

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 travel from Bedford to Burnside every day, and the congestion is horrible. Somedays its 25 minutes, and others it's 2 hours. And it's only 17km. Its ridiculous it can take that long up to 2 hours.
- In general, I think the 100-series highways are relatively well maintained. I am curious about the average daily travel volumes, and if the summer or winter volumes were taken into consideration. Would volumes change between Sydney and then to Windsor in the summer months as opposed to the winter months?
- Does your report indicate where there is high peak volumes?
- I'd like to speak about the condition of the 100-series highways, and the Department should be congratulated on it. We know traffic volumes are on the rise, and these highways were not designed for these traffic volumes. There are certain sections of highways that are very stressful to drive on, and that is what we have to fix.
- Scope – the outcome of this is to save lives. The outcome is to spend money to save lives. Are there other ways to spend a billion dollars a year (to save lives)? You can save lives with reducing speed. You can take a billion and build a hospital and give better care to colon cancer patients. I know there is no one here from the Department of Health, but where do we put it if not the roads? We don't even know if these numbers will hold up. People may start carpooling, and that will affect your numbers (projected toll revenues). Where else can the funding go to save lives? I do think there are other options.

Question 2

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

- I am familiar with the 103. I am from Bridgewater, and I decided to come down here because I don't want to see a twinned highway in Bridgewater. What isn't considered (in this study) is dividing the highways. The Autobahn was built without a speed limit and I didn't see that mentioned in this study. It is much easier to put concrete in the middle of the highway than to twin a highway. Especially with the environment, land ownership and everything else to consider.
- Really you only need to save \$30 million – how much more is the twinning costing?
- You can't whiz along at a jersey barrier at 100 – what speed could you (travel)?
- What would it cost us to do this (Jersey Barrier)? We have fairly wide roads, and if you bring speeds down? We are really good in Nova Scotia at spending, and shaving 5-10 minutes off a commute, that doesn't really amount to anything.
- I would love to hear more about that option. (Jersey Barrier)
- Can you explain? I am not sure what happened on the twinning on the Cobequid Pass, but when you twin the 101 and 103, will that private contractor be maintaining it and resurfacing it? And who is paying for that? If a toll is paying for that, then a toll makes sense. We don't think twice about going over a bridge and paying a dollar here in Halifax, so if you can travel 30KM for 4 dollars that seems to me like a pretty good deal.
- I am wondering if we were looking at a high speed commuter train that could run from Bridgewater to Halifax, or Windsor to Halifax as an option? because that would seem like something to me that would lower the traffic volume.
- Maybe you can't say now, but would it just be an outlandish cost for a commuter rail that would be operated electronically?
- I want to ask about the private dealings with these companies. When you talk about the maintenance, there is wear and tear of the road, clearing the overgrowth on side of the roads, and plowing the roads in the winter. And on top of that, in 30 years does the province take these (the roads) back? And then will we have all these highways that we (the province) no longer have the money to maintain in 30 years' time?

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 don't approve of tolls the way this is laid out as a means of making the twinned 100-series highways work. I don't think in the way its laid out, I don't think it's fair. It's a spotty mishmash of places where we will have tolls and where we won't (have tolls). I think the 100-series highways are a benefit to all Nova Scotians, somewhat like Medicare and Security forces. There is another way of bridging the financial gap of making it affordable. We have tax on gas to pay for the 50% (of twinned highways). It would be fairer, and also license plate costs could go up. There has to be another way of finding the way to finance it. The government is looking for a way to not come up with the money and we have to dig in our pocket to pay for it. It (toll) works on the Cobequid Pass because in not one incident, it's positively justified. Having tolls scattered here and there all over the province with different traffic volumes through them and different contracts, it's inherently not the best way for finding the financing for doing all the highways. They could be done in stages as they have been prioritized, and fabricated in that way. I don't think tolling is an ideal way for this.
- I assume the \$2.4 billion is based on this work being done in 5-10 years, what would it cost to do all that work over 30 years?
- It's a bit like doing a house, you could do it now and amortize over 30 years. Then you get what you want when you want it. Sure it's a way for you to have a highway in a good amount of time, but you have handed that financial burden to our grandchildren.
- I think use the 100-series highways, you want to try to capture all users on all highways rather than just target new roads that are built. I think it's weird that I can drive from here to Yarmouth, or here to Sydney, but going to Amherst I pay a toll. You are going to take some from here, but not from others. Gas tax is a way more equitable example. Think of it in terms of if you built a new school. Would users of a new school have to pay some money to send their kids to school, but users of the old school wouldn't? Just because you build something new doesn't mean you charge money. Share the cost of the infrastructure with everyone.
- Has the government looked at instead of doing a single toll, a pay for use model? If you only drive 3 km on a 68 km section, would you pay the whole \$4? Would the government look at a pay per use model?
- The point of the exercise is keep the provinces' budget flat, or balanced, or close. How is a road toll better for future generations? It's still debt and future cost. Do you look at bond ratings, and move money around, if indeed we are going to build highways at all?

- You say Jersey Barriers is not that much cheaper. Looking at the \$200 billion, and \$30 billion shortfall - If Jersey Barriers gets you there, I just don't see the twinning cost. It's going to cost twice as much, and you already have the 300ft right-away on either way (side of the road). It's a lot of construction cost. You are only looking at a 15 percent short fall, and the province has the money to build as you are. The Cobequid Pass is like paying to get off Newfoundland or the Island. All the other highways, except in Cape Breton, and the ones you don't want to consider building, I don't care about these. My main concern is the 103. My purpose for government is infrastructure - in 1800 it was rail roads, in the 1900 it was highways, in 1950 it was power company, and in 2000 it's the internet. We have thrown away the power company, and we have thrown away highways.
- I wasn't in favor of tolls coming here, and reading through this study and information (I feel differently). I think the question in the study is, how soon do we want these twinned roads? And if we want them sooner we have to accept the tolls. And if we want them sooner and have a toll, can we stretch it over to upgrade these roads. I am okay with the toll. I think we should consider, if we put a toll on it's not a piece meal toll. First (we build) in 6 sections, and we have twinned the 103 to Bridgewater, the whole section should be tolled, not just the new section – I don't know if that changes (the numbers/revenues). Same as 101, if we twin to Windsor, and a little past Wolfville, it should all be tolled. Private partnership, we shouldn't be doing it. It should be owned and operated by the public. If the way we are paying for it is toll fine, but unless we can show that the public can't do that (own the road/maintain etc.) better than the private company, then we should own the roads.
- Add to what he was saying – has it been considered to do – if going to Mount Uniacke got tolled, and then to Windsor. Any consideration where in a deficiency, now at \$30 (million) or so, any consideration to giving the 101 a full toll system instead of 5 bucks here and 6 bucks here?
- The \$25 million in vehicle registrations, is that net revenue?
- This is a big department, and there is a big change coming our way. Changing demographics (etc.), is this about just building highways when car ownership is decreasing? What if when people don't buy (more) cars? This province is more than just roads. Where is someone from finance and healthcare in this panel? And think about someone who can talk to the changing demographics. You don't just keep servicing Bay Towns that you can't afford anymore. Not every municipality in Nova Scotia is going to make it, some are going to make it and some are not. Should we toll or not toll, it's just such a small view. We should be looking at the broader issues here as well.
- Glad I came here tonight. This is a huge cost, and how do we ask all the other questions? What are the demographics? Is our aging population, are they going off the road (not driving)? Is everyone younger even interested? Should we think of commuter trains so

they can live in rural areas and commute to work? Can we stretch ourselves further and think what is possible? Did you have a youth voice on your committee to give insight? No one will argue that we need better roads. But if we build a hospital with that money, how many people will it see – what levels can we do to shift it? Maybe it's more of an innovation role for government to look at.

- I am a business owner and young professional, and I overwhelmingly support the toll highways for efficiency and safety, and the economic benefits that will come from it. I want to urge the government to think local, if these projects come to fruition. There are so many examples where there are foreign companies that were awarded these projects and they were disastrous. My big comment is please give special consideration to locally owned and operated construction companies. It will benefit our province even more and the risk is more contained.
- I think with all the shipbuilding that is going to be happening the next 30 years, I think we do need to do something, like the highways, to get people into Halifax. With all the shipbuilding, ocean technology and other work, I do think it's important to do it quickly. But the thing about doing things quickly is you have to be very careful.
- The Washmill underpass – is that being done by HRM? That was a budget of \$11 million dollars. That was on highway 102, and you gave HRM permission, and they were fully responsible for design, construction and funding. The project went over budget. The problem with transport projects, road projects are ready and easily available, they are taken and dusted off the shelf - it's like knee jerk funding and that's a lost opportunity - we are not actually creating infrastructure value.

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)

- 103 -> congested, prone to accidents
->observe more erratic behavior than usual (eg, when compared to 102)
101-> perceived lower congestion than 103
Existing route 4 -> dramatic increase in speeds & truck traffic over time.
- 103 -> congestion, very busy, speeding is rampant. 101 as well.
- All highways are old and deteriorating. Twinning highways are much safer.
- Current condition is very poor in terms of danger to Nova Scotians & tourist and efficiency of travel
- Currently tree encroaching on highway causing poor visibility
- Definitely something needs to be done to improve the safety of these highways. We should not let this discussion die down without a solution.
- Highways need twinning to decrease fatalities. Current 1 lane 2 way are slow and more dangerous. Road rutting is also an issue
- I don't have any issues with traffic/travel time, however, I don't commute on any of these highways. I have felt unsafe driving Corridor 3 & 4 & 5 especially as night. Both of these sections are very dark & windy & narrow. If I wasn't familiar with these roads I would not drive them at night.
- I think the study was very well done. I believe the 101 & 103 deserve priority - next from New Glasgow to Port Hastings.
- I think we need more twinned highways especially going to Yarmouth
- I travel on a 100 series highway for 25 years and do not have one complaint (very satisfied) except possible answer of question 4.
- Improvements to routes to the city need to be made. Congestion&accidents need to be calmed
- In agreement of twinning corridor #3
- In the matter of safety all corridors identified should be twinned. I believe the 103 should be first.
- My concern is only for the 103 twinning as I do not use Cape Breton or other areas. I remember the 103 as it was created and am satisfied with 100km/h speed limit. The ,15 minutes gain for a 110km/h limit is not worth any more than a barricaded highway.

- Need improvement. But the province can't afford the suggested improvements. Unwise decisions in the past are coming home to roost now.
- Overall they seem good- traffic congestion is sometimes a problem on 3 miles plains to Falmouth. Otherwise, these are not typically a concern for me.
- Relatively robust with certain areas where safety/fatalities are an issue. Two issues that are not clear are max volumes (as opposed to ADT) and impacts on tourism & local business.
- Safety - is typical of Canadian province
Congestion - mainly confined to urban area, which are not really focus of this study.
- -several sections have serious challenges when it comes to safety
-the highways are not adequately designed for the current traffic loads
-these sections are problematic for efficient travel.
- Statistics show highway 103 is the deadliest highway in NS - the rumble strips have helped but still not enough.
- The 100-series highways should be maintained well in all over the season
- The highways are in desperate need of twinning. Safety is of most importance. The 103 to Bridgewater needs to be twinned to increase safety. I travel this road frequently and never feel safe. Not to mention traffic congestion and travel time will both be decreased with the twinning.
- They need to be twinned as soon as possible. The un-twinned sections are extremely unsafe, they are extremely unsafe, they are old, and could be more efficient. Also, some don't exist (eg Burnside express-way)Which is a much needed New corridor.
- Twinning is overdue on some sections ie Hwy 103, Hwy 101. Highway 107 should be completed and twinning sections begin. Continue on and twin next section of Hwy 104
- We travel 103 to B'water & back at least once a week and to Cape Breton & New Brunswick a few times a year - all of which are in fairly good condition.

Question 2

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

- No
- Yes I think twinning is the best option to improve Province's 100-series highways. But I think usage of Jersey Barriers could be taken into consideration.
- Other minor improvements maybe but continue focus on twinning
- Yes.. other than maintenance and signage indicating any types of known danger - also flashing warning in bad conditions like they have in Cobequid Pass (which is tolled)
- No. Autobahn is Germany was based on a barrier that some barrier would eliminate head on collision numbers without doubling highway cost. This is not included in any

section or portions of section. I only need to save \$30m/yr 15%=30/200

- Not necessarily
 - > widen shoulders
 - More RCMP presence -> speeding; public awareness
 - more passing lanes
 - options #3 103 for safety; head on collision should be twinned
- Not sure no other options were presented?
 - Man at my table mentioned concrete barrier this is what they use in Germany. Is this safer? Is this even an option? Culturally?
 - 1. Commuter train cost?
 - 2. Would people be willing to slow down speeds? and use the \$ on healthcare
- Perhaps if some sections received better lighting & dividers between lanes then more money could be saved. I do think certain portions of Corridors 1,2,3,4,5 &8 really do need at least some twinning. I like the idea of some twinning and some 2+1 highways.
- No. Some sections could be upgraded, ie. wider shoulders; passing lanes
- Not the only option, increased use of passing lanes, installation of medians, downloading some infrastructure to municipalities, Phase II of federal infrastructure funding.
- Yes
- No. (Poor option!)
- -need to look at maintenance. Cost of current roads (bridges) eg maintaining 10km of rural roads with only a couple of lanes
 - develop municipal planning policies to encourage no development on low use roads.
- -twinning is the "best" option to address real concerns
 - twinning is a long term answer to current shortfalls
- Twinning may not be the only option but it is by far the safest and best long term solution.
- Yes
- Absolutely it should be a local company to do the work so the jobs stay here in NS
- Likely
- No, there are other option like imposing strict rules for drivers on these highways OR divide the highway with some strong barrier.
- No-> depending on traffic volumes, existing geometry needs higher for some areas more than others.
- Yes
- More rumble strips and different barriers could be used where it is not feasible to twin
- Probably the best but more cat's eyes and rumble strips. I don't support Corridor 7 - better to look at bringing back rail.
- No what other options were looked at

- No, it is not the only option. Rumble strips, jersey barriers, cable barrier etc. There are other options that should be considered. Also more emphasis on driving safer.
 - Yes. Safety is the priority. No head on collisions
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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, but all sections of the highway (as long as it's divided) should be tolled. This should not be done in piece [indecipherable word] and should not be PPP. Infrastructure is for public benefit so it should be owned, operated and maintained by the public.
- No
- I think it would be hard on people if they have to pay for every km of the highway.
- Makes sense for some sections not all. Hwy 103, 101, 104, section 4, portions of Hwy 107. Continue with traditional funding model to improve other sections.
- Yes
- No tolls: Government is only important to me to build and maintain infrastructure. Tossing away our current hard built highways to 3rd party for profit companies is giving the only resources the province has. To toss it away by like a bad debt by encumbering it further erodes the provinces assets.
- No
With 8 highways tolled -> who will travel this province??
- Yes for the first top options 1,2,3
- I do, as long as the tolls are low as possible. It's not fair to charge commuters in rural areas \$4 or more/day. The costs need to be kept down as much as possible. This could be done through increases in the gas tax & vehicles registration fees - this would share the costs more evenly amongst residents.
- No. There isn't a large enough population to pay the necessary tolls.
- Yes but not marned to 50-50 split. Priority matrix appears reasonable in terms of allocating provincial assets.
- Absolutely. We need to leverage the current appetite for infrastructure spending - given federal policy and low borrowing rates. To pay tolls & build highways now will be less expensive to taxpayers (& highway users) than building overtime & after borrowing costs go up.
- No - prefer gas tax as fairer form of user pay. Captures all users not just users of new infrastructure.
- turn low use roads over to land owners to maintain
- -I support "tolls" as the best mechanism to expedite the timely construction of the

sections

-Funding for highways by conventional means will not get the work done

- Yes! @ rates similar to Cobequid Pass or Harbour bridges.
1 system to collect tolls @ all locations will be of important significance. HHB has already put a system in place that works!
- Yes
- I personally would not have a problem with tolls. I hope that they would of have to be tolled forever.
- Yes! Also open to P3 model as long as P3 private partner is local.
- No, I do not support tolling. But more research should be done on the alternative as
- Only those with the highest return in terms of time vs. cost
-eg 107 \$2.00 2 mins saved
- Yes - without a doubt. It seems like a small price to pay for the safety of & preservation of life - Glad to see 103 #1
- I support the highest priority sections that would cut the most time off travelling on current roads.
Twinning would also create many jobs for the province and increase the possibility of travel for people of the province which could stimulate tourism & the economy. Would be great for daily commuters but there should be a discounted rate if you travel it daily.
- Only on the highest volume corridors.
- Yes, or a construction tax
- Only if it is feasible. It doesn't make sense to do it somewhere that will cost the locals a ton of money.
Burnside to Bedford may be feasible since it is a new corridor with lots of traffic.
- Yes, when can you start.

Question 4

Do you have any other comments or questions?

- -What is the cost per km of highway divided by concrete median vs twinned highway separated by ditch?
-What do the toll costs work out to if spread over whole length of twinned highways?
- Better clearing of sides of existing 100 series highway would help in better visual sighting of animals (deer) and if I went off the road I would rather land in a groomed ditch than a rock.
- Where is the province going to find their share of funding (ie assuming 25% Fed 25% Prov, province would need \$550M)
Would this reduce available funding for other needs for upgrade to other roads in the

province?

- May also be a good idea to look into funding those signs which appear to indicate your speed and that speeds are being monitored on radar! It may or may not be accurate but have noticed people seem to drive more cautiously.. at least for a while. We should also try to deal with the problem of some drivers driving less than the speed limit - creating a backup of several cars... the drivers of those cars should be stopped and encouraged to pull over periodically.. because we often see someone less patient pull out and pass a number of vehicles at a time which can lead to close calls. and P.S Thank you all for you work & presentation of the matter.
- How many unionized civil servants jobs can we eliminate? If there are no resources to manage do we still need a transportation department or minister? Perhaps an extreme comment but when government has nothing to manage there is no need for them. Q. What is the value of a 30 year old bridge
- Cobequid pass is still not paid
Could less travelled 100-series -> widen shoulders &
?high speed train & existing rails; medians -> less costly for construction
tolls are a financial burden for the frequent traveller!
- Will you be able to read my husband's form? How will I see my opinions reflected in your report?
Notes=
-GDP - financial model
-pop
-historic
-traffic flow
- I don't think Corridor 6&7 should be completed. My top choices are Corridor 3,4,5. If/when construction occurs, I hope it employs Nova Scotians. I bet people would complain less if they paid more for a gas tax than tolls!
- -Unfortunately we have build a 100 series highway system that we couldn't & can't afford.
-USA & central Canada roads are not built to our standard for comparative populations & usage.
-To many full interchanges
-To many high standard roads in areas where they aren't used
- There does not appear to be any consideration if imposing tolls across the entire 100 series to reduce excessive local cost to commuters and local businesses. Why are new highways paid for predominantly by locals. Gas tax is not an option as some do not benefit but end up paying for others.
- Strongly urge you to proceed with twinning as much as possible and building the Burnside Expressway as soon as possible. With respect to the Burnside Expressway, it is important to improving the economy, which is greatly served by Burnside.
- -Accident stats are hard to compare. Should be shown per km/length & traffic vol.

-Cost estimates given to 4 significant figures is ridiculous. These numbers are +/- 25%

- -see above
- -some twinning definitely needs doing but province is currently letting out roads go to pot.
- -The economic spin off will be substantial
- -Rural NS will benefit through jobs
- -Safety is the key outcome which is within reach, we need to make out highways safer & more efficient
- The contract for the twinning should go to a local company! Support local!
- I have seen myself get off at exits on the 101 to go thru town to get to Coldbrook in the matter of safety. (This adds about 15-30 minutes to my trip)
- I think locally owned & operated companies (in the road building industry) should be provided with extra or special consideration during the tender process.
- Highways which are priority or very old should definitely be twinned and others could be made better with alternative approaches
- Complex issue - twinning not a panacea
- I like the idea of the 2+1 highways like in Europe. This would lower the tolls.
- Would like to see other options considered
- How will the tolls be collected?
Toll booths or electronically