the Option 4 section of a tolled highway?

Shouldn't the federal gov't be more highly involved than 25% of the cost?

The tax on diesel suggested at Jan 30 New Glasgow meeting (2cent litre) for highways is a valid suggestion.

How soon is sooner if toll highways are the preferred choice?

- I feel the federal government needs to support twinned highways to a greater extent than 25%.
- I think that a limited time gas tax would help spread the cost over the entire province.
- I have been personally affected by a fatality & a major accident in Corridor 5 (separate incidents) but safety can be obtained other ways. Where will the highway go in relation to Barney's river road. Will residents pay a full price? Family business/livelihood would be detrimentally affected by tolls.
- When setting the toll rate some must remember in our area we have students on a very strict limited budget going on this road 5 days a week. Could be very costly for them. We also have patients going to hospital 3 times a week for treatments and most of these are on old aged pensions so they need to be considered.
- Reduce speed limit to 80km per hr on Corridor 4. Utilize screened sand in winter. Have increased RCMP along Corridor 4. Corridor 4 has a water course, railroad & steep hills along its corridor sides = incredible survey & engineering costs. Are survey & engineering costs included in the very low amount of corridor 4 construction costs? Review the painted lines existing on Corridor 4 (passing broken lines) Hey, there is no money!
- Who makes the decision to go ahead with twinning and tolls. If left to the public they will never get done. Make the decisions provincial government.
- Yes. Gas tax - good idea.
- On 2 way traffic 100 series highways -
More signage to notify motorists the length or distance to the next passing lane. Change the current length of passing lanes so both directions are not ending at the same time so the two way traffic is down to single lane as they are meeting.
- The East, West passing lanes on French River hill & Broadway both basically end opposite one another both on a curve. If there passing lanes were extended until they ended on the straight stretch instead of a curve I feel it would solve the problem & save lives.
- The success of the Cobequid Pass shows that using tolls to build public infrastructure, while keeping costs off government books, has already been done in N.S. Use that model to achieve same results elsewhere.
- Construction in these areas should start immediately. This is the main highway across NS to CB. A lot of lives can be saved sooner rather than later.
- 25% Prov
25% Fed
50% Toll

- 18-29 year old's were not represented in the study. Why? These are most likely people to pay tolls. Almost 40% of respondents were retired. Much less likely to pay tolls.
- Good info session. Highway construction costs far more than necessary. Requirement to use gray rock for many purposes is so crazy! Pit run always worked before the new standards promoted by Construction Associations. Environmental conditions also excessive. Kudos to MacNeil & crew for this session. Also his desire to balance budget.
- #104 Sutherland River & Broadway. Extend the passing lanes East and West on french river hill & broadway until the passing lanes reach a straight section of highway with adequate view instead of ending on a curve, as both do.
- Highways support economy. For future growth to occur we need improved safe highway system.
- Have more police to slow the "high" speeders down and publicize the names.
- Just build them: Charge tolls!
I worked for latimer construction in the sixties, early seventies. I was told, at that time, if they increased the pavement specifications just a slight bit the highways would last 5 extra years. Politics! Politics! Politics!
- Definitely cannot wait decades to make needed changes. Where is the Feds? This is infrastructure, yes?
- Referring to the Trans Canada Highway from British Columbia to Newfoundland other than the cobequid pass in Nova Scotia other provinces have twinned their highways without the need to do what the NSTIR proposes by possibly tolling over 300km of highway in one province.
- If tolls is the only way to get this done - lets do it. Without tolls when would we even see the reality of this highway happening? What year?
Note: Exit 29 has to be one of the most dangerous intersection in Canada. It has to be considered a major priority. Sitting in the middle of the intersection with you children is very frightening. Especially when the Newfoundland Boat Traffic is on the go. Row after row of transport trucks passing you on both sides. Travelling west at this intersection - a vehicle tavelling 100k - the speed limit. A person has less than 20 seconds to react to a situation in the intersection.
- Can we just "divide" the highway? Barricades, fences, just to separate the sides?
- The question that should be answered is about job creation, tourism, revenue and it's impact on environment. If this improves with twinning, then there are a lot of positives.
- Maybe a small increase in fuel tax. Federal gov money that was promised in the election for infrastructure. Toll roads have not worked in other provinces ie NB-BC tolls were just voted down in ONT. Don Valley Park. We must remember by tolling thses sections we are hurting the poorest part of the province and what effect is it going to have on business in NS and other business wanting to come to NS.
- I think the priority list is wrong.
- Education is key. When education fails and accidents happen due to stubbornness or stupidity, the fines, jail, loss of driving privileges have to ensue.
- To expedite the decision have MLA's or Committee Members do ride alongs with first responders to some accidents.
- \$800k/perkm
Gas Tax - what driver \$272m
Breakdown \$197m

- Seen way too many accidents. On the Barney River part of the highway we should put big signs warning people how dangerous this section of the road.
- What is proposed route for twinning. How many houses affected by twinning.
- What is the expected total tolls collected per yr. Compared to 2.2 billion + interest. Why not improve the 105 in Cape Breton rather than a 104.
- Corridor 4 could be mitigated by increasing it to 3 lanes in the existing footprint, making it possible to have a continuous passing lane almost everywhere. Example: most of Newfoundland. This may not be as good as twinning but financially more viable.
- Yes - I plan to prepare and submit online.
- What is a life worth?
What is permanent long term injury worth?
What is family loss worth?
I am sure the people killed/injured & their families would gladly pay \$3.95 to redo that particular trip.
- A lot of valuable information shared here tonight.
- 1. The phone interview asking what ppl would pay - wondering if that represented low income families? Home phone service/cells are not a priority for those needing to simply put food on the table or pay power. Does this # under-represent those in low income households? Transportation costs can impact the ability for people being able to travel for work. Also seniors on fixed-incomes.
2. What have other provinces don't and other countries had success with? What can we learn from others?
Thank you for doing this.
- Would toll highways increase the use of railways to carry freight? If it would, due to truckloads I think that would reduce maintenance costs and put more of that cost on to trucks which cause much of that damage. Has the mental toll on first responders been considered?
- When the highway paid for is the toll coming off. Why is this province the only one for toll on Trans Canada.
- How can I, as a youth and University student help to speed up this process?
- Where will exits be for our areas? or will there be exits off of toll highways?
If highways are twinned with limited exits what is going to happen to secondary roads from heavier traffic to local business being used? what will be tolls for commercial veh, and heavy trucks.
When will these highway be done or started if they use tolls?
On corridor 4 will there be any exits after Sutherland River and Antigonish. If no exits there are a lot of business between there and emergency access will be limited for emergency vehicles (Fire dept, Ambulance, Police). Big expense to student travelling to and from school to SFX because there are a lot of students using this highway daily to school.
- I think of all the students commuting between New Glasgow and Antigonish - How much extra can our families and "Kids" afford? What would be the effect on the business interest surrounding that section? (lumber) (sea products) are all world competitors. The improvements in the present St. Peters Route seem to have solved some of the time and congestion problems (without twinning). If that route were twinned what would the effect be on traffic through there?

- Cost/expense needs to be replaced with "investment".
Economy is stunted by our highways N.G to Sydney in particular.
ie: Container terminal proposals strait of canso, truck traffic to Nfld, cruiship traffic improvements Sydney, tourism in general.
Speed of trucks in NG->Port Hawksbury is very high! Not controlled enough through RCMP patrols.
- No reduced rates for people traveling every day, retired.
- Senior discount and daily user get discount
- At current estimated tolls per slides the low end would bring in \$619,525.00 est high end of \$1,130,250.00 est. But setting a toll at 3.50 would be \$719,250.00 est. Mac Pass with Student or daily user rates (discounted). Look at a higher rate for tractor trailer/per axel vehicles.
- Highways need more policing.
- I feel there is not enough police presence on these highway.
I would also like to say with the death of my husband he left behind 2 young boys with me. His loss made never forgetting impact on our lives. If it as twinned would he be here today. We will never know. I hate to think that the risk is still there for another loss of life - life changing impact on other lives. Please toll. Please make our roads safe.
- Every time I drive from New Glasgow to Antigonish I feel at risk of a serious accident. My lie is in the hands of other drivers, who, but for a moment of distraction @ the wrong time, could end my life quickly.
- If tolling is accepted, will DOT begin all areas at the same time? Does DOT have a preference to what areas should be done before others?
- Listen to the public, but move forward with investment in infrastructure. Perhaps speak to basic road design parameters (view planes, width of shoulders, interchange design...all with safety in mind)
- We are not the perceived "Land of Milk & Honey". We can't continue to dole out money to foreign countries and fund refugees entering the country while out highways, health, and education are under-funded. Go for more federal funding. That seems to be where the money is!
- Tolls add additional cost to the movement of products.
How can we trust these toll costs and time frame when our government just extended the toll time at the Cobequid pass.
- What was the cost of the newest section in Antigonish
- Why is no federal funding included in survey
- Do the estimated savings in time take into consideration that cars will have to slow down at the tolls. If you are traveling at peak times, like a working person probably would, there would
- Plan construction & size projects to provide greatest opportunity for local contractors to bid/complete w/ success. ie, not too big to [indecipherable word] large contractor from outside Atlantic Canada or Canada.
- The estimated median toll was based on a survey representing about 1% of the population. That result is not a true indication of amount Nova Scotians would be willing to pay.

- Tolls on -
 canso causeway,
 seal island bridge,
 HW 104 lower speed limits now,
 Reinforce limits police/photo radars
- What about federal funding from Canada 150 fund. Disband the fuel regulation board & used 3cent per litre to use on roads. The increased cost for everything by the use of tolls.
- St Peters to Sydney does nothing for heavy trucks & passenger vehicles to and from Newfoundland ferry twin North Sydney to Baddeck.
 Twin by using jersey barriers between lanes, much cheaper.
 To have federal input 25%
 provincial input 25%
 tolls 50% is wrong.
 This is Trans Canada BC to North Sydney. We are not the same a south shore or Annapolis Valley. Federal is very responsible for larger than 25% of this cost.
- Is federal funding available - NB just got 50% of cost of a project from the fed gov.
- Will passes be an option when tolls begin.
 Police presence upgraded.
 Traffic congestion is a large issue when going into & leaving Halifax. Speed a factor, human error as well.
 If gas rises will tolls go down?
 If a business is in N.G yes has to deliver goods to Sydney, what cost & how many tolls would they travel through? Is there an area on taxes that these businesses could claim this toll amount every year?
- Yes - use the gas tax for more roads & not for general funds. Also tap into Federal funding.
- Corridors 6,7&8 are less priority. Already served by existing on alternate routes.
 Concerned the tolls will become embedded in and not ended & may increase as time goes on.
- I drove Section #4 5days/wk for 16 years, missed 3 days due to weather. People care about upgraded Airline route #9 in Maine. TCH 104 New Glasgow to Auld's cove is many times better. Traffic volume is a bit high for 2 1/2 month per year. Not warrant a toll for immediate construction.
- The highway 104, Sutherlands River to Antigonish is a major route for commerce, university students and tourism. As a result this highway needs to be a priority for twinning, many people travel daily from Pictou County to StFX University, truck traffic to Nfld & back & 400,000 people who visit Cape Breton annually.
 I am willing to pay tolls to travel on these highways, just not sure if the average Nova Scotian can afford tolls on a regular basis.
- Special consideration for those using the tolled roads daily is students going to & from St. FX, locals working at St. Martha's & Michelin Correctional Centre, etc, etc. Locals near the toll station.
 Tolls represent what percentage of the construction costs??
 Gas tax % etc?
 Federal - 50%?

- Safety considerations
 1. Snow fences along wind swept stretches
 2. Wind socks showing how windy it is along with solar sign panel indicating how strong the wind is blowing. A reasonable driver will adjust speed accordingly downwards.
- \$8.00/day e-passes.
- Tolls - Sutherlands River to Antigonish land acquisition.
- Will the dept of Transportation make safety up-grades on the Hwy 104 Sutherlands River - Antigonish until this is twinned?
 1. Markings on the road indicating passing lane is running out on the top of hills
example: Center lane running out on the top of a hill. Car going east, vehicle on outside right lane - vehicle in the passing lane has no where to go. Accident!! Ample warning if lane is running out should prevent accidents.
 2. Install solar speed signs - reduced speeds saves lives.
 3. James River - wind swept white outs - trees planted for wind breaker or snow fences.
 4. Wind socks would indicate high winds
- Have jersey barriers been looked into? What about the medians they use in New Brunswick? Have other solutions been looked into? Something needs to be done to change the mindset of the driver in Nova Scotia. In theory you could ramp the speed limit to 150km and people would still be doing 180.
- Not sure how it can be done but more enforcement to police speeders, lane [indecipherable word] might help.
- Since Pine Tree & Antigonish sections were completed for twinning, leaving Corridor #4 untwinned, speeds on the untwinned sections have increased drastically. Motorists do not reduce their speeds when they reach the untwinned portion. This section is almost forced to be twinned due to opening two twinned sections on either end. The province holds responsibility to twin due to its planning of other sections. Have actual construction locations been decided for Corridor 4?
- Is there a break for truckers? Seniors? University students going to St. FX?
Put jersey barrier in place to prevent passing in areas where statistically most of the fatal accidents have occurred.
- Get started. Keep the toll cost down if possible.
- [indecipherable words]
- Do the costs in the report reflect federal contributions to the construction?
- Is putting up tolls the only way to raise the money for twinning?
Alternate source
Province wide annual road tax for everyone owning a car (separate from our current registration fee)
- Increase the police presence with a 90k speed limit.
- Would the tolls be a temporary measure?
- Where they put trucks if the container pier go in Sydney & Guysborough. Barney's River #29 Exit is not for trucks. Both passing lanes in French River are too short at the top.
- Putting in tolls will increase the price of goods and services. It will drive tourist away.
 1. How many accidents were human error
 2. How much for truck & buses
- All e-pass units should be compatible with all existing units.

Did you find the maps and other materials helpful in understanding the project?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	67	93.1	100.0	100.0
Missing	System	5	6.9		
Total		72	100.0		

Were the explanations and answers to questions helpful?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	57	79.2	95.0	95.0
	No	3	4.2	5.0	100.0
	Total	60	83.3	100.0	
Missing	System	12	16.7		
Total		72	100.0		

Would the proposed concept affect your property or business?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	21	29.2	30.4	30.4
	No	48	66.7	69.6	100.0
	Total	69	95.8	100.0	
Missing	System	3	4.2		
Total		72	100.0		

Q6: How did you find out about the information session?

	Total
Total Unweighted (n)	58
Radio	43%
Newspaper	26%
Facebook	26%
From someone you know	24%
Personal correspondence	12%
Novascotia.ca provincial website	5%
Other (please specify)	3%

November 26th, 2018

Public Open House Event Highway 104 Sutherlands River to Antigonish Feedback Summary

Department of Transportation and Infrastructure Renewal
Communications Nova Scotia



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Executive Summary

The Department of Transportation and Infrastructure Renewal held two public “open house” drop-in events to provide information about the proposed Twinning Project on Highway 104 between Sutherlands River and Antigonish. The sessions were held in Antigonish on Tuesday November 6th and in Stellarton on Wednesday November 7th. The sessions provided an opportunity for community members to view large maps/plans and other pieces of information on display and had a number of Department of Transportation and Infrastructure Renewal staff present to answer any questions that attendees had.

This report presents a summary of the written feedback that was provided by community members who attended the events. Comment forms were provided at both open house events which community members could complete and return during the open house. This report contains a summary of written feedback that was submitted during the open house events.

A total of 267 individuals attended the two open-house drop-in events. Comment forms were distributed to attendees to provide written feedback on the sessions and on the Twinning Project. Thirty percent (30%) of the individuals who attended the open house events reported that the Twinning Project would affect their property or business. Participants cited losing land or having land divided, the impact that the noise would have on businesses or personal properties.

Overall, the individuals who provided written feedback on the sessions found the drop-in events informative and the materials and staff helpful in aiding their understanding the project.

Although increased safety was the primary benefit cited by most community members who returned comment forms, community members also mentioned other benefits to the Twinning Project such as reduced travel time and increased employment and economic opportunities.

When outlining concerns about the Twinning Project Community members cited the potential impact on the value and use of their land. Examples of specific concerns outlined in the comments included noise, fair value for land and the way in which land might be divided. Concern for the preservation of wildlife and environmental impact as well as cost and how maintenance would be handled were also detailed. Access was also a concern for community members, both in relation to adequate size roundabouts and the potential impact to emergency services being able to access the affected communities.

Overall the feedback suggests that the community views the Twinning Project positively and they feel that it will significantly improve safety and may bring additional benefits to the surrounding communities. However, community members still have many questions and concerns that they are hoping to have considered and addressed as the planning proceeds and there is hope to have continued opportunities to provide feedback as the project continues.

Introduction

The Department of Transportation and Infrastructure Renewal is continuing with plans to upgrade and twin Highway 104. Planning work is ongoing for the Sutherlands River to Antigonish section. This section is currently a two lane, 100 Series controlled access highway.

Public Consultation is an important part of the highway planning and environmental approval process. The Department of Transportation and Infrastructure Renewal held two public “open house” drop-in events with large maps/plans and other pieces of information display along with staff available to answer any questions that attendees had. The sessions were held on November 6th and November 7th in Antigonish and Stellarton.¹

This report presents a summary of the written feedback that was provided by community members who attended the events. A comment form (see Appendix) was provided at both open house events which community members could complete and return during the open house. Individuals were also provided with an information sheet which included contact information should they wish to provide their comments by e-mail. This report contains a summary of written feedback that was submitted during the open house events and one comment form that was returned by email.

Project Background²

Project Description

The proposed twinned highway will complete the twinning of highway 104 from the New Brunswick border to Antigonish. Proponents for the twinning have pointed to the number of fatal motor vehicle accidents along the un-twinned section of 104 between Sutherlands River and Antigonish. This project is expected to significantly improve the safety along this section of highway.

The final alignment and position of the twinning is still being developed. The current plan is to twin the existing Highway 104 for 28 km of the 38 km project from Sutherlands River to Barneys River and James River to Antigonish. The remaining 10 km will be new 4-lane highway South of the existing 104 between Barneys River and James River.

Land access for abutting property owners is in the process of being reviewed. The new highway will be fully controlled access, meaning access will only be permitted at interchanges. The provision for providing alternative access or access roads is considered when permanent legal access is impacted by a project.

¹ Open House Info Sheet. Highway 104 Sutherlands River to Antigonish. Department of Transportation and Infrastructure.

² This section is taken from an Info Sheet that was provided by the Department of Transportation and Infrastructure Renewal to community members who attended the open house events.



The Department of Transportation and Infrastructure Renewal is in the process of identifying the property requirements for the project.

Careful planning and design measures along with accepted construction techniques will ensure that environmental impacts from road construction close to developed areas, ponds and streams and disruption of highly erodible materials are minimized.

Highway 104 is being constructed through a public-private partnership using the Design, Build, Finance, Operate and Maintain delivery model. The private sector designs, build, finances and provides operation and maintenance services under a long-term agreement.

As Highway 104 is part of the National Highway System, the Province has partners with the Federal Government for cost sharing of the project.

Current Project Status

Planning and preliminary design work is underway for the project and an environmental assessment is being completed in accordance with the Nova Scotia Environment Act.

Construction of this project requires completion of the detailed design for the roadway(s), structures, and interchanges along with the acquisition of land and environmental mitigation plans. The Department of Transportation and Infrastructure Renewal is proceeding on a schedule that will result in being ready for start of construction by late 2019. Clearing of trees and vegetation will be the first activity on site, followed by bridge and subgrade construction in 2020. The goal is to have this portion of Highway 104 paved and open for traffic by 2024.

The Importance of Public Consultation

Public consultation is an important part of the highway planning and environmental approval process. The Department of transportation and Infrastructure Renewal held the public “open house” drop-in events described below to provide more information to community members through large map and plan displays as well as having available staff on hand to answer questions. The feedback that was gathered at the events is summarized in this document and will be reviewed and taken into consideration as the project moves forward.

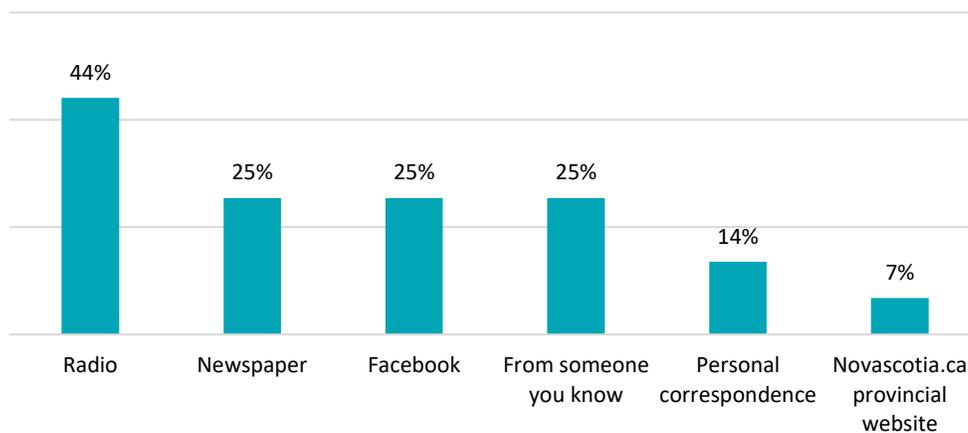
Open House Drop-in Event

A total of 267 individuals attended the two public open-house drop-in events that were hosted by the Department of Transportation and Infrastructure Renewal, 153 individuals attended the public session in Antigonish on November 6th and 114 attended the open house in New Glasgow on November 7th.

Of the attendees who provided written feedback, 30% reported that the Twinning Project would affect their property or business. Participants cited losing land or having land divided, the impact that the noise would have on businesses or personal properties.

Most individuals who attended the sessions heard about the open houses over the radio.

Figure 1: How did you find out about the information session?
-Multiple responses allowed-
-n=59-

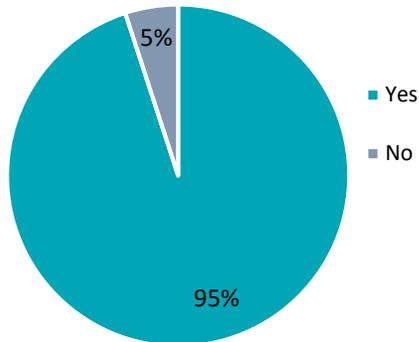


Of those who attended, seventy-three (73) community members provided written feedback on the open-house process and the Twinning Project.

Overall, those individuals who provided written feedback found the public sessions very informative and the materials and staff helpful in understanding the project. In response to the question 'Did you find the maps and other materials helpful in understanding the project?' all of the participants who provided written feedback said 'yes'. Ninety-five percent (95%) of those individuals also found the explanations and answers provided by staff helpful. A few participants reported that they were not able to get helpful answers or explanations during the public sessions, these individuals reported looking for specific information on how noise as a result of the twinning would be reduced and the location of on and off ramps for the highway. However, most attendees found the sessions very helpful and informative and were able to have their questions were answered to their satisfaction.

Figure 2: Were the explanations and answers to questions helpful?

-n=60-



In the words of the community...

"Very helpful to have people explain reroutes and maps."

"All my questions were answered."

"No satisfaction as to where the off & on ramps between Sutherlands to Barney Road."

"Representatives of various organizations well informed."

"No information on noise abatement."

Community Feedback

Feedback forms

Seventy- three (73) community members provided written feedback by completing comment forms that were provided during the open house events. Individuals attending the events were also provided contact information to submit feedback by email if they were unable to complete and return the feedback form during one of the open houses.

Benefits of the Twinning Project

Although increased safety was the primary benefit cited by most community members who provided written feedback, community members did mention other benefits to the Twinning Project such as reduced travel time and increased economic opportunities.

Safety

The most frequently mentioned benefit cited in the written comment forms was increased safety. When responding to the question ‘What benefits do you believe will result from the proposed Twinning Project?’ almost all of the individuals who submitted comment forms included some mention of safety.

In the words of the community...

“I believe it will save lives.”

“Improved safety.”

“Provides a better safer highway for northern NS.”

Reduced Travel Time

Many individuals who commented that safety would be a benefit of the Twinning Project also cited reduced travel time or faster community times as a benefit.

Job Creation and Economic Opportunity

Some comments connected safer faster travel times to economic opportunities such as bringing in more tourists and creating a more efficient transportation system. A few comments also cited creation of work in the area as a benefit of the project.

In the words of the community...

“Better chance of increased business opportunities with better and safer transportation system”

“Safer, faster, more efficient for development.”

“Work for local people....”

Concerns

The concerns community members cited in the written comment forms were more varied than the comments referencing the benefits of the Twinning Project. Concerns ranged from issues such as the potential impact on land holdings and wildlife to how maintenance would be handled on the finished highway and access issues.

Impact to Affected Land Owners

Although twenty-eight percent (28%) of the responses to the question “What are your concerns with respect to the proposed Twinning Project?” were comments indicating that the respondent had no concern, most individuals did bring forward very specific concerns or questions. For example, a number of concerns were focused on how a specific piece of land or land owner would be affected by the Twinning Project. For example, individuals listed specific locations and concern about the impact of noise from the proximity of the proposed highway to their homes or cottages. A few individuals shared personal stories about the impact of losing land that had meaning and sentimental value to the individual or their family. Landowners receiving fair value for their property was also cited as a concern, another comment simply stated concern that their enjoyment of their property would be gone. Many of the concerns were phrased as questions, with individuals simply wanting to understand how their property

In the words of the community...

“How will my property be affected?”

“My cabin...is going to be adversely affected, due to noise and particulate; thus, we will lose our enjoyment of this property.”

In the words of the community...

“None. Happy to see this”

“None. Get it done.”

“Nothing at this time.”

would actually be affected by the project both during construction and after. Although the specifics varied, seventeen-percent of responses dealt with concerns over the impact the Twinning Project may have on landowners and land holdings.

Wildlife and the Environment

Another frequently cited concern was the potential impact of the Twinning Project on wildlife and the environment. Some of the comments focused specifically on maintaining wildlife paths, others simply stated a more general environmental concern or that they wanted to ensure proper environmental supervision as the project gets underway.

In the words of the community...

“Maintaining wildlife paths, not disturbing wetlands & deer.”

“Making sure they have adequate environmental supervision.”

“Impact on wildlife in the area, bird habitat as well as the loss of deer.”

Cost

Community members also had concerns about the cost of the Twinning Project over time. Comments cited the potential cost of the project to the tax payer as well as potential long-term costs of maintenance. Another comment questioned if tolling would be introduced and if it was, where on the new stretch of highway booths would be located.

In the words of the community...

“High cost of [Public Private Partnership] which will include profit for the developer/operator as well as financing costs for 100 millions.”

“...costs associated with the project for tax payers.”

“Financing of long-term maintenance.”

Highway Maintenance

Other concerns focused on highway maintenance. Bad weather over the mountains on the planned route was mentioned and concern over quality of highway maintenance, cost and who would maintain the highway were noted. Comments also cited concern over loss of jobs for Transportation and Infrastructure Renewal employees.

In the words of the community...

“Loss of jobs for TIR will the maintenance standards be of the highest quality?”

“Snow plowing, salting, ice and snow. Let TIR do it.”

“Salt & plowing should stay with TIR.”

Access

Access to residence from the newly twinned highway was also a concern to some community members. Some comments indicated concern that roundabouts are needed that are large enough to accommodate oversized trailers. One comment detailed concerns over the distance between off ramps citing the impact on access to emergency services. One member had comments about adding digital signage or billboards before exits for blizzards, accidents, or traffic alert, as the new highway section may be more susceptible to harsh conditions (due to higher elevation).

In the words of the community...

“That the new exit 29 roundabout will not accommodate oversize trailers.”

“A major number of safety hazards are being created by no availability of Emergency Service taking longer due to a lack of ramps!”



Conclusions

Overall, the feedback suggests that the community views the Twinning Project positively and they feel that it will significantly improve safety and may bring additional benefits to the surrounding communities. However, community members still have many questions and concerns that they are hoping to have considered and addressed as the planning proceeds and there is hope to have continued opportunities to provide feedback as the project continues.

Appendix A: Comment Form

Highway 104 Twinning: Sutherlands River to Antigonish Open House Session



Comment Form

Thank you for taking the time to visit our open house today to review the proposed twinning project on Highway 104 between Sutherlands River and Antigonish (38kms). Your input is valuable in the highway planning process, and it would be appreciated if you would take a few minutes to complete the following comment form. You may either complete this form today or return by mail or fax **by November 23rd, 2018**.

For mail in comment forms, address to:

Attn: Bradley Cleary
Nova Scotia Transportation and Infrastructure Renewal
128 Post Rd.
Antigonish, Nova Scotia B2G 2K5
Fax: (902) 863 7365

PLEASE NOTE: The results of the comment forms will be summarized, but individual forms and names will be kept private and confidential.

Did you find the maps and other materials helpful in understanding the project? Yes No

Comments: _____

Were the explanations and answers to questions helpful? Yes No

Comments: _____

1) Would the proposed concept affect your property or business?

a) () YES () NO

b) If yes, how would it be affected? _____

2) What is the location / civic address of your property or business (if applicable):

1) What benefits do you believe will result from the proposed twinning project?

2) What are your concerns with respect to the proposed twinning project?

3) Is there any other information that you can provide us that you feel would benefit our planning and design process?

4) How did you find out about the information session? Check all that apply.

- | | | | |
|--------------------------|----------------------------------|--------------------------|-----------------------|
| <input type="checkbox"/> | Information in mailbox | <input type="checkbox"/> | Radio |
| <input type="checkbox"/> | Newspaper | <input type="checkbox"/> | From someone you know |
| <input type="checkbox"/> | Novascotia.ca provincial website | | |
| <input type="checkbox"/> | Personal correspondence | | |

5) If you would like us to contact you in the future to discuss any issues or concerns that you may have, please provide the information identified below.

Name: _____

Phone Number: _____

Mailing Address: _____

E-mail: _____