

## **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 traffics 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?

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## 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 anyone's 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.
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### 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 3<sup>rd</sup> 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.

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## 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.

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## 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

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### 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 "twinned" roads.  
To date, the existing "twinned" 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.