

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)

- So we were concerned the Highway 103 is not safe, especially during weather and winter months. The plows are slow to get out - and I have traveled on the highway during these times and there is no salting. And not just the winter months, other times of the year people are in a hurry, and others are not, and there are not enough passing lanes. People driving along at their slow speed - and then they hit passing lane and they speed up.
- Basically I believe we have similar observations on the highway during that time of year, and in some counties, some the roads are better maintained than others. And people are traveling too fast for the conditions. It would be better if people could slow down and drive to conditions.
- The two observations: there are sections of 100-series highway with lots of ruts from heavy trucks passing over them, and the ruts are susceptible to hydroplaning. It is bad near Bridgewater, near Michelin, in places on highway 12, and in New Ross area that are treacherous in the winter. I go back and forth to the valley 20 times a month and the level of service on the roads in the Valley is admirable.
- I repeat what others have said, but would add more law enforcement would help with safety issues, and get people to slow their speed. We should stop transport trucks from passing in the winter, and create modification of roads, so you cannot be passed unless they are going 50 or something. I travel Highway 103 every day, but the quality of road is not too bad. And my concern is with doubling the roads we need to maintain, and these tolls that are supposed to go away, are not going to go away because we will have twice the amount of road to maintain.

Question 2 & 3

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

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?

- There are other options I believe as well, like lane separation. I have seen this in other jurisdictions where there are metal dividers, and that would mitigate the level of head-on collisions on the highway, if regulations would allow for that type of thing.
- I like the comment about the steel barriers, but cable barriers, as a motorcycle driver, are not acceptable
- I second the young lady that made the comment on the winter times. We plow for the Department of Transportation on the highway, and we are only allowed to use so much salt. We have to use only so much, and then go back to the base, and by that time there are people off the road. When Gerald Regan added the 2 cents per liter on gas, then in power was John Buchanan, now there's more tax being added on and if you add up the tax that is being added on, it's just too much because we are funding other programs and not just the highways.
- I think the barriers are a great idea. The only thing I can think of to add to that to help with night time driving is if the barriers could be at a certain height to eliminate the ongoing vehicles glare from the lights.
- Lower speed limit for trucks
- CBCL was asked to cost out the twin highways, but will somebody be asked to cost out some of these other ideas to compare with the twin highways?
- I have been traveling the 103 for 20 years now, from here to airport. What I see is a lot of traffic going to Halifax and to New Brunswick. But put a highway between Hubbard's and Halifax. This traffic slows down on 100-series highway; slow and dangerous and you can get rid of the through-traffic. Once that highway is built put a toll on it.
- There seem to be almost no passing lanes coming west bound once you pass Hwy 12. And you get all the truck traffic from the Valley, and there is more coming east than going west. And yet you get behind these slow moving trucks, or people that want to get somewhere in a big hurry and there is nowhere to pass.
- Generally twinning of the highways is the best solution for safety and convenience. But the question is how to pay for it? You're going to be taxing all the entry points into Nova Scotia. We are already doing it down at the Cobequid Pass, and it's a real cost for

personnel. Tax the ferries coming in. Possibly have to move it (Cobequid Pass) at some point even though it's almost paid for now, but I know the province already put an extension on it. I love driving on a twin; it's a much safer situation. Also, I had the pleasure of driving the Ingle Point turn-off and I can't figure out why it's there.

- People are killed in that area, and if that 20 million were spent on highways they would not have been killed...
- Another option I would like to be considered to improve the 100-series highway is wildlife corridors to help conserve species at risk, and to help reduce impact and collisions of wildlife – we do need to broaden our thinking at the time lines, and how we are looking at getting around and think about things like buses and commuter rails to run from rural areas to urban areas of our province.
- We are one of the few businesses on the 103, and I don't know how the twin will affect us yet – but did you take into account that this is a feeder highway, which would qualify for 50/50 Federal funding under the legislations, and funding from Ottawa 70/30 – is that included in the study?
- Has the province explored the idea of a bond issue? They can be issued by the province at 4%, using the gas tax which I assume MacNeil will reduce, with the tax on the tax. Then use the revenue on the gas tax to pay the interest on the bonds.
- Surprised no one has mentioned – the idea of the tolls already in this area. I paid \$7.50 to cross a ferry the other night, which is surprising coming from New Brunswick where you cross a waterway for free. I have not heard anything about the impact on tourism, is that just folding in? You're cutting up into the Windsor Valley and also to here. I'd like to see a feasibility study of the other options. I am sure the people in here are not traffic or transportation experts. I'd like to see a study on the causes of collisions; it's hard to make comments without knowing what the causes are.
- I am definitely opposed to tolling and always will be – 100% there are other avenues. Nova Scotia experiences one of the lowest gas taxes this way of Ontario. As much as I hate taxes, tolling is just another form of taxation. I know you don't want to hear that but that is this option here. There are other options, and some of the roads need to be dealt with in another fashion. I have traveled all across this country and as a second class citizen that has to pay to get out and back into my province, it is disgusting. The only other province where I need to pay is the 407. Cornwall to Detroit I pay nothing. Why are we expected to be any different than any other province at 15.4 cents per liter on our provincial tax, and the second smallest province in Canada? If we can't twin our highway, maybe we need to retract the money to World Trade and Convention Centre and promises to the ferry, and maybe the Bluenose should sink.
- Added to that, the effect on tourism, trucking costs will have to go up because of these tolls and it will affect my ability to put food on the table because my food will go up too.

- I have traveled the 103 for 40 years. I live in Oakland, and it was personal friends of mine who passed away last week on the highway. I am not in favor of twinning the highway. Most accidents are people problems. I have no problem with jersey barriers. Tolling the highway - we already pay taxes and the upkeep should be in the taxes, and now being asked to pay a toll to put in another highway.
- Comment about notion of tolls, and the study, and way it was created. Pay taxes to twin highways that already existed, so shouldn't there be tolls on all the highways equally and let that offset the costs of the new ones?
- We are concerned about the costs of the tolls particularly for workers going to city every day and back, and all our seniors on limited incomes who have to go into the hospitals on a regular basis. How are you going to capture tourists without booths on the tolls? I think someone mentioned the 407, and I traveled on the highway in September and there was a sign that said all out of province plates will be charged, and I have not received a bill. When will we start to receive the infrastructure money from government?
- So we are here to talk about twinning. Some time ago there was a tragedy that sparked a law suit against the government that resulted in twinning the highway. Even though there are more deaths on the 103 than 101 now we are being asked to charge a toll. Put tolls on all the highways to pay. The Cobequid Pass, I understand the fees, its saves time and lives. The 103 is used on a regular basis, and is not in no man's land, it's used to go
- From one town to the next, (tolls will) only increase traffic on secondary roads and cause more accidents. I am saying this for the young people, they cannot afford this – someone traveling to work that means \$4 a day - \$20 a week, \$80 a month and..... \$2100 a year. And it would be \$3268 - that's based on 52 weeks a year. Along with new carbon tax and Nova Scotia is the highest taxed province – what else will the families need to pay for tax? How will they pay this tax? Where do I get the money? You tell me - this is what the families are going to be asking.
- A toll might be a good idea, and listen here; I am considering all the other beautiful twin highways and no toll. Why should we get a toll here? Considering the number of deaths why not spread it province-wide and add tax on gas and increase costs of Registrations and Licenses.
- Funding models of highways bother me. The proof of partnerships, and with Ottawa, cost of 103 would be a billion dollars, and if a private business is used it would need to be more – that is if it goes to private partnership.
- I respect the engineers that did this study, but there are bigger social issues. You're putting a ring around the province. Those doing well inside the province are going to do well, and outside you are paying a tax. If they put the tolls everywhere else down the highway (there) will be a charge on everything. It will show up in a few cents more on butter, and a lawnmower and everything else. I think we can't afford tolls. You have to live within your means, but at the end of the day someone has to pay the debt. I think

the south shore has a different case to offset the impact from loss of the railway. Just losing the railway meant loss of big business; but the Valley, who had the rail longer, have so many more KM of twinned roads. I understand the twinned roads from Halifax to Truro, but other than Sobeys and Premiers, there is 60KM from Truro past New Glasgow that was subsidizing. The capacity on a railroad is 2000 containers, last year they did 500. That's why they are trucking from Port Hawkesbury and up. If you look at the Valley, you are going to see 60KM (twinned highway) up from Halifax. And look at Truro, and just past Connor's transfer, you have 60KM (twinned highway). We have 25KM. Why did we stop there? Because that's where Halifax area stopped in past.

- The minister has a statement of interest in land use. He spread out people on large land lots, all those things around Exit 5. Treat South shore fairly and give us 60KM outside of Halifax before we have to pay. We paid for all roads in Porters Lake, and all those other roads, and people at the head of St. Margaret's Bay need to pay too. Pay toll from 3 on.
- I am not interested in P3 highways – it's a loser in this situation. I want to ask – \$4.08 to \$6.81 is that the toll range per vehicle or per axel? At \$6 per axel, anyone hauling from here to Enfield - that gets expensive coming both ways. Will the toll booths be transponders, and like the MacPass where you pay 20 cents less? I've driven from here to Indiana and back, I know around the number 30 highway in Montreal was a God send.
- Question: In regards to paperwork, Provincial highway spending is \$367 million - \$95 million from vehicle registrations, and \$272 million from tax bill - I have an Irving receipt from recently and on \$69.09 of fuel, at 65 liters, there is \$6.52 in exercise tax, and \$9.01 in HST – I see no accounting for that – there is road tax of \$10.11, which I assume that's the gas tax. I have seen your infrastructure improvements. Tore up Main Street, not for the conditions of highway, but sewer, and road tax applied to that for \$5.1 million – and shortfalls in government spending. I traveled the highways for 30 years, and worked on the QEII before it was even opened - and we tore out \$27 million of new equipment and threw in dumpster because someone in government changed their mind, and that's only one project. When are we going to have accountability from our government?
- Living beyond our means - that's awesome and that's where a lot of us get into trouble. This is not the I95, it's the 103 and what you're hearing tonight, and please take this back – the barrier will not cost that much money, compared to building a twin highway. Put in passing lanes and people would be happy with that and barrier. It would reduce head-on collisions, and save people a lot of money, and people would be happy with that.
- I slogged my way through the 100 pages of the report online. We are the most financially viable corridor for twinning, and at 4 cents a KM it looked like we were a done deal. So talking about cost, and 4 cents a KM - but we are talking about 6 cents a KM, and the report also says 10 cents and up to 15 cents after 11 years. So it looks like we are the cash cow for the other projects that are not viable. That's why we have less twinning on the 103. I think if deaths are happening, I don't know why we are doing reports, and I think other people on the highway are scratching their heads and safety should be the priority not shopping.

- We have the province sales tax on fuel and federal tax, then provincial sales tax which is tax on tax. What about all these trucks running out and down from other provinces why are we not taxing them? If we need a permit to enter Quebec, we have to call Quebec. Why do we have to call Quebec? Don't we have someone here we could call, and why aren't we looking at doing something about this – that is registered in New Brunswick if they were registered in New Brunswick, why are there no place here in Nova Scotia to call...
- Seems people do not want highways twinned, or don't want the tax on it. I don't think traffic justifies it, and we can afford it. But we can enforce to make it safer. I went to city recently and there are cops everywhere. Photo radar enforcement would slow people down. If everyone had their license plate photo taken that is going over 100, they would think twice. And give them a bill in the mail. It would drop the deaths and for enforcement you can go a long way. If you want the highways twinned, or just drive safer.
- Barriers – may be a good idea, or may not be a good idea. I am not sure. But what I do want to be considered, if there are barriers, is the impact on wildlife to be considered – think about the wildlife trying to get across the road.
- How are we going to be doing the toll if you get on at 6 and off at 7? Is there a smaller fee?
- Question about the cost – Cobequid Pass was built in 1994 for \$1.22 million and it is 90KM. We are looking at 68KM of half a highway - I assume they would use the existing highway - now they are looking at \$400 million for one highway. The government needs to do real negotiation on some of these costs, and I know the government gets better rates and intermediate rates. Someone has to sit down and it's getting ridiculous with people feathering their pockets
- Assuming we go ahead and twin, and assume we have tolls, how would the tolls be applied? Would I start paying that toll today for a highway I am not using?
- If you did twin the 103 I assume you would start at (Exit) 5 and go toward Bridgewater?
- Existing twin roads we drive for free - I would rather see those tolled as well. Everybody shoulders the cost.
- Two realities – there's the city with new condo building, and bars and restaurants. Then there is rural Nova Scotia, with a lack of opportunities for young people, and what you are proposing is a tax on rural people and tax on their food and getting to work. It's not right and not fair, and shouldn't be done. This is a tax on rural Nova Scotia. You need to treat people properly and this is not right.
- Most important thing to me is there needs to be something done about our section of the highway. As a health professional, I know it's a reality that people are dying on this

section of highway. Can we add passing lanes on the most dangerous sections of the highway? It's not fair that rural Nova Scotia gets the brunt of the tax. It should be fair across the province. But I believe strongly we should have twin or more passing sections to reduce fatalities.

- Respectfully why if this isn't a done deal would government pay \$20 million for an interchange at Ingle Point? I think that was a slip of a tongue.
- This is David Young – my wife and I have a farm located in Cookville, and the reason I am so terribly opposed to tolling other than its more tax. Every one of my inputs comes by road, by transport. Every one of my produce goes to market by road. Every time they move there will be a toll, a toll, and a toll. Not only will you pay a toll to travel, but when you go to Sobey's, No Frills, or Superstore, you are going to pay a toll. I cannot absorb it. We want to make Nova Scotia beautiful and prosperous – we will be the only province that are taxing and double taxing our people to travel on the road and how will we attract tourism and build our tourism industry? I know one thing we do at least 3 times a day. We eat. And if I had my way, and if I could win 649, I'd be relocating to other side of the Cobequid Pass.
- I have traveled all over the US and Canada. One of the things that's missing in this province is more restrooms. Can anyone tell me where there is a good restroom in the province on Nova Scotia? They are a safety factor, and I don't know where there is a good one – thank God for Tim Horton's.

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)

- My opinion is the 100-series highways need, more improvements, repaving, rumble strips, twinning.
- Truly believe that twinning saves lives. However it must be affordable to business and not a deterrent to individuals to live on the South Shore. Unsafe in winter. Poor maintenance.
- The none twinned area of highway are very dangerous. There are too many vehicles driving below speed limit causing traffic backup.
- Good condition but must be twinned to separate traffic to save lives. People drive too fast! More policing needed. Fund with a bond! No P-3
- Traffic congestion is good
Travel time is reasonable
Safety is not good needs to be improved either by twinning/more RCMP stops (cars going well over speed limits)

- My opinion on the current condition of the single lane highways is that I've noticed more deaths on the 103. I've lived on the 104 for the last 6 months and I have not noticed as many accidents. The 103 is congested and it's difficult to get anywhere on time at times. I also noticed the twinned highway has more care and maintenance compared to the single lane.
- The highways are pretty good for travel congestion and travel time, but are too dangerous

-twinning needs to be done or a division by barriers

- Slow, and not enough passing lanes. Twinning could help with this and also in turn could likely benefit economic development
- The 103 is unsafe, causes unnecessary deaths - too many - and needs to be twinned or to have cement barrier placed between on-coming lanes.
- Conditions change according to the county you are in?

103 is certainly high on the list to be twinned based on the study parameters -

The study answers lots of questions and seems to be well thought out.

- Definitely need to be twinned, especially 103. The cost has to be reduced somehow, to many people from the South Shore are working in Halifax. This will make it very difficult to many people.
- Polite drivers
Timeline to build
History-by previous governments! costs.
Bottomline all the highways need to be twinned for safety concerns and to reduce accidents. Trust issues with NS gov't.
- We don't travel the 103 very often & so it won't affect us very often. We don't want to pay extra tolls (as seniors) but understand it would make the highway much safer.
- All the 100 series highways should be twinned, for the safety of drivers and their passengers.
- Needs twinning on 103
- As of right now there are not enough passing lanes, safety is an issue, people passing when it's not safe. Twinning would solve this problem.
- Satisfactory. There are certainly areas of concern when there is fog or snow. Twinning would eliminate the head on collision concerns.
- As far as safety is concerned, it needs to be twinned.
- I feel that the #103 needs to be twinned, because there are too many accidents.
- Fair condition, but need patch work done more often. We need more policing for speeders.
- More plowing and salt. Policing
- Pretty good overall. In the winter some sections seem to be better maintained

depending upon the county you are travelling. Traffic is moving too fast and many folks are tailgating. Some folks travel too fast for the conditions.

- The condition is very poor in some areas a lot of problem spots are the older areas as well as bridge surfaces, traffic is well managed although you can't control the drivers on the road the road has sometimes people whose driving is [indecipherable word] a safety concern to slow excessive speeders. Travel time is well managed.
- Not safe, unsafe during winter. Salting? ploughing? lines not painted/on foggy nights/not enough

people traveling too fast for conditions (enforcement needed to make people aware to slow down. more not speeding)

- Traffic increased, many areas not safe. especially in winter, road not safe, not salted sufficiently.
- Average condition. Good sections with other areas having pot holes. A general shortage of passing lanes. Causes impatient drivers to take risks.
- *Presently poorly maintained, lack of bush cutting on shoulder and ditch
*Not concerned about travel time
*103 requires additional passing lanes
- Good but they are not maintained in the winter time. Plow & salt. 103 Exit 11 to the 102!
- Good - more maintenance is required, re. Edges of the Hwy & potholes.
- The 103 highway is good for travel time, traffic congestion. Safety is the biggest issue! Upkeep of highway clearing, salt, snow removal.
- -9 minute travel savings not a selling point

-Better maintenance long term rather than large projects that may cause take away from regular maintenance.

- Summer conditions is heavy traffic could be controlled by speed. Winter time better maintenance (plowing&salting)
- Improvements are needed - water laying in areas causing hydroplaning on the 103 Exits 11 & 12 on the 103
- Snow removal should be improved
The towns in the SS have a great snow removal system may be you could ask how they do it!!
- Winter maintenance - plowing not great. Heavier traffic.
- Conditions not good. Better drainage, needed to help prevent hydroplaning.
- Province can't keep one lane free of snow, pot holes, how can they manage double lanes.
- More work on the roads would help to keep the [indecipherable word] safer.

- Unsafe. Highways are congested and the number of collisions - particularly fatal conditions is unacceptably high. Winter maintenance ie plowing and salting - has deteriorated in recent years. I am aware that plow drivers are being told by management not to salt on slippery days. The delay from the time a storm starts until the roads are clear is way, way too long.
- Corridor 3 is a nightmare to navigate. Too much traffic for a single-lane hwy.

I often wonder why snow removal is different from county line to county line. For example, Queens Co. 103 is generally cleared better than Lunenburg Co 103 section.

- quicker salting etc in winter
- I feel traffic and accident fatality rates on highway 103 warrant a divided highway. Some section of 103 v. easy to hydroplane.
- Our 103 near the power dam in Tantallon has pot holes. We hit it hard on March 26/16! The last trip to H'fax it wasn't fixed yet, after we reported it to DOT.
- - 100 series highways are in fair condition thus affecting overall safety.
-poor clearing of inclement conditions (snow removal, icing, slush)
- Not bad, could be a lot better
Poor quality of pavement and pavement should not just be a band-aid - eight to ten in.
Poor management from highway Ched
- The DOT is NOT salting & plowing appropriately due to their cutbacks & shortage of staff & a program they are one for the amount of salt they are allowed to put on.
- 100 series highways are ok. There are issues with rutting and premature wearing which I think need attention. Take care of what you have before you build more.
- Many untwinned sections are not safe. During winter weather, most sections, twinned or not, are not safe due to lack of maintenance - ploughing & salting
- Fair to poor in areas.
I have traveled the 103 for 40 years many accidents are driver errors not the highway.
Slow to plow in past years.
- The conditions of the 100-series highway
-driving according to the conditions
-hydroplaning
- They are greatly varied safety conditions:
Hwy 103 - fair to good
Hwy 105 - hydroplaning issues are high volumes of trucks. Port Hastings to Baddeck
Hwy 102 - good
- I don't travel all the highways, mostly corridor 3. I find the highway is alright. Snow is a problem, highways not plowed fast enough. Poor driving skills of drivers.
- Heavy traffic congestion especially early am. ↑ police on roads. ↑ winter maintenance.
↑ passing lanes. Better visibility.

- -speed
-maintenance?
-[indecipherable word] lines
-enforcement?
Public transportation?
Traffic congestion No
Travel time not a major factor
15.4 cent road tax.
- Education -
Safety - widen - roads conditions, better plowing - salting - water - runs off?
Travel time - not matter (9mins)
Better patrols by police - speed limit and [indecipherable word]
- -Much of safety is driver distraction
-I have no issue with travel time 100km/h is sufficient
-poor condition - potholes
- Overall good to fair. Inattention & inconsistent driving habits are the larger issue.
Cottage traffic fri&sunday.
- Speed is an issue. Many people don't consider weather and road conditions and do not slow down. As a result many cars are tailgating the cars and trucks who are actually obeying the speed limit. I frequently drive from B'water to Halifax and the traffic congestion is worse at certain times but not impossible.
- Safety is an issue.
Drivers uncomfortable with current speeds (driving too slow) Causing congestion due to lack of [indecipherable word] passing lanes.
- 103 - Significant safety issues due to weather, distracted driving & lack of police enforcement. Sections do get congested producing impatient drivers & dangerous driving. Travel time is not a concern for me.
- #103 is very busy & people are impatient. Presently there are insufficient passing lanes in place.
- Drivers get irritated & this causes drivers to drive erratically creating dangerous conditions. Not enough passing lanes.
- -Not enough passing lanes in some areas!
-Poor driving not fixed by twinning. Needs enforcement (drivers)
*Trees need to be cut farther back to prevent/reduce deer strikes.
- I feel that the highways are a pleasure to drive on. However, drivers in my opinion are the cause of so many of the terrible accidents. Driving for weather conditions & traffic; not allowing enough time to reach destination in time and drivers not having the ability to travel on 100 series highways. Too cautious on merging.
- Hwy 103 is good. Safety comes from driving habits and techniques from public?
Overtaking is made dangerous = overtaking only done on passing lanes?
- -It appears Hwy 103 is the least safe of all the corridors based on statistics.
-Traffic can be very congested at peak periods
-I feel many accidents could be avoided with better education of drivers.. cell phone,

texting, etc.

- Recently I was on hwy 103 @ 730am. I was amazed to note the traffic coming west was almost equal to the traffic going east (to HFX). I was driving 100 km & most cars were passing me. (Road conditions at the time were excellent). I also note that many people drive the same speed no matter what the road conditions!!
- My main concern (opinion) is that on the #103 different people drive at different speeds 85-120 and this causes large groupings of cars and potential accidents.
- The highway system is adequate other than having regular maintenance done. Needs more enforcement of speed laws!!
- I don't find highway 103 unsafe. My primary issue is drivers who do "stupid" things. More police enforcement toward wreckless drivers. I don't commute daily but would find tolls cumbersome if I was.
- Nothing wrong with the highways. It's the drivers.
- -Current conditions are acceptable
-Risk for me is traffic in a rush causing passing, high speeds=accidents.
- I am only truly familiar w/ hwy #3 and have travelled this hwy for over 40 yrs.. on a fairly regular basis. I am always nervous travelling as I find the traffic travels to fast and a lot of times to fast for the conditions. I don't find traffic congestion a real problem - only when road construction is underway. We usually travel from Bridgewater to Halifax on average (1hr 10 mins)
- It is acceptable safety wise. Speed is a major factor causing accidents, also inattention, and cellphone use. More policing and higher fine might cut down on accidents.
- Quite frankly the 100-series highways are not awful, but they're not great either. I feel the biggest issue with the 100-series highways is people not doing the proper speed limits. People doing under 100km/h are just as dangerous as people doing over 100. It congests the highways making it hard to pass, which thus makes travel time very long.
- Considering that 100 series highway are built to meet max. speeds of 160km per hour I feel they are safe. Unfortunately accidents happen - often because of carelessness. Travel time is not a problem. Traffic congestion is not a problem.
- Better patrolling for people driving 90km on fat and speed up to 110 in pass lane. Watch for people on phone (text) better training of small vehicle drivers.
- Highway 103 is in good condition (my driving area). It is not the highway that causes accidents. It is the drivers on the highway that do not observe proper driving habits or reduce speed for poor weather conditions. Concerning traffic congestion more people have to travel to Halifax to find work. For the small travel time reduction it is extremely expensive project.
- Low traffic, not enough enforcement. Not all made to "100" single lane hwy's (Such as Hebbville/Italy cross)
- They are good, but way too much speeding. Very little policing. Often travel for 100's of km and never see police.

- Old, poor and in need of repair, not safe for the volume of traffic. Introduce cameras, center barriers, more police presence.
- They are not too bad as is - if people would just drive the speed limit which I admit seems a little slow.
- Highways are good, provided that drivers are driving safely for conditions.
- 1,2,&3 definitely highest priority
ie heavy traffic @ peak times
people get frustrated & pass in unsafe areas & conditions
- Way more traffic & congestion - people feel busier and feel the need to get to places quicker. A lot more medical trips, to Dr. appointments. People have less patience = road rage. They continue to text.. so safety has become a huge issue.
- I find driving on the 103 very stressful and challenging. It is congested and doesn't have enough passing lanes
- In recent years most 100 series provincial highways are fair to good. Hwy #101 can be somewhat congested - [indecipherable word] w/equivalent safety concerns associated with this. (issues Lunenburg Co - winter plow conditions - poor)
- Overcrowded; too many drivers operating at considerably different speeds (well below to well above actual speed limits)
Safety is a major issue for 103 as it is one of the least safe highways in Canada!
- The 103 is congested all the time. This is dangerous. In addition to the commuters who travel daily to Halifax there are people traveling to medical appointments. The congestion slows travel time and creates safety issues. How about more traffic control
- Not enough opportunity to pass safely.
Pot holes every winter. Holes & ruts make it hard to plow well. Parts of the highway don't drain properly causing hydroplaning & ice buildup between Exit 11 & 12. Travel time is fine.
- Heavy transport traffic
-High traffic in summer - cottages, tourists & people also live in the South Shore but work in Halifax. Traffic from Yarmouth Ferry and people from South Shore traveling to Halifax for medical appointments. Not enough passing lanes to keep traffic moving, not enough maintenance on highway. Not safe in winter.
- Traffic congestion. Lack of passing lanes. Too many speeding up in passing lanes. Road not properly maintained in winter conditions.
- On a scale of 1 to 10 with 10 being the best I would give them a 7. Strategically located passing lanes could be added to improve congestion and flow. Rest stops located in areas along long runs between exits. More and better winter maintenance.
- Big difference between sections twinned and those not. Safety more important than time. More passing lanes. More law enforcement of speed limits.
- 103 - Travel everyday, water [indecipherable word], but overall satisfied with the quality. Traffic is not great but not terrible. Travel times are ok. More passing lanes and jersey barriers would solve all these problems. Not enough police enforcement. Transport trucks should not pass in the snow.

- -Hwy 103 overall is a good hwy however these needs to be more safer passing areas, more policing an better visibility (can't see painted lines)
-The rumble strips are a huge improvement and fatalities have decreased by almost 50% since 2012.
- Generally in poor condition.
Safety on untwinned highways is very poor. Congestion is a big problem on untwinned highways largely due to poor driving habits & insufficient passing lanes
- Safety is a concern with poor passing lanes, congestion is a concern as slower moving traffic significantly impacts traffic.
- Re # 103 I feel it needs about 3 more passing lanes. I use this highway (B'water to Hfx) on average 2x per week. Twinning will encourage more traffic; not less. The toll est. for #103 will be a hardship to many who work in Hlfx fr B'water.
- On the 103 speed limit is 100 - many drive 60-80 km in good traffic & weather - when you wait to pass @ the passing lane they would speed up and not let you pass. Then you become angry because you couldn't pass which causes high speeds when you have an opportunity. *Add a passing lane @ Gold River*
- On the 100 series hwys some are in great shape - on the 103 hwy condition for pavement is good-excellent. Safety is poor on hwy 103 with slow traffic, vehicle congestion causing unsafe conditions, as the 103 lacks sufficient passing areas. Winter road conditions - cars travelling to fast for roads conditions.
- Generally they are ok - some areas do not have enough passing lanes.
- Need to add more passing lanes & perhaps barricades in middle of highway
- Our highway are sub standard and need to be improved within the existing structure.
- I feel the condition of the hwy is very good, but should have more passing lanes. As for twinning the h'way it won't eliminate accidents, only the speed and attention of the drivers of the vehicle can help to do that.
- I think [indecipherable word] 100 series highways are passable with caution! Not enough passing lanes between major destinations.
- If there was more of passing lanes from Bridgewater to Tantallon might help.
- Two few passing lanes
- Adequate based on driving conditions but should be improved by more passing lanes.
- Safety concerns is high. No enough passing lanes passing allowed in some passing zones from opposite directions.
- Hwy 103 was never finished on the South West end of province. Longer passing lanes.
- I feel our 100 series Hwy are in as good as shape as any in the country. The biggest thing wrong with the highways at this time is not near enough passing lanes mainly on the older sections. Do not feel we have a congestion problem at this time is our area. Good travel time most all the time.
- There are places where it is certainly justified in terms of all the above. I haven't travelled all of the roads, but they seem quite safe "if" you mind the centre line. Quite good in fact!

More passing lanes would be a good thing.

- Very unsafe. Not enough passing lanes for people who choose to drive faster/slower.
- 103, 101 and 102 are above average condition. Generally they are well maintained and safe for travelling. Often accidents happen due to drivers issue.
- Road conditions are fine - Drivers attentions are the cause of all accidents.
- Good condition. Issue is speed control
- I think they are fine. Just slow down be more attentive, put cell phones away.
- Road conditions are variably good, sometimes pristine, other times unpassable.
- Bedford to New Brunswick = Good
" to Yarmouth = Poor
- 100 series highways appear to be in generally good condition. I drive on rural highways that are not well maintained each day.
- The road is very satisfactory the way it is for the volume of traffic and the present population in our area. With our aging and diminishing population, I cannot see a need for twinning.
- All highways are in med. to fair conditions in the summer. Winter conditions leave a lot to deal with.
- The highways in Nova Scotia is ok with me.
- 103 - Exit 5 - Exit 12
-Condition is ok
-Traffic congestion is based on time of day ->stop lights on highway to control traffic
-Travel time - ppl know how long it takes - leave earlier
-place speed traffic control camera on highway to control speed
- Fairly good condition. Lun Co needs to plow and salt sooner.
- I think the condition of the 100 series highways is acceptable except during storm conditions.
- Generally fair to good
- Fair
- The roads are not the problem
- Good on the whole
- Very well
- Have used this highway from Exit 12 to 7 for last 42 years. Highways is good (stupid people!)
- Conditions for the most part are sufficient. Travel time is acceptable.
- safety 7, traffic 9 congestion 9, travel time 7.
On a scale of 1 to 10. I rate 100 series @ a 8.
Rd construction only - base -9, terrain - 7, composition of material used 8.

- -find the current conditions to be good
-the installation of grouted sides and the center line are excellent deterrents to falling asleep
- I have appreciated the rumble strips and the special lighting. 100-series highways are in reasonably good condition. I don't have an issue with
- The condition is good, with much of it having reached the point of constant maintenance.
- 103/ I think the current safety conditions are a top priority for most Nova Scotians. Travel times are reasonable and acceptable in my opinion. Traffic congestion is not an issue presently.
- The 100 series highways are in good condition. They are well designed for safety. Traffic congestion is good and travel time is acceptable.
- Overall roads conditions are fairly good - could shorten lengthy now passing sections

Safety is a concern & will only worsen w/ volumes.

- Great
- I feel the Hwy's are in great shape in most places
- #103
The highways are good. Not really congested, travel is easy.
- #103
Not a problem
- Apart from the occasional annoying pothole, I have no specific issue with the state of Nova Scotia's highways. Travel time and congestion are not [indecipherable word]. Safety, however, is a cause for concern.
- 103
-The highway as it stands is in good condition
-Safety factor is not good
-Congestion can be horrible depending on the speed of the travelers - some being too slow, some too fast.
- Safety 1st, traffic congestion 2nd, travel time 3rd.
- -Poor condition
-out of date
-congestions (bottlenecking)
-reduced travel time due to slow traffic
- -Hwy 103 is my concern primarily
-Currently there are too many accidents.
-Travel time and congestion are definitely an issue
-I notice an increase in stress and fatigue driving this highway especially in bad weather or dark.

- Inconsistent
 - a. Twinning in some sections, none in others
 - b. snow clearing and salting
 - c. highway surfacing materials seem different
- - I can only speak to 103 highway as I rarely travel other highways
 - 103 is scary! Especially as you get closer to Tantallon
- Treacherous and dangerous more so in winter months. (passing lines not enough)
- 103 is terrible. Safety is a major concern.
- Inadequate in terms of safety, comfort.
- The 103 being the 1st rating, this requires being looked at. Travel time will decrease, but the speed limit will increase therefore speed does kill.
- Safety - poor
 - traffic congestion - fair
 - travel time - fair needs improvement
- Not cool
- Dangerous, no significant congestion.
- Not adequate for present need
- Unsafe
- Too many collisions, the most fatalities on the 103. 7 Exits from Tantallon to Bridgwater (↑ congestion & traffic merging)
- Bad
- Satisfactory. Except for safety.
- Highway 103 is unsafe. There have been too many deaths and something needs to be done soon.
- For me the 100 series highways are satisfactory, however, it has been proven by the many accidents that have happened the 100 series hwy do not meet the needs of todays drivers. Driving at speeds within the hwy speed time are very important and passing when conditions do not add to safety are important factors.
- High traffic volumes along with a poor highway c/ many hills, turns, wind corridors, etc lead to a very unsafe highway. 103 is a highway I never feel safe driving.
- Not good. Have not even finished 100 series ie Hwy 103.
- Regarding corridor 3: I drive the 103 highway semi-regularly. I believe it is currently very unsafe. There are quite high traffic volumes on this highway and very high fatality rates.
- Most are dangerous, because of road conditions and oncoming traffic.
- Very dangerous, winter conditions, lots of ruts lower traffic speeds for trucks.
- A. Appreciate the safety improvements that have been made to Hwy 3 - signage, speed indicators, edges, etc.
 - B. No discussion of Hwy 103 not completed (90km zone West of Bridgewater) and the safety concerns related to that.
 - C. No discussion of options short of twinning, such as increased policing, use of

technology to issue road condition warnings, etc.

- I give the 103 a "B" in summer ,and a "D" in winter. Privatize the DOT. Add this to the ballot on the next provincial election to set the majority input.
 - highways need to be looked at individually and assessed from that
-

Question 2

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

- Another option would be to ensure all revenue thru gas tax & registration is appropriately accounted for and allotted to Hwy projects.
- I personally think driver error & not paying attention cause many accidents but don't know what the answer is to that one.
- Unsure
- I do not know of any other options to be honest.
- Collect more gas tax? How much would be required to complete some twinning over 25 yrs?
*increase vehicle registration fees.
- A definition of "twinning" would be helpful. Could be separated roadways separated by a wide median or a parallel roadway separated by a barrier. I wonder if a 4 lane roadways separated by cable barrier would be economically advisable.
- I don't know
- Stop the waste at work at TIR ex(days wasted on section over 103 at exit 12 1 wk to patch a dozen holes 15 men all so all waste at each base in province any small business would go bankrupt.
- No. Improve enforcement of regulations.
- No. Safety is a priority. More policing along 103 may prevent fewer accidents or possibly constructing a barrier/area of trees or grass in center of the present Hwy 103 would help.
- No it is not the only option. Better police enforcement is needed, with the main emphasis being to enforce using cell phones, texting, impaired drivers (drugs & booz) and over cautious driver (80km) or less.
- No - although it is the best option (most ideal)
-I think there needs to be an increased police presence & enforcement of distracted driver violations & speeding.
-There needs to be increased safety signs & feedback on speeding.
- No. Higher level of policing to stop texting, monitor slow/inconsistent driving speeds.

Winter tires mandatory - Nov 15-Apr 15. Electronic speed fines for slow speed as well min speed-max speed.

- No, there is things like policing, cement.
- No. Will the toll be taken off after 30 yrs?? Who will own hwy & care for it after 30 years.
-increase policing
- With todays drivers and passengers, safety would be more possible if the "phones" were off!
- No!! Give the police the tools they need to clean up the roads
- Not all 100 series need twinning. But busy areas need to be done. More enforcement of path speeders and slow drivers any one under 10k of speed zone.
- No. you could increase enforcement. Photo radar.
- No - Why - Cars are going to fast (more enforcement on highway)
- -Upgrading would help
-Increased enforcement
-Twinning but not automatic first step
- No. May be the best option to prevent head on collisions. However, road conditions [indecipherable word] still presents the potential for same direction traffic injury. Photo radar, increased policing
Barriers, increase width of lanes.
Lower speed for transport trucks
- No - increased policing. Too often I see people driving beyond posted speed limit and distracted by using cell phone.
-Improved passing sections
-more safety information especially truckers 18
- No! Putting extra policing in place and more enforcement of traffic laws and notification to insurance companies would help to get bad drivers off the roads and other to correct their driving habits.
- No, More enforcement, camera/photo radar, jersey barriers.
- No. enforcement of the rules of the road. Barrier dividing lanes of highway.
- It is not the only option
The highways are in good condition but the drivers on the highways need to slow down
More police vigilance would be helpful & better clearance & salting of highways in winter time.
- No their are other options like more policing patrol's
- No, twinning is only one option. A greater police presence would reduce the speeders.
- No! Roads could be widened, more passing lanes added and concrete barriers installed to separate opposing traffic lanes.
- Maybe we could widen the existing highways and add a jersey barrier to divide traffic.
This would be much cheaper.

- -Not the only way to improve highways
 - Wider shoulders - a middle wider section (more distance between the two traffic directions)
 - Twin section that are known to be more dangerous or prone to accidents (smaller sections than proposed)
 - More police patrolling to keep speed down
- No
 - certain areas can be widened
 - more passing lanes
 - lower speed limit
- No, widening existing highways is also an option
- No. Widen lanes & separate with concrete dividers. Add passing lanes where required.
- No. Jersey barriers. change from 30 meters to 80 meters spacing. Similar to New Brunswick widen the paved shoulders, to use jersey barriers.
- Have widening of the road ie an extra lane to provide passing lanes been considered? Perhaps creating a buffer zone between the two sides of 2-3 feet with rumble strip.
- No!! There are other options to twinning (Jersey barrier, K-rail) No cable barriers.
- No.
 - Barrier dividers vs full twinning
 - More passing lanes
- No u could do these instead
 1. Jersey barriers
 2. More policing
 3. Photo radar
- No, too much cost, Jersey barriers, widen existing with jersey barriers. More police.
- -No a jersey barrier to divide oncoming directions
 - Better long term maintenance
 - More presence by vehicle inspection/law enforcement
- No barriers works in metro area use some twinning but not all
- No, Introduce concrete/metal centre barriers perhaps on certain sections of the #103 to reduce /eliminate head on collisions. Also more passing lanes. Safety issues, risk analysis.
- No, it's not the only option, but it may be a simpler option. Get slow moving traffic off the 100 highways. barriers/dividers.
- No, The rumble strips have been a big improvement for sleepy drivers.
- No, cement barriers.
- Concrete barriers would be a quicker and more affordable way to help the head on collisions.
- No. Jersey barriers more passing lanes. And winter temp signs for ice.
- Concrete barriers & one lane increases

-Wildlife barriers

- No, not complete twinning. An alternative would be a concrete divider and widen the existing highway.
- (No.) I think there could be many improvements not related to twinning. I think the rumble strips are a good start but would have to think of other safety measures.
- -No. Option could include: concrete barriers, greater visibility. Safer passing areas.
-Also we need fences for animals
-95% of accidents (as told to us) are speeding/seatbelts/distracted driving so maybe we need to improve the resources/policing.
- Another option is to put cement dividers between on-coming lanes. Or a cable barrier between on-coming lanes.
- I do think it is a very good option, but not the only one. I love twinned highways. They make me feel safe and allow me a more comfortable driving experience. That being said, if twinning is too expensive there are other options like cement barriers and more police enforcement.
- There could also be considered center line barriers and add a lane to make the project cheaper in many areas this [indecipherable word] the previously already in infrastructure.
- No - there has to be more promotion around due diligence when weather is a factor
-address the low lying areas that freeze early
-speed limit 100km/h consistent across the board
-barriers between lanes
- No. Lane separation should be explored as well, in an effort to reduce the catastrophic result of head-on collisions. Technology exists to address this option, such as high-impact [indecipherable word] dividers.
- No 1. center divider/barrier such as Bedford to Halifax via 102
2. Speed management - enforcement; photo radar Lower overall actual speed & manage it at 100 kms. Not current 110-120km/h when marked @ 100.
3. Increase # passing lanes
- No, I think alternative options with less of a cost.
Place barriers in the centre of the highway (to divide) existing highways can be widened. Example would be Bicentennial Hwy
Barriers would need to be high enough to block on coming headlights during nighttime driving glares.
- Jersey barriers for safety
Tolls for twinning to screw the people for ever
- It would be nice but costly - Maybe something like the Bi-High highway would do without a toll.
- Not necessary, just add some more passing lane. I have been travelling n 103 on a daily basis, often 103 is far better plowed and maintained than those that are divided highway ie. Hfx to Tantallon.

- I do not. I feel several more passing lanes would greatly increase the safety. The RUMBLE STRIPS are a great improvement. I feel the twinning is too expensive and too wasteful of land & trees - and would contribute to global warming. I do not like to see out Prov. debt rise. Speed feedback signs are very good.
- No. More passing lanes & programs to teach drivers how to drive on these highways, especially on the ramps both on & off. More RCMP presence to catch drivers going too slow & too fast as well as drivers under the influence.
- Would like twinned highway but the other solution would be double highway with dividers.
- No add 1 1/2 lanes where it is three now add two where there is two now and a divider barrier.
- More passing lanes, RCMP increase speed control, lane separation.
- No. Extra passing lanes would be a good start. Twinning only in certain sections without any passing lanes.
- I think rather than twinning why not create a four lane highway situations as they have for the bicentennial from Halifax to Sackville. This would save millions of dollars and have it done in a lot less time.
- No! More passing lanes is needed.
- No. Could have 4 lanes with center concrete barrier similar to #102 between Halifax and Fall River. This prevents head-on collisions and death at much less cost.
- Barriers would be another viable option as well as more passing lanes; improved policing; radar traps; improved highway maintenance
- Twinning could be done gradually over time as funding permits. More passing lanes could be provided on 100 series to alleviate traffic congestion.
- No more passing lanes
- No I don't think twinning is the only option. I think more passing lanes would help in most.
- No. I'm sure there are other options like : passing lanes.
- More passing lanes
- More passing lanes can help where twinning can't be done. Partial twinning at least
- No, more passing lanes could improve traffic congestion.
- No... periodic additional passing lanes, esp. from exit on westerly.
- No, there is not enough passing lanes. Driving too fast for roads conditions.
- -More passing lanes would help prevent unsafe passing
-Centre barricades (widen not twinned)
-Twin sections not 100% of the way, but where less difficult to be done and therefore lower cost, or higher risk areas.

- No, other options would be
 1. Widening to 2 lanes on each side with concrete divider (similar to bi-hi Halifax)
 2. More policing to slow speeding, which causes risks.
 3. I do believe twinning roaders is a safer options.
- No, widening highway to 4 lanes with a cement barrier in the middle. (as the bi-highway from Halifax)
- - add more passing lanes
 - instead of twinning "corridor 7" just widen the existing highway, the average daily traffic is low and does not warrant being twinned!! You just saved \$491,300,000.00
- No. More passing lanes. More police presence. Divider in middle of road. 95.7 FM radio today mentioned the N.B. roads & the amount of land used, it's much cheaper (widen)
- No. Adding single lane with alternate passing from east-west. With centre barriers (some section are currently on section of 101 Berwick-Coldbrook)
- 1. The best way is by toll
 2. can add more passing lanes in specific areas
 - Raise gas tax - 2 cents or?
 3. barriers added
- Add extra passing lanes!!!
 - The 103 don't need anymore ramps like the newest before exit 5 - what did that cost?
- No
 - additional passing lanes
 - patrol - police
 - lane separation
- No.
 - Twinning is an old expensive solution to an old problem
 - 2+1 roads
 - Increased passing opportunities
 - Trucks right lane only
 - Rest stops?
- No
 - installing additional passing lanes on present highways
- No. Add more passing lanes. better policing. Improve winter maintenance. Rest stops.
- No. More passing lanes. Longer passing lanes. Exit lanes. Wider paved shoulders.
- No - more passing lanes
 - More enforcement
 - More testing & retesting of drivers for competence and safe driving. Need more resources for this.
 - Reliable public transit - eg fast train, good bus system.
 - More responsive slow plowing & salting in winter, appropriate to conditions.
- No- more passing lanes, rest areas. Bigger lanes. Don't think it's a priority.
- No, more passing lanes, longer passing lanes and potentially cable/jersey barriers (however I am not certain barrier would reduce mortality)

- **Twinning definitely improve safety more than any other method. However:
*Good maintenance ie road repairs, snow removal, salting, etc also crucial
We need more passing lanes, esp this end of 103 and *widening roads & shoulders also helps
- Improved maintenance would help.
- No. Higher visibility pavement markings, better paint
Clearing of brush on side of highway & exits
Longer passing lanes and more passing lanes.
Trucking lane only.
- No. Controlled Access to 100 series should be finished.
ie Hwy 103 Halifax to Yarmouth has been under construction for 40+ years.
- No, better education on how to use our highways.
- No!! More money for making smarter, better drivers. Tax breaks for those
[indcipherable word] to work.
The closer you live to exits the bigger the tax break. Those that walk to work get the most. Takes traffic off the roads.
- Twinning is not the only option to improve highways. Driver education regarding speed & weather conditions are needed to improve safety & reduce collisions. Reducing speed in poor weather will reduce accidents and cost less than twinning.
- Alternate transportation - bus or train
Increase gas taxes
barriers
tax the entry points to NS
Toll all roads equally
- More salt volume &/or sand.
Our province needs to meet the volume of traffic & safety.
- If the traffic is slowed down there would be less accidents. Limit is 100kph with the traffic going at least 110 or more.
- No. See C above. Twinning is the most expensive option but have others been explored?
- No! 103 [indcipherable word] to the 101 from [indcipherable word] to
[indcipherable word] for the through traffic. (speed limit 100 km/h to 120 120 km/h)
- No
- No
- No, more care on the highway
- No!
- No
- It would be nice to have but also better supervising of the highway by police
-Too high a toll!
-Truckers can't afford to pay the toll.
- Yes - to achieve any measurable gain in traffic flow and safety.

- It is one option yes. But there are many variables. I am not in favor of PPP like the Cobequid by-pass. The province should be doing it via a Provincial [indecipherable word] issue.
- Twinning is the safest option, although wider rumble strips may help & lane dividers (walls etc) (Twinning will also help the community of Bridgewater expand its base. We need more maintaining & they need roads & access)
- No - I believe there are other options but twinning is the best. Lane separation. Passing lanes.
- Twinning is the best option and the only long term [indecipherable word] solution.
- To avoid fatal head-on collisions, we need twinned highways.
- Yes on 103(3)/104(4)/104(5)

Yes, because human error may (?) be the single most common cause of accidents - what is the proportion of those accidents on the total??

- Best option!
Other options:
 1. Create more passing areas on level portions of 103 to allow more traffic separation, and permit faster traffic to go by.
 2. Minimum speeds of 90-95km on hwys during safe conditions - enforce it.
- I believe twinning is the only option to save lives. Also the speed in which these highways are maintained during storms is also very important (plowing/salting etc)
- Twinning is the best option.
- Twinning is the only option to safety. Peoples attitudes won't change and they'll keep driving unsafe, therefore twinning might prevent head-on collisions. We could use barricades & extra passing lanes as an option.
- Yes!! Absolutely
- Twinning is a good safety option for 103 between Halifax and Bridgewater. It should be built gradually allowing local businesses to participate.
- Twinning should be considered #1 BUT drivers should be following the posted maximum speeds - perhaps more fines should be imposed! Increase police presence.
- Yes it would be ok but?
- Twinning is best option.
Other methods that separate opposing traffic such as jersey barriers and adding lanes would improve the safety and comfort.
- Yes
- Yes, twinning would be faster & safer for everyone.
- Twinning is the preferred option.
More passing lanes needed.
- Possibly not the only option, but I think the best

- No. I feel it is the best long term solution.
- Yes - No headon collision
- Yes
- Yes Firstly, with a program for cable barrier guard rail for untwinned roads.
- Twinning the 100 series is the way to go
- Yes I do
- Yes
- Yes
- Yes
- Yes
- Not the only, but overall likely the best.
- I am sure there are other ways to improve them, but twinning would likely be the most drastic improvement.
- Yes
- For a safe highway yes
- Yes to twinning, cannot think of alternatives.
- Yes, twinning is a wonderful option, along with the ongoing maintenance of the existing highways.
- Yes. Twinning is the best option
- Yes
- Best
- Yes - Don't debate this to death!
- Yes, But there could be more police presence
- It is the best option and safest based on the # of people who travel the 103.
- Twinning is the only reasonable option in terms of safety. Travel congestion is not a problem for the most part. Twinning in terms of travel time savings is insufficient.
- Yes - the only way to improve it is when everyone is travelling in the same direction (less headon). Too many people dying out there.
- It is the best option for saving lives. Appropriate plowing and salting (currently not being done), policing and education are important but twinning is the best way to reduce fatalities.
- No, but I think it is the best option. More passing lanes would help but twinning is the best and safest option. Going from passing lanes to single lane is a safety hazard within itself.
- Twinning yes with use of jersey barriers where needed.
- No. Although it's the best one, other options include cement barriers between lanes or a cable barrier between lanes.

- I believe twinning is the only option. In the past 6 months I've noticed the 103 is the most difficult to drive on because everyone is trying to pass in lanes that aren't passing lanes whereas the twinned highway you can drive at your own pace.
- I do not believe twinning is the only option. Widening the current road beds with improvements to passing lanes and signage. For the 103 hwy improvements could be accomplished alot easier as there are alot of 2 lane sections currently in place, construct barriers.
- Yes - "for me" considering [indecipherable word] meets expectations.
- Yes all other options are "band-aid" solutions
- In my view twinning may not be the only option, however if upgrading is going to be undertaken twinning is the better option.
- In this part of N.S yes
- Yes unfortunately some people don't realize how to drive on the 100 series hwy they go 90 km when you can't pass and 110 on passing sections. They need to be educated.
- In most cases yes. However some may be improved with more passing lanes, or widened with center medians. Being from Cape Breton, now living in Bridgewater, it would appear that the St. Peters to Sydney is proposed more for commercial benefit use.
- Yes! For safety it is the only option.
- No, but it is the best option to improve safety.
 - Better monitoring & law enforcement for those driving too fast AND too slow would help
 - More passing lanes would help as well
 - Barriers should be investigated further, including 3 lane approach mentioned
- Yes
- Maybe twin but no tolls. We already pay the highest taxes, power rates, gas taxes etc.
- I think it is the best researched way to improve the highways
- It is the vest and should be pursued if at all feasible. This is not an expense but an investment in public safety as well as economic prosperity.
- It's the only option that has been put forward to date.
- Yes, but not tolls.
- No, twinning would help, but not only 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?

- No
- - Tolls presented would be a serious economic impediment to individuals and businesses on the South Shore. Cost of good delivered.
 - Cost to market, cost to travel to low paying jobs, cost to travel to medical services, etc. Barrier to living in rural NS.
- -Do not support tolls to twin these essential roads
 - Will force a lot of traffic onto secondary highways which in turn will cause greater expense to maintain. will also cause additional accidents due to increased volumes.
- Should use gas tax for the cost of construction. Toll would discourage drivers to use 101 series. Not agreed w/ the proposal for toll.
- Only if the gas tax is reduced otherwise it is just yet another tax and people are taxed to the limit now.
- No! Tolls cause negative impacts to rural areas, increase transportation of goods costs, reduce tourism, and create additional costs to low income families who must use toll highways. Increase taxes on fuel.
- No! Don't make me pay for something I will not get to use, twin it & then toll it.
- Yes, as long as provisions are made for workers who travel Hwy 103 on a daily basis. This is also to include commuters who travel regularly for medical appointments.
- That would depend. Would the toll end when the highway was paid. Why do they have to spend so much money for reviews etc. Travel time savings are not enough to make a difference.
- I do not support tolls on our highways. It is another tax on the residents of Nova Scotia. Families cannot afford a higher or more tax.
- Tolls would slow down the travel time. Raise the gas tax that way the cost is transferred to those using the highways.
- Only if absolutely necessary. How do we provide for daily visits. Hospital travel. Subsidized for low income?
- If the twinning must go forward, as it seems it is being pushed forward, then by all means use TOLLS! Our provincial debt is far too great as is. The toll cost est for #103 will be a hardship for many who work in Hlfx fr B'water.
 - *By twinning the highway this will encourage much higher speeds than we already have - people driving btw 120-130kph - 120 would probably become the average as 110 is now the average.
- I support tolls but would suggest a volume reduction (yearly pass etc) for people commuting to and from Halifax.
- I don't think we have much choice. Cannot wait 30 years to have these highways improved.
- No, not at this time. Too many people need to use these highways for work & to get to appointments. This would also cause problems on the #3 - increased traffic on a highways unable to handle it.

- The 103 highway does not have to be twinned. We need to repair our crumbly [indecipherable word] on our present roads.
- A lower priced toll (than projected) would be supported by me. There is so many areas of waste in government spending; that I feel money could be found elsewhere to help cover the cost. Downsize the staff numbers in government offices (they are over staffed and overpaid) Lots of money to be found there.
- *Four lane highway with concrete dividing
- No; I believe tolls will be a barrier to travel (to hospital appointments etc) For a lot of people. Plus a lot of folk will choose to use the old highway which will cause another set of safety issues.
-I personally would be willing to pay to go to Hlfx but I only go a couple of times/month. People who travel daily will not want to pay a toll.
- NO tolls
Twin as the government can afford it with NO TOLLS.
- No. Traveling every day I pay \$240 a week in gas. I simply cannot afford when there are better options.
- No, not having overpaid consultant do studies on obvious needs is a good way to save the 30 million you claim is needed.
- -toll stations stop traffic and cost a lot of money
-rather increase registration fees or gas tax
-people working in Halifax can't afford to pay toll
- Yes
- Yes - save lives, reduce collisions & vehicle repairs.
- Yes I absolutely support twinning! By some means saving lives is paramount.
- I do not support tolling on the highways. I believe the best option is to add a toll or tax on all entries to NS - ferries, roads, air flights. Anything that involves entry to NS.
- No. Cost more for to deliver goods. Cost approx 12.00/day to travel from B'water to Metro which the worker can not recover.
- "NO" Average worker traveling to Halifax would have to pay (at the lowest toll) \$2000.00/year
- Only if tolls are reasonable.
- Tolls are a possible part of the picture. Unmanned electronic systems and discounts to frequent users & commercial volume traffic to offset costs to delivery at services. (Groceries & retail goods)
- Yes to twinning. Yes find a way to make everyone pay a toll. Everyone using highway pay toll. Camera take license plate # bill through the mail to each individual electronic passes.
Feasibility studies cost money. No more studies
- Yes, because driving to Halifax is not an enjoyable drive. It becomes a challenge dealing with bad drivers passing or cutting into the one lane. There is a heavy commercial traffic using #103 which adds to safety concerns. Also higher risk of accidents during tourist

season.

- No. You need to do spending accountable with what you income from road tax, HST, income tax before to cost's of toll are added to the cost twinning these highway.
- It depends on how much sooner they would be twinned. A year or two won't matter. 10 years would matter.
- No. Use the gas tax, registration and safety inspection fees - also fees for licenses & plates to pay for the cost of the highways. Atlantic lottery funds?
- Why should we pay tolls when other highways were twinned without tolls. Why are our taxes not enough to pay for highway improvements. Poor planning on the governments part should not hurt residents wallets. The tolls will deter businesses from coming here & maybe tourists too.
- Polls could be viable but this penalizes the business in South Shore region. There is a fairly large amount of truck traffic (Michelin, Freeman's, Irving, etc). What would polls do to them
financial results
- No. Other areas of the province do not have tolls on twinned sections (eg Truro-Halifax) A toll would be an unfair burden on the South Shore which is already disadvantaged. Why would a business choose to expand or invest on an area with these additional costs?? INCREASE GAS TAX! so fair to all. Please twin 103!! If toll is absolutely necessary charge on ALL twinned highways. Be prepared for additional volumes on secondary if toll implemented.
- No; it would have a negative factor for the cost of living on the South Shore again. Added tax and surcharges will make everyday costs increase for the common citizen. It will probably have a negative impact on Tourism where the tolled highway sections are located.
- Yes, I do support tolls, providing they are reasonable & passes are available for frequent travellers. (eg Truckers, van pools, those travelling to medical appts, etc)
- No but don't double dip
- Yes. Support user pays. Other free route exists on South Shore (ie Hwy 3) However as cobequid pass experience shows, most motorists would choose the 103 with its tolls.
- No
- I am not for paying a toll, because everything is going to raise in price ex:Trucking of food for example. It will be low income families that can't afford things now, so how can they afford it.
- ???
- They only way I would support tolls is if all 100 series highway were tolled.
- Why. No!!
- Prefer no tolls.

- how will tolls be handled, booths at all entrances to highway, limited entrances, toll booths manned or unmanned?
 - Tolls charged prior to build or only starting after completion
 - A survey of residents who work in the city, how that will affect them
- Yes, a reasonable toll. Under \$8 round trip highway 103.
- Only if it makes sense and only after all options are exhausted.
- Should look at other options first. No to tolls.
- I don't agree with tolls, because I think it's unfair to all Nova Scotians, also I think it will put more traffic on the #3 which will result in more accidents on the #3. Everybody from HFX South has to pay to go to HFX coming from other way don't have to pay like from Truro.
- Yes, I want it to get done as soon as possible.
- I think they could create 4 lanes without actually twinning.
- Yes - sooner
- Sooner! If a priority what is the time span for this go?
- Yes, support tolls!
- I do not support using tolls, we pay enough of taxes now.
- No Twin
- For some! What is a small toll no more than a cup of coffee
- We should be able to pay a little money for tolls, as most people who drive have coffee whenever they want it!
- I support tolls if they are applied equally - toll all highways or none.
- Yes, could use same automated system as Hwy 407 in Ontario which seems to work well.
- Yes
- I do not agree with tolls period.
- Yes but not the model presented.
- Yes, [indecipherable word] cost is reasonable & daily travellers would have a way to cut their costs.
- I am open to tolls but the fee would need to be quite reasonable.
- No
- The tolls should be lower
- I support tolls but should be distributed equally; most if not all 100 series highways should be tolled; an increased gas tax would work.
- No
- No, the affordability of the public will make it impossible for people to travel.
- Cost is a big concern?? And over a 30+ year plan, where would the cost be??
- Yes, I would support using tolls.

- Yes, I support tolls for the highways.
 - No!!No!!
 - No, government should use gas taxes for roads, not government waste.
 - No!
 - Twinning is the best way, but if it is tolled its putting a price on peoples lives that are priceless. The objective to me as a first responder is to reduce the death toll by head on MUA. Accident will still happen either way but more people will live with a divided hwy.
 - No I don't think [indecipherable word] is using tolls to twin the 103
 - No my concern is the trucking fees who will pass on the cost to consumers.
 - I do, I would pay 6.00 to travel from Bridgewater to Tantallon
 - Yes
 - No
 - Yes
 - No!
 - I do not support the tolls. It was 30 years ago that the options of twinning came up; If it has not been budgeted in by now why should we pay for the governments shortcomings. It is already our money that will pay for the road why should we continue paying and pay for it twice?
 - If you toll 2 highway [indecipherable word] tolls on other highways.
 - Yes
 - Ok with tolls, but keep them sensible.
 - No!
 - No. I worry about those (the [indecipherable word]) who are at a low socioeconomic states to pay for tolls. Tax on Rural Nova Scotia.
 - Also start a toll at interchange 3, if there must be tolls.
 - No, we do not support using tolls.
 - We would support tolls if the government collects the tolls to pay off the debt.
- Not a private partnership
- Yes - this would allow hwy 103 twinning to move forward quickly.
 - Yes, what is a life worth.
 - NO!
 - Yes I do support tolls. Anything to make it safer and seed up the process.
 - No
 - No
 - Yes, I would be willing to pay the toll, but where is our gas tax being spent on.
 - Tolls would be a hardship on many people.

- No, majority of S/S Res would find tolls a burden.
- No, I don't support tolls many folks travelling the 103 can't afford the increased cost potentially an additional \$14 per day. So if we twin and toll it will force many people to travel the old highway therefore increasing much more traffic along those routes, therefore increasing the danger for cyclists, walkers, runners, and people living in that area.
- I take exception to the way the question has been framed. Residents along the 103 helped to pay for twinning of other 100 series highways. It is unfair to suggest that we pay for something that other areas have not. This is being presented as an either/or - either pay the toll or wait.
- *I do not support tolls, but
 - Expand tolls from exit 2-12 and charge far less.
 - higher traffic to share the cost
 - twinning to exit 5 was paid by everyone, why should less people pay for remaining longer distance?
 - Increased gas tax would spread the cost over more people, not commuters primarily and the smaller numbers of people (eg seniors)
 - Why consider only tolls paid to builder? What about the province owning the highway and toll 103 all the way to Halifax and cut the rates? (However, I do not support any tolls)
 - Drive more traffic to route 3
 - What about people entering the highway at places other than official exits? Access not 100% controlled.
 - There are commuters that travel Hfx to/from B'Water everyday. - \$4x2 ways is punitive. \$40/week.
 - *-Cost of goods/manufacturing affected by tolls! All the way to Yarmouth.
 - Tolls will never go away once highway is paid for. Don't give our highway away. No P3!
- I am not in favor of tolls. I believe there are other ways to generate money for these projects. We pay extremely high taxes presently and tolls are just another tax. Tolls will never go down in price, they will only rise over time. (same as other taxes)
- Support tolling everyone in province not just new highways. Gas tax [↑] Do not penalize people on South Shore.
- No, I do not support tolls for highway 103
 - No -People need to travel to Halifax for medical needs which is expensive, not needing more costs.
 - foods, products trucked into B'water will raise the cost of living for locals
 - could harm tourist trade, which we are trying to build as an industry - revenue
 - families in Halifax & here - should not have to pay tolls to visit each other
 - seniors and low income should not have to pay
 - people not able to pay toll, moving to lesser upkept roads will likely have more accidents
 - there are other possible options for funding
- (No.) In discussions w/ other people they feel they could not afford the tolls if travelling everyday and would probably have to use the old hgwys, and that would cause many

dangerous conditions.

- No, I do not support tolling Hwy 103. I do not see the "9 minutes" of time as an incentive.
- Yes to tolls if shared by all twinned highways.
Prefer option of increasing gas tax as an option for serious consideration.
- No, I do not agree to tolls. This will cost more to the taxpayers in different ways; cost of trucking in food & supplies.
People working in the city would be paying way more in tolls than they would get in wage raises in years. Make hardships for people traveling to the city for medical appointments.
- No!! I travel this highway 5 days a week for work. If I have to pay toll of \$10.00 each day that means you may as well take \$50 off my pay cheque each week! That leaves me with \$50 less to put back in the economy. I am only one person, how many people on the South Shore are going to lose that 50 dollars, week after week, after week, after week - year after year, after year, after year!
- Maybe. However, there should be a way to reduce toll fees for daily commuters. Also, other Nova Scotians have the benefit of not paying a toll. Why not tax gas at an extra \$.01 a liter across the province.
- Cable barrier safer for animals crossing.
-I would suggest tolls, only if the most economic method of dividing a highway were implemented for safety purposes
-our table wonders why only travellers using new twin highways must pay while longstanding twin highways are free.
- Not necessarily. Other sections on Nova Scotia's highway system are twinned and there are no tolls. It seems unfair. That people in and around districts close the unsafe corridors must pay. Also tolls will slow traffic. Perhaps the cost could be spread out province-wide through increased user fees at DOMV, or by adding a surtax on gas also province wide. Or, if there is a toll, be sure it starts at exit 3 of the 103.
- Twinning is definitely my preferred option, but I WILL NOT support the use of tolls. It's Nova Scotia where wages suck and the cost of living is very high. Myself, and many, express concerns of paying for the tolls. I will bypass the tolls any opportunity I can. Which will make the "old highways" more congested and probably more dangerous, because many will be driving them to avoid the tolls.
- Twinning is my preferred option but I do not agree with tolls. I avoid the tolls on the 104 by going through Wentworth Valley I feel as if everyone would take the old highway to avoid tolls.
- There should be no need to twin there should be able to make improvement in safety in the 100 series highways but there is an excessive amount of strain on people who travel the roads regularly or to work.
- If twinning is the only way - toll all major highways. This would lower the cost per km and all Nova Scotians would contribute. Has the province looked at putting bussing in place across the province?

- No - would make area less competitive with metro large population - & growing
Put a toll on cent per litre of fuel -4 to 5 cents per -
- I could support limited tolls, should consider minimal & including existing 100 series that are now twinned!
High tolls will affect rural economy prices.
- 3. no toll
2. raise price on gas 203 cents per litre rather to charge tolls - in this way all Nova Scotian would share the expense for twinning.
1. more efficient government spending
- Which is worse - toll or more tax on highways
tax spreads the cost
tolls prohibitive for daily/frequent travellers
ie work, medical appointments, etc.
- I support tolling highway. Having an easy commute from the HRM area could help in development of Lunenburg County. People could choose to live outside HRM and have a good safe commute to the city. This would be very advantageous to the development of the county.
- Absolutely - I would like to see it done before I pass away, hopefully of old age. Tolls are fair as it is user based not general tax revenue based.
- No tolls
- Two approaches could be employed
1. Increase gas tax for a portion of the revenue required and
2. have a toll charge
Fully employing toll charges to fund twinning would mean that the frequent users would be required to do the heavy lifting/paying the major portion of the required revenue.
- Yes, I support tolls, but I am concerned about the cost, particularly for people who commute to jobs in the city, and seniors who must travel to the city for ongoing medical appointments. Tolls might also push motorists onto the parallel hwy 3, increasing significantly the number of vehicles on the secondary highway. User pay.
- Having being used to paying tolls I would like to see 103 twinned and if started today it should be completed in two years (This is highway 103)
- Don't mind tolls as I only go to Halifax a couple of times per month couple be a hardship for people using the highway daily.
- I do not support tolls. Ultimately the most fair approach is to adjust the gas tax so that all Nova Scotians pay accordingly.
- No! Way! We pay enough on gas/diesel fuel&RMV
- No
I oppose to all tolls in province NS
- No tolls
- No. 1. Revenue/tax not practical in this economic climate
2. Fuel tax dedicated to highway upgrading is a better "user pay model"
3. Tax all twinned highways, current and future.

- Yes, whatever we need to do to twin the highway.
- No. 2 tolls booths staffed 24/7 on every exit equals no savings.
- I am not in favor of twinning using tolls it is one more tax I worked for TIR and seen too much waste.
- No. It would cause our living expenses to increase. Example: Food, gas, etc. Trucking costs would go up and in turn my living costs.
- No. Tolls are not my preferred option.
- No
- Maybe, but the tolls should be reasonable with some sort of relief for low income as well as reduced rates for daily commuters. The govt should also retain ownership & ensure toll money is spent properly on the road
 - The suggestion to consider a special gas tax for twinning is a good idea
- No. Will government compensate the effect on the economy by decreasing taxes. Good will cost more and people will have less income to spend on more expensive goods.
- No
- No
- No. twinning doesn't slow people down & obey speed levels.
 - persons on limited incomes, only adds more financial hardships for these people.
 - Enforcement & high penalties - also will bring in revenue.
- I support tolls - but not forever - ten years or so. Keep tolls like cobequid (lower fees with pass)
- Absolutely not!
- Absolutely not. Again we pay very high gas taxes, power rates, income taxes, now we may be asked to pay a carbon taxes or cap and trade which get add 5-10 cents per litre or more.
- No Tolls
No P3 - losing situation.
- No - we need to find an alternative so that Nova Scotians will not only have highways but will be able to afford to drive on them.
- No.
 - The working person cannot afford tolls
 - The cost of living will increase
 - stagnate the economy
 - negative effect on tourism
- No. I do not support tolls. I do not support any form of P3 partnership!!!
- I am not in favour of twinning unless all twinned highways are tolled.
- Higher gas & diesel taxes to defray costs. Tolls perhaps for some of the twinning.
- NO!

- No I do not think we can afford it. We pay higher taxes than a lot of other provinces do now. There's got to be a limit. Once there in place they will always be there. Spend more money on the feeder roads and leave the 100 series alone.
- I do not support tolls to twin highways sooner. Tolls will increase costs to residents in communities served along the highway network. Food, clothing and all goods will increase in price due to tolls being passed on to consumers. NS residents are already one of the highest taxed regions in Canada & adding a new tax (toll) will only make it harder for citizens to make ends meet.
- It would depend on the amount of toll. the \$6 toll each way [indecipherable word] add 50% is the cost of a trip to Halifax. Daily trips can be costly for those that commute each day.
- I would support using tolls to twin these highways but I would hope that the price would reflect the amount that people in these rural areas could afford.
- I would find it acceptable to pay a toll if all 100 series highways were tolled equally -> provincial tax money was used for construction of existing highways. User pay should be implemented for all to reduce or equate community costs.
- Yes, however I do believe the tolls should be as low as possible and put the tolls at the beginning of 103 to share cost.
*Particularly I think the Exit 5-Exit 6 section should be twinned.
- 100%
- No
- No tolls
This gov wastes all are money will the new provincial navy please stop spending are money
- Only if its a one way toll.
- No
- Do not support tolls.
- No definitely not
- Not opposed to twinning, but I do not agree with tolls. Traffic cameras would increase revenue by way of issued tickets from pictures of speeders caught on camera.
- Do NOT support tolls

Question 4

Do you have any other comments or questions?

- Good opportunity for citizenry to express views.
-Bridgewater meeting professionally run! Good crowds, good comments.
-Unfortunately many comments started to go "off track"

- Most of the people I've talked to who approve twinning are people who don't use it for daily travel! This poll or questionnaire should have a questions about how many times a week that person travels the highway, because as a daily traveller of the 103 I believe that the safety affects me more than someone who goes to Halifax on weekends to shop.
- The money spent on studies should have put to work on the highways. The only ones who make money are those doing the studies.
- I travel (29 yr of travell) to the Airport every day the cost of [indecipherable word] is to high fuel/vehicle [indecipherable word]! Without toll 30 yr with toll 0? and then will it the toll be removed?
I have more please call!
I travel to the [indecipherable word] for 28 1/2 yr, 12 yr to go yet. I have no problem to pay a toll for something I can use I will not pay for something I can't use.
- How will the toll be collected? ie (cash-stop&pay, Macpass)
If you travel to and from for work, do you have to pay twice? Will the completed twinned Hwy(s) be tolled as well?
Share the cost across Nova Scotia through gas tax, plate fees, etc
You should include what other options are available, in this package.
- Where is all of the money going on the tax collected on fuel? Eg. 1000 L of diesel \$500 is tax; federally and provincially. In the trucking industry, especially construction, the trucks are often on and off highway 10 different times a day. How will the tolls work for these kinds of jobs?
- Maybe if the money was brought for highway machine, wasn't [indecipherable word] and used this ? Some available money to save many and local involvement
-tolls booth - where located? ticket
-Study for other options on tolls
-trial basis of barriers, speed, police patrols.
- -Re-paint the lines - flash & put rumble strips.
-How much has this study cost taxpayers.
-Are we tolling w/ cameras like the 407 - How will people get off/on ramps - how will they charge!
- Start monitoring & charging for cell phone use - hands free.
-Wider shoulders
-Road maintenance - snow clearing/sand - alternative ways instead of salt - beet juice??
-More info on the breakdown on the statistics - ie - Deaths re: Time of year? time of day? etc.
- Cost to travel from Bridgewater to Halifax 5 days a week return equals \$60.00 at 6cent a km. How are people going to afford working in Halifax when this comes off their wages? Where will the toll stations be located along the 103?

Would it be cheaper to have private companies twin & own or maintain the highways?

- I would like to see a study done on the impact of tolls on rural Nova Scotia. How much will the cost of living go? up due to tolls. How much less competitive will our businesses be? How many young working people are going to move to Halifax rather than live in

Bridgewater or some other rural area?

- 1. We're already paying high taxes and high gas taxes. What portion of the gas tax is used for road construction?
- 2. People are saying that if the hwy is twinned and tolls are charged, they'll take the old hwy. Has that been factored in as a safety issue?
- Added traffic on the old hwy 3 of people trying to avoid the tolls will degrade that road and make it less safe for motorists, pedestrians and residents.

- Do the cost estimates include bridges for recreational vehicles? I personally do not want to pay for that!

What will the speed limit be on the 103 if twinned? How are the tolls to be collected? Booths at each exit? transponders.

- Be fiscally responsible with tax \$\$\$. Will the already twinned highways be tolled?? What is the future commitments of a change in government to honor the tolling.
- Cost for motorcycles?? One toll for 103 - Halifax/B'water or multiple tolls?
- Does the whole province have to support twinning and tolls or is it section dependent?
- Have upgrades other than twinning been considered?
- How many toll booths would be along the 103?
Cost of toll booths?
What is the expected cost to man these toll booths?
- How would a toll booth (if this is the option) be managed? Concerned that driver would hop on/off the highway to avoid the toll & [↑] traffic on Hwy #3.
- Once a rate would be set per section of highway, is that rate subject to change? If so, on a regular basis?

-Is there going to be any controls over the lifetime of those rates? and by whom?

- Once the cost of the twinning is paid will the toll be removed in 30 years?
- If the government decides to go ahead with twinning. What happens in 4 years if we get a different government in province. Will the twinning still progress?
- Twinning seems to be the only option being presented to improve safety. It also seems to be the most expensive. What are the other options? Have they been explored. Very surprised that there is not a bigger reduction in accidents forecasted as a result of twinning. Are there a number of small improvements that would achieve the same results for less cost?
- Was it necessary to built an exit for Boutilier's point & clements port & possibly more. How much did this cost.

Where is the toll booth going to be located!!

- What about other areas that have already been twinned? Will these roads have to pay a toll as well or will they be expected to share in costs.
- What is a jersey barrier??
- What is the role of the federal government with regard to the twinning of the TCH route 104?
- What locations would the toll booth be, at beginning or at the end of each highway.
- What toll collection methods would be used?

What is the preferred method for financing & ongoing operation?

What rate could daily commuters expect.

Concerning the slide on costs, is the capital expenditure for new construction consistent year to year & does it reflect an annual amortized amount of the full capital cost?

- -When would tolls be applied?
- -Would we pay for years before we see improvements?
- -Why are existing twinned roads not being tolled.
eg: Hfx->Truro on #102
Hfx -> Tantallon on #103
have we not paid for these already via taxes?
- -What happens to the gasoline taxes?
- Where would the toll booths be located?
- Will tolls remain if they are placed are the only remaining till project is paid for or is there a need to keep them following?
Did this study on cover twinning or look at other options?
Why did you only study one option?
- Will trucks pay a different rate than cars?

What are the other options & the costs to pay for the twinning?

It seems like we only have this one payment option - tolls - presented to us.

Scenario: Get on toll hwy at exit A get off at exit B. Where will the toll be paid, at every exit?

- Will upkeep of secondary roads suffer?
How will they deal with one-time of infrequent visitors to province? re tolls? manned toll booths?
- Possible toll range estimate - when would tolls increase - estimate time range one period of time.

30 yr commitment how can this gov. guarantee this project will be completed.

Will large transport trucks be designated to only right lane, not allowed in left lanes if highway twinned?

- The above is the least expensive method of tolling as no additional personnel is required. Stop wasting money on overpasses that do not need to exist. The new Ingra-part overpass is a good example of wasted money.

Questions

1. Why is money being spent on projects like Ingra-part & highways to shopping venues like Winners (New Minas) and Ikea (Dartmouth crossing) instead of dedicating all new construction money to twinning highways where there are a large number of collisions?
 2. If 4cent/km is the breakeven point for hwy 103 why is 6cent/km being proposed? And in the feasibility study online - why is 10cent/km & eventually 15cent km being recommended? Are users of the 103 slated to be the cash cows for less valuable projects?
- 1. How will this affect the cost of supplies being brought into the area on the 103 from Halifax.
 - 2. If new roads are approved on a government/private basis who will be responsible for their maintenance?
 - 3. How many jobs would be created at the completion of the twinned hwy's?
 - 4. Have other forms of transportation been explored?
 - 1. Will there be tolls per axels for trucks?
 - 2. How long will the tolls exist?
 - Are we spending our current budget money wisely?
How do you ensure future government commitments to these projects?
 - I'd like to see a breakdown of where the highway would go. What properties & lands the new pieces of highway would occupy. Are the tolls on the 103 one fee or multiple fees according to the miles you travel. You said 30 years for tolls. Will they be removed in 30 years? How long will it take to complete once started & will it be done in multiple sections or started at one end and gone through to the other end in one long strip? How many years from start to completion?
 - -I assume that if tolls are put in place tolls would be charged on ALL twinned highways in Nova Scotia even though these are already constructed.
-Monies used for twinning in the past came from various sources, Feds, Prov., etc. so any twinning should be viewed as a Prov. project(s) and these costs of twinning should be shared by all hwy users.
 - Nova Scotians have paid for residents of other provinces to construct twinned highways. New Brunswick negotiated a federal cost sharing agreement to twin highways without tolls. N.S. should do the same. If the south shore #103 is tolled, all existing twinned highways in NS should be tolled. We paid to twin the Halifax to Truro highway and ask for equal treatment.
 - -who will own/maintain hwy pc 30 yrs - is tolls taken off after 30 yr
-widen current roads make two way with jersey barrier
-put speed traffic control on hwy to increase \$ to fix highway.
-will new roads be cleared in winter - no need for new roads if snow/ice/slush is not

removed.

-tax refund for shown "traffic toll" receipts on our taxes to get some relief for next years cost of tolls.

- Date: February 7, 4:30pm

Good evening everyone,

So we're here to talk about twinning the highways. I have a few questions and some facts for you Mr. Speaker.

Sometime ago there was a tragedy on the 101 that's sparked a lawsuit against the government and for some reason the highway was twinned. Great for them. However the facts shows that more people have been killed on the 103 then the 101 but yet we are now ask to pay to have out highway built. It Seems to me if we are going to be charged fee's to have this highway built then I think it's only fair you put tolls on all of the highways including the 101 going forward.

You have the Colquitt pass that is in the middle on no mans land. I can understand the fee's for this highway because it actually does save you money and time to use it. 103 is not in the middle of no mans land, it is used on a regular basis on a regular day for many people, As I said the 103 is not in no mans land, it is right next to where people are living. It's often used just to go from one town to the next. You put tolls on this highway you will only increase more traffic on the secondary road and then you will see more accidents.

At \$4.08 per pass for somebody traveling to work means eight \$8.16 a day, \$40.80 a week, \$163.20 a month, which totals \$2,121.16 a year.

If it was to be \$6.81 that would be a total of \$3,268.16. Keeping in mind that's based on 52 weeks a year.

Along with the new carbon tax and with NS being the highest taxes province I have 3 questions

What else will the families need to sacrifice to pay this tax?

How will they find this extra money to pay this tax?

And as the wise person just recently said to the teachers union. Mr. McNeil Wise words were. Where do I get the money.? Yell me where do I get the money? This is what the families are going to be asking Mr. Speaker?

- Get driver to turn their lights on, when it is foggy, raining or dull. Let others see you.
- I would like to see lowered speeds for trucks & perhaps trucks only on inside lane - they could pass but then return to the truck lane.

- I'm too old for this to benefit me when it comes to driving myself.
- -MacPass with a cap/month for frequent trips ie daily commuters.
-How soon do you want to start the toll before startup or during?
-Shouldn't trans Canada highway be toll free?
- Not only will it cost regular people who use the highway more travel costs, but it will also increase the cost of EVERYTHING. Trucks that carry food and goods will all be affected. Meaning the cost of living will go up to compensate for their travel cost. increase. Everything will be affected by tolling fees.
- Pass for commuter?

Pass for commercial trucks?

- Private construction is more efficient then gov't construction also tends to be more cost effective!
- Twinning does not add up to no death on these highway's. It is wrong to imply that in asking for these toll's.
- We want a yearly pass
- What ever was spent on this study was a huge waste of money. I am going to fight this for ever. We already own the Hwy don't take it away from us.
- When adding more kms cost of maintenance more plows salt etc.
- Vast majority of people here are 50+ yrs old but hwy takes 30yrs of tolls. These people will not be main user of the future hwy. This type of decision should put to public vote/referendum. Not fair users outside of HRM are tolled and main large HWY currently in place and twinned have no tolls to maintain.
Not enough info/options/costs
- -The presentation stated safety and cost were weighted the same - if safety is the main consideration then why were these weighted the same?
-The toll cost (lower end = \$2100.00/yr)(higher end \$3500.00/yr) this is in addition to the cost of gas and wear/tear on my vehicle every year (I work in Dartmouth live in Wilville) travel everyday (5day/wk)
-The gas tax assumption is fluctuating/not fixed as it travels with the cost of fuel at the pumps.
-Study the hwy during rain events to identify the problem areas
-Rutting hydroplaning hwy marker 227-231
- For frequent travellers (workers etc) there should be a way to travel at a discount, perhaps some sort of a pass that could be purchased at a discount.
- N/A
- No
- No
- No
- Plenty: email me and I will send them to you.

- Toll all of the divided highways in N.S. even all of the ones that are already twinned.
- Expedite construction!

Provide a break on tolls for frequent users. Make certain tolls are reduced when the costs of construction and maintenance have been met.

I recognize that I am in the minority on tolling and sympathize with those who feel the cost should be shared throughout the province by increasing gas tax and/or registration fees. Most [indecipherable word] to know that a barrier requires 4 lanes not 2 - there s an issue with [indecipherable word] and toll so a gas tax is fairer overall.

- NB has beautiful roads no toll?

* I am for twinning - tolls if needed.

- I think twinning is a wonderful option to improving highway safety and efficiency, and tolls are a good option for paying for this project.
- There have been many highways twinned in the province that have been covered without tolls. Why can't the 103 have the same amount twinned as the 104 without having to pay for tolls!! The talk should have only been on the 103 only as this is the one local we are concerned about.
- The work needs to begin now, without delay, and without tolls that other Nova Scotians did not have to pay.
- I would like to see the government build this highway 103 and not be in partnership with and outside Co. not like Cobequid pass (if possible)
- -using a conventional approach, do 1 section of twinning at a time as the province can afford.

-I might suggest that #103 has the highest death rate, so would be the first to be twinned; as well 21.6% reduction of accidents with twinning.. #103 should be first to twin.

1. Is there the option of small tokens on the highways to keep costs for the individual lower?

2. Use pre-capital funding to fund the cost of these highways.. that should lower the toll rates.

- Please contact me for further input

*I agree that corridor 4&5 should be twinned as traffic goes to Cape Breton.

*I do not support twinning of Corridor 6&7 as traffic can be split travelling either on Hwy 4 or 105 to Cape Breton

My suggested upgrade to Hwy 103

traveling west bound:

-Hubbard straitaway behind

InnHubs install a passing lane

-install a passing lane west bound directly after Gold River Bridge behind Western Shore

-install a passing lane West bound after Northfield overpass

Traveling East bound:

-install a passing lane East bound near Exit 11 Blockhouse

-install a passing lane East of Rayport Bridge traveling East behind Western Shore/Martins River

- The 103 is getting increasingly dangerous to drive; not as well maintained as it should be or policed; either people need to drive sensibly or it needs to be twinned.
- The 103 is one of Canada's most dangerous highways. This stretch of highway needs to be a top priority. Using the highway needs to be affordable for daily commuters.
- 103 has to be twinned regardless highways 30 around Montreal is 90kms and the tolls is only \$2.50 which is affordable.

25% Provincial

25% Federal

50% tolls.

- It should have been done 10 years earlier. The twinning should not have stopped at Tantallon.
- The faster this can be accomplished the more lives can be saved.
- When do we start?
- The 103 highway is one of the most dangerous stretches of road in Canada. There are far too many deaths as a result of sections that are not twinned. This stretch of highway needs to be Nova Scotias #1 priority in terms of highway improvements.
- As a health professional and parent I am very upset by the number of fatalities on corridor 3. I would like to see the corridor 3 section twinned.
- Benefits Long term. Planning! Must move forward thinking! Start by twinning #103 asap! By twinning #103 would provide new development in Bridgewater, allow Bridgewater to be a safe destination for new homeowners, tourists, business growth.

- Please consider jersey barriers, we cannot afford to maintain a twin highway. Cameras for speeding ticket. Have referendum next ballot. I have a family and find it very hard to afford thing as it is.
- What is cost of barriers, highways, more enforcement, more passing lanes.

Highways don't kill people, people kill people.

More drilling into people mind (educating), rules of road, slow down & obey rules (speed) of roads.

- Consider that twinning encourages use of individual cars. What about emissions, fossil fuel reduction, climate change.

Instead put more \$ towards non-100 series road upgrades. High numbers of 18 wheelers on road in absence of trains causing huge wear & tear on highways.

- I have driven the 401 and 400 series highways in Ontario 3-4x per yr as I have children in Ontario. I feel much safer on this highway then the 401.
- I live on a section of the old #3 highway, between Liverpool & Port Mouton. It has not been repaved in over 40 years and is getting in worse shape all the time. As far as safety, it is in the hands of the driver, not the highway.
- It would be far better in my opinion to pull in our bellies and not spend such money as is suggested to twin these highways. Twinning will encourage even more speeding; as on the old Autobahn in Germany, and encourage more traffic. The couple Heather and David Abriel, who were killed on #103 last week are well known to me & well-loved by me. I don't feel that decisions should be made on the emotions of this tragedy. On the safety chart you are comparing a 63km stretch to a 23 km stretch which is not a valid comparison.
- Where is the \$ that's been added to our fuel - for 100 series highways?
I will not pay toll!!!
The extra work in our area will only make the big contractor richer - when they hire local truck we don't make much \$ - be lucky to get hourly rates - which very rarely happens!!!
Look @ restrooms! on Hwy. Make snow tires mandatory.
- I already pay for the roads in N.S. I don't feel I should have to pay twice for the 103.
- I don't believe tolling is the only thing to consider. There are other options to make highway safer. Better policing. Better speed control. Jersey barriers or K-rails.
You know there is a problem with the highway, yet you spend money on planning & research and collecting information (which is important) but it's also money that could be saved for actually building the highways needed.

- -Twinned highway MAY save lives but tolling 100 series highways will KILL Rural Nova Scotia.
 - These tolls penalize the centres they are being placed on meanwhile towns such as Truro are toll free. How is this fair?
 - Why is government neutral? Don't they have engineers who have an opinion based on facts? This is a major decision being made by a mostly uninformed public. (DANGEROUS)
 - If Government is "neutral" how can a section of hwy with 2000 ADT on Cape Breton be apart of this study? This makes no sense.
 - Criteria for ranking assessment gives projects already underway by the province priority. Projects underway will already have land acquired.. and land acquisition is the most expensive item so it weighs projects with property already purchased unfairly heavier then completely new projects.
 - On projects where we already own most of the required land, let's look @ options that work and are affordable on those parts.
 - What will the impact be to Trunk 3? There will be an increase in traffic on the trunk 3, can it handle this?
 - Look @ utilizing the Cobequid Pass infrastructure once it's paid off. If there is legislation that prevents this.. put the effort into this idea as you've done with this twinning study.
 - I'd like the province to encourage commuter transportation systems (rail, etc..) This is a much more sustainable means to get commuters to/from rural NS & Hfx, Cape Breton, etc.
 - Having everyone in is easier then targetting specific communities (ie Bridgewater, Windsor, Kentville, etc)
- "Toll for one, toll for all"
- We have to live within our means
 - People are interested in the jersey barrier..
 - I recently drove to Nashville and the most expensive toll I encountered was \$3.00. The proposed toll for Corridor is excessive. Anything greater than \$2-\$3 may encourage people to take secondary roads which in turn will cause other safety concerns.
- Nova Scotia has an aging population with many retired people on fixed incomes. They do not want tolls! Tolls will increase the cost of all goods.
- Paying to quickly either by taxes or tolls puts the province at a competitive disadvantage. Twinning has to be evolutionary not revolutionary.

- A gas tax. Everyone would pay.
- Raise gas taxes - all pay
- What happen to the gas tax \$. It would discourage economic development in the south shore area. Many seniors in this area, going to Hfx for appt. the proposed toll rate is not affordable.
- Would there be bulk pass rates for commuters?
Every 100 series highway in the province that is economically feasible should have tolls to pay for the new twinings. (Existing or new) or add 5cent/l to gas tax for everyone to pay.
- Maybe additional taxes could be added to gas tax so costs are spread around. Also instead of GST rebate going back to low income people who don't hardly pay anything in it could be moved to road maintenance for everyone to share.
- Apply the gas & hospital tax to our highways. Also a portion of sales tax. Reduce 10,000 vehicles per day requirement & pavement integrity will last longer. Tolls will discourage tourism traffic. How can NB twin all roads but not us?
- Cut back on public servants benefits, MLAs, salaries, etc. What about highway barriers?
- Government priorities should be necessities, not other things which give little value for amount spent.
- -Stop wasting money
-bluenose II
-yarmouth ferry
-overpass for ATV's at ingram port
-no jersey barriers
- The Provincial Government needs to be more accountable with both revenue and expenses. Start cutting way the bureaucrats and start paying fewer necessary ones what they are worth instead of overpaying them.
- Contribution from Atlantic Lottery Corp funds towards Hwy const.
Longer passing lanes
Trains
Highways do not kill people. Drivers kill other drivers.
- -Don't think report makes any or insufficient consideration of social/previous planning or political decisions directly or indirectly.
Have left South Shore undeserved & deserve special consideration.
-Valley & Truro/New Glasgow got 70+ kms of twinned roads paid by everyone but South Shore only has 30+ paid by everyone... South Shore should get some amount of twinned roads paid for by everyone.. South Shore has been shortchanged for decades since railway removed.
- How about a highway lottery? Take another route opposed to running along the current highway 103
water laying in ruts. hydroplaning.
poor line/lane marking paint
- If we did not have so many people living off the system. Unions demanding too much

money for what they give. More efficiency is needed in government so that jobs take far too long to complete compared to private industry.

- I have Dr. appt in Halifax & Dad is in long term care in Halifax. The 104 is Trans Canada so maybe Federal government should pay. The people from Halifax Truro do not pay tolls & they have a twin highway.
- 1. Tired of hearing the highway is dangerous. The drivers are the problem, not the highway.
2. Do not believe the highway needs to be 2 lanes for each direction if the center jersey barriers are in place.
- -Coming from UK, where cameras are on all major roads & the bill comes in the mail, we have a long way to go.
-What about jersey barriers?
-What about use of speed cameras?
- Where twinning isn't possible divide the highway similar to 102 Hfx to Bedford for example.

The Atlantic provinces are all one when it comes to Tourist!! Make Nova Scotia highways like New Brunswick.

10k cars per day

- -Widening existing highways allowing for trucks lanes
-Propose speed limit of 90km for all trucks, buses, 100 km for vehicles (cars, SUVs, vans)
-additional passing lanes
- Status quo is not acceptable.
-Twin or not
-Toll or not
-2+1
-Enforcement
-Maintenance & safety
Move forward with a viable plan
- -Consider at a minimum, improve enforcement
-adding passing area
-adding single lane alternating from east-west
-what is the impact on the economy
- If you want to improve safety on the highways & pay for improvements, get drivers to slow down and drive safer. Adding photo radar will increase revenue and force drivers to obey speed limits. (It may not be popular!) Better winter maintenance will improve safety.
- More police on the highway lower the speed.
- More police present there are too many people speeding as well as passing when they feel not obeying signs or the law speeding tickets should cost more as one who's been traveling twice a day for the last 37 years I've seen too many careless actions.
- More police present. Use of drones for speeders.

- More policing for speeders. 7 days a week. More passing lanes, and widen the shoulders enough to support jersey barriers. Also a temp sign for winter for black ice.
- Need a highway patrol RCMP. This highway is there only job. Every day this will keep people in line
- See notes below:

Note 1: Driver education on Hwy conditions, driving techniques for overtaking, [indecipherable word] driving technique, driving in winter and/or bad weather.

Note 2: Overtaking on passing lanes is seen as being the only way - overtaking on single lane sis seen as dangerous and most users do not pass there - creates an "Accordeon" problem and leads to impatience.

Note 3: Change the colour of Hwy marking to white (luminous paint)

Note 4: What about increase in maintenance/[indecipherable word]?

- They are big issue with a large number of drivers driving significantly under the speed zone on the 103. If these people are going to drive they should go to the secondary highway. Police should be charge for "slow moving vehicles".
What if some areas want tolls and others don't
Having an increased police presence might be a way of reducing speed which seems to me a big reason for accidents.
- The problem is not the highways its the drivers. To many people text, eating, changing radio station, driver inattention. If twin & toll more drivers will take the "old highway" or lighthouse route. Therefore there will be more head on collisions on those roads. I think we need a NEW VG Hospital before we need a twin tolled highway.
- -Consultation is a great idea. Hope the input is actually going to influence the process.
-Photo radar/speed management
-Center barriers & use existing road bed.
- Government spending waste should be eliminated first. Example: Gold plated retirement pensions after short period of time, etc.

Concerning extra passing lanes - the problem is there are drivers who do not understand how to use them. (Not to pass after line turns solid) Needs more enforcement of driving laws, extra patrols.

Tolls would cause trucking costs to go up this would causes food costs to go up and affect my ability to put food on the table.

Would tourists have access to electronic tolling?

If more law enforcement is increased and bad drivers caught doing stupid infractions of traffic laws and their insurance companies are notified and their rates go up maybe their driving habits would improve.

- Has the province explored the possibility of incased transit, subway (both underground and on top) for areas. Duke street Bedford to Porters lake. Why does the province build round abouts in the middle of nowhere - 101 Hwy Handsport -> Ben Jackson Road - roadside rest area would improve safety.
- My concern is the maintenance cost for twinning highway.

Cost comparison with twinning vs. road barriers.

25% Federal

25% Provincial } Financial breakdown of cost

50% tolls analysis

Collision data -> police report

95% human error.

- 100 highways & their fast speed limits should not have pot holes! At that speed it's hard to avoid. That is dangerous. As there have been many serious accidents o our 103, we feel that most are due to inattention. The sun in the morning & the sun in the evening are hard to see. Maybe a different road direction. More education!!
 - Limited incomes
 - Much too expensive for people on the South Shore who work in or near Halifax and travel each day.
 - We cannot afford to twin our highways.
 - Minimal employment on S/S, folks must travel to Hfx/Dart for employment. Adding tolls which would have come out of their "Take home" pay would result in financial hardships (for many).
 - Do not believe in tolls for highways that do not offer a reasonable alternative. ie there are sections of Hwy 101 & 103 that cannot be avoided because the 100 series road cut through it or used it. Cobequid pass a lovely disaster that Nova Scotians are paying for - money leaves province
 - How much will our food, etc go up once tolls are put on. It would cost someone working in Halifax over \$200 a month extra to travel to work a month. Will anyone even move to Bridgewater when it cost so much to travel to Halifax or anywhere from here - Will anyone in Bridgewater ever be able to sell their home, or will they have to give it away for nothing.
 - -Twinning our highways by bankrupting our businesses & individuals is difficult to justify.
- We can't adequately maintain our current infrastructure how will we provide adequate maintenance for increased infrastructure.

- Unfair to business. Rural NS is at an unfair advantage. Need people to live here.
- The tolls have a greater negative affect on the economy and as well as the costs of goods and services and products you use everyday.
- I wonder how other twinned h/ways were funded - without tolls?

A 10.00 cost to & from affluent areas such as Hali-Dart. would discourage sales & sales = \$ to businesses & businesses = employment & taxes to support local area.

- If you charge tolls, people will avoid the 100-series highways and more accidents will be on the #3-series highways
- What pressure would be placed on the secondary roads/alternate routes?

-traffic congestion

-maintenance

Would not agree with a P3 model

- All 100 series should be tolled; not just the new sections.
- Is there a plan to put tolls on all 100 series highways already in place so that Nova Scotians are treated equally with regard to their use of the 100 series highways?
- keep tolls within reason
- What if all 100 series highways were tolled? Every km of all 100 series highways if tolled would spread the cost of highways improvement to all Nova Scotians. Tolls could be lowered this way.

It is not fair that the cost of improving NS highways be paid mostly by the residents that live in the area of improvement.