

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)

- Improvement is needed for our corridor
- Q2 - Feasible to add an extra lane and have a barrier or series of poles – faux median. To save money while we wait for the 4 lane highway
- Believe the condition of highway 101 would be improved if snowplows stopped driving over pavement with plows down.
- After driving these roads for 25 years, I believe lots more can be done, like the pot hole situation. I have spoken to politicians and they said it would take billions to repair, so why are we looking at twinning if we can't maintain what we have now.
- Two sections at the top here in 101, Windsor and XX between Avonport. Windsor section is one of the worst. Coldbrook could have improvements on passing lanes.
- A lot of our transportation infrastructure is gone, we have turned up our rail lines and closed our airways. But roadways are terrible there are numerous collisions over the number of years – needs improvement.
- Falmouth is the worst – why is it #6 for 10-11 KM? That's 1 accident per KM improvement. A lot of people in the valley are concerned about it (the highway condition) as we travel it heavily to get to the city – this one should be rated higher.
- I travel the 101 daily delivering stuff, but I don't find it that bad – its just the speed. I can be doing 110 and I get passed like I am sitting still. Where is the speed control? A lot of these drivers I see in the ditch. Speed kills. People need to look out for other people.
- 20 years ago I worked on the twinning of the 101 – during that time we were promised the highway would be twinned at Falmouth. We had merchants and environmentalists stop it. The land between Falmouth and Coldbrook has all been purchased and I have documentation to support that. In terms of 20 years, we have gone very very slowly and the elections come, and things change, and whether we are meeting here tonight talking about something that is never going to happen, I don't know. I'd be surprised to see something happen.

Question 2

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

- I made the comment addressing question 1 – a lot of people jumped to #2 after this. I think there are other options (as opposed to twinning). One gentleman came up with the ideas, and the answer (from you) was we didn't look at that. Another said speed (as in this was a good point) – we are starting pie in the sky instead of looking at things that are a little more practical. One – can we not enforce things (laws) or Two, widen the highway a little more – there's two options right there.
- I follow up with that because we look at what happened with the 101 going to the highway. Pretty hard to get over the jersey barrier, or a 2+1 lane – almost no capital cost or work because you would be getting close to the capacity of the twinned road with the 3 lane road.
- I do not believe twinning is the only option. People need to be made accountable – texting, putting on makeup (while driving). I made many many trips on the highway and so many drivers are driving past me like I am sitting still and they are mostly women drivers. Need people accepting accountability. My sister was killed on the Coldbrook overpass – shortly after highway 101 was built. It was a driver driving too fast for the road conditions (freezing rain). Make people retake their driver's licenses, or give higher tickets, or take money from government who have money stashed in off shore bank accounts – and put it into the twinning for the highway.
- Has the government ever given any consideration to downgrading any of the 200 or 300 series highways to the municipality?
- I am referring to a CBC report from one of the head RCMP talking about cause of accidents in this province. 33% from distracted drivers, 31% speed, 26% alcohol and 10% other. A lot of people got killed from speed, alcohol and not wearing seatbelts. We cannot reduce on 96 accidents in Issue: more money on policing we would reduce distracted driving, which is \$2.4 billion less than what they would spend. Missing the question – Can Nova Scotia afford to spend \$2.4 billion if I go to the last point. They spend money and no accountability (government). The future economic changes of the projected \$2.4 billion may put pressure on the cost – government has never done anything on budget. Bluenose, Yarmouth Ferry, Wood turbine. Downloading on part of the..... I am annoyed by thinking of government for increasing the debt by one signature. Look at NFLD – they went from a 30\$ GDP to and this province wants to spend. It's not always going to be rosy and you need to look at what you are doing and quit spending money you don't have.
- Kentville resident: I know what the cost will be to small business or families. It will cost quite a bit daily to care for families, how about our fish-man (deliveries)? He will have to pay 4 tolls? These people deserve for us to take this into account. And, with 3 local high schools, and I am very fearful as they will be driving the back roads to avoid the tolls, same as many of us would do, due to cost. There are lots of accidents on back roads in

New Minas – and costs in other areas. I am fearful in back roads because the cost is going to mean they are on those back roads.

- Kentville resident: Q2: Twinning is not the only answer – yes it's the safest answer. Falmouth – one thing that went wrong is in a short area of highway there are lots of exits. Lots of twinned highways there is not that many exits.
- With a 30-year bill – money is not there. Will we even need the highways in 30 years. Will the highways be there to adopt the technology– maybe consider the most dangerous ones and putting a billion dollars to our future instead of rehashing something that is clearly not as big of an issue as it has been.

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?

- The tolls are absolutely necessary and a good thing. Consider the Cobequid Pass and Bridge to PEI – each took 2 years to construct. When we think back to before we had those things – we are better off with them. To put the tolls in to build that much faster would be so much better. Yes, it is going to cost money but most of us stop into Timmies to spend that same money. Tolls are not an issue.
- I am against tolls – very inefficient way to collect the tax. Cobequid Pass, they can capture that toll with one installation but the toll building takes away from the money – and need employees - we would need two tolls at each exits when we have many other mechanisms to collect tax like a percentage point on tax. They (toll booths) slow down traffic and cost more fossil fuels, and they have their own set of fender benders – if you go through the tolls in Halifax they have their own issues. They will not come off when they are expected to come off. Like Cobequid Pass is being paid off at a quicker rate and the government said 2018, and now 2026? Will the toll come off at the right time? I think tolls are inefficient way to cost money and drive people off those roads onto the back roads. There is federal money that we are not accessing. Tolls are the wrong way to go.
- I do recall going back that when the toll highway we now have wasn't supposed to be – the government had set aside money, but the money was taken when the government changed. And they didn't come up with an answer, so they had to bring in the toll – not even being provided by our own country. We could even put better winter tires on.
- I support the twin. I don't support the tolls. Any twinning has to be affordable, and done once we can afford it. Maybe all of those parts don't need to be twinned. One of the things – tolls in our area- a lot of people live in the valley and work in Halifax. It's a quiet and nice place to raise a family. You could pay \$34.50 a week to work in Halifax, I am probably not going to live here. And that could even be higher. This is bad for the

economy. Twin highway is good for the economy, we have to have business and people come here and they come where the infrastructure is good. The current budget, you talk about licensing, registration and fuel – what about sales tax on tires, repairs and all those things and it's a decision of government where those taxes go. I think that is important when we think of that – making comparison to other provinces by their tax system is different. Policing is downloaded to municipalities when in New Brunswick it is provincial. Infrastructure money should be accessed federally. If the federal government is not going to pay for the Trans-Canada highway why are we calling it Trans-Canada? It's a main route to NFLD. It's a 50/50 or 70/30, and it has to be informed decision and everything on table. Two areas that see growth are the Valley and Truro, and two areas with tolls would hurt the Valley. Everyone talks about the US system using tolls. You go from here to Florida and you need to have a pocket of cash. But we pay high taxes – they don't. That's why I pay it – different US taxation system in to a Canadian taxation system.

- I have concerns over toll rates being a competitive disadvantage – goods manufactured in the valley would need to pay two tolls to get them to Halifax. Is that total revenue collected or total provincial?
- In the cost of trips per day – is that commercial rate included? Or Per axle?
- So more for commercial?
- That would be something we cannot eat and it would be passed on to (consumers) and, given declining railways, this is the only way.
- We don't have many people here under the age of 30. People are already strapped. Grocery is going up, dollar getting smaller, packages getting small. A lot of people are on budgets and if they have to pay a toll to get to the hospital in Halifax – a lot of people are going to die not getting to the hospital.
- A lot of us are not going to be here 30 years from now, so we need to consider who we are and our age and how it will benefit us.
- PAY PER USE – everybody pays for their use. The problem is the people who use these roads also pay the gas tax. To be fair you have to refund the gas tax or put tolls on every road. It's not fair that Halifax has all these twin roads and use the gas tax, and the valley ends up paying because the money ran out. I don't find the roads that bad. I don't find them congested. I understand there are fatalities but you could drive down the road and you get hit by a car. This will have an impact on tourism, no one is going to want to visit the valley if they have to pay the tolls.
- I agree with what the gentleman from Eastern transport was saying. Agriculture is a major part of our economy. It grows our food and is exported and has to get to ports – what is this going to do to the cost of our food? It's going to be the end user – cost of food up – food crisis. I disagree with twinning I think there are other options, and a few

mentioned. We are in 2017 and a major transition in our world – we have cars on our roads in ribbons. What message is this for the environment and our planet?

- Lack of tolls – only talking about specific sections. If it were more universal there would be less discrimination and not toll as long. From Exit 13 and exit 5, toll you could make million. Electronic - would be it compatible with Macpass or EZ pass? Then Americans would not complain.
- Seems like if we are talking about Pay per use – increase in gas tax is the best for raising funds and not convinced this is the best play. We had abandonment of rail line and cost of improving this is a fraction of the cost of twinning the highway – half or less and rail line for here to Halifax. May be more viable.
- Not good objection, the government secured over \$120 million dollars and should have been paid for long ago and highways are making a lot of money off it. Should be totally owned by the government, because any corporation is going to make money off it and we should.
- Not in favor of tolls. I will say one of the big things we talk about is safety – more police and more enforcement, but people can only do what we set the rules up. I have no idea why we have the same speed limit at night when raining, as when it's 3pm on a sunny day. Want to do something for safety – change rules on speed limit. Maybe 20km less. No different than graduated licenses. Not as safe to drive at night. At night you cannot drive 110 km an hour.
- I wouldn't mind paying tolls and I work in Halifax. I would be traveling through Windsor 2 times a day. I am going to Halifax because I work and enjoy as much twin roads as there are. And every day I am happy I am driving on twinned roads, and even more twinning would make the experience even better. I am concerned for those people who are not doing that because they have a job and that area – any possibility for tax breaks or anything for low income families to travel on the highway?
- Favor of twining the highway but not tolls. 101 is very dangerous at all times. I have seen many fatal accidents. Do a lot like a jersey wall. I think I was 12 years old when the highway stopped in Digby. The government is spending on things we don't need and can't afford. Less speed all the time – 110KM per hour when your coming in from Halifax to New Minas and then you get to the passing zone – get slow cars off the highway. Move them to the lower highway. Too much tax already – there's no money there. No idea what to do but...
- Question on the study, one thing to look at traffic counts now, but what about trends and demographics into the future, because population will be dwindling by then, and time we even look at it, if we have 10,000 now and its down to 6000 – ?
- Spent a lot of time driving. When I came in I didn't think tolls would be such a bad idea. The objections really overcome any idea. We need safer roads we all know that. But the jersey barriers would be better idea and compare cost to the full twining. Save on land

being use and less disruption for the communities, if you go that route. Kentville to Greenwood with several passing lanes and near Berwick is useless there was a whole string of traffic going less than 100km an hour and sure enough the – the whole string of traffic in front of me went up to 120km an hour and then when they came to the end of the passing lane and they slowed down to the 100km. Passing lanes do not work very well I do not think. Surely there is a way to correct this problem. Getting people out here to pay 2 tolls to get out of here, and transporters to get out here and pay for all the axels, they can't afford that. And bring tourists and new people, I think the majority of the people (can't afford that).

- Concept of pay for use is frightening because there is a creep to that like there is a creep to healthcare. We have not managed tolls in the past and the Halifax bridges were supposed to be paid off, but are not. Cobequid Pass has risen 9.5% more than living. One used to be called the death highway – he got after the RCMP to police it and accidents went down to nothing. Oil crisis in US, they enforced a 55km reduction and they wanted to save fuel consumption. Number of accidents decreased so more people on the highway – no savings. No history of completing projects on time or on budget and I have researched back in 1803.... Have not found an example. Like Truro hospital. Ramping in Halifax \$6 mill – 11mill. These numbers are mythic. They don't bare relationship to reality. And on Electronic toll booths – driving along Normandy and putting my credit card into a toll booth I was stopped by police because people had things to steal your credit card. Number of people in Kentville had their credit card robbed at the toll. Gentleman (researcher from oxford) went to New Brunswick to comment on Mataquack band project – Alex Budzier – studies mega projects and he says anything that is over \$1 billion is worth it. They were well over budget, lots of delays and did not achieve what they were supposed do.
- Thank you for coming. Taken a lot from Q and A. I am someone in favor of twinning but not tolls. Estimated tolls – how in previous projects where they estimated tolls and were they tolls somewhere in that range?

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)

- Fair
- Some areas are dangerous especially between New Glasgow and Antigonish and areas in the valley. Head on collisions have to be avoided. Construction on two lane highways is a concern in terms of travel time.
- Not familiar with all
- Given the strong agriculture export industry (including wineries) in the Annapolis valley I believe current highway 101 is adequate but would greatly benefit from project 1 and 2. Given safety concerns on highway 103 and the potential boost to tourism by twinning I think project 3 is a good place for twinning.
- Poor condition, I have seen several near accidents by drivers trying to avoid holes in pavement.
- Regarding 101 from Hortonville to Coldbrook: According to survey done there were no fatalities in past 5 yrs. Twinning this stretch saves 3 minutes - not justified. Other than during road repairs there has never been problem I'm aware of re traffic congestion. Overall, I feel that the road is in good shape & am against twinning.
- Generally in very good condition; most corridors are not busy enough to justify twinning; corridor 5 does need some widening. Corridor 8 is probably the only one with some congestion. All corridors are relatively safe currently if speeds are not excessive (especially in bad weather) - Poor drivers need to slow down. Travel time is not important - drivers can start their journeys earlier.
- Current condition is reasonably good, or on all points [indecipherable word] safety (& that is open to discussion) East/West is issue.
- The present condition of our highways are very poor, more work needs to be done paving, fixing potholes, bridges, before considering adding any more, fix what we already have.
- Present passing lanes do not work. Slow drivers cause accidents & frustration for faster drivers. They speed up in passing lanes and do not let cars pass where safe. The twinned areas are much more safe. Potholes bad on New Minas stretch.
- Good, except 3-lane areas are risky. I don't think there are any serious congestion areas.
- I think the 100 series highways are adequate. Some resurfacing is needed. For me corridor #1 is a safety concern.
- They aren't that bad.
- Spend more money on repairs. Increase police to reduce speeds to posted limits.
- Besides Hwy conditions.. cell phone use. Calgary photo enforcement then mails people tickets.

- As a first responder and emergency planner, safety is my #1 concern. Aprox 6 years ago passing lanes were added in some high risk areas. There are still collisions in those areas today that cause fatalities. Statistics show that there are less fatalities on sections of highways that have been previously twinned.
- 1. Some places are safer than others
 2. Entrance ramps are far too short
 3. Paving marking is poor - especially for night driving
 4. Too much vegetation along highway
 5. deer fences required in some areas
- Excessive speeding on non twinned section - should have more policing.
The sections in the valley do not seem to be excessively congested when I travel.
Travel time Kentville-Halifax seems reasonable now
- The road itself safe.
- Consider safety, travel time.
- The two lane sections of the 100 series highways are not as safe as the twin highways were the traffic is heavy. I think section of 101 around Windsor should be rated higher.
- Its not that important, safety is, but I strongly believe roads do not cause accidents, people do, due to speed & reckless driving, sometimes alone with drugs & alcohol use.
- The twinned sections are very helpful when traveling 101&102. There has been several section of the single lanes that have been neglected. Most of my travel happens between Kingston & Halifax. The scariest section for me is between Falmouth & 3 mile plain.
- They are in marginal condition, [indecipherable word] is far superior to other roads in the province. Given the provinces inability to maintain current roads I don't believe you are capable of handling more.
- Personally I look for ways to avoid the 101 highway! People drive too fast (regularly, as well as when conditions (weather/sun in your eyes/texting, etc dictate otherwise) Hopefully, twinning will reduce the # of accidents.
- I cant believe the speed at which some cars pass me on the 101. Where are the police?
- Both 101 series locations very much need to be done. Slow drivers are a problem 70-80km/hr as much as speeders. Farm or heavy equipment congestion in the summer along with Tourists unfamiliar with highway.
- There are definitely some highways that are in greater disrepair then their counterparts. Safety is always a concern that can be improved upon, but have other reasons then the mentioned congestion and travel time have an effect, possibly a greater one on safety? Traffic congestion will always be a problem and as more cars come on the road the problem will only grow. I believe this is a temporary solution that will be replaced with greater concerns by the time this proposed project is underway.
- The 100 series hwys mentioned in this study have been mentioned because there are problems with them. These hwys need to grow w NS and our economy/population. For the \$ spent on maintenance shouldn't we look at what we are getting for such a large piece of the \$ budget. OUR hwys don't show the results of such a high cost of maintenance.

- In need of more maintenance - condition is poor in some locations
Allowed to deteriorate
Poor quality construction - asphalt not thick enough
- 101 - think the 101 is ok as is
104 - Corridor 4. some areas are dangerous and need improvement, that may be widening, not necessarily twinning
- Poor. The road from Wolfville was fixed today after two years of driving around pot holes for 2 not being fixed.
- Adequate - improvement in some areas.
- Good
- They're in rough shape in several sections. Several sections have significant safety issues (ie Falmouth 101)
- No problem with congestion or travel time. Safety is a concern.
- Ok but need to be twinned to save lives on Junse Buddies
- 101 - adequate
104 - corridor 4 is poor
All other corridors I used infrequently
- I travel 45,000km year in NS. Highways in fair shape. Zone 4 and 5 are dangerous because of the single lane and type of terrain. Bottleneck.
- They can be congested at time but the reality of the highways are pretty good; there are a few sections with some unsafe conditions (potholes, etc)
- Safety = low/other are acceptable
- There are sections that definitely require immediate attention, but others could wait.
- Fair to good condition have some safety concerns. Repair what we have.
- #101 Conditions are good, but drivers are not.
Safety problem - inattention & speed
Congestion - not a problem
Travel time - ok
Use of jersey barriers may also improve safety & reduce cost.
- Poor (road condition, travel time) We need good roads whatever the cost.
- Safety less accident
- Some 100 series safe, 102, 101, Windsor to Halifax, 104, Truro to New Brunswick good in all areas. 104 New Glasgow to Causeway unsafe, needs twinning. 103 South shore, unsafe, busy, needs twinning. 101 needs Windsor area twinned.
- They are not bad other then speeding over the limit.
- 1. 100 Series is still not 100% completed - this needs consideration as well.
2. Falmouth/Windsor causeway should be considered #1 priority, because of the volume of traffic, and complexity of going from 4 lanes to 2 lanes back to 4 lanes etc.
3. Maintenance needs to be improved, potholes @ high speed is deadly.
- Falmouth should be #1 priority. Safety could be improved by twinning.

- For the most part 101 divided sections are good. Other non twinned are interesting at any time of day. For the most part 100 series are good.
- Good
- #101. Traffic is too congested at peak times of the day - people take chances is passing when held up by slower moving vehicles, eg. pulp wood trucks = unsafe driver decisions - twinning will help. Travel times at peak times is unacceptable. Roadwork/bridgework on single lanes causes accidents because of people taking chances - double lanes would help.
- Untwinned sections are significant safety concern. Significant trucking and no twinning cause congestion & add to travel time. Congestion can lead to frustration, bad driving decision - accidents.
- 100 series hwys that are not twinned do not provide safe highways systems [indecipherable word] to current traffic speeds and weather conditions that may be encountered. There are specific section of 100 series hwys that are not twinned which lead to congestion and risk taking by drivers is [indecipherable word] follow-up. I do not believe travel time is critical to too many.
- Pot holes - Rough overpasses - On lanes no long enough (New Minas)
- Most are fine, but need more RCMP present to slow drivers down. Right now drivers see speed signs as a that does not mean I have to go that speed. I drive on the 101 series highways everyday, and am passed like I'm sitting still.
- Most are in excellent condition & well maintained, especially 101 - I drive very often.
- Condition (series) 1 is not the problem
- I typically drive the 101 to Halifax - airport or to Saint John NB - 101 ->102 I am happy with the conditions.
- Physical condition is fine but congestion and lack of consistent police enforcement and education ie following distance & is an issue
- Its great Windsor to Halifax
- Fine. Could improve, could be worse.
- 101 Between Eleershouse & Exit 8 poor condition
101 Between exit 10 - Exit 14 Good condition
Both sections need more police patrol
- Safety -4
Traffic congestion - 4
Travel time - 7
rated on scale on 1-10
#1 poor #10 best
- Room for improvement
- Twinned section good. Single section poor - poor safety too much traffic flow
- 8/10
- 7/10
- Anywhere that is 10,000+ cars/day is congested during rush hours. Why twin highways

under 10,000 cars/day.

- Poor - multiple pot hole & poor lighting = safety
Traffic congestion & time = good. Major concerns in the corridors that affect me personally & that I frequent (corridor 1&2)
- Fair but tolls should be collected by gov. only
- Some are more dangerous than others, I agree the priority. Lots of patches when milling would be better. I love the rumble strips in center and road edges. I would like to see better/more reflective painted lines.
- The need upgrading mostly for safety & economic development.
- The 101, Corridor 1&2. Poor condition. Traffic slows significantly in these sections. Little opportunity to pass, passing lanes where available are too short. Corridor 1 - very winding. Poor visibility at night.
- For the roads that I use its very good, but twinning is necessary on certain sections, especially Cape Breton & Bridgewater - South Shore.
- Over all they are poor! Safety is a huge issue for our 100 series not twinned w/ speed/driver distractions! Commuted for 2 yrs on Hwy 103 from Yarmouth to Halifax - Very dangerous!
- Safety of course is the biggest issue. Traffic congestion leads to frustration which leads to accidents. Overall the conditions are not bad considering our climate.
- Congested. Overall deteriorating surfaces.
- Very unsafe in areas where not twinned. Signage and markings not adequate at night. Should have markers on side of roads like the U.S. Traffic volumes on highway 101 have far exceeded what it was originally built for.
- Traffic is slow
- Potholes on 100 series highways are dangerous and causing accidents. Overpasses now are bumps on both ends.
- Safety is always the most important factor.
- Don't like it other roads need repair.
- It is the corridor two highway we are discussing. Yes, it needs improvement. No, I do not wish to pay toll.
- Safety is the only reason I can see for twinning this section of highway. A few more passing lanes would take care of travel congestion and travel time.
- I believe the section from Grandpie - Coldbrook is in fairly good condition and it helps that there are several passing lanes currently available. However, as traffic volumes are increasing, it would be more comforting driving on a twinned highway.
- Given the explanation supplied my thoughts are that we do and will in the near future require the majority of what has been outlined. Given our population twinning & tolls should go hand in hand.
- My opinion of the current conditions in the study are:
 1. There must be improvements to all 100 series highways
 2. The priority as shown appears to be similar to what I have observed.
 3. The safety and traffic congestion are much more important than any time savings.

- The 100 series need constant care & improvements. Some area of the 100 series highways are better engineered than others.
- So far, so good.
- Very good
- Good!
- Needs complete overhaul of all the [indecipherable word]
Tolls please
- Too much traffic on the existing highway. Traffic volumes have increased and the road system has stayed the same.
- There are 2 sections that require immediate atten.
 1. Corridor 4
 2. Complete the highways 101 from Digby-Weymouth
- Terrible - No passing lanes
- The current condition is fair as a non twin highway. But could have more policing.
- As a two lane highway our 101 is in acceptable condition.
- Current highways do not meet the volume requirements of realities. Safety concerns significant. Long strings of vehicles ultimately create unsafe behaviours & risk taking.
- Some are satisfactory - others require attention.

Question 2

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

- Yes
- No, but I believe it is the best option.
- Probably
- No. Highway 101 from Coldbrook to Bridgetown has convenient passing sections. Less costly, would speed traffic I think, may not give safety gain. Best solution is twinning.
- Yes & I am willing to pay.
- Not, not the only option. Better supervision, enforcement, for speeding will help make roads safe. Twinning encourages more speeding & hence more risk. Passing lanes as done on stretch from Coldbrook thru to Middleton work well. Jersey barriers are another option cheaper then twinning & provides a safety element.
- Photo radar (enforced); mandatory speed reductions in bad weather; recessed reflective markers delineating the lanes. Better winter maintenance (Cobequid pass - POOR!). Ban blue headlights.
- No - physical barriers
Safety could be improved by physical barriers. Speed, convenience and safety (not current, but future issues) would improve now and for future [indecipherable words].

- No, more passing lanes, repairing potholes.
- Should look at Jersey Barriers instead of full twinning especially on Hwy 101 Windsor area. Works well in Lower Sackville and other areas. This would save valuable land also.
- I think so. I would not want to see reduced speed limits. But listening to the discussion tonight I realize there are perhaps cheaper options.
- No, many of the steps already taken have improved these highways. Additional passing lanes and other improvements are possible.
- No - I think blocking cross winds would be a good option.
- No
- Demographics of fatalities? "Do no harm"
Twinning may help with fatalities.
Backroad deaths also count! More people will drive off road.
3 high schools inexperienced drivers.
However people who cannot pay tolls.
- Highways can always be improved via other means however it may only slightly reduce the risk dependent on what infrastructure is put in place ie: passing lanes, barriers, divided.
- No - extended passing lanes seem to work in more remote areas.
Twinning does not necessarily require wide separation - "jersey barriers" work fine.
- No More policing. More safety measures as discussed in your presentation.
- No more patrols of highways.
- Yes
- Yes
- No! Put in more safe passing lanes, in all areas. This could be stressed at Barney's River area. But I do support only twinning this area, but still I don't support tolling. This is not a fair tax only to charge tolls to the drivers. There are a lot of other people in N.S that don't drive & will not contribute.
Increase presence of RCMP, a lot of days while traveling I don't see one marked or unmarked car patrolling the roads on a trip from New Minas to New Brunswick!
- Yes
- No. Increase policing to improve safety. It worked with Hwy 101 which used to be called a killer hwy until Ron Russel, as minister, had the RCMP increase patrols.
- Twinning will avoid head-on collision. That's the only advantage (my opinion).
- Its a lot of money for a supposedly have-not province. Why can't we at least try more patrolling first - more policing!
- Camera speeding regulations (in revolving places & locations)
Safety is a must
A lot of injury has been reduced due to better vehicle safety
Driver education be mandatory for all drivers.
- In the presentation other methods were given as past examples that have worked.
These included: rumble strips, wider paved shoulders and better signage. Surely there's

an effective and less costly way to improve the safety of our highways.

- Twinning seems to be the best way to improve Hwys. Coldbrook to Hortonville seems to take as long as Hortonville to Lwr Sackville - Twinning saves time; patience; accidents.
- Could use more passing lanes to alleviate traffic build up. Wider shoulders. Use of center cement barriers. More enforcement.
- No. Some widening may help more passing lanes. More police patrols for speeders! unsafe driving. Charge more gas tax than then the heaviest users of the roads pay more for improvements.
- No
- Yes? safety wise there are others options that should be considered.
- No
- No. Increase [indecipherable words] lanes/ramps revisit requirement for merging traffic to yield to highway users. (This is opposite to most of rest of Canada).
- Likely the safest but barriers might help. Rumble strip does help.
- Yes
- No - more widening
- Yes
- Probably the best way, however there could be though given to concrete dividers & more passing lanes. 2+1 (passing lanes & jersey barriers)
- No - increase in taxes - gas & gas rev.
- jersey barrier with wider shoulders
But in my opinion twinning is the best alternative.
- No, Extra passing lanes should be considered on some sections as a temporary measure as has been done on parts of the 101 between Coldbrook and Kingston. More could be done on Corridor 4.
- It would be the best but lane divider in some of the bad areas.
- No. For safety driver education needed!!
- Probably
- Yes safer highways
- Twinning/tolls only needed in certain areas. More passing lanes as per west of Berwick would work in certain areas.
- Yes
- 1. How about jersey barrier down center line - widen existing - paved shoulders on highways as you stop gap, until road will be twinned or as the [indecipherable word] for low volume roads.
- No other options exist in some areas. Jersey barriers. Speed radar.
- No - jut barriers as in Sackville and Bi Hi could be used.
- Yes
- Can't suggest anything better.

- The norm, typical dangers will lead to [indecipherable word] before dangerous roads are twinned. Some new/different approach must be found, tolling is a possibility.
- Yes. Passing lanes do not cover safety constrictions or traffic congestion.
- Jersey barrier widening toad Falmouth to 3 mile Plane.
- No. It's a great idea but not the only way. Driver safety begins with drivers.
- No!
 1. Cause people who get ticketed to have to go to driving school at their own cost & the monies collected put into highways
 2. Stop giving our money to refugees & look after our own first, that includes highways.
 3. Collect the taxes that are in arrears from those with offshore bank accounts! They use our roads for free!
 4. Close the purse to politicians!!
- We need an overall upgrading as Nova Scotia is way behind.
- It's Plan B
It's a solution to driver error.
- Yes other options
- No. Wall barriers
- No
Driver ed. More police. Better winter maintenance
- Yes
- Yes
- Yes
- Yes
- Yes
- Higher police presence on single lane highways. Only police presence I see is on twin lanes. More police = slower speeds.
- No
- In the valley where I live the twinning should be finished. Maybe more passing lanes like they have from Coldbrook to Berwick would work.
- Not the only, but best option.
- Yes
- More police presence to control speeding
- Given the state of the provinces budget, yes it is! For safety it is the only reasonable option!
- Yes
- No. The on/off ramps. Especially the chicaine entries are very dangerous. There is confusion re: merging & right of way. Education in terms of Tv advertising & diagrams would be helpful. More passing lanes.
- Yes. Traffic volumes are just too heavy. There's no other way to improve safety. Enforcement can only do so much.

- No. Passing lanes or cement dividers. Maintaining the current highways would go a long way to improve them as well.
- You can also put in more passing lane
- No, but it is needed and get on with it.
- Yes. When to oncoming cars at 110k meet head on at 220k.
- No
- No there are more affordable options.
Enforce the rules, speed, cell phone, etc.
Add lanes and barriers.
Maintain highways better.
- No - adding more passing lanes would be an option but would not solve safety problems.
- I believe twinning is the only option for the section of Hwy 101 between GrandPie & Coldbrook. The section from Three Mile Plains to Falmouth should also be twinned.
- Yes. We need to proceed as our future depends on this expansion.
- I would like to know if adding [indecipherable word] to the existing roadway was considered? Since we are expected to accept the suggested budget limitation why do we not look for alternate out of province revenue?
- No - I think until volumes warrant twinning safety features could be added to some 101 series highways. Jersey barriers could be added. Yes to twinning!
- Not necessarily. Some sections can simply be widened. You could also cede control of the 200/300 series highways to the Counties (Municipalities)
- Yes
- With a 30 year plan, where will technology be in 30 years?
- Yes
- Yes
- No. More passing lanes.
- No. Road condition/Can improve
- Yes. That is the only option or bring in commuter rail.
- I feel twinning is need it. But should not be tolls we pay too much now. Cut government pay to twin
- Absolutely the best option if budget was not a concern.
- Twinning is the "Best" option, in tandem with use of rumble strips etc.
- Yes - reasonable tolls

Question 3

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

- Yes
- Yes
- Yes if absolutely necessary. Trouble is, once toll is installed it exists forever. Doesn't it ever get paid off?
- Yes
- Yes
- Since I do not support twinning, I would not support tolls for twinning. I could consider tolls for other uses such as infrastructure costs, public transportation system.
- There should be tolls on the highways now. Absolutely no more twinning unless paid in tolls.
- Preference is obvious. Inside 10 years vs outside 20-25. Must be weighted on the scale of the public's tolerance re cost.
- If more money is out problem to fix out highways I would suggest less [indecipherable word] then we would have more money for our highways. Plus slow down when traveling on our highways especially when roads are icy.
- Obviously no one wants to pay but if this is the only way to get the roads twinned. Haven't heard the comments tonight - NO to tolls. Will kill expansion in the valley/will be [indecipherable word] for truckers, kill tourism, etc.
- Yes
- Toll should only be used in the most serious cases of safety, heavy traffic and other factors.
- Definitely not. Wait until you have the funds. It is not fair to provide twinned highways to other areas and then suddenly change stance and make everyone pay in unlucky areas.
- No tolls, they make me less competitive in business vs city businesses.
- Cost to small business/caregivers to help family to drive down the road. Traffic on back roads. Low income families hurt most. traveling to employment. They are not pay tolls = more back roads.
- No
- Yes
- Why would some citizen pay while others with existing twinned roads don't - this is not equitable. The valley corridor has a lot of exits - not everyone is going all the way to Halifax is it hair to have people pay a toll to go from Coldbrook to New Minas.
- No tolls. There is tax on gasoline called for repairs where is that money going.
- Yes

- Yes
- No!
- Yes, but I am not in favor of a partnership. I think the province should be the only contributor.
- No. Tolls are a cash grab by bankrupt bureaucrats & politicians. The cobequid pass has produced profits, yet the tolls have risen 9.5% higher than the provincial rate of [indecipherable word]
- Yes, I support using tolls! "Users" should pay for the privilege of using the roads. We pay for milk when we drink it! We should pay for the roads we travel on.
- If we have to pay tolls, will the highways sections and the tolls belong to the province & its citizens or will there be some kind of private partnership?
- Yes a toll more than the minimum to pay today's est. cost. Toll all 100 series highways in the province to pay it off earlier & to share the growth for the whole province. We all paid for those roads in place now by our tax on gas & registration.
- If twinning the highways is the only way to improve the condition of the 100-series highway, tolling would help it get done faster. However it's also important to consider the long term effect. If no tolling is put in place it's estimated to take 30 years by that time the problem will either be more severe in which case immediate action will be necessary or it will be replaced with a more pressing issue. So although tolling will solve the apparent problem sooner, will it really solve the real problem?
- I support tolls but question if it should be a wider adapted policy. We should look at tolls on some newly constructed or other highways as well. Some areas of higher priority have taken a back seat to less traveled routes?
- I support tolls to twin some of the higher volume sections of 100 series - accident avoidance should be #1
- It depends - I would support on the more unsafe areas rated by accidents but not just for the sake of saving a few minutes driving.
- No
- No-No-No
- No. Absolutely not!!
- No, it creates an economic barrier between valley and HRM. Has an increase to motive fuel tax been considered
- Would prefer tolls be consistent throughout the province even if it doesn't represent the actual cost in area. First choice would be funds raised by increasing registration fees, etc. of vehicles.
- No police the roads more
- No tolls. They only slow down traffic needlessly
- Yes please
- No I don't support using tolls to speed up the time table of these roads.
- Yes - but tolls collected must not go into general revenue - it must go to a specific account for the twinning project.

- Only on some sections and in certain locations. They should not be used in areas where local traffic uses it as a short commute and dense areas
- No because of add cost to small business
- Yes
- Yes
- How many years will it take to complete
- Some tolls needed to get highways built as per 103 south shore. Tolls on 104 to finish highways New Glasgow to Causeway.
- To get it done sooner yes
- 1. No, only if all 100 series highways are tolled. By tolling only certain sections, you put commerce at a disadvantage in toll areas - where other do not have to pay.
2. commuters are all ready paying, taxes on [indecipherable words] gas, maintenance, etc.
- No - should use existing taxes as it will be more efficient. Tolls are costly to collect plus slow down traffic plus create hazards themselves.
- The Americans have had toll highways for years and they are a pleasure to drive on.
- Yes
- As long as toll booths are located where it makes sense - the 101 sections between exits are short so it will be hard to figure how to toll in ways that won't effect reasonable traffic patterns.
- If it is seen as best new option- yes.
- Yes. I support tolls that are administered in a fashion that considers unburdened [indecipherable word] needs.
eg - Commutes to Hfx from Kentville daily [indecipherable word] should be allowed to acquire passes of a discounted yearly rate.
- No. As a owner operator this toll would cost me so where does the increase price of tolls come from for the load I haul (who pays)
- Only if all the money is used for highways, and not wasted on stupid thing. Also how long do you plan to have tolls? 30 to 50 yrs or forever.
- No! Do as I said above & there should be a surplus.
- No tolls
- I am not a fan of tolls in NS they are a boondoggle for the company operating and the return on investment to the tax payer not on par.
- Yes 'Twin to win'
- Yes
- No. Spend money on less non-essential infrastructure (Yarmouth ferry) People can't afford to pay tolls.
- No. The government has to look within the existing budget and find the money. Govern for the people.
- Yes

- Yes with provision described below
- Yes - user pay
- No
- Yes
- No tolls. Tolls are acceptable if 1) price is at breakeven point for that section of highway, 2) Tolls are removed when road is paid for - Don't keep on after paid off like Cobequid pass
- Potentially
- No objection to tolls s long as N.S Gov. controls all aspect. The Cobequid pass was built by Atlantic Hwy's with Gov. secured loans of 120 million? And cost 95M. The tolls have increased and the Hwy long ago paid for with this private company making millions.
- I would rather see my registration go up every two years then have to pay a toll several times a day from Kentville to Halifax. I would probably have to use the #1 old highways as tolls daily would be too expensive. I don't support tolls.
- I support twinning maybe you can't twin all! No I do not support tolls. It is bad for the economies of the affected areas. Besides the listed funding there is the sales tax paid everytime a vehicle is sold, repaired, parts & tires are purchased and on the labour to repair. Current funding is how the gov't distributes its revenue, not what is available.
- Yes, provided the tolls were reasonable.
- Yes - within reason and then remove tolls when the debt is paid off.
- Yes - from the presentation most of the tolls would be less than two cups of coffee!
- I still would prefer not to pay a toll, especially on a section of highway I would only use a short section of
- Yes. User/pay or a combination of user/pay + P3 funding would be an option. Perhaps an additional \$.05 per litre of fuel paid directly to TIR vs General provincial revenue. Plus tolls.
- Absolutely. A small price to pay for safety. On hwy 101 the cost is less than a coffee & a muffin.
- Yes - with consideration for commuters.
- No tolls most people can't afford tolls.
- Yes
- What happen to the money Scott Brison gave to Ron Russell 12 years ago (app) to twin the Windsor section and [indecipherable word] Avon river.
- No!
- No, I do not support. Simply I cannot afford it. Wonder if our trucking industry can afford it or is the cost just passed along to me.
- I would support twinning BUT am concerned about all the ways to get on the highway now & how cost would be determined. Also could people going to work; passing through the section get a pass of some sort?? (yearly)
- Yes

- Yes, tolls are necessary given our need & our population. Surely given the need our Nova Scotians deserve a secure highway system, maintained by whatever means required.
- I am opposed to paying tolls in principle and insist that we learn to live with the full value of the gas tax being collected.
- No, I think we pay enough taxes as is - tolls never end and the profit goes out of the region. We pay a gas tax now that could be increased until these roads are twinned.
- Yes. But toll all the twinned sections, not just the new ones. (Also, a reasonable toll-rate and one that is not fixed/a pay-per-use system)
- Yes
- Do not care for tolls
But safety first projects 3-7 done first?
Place a toll on 102 \$30M a year?
- Yes
- Yes
- No
- Yes. I would support tolls. They work in the United States.
- No tolls
- No toll's we can't afford more, unfortunately due to lack of funding we will have to be happy with what we have. Or a better plan of spending our money will be necessary.
- I support tolls in an effort to expedite the successful twinning in a "timely" manner
- Yes - reasonable tolls.

Question 4

Do you have any other comments or questions?

- Keep the toll on Cobequid to help subsidize other highway projects (or move it to the border crossing). Eliminate the number of exits to one per town (depending on population).
- If Sydney wants to be a major container port, projects 6 & 7 would be required not optional. Possibly 4 & 5 as well.
- Get a move on!
- We need to reduce our carbon footprint by encouraging public transportation use, slower speed for fuel efficiency & not be using up more valuable farmland (2000s estimated bet. Hortonville & Coldbrook) at a time when the world will be facing global food shortages. The resources (gravel asphalt) needed to twin make a huge environmental impact & a more thorough environmental study needs to be done.
Most familiar w 101
40% reduction in highway fatalities in past yr (highway improvements made)
10000 vehicles/d - incentive to twin a highway not safety - no fatalities for corridor 2 in

5 yr data. Time savings 3min.

Environmental concerns.

- Any breakdown of the causes of collisions? Impairment, driver error, excessive speed, weather conditions, [indecipherable word].
I suspect those are greater causes than road design.
Speed feedback signs could be a bad idea - young drivers might speed excessively and take a selfie of the reading. If want to save lives do something about obesity.
- More taxes for the rich and less for low income people
- Would toll booths be automated? Windsor - 3 miles Planes to Falmouth is bottleneck. Why not a higher ranking? Again - use jersey barriers instead of twinning on the causeway. NO TO TOLLS.
- I learned a lot! (Mostly from other drivers but also from consultants)
- I think it would really hurt tourism.
- We are broke - stop spending & balance your budget.
- Did the questionnaire ask if "you agree to a toll highway?" Will affect who comes to live or set up business in the valley!
- Our driving habits need more refining and education
- This will divert people to secondary roads & will increase the maintenance costs on those roads especially here - people will drive through Kentville to get to New Minas vs paying a toll between Coldbrook and New Minas.
Would you pay the full toll if you don't drive the full route.
Once this starts there could be no end to tolls. We have one of the highest provincial tax rates already. Where do the taxes stop? This is another tax.
- A MacPass should be available on the tolls roads to speed up the traffic.
- If tolls are used MacPasses or some form of transponder should be available for paying tolls.
- Yes! I believe (strongly) that is our current McNeil government would stop supporting the unnecessary waste on Boats, "The Cat" & the "Bluenose" we could reach a reasonable goal to do much better without highways & roads. In other words put out priorities in the right place. More money never fixes out problems, it just gets us into more trouble.
- Twinned highways save lives! Speaking from a Fire Department view point accidents, especially fatal accidents are extremely hard on the people that have to deal with them.
- When polling people about their willingness to pay a toll did you ask if they drove? Most phone polls skew to an older demographic who may not drive.
- More of an RCMP/policing comment. Why not scrutinize the drivers more? Penalties will reduce the numbers of traffic hazards. Whole other topic. Thanks for the opportunity you're providing here! Bravo!
- Will this toll idea go on forever? I am thinking about my grandchildren. I am also thinking about the Halifax bridges.

- ? - in attention is the major cause of accidents
 ? - where are things going with [indecipherable word] laws changing
 Start out own lottery to raise \$
 Todays passing lanes are a race to get by & get ahead
 page 16? How many people really going to Sackville vs working in Downtown Dartmouth and Halifax
- Corridor 7 has little financial feasibility, low wage, and yet it is a priority. In the 5 year data collection, they have one of the highest collision rates. If this is the cause of corridor 7's priority have other options been considered to improve the safety? It seems to be the outlier in all the data. Highway twinning may work for the other sections, but there must be a greater underlining problem in this correction that causes it to stray from the rest of the given data.
- Tolls should be considered to keep our infrastructure up to par on all 100 series hwys.
- Government is not moving fast enough, build it now pay later.
 Will help economic development.
 Speed kills - more enforcement needed to slow drivers down to 110km/h
- Why is most of HRM twinned without incurring additional taxes & fees?
 Tolls may reduce tourism which we rely on heavily throughout NS.
 When I drive in areas with tolls I avoid those highways.
 I calculated a trip to Sydney based on your tolls - \$34.00 one way! I support twinning but not tolls!
 NS can't afford it!
- I believe that a more comprehensive review of alternate funding models needs to be considered.
- Concerned that traffic could increase on #1 highway to avoid toll areas. This is currently where the traffic issues exist and would not want it to increase.
- Use gas tax to pay for roads
- Just get it done
- 1. Corridor 1 needs to be twinned
 2. Corridor 2 could use extra passing lanes, especially traveling east from New Minas
 3. There is no room for tolls from Coldbrook to Falmouth due to the amount of exits (Mt. Uniacke would be the most viable)
 4. there shouldn't need to be a 90km/h section of the 101
- In my opinion the 300' ROW should be adequate for twinning. In areas of deep cuts & wider ROWs use of jersey barriers should be considered.
- 1. Make the collection of tolls as automated as possible. See highway 407 in Ontario, for example. Do not use existing transponders if this will cause slow down.
 2. Always give people a non-toll alternative. See highway 101 exit 10.
- When did they start twinning the highway from Halifax and how many years to Windsor.
- Unsafe driving is the biggest problem
- Yes one with Becks could pay a fee and go on 3 ft on the road side Beck Lanes.
- Gov't will need to find the money, borrow it or raise it through a tax, that everyone

pays, not just the users.

- Interested on how you deal with [indecipherable word] current exit/on ramps and tolls???
- How soon will this work start
- Is there are consideration being given to reducing/(stopping) the tolls when capitol cost is covered.
ie. in years of [indecipherable word] only can tolls be reduced? (eliminated)
Has there consideration been given to averaging the tolls across the NS highway infrastructure in order to broaden the ADT province wide. This may allow more twinning.
- How much money does the Government spend doing all the studys, surveying over and over again. We spent all our money fixing up the Bluenose II and keeping the Yarmouth ferry going.
- I would like to see where every penny is spent. I as a person cannot afford to through money around, so I would like it to be spend wisely if we have to twin the highways.
- My sister was killed on Hwy 101. The road didn't kill her; freezing rain on two overpasses in Coldbrook & driving too fast did. She was a passenger, returning to Hfx after celebrating her 19th birthday with us. Roads don't kill!
I do a little above speed limit & 98% who pass me like I'm sitting still are woman drivers & some of them are texting! People need to learn to drive according to road conditions & weather conditions & learn to accept responsibility. They need to be personally accountable.
- Tell tchrs union to go home. Our future (students) are not considered.
- Why can't you look at the Quebec model where tolls were used until the Hwy was paid off
- I own a driving school in Kentville for over 10 years & I can speak to safety issues
- No projects listed for Western NS. Shameful. I don't want to pay a toll.
- Find the money in the current & future budgets. No more tax. Saving 10 min on any trip. Funnel more money on auto related taxes to highways ie Auto sale tax
- good presentation proceed as early as possible
- More police presence, roadside cameras for speeding and at traffic lights (eg running red lights) revenue created would help to build highways that much quicker.
- Look into all federal funding, such as the 300 million available that Jamie Baillie speaks about.
- 1. How are tolls collected & has the cost of that infrastructure & operational cost been taken into consideration?
2. Has an estimate in ↓ in ADT been considered if people start using alternate routes to circumvent the tolls? How does this affect the bottom line?
3. Has an impact on local business, especially tourism from Halifax to the valley been considered? Will a toll be prohibitive or ↓ willingness to visit the valley?
4. Has safety or ↑ maintenance costs been considered for alternate routes which may have ↑ in traffic volume.

- Gov to take over Cobequid tolls completely. Tolls to be collected 103 close to Hfx city limit, 101 between Lr Sackville & Uniake, 102 between Fall River airport, 104 East to Canso causeway. If any trip requires passing thru more than one toll passes on 2nd 3rd toll should be free. 101 @ Windsor could be accomplished with bridge or driven piles for new section over Avon River while maintaining causeway for east bound lane.
- You should explain how the tolls would work.
- 60,000 people in Kings Co. Workers going to Halifax daily could pay \$34.50 a week on top of gas tax. Will kill growth & development here. No federal funding mentioned where is infrastructure money. Federal Govt should also pay larger amount of TCH twinning. US system has tolls because their taxation is lower and they use user pay system. We pay large tax for our services. Cost of collecting.
- Estimated tolls - were the estimated tolls of other/previously twinned highways lower or higher than the actual tolls charged to drivers?
What is the estimated length of time needed to twin Corridors 1 and 2?
Why was the survey to determine acceptable/estimated tolls only done via phone? This limits the # of respondents as well as biases the responses to an older demographic.
Do the tolls collected also assist in paying for snow removal?
- 1. When is the toll on the cobequid pass going to end
2. What is the average daily revenue on this section of Hwy
3. Its construction cost was paid off in 2 years.
- When will the 100 series be completed from Digby to Weymouth?
- What does each percentage point on the gas tax mean towards helping pay? Visibility of the St. Peters looks expensive and the volumes look low. That puts the total below 2 billion. I would concentrate on the higher accident & traffic volume highways.
- Our province is in a situation with declining revenue and this type of project is the only way we can afford to expand and upgrade infrastructure. A small price to pay to save lives. There's no reaction time on a 2 lane 100 series highway in most cases.
- Some passing lanes too slant should be done away with. Main thing to think about - drivers habit causing accidents. Repair roads 100 series etc (holes) back of Wolfville. Lot of accidents will be eliminated.
- Would the government let contracts over time or would private contractors do the work and collect the tolls.
- Less gas tax or toll only control peoples driving needs to change. Repair road that need it now!
- Financially I cannot afford the \$50-\$80 a month this will cost my family to use simply to drive to work or by my groceries. Other parts of this province do not need suffer this. Secondary routes will be found by the local people. This is a large section of the traffic that use this highway. You report on [indecipherable word] for people who refuse tolls at 20% but recover at 5% per year is balderdash! Where did they get this idea?
Once people [indecipherable word] other routes ie Brooklyn street or Kentville what are the plans here to improve the influx or traffic?
Cost of goods will increase, trucks can't afford this.
- Have you considered upgrade to highway 1 (old highway) if traffic on that increases due

to toll road.

- As someone whose wife commutes to the city every day from Kentville, we are both for twinning.
- This has been a very informative and exceptionally clear presentation. Well done.
- I would like to see an itemized statement from an independent auditor of the actual gas tax collected. Mercie!
- I believe 20 years is a long time to wait for this section of 101 to be twinned after all the studies had been completed and land acquired.
What is an alternate route out of the valley for those who cannot afford the toll? Put the carbon tax to pay for twinning the highway!
- 1. What are your plans for highway 105?
2. Will the tolls be electronic-collection?
 - a.If yes, will they be compatible with MacPass? E-Z Pass?
 - b.If no, how will collection occur?
- 3. Interactive speed limit signs (Electronic)
110-bare roads daytime
100-bare roads nighttime
90-wet roads
70-snowstorm/fog
Strongly enforce these limits.
- How much money spent on study!
- Will the tolls cover all maintenance?
If so this budget will decline?
Bridge from Scots Bay to Parsborro
- Gas tax of \$272 million dedicated
What is actual tax collected at pumps
- Remind people who drive at 70 or 80 km/h on the 100 series highway to use the truck roads (#1,#2,etc) using signage.
- Stop wasting our tax dollars.
- Great initiative to have "Public Consultation"
Listen to the public & move forward asap.
- 30 yrs!
Toll booths or Electronic billing.
2 great ideas instead of twinning - jersey barrier

- [typed up submission brought to consultation]
Consultation Regarding Twinning January 30, 2017

For a number of reason I am not in favour of twinning the 100 series highways and particularly the stretch from Hortonville to Coldbrook.

- The millions needed to complete this project can be better spent on more urgent needs such as health and education. I'm sure there are people whose lives are at risk with our present health care system with long wait period for operations.

- We know from the teachers' strike there are serious issues in the school system which need to be addressed through more staff support.

- There are infrastructure costs including maintaining our existing roads which have been in desperate need for repair.

- There is the loss of valuable farmland which has been approximated at 2000 acres and questions about the environmental impact assessment which was deemed by some to be inadequate.

- There is the issue of climate change and the need to reduce green house gases including carbon emissions from vehicles. Twinning encourages more speeding which is not fuel efficient, and creates more risk for more accidents.

- Our population if anything has decreased and is aging which will require an improved public transportation system, not more super highways.

Although I am not a fan on tolling - and it would not be my first choice - the funds raised could be beneficial to support a public transportation system of maintain existing infrastructure.

- [typed submission brought to consultation]
I approve of a tax charged on vehicles using the 100 series highways (a 'Toll'). Very much so. Where I probably differ from the government's proposed plan, is that I believe very strongly that the money collected must go toward Public Transportation only! (Toronto has been trying to do this). We must put the planet first. "Leave the Car at Home" has been an often touted expression. The polar ice-caps are melting, for God's sake! As well, Nova Scotia has both an ageing population and an increasing college/university population, both of these groups are ill-served by super-highways and definitely need public transport. For me, I have two student-daughters who rely completely on public transportation, and, I will be eighty years old in ten years and it will be completely irrational to put be behind the wheel of a car going 125 km/hr on the super-highway, so I'll be imprisoned here without really useful public transportation. Number one: We need to put the planet first. Number two, we have to avoid investing so terribly heavily (with borrowed money) in more lanes for more cars.