

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)

- We talked about the overall conditions of the road, and it is not that bad. The road is in good shape. There is not a lot of traffic congestion, but not enough passing lanes and we know people that have lost their lives, but it's not the condition of the highway, but it's where the passing lanes are. The travel time, it's 45 minutes to an hour for Halifax. The issue is with safety, and passing when you're not supposed to be, and speeding.
- That's everything we had on the list.
- I'd like to add in regards to highway safety and rules and regulations - I have traveled that highway for a number of years, but there is not nearly enough RCMP presence. Any time I come down that highway, I am usually doing 110 and someone is passing me - and there is a cop car hidden ahead and then they drop to 90. More RCMP presence would help.
- We had two conversations – The way we looked at the overall picture is the roads don't seem bad, maybe need more passing lanes etc. But bigger picture, there is no denying how much safer divided highways are. It's the toll and the cost of the toll. Regardless across all the province, whoever gets an upgrade, or a toll, we are all paying it as a province. If people are coming off of the ferry - these people are coming from where there are better highways. If we come up with one toll, be it \$5 or 10 dollars. There are people saying they don't want to go to Cape Breton, and it may be because of the highway. And I just went to Porters Lake and I loved the twin highway, and didn't like it when it ended. If it has to be tolls, so be it. Money has to come from somewhere and we are all paying it anyway.
- Most everything we agree with. Couple of things – if you're going to pay tolls why not all highways pay a toll. And I know there are ones already built, but why should I have to pay to go from Bridgewater to Tantallon, when people going to Truro from Halifax, or Tantallon to Halifax, they don't have to pay. Highways are pretty good. I commend the Department of Transportation for keeping it that way. Others say there is slush – of course there is slush – just reduce your speed. There is a difference between speeding and going too fast. When you get out on the highway in a snow storm – the RCMP cannot ticket you. We need variable speed limits for the weather conditions and have the Mounties out there, and people should get fined or lose your license for a month (if you go over the variable speed). What you can do, that is not that expensive, [at the spot] the one where these people just died - and I think it was the same place the young

fellow who died last year, - put barriers up to divide it in the bad sections where the accidents happen. They do usually happen in the same areas.

- I respectfully disagree. I travel 4500KM a year. I find winter roads to be dismal – but as far as I know, they closed a section of the 103 today because of conditions – we should not see road conditions like we have – as for roads and speeding, if you are driving at the speed you are comfortable with, and you have snow tires and a safe vehicle you should be able to do so. It's inattention, and speeds have increased 10-30 percent. People going too slow also make it a problem. I have a problem with the toll not with the road.

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?

- Highway - I have traveled on it for 40 years now. And the engineering of that highway in the 70s has outlived the present. Twinning would be an improvement but there are sections that accidents happen in the same places – within a KM of each other. Improved engineering, coming up with the proper plan. I am a volunteer firefighter and (when you're) traveling (on the 103) and it opens up to 3 lanes and goes up the hill and then it's down to 2 and then around the turn is 3 again. You soon realize the poor engineering. Don Down was the Minister and had a plan to go to Tantallon in 5 years (with twin highway) and it took 10 years. It's an engineering problem or plain lack of common sense. High density areas should be twinned like Hubbards to Tantallon. You know where the problem areas are. Fire departments fill out the statistics on accidents and send them to you - use it.
- I think personally, an option that is not being mentioned, or broached, is driver education. I have lived in different provinces and different countries. Canadians are not setting a high bar for skill behind the wheel. We suck at driving. Let's talk about alternatives to 2.2 billion dollars. How simple would it be to enforce the rules we have and offer a little drivers' education. I took a 15 min test drive with a person, and I was licensed to drive anything up to an 18-wheel truck - that was the 80s but - focus on safe and economical options like education.
- I disagree with tolls and everyone likes twin highways but tolls [shown] were too high. And if we were going to have tolls, everyone should be tolled. This divides the rural area from HRM. Everyone outside, in rural areas would be paying it and it would force people to move into the HRM and disadvantaging the rural areas. There are simple things that can be done – like I have said before about photo radar if you are driving too fast – they take a picture of your license plate and you get a bill in the mail. This would create

revenue and I know everyone says it's a cash grab but the ones that are doing something illegal should be the ones that pay.

- We're does alcohol come into the accidents? The government sells alcohol on one side and then say drive safe on the other. There are lots of bottles on the side of the highway, you should come with me to pick them up and see.
- I think we have some interesting comments on options and improvements – good points. One of the issues is traffic volume, like Hubbards and Tantallon. I wish I had done my research – but I'll refer to 101 probably (so many) years ago it was in the news saying it was (101) the deadliest highway in Canada. They put a highway unit together – to monitor traffic on their way to work that section of highway and I know this for a fact. I know many people were not happy going to work in the mornings at first because all of them ended up with tickets, and they [accidents] went down. I wish I had done my research – the year before it was patrolled (to get exact numbers). Maybe it was coincidence, but fatal accidents dropped to one or none that next year. I wonder what that had as an impact on the results – as we tend to have that problem whether they are going fast or not. Current safety – there is nothing in regards to enforcement.
- We did some numbers at this table – what it would cost the ordinary worker (working in Halifax) – \$250 a month. You go to Tim's drive thru tomorrow morning and check the 100 cars going through the take out – how many can afford that a month. This toll will drive people into the city. In 1953 I was at the Liverpool Fire Hall when Bob Stanfield said he was going to twin the highway – now a lot has happened since 1953 (but no twinned highway). Generally speaking, I think we are not very happy looking at tolls, especially when other parts of the province have their twin highway and we don't. Why should we pay and they didn't. People in Lunenburg are frugal, rather than hop on the twin they are going to drive the old highway - that will cause problems with your traffic toll revenues. There was an accident there, and it was only an hour when there was a serious accident in Hubbards, and a roll over in Mahone Bay – just someone not used to the ramp off. My experience started in 1953 and technology is improving and we have the Tesla and other cars on the market and no doubt before we get this twinning done, the computers are going to be driving the cars and we will be sitting back reading the paper.
- I traveled routinely from Bridgewater to Dartmouth for 2 years and I thought that was not something I wanted to do any more. People drive 110 on a clear day and when it's bad it's 100. There are under-engineered places on the road. You may feel safe in your big truck but I don't in my little car – there are passing zones on hills you have to speed up at the bottom to get to the top – that's where these accidents are happening. Speeds should be regulated on weather, because you shouldn't be going 100. Just because you may feel safe, but others may not. There needs to be better policing, speeds based on weather, and dwindling the highways and putting up concrete barriers. Tantallon to Halifax – you have the twin highway and in the Basin on Halifax – and it's scenic and beautiful. You can see the other traffic, the scenery, and we want to reduce the collisions. Head on collisions are what people die from and if we can reduce that

with a concrete barrier and more concrete on other sides (of the roads). We don't need a huge pretty fix, it just needs to work.

- I heard good conversation tonight. But I am very concerned about some of the comments – to a degree we are interested in tolls, to some degree. I am deadly against it. We pay a lot of tax, roads and gas and more that goes to the Federal government and HST that's calculated into that. 23 cents per litre we are contributing, along with our income tax both provincially and federally, and all the other taxes and tolling is a form of taxation. Twinning ideally is good – but there is no reason in my humble opinion we cannot have twinned highways. Look to NB. They have 800KM of non-tolled highways. Why is Nova Scotia any different? I don't understand it. Quebec has no tolls. Ontario has no tolls, other than the 407 which is a choice. Why are the people of Nova Scotia expected to take anything less than the rest of Canada or citizens of Canada can enjoy. As an individual tax payer I am opposed 145%. Enough governments of all stripes have made decisions, and found money to do what they want to do. So if we want to have this - people who travel to work in the HRM, the cost associated to them, people who have to go to Halifax for medical reasons or to visit family they will be subjected to a toll. Every bit of goods and services we ship – probably people in here that drive or run trucking companies, not one comment about (what) the tolls would represent. Only about what an individual would represent. What is the rate a tri-axel would pay? Going and coming into and out of the province hitting all the tolls? How is that going to translate into the goods and services we will pay for? Also, we are asked as a population of 900,000 to try to build our economy. How, with tolled road systems can we entice businesses, and people to build businesses when they are at a disadvantage if tolls are approved. How can we ask other people to come to Nova Scotia if they don't want to pay tolls? We want to share our province. If we want to penalize them they will not come. The southern friends, one section - one way is tolled and on the other there is section that is not tolled. Wife and I traveling in US and we have \$200 US, we passed NJ and NY, by time we got past George Washington Bridge, we were out \$200 US – beware the ides of March.
- I have never traveled the 104 in my life and never paid a toll. I guess I am one of the unusual ones who has never paid a toll.
- Thank you for having open meetings. It gives us a chance to discuss. I am from HRM and I have been driving on twinned highways, and you have helped pay for them. Toll is nice, I like the fact (that it will get all highways twinned), but all the province should be paying for it. I am in forestry and if I have \$32 added to a trip, I will be sending them to Truro instead. Industry in Lunenburg will be a struggle. There must be another way – I hate taxes and don't want them to be a political football. New Brunswick has no tolls- the government was defeated because of it. It has to be voted. We won't get the roads done. Because the Federal government is making a carbon tax on all the provinces. If we have to have a carbon tax, use it to fund the twin highway. They are sucking the life out of rural Nova Scotia and will keep on doing it if there is a toll.

- I have a comment on barriers, and that they wouldn't make a difference or be less expensive. My husband was killed at Exit 5 and the police told me if there had been a barrier he would still be alive.
- You mentioned you looked at twinning with barrier. Have we looked at doing 3 lanes, 2 lanes and 1 lane on the other side? There's always room on 103 as you have the paved shoulder and gravel shoulder.
- The thing that jumps out about 103 is it's about the most dangerous road in Atlantic Canada. It's unacceptable I and everyone in this room has to use it. There's a risk you have to take on a normal road, but this is way [there is] too high of a risk – we cannot wait until 2100 (year) to do this. In terms of driver accidents are caused by driver inattention and bad road conditions. The only way you can cut down the fatality rate is to split the roads. Like Twinning. If you want to reduce deaths and fatalities, you have to twin the roads. Tolls – really there no choice. It's worth paying \$3-4 dollars to know you will come out at the other end. In terms of cost I think there are a number of things that can bring it down. Capital cost amortized over a longer time to get the tolls down to a reasonable amount that people can tolerate. Also, different incomes - build a subsidy into the provincial tax system or tax credit that would lessen the impact of tolls. I realize the provincial budget and where it is. I will never see a twinned highway unless we use tolls. Provincial budget – we all know what it is, and toll is the only way this will happen. Capital cost of construction like the US model. Build a road and every last cent that everyone pays, no maintenance, just purely the capital cost comes down and the day the capital cost is paid, the tolls come off. And if we are going to do it, that is the way to do it.
- Question – In 2007, I moved here, just a cove over. The Harper government promised this would be done 8 years ago. Where is the money he allocated and why are we paying for this in our retirement years? No one will come to the south shore. For medical reasons I have traveled the road every single day. This would be \$3000 dollars now on top of what the government is not paying for my health care. I need to take from my pension to pay for the roads? Where did that money go? Why is there not a graph on that? This is too long. And I know for a fact you give preferential treatment to construction companies that drag it on. What's the answer? Fix the roads that need fixing. People will want to go around the tolls. It took 50 years to get Martins Road cleaned up. Trucks are the biggest problem. I came from Ontario to come here in Canada's Ocean "Payground". This is ridiculous. There is no more money in my budget and when a house is running on a zero budget, and you want to (charge for this). I have a nice guest house for sale because I cannot afford it for the taxes I am paying on the ocean front property. Where has all the money gone? It's not fair. Nova Scotians have been ignored for so long, and we need to start standing up for ourselves, and tourism is all we have and you are going to kill that too.
- After WWII we introduced income tax - we will pay that for a while until we recuperate from the war. Then we get this hospital tax, just for a while. Then HST and will we get rid of that too, now its 15%. Go back to tourism, that will be like the WWII with the tolls. I

am in Tourism. 22 years in business in the town of Lunenburg. Each time I go to Halifax, and do a survey of people and ask if they have been to Lunenburg. The majority have not been and think its 2-3 hours to get to Lunenburg. I am trying to educate people we are only an hour away – but they think 2-3 hours (one way) then you got 6 hours, and you add a toll on top of that?

- Great data. Great ideas. And we have heart pouring as well. Directed at Question 3 – is twinning a preferred option? How do we pay for it? The outstanding thing is no one has presented any other options. You touched really shortly on costs of a jersey wall but it's hard to make any decision if we don't know cost of other options.
- 20 years ago, when they started twinning out from Halifax, there was supposed to be 3 phases. To Otter Lake, to Tantallon, then to Hubbards. What happened to the third phase? And that's (the section) that is the worst part in the statistics. Was it not feasible anymore because no one needed a new landfill site and no money to be made?
- That money went to projects in other ridings? I have been a Paramedic for 20 years in this province and am tired of scraping up bodies off roads. We waste money on new schools, \$100M to WTCC - how does that benefit me? The South shore is being ignored for too long. They are taxing us to death and there is no more to give. Find enough money to twin the 103 – the 103 is the worth (it). I don't care about 104 or Cape Breton or the 101. If this is the most deadliest highway, do this first.
- Question in the event of tolls. I am curious about the estimated toll in 30 years-time horizon. I doubt we will be packing them up in 30 years. Why not move out the time horizon, and lower the toll? People will be paying in perpetuity for the rest of their lives anyway.
- All these meetings are great – but I want to know have these decisions been made already and is this just a way to appease the public?
- I moved to Chester 4 years ago - lived in Shirland Village before. I am not scared of the road and I drove transit, but I will be honest it's very seldom I will drive on the 103 – it's like playing Russian roulette. You can talk about driver behaviour, it's not going to do anything. You have to separate the traffic somehow. Is twinning the only option? Is toll an option? No. But you know where the problems are. If you can't twin it, barrier off the problem areas so at least make it safer in places that need it. Every day that goes by and every month that goes by we are losing people. It's not what people think when they leave the house. You have no control. People say they are not scared, but you have to do something, you have to do something now. If you can find money to put schools in areas that don't need you - you can find money to twin the 103.
- Question – have you considered the downturn in tax revenue if people are spending money to travel back and forth to work? Has anyone done a business study because businesses will be paying a toll to transport goods and – what about 1st responders – who is going to pick up the toll for them? I assume they will get to go through. It

increases our taxes. I agree with that (1st responders going through), we have to do what we have to do for 1st responders. Has the \$300M sitting in Ottawa for Nova Scotia infrastructure been considered?

- I respect the fact that most people don't like tolls. You've done a great job here. Great cross section. But what number would we consider acceptable to drive from here to Halifax? Would anyone pay a dollar?
- This survey that you are doing has to be done. Your presentation is a very good job done. You can go online now and see live what you guys said last night (Bridgewater) but what is not online is what all the people said after your presentation. But you stressed people to go online and fill out the survey and think they are going to be very cool and see 6 cents a KM and will not see that they will be paying \$3000 a year – very nice apple pie you have here. But I would like to see what everyone else said here tonight too.

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)

- Ok but continually twinning
- 103 is very frustrating
- Roads are good. Need to control speed & dangerous driving
- Speeding and passing
- In need of higher RCMP on highway! In need of cutting back the forest that has grown up to the edges.
- Winters are getting easier, less pothole. My beef is clearing of snow. Rest houses for drivers and truckers.
- Roads are good but not built for the amount of traffic.
- Given present funding I consider that NS TIR are doing an acceptable job on maintenance.
- -Unsafe
-congested - busy
-travel time is ok
- Congestion is not a problem
Travel time is acceptable

safety could be improved.

- Personally, I've never been in danger. A couple situations of too close mergers. I think some are worse than others.
- What about Cancer Patients that travel everyday back and forth?
- Sucks needs major improvements with no tolls.
- We can't afford all the taxes
- Poor visibility at night - some stretches worse than others. Ramp areas - at night - need more lighting.
- Quite good. Lines are an issue in Winter (poor visibility) like the rumble strips.
- 103 - Unsafe
Not properly plowed, sanded, salted.
Large trucks going too fast.
- -Speed
-Salt plowing
-More passing lanes
-New exit death Boot Hill?
- 103 could be must better
- Not the greatest. Rough bridge joints in the road. Bad shoulders.
- Roads are not as much problem as drivers hwys need to be plowed & salted earlier & more often. Pot holes [indecipherable word]
- Better than its old road. But not very safe.
- -Good
-Improve regular maintenance
- Exceptable, however could be improved and I would say that meeting such as these are the first steps toward these improvements.
- Some part of the 103 are not cleared enough (HFx Cor)
- Not enough passing lanes or lanes too short.
- I find the highways are in fair condition, the drivers are the main problem, more RCMP would help.
- Poor because of speeders. Not enough RCMP
- Not too bad
- 103
general roads conditions are good. Some congestion encountered during "rush hours" from Hubbards to Tantallon.
- -Winter conditions not great - more salt & plowing would be extremely helpful.
- -More passing lanes.
- 103 - very poor, need work now for safety #1.
- Not enough places to pass
- -Can be congested at times

-Need to be better cared for in winter times

- more policing
- Thumbs down
- Average
- The condition is terrible
- Need improvements
- Not good safety wise, need more police presence to monitor speeder and erratic drivers.
- -Safety main importance
 - travel congestion; is there any?? (Possible varies)
 - is there a travel time different between twinning vs single road
- 103 is like playing Russian Roulette
- Leading questions to the answer province/government wants to toll.
- No
- The traffic on the 103# has gone up - great in numbers and is need to be twin.
- I travel hwy 103&102 daily & others periodically. All are in generally very good condition with exceptions for isolated potholes etc.
- Good safety if people abide the speed limits
prov a specific time of high volumes
good - travel time
- 103: Not acceptable, inadequate number of traffic lanes, no [indecipherable word] separation between opposing lanes, poor pothole repair and other maintenance. Leads to head-on collisions.
- More passing lanes on 103 - especially between Bridgewater and Halifax. Need more police patrolling and stopping speeders.
- -travel time is okay, twinning option does not provide a noticeable difference
 - congestion can be managed
- Safety - too many drivers are reckless & speeding, using cell phones. Need more police presence!!

The trees are growing over the pavement. Someone needs to clean the trees away so drivers can see if there are any animals crossing the road.

- Why include Hwy 104 extension via St. Peters to Sydney which has minimal traffic - why was 105 not considered which seems to have more traffic.
- Highway 103 congested and should be twinned
- Proper winter snow removal/salting could be better
Busy highway
2nd dangerous in Canada
- Unsafe; needs to be twinned.

Traffic is heavy - especially through the summer months

- -Congestion is not an issue on the 100-series highways.
-Twinning addresses congestion. Safety is a potential consequence.
-Assumption is that fewer people will die, but where is the data on that? Study shows 1/3 few collisions but the vast majority of those only result in property damage.
- Traffic congestion isn't a problem as the ADT number show.
Road conditions (snow, rain, ice) and slower drivers are the biggest contributors to accidents.
Pot hole repair should be done more often especially over winter or in the early spring once weather warms up. Snow removal should start sooner during storms at least on the 100 series.
- Hwy 103 is very unsafe and congested
- Fair, traffic seems to be increasing each year most people living along 103 work in Halifax causing higher traffic volume. Tolls will cause a major hardship on the working class.
- With the traffic increases it puts more wear & tear on the highways. Safety is a great concern. Not all safety concerns are caused by the Hwy.
- Specifically with the 103 the highway right now is a dogs breakfast. Travel times are significantly slowed by single lane traffic with no twinning. Safety is ,of course, a major concern.
- -more salt on the roads!!
-salt early, do not wait until the roads are covered!!
- Hwy 104 Sutherland river to Antigonish is extremely dangerous - especially for Tourists. Hwy 103 from Tantallon to Hubbards is dangerous. Consultation for tourists must be consideration.
- For the most part I find the 100 series highways are the best maintained roads in the province. There are a few sections that needs work such as the section on the 103 around the water treatment plant in HRM. I like the safety updates they have made on the 103 over the past decade. Not heavily congested.
- As highway 103 is the highway I use most often & the condition of the Hwy 103 from Bridgewater to Tantallon is in good condition, but not built [indecipherable word] well. There are several hills that large & ramps vehicles have trouble with. Head on accidents are the most dangerous & a twinned highway would solve the safety concern.
- A lot of head on collisions - passing zones on steep hills. Just after/before Tantallon "Gully" close to the watertower
(location & how many passing zones is a big issue)
- 103 improved rumble strips excellent idea improvements are appreciated. Having said that the fatalities are still needing to be addressed. Poor maintenance often ramps are not plowed & plowing is not prompt.
- Horrible
-poorly maintained (snow removal)
- ↑ speed too high

-poor visibility

- Dangerous highway. Some drivers should not be there they travel too slow even in good driving condition. See very few police on a regular basis. Time for me is not an issue.
- twinned - safety=8; Traffic=7; Travel time=9
Not twinned - 5 5 7
- The highway needs upgrade, not safe on 103 corridor. Neighbor killed last week. Transport truck stuck on hw in snowstorm in storm. Volumes higher every year.
- Although twinning would probably help its only part of the cure. In storms the highway clearing is quite slack in the way that slush, etc remains. Traffic is mostly due to not enough passing places. And some drivers going below speed limit, where no one can pass and these drivers speeding up at passing lanes.
- Given I travel the section of the 103 ranked No.1 in the Matrix, I consider that section of highway as "terrible". The twinned sections of Hwy 103, 104 101 etc are so much easier to drive on from all aspects noted in your question.
- Some 100 highways marked as no access but have many local access roads. eg: #103 between Bridgewater and Liverpool.
- 100 series highways I feel are in reasonably good condition but this comes at the expense of condition on secondary roads - which is terrible. Some areas of attention needed on 100 series is poor condition of shoulders in some areas - eg washouts 2 years old.
- Hwy 103 - Overall fair to good condition is fair weather conditions. Like the addition of rumble strips, etc. More pothole patchwork to be done. During winter should be better cleared. Most problems I see are due to speeding & poor highway conditions.
- Safety is my main concern in the current condition of the highways. Vehicles passing when it is not safe to do so, some sections I feel would be safer if lighting was better on curves, bridges, intersections.
- -travel time on 103 is good except for when the roads are icy or snow covered.
-safety would be improved with more salting and more frequent plowing
-I don't find it too busy or too congested from Chester Basin to Halifax.
- Poor maintenance following winter storms, quicker snow and ice clearing required.
- Speaking of Section #3 on Hwy 103 -> over the past few years I have seen a significant improvement in road conditions (paving, bridges, etc) and the inclusion of rumble strips has made a difference as well. However, passing lanes are spread out & fairly unavailable on this stretch. Overall safety on any single lane highways is questionable with peoples increased use of cell phones while driving.
- Highway 103 - morning traffic directly into sun - afternoon commute is the same. Highway overall condition is fair - many sections require patching
Snow removal in Hlfx county is substandard - Lun Co is better.
- The 103 seems to be in good condition from Tantallon to Bridgewater. Maintenance after extreme rain storms takes too long.

- Travel time - currently ok - Why save only 9 minutes on 103??
Traffic congests - based on weather
Safety factor is drivers - not the roads
100km is rare!! 130km is norm!!
- travelling from Chester to Hfx (corridor 3), takes long, and w/ challenging weather conditions not safe.
- Highway 103 is very congested & twinning would ease that problem, I travel that area more than the others, however, corridors 4&5 are congested as well. The travel time is OK & the overall condition of the road is OK
- Not all that bad (103) keep the speed limit or 10 over - more passing lanes would be nice.
- Some areas from Mahone Bay to B'water seems to be more narrow. Head of St. Margarets Bay/Water Tower - curve is not banked properly - hard to keep car from drifting. Traffic is travelling too fast for design of road - passing lanes end into oncoming traffic too fast. Exit & entrances are too short in some instances.
- They are unsafe, lots of trucks, water build ups. People become impatient and take lots of risk passing and very close calls for collisions.
- The 100 series highways in this province are completely unsafe and need to be addressed ASAP. Travel time and traffic congestion is not the major concern here, it is the amount of lives that have been lost due to these highways being twinned.
- 103 - too much traffic; too many accidents; poor driving habits. Generally comfortable with condition and maintenance (because I can imagine how challenging it would be to plan and organize plowing & maintenance)
- The highway 103 was built during the 70's, highway traffic condition and traffic patterns have changed, twinning would help but not cure all the problems. Speed, distractions, and weather conditions. The rising and setting sun plays a big part of the traffic flow. The highway is what it is, the maintenance depends on the DOT. The traffic safety depends on us, the highways users.
- Unsafe. Experience is with 103, but assume all suffer the same issues. I have travelled this road for over 30 years for work and have seen too many accidents to count and too many deaths. Congestion with everyone in a hurry. Heavy truck traffic is causing greater deterioration ie: the rivers that run down Hwy 102 when it rains.
- Very busy highways, a few potholes. On non-twin sections passing except on hills is nearly impossible most of the time.
- This hwy is not made to accommodate the amount of traffic that is using it, too busy.
- Horrible and dangerous
More RCMP
- Large sections are poor. Too many km without passing lanes. People following slow moving vehicles become frustrated causing them to take risks passing
- The condition overall is not the best as there is rough section and potholes. There is the other thing that there is some places where site distance in merging is at a bare minimum. Start out with more passing lanes where the distance w places is too long

between passing lanes.

- There are sections between Tantallon and Bridgewater of the hwy #103 that are poorly designed. Speed limits should be lowered in these areas (especially in Corridor #3). RCMP speed enforcement needs to be increased also.
- Outside of a few potholes the hwy is ok. Perhaps more passing lanes on 103. More law enforcement.
- Compared to the #102, the #103 needs to have two lanes each way. Traffic is getting more congested. Needs more passing lanes. It's the toll that is the issue - not the twinning. Twinning is definitely better
- 103 is a well maintained highway in very good condition
- Safety cannot have a \$ value assigned, but it is priority #1. The alternative safety procedures to tolling are short term solutions only, twinning is the only long term solution. Twinning should proceed in a prioritized basis ASAP. Consider hiway patrol to enforce traffic regulations.
- -Very concerned about safety esp in the winter
-Taking out life in our own hands when conditions are bad.
-Rush hour can be very slow certainly affecting travel time
- Safety, time efficiency & congestion will improve
*scary to drive the 103@ night & during bad weather conditions
Even ambulances would get to an injured person faster.
- Poor maintenance in winter create safety issues. Plows to slow to get on the road; lack of salt all contribute to treacherous highway conditions.
- About the 75% of what they should be. Mostly maintenance issues. Especially winter work like snow removal and salting. Areas need patching and resurfacing. Policing isn't really that good over the past few years.
- Overall condition of my section #3 is good. Safety is an issue sometimes because of snow removal. No issue with traffic congestion, travel time.
-Not enough enforcement
-Animals on the roads
-Not enough RCMP presence
- Not safe
- The section between Falmouth & Three Mile Plains should be ranked higher as it reduced the speed to 90km in sections (a funnel is created
-New Glasgow to Antigonish & Antigonish to Port Hawkesbury carries heavy trucks and should be raised.

-The 103 sections should have additional passing lanes added. Remove the politics from the chart

-just [indecipherable word] has Hwy 103 being neglected by the province so as to possible persuade the public to look at other options.
- Not bad

2. Have you done a business impact study? A toll will be increasing the cost of transporting people and goods.

- Adequate but imperfect
- Safety - fair/poor
Traffic - good
Travel time - good
- Fine where twinned, otherwise unacceptable where not.
- More maintenance required
Better winter maintenance
More RCMP
- There are pothole issues, but overall not bad. Snow removal has waned in the last few years.
- I think its a good idea to twin the highways. Less head on car accidents. More RCMP
- Although congestion is not a problem the Hwy 103 is unsafe.
- Safety the primary factor
more passing lanes
better monitoring - RCMP
- Live on Chester Basin & it is a reasonable travel time to metro on 103.

Find safety is a concern when I travel the speed limit as lots of other drivers exceed the posted limits. There is no real traffic congestion. Not enough RCMP presence.

- Some areas need twinning - traffic volume, safety concerns

103 is fine

- Safety is a concern
- Very poor

Not enough maintenance in certain areas

Not enough passing lanes

Snow plow not running when required

- Very poor if they spend money on the roads it will make a big difference
- #103 The current condition is good
- 103: Time period of project

-Toll fees for use

-Structure of the highway

- Safety is a big concern, too many fatalities!
- Not enough policing

Not enough snow removal & salt

- My thoughts is it is expensive
- RCMP
All twins passing
5A
- Not enough traffic to justify twinning currently. Good highways, not enough enforcement of rules.
- Good
- (La route Chester a Halifax traverse plusieurs zone climatique et le deneigement n'est pas suffisant tel quel actuellement on pourrait eviter plusieurs accidents a mon avis si le deneigement etait plus precis et plus efficace.(Chester road in Halifax has several climatic zones and the snow removal is not sufficient and we could avoid several accidents in my opinion if the snow removal was more precise and efficient).

Question 2

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

- Over time
- No but it is the most logical once computers take over accidents should be eliminated.
- No.
- Yes
- No!
- Yes. Need better highways for safety and economics.
- Yes
- Yes!
- No, but it would result in the highest level of safety.
- No
- It's the only option this consultation has presented today
- No! South Shore is Tourist area you are going to kill it with tolls.
- No. More police presence is needed to slow ppl down. Rurals need to be cleared in a more timely manner salted more often.
- No - super buses - they have them in Tantallon. Why not more - Chester-Mahone Bay-Bridgewater.
- No - can we consider utilizing the existing width and
 1. placing a centre barrier between the lanes
 2. widen the paved shoulder to allow either two parallel twinned lanes, or ensure there is always a passing lane in one direction or another.

- Yes. Do it. Borrow the money.
- -more passing lanes
 - speed cameras
 - salt winter time
 - road markers/lines
 - more RCMP
 - blinding sun different times of year maybe signs with months
- Extra lanes (Bring back a rail system)
- No.. Better passing lanes
 - Better road surface maintenance ie potholes, salt
- No, just add more passing lanes. Better law enforcement.
- Not - wider roads
 - more passing lanes
 - more eyes on speed control & bad driver habits (inattention)
- Not sure, having passing lanes end or [indecipherable word] is not very good or safe. fix that first.
- -More passing lanes
 - Traffic enforcement
- This would be the first choice of improvement for me.
- No, often solution could be less costly!
- No. Add passing lanes/make longer
 - Geicy barriers
- Yes it would be the best, barriers could also help.
- No. Safer drivers.
- More maintenance (snow removal)
 - *more police presence
 - put a center medium
 - 3 lanes
- No - policing for speed would be beneficial (more enforcing)
 - higher fines for speeding
 - more signage
 - if twin, only Hubbards to Tantallon
- 1 - Yes
 - 2 - Cement barrier down the center of two sides
- Yes
- No
 - better visibility of lines on road
 - more passing lanes

- No
 - more aggressive policing
 - safety signs
 - safety campaigns
 - variable speed limits
- No. Public transportation could reduce burden or ↑ # cars on road
- No, jersey barriers.
- Yes - but in the mean time a jersey barrier would help
- Yes!
- I think twinning is an option for now but no tolls
- Yes I think is the only way
- No, surveillance, police.
- Not the only option - anything that will separate traffic - jersey walls etc.
- No
- No
- Yes
- No. Separating barriers should be strongly considered for cost savings & earlier improvement of safety.
- No. Opinions - follow ivory report and [indecipherable word] rural economy.
 - treat business who are willing to locate in rural areas with better benefit such as rebates, sales taxes etc. and do not give business who locate in Halifax Dartmouth any breaks in fact charge them a tax to pay for the roads they have caused the need to build.
- Twinning is the best option. There may be other ways to reduce collisions on a temporary basis (such as centre line barriers, extra lanes)
- No
- -No
 - Education of rules and common courtesies of driving on 100 series highways could go a long way
 - Keep roadway paint in better condition.
- No - Safety can be improved with more police presence and more/efficient maintenance on the roads/condition & clearing bushes away from the edge of the road. Drivers should be retested on a regular basis to keep their driving skills in shape (maybe 10 years)?
- More passing lanes (3rd lane)
- Add lanes to existing road. One extra lane where there is a passing lane and two in areas without passing lane. Effectively made a single 4 lane highway on which a concrete divider could be added, similar to parts of the 102, effectively creating a divided highway.
- Yes! This highway is very busy and the statistics for accidents are high.
- Yes

- -Twinning is not needed
 - Autonomous vehicles will greatly reduce accidents, without the need for government funds
 - Drivers will take smaller roads to avoid tolls. This will increase congestion and accidents.
- No, additional passing lanes like those added on the 101 between Coldbrook and Bridgetown would help with driver frustration and passing where they shouldn't (slower drivers). These solutions would still cost money but not as much as twinning. Also concrete barriers to divide vs median twinning.
- It is the only option for high traffic areas like Hwy 103
- No
 - Consider other means of moving people (workforce) ie high speed train
 - Also consider barriers on existing highway ie to stop head on accidents.
 - Ad more police to monitor highway
- Twinning is a good option but there may be other means. I don't think extra policing alone is the answer. Twinning will certainly add to the safety. Could we not have it go 1 lane for so far & then 2 lanes each way.
- Yes potentially. There could be a third lane added that is reversing. Also, more thought put in to how to calm traffic.
- Increase the number of passing lanes
 - Introduce concrete barriers between traffic lanes
- -more passing areas on existing highways!
 - " policing!
- Twinning Sutherlands River to Antigonish #103 Tantallon to Hubbards should be twinned. Other highways could have passing lanes to expedite flow.
- No, I believe if the province continues to make improvements to the sections that most need the work to do it. We need to continue education and work towards changing people driver habits/behaviors. I would like to see work done on the secondary roads that are most in need of repairs rather than twinning all these sections!
- Yes, everything else is a band-aid. We could of course build a dedicated commuter rail line.
- No.. some sections could be widened and a concrete median. Put up speed radar! Better policing! Signs on overpass to reduce speed for conditions. Highway patrol!
- Not sure. What about introducing commuter rail?
 - What about widening or adding a lane esp where esp accident prone spots? Improved engineering.
 - Better winter maintenance, snow removal, etc. Drivers Ed. More RCMP presence.
- -Reduce volume through commuter rail
 - Post max & min speeds
 - Barriers between exit 5&6
 - Extra passing lane Exit 10 &9 on 103
 Yes - preferred option is twinning

- Slow traffic down on 100 series highways. Any one working in Halifax will need a 7000.00 raise per year to cover tolls etc.
- The only option to making possible safety opportunities jersey barriers, enforcement, rumble strips, passing lanes etc. can be contributors but not a solution.
- Yes
- No. Driving error has caused a great amount of these accident (99%) Driver error. Head on collisions although very low chance can happen on a twinned highway. Lanes extended on present highways.
- Although other changes such as barriers, improved line signals etc make a difference, twinned highways are not only the safest but actually promote tourism; a major objective for growth in NS.
- It is the best option.
Otherwise - improved policing
 - " sanding & snow/ice removal
 - " passing lanes & more of them
 or consider 2+1 conjugation
- Twinning is preferable but more passing lanes would be helpful. Greater patrol is needed to reduce the crazy driving habits of so many people particularly in bad driving conditions.
- Twinning is the best option but not the only one.

1. Increased RCMP presence on a consistent basis would help slow people down. 2. Increase passing areas

- Better lighting, better signage, better reflection to make lanes. I have recently moved to NS from Western Canada, pavement here seems to absorb light much more, especially when wet. More passing lanes in some places.
- No. More *salt and plows
How about slowing down when it is snowing, posting snow/ice speed limits. I travel the 103 everyday from Chester Basin to Halifax for work. From Tantallon in to Halifax the highway has been terrible this winter it is twin highways. Most mornings this winter the highway has been okay from Chester Basin to Hubbards and this is due to salt.
- Look at broader issue of designing a whole transportation system. More/better public transit w/ rural areas. Explore economic development strategy to increase local employment/shopping opportunities/health care facilities to reduce the need for travel to centres.
- In terms of safety and efficiency I would love to see this highway twinned but the annual cost for my husband & I to collectively travel to work is a tough pill to swallow, especially since twinning exits 5 to 6 was already supposed to be going ahead. I would consider widening lanes & introducing concrete barricades as an alternative.

- Widening & medians may be an option
Higher police presence - speed cameras
additional passing lanes
Variable speed limit - lowers as conditions deteriorate.
- I do not see an immediate need to twin. It seems options 6&7 should not be included in this study. Options 1-5 should be looked at as funds become available.
- No
-use more surveillance by police, aircraft
-higher fines
-try salting & plowing earlier to prevent congestion
- I think its the preferred option.
-Median (cement block) in between Hwy & widen shoulders
-potentially add more passing lanes to alleviate congestion.
-elephant in room "slow drivers" (20k below speed limit) create hazards .. enforce this!
- Yes, long term, however, in short term concrete barriers dividing lanes could help.
Improved visibility of lanes.
- A cement carrier right down the middle and another lane on each side. (No tolls period)
- Twinning definitely going to improve head-on collisions being eliminated. Definitely should be twinned or need to reduce speeds & have it more heavily monitored. Make snow tires mandatory.
- Yes
- Yes!! And it needs to happen immediately.
- Preferred yes; 103 - glad it was ranked 1st. It would, however, be interesting to know if there are options related to public transportation. South Shore has no trains, no busses, no formal shared commuter businesses (ie Green Rides)
Note: this could be achieved faster while we await twinning
- Improved engineering on passing lanes, speedback info signs, improved police presence, improved road maintenance.
- yes
- Jersey barrier may be a more cost effective and much less intrusive.
- No, other safety measurements could be implemented. A center barricade could be designed to prevent head on collisions.
- In most parts - yes
- It would be the best solution. Perhaps more passing lanes would help in the interim
- No, there is too much traffic on the 103 as over the years the train tracks have been taken out as well as the bus system between Bridgewater and Halifax has also been shut down.
- No. In corridor #3 I think an increase in the number of passing lanes would help traffic flow and increase safety. If more passing areas are not possible, then concrete barriers could be used in the most dangerous areas.

- No. People drive way too fast. Perhaps more law enforcement. Speed is a major issue. Better maintenance on hwy 103. Exits cleared quicker when it storms, etc.
- Speed limits need to be enforced (fines paid go to the cost of twinning) 2 lanes (with a buffer in the middle of them would prevent cars from one direction going on the opposite directions lane.
Police surveillance
-texting
-slower drivers
- Not the only option
How about cement jersey barriers.
- It is not the only option to improve, other options however are short term. Tolling is the only (known) option.
- No. twinning is the only really safe option.
- Given infrastructure today; a hwy are our only way to commute.. Twinning is the way to go.
Tourism would continue to come and feel safe & it looks great modern.
- -More passing lanes; education re impact of driving too fast or too slow plus speeding up where there is a passing lane so people would have to speed to pass.
-Enforcement
- No. More and better maintenance and policing. Add more passing lanes. Use Jersey barriers. 2+1 sections.
- No
-jersey barriers
-animal fences
-reflective strips
-longer passing lanes
- I think twinning is the best option
- No. add additional passing lanes. Don't add another tax to those people travelling those sections. All Nova Scotians are subsidizing the ferry services, All Nova Scotians should be paying the cost for Hwy improvement.
- No. Keep foliage trimmed.
Implement another intermediate
3. What about first responders? who pays that the cost be?
- No. Improve maintenance, enhancements on existing roads.
-Alternative transportation/public transit
-status quo
-inc enforcement/ more policing
-improve technology
-mandatory snow tires in winter
-more passing lanes
-behaviour modification
-variable speed limits based on conditions

- No. increased level of service - winter maintenance
barriers, lane widening
lighting, reduced speed limits
- Realistically yes
- No
More passing lanes
Jersey barriers
- No
More passing lanes, better visibility of lines
- Yes/No. If you don't twinning the highways put concrete barriers up
- I think it's the best option for Hwy 103
Better policing of wreck less driving would be another option as well as drivers
education
- ? Concrete dividers - ie bicentennial hwy
-2 lanes each way
-adding to current/existing lanes by widening
"jersey" barrier
- No
More passing lanes maybe
Barriers
- No - more aggressive patrol (speed)
- No
more passing lanes
better reflective lines for night driving
- Not necessary
Control the use of cell phones
High fines more patrols
use automatic speed signs
better enforcing
- No
- There must be another answer or opt
- Yes for the safety aspect of it
No because it also is based on the drivers & road safety.
- Would more passing lanes & concrete medians be an option? Maybe a more cost
effective option to prevent head on collisions
- No.
- No
More passing lanes
Driver ed
\$250.00 month BWA HFX
- Yes

- No, increase amount of passing lanes
Jersey barriers
Photo radar enforcement
- Increase passing lanes
Increase enforcement
- Ce serait la meilleur solution a mon avis- mais on pourrait aussi ajouter une barriere au milieu de la route et ameliorer le transport en commencer pour reduire le nombres d'autos sur la route. (It would be the best solution in my opinion - but we could also add a barrier in the middle of the road and improve transport by reducing the number of cars on the road).

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 - fund another way
- No I will look at another option and present later
- Toll all twinned hwys. Make it fair
- No tolls, please.
- Yes
- Not really
- Right now it is the only option. Is this government maintained or private?

Public - rail transportation. Calgary has it.

- Yes - depends on how much
- I support tolls. Let's get on with it!
- No
- No
- Not really. Its expensive for middle-class families. I wonder what the cost of living will increase.
- No Toll!

Canada's Ocean Pay Ground

- No tolls it will congest our backroads.
- Tolls only is costs are shared by all or subsidized somehow.
- Yes - what else is there to do?
- Only a small toll - \$2.00 from Chester to Tantallon

- -No you the government have no money so where do you think the people will get the money
- -Higher registration fees so we all pay for better roads.
- No Tolls
- No. Tolls on highways that you already use everyday would feel like a penalty for living where you do. I think tolls would be easier to accept if they were for new highways that shorten or offer a new safer route.
- Not my option. Too wasteful of land and resources.
- No
- No
- No!! No!!
- The cost of these tolls would determine my support. Although I understand the cost of twinning these highways, job demands such as home care workers and N.O.N etc demand these workers travel from community to community multiple times each day. They would have to enter and exit the highway multiple times each day.
- No, people will find other way to get there adding more stress on other roads.
- No
- No, I think I pay enough for gas, and taxes.
- No
- No!!!!
Toll cost to high for the average person to pay average wage are not going up to cover the toll cost and it will just take money for your average families that can't afford to pay more money out of pocket!!!
- No
- Yes, I drive 70-100,000 km a year and it need t be improve but all the people should have to pay. We have payed for all other twin highway to be done, now they can help the rest.
- No
- Yes
- Not particularly
-depressed economy
-many people work in Halifax
that can take approx \$300 per month
Tolls are forever
- Yes
- Yes
- Yes!
- No tolls
- No I do not, we pay enough towards our roads.

- Possible, for some highways.
- No better way
- No because alternative options have not been presented.
- No
- Yes I support tolls we need to move and get this done ASAP
- I don't support the toll option. Though it targets users instead of all residents of the province. I believe this is an unfair burden on the commuters forced to use the toll sections.
- Tolls are wrong. Discriminating toward rural NS an addition tax on people who have no choice but go to Halifax for medical appointments, government dept meetings etc.

Tolls will be downloaded to the consumers of goods & in our case for sale of wood reduced [indecipherable word] from our wood lots.

- Yes on three conditions
 1. a fixed term for tolling
 2. reductions/discounts for volume travel, can [indecipherable word] travel
 3. prorated tolls and toll all divided hways in province.
- Seniors and many other cannot afford the tolls. Tolls are sure to raise. Government will probably want to tax the tolls.
- Looking only at Hwy 103, no I do not support it. The benefits to me do not outweigh the additional expense as a daily commuter to Halifax.
- I understand that there is money available from the federal government. I think this would create additional distress for Nova Scotians who live in rural areas for cheaper housing and now, under your proposal, their travels for daily employment would cost considerably more.
- Toll costs should have a time period say 20-30 years then be eliminated.
- Yes, but only if user cost is reasonable. Halifax to Bridgewater one way cost needs to be less than a maximum of \$2.00 and tolled proportional to the distance travelled.
- I think all twinned highways should be tolled and at a less expensive price. Those travelling the 103 should not be penalized because our government ran out of money and wouldn't twin it. The residents along the South Shore pay taxes just like those in other areas of the province who have seen their local highways twinned without tolls.
- Yes, if need be. I'll will fight hard to get them removed later. But we have to do whatever we need to do to get them twinned.
- Not one penny!
- Not necessarily. Not sure why it has to be a big bang approach. If sections were done between exits for the "high profile" 100 series roads every 2-5 years some of these corridors would have been done already. In the late 90's and early 2000's a lot of time

and money were spent on twinning the 104 but all other highways were not given as much attention. Start by breaking up the project into smaller bites. 5-10km per project every 2-5 years.

- This is a leading question! There are other ways to fund the project such as gas tax. Hwy 103 is a priority and at 448,000,000 it should be able to be funded through the provincial and federal government.
- If tolls are too high people will use part of all of highway 3 causing many more accidents on Route 3.
- Tolls could only be used if they are kept low enough for the regular commuters. Maybe they could set the tolls partially cover the costs.
- Highways should not be a money making venture. A reasonable toll over a longer time horizon is palatable. If the plan is to charge the toll in perpetuity, why can't people pay less over a longer horizon.
- No!! Absolutely not!! What are you doing to the families!! How many people travel from the South Shore to the city everyday for work!! You will take at least 50.00 out of their pocket every week!
- Budget consideration is a hoax. Build the roads using current revenues. John Mann in the early 2000's put a temporary 2 cent per litre on gas - this was never removed. Use the hundreds of millions improperly raised for current highway needs - No tolls
- No I do not support the use of tolls to pay for the 100 series highways.

My wife supports (I don't) the idea of adding a couple of cents more on the gas tax to pay for this work which would spread the cost to most Nova Scotians.

If this work takes 20 years to do than it takes 20 years to build!

- I am against highway tolls, however if that is what the majority wish, I do hope all series 100 highways are tolled as it is only fair to one & all. Interesting highway 102 is not mentioned to be tolled & it is the one highway that has the most use & therefore wear & tear.
- Tolls shouldn't be the only means of funds. Government should split the bill to lower cost. Add weight stations for trucks.
- No toll. Way too much. No toll. \$250.00 mth too much.

With all the taxes on gas & the new carbon tax should be enough to fund. Why do other provinces not have tolls yet NS does?

- Nope - find another way to get it done. Borrow the money while interest rate are low.
- No tolls
- Only if all twinned 100 series highways were 'tolled'
Unreasonable to now 'select' special areas of the province to pay tolls on for safe highways between standard 'twinned' spec. all taxpayers have funded the highways to date; all should pay for this effort to speed up construction.

- I support tolls. Took from 1997 to 2007 to twin to exit #5, been 10 years with no work.

Need this work now, not in twenty years. need macpass/discount for high volume commuters.

- I would only support the paying toll is no more than \$2.00 each way at the most, as families cannot afford probably not even the \$2.00 fee.
- A loud "YES" from me personally. I drive roundtrip on the 103 daily and on all the 100 series highways often and believe this is the right decision.
- Yes but - only if tolls are applied to all existing twinned highways which were not subject to tolls at time of construction. (Could be promoted)
- Yes but there is a limit - ? I would prefer to see as small increase in gas tax rather than a toll. A 20% increase (3 cents/l) from your figures would generate \$54 million yearly also from your figures.
- Absolutely do not agree with tolls. Nova Scotians are being squeezed enough with our high taxes and can't afford another money grab by our gov't. Every time they need more money they can't budget for they keep adding another fee, tax or toll?
In addition, the proposed toll rate is ridiculously high.
- Yes I support using tolls. I believe it should be a user pay system. However tolls should be on all twinned highways, some parts of the province have their sections twinned at a cost to the rest of the province
- No. I will be forced to leave my job. I cannot afford a toll, plus the \$13.00 a day gas plus buying a car every 6 years, plus tires, oil changes, repairs, etc.
I will not drive to Halifax & back each day on the "old road" as it will take too long and be too dangerous in the winter. Many sections are sanding only on roads that have many turns along the water.
-Keep bushes cut back to help drivers see animals
-Speed feedback signs
- Wrong question! a better question would be: What people and goods do we need to move across the province and what is the best way to do this? \$2 billion will go a long way toward buses and rail transport.
- 100% opposed to tolls. And I am frustrated that you are making us choose between safety & our own personal ability to afford to pay.
- 103 Hwy
Would the toll be for 30 years or indefinitely?
Majority of traffic is commuters - \$6 toll would add \$30wk \$120 month to existing high costs of commuting - assuming \$6 return trip. Still think it is a solution not affordable for all ppl. Tolls are not preferred - No.
- I completely oppose tolls.
- No
-taxes high now as gas goes up so does tax
-carbon tax also comes into play as well
-cost of goods and services (freight & transportation passed on to users)

- if necessary, yes but I feel this is a provincial responsibility of all Nova Scotians. It seems that communities last on Hwy improvement plan are being taxed the most. If you are going to put tolls in, put them in existing dbl highways .. fairness!
- Yes, I believe that is the work could begin sooner, I would support tolls. Tolls could cause financial issue for some & that should be considered for those that must commute daily from Bridgewater to Halifax.
- No, no, no - would put the cost of everything we buy up, up, up. Can't afford it.
- Use tolls if they are going to be but be sure everyone pay fairly & equally for all toll highways. Make some consideration for people who use it daily for commuters going to work daily. Twin!
- I don't agree with the tolls as for the South Shore improvement in infrastructure would likely being more business resulting in more taxes to help pay. All roads from Hfx beyond are twinned to USA why should South Shore residents have to pay.
- I do not support tolls, it is just going to push more traffic to the number 3 highways that is already busy and not maintained well. There is no reason the government cannot go into deficit or increase gas taxes so that everyone pays for these highways.
- I would rather pay tolls and have the highway twinned than not have it twinned. Tolls need to be reasonable. \$12.00/day for 5day/week commuter is too much. It does seem somewhat unfair that 101 and 102 are twinned with no tolls. How can this be balanced?
- "NO TOLLS" Improved engineering on the hills/passing lanes.
- My fear is tolls will only divert the problem to the secondary highway. If tolls were in place for the duration of debt payment - max 5 years. People may be more inclined to accept. But!! Historical gov't often keep the toll rolling to pay other debt. All NS needs to be part of paying for the roads structures (Twinning)
- I would pay a reasonable toll to drive on a twin highway. It is a pleasure to travel to NB and Quebec. Less stress. Maybe all twin highways should have tolls.
- Twinning is preferred, but I don't feel the people of the South Shore should need to pay a toll when previous locations have hwy's twinned at no cost. Lower the toll & people will pay for the safety.
- Not preferred. If tolls are the only answer, amounts need to be reasonable. \$7 from Bridgewater to Tantallon times 2 is ridiculous!
- Yes, if the toll would be removed after the cost had been recouped.
- No, all vehicles should pay the same to register there vehicle ie: No fishing plates and all other exempt government fire truck should pay the same to register as everyone else. Also gas tax should apply to all vehicles. There is a lot of like Indian Status who pay no gas tax they still use the highways and cause its ware and tare.
- No, It is a user tax. We pay high enough taxes now. Instead, raise the gas tax and inspection and registration fees for everyone. Photo radar could also be implemented to punish speeding drivers and provide revenue.
- No! Other hwys are twinned in NS and they were not tolled (the government) should spend within their means.

- No TOLL
Identify "the danger" areas and make those sections safer. Look at stats on those areas.
5. Why aren't there tolls on all existing 100's highways? Equalize the distribution by all NS population/drivers anywhere?
- No
- Yes, I support tolls. Even at low interest rates, the cost of borrowing would be crippling to our provincial economy.
- Yes, I support tolls, otherwise I will never see the twinned highways. Interest rates are at a record low and the federal government campaigned on large infrastructure investments.
- Yes .. absolutely
The fed's are campaigning for infrastructural renewal, time is NOW!
- No
- No. No. No
- No
- I don't mind the tolls but I don't travel the road everyday.
-Where do the fines dollars go? (traffic fines)
-reduced rate for commuters
- Against any tolls on Hwy's.
- No
1. Have you considered the downturn in tax revenue from spending if people are paying another "tax" to travel the high way?
- No. I prefer no twinning and no toll. Given changes in technology I am not sure twinned highways will be as necessary a decade from now. I don't think we should rush in to twinning now. I cannot afford a daily toll as a commuter.
- Yes
- No
This province cannot afford tolls
Too much economic impact to citizens
- No!
- I do but dont charge an arm and a leg to use the highways. No more than \$4.00 max. If you charge too much then the main roads will get use more.
- Yes
- Limit access to hwy or an entry point at each current on/exit point?
Costs of opening toll booths factored into costs or in annual budget?
- Yes. But on all 100 series would prefer other options
Would prefer to see more gas tax to spread cost over all province
- Some tolls + gas levy?

+ [indecipherable word]?

-toll other roads - Truro-Hf
-improve mass transit

- No tolls
We cannot afford any more taxes
Government should send out tax dollar more efficiently
- No we pay too much taxes now
- I do not support tolls. But if tolls are used, are they permanent.
- Yes depending on cost for each section of highway usage.
No do we already have taxes to pay for this purpose.
Will they be removed after the cost is recovered
- Yes but no more than \$4.00
- No!
- No, 101-103
- No tolls
- No
- No
- Non. Je crois que l'on devrait [Indecipherable word] l'argent et faire la plus possible pour [indecipherable word] les [indecipherable word] pour la construction. (No. I believe that we should [...]the money and do the most possible for [...] the [...] for the construction.)

Question 4

Do you have any other comments or questions?

- If the money available how fast could 103 be constructed?
No tolls
- Barriers in bad areas. Variable speed limits. Enforce.
Save 9 minutes @ \$5.00 = \$3.00 per hour.
- How many of the 23,000kms. 100 series?
- No
- No toll
Hwy 103 deadly - needs twinning
- -it will be great for the road industry,
-infrastructure funding by Ottawa?
-it would cost an extra \$200/month.
- Will put a lot of people to work. Is the section in Chester Basin that is twinned, is the tolls included in this section.

- Why not give more authority to provincial safety & enforcement officers (weighers) to include giving tickets for speeding? Expand their authority, hire more officers and get them to enforce speed limits at a much higher frequency than the RCMP do. Take the money generated by these speeding tickets and use it for improving highways safety.
- Twinning is not a sensible approach to improving safety. Twinning make sense to reduce congestion. Safety can be improved by enforcing speed limits. Safety will also be improved by collision-sensing and collision-avoiding features of new cars. Before any twinning is done, all new cars will be equipped with this technology; this will outweigh any expected reduction in collisions anticipated by twinning.
- What other options has the department looked at.

Canadas Atlantic pay ground.

- Stephen Harper promised this as a priority 8 years ago? What happened to the allocated money?
- Carbon tax good idea to use on the road.
- No tolls
- Please focus on [indecipherable word] areas. Prioritize. Have the cost shared by all.
- Better highways will bring more people and more business therefore more tax revenue.
- No Tolls
- Twin highway. No Tolls!!
- Save 9 min burn more fuel
- Would the reduced cost to the health service with less accidents add to costs of the health care.
- Twinning Hiways will lessen deaths, but lowering speed limits will go farther. Speed is the greatest cause of collisions. Makers of cars should install something to restrict use of phones etc.
- Has anyone given any thoughts to the cost to rural NS. Jobs, factories, transportation of goods.
Will this drive more population to urban areas? (Can't afford tolls)
What is the actual cause of collisions (highway conditions/inattention)
Does this cost show the federal portion of cost sharing
I think you cost estimates are way low
3700 year 103 = \$7000 income
I do not believe it can be one at the prices listed.
32 toll booths
- This is going to make it hard on people that work in the city, truck drivers, small business.
- The cost of tolls is to high for a person working in town.
- Can't afford tolls.
- Where are the tolls going to be how many method of pay?

- -Need more safety patrols
- -Need to watch for speeders
- -More RCMP to catch & prosecute
- -Scared at what the tolls would make the cost of goods & services.
- Hwy 3 concerned with off loading of traffic to avoid tolls.
- We can't wait to have this done. If you can afford to go to Tim Horton's everyday you can afford a toll.
- Hwys needs to be policed for bad driving as well as speed. Inattention & slow drivers cause too much disruption of traffic.
- Has there been any cost analysis for the utilization of jersey barriers and dividers and/or twinning the most dangerous sections.
Will the tolling be privatized meaning its daily operator?
The gentleman from the CBCL should have never spoken about time saving with tolls if the government is not bias for tolls!
- No
- We need to twin if we want to save lives on the 103#
- Is priority twinning (or other modifications) under consideration, to attack lower safety corridors?
Can barriers be installed now, and twinning be accomplished over a longer period & avoid or reduce the toll prices?
Sorry, I don't believe that two lane highways can't be divided by barrier & therefore the barrier option will cost very close to the cost of divided highways.
- For question - people drive too fast no matter the speed limit, more policing, higher fines and greater penalties for frequent offenses would probably help

Charge any warehouse, central sales depot an additional tax to locate in Halifax/Dartmouth and apply it to the road budget.

Create [indecipherable word] to have manufacturers local in real rural Nova Scotia.

Toll roads and twinning takes a lot of business from our small businesses in towns villages and [indecipherable word] business located along the road.

Tolls will be added to all costs of goods and services.

*Since Hwy 103 is the #1 priority for twinning and it is estimated to take 5 years to do and it has been indicated that they money would be available therefore do the twinning on 103 and NO tolls, and it should be finished in 3-5 years.

Twinning on Hwy 100 series does not contribute to tourism as travelling on the 100 series Hwy does not provide and scenic beauty and no local businesses get any benefits.

- No. Well, the consultations were well-run.

- How many toll booths? Are there costs included?
Why is it so urgent to get to a certain destination?
Leave earlier
The government sells alcohol on one hand and wonder how to get people to drive safely on the other.
 - What is the actual time frame to twin without tolls?
Can more passing lanes be added?
Why can passing lanes be added only on uphill sections?
What is the time frame to twin from Tantallon to Hubbards? Currently that is the only section that meets the 10,000 ADT criteria.
 - If people can't afford to travel the toll highways, they will use the secondary road, less safety and more use on those roads. Commercial vehicles (trucks) will have more costs (roads-tolls). That cost will be passed to consumers.
 - Has tourism been considered, especially on 105 - recent improvements make this route very attractive as it is and including this improvement in the overall forecast, distorts this presentation (re minimal traffic)
 - If toll is the only feasible way forward consider placing tolls on all twinned highways in Nova Scotia (present & future). Should keep the per kilometre cost reasonable for every twinned highway user. Why should it cost \$6.00 to drive Halifax to Bridgewater and nothing to drive Halifax to Windsor or Halifax to Truro. Better it cost \$2.00 for anyone to drive Halifax to either Bridgewater, Windsor or Truro.
 1. Speeds
 2. Value of goods and services increase not just toll costs
 - We cannot let these highway go untwinned. Tolls need to be cheaper and put in across the province, not just rural Nova Scotia being targeted.
 - "Would pay a dollar"
 - Don't twin! It is outdated
 - Just enforce the rules. Even hire more officers at a much lower cost.
 - Breaking the rules is why the accidents happen
 - I am 42 and trying to make a life in NS. But when you suggest spending 2.2 billion on something we don't need. You make it hard to stay!
 - A lot of stigma has been placed on the pay per use of tolling. Drivers who use these highways will have to pay, why not place additional taxes to the whole population of NS to help pay. But when you think about our population <1 million can we afford toll highways?
 - Twin Tantallon to Hubbards NOW! No toll!
 - Cobequid pass is nearing completion, will it be ended at the end of the project lifespan.
- Has the federal gov't been approached about this plan?

- 1. How will the tolls effect the cost of products and services in our communities (grocery, gas, etc)
- 2. After the construction is complete what happens to the toll booths
- 3. What kind of service level are we to expect (repaving, snow removal, etc .. lighting)
- 4. Are we assured that the tolls will be removed after the project has been paid for. Could one section be paid for well in advance of the projections and thus have the tolls removed on that section or do all the tolls stay in place until the final project costs have been paid for in full ?
- If you actually go through with this farce, it's only right that ALL twin highways in the province be tolled!

Why don't they raise the budget for the highways!!

Take some out of the budget that pays for the Bluenose, the Yarmouth ferry the new convention centre!!

Tourism?

- If the roads were properly cleared and salted/sanded in the winter road deaths/injuries resulting from accidents would decrease!

*Is the current twinned highway a P3 shared cost highway? Who gets the profit? Is it like the "White elephant" convention centre when after 30 years it belong to the corporation?

- I work for the Provincial Govt and I do a lot of traveling on the 100 series hwys. Would I get reimbursed for this expense?
I think you will find more people using secondary roads instead of the 100 series hwy to save money.

Having tolls will increase the costs of goods & services because these businesses will pass these costs onto the customers - you&me the taxpayers.

We need to educate the public on safer driving practice/behaviors

*Again if it takes 20 years to build then it takes 20 years to build. Period. * Thanks

- I have heard a lot of information on twinning but not a word of what will happen with heavier use of secondary highways, which wind & twist around our province. Why should rural Nova Scotians have to subsidize highway building while Halifax & the suburbs enjoy twinned highways that we all paid for. Thank you for for giving me the chance to voice my opinion.

Where does the revenue from the sale of all motorized vehicles go to, also all the tax revenue from auto parts, lubricants ,etc?

Tourism s one of Nova Scotias major industries how come one drives the Lighthouse route one can hardly see the sea due to all the trees that have grown up along the

shoreline that blocks the view. Why doesn't the Tourism dept give some of their budget to Highways to cut out the blocked views?

- Tolls, how do we ensure they only stay as long as necessary. How are the tolls going to work. frequent drivers?

Will the tolls be treated like bus passes and be claimable on taxes. Tolls good for all day, or one shot use.. Commuters pay twice a day? Not cool!

If we pay a toll, they best be plowed & groomed to a "T"

- Corridor 7 seems unreasonable to me as most would enjoy a leisurely drive along the lakes. Given the population of CB & level of income I think the toll is beyond their ability to pay.

Corridor 3 no more than 6 cent km. Its challenging enough for people to travel to work daily from B'Water-Chester to Halifax & then a prospective carbon tax on top of all this! Was the carbon tax included in the study for revenue?

- What is the predicted revenue from the carbon tax & has this been considered as a means to pay?

On ramp to 103 Halifax bound at exit 10 confusing people try to use this as a passing lane

- Twinning highways (toll) will make other highways unsafe. Increased traffic from people who refuse to pay toll.
- Issue is not whether or not to twin; rather it is when!!!
driving on 103 is like Russian roulette

Do it now!! Determine net cost to the province and re-calculate. Use Federal Gas Tax moneys as offset for the defined life of the project. As development spread out from urban area, better highways are needed, especially in major suburban areas. Provincial revenues from [indecipherable word] increase accordingly. Province must [indecipherable word] the amount spent to support the infrastructure.

What is 'net' cost to the province for its 25%

More policing

Reduce speeds in poor conditions

Don't need a huge fix; it just needs to work.

People may initially choose to not use the new road but eventually they will get to abandon the old road & use the new one.

If there are problem areas then make fixes in that area.

- I have been commuting from Mahone Bay to Halifax everyday since Dec 1, 1993.

If volumes higher than projected will surplus move to reduce tolls of term unlike 104 where \$8M surplus does to general revenue.. could have eliminated toll in 2019, now pushed to 2025.

Also: What about HFX to Truro. What about a toll to cross subsidize. That way no area has a competitive advantage, real estate impact, factory shipping.

"Statistics"

This issue spiraled out of control by 7:30 people became emotional. I would stop the consultations immediately.

This should be positioned as an investment.

No economic analysis

No statistics

No upside, fuel efficiency, shorter duration, less distance.

I want toll, but politically "DOA"

- The plowing of these highways already in place needs operators clearing them much earlier than happening now such as this morning Feb 8/2017 the 103 from Martin's River to Bridgewater at 6:15am were very poor and ramps not even cleared. Not enough salt being used at times.

Have no quorum with twinned highway.

But cost is beyond for tolls.

Highways already in place not being cleared very good.

Driver error 99% of accidents if not 100%

[indecipherable word] not enough passing lanes but some drivers drive along at 80k then when passing lane speed up to 110k.

Although transportation will deny, computers are on salt truck to look certain amount of salt, if operator spread more, the operator is disciplined.

If twinning is believed to stop accidents perhaps you better look at Cobequid pass for death markers and 102 to Truro.

- Yes, there will be many considerations in finalizing the toll system so that low income persons frequent users, etc have subsidized or lower fees respectively for example.

I also feel, to lower the tolls, have each municipality benefiting from the tolled areas also cost share a percentage.. just a though albeit a hot potato.

East Chester, NS

- *Tolls must be low enough not to discourage or deter tourists and visitors to the South Shore.

eg: Day trips for Festivals or shipping

eg: Tour buses

*Reduce construction costs by allowing the separate lanes to be uneven (not at same height or level)

Plant trees in median - blocks view of other lanes = safer.

Q's

1. What is projected cost of toll infrastructure = digital & information management included

2. If no toll, what is estimated date of completion of twinning 103? 30 years??

- I presume the corridor (103) would be done in sections rather than the full length at the same time?

This way you could address the more dangerous areas first.

-Comment - for situations where highway 103 is closed, traffic is routed to old route #3 from Hubbards to Tantallon, this is an accident waiting to happen particularly with the large number of transport trucks that are too long for short radius turns.

- 1. Why do these projects have to be done all at once
- 2. Why not address the worst section of the 103 which is from Tantallon to Hubbards
- 3. Why was the above planned twinning on the rest of highway projects, then it was superseded by the ridiculous new Exit 5A and removed from the planned projects list?
- 4. Why can other provinces, ie New Brunswick, have twinned untolled highways?
- I understand that twinning highways increases cost of maintenance due to more kilometres of road. However I believe tolls should be eliminated when highway is paid for. I also believe tourism would be positively affected if driving conditions were better.

- Note: Between Hubbards & Tantallon the 103 has been terrible in the mornings after snow in the evening. The wind blows snow in from Tantallon to Halifax. Before this section was twinned we never had this problem. Not all passing lanes end with the same warning time - Around exit 3 to exit 2 road is icy often. Also sun in our eyes driving to Halifax in morning and in our eyes driving home as well.

The traffic on the "old road" #3 will increase if the 103 has tolls. It will be very hard on people that live off of the #3, the children playing in their front yards or waiting for the school bus, just trying to get out of your driveway. Tolls would put up prices on our groceries and other goods. Find another way to pay for highway improvements.

Can't we pay for highways by using other taxes - safety inspections & lotto, etc?

Study areas that have had several accidents - put barriers up in those spots as needed. Don't twin the full highway, if the government can't afford it. I can't afford tolls bottom-line.

Plant some trees or bushes in some areas that snow blows in on the highway, such as at exit 5a.

In the case of the 2 recent deaths, which is a terrible loss for everyone in our area, the highway needed more salt that morning. There was a few km area that was slippery. It has been slippery around Exit 5a most of the time this winter after it snows. WHY? Why can't the roads be looked after better?

I can't stress enough that if you aren't earning big wages, you cannot afford tolls. The gas alone is already very expensive to drive the 70km (one-way) to Halifax, 5 days per week. Not to mention keeping a newer car (ie 5 to 6 years old maximum) on the road, repairs, tires, oil changes, parking when you get to work. We have no public transportation - maybe the government should look into this. Buses, etc. Too bad we didn't have trains on the South Shore anymore.

When the road is plowed, sometimes it is the passing lane that is plowed, not the other lane. Cars then pass on the outside or tailgate the car trying to drive on what lane is cleared the best. Maybe have speed limits to match the road conditions - electronic type sign that posts limits as needed.

- Analysis is based only on car/truck transportation, what about other option like rail - [indecipherable word] \$2B in rail infrastructure with roads for transfer of people and freight.

How does increasing vehicle traffic mesh with climate change strategy? Shouldn't we consider driving 90km/h rather than 110km/h? Shouldn't we be driving less not more?

How did the existing twinned highways get built (excluding Cobequid pass)? Where did the funds come from? How long did it take and how does this compare to a longer term approach for the new twinning program.

Are there other ways to improve safety? What about centre barriers or simply widening the existing road bed? What will be the impact to road safety with self driving cars? Are they safer?

We have only been talking about cars and trucks on highways. Let's use our imagination to determine how our society can get to where they are going and let's co-ordinate this with other aspects of our society, economic development, health care, environment, education..

- *I drive nearly the full stretch of the proposed twinning project on 103 daily for work - I can't speak for conditions of other stretches of highways as I use them infrequently.

Once a toll is in place, it never goes away. I will be travelling this highways for another 40-50 years and the cost of a toll is something I am not willing to budget for that period of time. Especially since it falls between two major hubs for groceries, services, etc - plus our taxes already pay to maintain all of the already twinned highways.

*I feel we will be forced into a toll regardless of what the public opinion is on the matter - especially since Hwy 103 is ranked #1.

- If highway 103 was been identified as a top priority would it be twinned first regardless of toll or not? Would tolls accelerate the construction?
- When they widened the 103 from Hubbards to Tantallon rather than putting in a wider paved shoulder. Maybe a safer option would be to have a wider area between lanes which would greatly reduce head on collisions.
- If we have to - install passing lanes in areas of high accidents & congestion rather than complete twinning.
Twinning highways are nice but we have other safety concerns like old bridges to constructed as well or the roads will not be able to be used.
- -tax incentive
-monorail option, is it feasible to jet ppl in [indecipherable word] alternately
-snow tires mandatory!!
"commuters vs non commuting traffic"
-two different experiences
- Short-term improvements such as improved painting of lines both yellow and white, more rumble strips & more patrols by RCMP to control excess speeding & inattention by drivers. Mandatory use of snow tires.
- My children and grandchildren can't afford it (they will move elsewhere)
That three lane highway where traffic alternates going and coming just won't work - Too many elderly people driving that will be confused on which way the traffic is supposed to go which will cross over and cause many head collisions.
- Need more police on the roads to stop speeders or people not driving at speed. What steps are going to be put in place when the marijuana comes to be legal & people will driving under the influence. That will be a safety issue.
- I am very upset with all the deaths, friends, family & community impact these have

- My wife and I have lost friends in 3 separate accidents on the 103, this is a needless loss of life and future families should not have to go through these losses. The government made an election promise to twin the 103 and they need to make good on this promise. I didn't vote liberal so that they so would keep a balanced budget (which no one believes is actually balanced). I voted liberal so that they would spend on things such as highways, education, and healthcare, all of which I believe they are failing at. Any further loss of life in on the liberal government!
- Why not consider a lesser toll on all NS twinned highways
Need a discount for frequent travellers
Thanks for the opportunity.
- -There has been no mention of what the increase in taxes would generate.
-Tolls for divided hwy's are there any alternative being brought forward by the study.
-Tolls would cause increases in good and services that we all use.
- Twinning needs to start now. Figure out the fiscal later. Every delay is another death. In fairness all Nova Scotian need to contribute. Increase in gas tax until it is paid? And there are the feds with infrastructure funding. Those who say it is the "drivers not the roads" that cause accidents. The reason we create standards is because of the mistake of others. Twinning 100 series need to be the standard. Education - Enforcement will never end driver error. Twinning will.
- I think it should be mandatory to use snow tires in N.S. and would be interested to know if any data is collected from accidents to determine vehicle condition and tire condition and if it played a role in the accident.
- -Make ALL twinned hwy's tolled and then we can all benefit, but at a lower cost.
-Better public transit
-Snow tires mandatory
-Via rail?
-More police - video surveillance
-More passing lanes
-Better toll rate
- 1. Since there are no federal funds shown on the revenue graph, do I assume there are none?
2. Why do all 304km's have to be considered all at once?
Building sections like Tantallon to Hubbards and Hubbards to Chester, etc would allow the cost and funding to be spread out over several years.
3. What/where are the ongoing Provincial costs for running & maintaining the tolling program?
4. How did the province pay for highways already twinned? Where did that tax revenue go?
- Yes why not bring back the use of the railway corridor with a monorail between Bridgewater and Halifax
- I think the speed limit on the Hwy #103 from Tantallon to Yarmouth should be 90km/hr
An increased number of passing lanes areas will allow more aggressive drivers an opportunity to move ahead safely. If tolls are implemented, all twinned highways should have to be tolled.

- Perhaps some of money available to twin should be used to improve secondary roads. Some are pathetic, not fit to drive on. ie Hwy 3 from Chester to Chester Basin, Lake Centre through Mount Pleasant, Newcumberland to Crousetown
- 1. Cost of products to & from NS will rise
2. Tourism
3. Population to be encouraged in the rest of the province
4. People are already struggling w/ income
5. We are an aging population, limited budget for the elderly
6. We already pay so much in NS with taxes.
- Public education would be much less expensive, slow down pay attention!!!
Why would we spend so much money on the 103 to save nine minutes?
Rural populations are declining. We should not build roads for people who are moving out. Go after the drivers not the highway.
- Yes, tolling is taxation, but so is cost of borrowing. We can control the cost of tolling but we have little control on interest rates.
- (This applies to 103)
*Tourists will prefer the old highway
-Businesses & low income individuals must be given special treatment
-There is fortunately the old highway which is another option if you don't wish to pay the toll
-Opposition will increase the further you get along on the tolled highway which shouldn't hurt those who will use shorter sections.
- I am all for toll.
Tourism will improve economy, economy will improve.
Have options for paying customers for individual affordability reason eg. like a prorated bus pass
Are you planning a flat rate per km no matter what section of any corridor you use? or do you pay one set fee per km on Hwy 103 & another on Hwy 104 etc.
Benefits:
1. economic growth in tourism & ambulance arrivals
2. Subsidizing according to need
3. use Fed campaign \$\$\$
- -Cost to individual who work in [indecipherable word] eg farmers and artisans who travel to the farmers market in Hfx.
-Prioritize - more people are dying on the 103. Twin the highway and have the who province pay as we've paid for their highways to be twinned.
- Keep partisan politics out of roadbuilding and other infrastructure work.
- I don't like the fact that this was all presented twinning or tolls. Twinning is the preferred option. Why does it have to be that or tolls. Twin & no tolls like every other place that got their highway twinned.
- Accidents - not just fatalities cost so much
-Injuries often require long time in hospitals, rehab, etc
-Counseling for first responders, victims, survivors - money saved from prevented accidents could be re-directed

If tolls are for maintenance, then all twinned highway should be tolled - for their maintenance.

- Divide the Hwy into sections and contract out the services. Government [indecipherable word] are too inefficient
- What is the potential tax revenue from extra employees? Extra spending? Extra business tax?
 - A
 - What is the 2017/18 Expense & Revenue projection?
 - Where is
 - Have your figures taken into account the 300 million that NS has sitting in Ottawa for infrastructure?
 - 426 million in ottawa
 - 126 already announced
 - The 300 million has other applications etc
 - So the 300 m will be considered the federal portion?
 - answered my money question with an "18 minutes" time savings??
- I think there is a fairness issue if some nova scotians in some areas have to pay tolls to travel on twinned highways while others in other locations do not.
- 1. Tolls [indecipherable word] to reduce original capital cost only
 2. develop a subsidy for low income individuals
 3. long amortization to keep tolls as low as possible
- If we cannot twin without tolls then we need to take it off the table
- I'm glad the province is considering tolls
- Have they considered the "loss of volume" of ADT if tolls implemented?
- Down with the premier!
- 1. Calculate saving for reduction in health care because of fewer collisions
 2. Traffic fines - go to hiways
 3. Insurance costs/saving - 4 twinning
- \$590 month for two of us
(-120,000 mortgage)
My choice would be to sell my house and put that into another house closer to Halifax with no tolls. Earning an additional 120k in equity.
- (Plowing time)
- Only gas tax are mentioned in your study
Where is the diesel tax going, need more driver education.
NO TOLL HWYS
- Use the money out of the six taxes we are paying for the highways
- Lot's "againce"
- How many toll station ad where
300 feet [indecipherable word] line
50/50 ticket

- Increase enforcement
No tolls
- No tolls
- Nous avons besoin du transport en commun sur la cote Sud de la [indecipherable word].
(We need more public transport on the South of the [...]).
- [typed up submission brought to consultation]
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?
- [extra written comments from consultation]

Stephen Harper promised this 8 years ago, as a Priority?
6 cents
What happened to the allocated money?
30,000 a year! @ .5 cent a litre of gas, \$250.00 a month.