

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 have one comment, first this question is too broad. Most people here are concerned with Porter’s Lake, on this segment. And a lot of us wouldn't know much about situation on the 104 or 101 other than what we read in the paper. This session should be more focused on the 107, and the Magazine Hill to Burnside.
- I am a Businessman, and have traveled from Newfoundland to British Columbia on the roadways. The roads in Nova Scotia are so bad, the 100-series highway too. I have even been scaling back my business from PEI and even New Glasgow (because of travel conditions). Here are some examples. In 2006 and 2007 survey of people on the highways, (showed) people were failing to pass on the right on highways. When you leave to go to town, Bell Road exit, they left the ‘keep to right’ sign further up so its out of touch there. There were shootings because people didn't keep right to pass. One sign that says ‘keep right except to pass’, except in Gaspreau valley where you turn where you go to an off-ramp and people that stop at the sign, and they have a quarter mile to yield to traffic. Sign that is illegally telling people which lane to be in and there are so many accidents that they even lowered the speed there, but it was about the sign, and it’s still there.
- I have driven all across Canada, I am ex-military. Nova Scotia has worst roads in Canada. And putting up tolls up, you are just going to charge more and more. You can’t fix the roads we have now. Fix what we have properly. This is the worst road I ever seen. You patch it every year, but fix it, really fix it.
- Originally from Cape Breton, and if you have not been to Cape Breton yet, you need to be prepared. At the past meetings, (I have been known to) I speak my mind, because it’s with my heart. I drive my partner back and forth to work and your stats your saying you are saving me 20 minutes. Well it takes 15 minutes to go from my driveway to Sobey’s in Panavista, although I need rubber bumpers on my car. Enough is enough with government trying to stiff everybody in this province. Not everyone is rich like these politicians. MacNeil spent more time fighting teachers than putting attention on highways. Instead of taking care of highways even though he knew Mandala when he died. Your solution is to put a concrete barrier where the yellow line is. If you have to stretch the road, then do it. The Circumferential has a barrier. I hate crossing the bridge. Last week I had to drive on a Saturday and Sunday and the speeds they were driving – its called Russian roulette when you leave your driveway. Someone is passing you without a signal light. Young generation, coming from town (some directions I missed),

they are on the outside lane and a smaller car than mine, a young female – she was looking in the mirror fixing her hair. Older woman in smart car – the fact is you guys want to build twin highways, but it's not the twin highways (that will solve the problem) – its more signage and more patrolling and entrapment. And that survey – who did you guys survey? Did you talk to 1000 people in the area where you are planning to twin?

- I have two children, they are 7 and 9, and drive them 20- times a week into Dartmouth for music lessons. It is a big time commitment, and all the children of Eastern Shore who get nothing, we have to take them everywhere and drive them everywhere to enrich their lives. If I pay \$6 more a day to get there, that is going to cut it out of the picture for a lot of people. Cost of living went up 1.2% and my salary did not. It's not just music lessons, its sports and everything as well. I work in Halifax, and if I have to pay \$6 extra to drive to work. Takes it out of our pockets. And I have parents who live in Cape Breton and my mother has to go to Halifax for medical appointments. She will have 3 or more tolls, and they are on a fixed budget and this will jeopardize their healthcare. I want to know about the survey and how the 1027 people were selected and what the methodology was.
- When you do this; right now when we go to town, until you reach the bottle neck at Sobey's and the highway 107 and where you go to Cole Harbour on Forrest Hill Drive and a twin will not fix that problem. I don't want to pay a toll and sit at the lights...

Question 2 & 3

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

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

- Looking at this, I have one question. Are you looking at tolls as per km use? If I jump on at exit 7 and go to 8, will I pay 20 cents? Or if I travel all the way to Duke Street would I pay \$4? The average person will pay \$1,000 a year, if that stays on budget (highway construction) because that is just an estimate and we all know how that goes. \$25-2,800 a year (referring to two car family) – that is more than my property taxes. Most of us work hard for our money and to save 2 minutes? I will be forced to drive out of my way because I refuse to pay the toll and add that will time on.
- How much would it be to go from here to Main Street?
- How exactly are you going to toll these things and how do you decide what overcharging it is? There are lots of other options than twinning. Where are the tolls going to be? Is this something like US, and you get a slip and pay as you get off? What about the people who are in between?

- The 107 is never been connected to the 100-series highways and you didn't look for tolls there (other 100-series). Why are you asking us to pay for a toll when you didn't ask them? The expensive parts are going across the harbour and Porters Lake, and you are leaving that for other generations to pay for.
- But we are at number 4? Why? Instead of being number 1?
- I want verification on exactly where the main construction is. Is this actually bi-pass in Bedford – can you verify that?
- Would be a new road or an extension of the old one?
- This would not help the traffic into Halifax, and that is where people are going. Not to Bedford and not to airport.
- I have not heard anyone in favor of tolls. This is a bad Idea to have toll highway from here to Dartmouth. It is an exploitation of taxpayers. We are taxed to death with sales, property, income, gas taxes. There is more than enough money available to maintain our highways.
- Once the cost is recovered of building the highway do the tolls go away? It's going to happen whether we say it happens or not. Or another excuse to raise the amount in 5 years when everything is paid for?
- I would like to know why with all the information you have acquired from the accident reports and traffic, why did you use the following economic data that was considered in our data analysis under a household income and disposal... Unless you are thinking everyone out here makes a lot more money than people in town?
- I didn't bring it with me, but presume it was one of your 2016 data analysis and the binder you put through. In 2016 data that you used from household income tax and the survey that we developed.
- But why are we even considering this?
- I can see you asking us at a meeting with everyone speaking up, and saying we can't afford it. You have done a survey of our household income and disposable income and what does it have to do with whether we need the highway or not?
- My husband travels to Burnside every day to work. If you guys start tolling, I won't be able to go to Valley to see my Dad because it costs too much – or go to Cape Breton because it costs too much, or live in this province where it costs too much. I am moving back to Ontario where even if my Hydro is more, I can drive on safe roads.

- Your segmenting the areas. Look at Porter's Lake to Bedford – they are different characteristics. If you look at Porter's Lake at exit 19 to Ross Road, that is a two lane highway with plenty of passing lanes – one particular characteristic. Once past there you are already twinned. Once you exit you are coming off a twin highway. I am thinking the vast majority is the traffic coming over Magazine Hill where the problem is. Consider the possibility of a highway into the back of Burnside Park – toll or not, it shouldn't involve us out on the 107. Look at fatalities over the 33 km – Magazine Hill is the biggest contributor but could be long. Fatalities that could occur for people instead of going to exit 19 and bypass the highway to (directions on where to go). This will have an impact on traffic through Preston and Lake Echo. The application was turned down because traffic volume on 107. This is going to increase accidents and fatalities, no two ways about it.
- Question – Did you say there is going to be more meetings added further East?
- This room is full, and indicates there is a lot more people on the Eastern Shore that may be interested. Current safety initiatives – and no safety studies of 107?
- Will we be able to read the what you heard document?
- One option that hasn't been given attention. To Question 1 and 3 – no and no. Question 4 – no one has raised the idea that we would should try instead of more traffic volume on all our 100-series highways, and have a transit commuter services. Give more incentive for carpooling, and have the Metro Transit come out here. There are all kinds of creative options to lower traffic volumes.
- I would like to pick up on the concern over Bedford extension. I am getting a strong impression we are struggling to understand how that segment factors into our use of the highway. How much of a cost is corridor 8, which is two corridors with different traffic patterns and users. How would it impact the cost of twinning the 107? Big concern for communities on Eastern Shore, which is largely commuter communities. Looking at adding a toll where specific towns, where other communities outside communities of Halifax – what is the impact on the growth here, and what is impact on property value. Any study on tolling all the highways, and we helped pay for those ones that are there now.
- We would all love to see better highways, we just don't want to have to pay for ours when we helped others pay for theirs.
- Question #2 – I am not in favor of paying any tolls. If there is an option to twinning in Porters Lake. Now, Kentville to Berwick – it was in disrepair for a long time and they widened it and also widened the center for oncoming traffic. I don't think it is a good candidate for twinning. In the morning yes, you would get heavy traffic in one direction. Is there a way to maximize the use of highway and use 3 lanes of highway instead of twinning? Two lanes could be used at one time of day when it's a heavy direction, and

you could control it that way. Rather than try to twin it. Other candidates to twin but not this section here.

- One question about roads and highways. I know a lot of people in the Forces that drive across Canada, and they say Nova Scotia has the worst paint jobs in lines, and when it rains you can't see nothing. I have talked to people from New Brunswick and onward and they can see it at night – that is my only question.
- I am worried about the younger people in community. I have a 17-year old Chezzetcook going to Burnside for part-time job. There are not a lot of jobs out here for young people and if they have to travel for a job, there is less incentive for job and will only lower their hourly rate when they only may \$10 – \$11 an hour anyway.
- I agree with toll highways somewhat, only because I travel highways everyday all across Canada. My concern is how much it would cost me from point A to B? What would happen if you had a buy-in from public, or just for one section? If our highway doesn't have buy-in, will it stop all the twinned highways from going forward? The price of goods will go up, because now truck drivers have to transport the goods. When price of gas goes up, and price of goods go up, I think all our groceries will go up too.
- When we live Lawrencetown. Do we have to go through the toll to take 107 to get to Porters Lake? It would be right where toll starts, and if you are going to block us off from that...
- Will there be a small charge?
- I can't see a toll highway. We would like to be called the Ferry in Digby so we can get this for free.
- On speed limits – there should be a minimum and maximum. If you cannot keep up, take the secondary roads. I am a few years from a senior, and if I can't keep up, kick me off. Once you get to 80km/hr then put on your four way flashers – I was behind a driver going 70km/hr in a 110km/hr zone and if there had been traffic the other way, there would have had some pile. And we still put white paint on roads, and when it snows you can see it anyway. The Federal government don't want to put lead paint on road. I want to ask them how many babies go to center line and lick the paint? I know your using the white paint and I know it's a world-wide thing but, its time you guys send something off on the world-wide color of paint. And rumble strips only on centre lane please. If its snow and you cannot see the centre of the road and you're not sure if we were going off center or side – useless if not sure what side of road you're are on.

Q&A

- I will be concise. I am part of the Coalition of safe and healthy communities in Preston, Lake Echo (etc.). I read the report and it had more questions than answers. If you are going to ask the public to read something, then do it in plain language. I invite you to look at our concerned residents FaceBook page and use that as part of your input. Community groups will conduct their own research, and 120 people on our poll. 91 said they would not twin or toll highways, 12 said twin but no toll, 9 said..., and only 5 said they would use it and support it, and only 2 said they would support it from (gave a list of directions). Of the 1000 surveyed, were they from here, or were they from Bedford and Sackville. Because they would skew the survey and what people would want on this side of the highway. Enough people talk about... Coming into Foresthill – most are going to Dartmouth and Halifax, every other car or less is turning off to go to the 107 exchange. Less than half people where, it doesn't justify the rates for this survey. Going to the streets to the 118 – brilliant – should go in as a toll highway, yes. Fix the issues at Exit 17. If you were going to do that, but don't make us pay for it. Lots of comments on people going into work every day and then going into take children to sports events. They will not do it from that exit and will be driving the 207 – if you haven't, then you should go try it and any weather its dangerous. Before you come in and tell us this is going to improve our highway. Do the study on our highway first. It doesn't matter how many twin highways, it won't stop people from speeding. Last accident that was a fatality is caused by deer. How many were caused by other drivers? Take those numbers and they will skew your results.
- I have issues with the environment. An increased road traffic, carbon dioxide. We need more green consciousness and polices and the like, and this to me does not jive with that. More cars, more efficient travel with Metro Transit and alternate routes for travel. Putting more cars on the road is not helping. I travel downtown Halifax so twinning is not relevant. This does not take into consideration the environmental factors.
- Why can't they put the question on the ballot? Are we expected to pay tolls both ways? The main bridge, we are supposed to pay on now is already paid for. Shouldn't have to pay both ways.
- Drive in every day to Dartmouth. In September I will driving to Bedford and this will be effecting me every day on my way to school. I pay with a minimum wage job and I can't take transit because they only come on weekends. Minimum wage is not going up. And you are expecting us to do the tolls, and carbon tax, and I have to pay for the university. This is not feasible and I not be able to do it. I will have to live in town, or move to Newfoundland. I won't be able to make enough money to get into town.
- I am opposed to any toll highways in Nova Scotia. Remind me Bruce there is no free highways in the province, tax payers pay for them. Audrey – how much was the assessment? When will the Cobequid Pass will be paid for, and will those tolls be removed so people can travel for free.

- What decision if they are?
- And question for Audrey?
- \$2 million that could be used to patrol or improve roads or invest in public transit.
- Most of things have been addressed. The transportation and traffic safety, more enforcement on 107, people going too slow or too fast. If I could look into a crystal ball, I feel like we are on the advent of self-driving cars, and by the time we get the new highway people will be driving self-driving cars, and the only ones you will be dealing with will be the gas cars looking to pass people.
- When I first spoke I said I found a sign in Nova Scotia that is causing accidents, and not one person came to ask me where it was.
- Has anyone been advocating to their councilors for this four lane highway? (Crowd answered no) Then why is there be a big push? I'll tell you why, Seven Lake subdivision – this is what the highway is for. These are \$300-450,000 houses and people want four lane highways to buy the houses. And the Councilor that has been advocating – because his land is in this subdivision. That's the big step.

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)

- We need more police on our roads because of speeders. And if we need more money for police they can take the money they get from tickets written.
- OK current conditions
Safety concerns excessive speed on twinned highways
travel time is fine
- Horrible we do not want tolls on #107
We did not ask for them!
We cannot afford to pay more
- I don't know about other highways - but I KNOW our highways is a mess.
- Not bad when drivers obey the laws including the following the speed limit and not using there cell phones while driving. Twinning should occur and is needed but not at the financial burden of families. Also add barriers possibly.
Also, improve metro transit on the Eastern Shore & increase carpoolers with insentifs.
Another possible solution is to add a turning lane to get to Burnside (Forest Hills

Parkway) Otherwise speed and attentive driving can solve most problems along corridor
8- Highway 107

- Several of the provinces highways are in need of repair. Excessive traffic volume for the state of the highway
-15,000 ADV on a two lane highway is insufficient.
- Lake Echo exit heading east is short - which does impact safety.
- -the 107 is not in bad condition other than some exits (specifically Exit 18 going off to Harbour -> needs a longer merge lane)
-more cameras on Exit 19 and 21 as there is only exit/entry one way
- Twinned hwy's reduce congestion and travel time. Safety is an issue on 103, 101, 104, and 107
specifically on the 107, the highway is not the cause of the safety issues.
- My only concern is safety. I have heard that twinning the highway in other areas has greatly reduced fatalities
- Some! I agree need twinning on a few highways. I do not bypass main st I have to access main st to get to work! This does nothing to help me.
- -Safety on highways main issue not adequate passing lanes
-travel time on highways in NS not a major issue
-traffic congestion on highways not a major concern - congestion in population routes leading into metro area the issue.
- Our highways need to improve with increased population of our communities. We do not need to fall further behind other provinces. All concerns with improve.
- Overall they are adequate. Improvements could be made, but "twinning" is not the "magic bullet", particularly for the 107 east of Main street.
- Some are obviously more dangerous than others. With regard to the 107, most Eastern Shore residents use this to travel, often daily, into the city. For the most part it is adequate and, depending on driving skills, relatively safe.
- I primarily travel the 107 on a daily basis - to date I have not had any issues with congestion. Speed can be an issue on this highway similar to any highway.
- From my experience driving the 107 the only congestion there is is from the traffic lights at Montague rd into Dartmouth.
The highways is busy but not congested.
- Safety - Good, a 7 hour work day would help
Congestion - Drivers need to learn to merge & pass when in the left lane
Time - 107 only saves time between exits 19 & 18
Surface conditions - fast appearing pot holes, long existing ruts.
- I travel Atlantic Canada for work. DAILY. Highways are currently 6/10. They are not designed to handle heavy commuter traffic in the HRM, and NOT maintained properly in rural areas.
- -Lack sufficient passing lanes

- -Found in the safety number of collisions Highway #7 has average amount of km's of length but has the 2nd lowest amount of accidents.
 - Traffic time between rush hour is low
 - Travel time is good going to Dartmouth/Halifax. Going to Bedford/Sackville would take a normal time.
- Twinning I believe is in order, however at our expense is hefty for a family's. Most have 2 or more vehicles or travelers to Dartmouth.

My concern is what is how will the old highways hold up for they will be used more to save money.
- Highway 107 was never finished to the planned route (Halifax to Sheet Harbour). Mostly 100 Hwys are not all bad. People drive while texting and not paying attention while driving!
- Poor & need attention. Agree with prioritize as presented
- Twinning is not the answer. Highway 107 is good as is. Repairs to existing repairs & more signage on fines for speeding, texting, cell phone use.
- Poor - 100 series were badly designed from the start playing catchup is expensive
 - lack of shoulder maintenance = road deterioration
 - lack of passing lanes cause road rage
 - poor on/off ramps
 - lack of signs
- pertaining to corridor 8, I believe the overall condition is acceptable. The only portion that has congestion at peak times is near forest hills/main street. People who choose to live along the eastern shore, in my opinion, accept commuting times. I think some updates could improve safety such as the high visibility paint.
- Reasonable - needs road work in some areas but traffic flow is good and heavy traffic is limited to peak times - adjusting travel time by 15 to 20 minutes can often correct this.
- Travel time: Moderate

Traffic congestion: Due to long of construction areas

Consider safety: lines well shown

- Bad. Exit 19 needs an off ramp, very dangerous. Check your signs, more signage.
- Fairly good.
- Porters Lake viewpoints only: Satisfactory; need more police presence in heavy traffic hours; travel times are satisfactory; most people drive over speed limit now on existing highways; most of the traffic congestion is not on the highway, it is on the connector roads off the highway.
- 107 - travelling during peak times is acceptable condition is acceptable
 - congestion doesn't actually start until Main st.
 - which is not that bad
- The highest amounts of average daily traffic - but see chart. 2nd lowest # of fatalities

How far east are the public consultation meetings being held?

Bus & Commuter services - develop more services.

- -There are definitely spots where the 100 series could be improved. Corridor 2,3,4 are worth investigation
 - The money needed versus the benefit for twinning the 107 is not worth it
- -Wildlife access as a concern. Fencing as used in NB would limit access and decrease accidents.
 - Proposed changes to 107 do not address problem areas related to congestion and travel times
 - Enforce the laws - speed limits
- No
- No problem
- Safety should always be a #1 concern
 - Hwy 105 104 is very dangerous with limited passing (existing)
 - Reduced travel time - everyone wins & environment
- Problem with the 107 traffic congestion begins at the intersection of main street and forest hills parkway
- Mixed
- Don't use the other highways enough to comment - other than 107
 - 107 has room for improvement but does not need twinning (PL->Forest Hills)
- Fair, with the exception of a few sections.
- Good/Re 107 from Porters Lake to Forest Hill Parkway does not need twinning ; in fact it is twinned fr Ross Rd to Re Parkway. No need of twinning or toll's until Forest Hill parkway.
- 107 is a good highway overall.
 - Does not need to be twinned.
- Many of the highways change from twinned to single lane.
 - dangerous due to people's mentality of passing
 - need to twin sections linking the twinned sections
- -107 section is not congested until you get to Forest Hills parkway
 - paint lines with better paint
- I would say aggressive driving is a big factor but a portion of this is due to current road construction. For example short on ramps, on/off exit/entrance ramps are exceptionally dangerous
- Horrible!
 - Costs me thousand of dollars in car repairs
- -Divided highways suffice
 - Don't need to do any more twinning
 - Highway and bridge maintenance has been neglected for decades but slowly and gradually improved where required
- Most are in good condition. Twinning of #4 Corridor is warranted. 107 does not need to be twinned
- The highways can be made safer without tolls.

- The 107 between west Porters Lake & Main street needs police enforced! Other than that it's in good shape.
- The 107 is in good condition. It is seldom congested & travel time is good. Greater police presence would help a lot.
- Nova Scotia highways are in a state of disrepair and need maintenance which has been lacking for many years. With the exception of inside the city I don't find congestion to be the biggest concern.
- Acceptable considering the financial constraints in the province. We can't pay to keep current roads in acceptable condition without having the highest taxes in Canada. These very sections must be done without tolls using Nova Scotians not other Canadians.
- Current condition is fine. We need more safety in terms of rumble strips, increased passing lanes, improved signage, improved ramps & visibility. Guardrails & resurfacing rutted sections. No bicycles. More passing lanes.

Increased public transit.

-No twinning until Budget allows.

We can't afford current maintenance!

- -too broad of a question
- -not too familiar with other highways
- -fix existing highways before creating new roads
- I believe the current condition of the province's 100 series highways is poor (Hwy 107) I regularly drive on the 102 which is in good condition.
- 107 from East Preston to Porters Lake doesn't need twinning. New sections of 107 from Duke St to East Preston should be built. 100 series are generally Ok.
- -Traffic congestion ie - Porters Lake to Lake Echo on the No.7 highways would increase dramatically to avoid the tolls.
- The 107 is congested during commuting hours, but is otherwise a suitable highway for the Eastern Shore.
- How can I make a decision when this is a very broad est. Where are the tolls going to be located. Where are the location of the New hwy's? There is no road names for us to see what road you are talking about
- I believe the 100 series highways are inadequate to meet the amt of people using them
- Current conditions on Hwy 107 are fair. Most congestion can be eliminated by improvements, at intersection of Main St. & Forest Hills. And Main st. in general.
- All good
- Safety - good
- Traffic congestion - good
- Travel time - good

- On the 107, the travel time is the same on #7 as the 107 and the distance is longer on the 107. Even the speed limit is slower on the #7 highway.
- Never had a problem
More education needed for drivers & more fines to offenders, speed, etc
Not highways, it's people
- - they are fine as they are, especially 107
-twinning is not necessary
- -Good but there are bad bottlenecks
107 -> 118 interchange
Main street portion of 107
- Always room for improvement
- Each area has different areas of concern
- -Highway 107 is already in good condition. Just need to fix on ramp for exit 18 towards Porters Lake. Don't see the need to connect Porters Lake to Bedford.
- -To much traffic congestion
-travel time is whey to long
-not safe to much texting
what does this haft to do with twinning
- More concerned with congestion on the #7/ Main street /Forest Hills Intersection & Main/Tacoma/Major
- Talking to many people driving across Canada. It has been stated that the paint used on Nova Scotia roads is almost non-existent when it is raining. Why?
- I find that the 107 is only congested at rush hour times.

Twinning and tolling is not the answer. Fixing more shoulders.

- -Fair-
- Currently over capacity at peak times
- I travel the 107 2-4 time a day to Halifax from Porters Lake. Tolling is not an option these roads could be improved by placing lane separators, a hell of a lot less for this
- Fine
- Need to be upgraded for safety, Flow of traffic & reduce congestion
- I travel the 107 daily. Since the Lake Echo merging lanes were created I find the highways is fine - traffic flow is good until you hit main street (Sobeys area). I go to Halifax each day

The 103 is more dangerous due to the bends in the road & low amount of passing lanes

- -A small accident can result in big traffic problems
-Too much traffic on existing highways
- The 100 series highways seem to be in good shape. there needs to be more of them.
- The No 7 highway really does meet out current needs. Our problem is with intersection

of Forest Hills Dr. and the No 7. The traffic issue in these areas, need to be addressed (This is the bottleneck)

- 107 is great, should focus on the 200 bridges in need of replacement.
- Good. Double rumble strip on center line. More enforcement of traffic lanes.
- I can only speak for the 107 I think it's good
- 107 is in good condition
- The safety of the highways is sufficient. Traffic congestion is only an issue during rush hour times. The travel time would not realistically be reduced.
- Concerning the 107. Traffic being allowed to drive directly out from a stopsign @ Preston into traffic that is travelling at 100-110 is dangerous & then being able to turn left in the MIDDLE of the highway to turn into Salmon River drive is beyond dangerous & so is the traffic trying to get out of Ross road.
- Current conditions are poor
Enforcement could improve safety (speed up & down) Improved line visibility could improve safety.
- Poor
- They are poor
- 07 is in decent condition with the exception of the below noted Exits.
- Some good, Some not so good.
Satisfactory
-Lots happening to make highways safer besides twinning
- Some are good some are bad
- For the most part OK in some, not ok in others. Those sections that have higher lengths = not ok
- Not good to many head on collision

Question 2

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

- No - more enforcement of existing legislation
-to many people speeding..
- No
It will kill rural/Eastern Shore
No, No, No
- No. The 107 would be improved by a proper (safe) exit 17 and Exits going East @ Exits 19&21. Also, passing lanes.
-"Exit 17 is very dangerous to pull out of, there is only a very short merge lane, and anyone turning on to 107 has to pull out w/ people coming around a blind corner going 100km+
-I see people doing U turns on exit 19 and 21 because you can only enter the exit West

bound. It's so dangerous.

- No, I think the province should take the 30 year period and slowly use the criteria mentioned in the studies to prioritize those sections with the most need. Slowly, one section at a time can be improved. Also, more of a police presence and more effective driving safety campaigns.
- No, but it is the most logical for long term.
Adding passing lanes, widening/adding lanes
Enforcing dangerous driving laws
Penalizing drivers doing significantly less than the speed limit on highway (20km/h on 107 is common in winter, unnecessarily)
- No
- No.
 1. More police/RCMP checks (there used to be many, not so in recent years)
 2. Commuter services - public transit/carpool lane
 3. Speed cameras
 4. Real consequences for not obeying rules
- No. Better planning, better enforcement, better education of drivers.
- Since I haven't studied other options, twinning seems to be the best option.
- No, I think making merging lanes a bit longer would lessen accidents. Ex. Exit 18 on 107 was fixed going into Dartmouth but going towards Porters Lake wasn't!
- -No; improve highways expand lanes, provide adequate passing lanes, improve visibility to lanes
-install jersey barriers on highways to separate traffic
- Mass transit would assist in removing traffic from our highways. But only in high population area.
- No. Alternative transportation systems, such as light rail, could relieve congestion on routes into Halifax/Dartmouth centres. Until twinning can be afforded, speed restrictions could improve safety (if enforced) at hazardous locations.
- No, improved public transit would be a better option for the 107. Lowered speed limits etc. would help reduce accidents on other 100 series highways, (if they were enforced).
- No - twinning would be nice but not the only answer - what about 4 lane highways? What about improving the existing highways.
- Twinning does improve the highways
- No
Passing lanes
Concrete dividers
Obstructing traffic & dangerous driving enforcement
Switching direction of a lane
- Yes, twinning will not only improve current traffic levels but also plan for the future
- -Not in all cases, but yes for some sections.
- No - Pick the worst roads and fix them first.

- No
- Not the only option for improvement as more policing and better lighting around interchanges.
- No; better enforcement of text & drive, speeding. Signage to keep right except to pass; improve overall rule signage. Not fond of 3-lane options.
- Put more emphasis on driving fines regarding cell phone/texting use.
- No

-Phase 1 upgrade over & underpasses for future twinning

-Phase 2 install centre guard rails & paved shoulders

-Phase 3 extend off ramps/on ramps & passing lanes

-Phase 4 left turn lanes

- I would like to see cost differences with alternative options such as high tension cable medians or jersey barriers. I think increased police presence could improve driving activities/reduce high speeds, and fatalities.
- I
- No
- No, regular road maintenance would be good. Put in divider instead or a 3 lane hwy. Put a carpool parking lot at exit 19. There is none. Better transit options.
- No, don't have a highway run through Cole Harbour and traffic lights.
- No, the section of highways to Berwick is a good example. The road was widened for a third lane with wider space between two way traffic. It would be more efficient use of highway, and cost efficient.
- No. Cement barrier would work.
- No.
What are the future traffic volumes for the 107? Lines are difficult to see.
- -Other options would be to make 4 lane highway separated by concrete barriers
-Three lane - using 2 for rush hour then switch is another viable option.
- -Widen to make 2 continuous lanes each way. Have median between directional lanes
-Ensure adequate on/off ramps to allow safe merging
-Fencing to limit wildlife access
-Proposed route of twinned 107 would have limited value for the cost. Consider how few residents would travel from here to Bedford. I would think that would be a very low number.
- No
- No/ Twinning will not be 100% free of accident
- Create more passing lanes
Concentrate on "good financial visibility" Corridors and high fatality areas.

- Yes, those of us who use the highways should pay their fair share.
- No
Improve patrolling (RCMP)
Better public transit
- No not for 107 Porters Lake -> F. Hills
Not enough traffic
Suggestions noted below (quest 4)
Question: How many commuters from PL ->Bedford versus PL->Dart/Halifax?
- No, enforcement of speed limit would help. But the question is much to broad
- No
- 103 & 104 is necessary to be twinned not tolls & not P3's
- -Concrete barriers for dangerous passing on 100-series highways
-flashy lights and rumble strips at Ross Rd. after the double lanes/twinned section from Porters Lake to Forest Hills Express.
- No
-increase permanent fixes to the road & not continual patching of poor quality
-already paying a lot in income tax, property tax, gas tax.
- No, exit and on ramps can be improved especially exit 18 on highways 107. Also exits 19&21 can be made to be accessible from both directions.
- Yes! Plus better signage & better paint
- -No
-Just expand merger lanes on highway 107 as done in 2016
- Nope. Better merge lanes would help.
Jersey barriers.
- No, there are other options
-bussing
-double rumble strips
-better law enforcement
The money could be better used repair existing highways bridges, etc.
- No twinning is not the only option!
Add a single lane inbound 107 from Porters Lake to Main street!
- No. The 107 doesn't need to be twinned. Enforcement of Hiway traffic out is what is needed.
- No education on road safety needs to be addressed. Drivers education needs more focus. Speeding is the biggest problem for safety and if this was addressed the need for twinning would be less of a requirement.
- No. Twinning must be completed or some sort of dividers, but it must be done over a larger period of time due to financial constraints in the province.
- Already have a decrease of 47% fatalities from 2012 to 2016!
See above
Improve safety & Make 'keep right except to pass' the law ->ticket for left-hand lane

hogs.

- No
- I do not think twinning is the only option. I believe improving road conditions (fixing potholes, creating wider shoulders also increase safety) Need: Better signage
- No
Divided hwys with Ontario Tall-Wall instead of grass medians.
Reduced footprint allows quicker construction and cheaper construction.
Reduces head-on collisions with only a slightly increased risk for driving into the barrier.
- No tolls
- do it as you can afford it
-negotiate with fed & prov gov't to get a larger % of gas tax.
- Full twinning of the 107 hwy is not the best option for highway improvement. This hwy is mostly used by commuters working in Halifax & Burnside. Only one direction is in heavy use at one time. Improving efficiency of the highway by adding passing lanes of using a 3rd lane with directional signalling would improve the efficiency, but limit cost and environmental impact.
- What is happening to the highway that is already there. Is there a barrier going in?
- Not necessarily - widening some of the sections adding more lanes. should/could be options as well
Cement barriers as well
- No, I think improvements at key intersections, the use of alternating lanes. (ie switchable lanes during key time of day) and the use of jersey barriers will improve 100 series hwy
- No
-slightly widen existing roads
-drop speed limit
-increase enforcement
-increase education on safe driving habits
-reduce traffic with public transit options
- At this point in time, with the current resources, yes.
- No I don't this is the only option. Because there should be more police checks and radar checks "slow down"
- safety survey not done. 107. No
- No. How are they going to control distance for each car tolls? At every exit? like Ontario tolls? Transponders or picture of license plate?
- No
- No, strategic additions of passing lanes, turning lanes
-bypass local roads like main street
- No
-additional passing lanes, longer on/off ramps could also decrease accident rate on 107
-main street by-pass is a good idea.

- No
- Not all of them. The extra passing lanes on 101 are good. Twinning would be good for 103
- No
- No Light rail
Barriers down the center
More transit options to encourage less cars on the highway
- No.
- No. More signs and more consideration on the parts of drivers.
- -No-
- No!!! Many other options
- No
- Yes, there has to be a median build to separate the traffic flow
- No - make certain areas safer - make the roads straighter - more passing lanes.
No twin highway needed on the 107 - the additional highways to Bedford does not impact me so why should I have to pay.
Better commuter services cheaper options to lower traffic volume
- Yes
- Yes
- No, More passing lanes may help in this area as well.
- No, better speed enforcement; better enforcement of the MVA
- No/add double rumble strips
more enforcement
photo radar
promote more businesses in rural areas
self driving cars will be safer
- No, more police or speed checks to catch the crazy drivers.
- No
- No. Better enforcement of speeds and road safety by police would be better and less expensive.
- No. Twinning is not the only option. Concrete dividers in the centre of the roadway maybe an option.
- These areas need immediate remedies
- No. but needs to be done in +10,000ADT areas.
- No
- No
- No
- No

- No
- no.
- The only way to stop head
- No
 - fairlane with concrete divider
 - 2+1 system

Question 3

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

- No!! tolls
- No I do not
- Why are we paying for Bedford? Bedford doesn't pay for us?!!
The Eastern shore is not a "wealthy area" it's a blue collar family area = we cannot afford to pay!!
- I WANT a twinned highway for time and safety - 107 has the highest traffic of all areas surveyed.
Toll ALL NS Twinned highways if you're going to toll any. We pay our share of taxes or Raise Taxes for all!!! (Raise gas tax \$.05)
- No. In our section (Corridor 8- Highway 107 Porters Lake to Duke Street Bedford) a toll would put a significant burden on families who live in the bedroom communities. Many of these families have chosen to live outside of the city limits as it is more affordable. Also many people in the area also already incur a toll two times a day commuting across the bridge twice a day.
- Yes, however the likelihood of the tolls being removed at the end of the 30 year term is highly suspect. Consider the Halifax bridges - rates are going up not being removed.
- I do not support the tolls sooner, the people of the shore pay enough and often don't receive the same services as the rest of HRM. Many people/my family work hard and are lower/middle class - we could not afford the cost of tolls.
- No. It will kill this community.
If tolls are needed, they need to be reasonable. People who work in the city or kids who have sports/music/swim, etc in the city (Dartmouth or Halifax) will need to still make money or will not have viable jobs.
- No. Budget figures as presented did not include Fed Fuel tax and Provincial Portion of HST
- I do not support having tolls. I believe we pay enough in taxes. The provincial and federal government should put in more funding.

- The highway has been like this for years why change it sooner! Take the time we are the highest taxed in the damn country give us a break!
Do not toll from main st down to Porters Lake
- -if tolls are reasonably priced and providing discounted toll fees to frequent users (people living in the area)
-not reasonable to toll highways that do not have high traffic volume.
- Yes, include blending the total cost across all tolls.
- No, not unless tolls are imposed on all existing 100 series highways also.
- Tolls may be appropriate on some 100 series highways but would be punitive in nature & effect on the 107. Why would residents of the Eastern Shore who use the highway to access employment & services in the city be required to pay for a new section connecting to Bedford?? The Eastern shore is already the 'forgotten' and underserved shore, to charge a toll for access to the city is totally unreasonable when other areas are not charged tolls.
- No - people should not have to pay to go to work!
- I do not support tolls on highways that people use to go to work.
I do not have another solution.
We are taxed enough. We pay one of the highest taxed in Canada. why?
- Depends on toll implementation
Generally not in favour of encouraging urban sprawl.
- No! I already PAY to use Nova Scotia highways .. in CRAZY fuel taxes.. THAT ARE USED TO LINE RBC'S 22 MILLION DOLLAR INCENTIVE, YOU LIBERAL DICTATOR.
- -No
-and if tolls do go ahead, should be across all existing & new 100 series highways. Not just new sections!
- No - we pay enough when it comes to taxes in the province
-we have very low minimum wage
-we pay for bridge wage already
-NOVA SCOTIA IS A BROKE PROVINCE!!!
- again tolls are a hefty expense for everyday traveling. I also have a small business @ exit 19 this will impact my clientele. adding a extra expense to there visit. then intern it will affect my source of income.
- No tolls! With free trade you could end up with a foreign owner from another country! The money would not be spent in Nova Scotia or even Canada! Maybe the government should stop giving rich business huge grants like Digby Ferry and (Halifax shipyard) (Forbs list)
- Only if there is an alternate non-tolled route still available.
- No way!! You got to be kidding! LOL
- Never
- I do not support the proposed range of tolls. I believe in the rural communities, these additional costs to commute into town could put a strain on families. Alternatives to

commuting via personal vehicle, such as public transit, is very minimal.

- No - Due salaries will not support another \$5-\$10 dollars a day to get to work - we already have to pay bridge tolls - The Eastern Shore is already dying - this may well kill it! Costs are all going up but for many salaries are not!
- No
\$367 We pay vehicle registration & license fees, We pay gas taxes.
and now \$2-3 toll. When will it end.
- No, it's not feasible at all. Too expensive. \$6.00 + bridge is absolutely ridiculous. Might as well just stay home, it's cheaper.
- Yes for outside HRM (Halifax Regional Municipality)
- No, it will cause people to avoid the toll highway and take secondary roads.
- No
- No. Other options better policing, better signage, bypasses, 3 lanes.
Is there a different rate for residents & commuters? Could be.
- I don't support the 107 twinning - its use is primarily residential traffic and the likeliness of a person travelling from Musquodoboit to Bedford would be very few.
I do travel to New Glasgow to Antigonish Corridor often and would have no issue with paying toll there.
- No I don't feel twinning is needed and tolls are not acceptable. This penalizes people living in Suburban areas and essentially are another tax on them. Someone living in Bridgewater, travelling to the city daily could have tolls of up to \$15 daily which would be a significant impact financially.
- No
- No!!! hardship for a lot of people on the eastern shore.
- In financially viable options.
- No, the costs of these highways; doesn't justify the condition of existing highways.
- Depends on the amount of the toll. If the cost of the toll for the 107 was approximately \$2.20 to 3.40 I would feel this would be a reasonable range.
- No
- No
-If twinning occurs from PL->FH no tolls should be evident
1)E.S residents must go to Dart/Hfx to access health services ie) preg women, emerg services, this would be an additional health access barrier.
- Depends where
- Tolls would be ok in specific circumstances eg. the 101
- No tolls. no P3's. Keep it public!
- Yes I support using tolls on certain sections
-not all sections/corridors are necessary to twin
-priority to sections in between already twinned sections and need to be linked in order to be safe

- - ↑ metro transit
-lower traffic volumes rather than twinning
- It would depend on how it was managed. I do not support paying a full toll for using only a small portion of the full route.
- No
* I do agree with twinning as a person that travels on all on the highways in NS on a daily basis for my job.
- -No, Nova Scotians can't afford tolls.
-Our province is large, our population is small
-Our roads are highly travelled and they are safer than 20 years ago.
-Speed limits need to be followed - no lower - no higher
- No to tolls. We pay enough in gas taxes & fees. If the construction of roads & the management of government were better controlled, funds would be available to cover this.
- 107 extension into Burnside makes sense to "twin" but not Porters Lake
- Do I support tolling? Well what is the money collected for? Who owns the highways? Who gets to pay the tolls? and where does the tolling take place?
- No. Borrow \$ to twin if twinning is really required. Tolls on bridge & Cobequid Pass are never ending. Tolling Hwy 107 is an extra tax on people of the Eastern Shore. It's a loser of an idea.
- No people cannot afford the cost of tolls and the province should focus on the roads that need work now and work within their budgets and not put the burden of this on the back of the tax payers.
- No tolls will add to the existing problems in the province. Nova Scotia has the highest taxes in Canada. Adding tolls will decrease the purchasing power of Nova Scotians. We have major issues with shortage of skilled trades so who will you employ to expedite the construction? Irving started four years prior to the ship construction to acquire the trades.
- No tolls
- No
- As a new resident to Nova Scotia (previously lived in New Brunswick) I support using tolls to twin highways to some extent. I regularly use the Cobequid Pass which is \$4 one way. I would not want to pay anymore than that to drive in a section of highway (not affordable).
- No
Twin using existing budgets over a 30-50 yr period. Look at barrier divided highways instead of medians.
- No tolls
-Have a plebiscite - if the area requires over 50% yes for tolls then implement for that area.

- Not for the 107 hwy, this would have the Eastern Shore as the only rural part of HRM with an access toll. This will negatively impact growth in the Eastern Shore for housing and business development. There are many military families living in the Eastern Shore as well, once the toll is implemented resale of a property on the Eastern Shore will be more difficult as families looking for a property will be less likely to buy where a commute includes a toll.
- Need more info - how can I make a decision when I don't know exactly where the bypass or tolls are?
- At a reduced rate rather than a

50% gov't 50% tax payer

70% " 30% " "

- I support using tolls for all new twinned highways. (ie Bedford, section of new 107 from Forest Kills to Preston exit (near golf course)
Federal & provincial Government should take care of twinning existing road, as it did in the past.
- Yes, but a 75% government
25% toll split
- Yes if commuters could use a transponder on entrance and exit to pay a toll for a portion used. For example. Corridor #8. Enter in Porters lake, Exit on Current #107 before Dartmouth, pay \$0.06/km X only 15 km = \$0.90
- No
- Consultant broke seat
Yes - where is makes sense Exit 17 to Burnside
Visitors
- No: our section in my opinion doesn't need to be done
- -No
-tolls are a bad idea
-it is financial exploitation of taxpayers
- Tolls should only be used where there are other non-toll routes that are not rural roads.
- No - could have negative impact on residents & local businesses
-would rather see fuel tax increase honestly.
- No. As a business owner that has multiple vehicles travelling from Porters Lake to Dart & Hfx multiple times a day - this will be another financial Burden to an already struggling business.
- No. Doing good job twinning priority sections over longer period right now.
- There is to much money being sucks of our pockets all ready
- No. I'll wait especially if we're 4th on the list
- Being the poorest province and the highest taxed. Where does the money come from??
- Never!!

- -No-
- No! I do not support tolls! More drivers need to be less distracted. More enforcement required.
- Not at current toll rates which will surely increase when all is said & done
- Move forward & save fatalities & expedite the construction
- Break out the #8 Corridor -Porters Lake is one
-Bedford is another
- Yes
- Somewhat
- No, I certainly do not support using tolls.
- No
- No
- No
- No
- No. Continue twinning as per the same method you have used in the past.
- *Because of Gov Mismanagement we have no option
*Install jersey barriers and add passing lanes as stop gap measure.
- Take your time do it right
- No
- Absolutely not!
- No - absolutely not
- No
- No
- Yes.
- Yes

Question 4

Do you have any other comments or questions?

- [written submission brought to consultation]

Feedback - Highway Twinning Feasibility Study

Nova Scotia Department of Transportation and Infrastructure Renewal

PO Box 186,

Halifax, Nova Scotia

B3J 2N2

Hello,

I don't think anyone would disagree that there are always opportunities to improve our roads and make them safer, but I am very concerned about the proposed tolls and how a pay highway is going to affect Porters Lake and the surrounding area.

I'm worried about the traffic tolls are going to push from the 107 to the considerably less safe old #7 highway. I'm concerned that the growth of our area will stagnate because new residents will be discouraged from moving to our communities. I wonder will the money invested in this project go back into the Nova Scotian economy or will it be exported to Ontario and Quebec like so many others? And I'm concerned about how these suggested tolls will impact out local businesses.

With my brothers, I assist my parents in running David Veinotte's Truck & Auto, a company they have owned and operated in Porters Lake for over 30 years. At our current business level we employ 20 people, only 5 of whom are not residents of Porters Lake and its surrounding communities.

As I said, I'm very concerned about how these suggested tolls will impact out local business. We have done the math at its proposed \$0.05/km, we figure we can expect in a year to pay out nearly a person's wages in tolls. The suggested "time saved" will come nowhere near off setting this cost.

I have also spoken to our suppliers and have been told that toll highways could affect prices as well as delivery costs and schedules, all of which could drastically change our ability to serve our customers. Yes, prices of services will increase to offset, but this will definitely affect the ability of local businesses to be competitive.

I understand that tolls have been proposed as an answer to how we can build expensive twined highways sooner. In the study done it is explained that by spending 300 million dollars to twin the 107, it could save 7.6 accidents a year. But I would like to know - Has twinning the 107 been proven as the best solution to the problem? Have feasibility studies been done on less expensive options, such as additional passing lanes and longer on/off ramps?

Thank you for your time,

Porters Lake resident for 29 years.

- [extra notes from attendant of consultation]

Twinning highway 107 is not the solution

Problems on 107 are:

1. Traffic speeding just to be first in front of all vehicles
2. Traffic changing lanes without proper signaling ahead of time & cutting off other vehicles
3. People on cell phones & texting while driving
4. Some people fixing their hair, putting on make-up, reaching down for a coffee, looking down on the front seat, or talking to someone else in the vehicle.

The solution is higher fines posted along the 107 & more police or RCMP presence & patrolling in this area.

Lake Echo, NS

- Where is the proposed tolls going along corridor 8? It would be more informed if you actually show up close look at the map so we could see the roads location not a blur.

Questions

1. Toll traffic diversion and tolls elasticity for each corridor were based on sensitivity tests using HRM Model for Highway 107 and results were rationalized for application to other corridors.

-20% initial toll diversion for all corridors except corridor 7 and 8. ?What do you mean?
Why

2. 20% of traffic diverted away from subject highway, while 80% of existing volume will remain on subject highway after tolling!! Who did you compare us with?

-And the following economic data were considered in our data analysis and traffic forecast approach:

-Household Income (total and disposable)

Are you saying we make more money than everyone in the city! So we can afford to pay tolls every time we go to work plus pay bridge tolls plus pay parking every day! or everytime we need to go shopping or hospital appointments or doctor appointments.

3. How can you justify this? our communities to pay tolls. Just because we have chose to live here for the past 45 years!

- Stop wasting money ie bluenose
22 million for Royal Bank
you could fund highways from the two examples above
Where would the toll be on the 107
Ask that question where is the toll?
casts w/ be bridges
fill in marshes
buy existing land
Ppl just using magazine hill, will they pay?
How many people go from Porters Lake to Bedford?
Bypass main st. -> through Black Community
- Those who live in rural areas already drive/commute more than others. More driving=more gas=more \$ for provincial roads. Do NOT tax those who live in small rural areas even more. We pay high taxes for nothing in rural areas. We do not have access to community transit, and the "old #7" cannot handle the level of traffic of those who try to save money by not travelling the 107. People will not travel to rural areas so small business & local tourism will not survive - it will drive people out of rural communities/rural way of life.

Questions:

- How was it determined that #107 "needed/demanded" twinning and tolls?
-where is the needs analysis
- "Publics desire" to twin hwys
-where was the desire from the #107 community?
-the people at the meeting clearly said NO!!
- Porters Lake -> Bedford
-what about east of Porters Lake?
- How can you save 21 min from Porters Lake -> Bedford?
-Its the same length, you still hit traffic in the city!
- "Willingness to Pay Survey" ->1027 ppl surveyed
 - How did they choose the people to survey?
 - What was the geography of those surveyed?
 - What % of these surveyed from the 107 Hwy area?
 - What was the income of those surveyed, how much do they drive/commute?
- If the #107 is "poor financial viability" -> then why add it to the list of identified corridors?!

-Did you look at the times/high peak time when these 15,000 cars are on the road ->did you take into consideration that rural communities are "bedroom communities" thus commuters morning/evening traffic

-You keep talking about 107 Porters Lake to Bedford - the 107 does not end in Porters Lake -> MANY people live east/past Porters Lake

- I don't think it is fair to toll the forgotten/neglected areas of Nova Scotia. We have paid our taxes to provide all other twinned highways and we believe it is our turn to benefit. The Eastern Shore cannot afford the added expense.. the "Tax" to get in our city (we are 'Halifax'). You will push low income residence on to unsafe back roads and toll the ones privileged enough to afford it.

The toll would HAVE to be located on the extension to Bedford, My husband would pay a toll to cut his commute to Bedford in half. But I will not be willing to pay \$\$ for my 10kms of highway to get to main street Dartmouth.

Porters Lake

Questions:

- Where will the toll be?
- Will tolls come down when road is paid for?
- Who is benefitting from the toll - the "Partnership" similar to the Cobequid Pass??
- Why does the province think it's okay to toll some Nova Scotians for highway use and not all?
- If we are the busiest highway listed - Why hasn't our safety study been done yet?

Do not toll existing 107!

Do not tax Eastern Shore residents to access our own city.

- Another concern is that the toll in this section (Corridor 8) will prove to be less effective as in other areas as residents will simply avoid tolls if at all possible by taking the 207 highway in Lawrencetown or the old #7 through Lake Echo/East Preston. I am sure these communities are not equipped nor do they want an influx of traffic in their communities (more accidents in these areas will likely occur). Another concern is that once these tolls are in place will they stay in place to maintain the highways?

In our area, another factor is that we need to travel outside of the Eastern Shore (because there are no enrichment programs for my children in the area) to improve our children's physical fitness/education. This will further increase the financial burden on families.

Also where are the tolls going? How will the cost be shared by all who use them and how ill they be justified fairly if some may use twinned highway and be able to miss toll.

Most of use don't work in Bedford. We work in Dartmouth and Halifax so why do we

need to help pay for their highways being twinned.

Please continue to twin our section of highways without tolls.

Also, no safety study done on highway 107 yet??? Why not.

- Twinning could be helpful, however could be too expensive for the people of the eastern shore.

Also people from the shore who travel to their work place would pay how many tolls, then parking etc. Many families have a hard time putting food on the table.

*Possible toll range - completely unrealistic, and very expensive. It would definitely impact the way people travel. ie \$21.81 to go to Sydney on top of all other tolls - I would not travel.

- *Need consequences for poor drivers
 - texting
 - not obeying road rules/signs(EX: I was hit because someone wanted to get onto the Exit 21 from the Harbour side, yet got only a \$200 "fail to obey road sign" fine.)
- We already pay for highways through fuel taxes.

Safety concerns are not a problem with the highways, it's a problem with the drivers and to some extent winter maintenance and construction.

Treat Porters Lake -> Burnside and Burnside -> Bedford as two separate projects

- For the 107 the main thing we need is merging lanes. We need one coming out of East Preston coming into the 107.
- I don't think twinning a distance as short as dart to Porters Lake is worth the effort! I do not travel to Bedford I work 10 mins away I am not paying a toll for a 10 minutes drive.

If people want to take the new highway they can pay the toll going towards Bedford after main st.

- -would communities be limited access to the highways (ie ramps established now will stay as is?)
 - Highway 107 twin does not address high traffic volume of people commuting to Halifax everyday other than imposing toll fees on daily commuters
 - segment from Main street (lake loon) out to Burnside/Bedford is the issue not on the 107 from Porters Lake to Main street.

- Answered - Life of tolls on these roads?
Answered - Will these tolls ever retire?
Answered - Will there be any pass system (macpass)?
- The proposal to extend 107 to Bedford confuses the issues for Eastern Shore residents. Porters Lake to Bedford is not a particularly useful connection for most residents. The route to downtown Halifax/Dartmouth is much more significant. The 107 "dumps" traffic into Mainstreet. The proposals do nothing to address this.
- Either all 100 series tolls become toll roads or none but you cannot/ should not punish one community.

Lets invest in alternative modes of transport ie rail.

- We pay huge taxes in NS and maybe there should be more pressure put on the government to put more money into our highways.
- Figure out where all the tax money is going and use some of that.

*Due to comments during meeting

Consider taking a by-pass from Preston to Bedford and toll that section. Leave the existing 107 alone and improve the section from Montague Road to Forest Hills Pkwy.

- How will tolls be implemented?
Per exit?
Full rate @ fixed spots?
Corridor 8 should be analyzed as 2-3 corridor
Split @ Burnside, and possibly split @ Cherry Brook
Urban sprawl
Environmental Hazard
Economically damaging
How will twinned highway affect urban sprawl
How will public transit handle larger distances?
How will centers handle inbound volumes?
- Yes. I would like to know how much money you have wasted on "STUDYs & RESEARCH", as opposed to building a better Nova Scotia for those of us that pay your salary.. FOR LIFE!
- -You can't toll the eastern shore communities without risking their future. Why should HWY 107 have a toll but not 102?

-The 107 & New Bedford extension should be treated as two separate sections/projects.

- Get better prepared to answer everyone's questions about the budgets.

*More buses!!

- How are the old highways going to hold up to extra traffic? How are the roads going to be expensed for repair. (future)

- As far as twinning the 107 I see it as a way for the people of Eastern Shore to pay for another route over Magazine Hill! The 107 was never built to 100 series specs. Only one exit was built right. The rest were afterthoughts. When it was conceived it was to hook Sheet Harbour with Halifax. That was never done. Yet if you truly wanted a toll on Hwy 107 you should build the road all the way to Sheet Hb. You only want to twin the easy part not the expensive part. Like over Porters Lake and through Chezzetcook Inlet. Give the cream to the toll builder and leave the expensive part to be picked up by the province! Close to \$4000.00 extra money out of our households each year for using a road to go to work. Out of the question.
- Consider breaking Corridor 8 into 2 sections

a) Porters Lake -> Burnside

b) Burnside -> Bedford

- You need to survey everyone in these areas. Not just a select few.
- Cost of infrastructure for toll plazas?

Premier said NB tolls would hurt NS now province wants to toll NS roads??

- I've been reviewing social media comments, and CBC forums, and the majority of opinions appears to be against paying tolls to twin the highways. It would be my opinion that most communities are willing to wait the 20-30 years to twin the highways.
- We currently have a Lottery in NS or Atlantic provinces that is to support sports - Parent I know are paying a lot to have their children play sports - so I don't know where that money goes - so maybe instead we could have a lottery to pay for highways and maintenance - but the books would have to be open & accountable - to show where the funds are going & that they are going to roads.
- We are outraged!!!

Family of 4 - Two adults work @ \$2.00 each way = \$160.00

Minimum wage is \$10.70 in Nova Scotia. Consider upping minimum wage!!!

- No tolls.

Should be 2 different corridors. Most of the traffic goes from Porters Lake to Dartmouth/Halifax, that's the majority of our traffic on the Eastern Shore. Most of traffic doesn't go to Bedford on a day to day basis. Porters Lake part of the HWY doesn't make sense to toll with Bedford.

Do the study first on our HWY 107.

- Where and how would the tolls be located? This is important given tolls are a user pay system! Why is the proposed toll ranges so much higher than the break even point? Can't all be maintenance.

DO NOT TOLL EXISTING HIGHWAY 107

Expensive study for no toll locations/system provided

- 1)What are the revenues based on - current value or future value?
- 2)Need more detail on the costs.. what is the percentage end in the estimate, need more detail on the calculation.
- 3)Have there been discussing on the existing highways connected to the toll highways.. when maintenance is required on the existing highways will they become toll highways as well?

- 107/

-Will not be able to afford to drive throughout province or to & from work

-Tourists will not come here b/c to expensive to drive

-Construction costs/tolls are always more than estimates.

-Most people in Porters Lake & Lake Echo travel to Dartmouth & Hfx not Burnside or Bedford.

- Why were there no safety studies for Hwy 107?

what are the causes of fatalities on Hwy 107? Are they head-on collisions? Caused by poor weather? Deer & other animal? Driver inattention? Do we get to read the "what we heard" document?

- Very concerned regarding impact on property values. Extended taxing after cost is 'recovered'

-Provide data regarding traffic volume from Porters Lake to Dartmouth Not including Dartmouth to Bedford (ie Magazine Hill)

- Yes
- Where will the tolls be located & how merge.

Your panel up front should stand to respond to the people. (rude) to be seated.

- 105 Lanes are dangerous on dotted lines - too short too dangerous.

8000 average daily traffic to causeway

105 Baddeck

104 St. Peters

22 minutes of savings in time

- What about being able to use the toll as a deduction for income tax both federal and provincial.
- Who will maintain (snow removal)

Student rate?

Speed limit?

Why is maintenance resource such a problem?

- Segment this proposal for 107 > PL->Dart Dart->Bed
There are several improvements for the 107 much less costly
 - 1)Double turning lane @ Forest Hills to reduce backup
 - 2)Clear ditches & brush wherever possible
 - 3)Pave shoulders
 - 4)Add a passing lane of 2

*Start @ Bedford ->Dartmouth Burnside if really required ->PortL->Dart->not req'd

- The questions are too broad. Twinning some portions make sense and some don't. The 107 twinning from Forest Hills drive to Porters Lake makes no sense for instance. Public consultations should be for specific corridors
- These questions are far too broad for local meetings; most people here would not have much independent knowledge about any route other Main rd 107. There is 0 need for twinning or tolls on Re 107, Porter Lake ->F.H parkway
-a toll from Bedford->Burnside might make sense, but Porters Lake -> Forest Hills is not needed!
- -How is this going to affect out taxes if there are tolls?
-How is this going to affect the value of our homes if tolls are in place?
-Who is going to maintain the highway, TIR or Private?
-Are the highways going to be p3's?
-Who would pay for 1st responders using a toll road?
Who will be building the highways? TIR or Private?
-Will the original highways be closed down if the new twinned highway is opened?
- Corridor 1&2 look like they are twinning existing highway
-lower cost due to existing single lane highway being twinned
-these should have priority for twinning due to safety necessity; linking existing twinning
- -twinning exit 19 towards town will increase traffic on Hwy 7 for people trying to avoid the toll
-No full safety study done on 107 yet.
-I am happy to wait until province has the money to do the work instead of paying tolls to speed up the process.
- -The majority of folks in this area commute to Halifax/Dartmouth not Bedford
-Consider portioning the corridor 8 (ie Porters Lake to Burnside and Burnside to Bedford)

- Buy in from every corridor what happens if you have different areas that agree?
Consider prices of items such as groceries to rise since the cost of doing business in NS will rise??
Are the per km prices going to be negotiated? or is this set in stone?

- There are other options

- Increased patrol law enforcement
- Rumble strips
- Reflective line markings
- Prompt attention to the worst of truck - induced rutting
- Driving is a privilege, not a right

Driver education need to be improved and imposed.

- 107 Hwy does not need to be twinned. If \$ are available, the continuation of the 107 down the Eastern Shore would be better use of tax dollars, #107 should not be included in the extension going through Burnside-Bedford
- Thanks for the presentation I have concerns if the voice of the public here tonight will actually be heard. It's evident that this gov't is NOT listening. An example of this being what took place with Bill 75 (law amendments). I get the sense that the public meetings are going through the motions, but gov't will do what it wants regardless.
- Why wasn't this meeting held further down the Eastern Shore, as this will effect all traffic down to Shearbrook not just the city!
- Twinning Hwy 107 will drive traffic into Hwys 7 & 207, both winding roads. This will decrease safety & result in more accidents injuries & deaths.
- I'm sure the cost of this study was in the millions of dollars which you could have put into road construction.
- Sections of Nova Scotia highways are already twinned without tolls. This land will now be worth more than the land located around the proposed tolls.
- We need a new hospital! We need to have acceptable schools & hospital infrastructure before we can afford twinning.
If you are using transponders, what about tourists?
-Your report was too complex for public!
- Corridor 8 Hwy 107 Porters Lake to Duke St. Bedford
 - The Eastern Shore seems to be neglected for improvements by the government. Adding a toll will only further discourage tourism to the area.
 - Where will the toll gates be located for Corridor 8?
 - It appears the only time saving will be for those travelling to Bedford, not for those going to Dartmouth or Halifax
 - How will blasting affect nearby homes?
 - For those continuing to use existing roads, this will put additional wear & tear on road; additional traffic will be a safety issue.
- When will the "What we heard" document be available for the public?

- No
- -We have a hard enough time attracting businesses to NS without toll hwy's cutting into better life.
-also we have hard time retaining people in Prov.
- The 107 proposal as a whole serves a wider portion of the public than the current commuters from the Eastern Shore to Halifax. Could twinning the currently existing 107 be de-linked from the construction of the new portion to lower the toll cost of the currently existing portion.

P.Eng

- What is going to happen to the older roads. When we have more traffic on the old road to avoid the tolls. Where will the \$ come from to repair noot patch.

You talk about saving 21 mins from where to where (only if I am going to Duke street. Not enough information. What are the fatalities on the toll hwy in to east not Bedford.

- I understand that twinning is a good option however it is a lot of money for some of the sections. Gov't should pay more. Citizens should not be paying 50%. 35% maybe better.

Need more accurate information about these highways. Specifically for mew #107. Where does it start/finish. Is it twinned the whole way/partway. 2 sect of 107 - Sect #1 from Porters Lake to 107 Bypass - Sect 2 107 to Bedford
Need more info

- Many improvements can be made to calm traffic from Porters Lake to Dartmouth

1. fix Main Street
2. Fix intersection of Forest Hills/Main street
3. Add several more passing lanes on 107.

Section from Akerley Blvd to Bedford should be broken out from studies for the 107 from Porters Lake to Forest Hills.

- If the goal of twinning is to reduce fatalities what is the actual causes of current NS highways fatalities? Would twinning actually solve or reduce?
- Comment - charge tolls per km at each entry & exit point electronically
Comment - corridor #8. Most Eastern Shore traffic will not use the portion form #7 Hwy to Duke st. Bedford.
Comment - the majority of the current 107 hwy from Porters Lake to the Forest Hills Parkway is already twinned. The remainder does not require a toll highway.
- How many years are the tolls going to left on highways
Where are the tolls on 107 to be located.
Are the tolls to remain at a certain amount for how many years?

- \$900,000 - should have completed study for 107 before coming into this community
 1. # of people driving from this area to Bedford?
 2. Would like to see costs broken down for 8
 3. Possible toll 2.00 to 3.33 from 18 & 17
 4. How many surveyed & from where
 5. Fix exit 17
 6. Own survey

Some proximity
Lights
75/25 Burnside
Corr 7 5.03
21.81
- Worry about the effect on low income families traveling to hospitals, family, shopping, etc. Where are we going to end up, we need to travel to get to the city, more hardships for many.
- -We are already taxed to death with income tax, property tax, sales tax, gas tax
-there should be more than enough money to maintain our highways without tolls
- 107 to Sackville/Bedford is a separate project
- -Check into other options form expensive twinning
-why immediately go to the most expensive option?
-will money invested stay within NS economy or be out sourced to Ontario or Quebec like other similar projects.
- If twinning does move forward - will NS companies & people ONLY be used to build the roads.
Corridor 8
Major part of construction would be from Lake Loon to Bedford so why should E.S residents pay tolls for that portion of road when most won't use that section of roads.
- Yes toll highway suck
- Have lotto draws for payment
- Why not a jersey barrier
Put question on ballot with up coming election
- No
- Will heavy trucks be allowed on the #7 hwy if the toll roads go ahead?
The tolls going to be charged 1 or both ways?
Run jersey barriers down the centerline
- I don't understand why you are twinning little bits and pieces when you should be concentrating on the areas of high accidents and fatalities. Then you would have more money to twin the longer sections, where it is most required.
- While I can talk. The island in between the Dairy Queen and the Tim Hortons is always causing accidents. I work at one of the locations right there and I have decided that the Tim Hortons is so unsafe to come out of because of that island that I will not go to that location. At least once a month there is a accident in this location.

- Will the existing 107 turn to a toll road?
Will our highway 107 still be maintain by Dept. of highways?
- More bussing to lessen traffic congestion
- Improve other roads & bridges
Money better spend elsewhere ie piped services ESDH sidewalk in M.H
- How is building more roads going to reduce taxes.
Twinning isn't on safety it a way to charge a toll to increase taxes.
How much would it cost in late to get to Sydney
The tolls will drive up the cost of living to make it unaffordable live in NS
Tourism will go down
- I work minimum wage and can't afford it.
- Impact studies from surrounding communities. How is it going to affect them when people try and bypass the tolls. Studies on accidents.
Impact studies for tourism and small construction business eg.. ie.. quoting on jobs.
Tourrism - macpass
- -We need to maintain our current and future infrastructure instead of allowing it to deteriorate to this point.
-I wonder how much more these estimates will increase (like the "Bluenose")
- Will tolls ever come off?
Cob. Pass is paid for an toll still on.
Just toll from East Preston to Bedford. Not exit 17 to 19 (\$1.8 million wasted so far. study)
- If the traffic is higher on hwy 107 then why aren't the toll less since here are traffic?
- -It would cost me and my husband an additional \$4000.00 per year to get to work.
-Why don't we wait to see if the tolls are removed from Highway 104 when their contract is complete before we get ourselves into paying tolls?
- 107: Improve merging lanes @ Preston, Salmon River & Exit 18 toward Porters Lake
- If you pay via a "macpass" types.. how will visitors pay? Segment corridor 8. Study wise, cost wise etc for Porters Lake -Dartmouth & East Preston -Bedford.