

Part A: Discussion

Question 1

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

- I don't want to ask about question #1, I want to know when the cost estimates were made up, what median was and whether it was made for cost estimates. I am talking about center line to center line. It has been 29 meters for years and you increased to 30 meters.....
- What I don't understand is why Nova Scotia doesn't inquire about a wide median. In other places, the narrow area is 30 meters, that's where the farms are, where land is more expensive, and then about 50 meters (in other places), and that's raw land, the medians are 82.5 meters, and the profile of new lands are not affected by current lands. Then you're not designing that second lane based on topography. I have talked to New Brunswick and asked how much it would cost to do this, and they didn't know, but didn't care because it they were doing it. I have done some math and if its \$1500 for raw woodland, you pay an extra \$7 a foot for the land, then construction savings from the cuts and fills are reduced, based on topography, that could be as much as a 25% savings, which is \$70 a foot. The twinning of 103, or I have been told, is going to be on the north side of the existing road, and the province owns a portion of road. Even if you had to buy it, I don't understand why the staff doesn't consider it. If you can save money with a simple design change – why not?
- One more point, there would be less environmental impact because new road would be reducing cuts and fills.
- I will be quick with question #1. Highways are good. I drive a lot and the highway is good with the exception of Cobequid Pass when it's snowing. The only double lane that has been built is the bicentennial and it's good. Question #2, is a no, twinning is not the only option. We need to set a new tolerance on speed limits. Question #3, no, I don't support the toll. Cobequid Pass has a toll, and it was supposed to come off and didn't. If tolls go on, they won't come off, and they are never coming off. SLOW DOWN. It's not about getting from here to there faster; it's about saving lives. Mine (my life) has been saved a number of times because I got off the roads when it was bad. Jersey Barriers would be good. Let's leave it at that.
- I think we echo what the gentleman just said. Question #1, the condition of highways, considering the number of people in Nova Scotia is good. We are not a big province population-wise. And twinning as the only option, no. There are strenuous safety measures we could look at like, speed control, like cameras, in order to improve safety.

If saving lives is the number 1 priority. If twinning is a preferred option, no I do not support tolls at all. I want to ask the panel, about your figures and estimates of cost of construction. The Ingramport connection was budgeted to cost \$10 million and at completion it was at \$17million. That is a 70% increase. How strong are your figures, because construction cost, as we know, do go up. If tolling is in place, like at Cobequid Pass, and if tolls are removed, who will pay for maintenance? You have a discrepancy this year in the budget, how will we manage to maintain these highways if and when the tolls come off?

- As far as Question #1 is concerned, currently all twin highways are in good shape. Solutions to be found on some of the more dangerous highways. Do we need to do all of it now or, do we need to do all these things over the next 5 years? But maybe attach the worst case scenarios first and then move to the others. Question #2, I do not think twinning is the only way, but widening the medians between the two directions and things used in other ways like planting willows trees instead of culverts. (Unhappy that) this is the only consultation that come to us, as it's not considering the other options. There are no studies on medians, Jersey Barriers or anything else. We are anticipating this is a go forward, this is the choice that is being made. It is not fair to tax payers of this province. If twinning is preferred, I am not in favor of tolls. I am not in favor of the numbers of the Willingness to Pay amount passed on, and as proposed in phase 2, the \$315 – \$951 million in surpluses (tolls will bring). Why are we looking at surpluses if we're not looking to make money. We should not have hundreds of millions of dollars in surpluses. This is a revenue generating opportunity for the government of Nova Scotia. If we have a \$30 million deficiency and 30-years stop charging tolls, what is our deficit going to be on maintaining these highways?
- Question #1, the current condition would depend on what direction you go. I am fortunate enough that most of my work is on the Eastern-side of province. And when I have to white knuckle it to Bridgewater or Kentville to take my kids to hockey or something, I think about it differently. Speed is not going to save our lives if you cross the center line on any of those highways. Twin highways are going to get me to there more often and spend some money on those communities. Now if weather is even slightly bad I don't even go. The Cobequid Pass has been mentioned and to those opposing, when you go that way, did you travel the Death Valley before it was twinned? And now, do you take Wentworth Valley or Cobequid Pass and pay?

Question 2

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

- I am the Chair of Greater Burnside Business Association, and to question #1, well to put it into perspective, I am not originally from Nova Scotia, I am from Florida. Can say we (US citizens) are accustomed to having toll roads and toll roads exist without a great number of taxes. Do they go away? No. But it's the best way for us to get around. Do I think twinning is the only option? Yes. We need better lighting on these 100-series

highways. It is staggering to me that we don't have better lighting. And it is terrifying to drive on the 102 at night. Speaking for Greater Burnside Business Association, where we advocate for the twinning of the highways and toll roads, and we understand why we are trying to do this now. Because there is Federal government money available now. And we can stay in old ways or come into a brave new world. We are going to have to confront at some point. When speaking to Greater Burnside Businesses, we better believe I want the highway, and if there is any congestion its coming into Burnside and this is the biggest business park this side of Montreal. We have been waiting since 1999 and we also know if we have a plan that we can go further to attaining it. If it's the 103 – yes you better believe we support it, or it's Burnside who needs the relief we are in favor. We have a decision, we can stick to old thinking, but look where it got us. We need this, and this is the best opportunity we have to do it.

- The current highway system is in good shape. Other than pot holes and that's just this time of year. We just don't make good asphalt down here. The stone we mix it with is too large and doesn't compact, and makes it crack or break. Go down to Maine and they will show you how to make asphalt. We are doing it wrong, or asphalt companies are doing it wrong to get more jobs in another few years. Twinning for some major areas is the best idea. But the one for Sydney, and the old number 7, I have no idea why you want to twin that. It's a beautiful drive, and through the communities. Why take the traffic away from there, and all the money that goes through there as opposed to driving past everything. I don't believe we should be paying tolls, no way, no how. There are no tolls in Quebec or Montreal and they have twin highways all the way through. There is only one toll in Ontario, only one. None from Manitoba to British Columbia. Right? The numbers \$6 and \$10 dollars – who's smoking what when they come up with those numbers? I go to the States a lot, and went all through South Portland and down the eastern shore, and went through one toll – it's about 370km. And it was \$1.25 to go through. To pay \$6, \$7, \$8 to go on a section of highway is insanity.
- I want to follow up with the gentleman from Greater Burnside Business Association. I live in Eastern Shore now, but used to live in Sackville. I was there when there was an accident on Magazine Hill that shut off people coming into Halifax from the Valley and Sackville. Traffic started going back to Hammonds Plains road then an accident happened there and the only way into Halifax was Waverly road. It took me 4.5 hours, because you can't cut off a city. I absolutely believe that there should be twinned highway to Burnside, but don't necessarily agree with tolls, but would have paid it then (during the accident traffic). I am the Chair of Safe and Healthy Communities for Preston, Lake Echo, Porter's Lake etc. I have been asking for long time for roads to be fixed from exit 18 and onward, and we had some work done on exit 18. But when you are talking about some other corridors, where people can get their life services in these towns and get around. Exit 17 – 19, we don't get that, we will have to pay to go to the store to milk. We will have to pay to go get what other people will not have to go get those services. While there are people that can afford there are so many that cannot. We don't want to pay a toll. Exit 17 – out to 118 and the piece between Burnside and Rocky Lake road. Don't put the cost of twinning highways on the back of those who need to go get milk. Put a median in just up to the lake, or four lanes even. When you

pass the lake after exit 19 and to 18, leave it, the work has just been finished. Fix what you need for fix from 17-19 without twinning and without tolls. Exit 17 is the most dangerous I have ever seen, and how that is addressed, and if you are going to drive traffic to the 107 you are going to make that worse. The Willingness to Pay study, and I read them both. The 200 people that were interviewed in that study for corridor 8, of the 200 people how many were residents that would live from Exit 17 out, or were they from Bedford or Sackville?

- You should because if it is (people from Bedford and Sackville). The 6 cents is not going to be accurate. Sackville would be coming in and going home, but the others take that access to life services, on those roads 4,6 or 7 times a day.
- I don't think twinning is only option. In some places it may be the only option, it is different in every case. I would love to see there are some places, like 104 (where traffic can be diverted? Reference to using railways possibly). When container traffic gets off road in Moncton and travels up here beside a railway, that is right there a way some get into accidents. And it would be 10% of the cost. Twinning is not the complete solution but use this kind of low hanging fruit and make a difference. It is ridiculous that there are some places more dangerous places, and we have not seen any other steps, just lots of half way steps, as in get that done, but not now or next year. Burnside is a congestion issue – but for safety, jersey barriers, medians and passing lanes, for cost of 20km of passing, could help with things like lower frustration. I do believe tolls are a viable option. The Cobequid Pass proves it, as was pointed out nobody drives the alternate route. When you don't have an option, you can't have nothing but a toll road. But if you are providing better services like in Ontario, it is tolling you to provide a better option. Like people who want to drive the 4 lane highway as opposed to 104 then that is their option.
- There are other options other than twinning. The option of twinning is the best way of doing it. I think people are still dying on twinned 100-series – it's not a cure. But may provide reduction. There are other reasons why these accidents are happening, like speed. No matter how fast I drive on that road, people are passing me. Every time I drive on those highways. It is increasing the speed and increasing people's expectations on how fast they can go, and if someone wants to drive at a responsible speed, it increases people's frustration on the road. Talking about the budget, and amount of money spent on construction, and looking at these, and with twinning in place, will the money made be sent back to the tax payer? 15 % of budget is a big chunk of change. Why is the twinning between the 102 and 103 not part of this presentation? And – I will save the rest of my comments for online.
- I think that this point confirms the last guy's point. The Cobequid Pass eliminated the death toll down to a third. That proves no matter what you do, you can't fix stupid. I have seen a car on the twin highway, on the other side in the ditch upside down. It's speed and carelessness. No matter what we do. Question #1, depends where you are, and Question #2, twinning the only option, no. But I do agree it's the best option. And Question #3, I don't agree with tolls on principle. I think that's what the Burnside guy was getting at. It's better in a lot of ways and get it done. I have done some driving in

the US and the interstate is an excellent system. It is not that expensive, and you get off at this part and on at this part and only pay for this. One thing I did find strange even though it's not the topic is the St. Peter's to Sydney section. I don't understand why that was projected instead of twin 105 on other side.

Question 3

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

- I guess my first question after listening to comments and stories, is there are lots of volunteer experts in the room. I am more interested in the professional experts. I noticed some of the comments, are coming from different demographics than me, but it is my generation that is going to use it. Your kids, and grandkids, and even me, are going to pay more tolls than anyone else in this room. If not now (for the highway twinning) then when we have the Federal money. If not now, then when. I think twinning is the preference, and will bring economic development. and is the way of the future. Now is the opportunity.
- I have a comment on the Cobequid Pass being \$5. I have traveled it a lot, and its only \$4, and if you have a transponder is only \$2. That (savings) is not championed enough. For \$2 (a trip) it was built in 2 years.
- I will be brief. The first question #1 on the 100-series. I know we are focusing on Metro but I traveled to Port Hawkesbury on a regular basis, and the highway is in good shape but coming off a twin, and then back on a twin, and then off again - It is dangerous. There is a huge amount of traffic on its way to Newfoundland, and 18-wheelers, and when you come off the highway you can see how traffic congests in particular in summer with tourists. It is not good. Question #2, not (the only option) but its preferred. I have traveled to Moncton over the Cobequid Pass and it is acceptable if its safety we're talking about. The reality is (slowing down is needed) and highway is necessary for economic growth. People are using it (highways) for speed, and we are building bigger and faster cars. We need a good infrastructure system, and if we can pay for (to drive) an SUV instead of a Corolla, surely we can pay for tolls.
- Is twinning the only option? No. There are options, like passing lanes, jersey Barriers, and radar speed signs. I have seen the impacts of those (radar speed signs) on the approach to MacKay bridge, and people do take a second to look and slow down. Put (them) up in problem areas and put more police on the roads. No, you can't fix stupid but you can ticket it. I would love to see more cops on the road, making sure people are not pulling stupid stunts. Twinning and supporting tolls; I have heard a good points in favor of tolls. And I think there are options, and maybe areas (that need it) that have the least impact on residential areas. (Tolls) does still pass on the cost to consumers, but

cost of goods would be up. But I disagree with the section on Porter's Lake where they would not have a choice (but to take toll highway). I would not support toll in that area. This will have a negative impact on tourists. And I would not want to see the province become the 'Toll Province', and people have to pay, and pay, and pay, to see this beautiful province. Rural areas will be penalized for centralized services, coming into Halifax. They will pay a higher price of goods, and costs will all be passed on to consumers. Essentially it's another tax.

- I second all that. The 103, I have been driving it for 65 years. I have driven very close to 2 million miles up and down coast to Florida. A combo of jersey barriers and twinning on 103. If they twinned there, and twinned there, it would sure save the cost.
- I am not in favor of toll highways. In the States, the price of gas is half what it is in Canada. If we can't get better roads maybe just raise the price of gas a couple of cents. Everyone shares the burden instead of the few that get stuck with the toll highways in their back yard. I don't want the price of gas to go up (either) but have to pay for it somehow.
- \$2.4 billion, and Nova Scotia still be paying 25% off that? Would that be over time? Still that is more than the \$400 million budget. I am not opposed to tolling, I think it's smart in a lot of ways. I just think tolls on some twin and not others, and where they are only on what is being built in next few years. If we have tolls in the 100-series highway, they should be on all and it should be fair to all. And there should be an alternate route.
- This is a bias system with people in certain parts of the province that pay nothing. In Truro coming to City you pay nothing, but Bridgewater pay. If they are low income they will disproportionately be paying a higher rate than someone else doing quite well. You have been doing different rates in all the sections. I don't agree with tolls you are proposing, and how you are looking at different rates (tolls) than someone else rates (tolls) across the province
- The traffic light system to put up reds and greens is what we used at work, and the weighted mean, we used to come up with whatever we wanted depending on the weight and outcome we wanted.
- I think our roads are good for question #1. Question #2 as for safety on roads. I go on the highway to the airport and pass that way, and I do the speed limit and 95% of people are going by me, and there lies most of the problem - common sense. As it goes for the money, and people going to hockey games and areas in Cape Breton, I hope you guys take back (the advice on) the areas that need to be done first. I am not against twinning, the thing is I think it should be like the Canso Causeway, where its in legislation and only then I would believe what the government says. We should all be put off until next year then the Cobequid Pass would be paid for. If government closes the tolls, that's fine. Let's move ahead, then we will know and be prepared to put in legislation. That where there are areas that are paid for, it's done (tolls are done) and its open to public and tolls taken off.

- As for more tax money on gas, that just won't work. The gas money that comes to our province now, it doesn't go to the roads. It goes to general funds and then put out to where it goes, for how they want to use it. This Municipality got \$20 something million back, given to HRM, and picked off to where it wants it to be used. It doesn't go into the roads, it goes to things like transit, and things they want to put it into. I hope I helped.
- I live in the Porter's Lake area, and I travel that highway on average of 6 - 10 a week. I choose a rural setting to raise my children. And I don't agree to paying tolls to twin that highway. I already pay my taxes, and you want me to pay a toll to use the infrastructure I already paid for? Tolls should be on all the highways, not just the sections you plan to twin. We use that highway to get to the services we use. I frequent the IWK once a week, and you are going to charge me to take my kid to the hospital? Parking is crazy as it is at \$15-\$20 to park there a day and I go once a week. Where is it going to be with the extra taxes? Not to mention the mileage I put on my car. A person who lives in town only that drives 10-15 km a day, but they will benefit from the highways that I already twinned, and they are not going to be tolled. This is prejudice against people in rural areas. I have no problem with tolls in Burnside. But if you are going to twin a section of highway that is already a highway (use the existing road as one half of the twin) – I don't agree.
- I live in Porter's Lake and I want to thank you for including us in this study. I firmly agree the highway should be twinned. I am a firm believer. I agree with the young person, as young people will use the road and pay for road. I have a daughter and wife that commute on that road daily, and someone's daughter was recently killed on that highway. One life is not worth a few dollars. Do I think twinning is the only option? The answer to question #2 is yes I do. Bring on the road from corridor 8, bring on new roads and new construction. Bring on economic development, bring on jobs, bring on money, let's go. Thank you for including us.
- My main concern is with this is as a province, can we really afford this? There will be a period of time when we are carrying an enormous amount of debt and we have a serious problem with health care and education as it is. I have grandchildren and I am concerned with their education. We have issues in this province where we need to promote health and education of our youth.
- I have a question for Audrey. The expense to put the highway in from St. Peter's to Sydney. When look at numbers, Corridor #1 is \$12 million, then \$7 million (Listing other corridor price per kilometer), and that one you're talking about is \$5.8 million per kilometer.

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)

- Some sections need re-paving - have annual potholes. Traffic congestion to and from Burnside on 107 needs to be alleviated. Sections of 107 have safety issues on turns closer to Burnside. Need better lighting, lines (not visible enough)
- Highways not twinned are currently unsafe. Travel is congested between Fall River, Bedford & Burnside.
- I am more familiar with the 104 series highway and will comment on those. The twinning around Antigonish has made a major difference. There are real safety concerns, especially in Tourist season on the non-twinned areas. Twinning is necessary.
- Good - needs more passing lanes. Most accidents are driver caused. Drive to conditions.
- There fine - improve with more passing lanes, more police presence.
- Dangerous in summer
-when were the traffic counts taken
- I am mostly concerned from a safety view of the New Glasgow to causeway sections.
- -Roads are in ok shape
-Some definitely need work
-Anytime you can eliminate a chance of a head on collision it is an improvement
- Safety is not up to 1st world standards. Twinning would improve both safety & congestion.
- Presently fairly good 100 series rd
- No concerns
- -They are safe
-no congestion
- Traffic congestion and travel time is not an issue safety is.
- The sections that are not currently twinned tend to be in poor condition from a safety perspective. They also tend to be frustrating re travel time.
- They are trying to make it safe for all travelers.
- Fair
- Generally good but I would like to see twinning.
- Twinned highways now are great
- Safety - needs improvement but how?
Traffic congestion not an issue
Travel time not an issue
- Decent at best. Most 100 series highways were not completed in the beginning. With continuing construction & investment in infrastructure, we wouldn't be in this mess. Any improvement is welcome.

- -The majority of 100 series highways are in good shape.
-The identified sections along Hwy 101, 103, 104 & 107 do not safely address traffic volumes & associated hazards. They need to be twinned.
- The stretch along 107 is very congested with built up areas along most of the route being discussed for twinning it seems there is enough traffic along this stretch to be feasible.
- There are issues RE: speeding
Could be ↑ signage Re speed, dangerous sections (curves) warning re: passing lane ends.
Congestion shouldn't be an issue w/ so few people in our province
- For the amount of population in Nova Scotia, the Rd. system is adequate.
Some areas need improving, but can be done over time.

Question 2

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

- Some corridors yes, others could possibly be re-routed or sections added. Speed increases/deductions could help.
- I believe twinning saves lives and is the best improvement option.
- Twinning is only one option (vs. the traditional method) but is probably the one to get it done faster. I would support it.
- No - More jersey barriers - more passing lanes.
- No
- No
-passing lanes
- It seems the most viable certainly from a safety view.
I know there are passing lanes on these sections but they are quite short & I feel sometimes they increase safety concerns.
- Yes, I do not think in 2017 you would build a two lane road.
- Yes its the only viable option that provides improvement in my lifetime.
- No improved enforcement of speed limits
- Yes
- No also good are bus lanes
- No. In a twenty-year time frame vehicle & highways technology is a better solution
- Yes
- No
- No. They can use police forces to better keep the roads safe.
- Yes

- Maybe not the only one but the best one
 - I think its the preferred option however there are the options of barriers.
 - No I wish this report as about the alternatives/benefits/costs. Big picture!
 - No, but it is probably the best option. Bring it on! Jobs! Put people to work. Growth in and thru infrastructure. Better economy!
 - -It is the "best" long term option
-Twinning is the best value engineered long term investment for safety & efficiency of travel.
 - Although other steps are being done and should be, it seems twinning would be the only way to considerably increase safety.
 - No.
 - No, extra passing lanes, longer on ramp merges, barriers between lanes in some places, are thing we could be doing.
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Question 3

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

- Yes. If needs to be safer, faster then tolls would be the fastest way. Traffic flow needs much improvement.
- Yes, tolls are the best option based on the cost & budget available to get safer & less congested highways earlier.
- Yes, I would support it. It might be a consideration to provide a tax benefit to Nova Scotians who use it regularly.
- No - 6.00 + one way x2 = 12.00 day
- Yes
- I do not support tolls in every situation
- Yes
- Yes, as far as I am concerned it is only fast tracking the project.
- Absolutely! I pay more for coffee & ditch-tax than I would to realize safe and modern roads.
- No
- No
- -only if not private owned/partnership
-low prices
- Why not just increase gas tax to balance? Why have some people pay tolls and not others?

- Yes
- No
- Yes. The lower the better.
- [indecipherable word]
- Im ok with tolling up to a point. Tolls have to be reasonable & there should be a "frequent flyer" option as on the cobequid pass (half-price)
- Yes I do and I know that may not be a popular opinion. This is the way to move safe highways forward. I don't look forward to paying tolls but I will if it saves lives.
- I would only support tolls if they were applied to all twinned 100 series highways across the province, and if a portion of funds went to province alternatives - like regional bus services across the province.
- Yes I do. I would like to see the 30 year duration narrowed. And, I don't care to see the term lengthened.
- -I support tolls to expedite the investment in & construction of safer highways
-Some consideration for rebates should be provided for "commuters"
- Yes, I support a reasonable toll (6-10 cents/km)
Twin all 100 series highways equally, average out the costs to make it fair across the province.
- No.
- I do not support tolls.
As Canadians, We pay too much taxes now, we do have a lot of benefits in Canada for our tax dollars but I don't have a lot of extra dollars left for myself & my family.
Note: The price of gas in the U.S is half what is in Canada. They can afford tolls more than us.

Question 4

Do you have any other comments or questions?

- It would have been nice to concentrate on the specific corridor #8 that was to be specifically concentrated on.
- Good presentation, thank you.
- I wonder why the area from Sutherland's River to the Causeway isn't considered one project.
-I would think a "macpass" type of device could be used for folks who travel on a regular basis.
- Yes
103 just needs more passing lanes.
- Please twin our highways

- Jersey barriers
Growth areas especially in Porters Lake
1996-2026 bands point out in next couple of years.
- Adopt new policy of 80 meter median width instead of 30 meters to reduce construction costs and provide better highway
- We should cut the banks as middleman borrow money from the central bank directly maybe start a provincial bank
- I love tolls <3
- Concrete barriers
more police
- -Need more policing
-Maybe even a highway policing service
- Will all 100 series twin
the [indecipherable word] 107 from Bridgewater to Yarmouth 106 101 from Kentville to Yarmouth will 107 be from [indecipherable word] Nova Scotian [indecipherable words]
- I'll be emailing you!
Also, not a big fan of jersey barriers.
- I think that as long as there is a non toll road (option) then people who don't want to pay can take that road. Also, most younger Nova Scotians are in favor of tolls from what I can tell and we will be the ones paying for it. However the tolls need to be reasonable in cost to the driver and if that's not possible then come up with a different option.
- Sure do! EVERY SCENIC ROUTE IN THIS PROVINCE SHOULD BE THE BEST ROADS IN THE PROVINCE. Tourism relies on it! Small town Nova Scotia needs help also. I have heard comments from American tourists stating how nice the scenery, how poor the roads!
- -The timing is right
-The safety concerns needs to be addressed
-The economic spin off would be significant
- Highways on Cape Breton do not seem feasible. All sections on the mainland should be completed! Perhaps average out tolls across the board to lower potential tolls in Cape Breton to make it more affordable?
- ↑ police presence
↑ lighting
↑ signs highlighting dangerous sections "slow down"
↑ better signage passing lanes (200m/100m/50m)
- -If money is needed to improve Hwys, a 2 cent a litre rise in gas tax, if it really goes to roads, will be enough to hurry some of the improvements.
-The driverless car will be here in less than 2 decades. In 3 decades there will be a lot less cars on the road due to car sharing. Due we need all these big hwy in 3 decades.