

## **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)

- My first comment is, where there truly are 100-series highways, they work well. We don't have a 100-series highway. So the 100-series highways are a figment of the imagination because they have not been finished, 90 km/hr down to 50-60km/hr sections, this is not 100-series. Where you drive 100-series roads, my experience is doing many, many kilometers – 40-50,000, and they work fine. Where you have commuter highways, other than the 107 in Cape Breton, those are not highways they are streets that go to the city. You have a street that starts in Kentville, you have a street that starts in Bridgewater, you have a street that starts in Truro, and you have a street that starts in Sheet Harbor. You don't have to twin streets. What you do is put transit on it instead of twinning for \$2.4 billion dollars. You take a tenth of that and put transit on all of them. Because if I want to go to take the transit in (to the city), I would do the same thing - I would pay my toll. If I wanted to drive in, I have no choice but to pay 3 cents more on the gas to get me there, and then pay the extra \$3 on the toll highway that I don't want to take to get to a doctor that does not want to come to me. And I don't want to see them. But I am not bitter. On the commuter section, the lack of public transit alternatives causes the commuters to drive too much, and again the one thing neither you nor I can control is the loose nut behind the wheel. In 30 years time, cars will be driving themselves, so you are solving last years' problem. The true thing is to make sure the highways we have now are safe with more passing lanes, and true 100 series highways for the cars we have now, because 15-20 years down the road we will not be driving cars, I hope.
- The issue is with the 100-series highways we don't have. 9 minutes is a trivial saving to drive from Yarmouth to Halifax, it takes me 3.5 hours. 9 minutes is nothing. I am not going to pay that much money to save 9 minutes.
- The minutes saved is the term, but not for the guy driving 40km in front of you. It's the speed you drive when you cannot go any faster because the person in front of you is going 40-50km/hr and cannot get over in the right hand lane. So if you are going to Halifax that can add 45 minutes. I have seen as far as the horizon - cars, because they cannot get over or around because of the car at the front. It's not about 3 minutes. Who wants to spend \$5 to go up for 3 minutes, but it's not, you could be saving 45 minutes. And this is not just about 80% of the people in this room, this is about moving people and commerce around the province in an efficient manner, if you can't do it you are going to lose population and lose commerce. Not so I can get to Halifax faster, but so commerce can get here faster. When you are a poor province or state, you build highways with tolls. If you are happy with the way the transportation system is now, you

could block off the highways - would that be ok? If you can't move the people and commerce around efficiently, you start losing population. It's about the population, as soon as population reaches a certain level you start losing institutions and services. You have to have the tolls and roads, and you cannot wait for tax payers to build it, because no one will take money from health or education and it take a lot more than 30 years.

- Current conditions – it's all mixed. The 100-series are different because they are better than our roads we drive because it's all about people getting to Halifax. A lot of you might not even know, this meeting here was only added on March the 3<sup>rd</sup>; we were not even included in this initially. A lot of people down at this end of the province work in Halifax regularly, and if I pay a toll to go to work I have to pass that on to my clients. This province has less than 1 million people, and we are a very poor province with this end poorer than anywhere else. What is actually happening with this regarding the twinning and particularly the tolling, we are potentially contravening the Canadian Charter of Rights and Freedoms because you are going to discriminate people within their own province. And that is not allowed and that concerns me greatly. The other thing is nobody wants fatalities, when you were looking at the study for fatalities, did you look at other conditions like the weather, was it trucks, cars, age of drivers – what other conditions did you look at. There must be hot spots, because I know there are hot spots on the 103 because you see the crosses on the side of the road. Why not have escape lanes and make the road wider in those places where we know there are issues. This is a ridiculous amount of money to solve a big problem we don't really have. What consideration has been given to put public transit down here, or what the cost would be to put the rail back up and running. There are huge trucks on the road and people get impatient and can't pass so let's look at, can we get those off the roads and find a different way to transport those goods and services. People cannot get to their doctors appointments, and can't afford their meds, and we are going to ask them to pay more money to get to their doctor, and they have no choice other than to (go on the highway) and what they will do is not go. They don't have any other choice, and no transit, or highway. If you want to build highways and create jobs, go knock yourself out, but not on the 103 where there is no other options. I don't know what people think we do on the south shore, if we hop on a boat to get to Halifax. We use these roads and we need to all be a part of these solutions, but charging us for a road that is already there is criminal and not right.
- When you are doing twinning in Southwest Nova Scotia, our access points are our 100-series highway and that is how we get to our capital city. And we don't have other options. If you are tolling, really for us you are saying you are going to build a fence around our capital city and you are going to tax us every time we want to get to our city. It's not a fair way to approach it. Look at a map and look at the options we have. If you are in Cobequid Pass, you have the highway 4 that runs parallel and I actually take that way. The trucks are on other road, and its only 12 more minutes, and it's a beautiful drive. Route 3 meanders the whole coast line and we don't have a better option. The toll is an unfair tax on our ability to get out to our capital city.
- In terms of safety of highways. I have been driving to Liverpool for work since 1998 and don't understand why Shelburne County is salted and plowed, but I hit the county line

and it's a sheet of ice. I don't understand who decides when they go out and clean up. I see so many elderly people, who can't afford to get their toe nails cut, let alone get to Kentville for a specialist appointment, and you are going to charge them to get to that appointment, and they can't afford it.

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### Question 2 and 3

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

- We pay the same taxes as everyone one in Nova Scotia. We still end up with fewer services because we have less population, and I understand that, but it doesn't make it fair. Someone mentioned we pay more for gas too. Last year I logged more than 10,000km getting to medical appointments. That is what we pay for living here. We certainly don't need to add toll roads to our burden. I view those highways and the safety is important, and a general service everyone pays for. I think highways should be paid for out of general revenues, and I think general revenues should pay for all highway development and safety we need. If that means we have to slap tolls on other roads I suggest we do that. I would like to see a toll on the road from Halifax to Truro and help to pay for roads here and in Cape Breton. Everything is Halifax-centered and the reality is if you don't take care of the rural communities, you will destroy the province. There will be no one in the province to buy goods and services from outside of Halifax. I understand the challenge you face as someone says to make something out of nothing, you don't have the budget but figure out some way to do this. My problem is I already paid for highway from Halifax to Truro and other 100-series highways in other ends of the province and we still don't have the same services here. If you can't pay for it out of general revenues then slap a tax on everyone in the province to help pay for it. We have between here and the 103 is 300km long out of the 2300 km that is what we are talking about here, that we are going to have a toll on our highway begs that question.
- You say condition of roads – I drive a fair amount, and the condition is not that bad. It's the drivers using it. Maybe the government should put ads on TV to teach people how to drive on the highway and not to jam their breaks on. Roads don't cause accidents it's the people driving on it. That's why they should put ads on how to drive and what you can and can't do. Then the government wants to put tolls on to protect the people that are not using it properly to start with.
- I read your report online on two occasions. Obviously, I have a very exciting life. Today there are 6 sections with approximately 360km of non-tolled twin highways in Nova Scotia and we in Shelburne contributed to the cost and continue to contribute to the cost through the taxes we remit to the province. The 304 km that you have considered dangerous, and 103 is undoubtedly the deadliest, you said it could be twinned by 2020 if we pay for it ourselves with tolls. Or we could wait for another 30 - 40 years without tolls. The real question is how to finance it. All Nova Scotians are paying for previously twinned highways and I believe we all should pay for the new safer highways though our

tax system not tolls. My question to all Nova Scotians is, would you agree to a minimal tax increase in the provincial income tax rate to pay for highways in Nova Scotia? We in Shelburne are not looking for special treatment but we do expect and demand our government treat all citizens equally, including us in Shelburne.

- I am a senior citizen and will be driving for another 20 years. Bottom line I don't think twinning is the answer. I think we should improve what we have. All you have to do is go to any of the counties – just on the edge of Lunenburg County line, before that, the road is a mess, when you get into Lunenburg – on that section the pavement is wonderful, and then into Halifax you have the same problem. It's a safety concern. I have cruise control that I set for 100 km/hr and others say they set it at 110 or 108 – it doesn't matter - but I cannot keep up with the traffic. When you get to Bridgewater and you get down to a 90km/hr zone and they have a sign, and I have seen a lot of people going 120km/hr or more. Police operate in one section all the time, I won't mention it, and so they can get their quota for the month. Start picking up these people and signs at what they are doing, and see these people going like speed demons. Twinning is not the answer if it is going to cost me money. If you are going to just charge everybody, even that is going to cost me money. And cost a lot of people here money, and in Shelburne we are not the richest and it will cost a lot of our senior people, and I don't think we should be paying for it. If the Valley got their highways twinned, why are we the country cousins and not getting ours twinned the same as the rest? I don't care if it takes 20 years, I will be here and I expect others will do the same. Please don't charge us for driving to the capital. We don't want a barrier around there that we have to pay to get in all the time, like we are less than a citizen of Nova Scotia.
- Wondering if when you were doing safety studies, were EMS involved or was it just statistics on the fatalities and accidents? Have you spoken to EMS or police about any of the discussions about safety?
- I think it's important because they know the hot spots, I think the roads are quite good, but like the road to Truro to Tatamagouche, it is bad, and maybe they should talk to the people who work the roads, and maybe they should have an input on safety.
- Thank you for deciding to bring this down to this end of the province, and I know originally we were not on the list for a public session, and you need to hear the voices of people on this end of the province. I am for twinning but not tolling. I believe we need safer highways and we have a Federal government we can be more aggressively going to for money. In the meantime, more increased police presence, stiffer penalties for speeding, cell phones, and driving to road conditions. Recently I had someone speed by me on the highway in a snow storm, and then up ahead she was in the ditch. As I went down over the bank in the snow to see if she was okay, she said she didn't know what happened because she was going the speed limit, I was driving 100 she said. We need stiffer penalties and more police presence, and fines going out to let people know they are not driving safely.

- Question about more passing lanes or places to pull off. I know in the Annapolis Valley that has been done. Did that cut out a lot of accidents in that section?
- If it took about 50 years to bi-pass, is this going to take 130?
- If this is about safety and if the government is concerned about safety, it is unconstitutional to expect us to pay for it, and if we haven't got enough money in the province and we are really concerned about our citizens, we should approach our Federal government. We are only 1 million people, and we are not rich. You either want to raise money and if you are really concerned about safer ways, but we can't afford that. More police - that is a problem and not going to happen because it's a huge expense but there are speed cameras in hot spots as well as making extra lanes and that will raise revenue and can make other improvements. Will twinning stop all the accidents? No, it's not going to stop stupidity. If you want to slow people down then you need to make them pay. You can do this easily with machines. We live in a technological age and use it. Use it to get the money you need for improvements. Don't just go to the people with a high unemployment rate and high senior citizen rate.
- My husband had an emergency and had to go to the infirmary in an ambulance, and safety for an ambulance on highways is terrible. There are no passing lanes, people do not slow down and pull over. Folks here may not be able to be air lifted, and if nothing else, there should be more passing lanes. It was a very urgent need to get to the hospital as quickly as possible.
- I think that the study has already been decided. I think the study that is taking place is to make some people happy. Everything stops at Bridgewater. Nothing in the Southwest. Nothing. In fact they don't even have all the roads, the 203 highways in the Southwest is not even on your maps and yesterday and the day before there was information coming up that the tin mine might open again with a lithium spin off. I hope the study isn't already decided but afraid it may be.
- I work in Halifax and live in Shelburne. I travel the 103 a lot to get to work. To answer question 1, the 100-series are in good shape. Putting in a divided highway would be safer and quicker for going to Halifax. But tolling it, I think going to Halifax, and like I said I go 3 times a week, but what about stuff going the other way. I pay 3 cents more a liter on gas in Shelburne and what about that truck that drives the gas, it is going to be more coming here now too. I crunched some numbers – just me – traveling to work 3 times a week on average, and I drive over the speed limit. From my house to where I work are 2 hours and 10 minutes, and you say we will save 9 minutes – that is not a selling feature. I pay \$40 to fill my car now, not if it increased, so that is \$6240 just to fill my car for gas. It will be an additional \$2124.72 for me to go to work which is a grand total for \$8364.72 for me to go to work for a year. Driving the highway, when I leave here at 5:30am, from here to Bridgewater this is no traffic, so twinning it that would be the right place. From Bridgewater to Shelburne it's not a good road – Liverpool to Bridgewater is nice, but Liverpool to Shelburne needs work. I do agree to twin the road, but charging \$6-\$8 is too much. I choose to work in Halifax, and I am a firefighter and I know about safety.

The majority of accidents are people driving and going too fast for road conditions - but there are other reasons. I don't support tolling the highway and if you are going to spend the millions of dollars improving the highway from Liverpool to Shelburne and I know you fixed a portion, but it's still bad. Divided highways but not tolls.

- Thank you for coming. This is important for us. Do you have an idea of timeline involved now that this is your last meeting, and how soon Nova Scotians will know when your next move is?
- I think it's quite clear we consider roads essential and we shouldn't have to pay for it one, two or sometimes even three times. In terms of the 103 some parts are good, but if we are talking about safety, of what make people safe, we don't have a 100-series highway that is even finished. There is less traffic but if roads are not safer, they are not safer. I do not believe roads are the problem it's the drivers. There are RCMP that work just on the highway and they need to be slowing people down. We will like to be there sooner, but no reason we can't slow down. This province is under 1 million people, and twin roads are built to move massive amounts of people. We don't have massive amounts of people, not even in the city. It's nice to get down near Halifax and have the twin road, but it's not that busy. Negative things I will say are the negative impact of twinning roads. We are the highest taxed province with second lowest population, and cannot afford to be paying more for roads. And this will impact what we pay for services and here on the south shore, we are a tourist-oriented community and we look for tourist to come, and it certainly would be a distraction for people to have to pay to come to our area. Paying for medical services, we don't have services here and we are forced to travel to get our medical services. And I would like to know when you are gathering your information, what are the people who say yes I agree with tolls, I would like to know what their income is. If people have money it's easy to say they would pay a toll and there are many people who can't afford it. So add passing lanes, slow people down, maintain the roads that are there. There was an accident here last year with 2 deaths, and there was not a snow plow on the road anywhere – not a road cleared. I don't blame roads, I blame drivers. We have to slow people down. We are getting transfer payments for roads from the Federal government, or should be. If we are getting transfer payments and if the province is charging us now and taxing us now and can't afford to pay for the roads, my question is what are they doing with the money?
- What we are dealing with here, is we actually live in a two-province province. There is the city and then the province they are not the same thing and what we are stuck with is, if they want it we are going to get it. It's how it works. Something I want to point out is the fuel cost pre-URB we paid as much as 7 cents less, but when they brought in the URB, it set Halifax as the golden egg, and the rest of us pay more. Let's go for a standardize gas price. The people in Halifax will say we already have that, but in a pig's eye we do. So I am going to say, everyone knows it's much safer to travel only in one-direction, so is anyone really against twinned roads? I don't think so. But over half the population lives in Halifax, and they get a 3 cents a litre break every minute of every day. You simply go to a standard fuel price and they pay what we pay. Have the people in Halifax pay an extra 3 cents a litre and you could pave the streets in gold in Halifax, and have people waving to flying monkeys at the corner of every sidewalk saying slow

down. You can do anything you want it's to the benefit of the city communities, not to us to twin the corridors so put the price of fuel to a standardize price and the coffers will be overflowing and we will all be dancing and prettier too.

- 9 minutes saving on the road. I have never once, driving the 103, had to stop because of a traffic jam. I have had to slow down because of weather, and slow down behind someone going slow, so I definitely think there should be more passing lanes, especially on the way to Yarmouth. But if you have to stop on the 103 to pay a toll for maybe more than 9 minutes, so that defeats it in my opinion. If you are getting 50% from tolls and 25% from Federal and 25% from Provincial, you are looking at \$69,000 a day on a medium average toll and take that at 50% it should take 8.8 years to pay off that project. When you hear terms like long-term maintenance, what does that mean for the 8.8 years and that is one question we asked, and I was told it was 20-30 years so cost are going up for project a lot longer. I think you have a right to leave your town. I have driven across Canada and I didn't want to pay a toll, there was another way around it. If you have to pay a toll to get out of the province, and if you are looking at tourism stats, tons are in Halifax, some coming to Digby and some coming to Shelburne. Digby tolls are still less than ours so you if are a cheap tourist, you may choose to go to Digby instead of Shelburne, and you may discourage trips around the province, and need a pocket full of change to do it. You have the right to get out of your province, or get to your city and there is no other option here.
- For people who commute in Nova Scotia, what about tourists and that is another step they have to do. Why would I bother going out of the province if I need this card to get around?
- I think when you look at tolls and overhead you are look at – the 407 is good example. They take a picture of your licence plate, like me, they sent me a bill a year later, and there was an administration charge on that bill, and if I had not paid it when I went into register, they took the money. That is the same with tourists. It's not just a toll – you will find out you end up paying \$10 dollars. If you go through these sections on the South shore they are going to get a picture of your licence plate. That is why in Ontario you see people with these plastic things over their licence plate so they cannot get a picture of it. So that's how they cheat the system in Ontario.
- Correct me – how many sessions (this is the 15<sup>th</sup>) – We are number 15. When you people leave tonight, if there was a serious accident between here and Port Jolie, you would be waiting anywhere from 1 hour onwards to 4, 6, 8, 10 hours. The highway is closed and you have no alternate route but to backtrack to Yarmouth and go around the Valley which can add 4 hours onto your trip. So saving 9 minutes doesn't really help us much down here. That should be taken into consideration. The 4 questions – would have been interesting if we were first, so we could ask the rest of the province how they would feel to fund our highway from Liverpool to Shelburne. So we have a 100-series highway, and no alternate ways to get around should there be an accident on the highway. Furthermore, has the Department looked at cement barriers for dividing highways as well, like in Bedford into Halifax? We already have one lane how much

would it be to increase that highway with a lane on either side and build a barrier. Would that be cost effective?

- I'd like to see the numbers for that. The divided highway has to be more than expanding a highway. We do need more passing lanes. Summertime traffic is much heavier and if you leave Hammonds Plains between there and Bridgewater sometimes I have seen it take a mile of traffic a mile long – completely a line of cars. And you cannot use the passing lane because it's only a dotted yellow line. Then people get frustrated and make bad decisions.
- In the Canadian Charter of Rights and Freedoms, there is a mobility right, right to move and gain livelihood. Actually reads primarily about moving from province to province. Like the gentlemen said it will cost him over \$2500 to drive to work. I think you are potentially limiting my right to gain livelihood by tolling these roads.

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## **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)

- 1. Safety is due to poor driving and potholes
- 2. The use of cell phones behind the wheel
- 3. Not [indecipherable] & salting sufficiently
- 4. Put cat's eyes in road
- 5. Add escape lanes
- Road marking is inadequate.
- Number 1 Safety - not good! (103)
- Too many 80km, 90km sections.
- Twinning will not be necessary for all sections; let's begin with the worst first...
- Bridgewater ->HFX is a dangerous piece of road. It is often foggy and limited visibility. Still people pass because they are impatient. But I support twinning - but not tolling.
- Great improvement in Port Joliet and Port Mouton by-passes. 103 Shelburne (exit 29 Clyde River) to Yarmouth is good. Twinning is hit and miss and therefore dangerous - should be all twinned as in N.B. PEI etc USA - driver behavior improvement. Increase tax if across province.
- Make highway safer
- 4.7/km min 9mis -> #3  
I feel it will create undue financial hardships on local residents. It will also drive tourists to the valley, inflate prices of goods.

- Safety - Bridgewater to Halifax very poor. Lots of near accidents not in statistics.
- Traffic- At certain times of day, morning commute, 12-noon to 1pm - supper time commute. Travel time is not an issue. Safety is an issue for the whole of 103 from Tantallon to Yarmouth.
- Great! Love the rumble strips; painting is well done; adequate signage.
- This is a question of how we increase our population and how do we increase commerce. Both require roads. Moving people and commerce are required to grow.
- Improve highways across the South Shore. 203, 8, 10. They are safer, rumble strips etc better than twinned. No traffic jams, travel time is fine.
- They Hwys are ageing, they need basic resurfacing in many areas. Compared to many places we don't have a huge level of traffic.
- Safety - fair to good as sections are travelled.  
Did survey of traffic level take in affect of new St. Margaret's Bay exit?  
Travel time saved in of minor gain.  
Need up-grading yes, and TLC, not a re-invent the wheel.
- Highways are in good condition. The safety of the highways is affected by the way they are used. People not driving to the conditions (weather/environment) make them more dangerous with better enforcement of speed limits and safe driving practices, the rate of accidents would decrease dramatically.
- In good shape, my expected travel times are not, safe (passing lanes) and other safety features
- The #3 corridor does need to be twinned - too much traffic and too many slow drivers = accidents. Stewiacke to Truro is full of pot holes.
- Unimproved sections (example between Liverpool/ Italy cross) Need priority for improvement. 100 series highways are incomplete.
- Okay - there would always be room for improvement of course.
- Fair  
The Highways are generally in better conditions than the secondary roads
- I feel we do have an efficient Highway system. However there is going to be more Demands for traveling in future  
There are many safety issues that need to be addressed.  
Traffic over time is becoming more congested in areas  
Travel time is not a big issue
- Driving a commercial truck on the 103 to the airport I am often stuck behind slower moving vehicle. When I reach a passing lane/zone I usually can't achieve a speed that would allow me to pass the slower moving vehicle. More passing lanes on level or downhill slope  
Four lanes or twinning would facilitate a smoother faster trip to the airport and back.
- Highway 103 is a dangerous Highway with very few passing lanes. The portion of highway 103 between Hebbville and Pt Medway/ Mill Villages is very dangerous as it goes through residential areas. People take dangerous chances because of the lack of passing lanes.

- (103) I found traveling the road to be safe except for speeders
- I find them easy to drive on at 100 Km. If like a lot of vehicles driving these highways at 120 km or more there's a problem
- More passing lanes  
and Driver Ed. The rules of the road for the public.
- South West Nova Scotia needs a real 100 series highway.  
People in S.W.N.S. already pay 2 cents more for fuel than anywhere else.  
We don't need tolls
- Where they are truly 100 series, they work well. On the commuter sections, the lack of public transit alternatives causes commuters to drive too much. Also in 30 years the cars will be driving themselves.
- Some certainly need repairs. One thing that is often missed is the cutting back the foliage along some roads but the 100 series roads are not too bad.  
Winter salting these roads varies too much! I drive home all the time- this is a safety issue.
- Saving 9 minutes on the 3 1/2 trip from Yarmouth to Halifax is trivial. More savings would be made by actually making the 100 highways in Digby and Shelburne actually 100 highways.
- Lots of room for improvement  
Wider shoulders  
More passing lanes.  
Improve surface and please improve snow removal  
Improve exits and on ramps
- Some parts better than others  
100 Series not complete e.g. Sable river to Port Mouton  
Little Congestion until near HRM
- Overall I think they are in good shape. (the secondary highways and roads are in much worse shape but that's another issue)  
Maintenance of Highways, especially plowing and salting in the winter, need to improve more than anything.
- The 103 is the only section that I have familiarity with.  
Find the length of time of travel for the whole of this section is often lengthened by peoples poor driving habits
- Good, never have safety issues, travel them constant. (I travel the section Bridgewater to Cantallon bi-weekly). To improve congestion see 3.a below-  
(3.a ) add a passing zone (lane) between Mahon Bay and Chester Basin
- safety first
- I would say Safety First.
- The section from Shelburne to Liverpool needs to be a better road, road is rough.  
Not enough passing lanes  
Also snow removal in this section is poor
- Ok

- Most 100 series are fine  
S.W. Nova needs a real highway
  - No twinning, No tolls, the province cannot afford this. The cost on Hwy. 103 + toll would save 9 minutes in travel time.  
Also this project would increase the annual maintenance budget.
  - Mostly very well maintained and looked after  
(drivers are the most of the problem)
  - safety & Traffic Congestion  
Not enough passing lanes i.e. Keep Right To Pass
  - traffic Congestion is bad  
need more passing lanes
  - Poor - Safety - Bad - at Times Heavy - travel Quicker than old highway
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## Question 2

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

- No. Improve the quality of the road. Maintain [indecipherable] in the sides to improve vision. Stiffer penalties for dangerous driving.  
Cost our restoring railway for good  
Add escape lanes at hot spots.
- No. Enhancements to roads are possible without twinning. More passing lanes, widening of shoulders, better guard rails, marking, enhanced lighting and signage are all possible at a nominal cost compared to twinning. Re-surfacing to improve drainage would also reduce risk of hydroplaning.
- Probably not - Rumble strips, wider paved shoulders, resurfaced - high visibility pavement markings, more passing lanes. Look at public transit! Trains!
- Some additional passing lanes for key areas, widen key areas improve shouldering. Not truly 100 series quality. Port Mouton -> moving SW. Hebbville Stretch to Queens.
- Yes!
- You could also add more passing lanes. The area for exit- 9 to Mahone Bay is particularly frustrating going from a twinned portion to an area that has few passing lanes. Put in public transit that is affordable, safer, cheaper, better for the environment.
- More access roads if twinning is not possible - so you can exist in case of accident. Also leaving twinned roads and going to 2-way traffic must be better market as visitors often get lulled into expecting continuous twinning. Rumble strips signage, flashing lights, traffic lights? Safety issues.
- Increased police presence. Stiffer penalties for speed/ cell phone usage. Increased/more passing lanes. Jersey barriers. Wildlife corridors. As people to drive a secondary route. Twinned highways could reduce the number of head on collisions but this benefit could be quickly offset by the accidents on the secondary route

- Towns pay to maintain road costs, perhaps municipalities should as well.
- Twinning seems to be the only option; cost should be shared over all twinned highways as there is an economic disadvantage to this area (103). More passing lanes would provide some improvements in certain sections.
- No! I regularly drive Shelburne - Sydney and the issue is drivers. Encourage drivers to slow down and drive when it is safe. Fatalities are usually driver error. Have more signs encouraging driver safety.
- Yes. Paying with tax will take too many years.
- No. Add more passing lanes instead.
- I love the idea of twinning but I do believe improvements e.g. resurfacing esp. Hwy 101 & 103 are very important. Other twinning e.g. corridor 3 more important.
- No. Additional passing lanes on long straights and hills. Straighten existing curves where line of sight is hampered. Signage enhanced, controlled non highway info signage. Shoulder grades leveled/ widened. Increase/improve/enforce traffic regulations.
- Twinning will only improve the highways by separating opposing traffic and reducing head on collisions, but I feel that it will also provide people with opportunity to drive faster and more recklessly.
- No - more passing lanes. Continue with use of current improvements. More driver education.
- No. We pay enough taxes.
- No - passing zones (example 101 Kentville to Kingston) it's working to save lives/time Better highway/law enforcement.
- What would improvement look like? If improvement means to make safer than no, it is not. Driving habits for example are horrendous. Excessive speed, driver inattention and distraction cause many accidents and twinning would do nothing to improve that.
- I DO NOT KNOW  
but it is clear that some of the less expensive options should be implemented in the time frame required for twinning. It could be found that "other" options do reduce accidents to lower levels
- No I feel there are more possible viable options that can be explored. I.E. A push on the Federal Government for a higher contribution.  
Reduce the amount of highways to be twinned i.e. The lower ranked.  
Also a combination of a tax to all Nova Scotians along with tolls
- Four lanes with hard barriers dividing directions  
more and better passing lanes may go a long way towards improving safety and travel times
- No providing controlled access section between areas like Hebbville to Mil Village and Sable River to Shelburne just to name 2 areas.  
The new section between Pt. Jolie and Sable River left the most dangerous area as it was.
- No

- No  
A higher R.C.M.P. presence would help a lot
- No
- Enforcement of speed limits  
we need more R.C.M.P. on the highway. Highways don't cause accidents- people do!!
- No, it is the last option. It would be far cheaper to drop the corridor speed to 100 km and use automatic cameras every 5 km to ticket those who speed or drive unsafely. These fines will contribute enormously to the provincial pot and could be used on expanding public transit from the corridors to the city.
- What about a rail system? We have let ours go and I just feel we will live to regret this- All the truck traffic takes a toll on our roads!  
Put in more passing lanes along the 103 like they did on the 101.
- NO- more passing lanes  
Fix/Change many of the intersections on the 103 that you have to turn left at i.e. Barrington.
- NO- Add passing Lanes  
RCMP to enforce speed limits/ Distracted driving  
Better maintenance of existing roads  
i.e. Plowing, paving.
- No. better enforcement of speed limits would do a lot to reduce the number of collisions and accidents. Also adding reflective markers in the road surface would improve nighttime visibility. Also add more passing lanes would prevent head-on collisions
- No 103/ passing lanes would go a long way in improving traffic flow. It's all about the flow
- NO  
to improve 103  
a)add a passing zone (lane) at Western Shore  
between Mahon Bay and Chester Basin  
b)Upgrade/ Bypass Bridgewater from Webberville to Italy Cross (uncontrolled section)
- Only way
- Only way
- Straighten sections and add more passing lanes to improve traffic flow
- Twinning would make section 3 more safer but way too expensive
- No  
Drivers Ed. for drivers on current roads
- No  
Drivers Ed. is needed
- No- Please put this project on a shelf to collect dust.
- Not always - only in some spots

- No  
More Keep Right To Pass / passing Lanes
- Yes I do
- Not necessarily so - But an option

### 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?

- Absolutely not. If this is about safety you have a responsibility for citizen's safety we pay in our taxes!! You are discriminating against people who need to travel for work & hospital appointments.
- I think all twinned highways should have tolls and be financed from these revenues as well as general revenue.
- No if you live outside Halifax you have fewer services - no reason why we should have to pay to go to Halifax. Yes - if you put tolls on all other highways! Back to where I started - just another tax for rural Nova Scotians.
- Concern about actual \$ figure - 103- \$4-6 or \$8-14 return that is significant. We already pay more for gas in this area. No option to 103 Route 3 makes the drive unreasonable in time.
- Yes! Tolls as a last resort; lobbying for federal funding should be a matter of course.
- No, no, no. And I don't want to subsidize other areas. It is already expensive to travel to HFX. Rural residents need to go to doctor's appointment. Or a cultural events. You are punishing rural residents.
- Yes - users should pay for the improvements if they can.
- No to tolls. Increase gas tax by a penny straight across the province - far across the province.
- No tolls if twinning. No, Regional governments should given their financial state have the ability to contribute additional funds based on the distances that travel through their municipality. Towns pay to maintain their roads, perhaps municipalities should pay to maintain their highways (Govt.).
- Seems to be the only way to improve safety. Which in our mind is a major issue? Twinning provides safer roads.
- No, I do not want tolls. Always ensure alternate routes.
- Toll roads toll all highways that are now twinned. Why is there no toll from NB boarder to Halifax? All twinned roads should be tolled.
- No. You would be forcing tolls or trapping people on the South Sore as well as keeping tourism out. You would also raise the costs of goods.
- I believe corridors 1 &2 should be twinned first given my experience of their current

conditions. Less concern should be given to the others. I am for twinning as long as tolls are applied evenly. e.g.- toll all twin highways

- No. If improvements are made smaller/shorter areas could be done in the existing budget nearer to high use locations. It had better be a N.S. company running/collecting tolls not an American company!
- I only support tolls if all twinned highways both existing and new are tolled to help pay the cost of the new twinned sections. Tax dollars were used to twin existing highways, tolling these roads will help recover that cost and provide more funding for new highway projects.
- No.
- No.
- Tolls No.
- No, this would have a detrimental effect on many local places and people. For example in our own area - many drive often, perhaps daily, from Bridgewater or Shelburne into Halifax for work or medical appointments. The cost of local products and to local businesses for products being shipped would increase drastically.
- No
- I feel that to twin the highways under the existing funding is not an option
- I can't see how twinning would be possible without tolls given the information that has been presented
- If this will get the project done then tolls should be used.  
Safety is important.
- I don't support tolls, we are paying enough in gas tax, vehicle tax and on tax on vehicle repairs
- We pay enough in taxes now for what we have
- No. Too many taxes now.  
Our taxes are not being well spent  
Most of our people travel 3 times a week.  
For chemo. Etc. Can't pay more.
- No, they are invariably higher than envisaged and are not removed when the initial end of period is reached. ( see Cobquid Pass)  
All citizens outside the HRM and Corridors must be exempt from any fees.  
I don't live in the U.S.
- Why would you not put a toll from Kentville to Halifax? ( where part of it is already twinned) Any part already twinned has had free access- Ultimately, roads are better twinned. Put in speed camera where people are systematically caught and fined.
- No, why was New Brunswick able to twin their highways without tolls?
- No
- No  
Tolls are a tax on an essential service

- No  
I am concerned that, that with a population with a significant proportion of low income individuals and families,  
not only would the expense of highway travel go up but also the price of goods and services shipped here ( Shelburne) would also go up  
tourism would also be negatively impacted.  
Also to avoid tolls might people resort to traveling on Highway 3, thus increasing traffic and leading to deteriorating road conditions.
- Have a problem with the forever aspect of tolls
- No twinning. No tolls. tolls are inappropriate where routes are essential to a region; should only be used on "discretionary" routes
- Sooner the better & the Federal Government
- I support tolls to twin highways sooner
- Twinning is not the preferred option.  
I do not support tolls
- No
- No Tolls we pay enough to the Provincial Government
- Tolls on Hwy 103 would cost \$4.06 - \$ 6.81.  
This will increase in the future.  
Cost of food, oil and consumer products will increase
- Support tolls - No  
are all twinned roads tolled -No!!!
- My opinion may not be an option to Heavily Populated Areas and Majorities
- We should not have to pay tolls  
South Shore people have enough expense to travel to Halifax Hospitals.  
For the past 7 years I traveled to Halifax Hospital at least once a week- sometimes traveled twice a week
- Seems like a money grab

#### Question 4

Do you have any other comments or questions?

- As a general principal I believe highways should be financed from general revenues.
- Bridgewater to Shelburne is not on the list for twinning. At a minimum you need to paint the edge and middle lines on the highway every year. It is the extremely dangerous to drive at night/ at night in rain or snow - you cannot see edge of road or middle line!
- Yes to twinning. No to tolls.
- Tolls or not, let's get on with it! Twinning is necessary. Too many lives being lost!

- Our rural roads are in deplorable condition. They need to be maintained. As discussed my taxes paid for existing tolled roads. It is not fair to ask the South Shore Residents to pay for our portion. Everyone should pay for everyone's highway.
- Some travelers may find tolls too expensive if for ex. visiting hospitals. Perhaps NS DOT can partnership with hospitals/ trucking CO.s etc to reduce toll costs - like a "Mac Pass."
- Safety. Cost.
- Considering safety, roads aren't always the drivers are. Increased policing presence. Photo radar would keep speeds down. For accidents which require medical helicopters which close sections could have land strategically cleared near rest stops for landing air ambulances.
- Let's get it underway. Time on projects need to be set to a time line as soon as possible.
- Your table showing minutes saved. This is speed x distance. What about the person travelling 50km. That is the problem. It is impossible to pass.
- Spend money on improving roads that already exist and across the middle of the lower half of the province. More passing lanes. Don't kill our tourism economy with tolls.
- Don't mess up Kelly's mountain in Cape Breton. Make people slowdown 2 enjoy the view. The other side is just as nice, my experience is that people are slowing down as they approach the NL ferry. Commuters can be given special electronic passes to reduce costs. People travelling for medical reasons should be given tokens or electronic, some other device so they can travel toll free.
- Support and fund increase traffic regulations. Support/ increase/fund maintenance of what exists now. Prove the Gov/TIR can maintain existing better than present day service. If recommend by CBCL that existing damage be addressed. A one cent gas tax increase would more than make up the 30 million shortfall, plus the extra GST/HST gouging is bonus money. Introduce a senior re-test system say 65 years of age a type of re-fresher course. As signage/speed/volume of traffic changes.
- How will tolls be collected?
- If you pave (twin) corridor 1, 2, 8 more people are going to use the new Ross Road to go to the valley, which is going to mean that road is going to be in bad repair. This is also going to deter tourists guaranteed!! You could pave so many KMs at a time each year till it's done. You could also buy your own paving equipment to do the paving and milling out yourselves. DOT could work!!
- To present this as a toll consideration only is an insult to rural Nova Scotians. Tolls require that the poorest Nova Scotians pay for the benefit of all Nova Scotians. This is a matter of marginalizing rural Nova Scotians to the advantage of Urban Nova Scotians. (50% of population pays for 100% of population and tourists etc - not equitable) Vehicle registration & gas tax pays the way for everyone on prioritized basis. Charter of rights - good point. Enforce laws of highway/ speed - phones - education in the schools larger fines.
- Tolls represent an unfair tax on rural Nova Scotians that require access to our capital City The 100 series highways are the access routes to Halifax

- Consideration of a tax credit for work & health Claims  
consider tolls on existing 100 series  
Highways to compensate for new construction
- 1. This winter D.O.T. did a terrible job of snow removal and failed to salt/plow in a timely manner  
2. If an improvement is needed near HRM then it gets done fast but it took 20 yrs to get the portion between Summerville/Broad River to Sable Rivers. This Unacceptable.  
Since medical services are not available in many rural areas the cost of tolls can be very expensive on fixed incomes
- It is about time Government starts to take care of more secondary roads. Small communities are forgotten by Government except when they want more taxes from all. Twinning highways all over Nova Scotia takes one of the main characters from us, and all the visitors that come here, quiet beautiful slow living!
- I live on a 5km gravel road which at this time of year is near to impassible at times. If it snows at least 10 cm it gets plowed, it gets the gravel graded about 4 times in spring, summer and fall. It's time the Government spent some money to upgrade these roads, instead of spending millions twinning new ones.
- Why are they talking Tolls when the Federal Government has 3 million for new road and all the Taxes we pay on fuels to supply our roads  
there are not a lot of roads that poor to impassable in Shelburne and the province.  
The roads do not cause collisions the people using these roads do because the people using these roads DO NOT obey the rules of the road.  
Most collisions are caused by driving too fast for road condition.
- Too much spent on the wrong things.  
We need Health Care- doctors, a new clinic.  
Rumble strips  
Better large speed signs and enforce them!!  
What has this study cost??  
3 trips per week to Halifax for chemo- Impossible to pay.
- In the commuter zones effective transit would be a far better alternative to a toll. The Cobquid Pass has doubled its initial projected toll, as well as being just as dangerous as its predecessor. The end date for the toll has come and gone, yet the toll remains. Why?  
A toll is a Tax, an unfair tax that hurts those most who already receive the lowest province services levels. If you want to do it all citizens outside the designated zone (DCZ) would be exempt from the tolls or be reimbursed 100% of the fees at Tax time.  
Also the tolls must be removed at the end of the designated period or massive penalties be placed on the road builders and managers.
- If you do toll 103, why do you need to duplicate every interchange? Must toll highways have interchanges, further apart?  
Why not toll everyone in the province even if they have twinned highways. I paid to twin the 102- Why can't they pay to twin the 103
- Should we be faced with tolls- we will tax our tax dollar and leave this province

- Twinned roads are intended to move large amounts of Traffic.  
N.S. less than 1 million People.  
Currently the highest taxed province in Canada with the second lowest population  
if the current taxes I transfer can't pay for roads, what is the money being spent on?  
Increased cost of Commuter to Work  
traveling to Medical Appointments  
cost of Fuel and Consumer goods  
Tourists will avoid our area.
- There was a terrible fatal accident on the 103 between Shelburne and Birchtown in December. (They are all terrible , of course This one affected many , many people here because the couple killed were loved and known by so many people) The, plows had not been by, to my knowledge. So better maintenance, including plowing and salting might have prevented that collision and saved lives.
- Who will own the toll installations and the facets of said operation  
The figures of this whole thing reminds me of an old saying  
" Figures don't lie but liars figure"  
there is a hidden agenda to this whole thing
- Impacts of tolls on the Southern Shore and Halifax have not been noted by this study and significantly out way the financial motive of the province in considering tolls. Services have been centralized in metro, rural residents are already disadvantaged without tolling our trips to access these required services
- When and where are you going to commence the project?
- Bridgewater at 26.8% to Yarmouth at 41.8% child poverty. Has the government considered the negative economic impact of tolls?  
Try harder to access the Federal liberal infrastructure plan.  
Province needs to pass a law to allow speed radar cams to be used in the province
- Will there be a tax credit for non business travelers?
- Drive to conditions and ability of people.  
If it takes 27 L of fuel for me to travel from Shelburne to Halifax and back the toll will be raising my cost of travel there and back by 50%, not O.K. Fu\*k Off
- Drivers Ed. and more police on the highway
- The first priority of N.S. is Healthcare and Education  
our 100 series highway are fine
- Get busy and get at it within budget  
No tolls
- Transportation Dept. Needs an Oversight committee  
to stop wasting our taxpayer's monies. Building highways by Engineers who cannot design a practical Highway + Interchanges, That are not over designed.  
i.e. 2-3 Million Dollar Bridges across 30' or less Brooks Not Rivers, Blind Spots,  
Intersections on Corners & Hill Tops, Architectural Wonders
- Police 103 Speed
- None