

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, time travel)

- I live on Exit 29 in Barney's river. I think road is very outdated, for the amount of traffic on the road. Our intersection is very outdated. Something has to be done sooner rather than later.
- I think the Highways in general are good, and I travel a lot across the province. Through Barney's river it is very dangerous and with the trucks and winter are terrible.
- I live in Plymouth and I disagree with the priority of our highway. Sutherland's river is carrying lots of trucks back and forth from NLFD so safety factor is higher. Others are provincial. The priority should look at the commercial traffic, and tourist traffic not just passenger traffic.
- The present highway from Sutherland's River to Antigonish is outdated. It is old and was not built for the amount of traffic on it today. It may have worked in 1960 but now, with bigger trucks and amount of traffic, it makes it hectic and dangerous.
- I live in Little Harbour. The quality of road top is a result of truck traffic. The surface gets rutted quicker than you would expect, which then collects the water, hydroplaning, ice and people trying to avoid them.
- I am a pilot for Air Canada. The most dangerous part of my day is getting to the airport. I have a lot to say about this road. I am a Volunteer Firefighter and have seen a lot of accidents on this road. Even if you are the only one on the road, you may have an accident (they are that dangerous). Only on that section of road are there two double lanes that switch to the single lanes at the top of a hill. People (get to the top) and are trying to figure out how to straighten themselves out, and it's scary. At Air Canada we would make national news if we had these types of accidents. They would not let us operate. Thankfully it has not been (happened to) my family – but if it did I would be really upset. I am so glad I was able to be here tonight to share. This divided highway has to happen. The more (people) that get affected, the more we will push for it - That is why this room is full. We could possibly toll the commercial traffic, but this is a Trans-Canada highway. Why do I need to pay a toll to get where I need to go, or for our tourists (to get where they are going), but maybe the commercial trucks can pay. This is a bad design in general. Two lanes (sections – passing lanes) will be climbing to the top (of a hill) and meeting at the top – this is not acceptable. Maybe signs telling people this is a dangerous section. I am glad so many are out tonight.

- I am from Barneys River. (our section of highway is) Between two twinned highways. Either way people are driving to the conditions of a twinned highway (once they reach our section of single lane highways). Even in intersections that are outdated, people still do, twisty turns, and people cannot drive the way they are (when they are) on a twinned highway.
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Question 2

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

- I identify with the comments about the passing lanes running out at the top of the hill. If we cannot afford to fix all of it (the highway), please fix the dangerous sections. Surely you have the research (on which parts are dangerous). Markings should be placed on the highway if you are in the middle lane, to let you know you have nowhere to go. Passing lanes not long enough and not marked. (Also) Solar signs to indicate speeds (are needed). Speed is excessive, as it says in most police reports. (at least) Then drivers will know they are going too fast. (Also) there are serious wind sections (on this highway) like at James River – it is a white out. Years ago we would have snow fences, and maybe we could have trees to break the wind. Please fix the worst parts (of the highway).

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?

- How quickly, if the tolls were a go, would the twinning highway happen?
- I lived in Antigonish and worked in New Glasgow, and traveled back every day. The rates for twinning was (at the max) \$3.95, so a two way trip for people traveling to work would cost them \$8/ day. For Some people this would be a substantial amount, others not so much. Would E-pass be an option? This could reduce the cost.
- Tolls and twinning is not likely the only option, but is the preferred method. Our section here (Corridor 4). The main priority should be eliminating the head on collisions. It's a section of the Trans-Canada, and funding should be less, as we should get money from the Feds, and (not deal with this) on our own
- I run a Sawmill in Barney's River. As a business man I cannot agree with tolls. There are many businesses (in my area) and they are selling their product on the world market, so we cannot make that toll up. I cannot add \$3 to a load of lumber. It puts us at an unfair advantage within our province, and across Canada. A separate tax, like 2 cents on gas and diesel, for roads only. In 2016, the number of liters of gas and diesel (used) would give you \$32 million. This would well more than cover this 30-year plan, and people coming in would be paying for the tolls. Also, it is a terrible intersection at Barneys river, but if you are going to twin it (the highway) and you put us at a road restriction, this would not be good (for businesses).
- It is important that we include the federal government in this as well. Seems like they have lots of money to spread around today. Is that 50% cost (coming from the toll revenue) reflected in the total costs (of the highways) as well?
- I live in Stellarton. There are some good ideas here, like gas tax and the changes we can make to improve (our highway section). Twinning would be nice if you can have it, but we are standing in a building here we cannot afford to have. Everybody's going to pay for it (the twinned highway) and higher goods and services. Identify the ones (highways) that have to be done first and pay as we go.
- I am the Warden of the County. I wanted to bring forth, after Joe MacDonald brought this issue to everyone's attention. Our council passed to toll the Twinned Highway and brought it before the UNSM (United Nova Scotia Municipality) and passed (he read the proposal) "TIR highway 5-year plan does not address the issues and the fatalities... this proposal includes construction of twin through development of toll highway system to ensure safety". I hear a lot about, I am more than in favor of tolling if that is what it takes. I just cannot fathom why for a \$3-4 toll you would let more people die on our highways and let your 1st responders clean up the mess. (Those who say) We should not

have to pay tolls on the Trans-Canada - well ask Oxford, what the impact is on community and business. It's hard on businesses but that is part of the Trans-Canada highway. No one felt too bad for them (when they put in a toll). It (Cobequid Pass) was known as suicide stretch and they fixed the problem. Give the government of the day praise for bringing it forward. No one wanted to touch it (twinning highway issue), at least we are looking at it. No one will want to look at it for 20 more years. We do need to look at being fair to students, people getting on and off 2 exits part. Why let more people die when there is more ways to do it.

- With the current budget (Provincial Budget), to put everything in perspective, we have health budget of \$3 billion. But we will need \$6-7 billion out of our total \$10 billion budget is just on health. We need twinning of the highways. What I don't know is how we are going to work out the financial model to it. We have to give this some serious thought (to this). Maybe we need to come collectively together to find out what the financial model is. Not one person would disagree (twinning is needed). Did you collect any data on why these fatalities are happening?
- I live in New Glasgow. We've heard about the funding our Fed government has to celebrate 150 years. Have we thought of asking them for their buckets of money? Also – I really feel we are overwhelmed with taxes. I represent the 55+ club, maybe \$10-15 doesn't affect some (budgets) but others it does. We have this regulation board that goes up and down and costs everyone 3 cents a litre. How about dismantling this board and use it for our roads?
- I feel at risk of serious injury (when traveling the highway). My life is at risk from the other driver. One moment would be it. We have discussed this with my children when they are picking a university. Have to look at infrastructure money and what the government is doing. Let's do this – get on with it.
- I have been on many accidents scenes. Once very 2 months with serious accidents, many fatalities. My daughter will be going to St FX, and what kind of price are you putting on her life. Why are we debating on the cost of someone's life? The response that the budget wasn't there is just not going to cut it for me.
- I live in Merigomish. if tolls were in place, seems like the majority of financial burden would be on the communities. I feel like a provincial tax would be better. Cobequid Pass has long since paid for itself but tolls are still in place – please comment.
- It makes sense to keep toll on Cobequid Pass since all the infrastructure is already there. If you build somewhere else, its going to cost \$1 billion etc. You're paying a toll for all the trucks going to Halifax, Yarmouth, Cape Breton, etc. This year or this 5-years were paying for Hwy 103, then 101 etc. Then why tear things down to put things up. Have to swallow political good will to do that but it makes sense (to keep this toll) as a provincial entrance so it's like a provincial tax. Our tourists pay it and the truckers pay it to (already). Everyone wants bananas and toilet paper and they have to get there somehow.

- Apologize for earlier comment that our highways are in good condition – I was referring to all of the province. New Brunswick has a phantom toll – how does that work.
- Chief of Police in New Glasgow: Concerning the 1st responders. We do backup calls for Barney’s River and Thorburn. The toll it is taking on the guys (1st responders) is horrific. No question these highways should be twinned. If you were to walk in our shoes. We had a firefighter holding a 7-year old boy singing him nursery rhymes in a serious fatal accident. Something has to be done.
- I have a question about the estimated collision reduction. It shows its dropping approximately 10% a year – through Cobequid Pass, the accidents reduced there were almost none. Where are you getting the information that we will have that many accidents still?
- You are saying they (the number of predicted accidents with twinning) will be significantly reduced, then that chart should be taken out (of your presentation). As we go down the road, I feel this will be reduced to zero.
- I want to talk about safety. Referring to page 5 (in the presentation) on the graphs, is that just raw data on the number of times a situation occurred?
- Look on Pg 20. Bridgewater (Corridor 3) had about 300 incidents, but when you look at Corridor 4 and 5, the distances between those corridors equal, and if you add up the number of incidents it (Corridor 4 and 5) far surpasses Corridor 3, which means it should move Corridor 4 up on the priority (ranking) list.
- I would think Fatalities would be much higher on the list.
- Is there any data compiled on the other side of the Bras O’dr Lakes? I cannot see anyone saying the area of highway should be on the St Peter’s side, instead of on the Bras d’Ors Lake side. (note: comparing 105 to 104 in CB)
- I am the one who organized the online petition to have the highway twinned. I want to make sure 15000 people are heard. Everyone who signed the petition wanted the highway twinned.
- I am the MLA for Pictou. I have a question about the 8000 vehicles – how many (of these) are repeated (travelers)? Second part: The toll range given is pretty broad, and I am not sure of the thought process on this. It suggests the breakeven toll would be 6 cents/KM. I am just concerned because when the government has an opportunity to take more tax they usually lean that way

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)

- Need. TCH is good but needs twinning.
- Need to be improved
- Safety
- It was a good study.
- Safety, highways congested with slow drivers. RV & camper trailer's on the highway's and no passing lane's.
- 104 – [indecipherable word]. Vegetation growing on shoulder. Deep rutts on shoulder, animal carcass left on highway, blown tires left on highway. High traffic flow. No passing lanes.
- Poor safety record, a lot of bottlenecks for traffic, different speed limits (change quickly). Very congested - bad in summer when work being done by DOT or contractors.
- Poorly maintained such as centre lines not clear, pot holes, low shoulders. When they are good they are good & nice also. We travel from NS to [indecipherable word] on a regular basis and we use the highways, but need repairs and definitely need twinning. Appears to be "poor" or a mixture of materials for construction - Why?
- Pot holes seem to be the normal.
- Existing non-twinning highways continue with the old-style passing lanes and possible interaction with on-coming traffic. Head-on collisions are eliminated with twinned highways. All travel-time improvements have huge economic benefits.
- Out of date infrastructure. Major highways need to be twinned. Safety cannot be sacrificed at any cost.
- Safety a major issue. Traffic congestion is an issue to safety also. Travel time is always an issue in our life time/style.
- I believe safety is the most important factor our 100-series highways are not safe in my opinion. Traffic flow and travel time are also major problems with out current situation.
- The 100 series highways need upgrading but the tax base as I see it is not enough to upgrade the current infrastructure.
- The highway surface is fine from what I have seen, but the safety is not there. Corridors #3,2,4&5 are of the very dangerous.
- Slow moving traffic causes delays, people are in too much of a hurry, too many accidents. Especially dangerous in bad weather.
- A lot of sections in question are long winding sections of road that see moderate traffic. With the increases in truck sizes & [indecipherable word], drivers are becoming more & more reckless trying to pass these vehicles. Weather on those sections can vary dramatically from one end to other increasing risk of head on collisions. Most sections are in reasonable shape compared to secondary highways or New Brunswick in general.
- The section that affects us the most is corridor 4 - it can be sunny & fine on both sides of this corridor and a blinding snow or rain storm always near the marshy hope - this section has seen more than its share of fatalitys needs to be twinned ASAP.
- 100 series should be upgraded to twin roads as New Brunswick has done.

- From Sutherland River and Antigonish is not safe.
- Fair in most areas.
- Fair. They're fine as far as I am concerned except Corridor 3 which is always difficult with the partial lanes and hydroplaning. Weather also a factor there which won't change. Barney's road intersection a problem.
- Safety, Corridor 4 is very congested in the summer with campers & RV & drivers get very impatient.
- Dangerous, too much traffic to drive safely especially during tourist season. Increased amount of large trucks is making things worse without twinning.
- Section #1 from Sutherland River to Antigonish is rather unsafe. Short passing sections lead to speedy & aggressive tailgating. Marshy Hope section particularly dangerous, as the public record reflects.
- Safety is a huge concern, congestion.
- Overall condition is satisfactory, however safety is #1. This may be more driver awareness, RCMP presence or visual reminders.
- Safety controlled by police, and the [indecipherable word]. In our area more truck traffic which could increase in the years.
- They require twinning as soon as possible. Safety on our highways trump everything. Twinning is required immediately from Sutherland's River to Antigonish.
- dangerous, busy traffic, truck traffic.
- Lower speed until twinned and patrols.
- Would love twinned highway for safety.
- 104 to Antigonish - truck traffic, snowbelt. Great danger!
- Aggressive drivers in my opinion are the biggest concern! People drive like it is divided but it isn't. Road conditions (structure) in the area divided, I travel Sutherland's River to Antigonish but are not an issue or are time travelling.
- Current condition of 2 lane 2 way 100 series is deficient - does not meet the current transportation needs - Traffic volumes are too high for 2 lane 2 way.
- Worn out - need rumble strip (center)
- If we are going to grow business we need better highways. Our highways need to be improved. All highways in the province have been getting worse over the past 10 years.
- Reasonably good, excessive commercial truck traffic on corridor #4 & #5. Winter conditions are very often difficult. Very dangerous highway!
- Dangerous, especially in the winter [indecipherable word] times more traffic due to more vehicles - a reduction in travel time would mean less time behind the wheel.
- Old highway need repair, congested.
- 100 series highways are in good condition.
- Highway between Sutherland's River & Antigonish is a very hilly & rather crooked section of 100 series road. Maneuvering this section can be tricky at the best of times. Controlled access is not the best. Rerouting & upgrading this highway would be a tremendous improvement.
- Poor condition, poor lane marking and signage.
- Traffic passing by each other in opposite directions is dangerous and old fashioned. Maintenance seems ok, but non-twinning is too dangerous. Very dangerous in winter.
- Well maintained but very traffic congestive. People take far too many chances such as frequent passing and cutting other motorists off. It's a hazard.

- Out 100 series roads are in need of repair. It is not keeping up under current systems. Safety of 104 Marshy Hope is poor, summer traffic is too heavy for narrow road. Winter conditions can be dangerous. More focus on 100 series under current method will detract from repair of other roads.
- Current 100 series, in existing state are well maintained. Traffic volumes continue to increase, people more mobile than ever before. Due to increased traffic volumes, traffic congestion is on the increase, causing travel times to increase. Driver inattentiveness and impatience along with increased volumes has increased accidents.
- Safety is the #1 priority, traffic congestion due to very short and unsafe passing lanes. Marshy Hope area is a very dangerous area. Poor design of this stretch of road.
- Reasonable
- Maintenance varies by each county, you often see it when you cross county boundaries. People drive too fast on these routes, we need more police presence on the highways. Summertime tourist traffic causes much congestion and time delays, causing hazardous passing/road rage.
- Fair. Highways have ruts soon after paving projects complete. Twin highways greatly reduce congestion add safety [indecipherable word] there in hurry to pass.
- I believe the 100 series highways are in need of some attention. More enforcement is needed along with improved winter maintenance.
- Dangerous, busy, slow, congested.
- The province highway are [indecipherable words] compared to other provinces. Maintenance & construction are slow. The roads get in bad shape before repairs are completed.
- Deplorable to say the least, causes are inattentive driving and poor enforcement.
- Dangerous, I will not take my children on roads btw Sutherland's River and Antigonish. We have outgrown the current highway it needs to be updated via twinning.
- TCH 104 is an old highway and is in need of major work and is a safety problem. There is more heavy truck traffic on the roads (no rail lines). This highway was never built for this weight.
- Unsafe, lots of traffic especially at night - meeting vehicles constantly.
- Traffic has outgrown the current highway making it unsafe, causing people to become impatient, nervous or reckless. Traffic is extremely heavy during summer months.
- TCH 104 was built in the 1960's. Very dangerous. Congestion is a lot worse in the late spring, summer, fall time of the year. Safety is most important reason.
- All of the above are a great concern.
- Generally our 100 series highways are in fair to good condition, however maintenance quality could be improved.
- Current conditions need to be addressed sooner than later. Traffic congestion especially in the summer months is very heavy especially coming from Auld's cove to Antigonish. Should have opinions of long haul truckers that use this on a daily, weekly basis travelling to NFLD.
- #3 is unsafe year round. As a mother of a first responder fireman I live daily with the mental health issues as a result of the deaths.
- The condition of the highway varies on many areas. From safe to unsafe. Speed is quite often a problem.
- Overall the current conditions are fair on an average with some areas in need of repair and others that are in good condition.
- They are dangerous and unacceptable as part of the provinces infrastructure.
- Safety - more the drivers not paying attention to the conditions (vs the single lane hwy, turns, low shoulders, poor lighting). Will tolls and twins help this?
Congestion - I find it minimal between the stretches of road proposed that I travel on.
Travel time - Current times are acceptable.

- I think the conditions are poor. I'm not familiar with all sections of highway represented in the study, but I am very familiar with corridor 4 (Sutherland River to Antigonish). If there is any precipitation of any kind there is a high risk of accident (hydroplaning, etc) - high risk of head on collision.
- There are not enough passing lanes from Exit 29 to Antigonish which causes drivers to take dangerous risks to pass other vehicles. Specifically, I refer to the area included in Corridor #4. I feel the highway is in good condition. There is an engineering problem on several of the sharp curves between Exit 29, Hwy 104 and the community of Marshy Hope. There is an engineering problem as several curves are sloped the wrong way - (higher on the inside of the curve) - which makes driving difficult and dangerous - especially in poor weather.
- The highways are in good condition. Currently the option 4 corridor is sandwiched by two twinned highways. Driver accustomed to driving 110km/hr do not slow down to accomodate fewer passing opportunities and so accidents happen due to excessive speed and impatience.
- The section I live on (5) seems to be in good shape. I feel that if people drove now the conditions dictated it would much safer stretch.
- More police presence needed in Corridor 5. Elimination of short & unsafe passing lanes.
- The highway that is already twinned is a lot safer than the ones not twinned. All roads need work and upkeep if twinned or not. There is a lot of traffic on all roads and can expect a lot more. Some roads do need a lot work.
- Current conditions are too fast - No tax dollars are available for improvements - Cost of highway salt in winter is too expensive & going to increase.
- Most familiar with Corridor 4 - unsafe.
- Where we have twinned highways - safer. Where we have reduced speed zones - safer. Where there is police presence - safer. Traffic congestion - depends on time of day & time of year.
- Not familiar enough.
- Untwinned 104 has an increasing volume of traffic on the 2 way traffic highway which also increases the risk of accidents. This is a high truck volume & traffic connecting Nova Scotia to Nfld. Pavement is for the majority of roads in good condition, but the rutting of big trucks is dangerous.
- Wonderful
- Overall, I think the condition of the 100 series highways is good, but twinning 2 lane highways is a huge safety improvement. Travel time does improve in all caes, which is also an environmental advantage to twinned highways.
- Hwy 104 37.8km & Hwy 4 39.5km. The conditions of the roads in these areas are too narrow, poor shoulders and a lot of turns (sharp). I travel these roads and the weather in these areas make driving in this areas dangerous. People are in too much of a hurry & take chances. A lot of truck traffic in this area.
- Travel time not an issue. Twinned hwys are safer & more dependable in poor weather conditions. Travel 104 through Barney's River daily. Traffic congestion & safety are serious issues on this stretch of hwy.
- [indecipherable word] with truck traffic, rate of deterioration.
- 104 New Glasgow to Auld's cove can get congested at times. Lack of passing lanes in areas can make for dangerous situations.
- Corridor #4 & #5
Basically good condition - dangerous ruts though. High traffic, speeders, black ice (Barneys River). Trucks make it dangerous but are necessary. Some drivers unaware of ice/hydroplaning.
- Wonderful
- Safety mainly. Congestion and travel time as well.

- #4 Sutherlands river to Antigonish - Surface [indecipherable word] grooves hold water & quality of asphalt allows grooves to form even on relatively newly resurfaced roads. Road through Barney's river/Marshy hope outdated for traffic use. #5 interchange at Moneshy not good - Pomquet/Heatherton terrible.
- Fair condition in most areas around Pictou County, the the grooves come back in the roads too quickly. Our group say the quality of asphalt could be better.
- Not good Outdated!
- 104 B/W Pictou & Antigonish has some pretty sketchy sections, as does stretch from Tantallon to Bridgewater. Safety is by far my #1 concern on these stretches.
- The highway is outdated - The safety issue is obvious from the amount of fatal accidents. Summer congestion can add 15 to 40 minutes between X 29 and New Glasgow - tourist and road construction both contribute.
- Old, not meant for speed of current vehicles. Truck traffic is very heavy and everyone is always in a rush.
- The highways are in good condition but improvements are required. Especially single lane highway have very low passing lanes and traffic can come to a standstill there are accidents.
- Good condition but people have to use good judgement and think safety. If some of the most dangerous area are fixed and [indecipherable word] as a dangerous section.
- Physically, good condition but dangerous to drive.
- Safety - driver issues. Traffic congestion - speed/driver issue. Travel time - speed/driver issue. People have to wise up and drive for conditions, be aware of their surroundings *PAY ATTENTION
- 104 Series Higher Priority due to TCH from NB - Nfld
- Not travel time. Safety is the problem. My family has seen several accidents, but have seen ever more close calls. When the up hill passing lane meets the single lane or two uphill passing lane meet. This is the section between New Glasgow and Antigonish
- Very dangerous, unsafe drivers and inattentive drivers. Undue hardship put on first responders.
- The condition of our highways is excellent. The ability of our drivers is the problem. Too many mediocre drivers use the main highways instead of the older series which causes a lot of the problem.
- Fair to poor on original sections, not adequate for existing traffic types, passing lanes Suth River to Canso Causeway too short and often end over blind crests.
- Will answer online.
- The roads as they are, are fine. It is the drivers that impact safety. I drive for a living and realize people impact safety.
- Every section identified is in desperate need of upgrading & updating. The status quo is no longer acceptable.
- Safety is a great concern to be addressed.
- Fair- disproportionate impact on our first responders. Traffic congestion by times in Corridor 4 - impatient drivers unsafely using passing zones (there's a few short ones). Passing lanes at top of hill. It was built before my mom was born - that's crazy
- Section 4 by far the one of most interest to people of this table. There's much less interest to section 5 and section 7. I don't use all equally. Mostly I use section 4, section 5, section 2, and section 1. Of the other sections under discussion i sometimes use section 6. I seldom use section 3 or section 8. And I avoid section 7 like the plague.
- If travel time speed time reasonable when you are travelling. Safety is up to the drive, more patrol needed, congestion goes with season.

- Evidence provides eye opening realization that people are put in constant danger without twinned highways. As a STFX student I am risking my safety everyday for education.
- The road I'm familiar with could all use some work and definitely need to be save. Twinning would improve safety, traffic congestion and travel time. A lot of these highways now are just too narrow or have a lot of turns and hills making them very unsafe. Corridor 4 now is between 2 twinned highways which causes traffic coming into this area using higher speeds than they should.
- Fair in most cases. Where passing lanes are scarce, driving distances can be exasperating. Grooves from heavy traffic can be dangerous in wet conditions. Maybe we should rethink our regulation concerning large vehicles travelling our roads.
- NG->PH. Roads worn - rutted so hydroplane in rain. Monasty Bridge area - slanted so large flooding areas in rain. SO much truck traffic - road is worn. Is quality of asphalt high enough - roads rut too soon! (Truck traffic is very high)
- Well kept up, salted and plowed fine (when working in Truro the highway was better than the roads)
- Well salted and plowing was good during storms
- The area of Corridor 4 with twinning would really help reduce the fatalities we face and ensure safer roads with less issues and a smoother surface.
- I feel traffic congestion on 100-series highways is scary. Cars trying to pass when not safe and speeding.
- The 100 series highways included in the study for me are scary to drive. I have lost a loved one which now makes my fear greater.
- The twinned highways are safer. Out 2 lane highways as part of Canada's interprovincial transportation network are not safe!
- Roads appear to be inadequate in many ares of the province. Safety is my major concern. Traffic volume would rank second. Travel time in insignificant.
- Section 4
High concern for safety of motoring public. Road design not aligned to the volume of traffic & significant # of trucks. Traffic slows speed which encourages risk takers.
- Conditions vary - some are better than others. Potholes & ruts are common. On some there are few passing lanes, slowing traffic causing congestion and frustration which can lead to accidents.
- The highway from N.G to Antigonish on a scale of 1-10 is in the 7.5-8.5 range, the travel time to go this distance - is very reasonable - the safety is very good if people would allow themselves more time, stay off the cell phones - because you cannot fix stupid.
- The current condition is ok but safety is an issue.
- Yes
- All should be twinned
- Corridor 4 should have top priority.
- Basically ok, could use more maintenance at an earlier timeframe.
- Exit 29. 104 - Trans Canada - carrying traffic from Nfld to Canada. I travel Eastern Pictou Co., to Antigonish daily. I have concerns about the troughs in the road & the shoulders (in several places, the shoulder drops by 8 or more inches, with little or no shoulder).
- Safety in face of traffic, limited opportunities to pass, distractions from texting is concerning. Travel time not a concern.
- Need improvements, years of washed out shoulders, uncleared brush conditions, potholes do create safety hazards - increased passing zones on highway 104 untwinned section.
- Compared to what province? (Below ave)

- More policing to stop speeders. A lot of roads are not in bad shape if they were better maintained. Better paint to be used in marking of road.
- Heavy truck traffic is impacted/ improved only by Barneys River to Causeway Twinning (Newfoundland Ferry traffic). Ruts are a huge problem, especially on rainy days.
- Highest congestion would be highway 102, rush hour has congestion. Slowing down for heavy traffic would help.
- The highways as they are today with peoples rate of speed are not suitable. Travel time is not a factor people have to learn to slow down.
- Road condition varies depending on seasonal traffic, weather. It was designed for 60s and 70s traffic, there is a much higher volume of traffic and more distractions for drivers today.
- If a death rate is higher on a certain highway proceed to twin that highway first ex: 103. The twinning of highway 104 in C.B would be less important due to volume of traffic. Sutherlands River to Antigonish should be priority.
- C4 is my corridor of main concern and secondly corridor #5 Antigonish to Auld's cove.
- All safety measures should be done as soon as possible before major construction starts. Jersey barrier in areas of high risk.
- Only familiar with section 4&5. very good highway - paved shoulders, good sight lines, cleared ROW, a wide gravel shoulders.
- *I am in favor of tolls. No problem if thats what it takes - time sensitive.
- Safety is a concern, people often are driving too fast, passing lanes not long enough or marked adequately.
Congestion is a concern which increases people not driving safely - high volume of truck traffic going to Nfld.
Travel time not an issue
- All need improvement - safety primarily.
- 104 built in 60s & 70s.
The highways marked for twinning are very justified based on fatalities & traffic volumes. Safety is on the utmost, impatience and time saving is nice but not as high ranking. Congestion in metro is a section that needs to be addressed.
- In my opinion the highways in all of Nova Scotia have needed upgrading for quite some time. Long overdue.
- Hwy 104 NG to Antigonish - Abysmal. The difference between the [indecipherable word] twinned sections and the rest of the hwy is marked. Antigonish to strait is worse. The new section through [indecipherable word] River is a prime example of what works and what must be done.
- +++ construction been done on St Peters - Sydney section in recent years. Why is Port Hawkesbury - St. Peters excluded?
- Roads are in good repair. Roads are safe - it is the drivers who are at fault. Flow of traffic is good and travel times are fine. Speed limits are reasonable.
- Dangerous, travel time is always a concern.
Cobequid highway is the best highway in the province, no doubt because of the tolls.
- It would improve safety if it was twinned, it would help with traffic congestion and a little faster. There would still be cars speeding beyond the limit.
- It would improve some of the safety issues with it being twinned but you would still have the higher speeds to deal with. The highway would be less congested with less changes of head on collisions. Travel time would be shorter due to the higher speed.
- Highway is in good shape, passing lanes are too short cars are passing not finishing the pass. Transport trucks are danger on the highways.

- [indecipherable word]
- Overall, not too bad but the ruts resulting from heavy trucks can be extremely dangerous causing vehicles to lose control.
- The section we are talking about is not twinning and could be made safer with a decrease in speed (90k) and more police presence until we can afford to twin it (more passing lanes)
- Why were roads in better shape years before
- Safety: Jersey Barriers are needed in areas with high incidence of head on collisions.
Traffic: 4-lane undivided with jersey barriers would allow safe/steady passing
Travel time: is adequate as far as distance is concerned.
- Maintain is poor on 104. Holes are not full of asphalt & shoulder care not repair.
- I think Hyway is fine. If it were not safe they would close it. If you stay alert and obey the rules it would be good.
- Poor
- Poor because N.S. weather conditions change. Fog, rain, freezing ruts, pieces missing out of the road, speed.

Question 2

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

- Yes.
- yes
- Yes
- Yes
- Yes - for safety.
- This is only option.
- Yes. Needs to be done in a bad way and as quickly as possible.
- I think it is the main option - because people feel the need to speed and be in a hurry. People do not maintain the posted speed - They are impatient & always need to be ahead of the car in front. Cell phone use, eating while driving, and major safety factors. Consider: Concrete barriers or dividers - they are used during construction and considered safe - wider shoulders - put up concrete barriers.
- It is the main option. But what about concrete barriers?? They would be cheaper & I am sure they could be made taller to better protect our people.
- Twinning is much easier than trying to change bad driver behavior and incidents due to distracted driving. Economic benefits for construction, movement of goods, safer tourism travel, cannot be underestimated.
- Yes
- Yes, especially concerning safety.
- I strongly believe that twinning will drastically improve safety number one. Reduce congestion and speed up travel times. It will also increase out provinces economic growth.
- On the mainland yes but it doesn't look cost effective at the current traffic levels in Capre Breton.

- Widen the existing highway and place baracades between the lanes may be an option, but is it not a good long term solution. Twinning is the best option for now and the future.
- Aside from teaching Nova Scotians how to drive better, I think twinning is the best option.
- I believe twinning is important for some sections but we should also consider jersey barrier & guide rail divided sections that can accomodate these options instead of median divided.
- Toll twinning is the only option that will speed up this dangerous corridor 4.
- I do believe twinning is only option.
- No I don't think it's the only option. Barriers in shorter runs would do the job, and in time lengthing the road which will get the job done safely and quicker then twinning.
- Not likely the only option but probably most effective. Opposing directions of traffic should be the elimination Trans Canada a (indecipherable word) partnership to vehicle.
- No, some places could have dividers and other safety measures. Enforcing speed limits also an option.
- In most cases it is the only option. In some locations it may be more feasable to put a cement divider between the 2 lanes that are already in place.
- Yes - especially the TCH section.
- Yes in some areas.
- Yes
- Yes!
- Not necesarily. We have rails that are not utilized that would reduce truck tavel.
- Railways, container ports. (Those are more costly)
- Yes
- Yes
- Yes
- Yes
- Speed feedback signs - very effective?? Especially at difficult spots where highways change to single from doubled.
- In my opinion twinning would be the ideal solution but if not feasible there was a way of putting a median between the two lanes would help against head on collisions. What about cameras to police dangerous drivers?
- For high volume highways twinning is the best solution.
- Yes - also more law enforcement.
- Yes
- Yes
- Yes, we need twinning; the numbers show that it is needed.
- From Sutherland River to Antigonish. Yes.
- Yes
- Yes
- Yes
- Twinning will improve but monitoring of driver compliance will also make safer - eg cameras.
- It is certainly a game changer, as far as traffic flow & safety.
- Twinning is not the only option but it is by far the best and safest option to save injury and lives.

- I don't know, probably the best option. What about partitions?
- Absolutely, the number of fatalities tells you patrolling is not sufficient and you have no worries about oncoming motorists. Are [indecipherable word] focus available to lessen the strain on the RCMP at large.
- Yes, the existing infrastructure is taxed. Driver inattention wont change. Twinning makes roads safer. Reduces inconvenience to motoring public.
- Twinning is not the only option, as is shown in coffirdor 7 - 100 series controlled [indecipherable word]. Current use of rumble strips and passive lanes have improved safety. Twinning, however, is the more effective way to reduce travel times, increase safety and raise the level of enjoyment.
- For high volume areas, twinning seems to make the most sense. Better passing lanes, longer, would provide for more safety due to traffic congestion.
- Yes
- Yes
- Twinning is an option worth considering. Tourists travelling to Nova Scotia are on twin highway through N.B. and expect it here.
- I think twinning is definitely the safest for all concerned.
- No. 102 - center divide & twin lanes.
- Yes to keep traffic away from each other and slow down speeds on highways.
- I think it is the only way. It will not stop all collisions but it will cut down the severity of accidents.
- Yes, yes and yes. Our traffic numbers will only grow thus the highway design needs to as well.
- This may be the best option, it will take too long. Time from toll to toll and pay for travelling too fast.
- Yes
- This highway needs to be bigger/wider. Twinning will eliminate head on collisions and fatalities. Police cannot safely pull over reckless drivers on this highway.
- The location of Corridor 4 is now between 2 divided sections of twinned highways and doing something other than twinning it would confuse drivers worse than they are.
- With the amt of traffic on the 2 lane highways now too congested.
- Twinning is the perfect answer, especially to the families that have lost loved ones! Tourist would come to the province if the roads were twinned.
- Twinning is the only option to improve safety on our 100 series highway. I have seen many stupid drivers on 100 series highways and unfortunately you cannot cure stupid.
- Could use more passing lanes in different areas.
- On some highways. I question #8. It is such a scenic route do people really need or want a faster highway?
- Yes, twinning appears to be the only option. There is no question that it is much safer.
- Twinning would be the most practical option because of the safety aspect. Until twinning is done the possibility of Jersey-Barriers in high risk areas.
- It is the only suitable option for most sections. It's true that section 7 is too expensive - the others should be attainable.
- "(Not the only option, but potentially the best)
- No - some roads & hwy's could be re-engineered and straightened vs twinning (For example similar to the "plan B" hwy on PEI). More lighting and straighten roads. That being said some sections could benefit from twinning."

- It may not be the only option but it is by far the best option.
- I think it is the best option to twin the highway. Until it happens, other options: Reduce speed from Marshy Hope - Barney's River Station, Exit 29 to 80km per hour. Signage that indicates speed of each vehicle as it passes a specific point. Photo of license plate of speed violators, accompanied by speeding fines. Increased RCMP presence.
- Not the only, but the best option.
- It isn't, but it will probably be the most effective. More speed policing/photo radar.
- I think its the best option (without tolls).
- To have the road made safely to drive yes this is the only answer at this time.
- No
- Yes.. along supporting driving safety, education , enhanced signage. Still depends on driver decisions and behaviour.
- Yes! In order to address safety, traffic and travel time.
- No. Reduce speed.
- Yes. Until they are twinned perhaps build overpasses for crossing traffic or have better signage warning motorists unfamiliar with the highway.
- Probably not
- I think that while twinning is expensive, the safety, travel time savings, and the economic spin-off of twinned highways makes it the best option. Other options may cost less but do not achieve the same level of results.
- Yes because nothing else is going to work. People take chances where they shouldn't & cause too many accidents.
- Yes. At current funding levels we will not see twinned hwys. The private sector will get the twinning done at the most economical cost and in a timely manner (Economy of scale).
- feasibility study of existing rail service. passing lanes for additional flow.
- Four lane narrow median is a viable option. May prove cheaper and more appropriate in areas where land access and purchase may be difficult.
- Yes - for #4 & #5. High priority for these sections due to Nfld traffic.
- Probably not
- Yes
- Is there any discussion on widening existing roads and using concrete dividers for some areas and twinning only where necessary? May give equal benefit with reduced cost.
- Maybe the dividers between lanes (concrete barriers) like in Bayers lake into HFX may be cheaper but it would narrow the roads some.
- Yes
- No, but appears to be only timely option. I support what Emerg Svcs think is best.
- No, although twinning will be one of the most effective options.
- Yes
- Yes, for most sections. Speed can be reduced on some sections drastically. With frequent tickets given initially. Can we ban transport trucks?
- Twinning is one of the option. Improvement in public transportation connecting different rural towns is also an option. A lot of people travel between Pictou County and Antigonish. A good bus service or restoring of the train service can also be a solution.
- Tolling any highway is inefficient because it lead to hiring people which takes money or investing in tolling gantrys, fixing intersections, sharp corners.
- I think its the best option.

- No, there are other options. I feel twinning is the best option.
- Yes most definitely
- The only other way would be to put concrete divider wall.
- No - road could be widened a bit & center concrete divider put in. Better lighting - better traffic enforcement.
- No. Minimum posted speed of 100 would be an improvement on 2 lane 100 series. Dividers on 2 lane roads could help especially in Barney river/Marshy hope 104. More passing lanes, better policing of slow drivers.
- Twinning is the preferred option but intermediate improvements may be sufficient if they can be done more quickly.
- Bottom line is yes
- Yes to a point. If RCMP patrol more often would that be an idea?
- Short of placing a cement barrier down the center of these highways the only basic way to reduce/eliminate head on collisions is by twinning.
- Clearly the quickest option. Could drivers be better educated that they are having twinned highways & 2 way from Sutherlands River
- "2. No - support for alternative routes.
- Yes twinning preferred
- Not the only but the best."
- I don't think it is the only way. I think it creates the safest option but it is the most expensive. Personally, I would go for the divided highway for increased safety. This is a multi year project so some interim measures could be taken. Wider paved shoulders for instance and jersey barriers would help in the interim.
- No make them wider
- It is likely the safest and most reasonable option. I can not see another option.
- "I think there are other options to make road better and improve them but twinning would definitely be the best way to get it done. Median barriers. Wider lanes. Reduced speed zone in bad areas. Mere maintenance to roads - strighten roads.
- Twinning highway best option!!!"
- Increase content of material used in repaving - Grooves seem to appear within a short time frame of repaving. Probably a case of trying to save a bit at the expense of quality and longlife.
- "Concrete dividers & wider side lanes - for interim while twinning being built.
- More passing lanes to reduce impact of truck traffic.
- Reduce/Eliminate access - with merges.
- Twinning only sensible option for future"
- No separating the both ways with divider, reduce speed limit. (Can use some of ticket fines for fixing highway)
- No, you center blocks for center lane. 4 lanes you used divide highway brick wall divide highway. Put [indecipherable word] camera for license plates.
- I'm unsure of what else you could do other than create other road ways. Traffic control cameras.
- Yes
- If putting tolls on these highways will bring twinning projects sooner & help save a life what are we waiting for
- I think it is the best option. There are other options.

- Twinning highways is the best option when one looks at all the factors that make our roads safe.
- Twinning is most appropriate approach for high volume needs. Rumble strips etc help.
- No, it is not the "only" option: Rumble strips, center line or right side are useful & effective. Reflective tags (?) and clear white lines on R side are good. More passing lanes would be good too.
- No - we could use rumble strips on the sides and in the center, also more guard rails. Also more police presence on the highways that are in question.
- Twinning is the only way to improve safety
- In some places
- yes
- Not only option but best.
- Median highway. Expand what is already there and place a median; like they have on the circumferential in Halifax/Bedford.
- Lower volume rds, perhaps offer greater opportunities for passing lanes to limit congestion.
- No, increasing passing zones, keeping flora away from highway, increasing speed limits.
- Yes
- No - in some area's if there was more speed enforcement. Accidents have been decreasing in past years.
- Even if more passing lanes could be added. Most accidents in Barneys River area are from vehicles trying to pass slow truck/motor home traffic.
- Yes due to the [indecipherable word] of drivers who disregard highway safety.
- Yes as they stand today they are not safe for volume and speed no one travels at 100km
- Yes
- Twinning would certainly make the highways safe. Yet human error & speed should be addressed. Speeding is a intense problem which should be addressed as a problem. More police presence.
- No. There are many creative & possibly well researched options which could save lives and money in very dangerous TCH 100 series weather zones Example: white out areas.
- Not the only option but eventually required for traffic load & safety.
- No!! decide where the problem areas are? Passing lanes ending too soon major problem on section #4. East-West traffic into sun in morning and evening.
- "Twinning is an ideal answer but time and cost are so high. We need to consider temporary attention - SAFETY CORRIDORS where speed limit is reduced, fines are TRIPLED and where rigorous policing is present. This is used in the US areas. Where traffic volume is high and a history of traffic problems is known. In NS the SAFETY CORRIDOR concept could be used as we wait for highway twinning to take place in in fact it ever will. Speed is a factor in highway accidents. By increasing police presence VISIBLY, increasing fines and reducing speed limits - LOTS of public info re these kinds of changes, we can help reduce fatalities.
- *Rigorous policing *Triple fines *reduce speed limit SAFETY CORRIDORS"
- It is a significant improvement, not having as many trucks on the roads may reduce some safety concerns congestion issues but where do the trucks travel?
- May not be the only option - but is the best!
- Barneys River. No I don't. My primary concerns are highways 104 to Antigonish and 107 Porter's Lake to Waverly. There are sections of 104 to Antigonish that are most

dangerous. 2% tax gas. For instance section are twinned for passing & run out without proper markings on the road. If a large vehicle is in the right hand lane at the crest of the hill the passing lane runs out - driver has no option if there is on-coming traffic.

- Twinning the highway is my opinion is not the only option but it will remove the head-on collisions.
- Yes!!! That's why 102 is twinned.
- "? Concrete dividers
- ? signage for speeds/danger
- Actual presence of highway patrol
- fix rutted service, better quality service."
- "Install cameras (similar to the WebCams currently used for predicting road conditions) could be used to do surveillance looking for reckless/careless drivers. Take a snapshot of the license plate to track down the vehicles drivers and charge them accordingly. More RCMP presence would help slow speeder! Catch them before an accident.
- Put jersey barrier in place to prevent passing in areas where statistically most of the fatal accidents have occurred."
- Yes
- It would be one option another would be more police presence.
- I think a higher RCMP present could be another option. To catch more people speeding and more word of mouth.
- For sure get started.
- Yes
- Definitely the "best" option, most likely to reduce accidents.
- What about the placement of concrete barriers between oncoming traffic.
- No
- No
- No. 4 lane undivided with jersey barriers would suffice in many areas.
- Yes
- More policing and improve signs.
- Yes
- Yes

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.
- No I don't
- yes
- Yes, pay tolls.
- Yes - but maybe our government should give money for highway's and not give so much cash to foreign countries.
- We should do it sooner than later.

- Yes
- I feel that if tolls are used, then the plaza on the Cobequid Pass should stay in place and the toll money can be allocated to projects 1-6 and advertised on an overhead sign at the plaza. That way no extra money is spent on toll plaza construction for each individual piece of highway (and removal). Companies, individuals, tourists already expect to pay a toll (actually a tax) upon entering Nova Scotia. This seems more fair (like normal taxes) than tolling (taxing) people & companies in each small area. Some political goodwill would have to be spent to convince the voters that the toll plaza will remain on the pass even after it is paid for.
- No - but I know that that is what will happen - another tax upon the multiple taxes we already pay. I was told this was happening I'll take your word but it won't - Cobequid, was to end tolls in 2018 now it will be (arrow up) & go for 4 more years. Taxes +++. The (undecipherable word) board costs - "disband" use money for roads. Some of these secondary roads - why can't they be upgraded & used as a main highway - often they run parallel to the main highway.
- As long as the tolls don't get too expensive.
- Yes, it is the only way to get this project completed quickly and in the near future. 1Hr saving for transport truck. 1hr=100km = \$25fuel, \$10 truck, \$40 operator - \$75/hr. Transport trucks gladly pay \$20-\$25 Toll.
- Yes - must develop a provincial (undecipherable word) toll to ensure fairness.
- Yes - one of the reasons TIR are putting in roundabouts is to avoid head on collision. Twin highways do the same.
- I believe that we need twinning now rather than later. I support tolls that would be evenly divided across the province. I think unity will make this project happen and make our province stronger.
- I would but also I would like to see a private/public partnership to expedite the process.
- Yes I think tolls are the best option and I would be willing to pay a toll or if not a toll then a gas tax would be fine. Whatever decision is made for funding is fine - just build the highways!
- Yes!
- Yes!
- I support tolls on corridor 4.
- I am glad to pay the \$4 toll to use the Cobequid pass when travelling to Amherst. I would also be glad to pay a toll to use a twin highway to Port Hawksbury for me & my travelling family.
- Lets get the twinning started and we will find the answer of paying. We need the twinning ASAP between Sutherland River or Antigonish NOW. Tomorrow might be too late for someone.
- Dividing has a far cheaper cost than twinning.
- No.
- Yes, tolls appear to be the majority option, it seems our federal government has bagloads of money to give other countries, if some could stay in Canada it would certainly help.
- Yes
- Yes
- Yes
- I support using tolls in the province.

- Yes
- Yes
- Yes indeed
- Yes to tolls.
- Yes
- Yes, very much so
- Yes - time factor major consideration.
- Absolutely!
- Yes - use tolls to get it done.
- Yes - keep toll law, perhaps additional gas tax.
- Either tolls or up the gas tax.
- Definitely yes! Corridor 4 & 5 at the same time.
- If we don't use tolls, the highway would not be twinned in my lifetime.
- If its the only way yes
- Yes
- Yes
- Yes
- Yes I support tolls.
- I would need to know how it would affect the time line. They've be working on that twinning project for a long long time. Qu - I'm 62 yrs old.. would I live long enough to see it?
- Yes
- Yes
- Lives overrule budgets in all aspects you can always discuss funding and ways to adjust the issue. Once a person is deceased it's just too late. Tolls overrule fatalities.
- I support using tolls or any other form of funding which would enable this work to get completed in a timely manner.
- Yes, I would be willing to pay tolls in order to accelerate the twinning of our 100 series hwys.
- As a taxpayer I have very serious concerns on almost every highway in the province requiring me to pay more. We are taxed to death: Cobequid pass has been paid for yet tolls remain. For the sake of safety I would agree @ a reasonable fee.
- Other Options. Not in favor of tolls because it's not fair to business on a [indecipherable word] market because they can't add it on to the top end thus making them less competitive (even within the province). Placing a 2 or 3 cent tax on fuel - everyone pays - would collect as much as tolls. Possibly model after New Brunswick Phantom Toll.
- Yes
- Tolls are a way to add safety to roads.
- Yes
- Yes!!
- TO get them built faster either cost share or tolls to get them built. [indecipherable word] to share costs if effective.
- I don't think we have a choice but to toll highways that way wth a private partnership the projects will move faster.
- Yes, yes and yes. Twinning via tolls can be done very quickly.
- Yes, I do not like to pay to travel, but for safety.
- Yes

- With tolls, only the people using the highway will be affected. I would pay a toll if it would be safer for me and my family to travel as this is a daily route for all of us.
- Yes, if not done in next 4-7 years, we will just more and more fatalities. Stop people from speeding if they go thru zones too fast, send them a ticket.
- Yes
- No - think the government should increase the budget to complete these highways.
- I would be willing to pay toll as you cannot put a price on a life; the life saved could be mine or a member of my family.
- If it comes down to a crunch, yes tolls would have to be the option. But why isn't our gas tax money managed more economically than what it is now. There was more road maintenance done years ago with a smaller population than there is now. Roads aren't maintained as well now as they were years ago!
- Yes in the case of #3 through Marshy Hope, there is the option of taking the Shore rd from Sutherland's River to Antigonish which will only add 12 minutes or toll to the trip. *gas tax 2 cents a litre is an option.
- First, I would like to know where the long term planning strategy is so that priority driver sections could be addressed first then the others in succession. If this is determined that it is the only option then yes I would support it. Only the last resort though!!
- The use of tolls would be very viable and should be really looked in. I think that an average toll of each of the 8 sections would work with an approximate cost of \$4.00 per section of highway - including the Cobequid Pass. The joining or linking of some of these areas could have [indecipherable word] toll overall are for example areas 1&2 could have a cost of \$5.00-\$6.00 instead of a total of \$8.00. Areas #4,5,6 would be the same with a cost of \$5.00 to \$6.00 and this would allow area #7 cost to come down. Areas #3 [indecipherable word] a toll of \$5.00 and area #8 at \$4.00.
- Yes I do. I think the "no" side is a bit more vocal but most, if not the majority, people would pay a toll. Many people commute to STFX including young people. This is very concerning to them & to students.
- No - the general public already pays through taxes & gas tax to maintain hwy's. Plus soon to be implemented carbon tax. Plus the only people paying would be those living in these areas, not the whole province, even though they are provincially owned hwy's.
- I would support the toll for residents until the project is paid for. However, it should not continue as a source of revenue for the province. Our residents are taxed enough as is. I do not support the tolls for business - lumber trucks, farm supply trucks, etc. The toll would cripple small Nova Scotia business & drive more people to work out of province. If businesses were subject to tolls they should be given a substantial tax credit.
- As a private citizen, I do support tolls of 6cent/km for Option 4. As a family with a business in the community that would use Option 4, I have concerns about the cost of trucking, using tractor trailers with several axels. The tolls would significantly impact a small business. As a daily user of the proposed highway, I would hope for e-passes to reduce the costs for frequent and daily users.
- I support the idea of charging a 2cent/litre tax on diesel fuel throughout NS to finance the new twinned proposals.
- No

- I do not support the tolling of the highways. I personally would have to pay to travel to work, home and back, any amenities we need, hospital care. It affects me personally, and people in rural NS who have to travel to min wage jobs that's a HUGE expense per year.
- The highways need to be twinned now and this is our only option now as I feel we do not need to be calling another family and telling them their loved one will not be coming home.
- No
- Fully support tolls.
- Yes. I have no problem with paying tolls.
- Yes, for sure!
- Yes
- Yes
- Yes. If the people of the province see benefit to having 100 series hwy's twinned, the only way to see it in this lifetime is to toll. User pay.
- As long as the toll is reasonable, this is the option on the table. Everyone using these roads will have to pay not just coming out of Nova Scotians' pockets.
- Yes. User pay is very common today.
- It appears if twinning is [indecipherable word] only option for safety, tolls will certainly speed up process. It will likely be tolls or taxes but tolls will capture more.
- Yes
- Yes
- Yes
- Yes on 104 Corridor 4 Definitely.
- Yes - "if" passes were with reduced tolls for frequent users were available like on Cobequid pass. - Drive to Port Hawksbury for work daily \$3500 annual. How much sooner will tolls help. Gas tax increase also an option.
- Definitely
- Yes
- Ideally short term budget shift could reduce toll rates to a rate that is more generally acceptable.
- I support the twinning but I expect the NS government to contribute more towards the project rather than making Nova Scotians think if they are going to get highway twinned faster this is the only alternative.
- Yes. Is your toll rates based on a 2 axle vehicle? What are the estimates on a 6 axle tractor/trailer combination?
- I do support tolls. How do you deal with "getting off" the highway without using the full section? Particularly if twinning existing roads. Discounted "E pass" for frequent travellers.
- Tolls have one problem that they charge people who use them. It is important to think how the whole province can contribute. For example, increasing gas tax by 5 cents/litre for 2-3 years could also solve this problem. Federal support could reduce the cost also.
- If tolling is used there would have to be a set amount the tolls could be increase over the life of the project and in the end when the roads are paid off the tolls would have to come off and not be tolled indefinitely.
- No

- Absolutely! To quote my son, who travels from Antigonish to New Glasgow - return 5-6 days per week. "I don't care what it costs me, twin now so we can save lives later"
- If tolls are going to help save lives, then yes.
- No. There has to be another way. This is the Trans Canada. Putting tolls on a national highway seem wrong. Fuel tax makes more sense. Commercial vehicles are the major problem. Local travellers should not be stressed. We go to town 2-4 times a day from Barney's river. We need to travel without a penalty for living there. I think a fuel tax makes more sense.
- Yes - first responders, firefighters, RCMP & EHS they see way to much carnage, fatalities on road.
- No. There is plenty of money available is the government would stop wasting money.
- Depends on size of toll, duration and who benefits. More in favor of province financing highway and collecting tolls than a private corporation.
- Yes - and one gentleman proposed an interesting toll alternative - ie - Past legislation to extend the toll on the Cobequid pass indefinitely.
- Yes, I support tolls if it in fact facilitates a faster, more complete improvement.
- I do support tolls to achieve the ends. What about E-pass for frequent users?
- Yes within reasonable cost range
- Yes - have businesses been interviewed? (Sobeys, Oxford farms)?
- Yes
- Toll should be a flat rate everywhere.
- I do. The lives lost in the time it would take to twin the highways without tolls are not worth saving some money.
- I don't support using tolls. I think that our highways do need to be twinned but I think it is unfair that some highway be tolled while there are other highway in the province that are used with NO tolls and have been for years. This put a lot of business at an unfair disadvantage with other business in there industries across the province not having toll highway around them. Not fair to people personally as well.
- Possibly - but how much can we take? Nova Scotia seems already to be one of the more expensive provinces to navigate when fuel costs are used. I don't know how much more the transportation companies can afford to take without our citizens and out visitors suffering. Maybe driver training (better) could be used. Often I think out drivers are more of a problem than our roads!
- Yes - Recommend "Fast Pass" & reduced rates for frequent/daily users.
ie: my personal situation would require 2 tolls/day/each way to possibly \$14.00/d.
Higher tolls commercial vehicles/gas tax also
- Yes
- Yes
- I do approve the use of tolls. If our lives aren't worth a toll than what is.
- I totally support using tolls to twin highways sooner.
- I certainly support it. After having lost my husband on the 104 I would never hesitate to pay a toll. Twinning would save lives in my opinion. One wants to go through accidents lose loved ones. Everyone wants to feel safe. We need them twinned.
- Yes, if that is the only way these highways will get twinned in my lifetime.
- I believe we must use tolls to speed up the process; otherwise, we will continue to have unsafe roads for decades to come.
- The twinning needs to proceed in a timely manner. Open to any & all means of

paying/financing these upgrades.

- Only if the toll is kept to a minimum, ie \$1.00 per stretch. We pay enough taxes as it is especially on gasoline & diesel. Funds need to be effectively allocated. We need safety on the highways.
- I personally think that if the present government would manage our tax dollars more efficiently, we could afford to do the road construction that is necessary.
- No tolls - It is better to use taxes
- Yes
- Yes
- Yes
- No, I do not. The only option, right now, to not have to pay a toll, would be to go out to Lismore and in through north grant.
- Yes
- Yes
- Yes
- NO. We are paying more taxes than we don't need extra taxes. Tolls that were to be removed in 2018 are now left in place for another 4 years, even though road is paid for.
- Yes. Use electronic pass, costing/charging less for Nova Scotians & a higher rate for non-Nova Scotian vehicles.
- I support it but i would like to see an accountability of cost versus revenue.
- I do not believe that our children and grandchildren should be put at risk on these roads if there is no other possible solution yes but it should only be charged one way not both.
- Would rather not see a toll and feel we pay for road repair & infrastructure in our fuel tax. I feel that the province does not allocate this money properly and use the money gathered through the taxes for what they are intended for. However if a toll is the only way to see this project through then so be it. I truly feel that the provincial govt will squander this toll tax as well and will only be another tax grab forever - not just the time needed to pay the hwy debt.
- Tolls would cause a spin off that would rise costs of service, goods, gas and other important products that are used on a daily basis. Twinning highway #4 Sutherlands River to Antigonish done first.
- No. Tolls are intolerable for taxpayers already being gouged. Take the Cobequid pass - which was & is a costly example & for many a disastrous route. Tolls there were promised to go down but they doubled.
- Do not approve - use the fuel tax & do it in phases! - on the 104 - Trans Canada - where's the federal \$\$
When will the tolls end! after the cost is paid - then structure is folded into provincial costs going forward.
- 8000 ADT doesn't want immediate twinning on either Sections 4&5. Can not speak to other sections.
- Within reasonable costs - Tolls could reduce the ability of many people to travel, could impact tourism traffic negatively. I think tolls could be a reasonable approach to get the high priority roads twinned. There must be a way to generate more revenue through licensing registration fees or better optimize the revenue currently generated.
- Tolls are the preferred option to get the twinning many years faster.

- Phantom toll. Twin the most urgent sections immediately & toll to cover construction & maintenance costs. Speed reduction will help in reducing accidents - solar signs indicating your speed. Rumble strips on both sides & center are crucial. Highly visible painted arrows on the highway showing the lane is running out.
- No I do not support tolls but paying 6 to 8 dollars will not be as major as a family incurring a head on with a tractor trailer.
- It seems to work well in Cobeguid! Why not elsewhere. If no tolls then tax raises can do the same thing. The politically safe way to go is tolls provided all toll \$ is used on the intended target.
- No
\$8.00/day - I travel every days for 6 minutes in time savings
From New Glasgow to Sydney \$30+ in tolls one way.
- Of course! The sooner the better! Get this project done before more people lose their lives needlessly.
- Yes
- No
- No not for the average person that has to travel this route everyday.
- Yes pay tolls to save lives. For sure.
- No
- Yes!!
- No
- No. If they put tolls on Bridgewater people will travel it less.
- I do not support borrowing for projects of this nature.
- Yes
- No our taxes are high. We pay high hydro & gas rates. This is a government issue and can be fixed with the gas tax system.
- If only way could [indecipherable word] go chuck in some funds.
- What is the feds going to pay after all it is the Trans Canada.

Question 4

Do you have any other comments or questions?

- 8 000 ADT. Half are trucks.
- Who gets the tolls.. does it go to the Government or to some other source. If another source, who maintains the toll highways.
- Put a small loonie toll on divided highways that are existing. Ex Truro to Halifax - It will help pay for our area.
- We travel to Ontario a least twice a year - we travel from one end of New Brunswick to the other on twinned highways - that are fenced for wildlife control - snow - fences - barriers. They are in good repair and NO TOLLS - could we find out why this can be done in NB and not here in NS.
- Why was New Brunswick able to twin the Trans Canada highway and we hve not been able to do this? They are twinned complete with fences & no tolls.
- Toll calculations should be based on completing all sections in province. Cobequid pass revenue should be included as part of revenue for new projects --> reinvested. Creation of roundabouts based on eliminating head-on collisions, highway twinning achieves same level of safety. Economic benefits to tourism, local economies, newfoundland traffic, construction, operations, cannot underestimate. Mandatory truck troutes on all twinned sections.
- Cost of a Nova Scotian's life should be the same for everyone, no matter hwat the feasibility and also this would be a major [indecipherable word] for economic development.
- Twinning from New Glasgow to Sydney is necessary. Gateway to Newfoundland. Also why [indecipherable word] road sections is different priorities. A life in north Nova Scotia is worth as much as one in the Halifax area. Also tolls should be bundled & averaged throughout the system.
- Twinning will - Improve safety, improve travel times, create jobs, stimulate growth, move our province forward.
- Broke into sections for smaller local companies. Who is financing the tolls? NS Truckers - not involved in it. If it is privatized/with a toll highway. Want local truckers & construction workers involved in building. Will local jobs be lost if done privately thru tolls.
- 1. What is the ammortization period to finance the projects? 2. Is it the provinces intention to leave the tolls on once the projects are paid for?
- Consider tolling sections of older 100 series highways as well so they can be better maintained. Make sure tolls are specifically used for the maintenance of that section of highway.
- We should also consider tolling older sections of 100 series highways so that they can be brought up to a better standard. Rutting, pot holes & animal collisions are becoming an increasing problem. 102 - Bedford-Truro for example. Keep existing maintenance budget for low volume roads.
- Get it done corridor 4.
- Ensage a P3 partnership as was done for Cobequid and get on with it.
- Why not consider divide the highway down the Baddeck area to Sydney instead of St.

Peters, where you have a lot more heavy trucks more traffic and St. Peter is more a tourist site!

- The 105 corridor should be the twinned option, not through St. Peters and what is adt on 105.
- Private-Public Partnerships (P3s) are the most expensive way to build any highway. No P3 highways. Province can always [indecipherable word] more cheaply than a private company.
- Corridor 6 seems to be the truck traffic going into Point Tupper's Port Hawksbury Paper, we have seen the in the past that it can close in the blink of an eye, would it be a worth while project looking at the stability of that facility. Would it be feasably to put a toll on the existing twinned highways like Truro to Halifax to subsidize some of the cost. What about concrete for a road surface instead of asphalt, the section in Amherst/Oxford area that was done in concrete years ago & is in great shape still.
- S. River to Ant #1
Ant to Port H #2
The 2 sections should be upgraded to #1 and #2 priority. This is the main highway to NFLD.
- Get 'er done. Halfway measure might save half the lives - is that good enough? Do it electronically so that a person going between 2 exits doesn't pay full toll.
- Nova part - deepwater container port. Road&rail opening up. Costs could be absorbed by co. putting in large container port. Will need twinning.
- GK toll is very reasonable. Not convinced construction is [indecipherable word] as fast as possible.
- The highways in this province are extremely outdated.
- See above #1 and in the year 1978, a good friend of mine as killed in a motor vehicle accident during snow covered and slushy conditions highway at Marshy Hope, Pictou county. This accident was incredible in my mind as I was a pallbearer at my friend's funeral.
- Concerned with timeline, taking up to 5 years too long.
- When do we start? There are 3 of us here and we all agree.
- Do you consider potential economic development in an area when considering decisions? ratings? Also, consider that 104-thru Antigonish- is TCH & is the highway to Cape Breton and Newfoundland!!
- Daily users could possibly buy a pass like they do at other tolls.
- Motoring public is a custom to twinned highways through Ont/Que/NB. When they get here they do not adjust driving habits to the road. We can not keep inviting tourists to the province and not have highways to handle the volumes - winter and summer.
- All dagnerous goods going to NFLD travel on the 104.
- On the safety issue alone, with the increase of responsibilities given to our first responders and the fact that volunteers are getting harder to get, the faster we can fix that stretch between Sutherland's River & Antigonish the better off we will all be..
- Has truck traffic been considered, especially in corridor #4 & #5. On this very poor highway.
- ADT - is there a break down of commercial traffic vs. cars. Should commercial traffic density change priorities? Is there alternate route around toll sections?
- We need electronic monitoring to obey speed limits.

- Does your feasibility study look at possible potential business opportunities lost, which could result in more money for the province, as well as good paying jobs for Nova Scotians.
- How will new technology reduce future accidents? Can tech fix this? Average daily traffic numbers should be weighted depending on truck traffic.
- This problem has gone on far too long it should have been dealt with when it was realized a hazard, 14 deaths is 14 too many. This must be resolved. But we cannot be hot headed, we must reach a turning decision at once with all parties using a positive input. Do they still have auxilliary RCMP? Are they allowed to patrol alone? or must they be with full forced [indecipherable word]
- I believe that this program is necessary not just for safety but to provide jobs in rural NS. Efficient movement of goods improved tourist experience minimize inconvenience and take strain off of existing road system.
- I travel frequently btwn Northern Nova Scotia and Cape Breton for work and would happily pay a toll to have the hwy's twinned. The number of accidents I have witnessed or heard of over the years has greatly impacted my life.
- How would people who use these roads daily be expected to pay these tolls daily.
- The added cost to our small business for trucking alone would be \$100,000 non retrievable.
- If a private vehicle is either unable or unwilling to maintain the posted speed limit on a dry road and clear visibility, they should not be travelling on 100 series highways.
- Why is Cape Breton project only using Hwy 4 traffic flow if highway twinned traffic from 105 would use it. Talk of highway gas tax what about 15% added to has tax \$3 to 350 reasonable for Hwy 104 to Antigonish.
- The study discusses expenditures vs. revenue. When it talks about gas tax is that inclusive of the 13.5c/litre and the HST? Where are the fines collected from law enforcement going? Would that not be included in revenue?
- Where does the fine revenue go to?? Should be high RCMP coverage on highways. No coverage means high speeds more risks.
- When you surveyed the 104 in Cape Breton the call volume is not accurate. No consideration was given to the volume on the 105 Hwy which also leads to Sydney area.
- Let this be the legacy that this government leaves, twinned highways. Tolling is a small price to pay for lives saved. Twinning in 2017!
- Many accidents on corridor 4 caused by road conditions and poor highways (single hwy) meeting traffic is often very dangerous.
- Tolls will free up money for other provincial road maintenance. Innocent people are injured or killed because of reckless drivers on a highway that is able to support a few hundred drivers that currently has 8000+ drivers using it daily. More people are commuting between New Glasgow & Antigonish than they did 10, 20, & 30 years ago. Drivers are tailgating, trying to force other drivers to drive faster - this includes 18 wheelers.
Police presence is not going to help - when traffic is heavy during peak periods , police are unable to pull anyone over or even turn around. It is unsafe to pull over and exit a vehicle.
Traffic is too heavy & if you have to turn off the highway (ie: exit 29, James River, Monroe Rd) there is no safe way to really turn off. We end up pulling over to the side of

the road and waiting.

I am the wife of a volunteer firefighter. I see the toll each and every accident takes on my husband & the other members of his team. I see how it affects him, coming home from seeing the carnage as a result of each accident. How it takes a piece away from each member whenever a wife, mother, father, husband or child's life is taken away due to this highway. PTSD is affecting all first responders. Most recently a young mother was killed b/c someone crossed the yellow line into her path. Her 2 young babies in the backseat survived. These babies were laying in the middle of the road crying for their dead mother. The responders were affected. They felt for these poor children & then feel guilty because they are glad it wasn't their wife & children – This has to be fixed now.

- Will this section go if the rest of province doesn't. Will a person have to pay multiple tolls driving from one end of province in a day. Will local people pay a reduced rate. Local business pay reduced rates.
- Will the roads always have tolls or only until the roads are paid for. Will the local people be hired to do the work or will they come from outside of the province.
- Get on with it!!
- Government should be monitoring their own spending on projects & not so quick to dole out funding to businesses that are set up to fail rather than prosper. Not enough homework is being done before investing money. Are they taking into consideration of how much more it would cost or goods to be transported back and forth on these sections. Prices of goods would naturally escalate. What companies did they contact for prices on what the cost of construction for twinning would be?? Current highways were constructed while there was still rail shipping available at that time. Now shipping is done overnight by tractor trailer & people want their goods "yesterday" not in a day or two.
- If the container terminals are a go in the Mulgrave area and offshore gas in Golboro, does the current highways support these with the increase in trucks? Part of the problem is driver error going from 2 highways (divided) to single lane (not divided).
- My question is what about the students that travel back and forth each day say to University ST of X?
- The use of coupons or passes to frequent users such as the Cobequid Pass and the Bridge tolls in Halifax.
- You can't put a price on a life. Or at least you shouldn't. The improvement of our highway should be a priority of any government.
- What is the time line to twin these roads without the proposed tolls? Answered 30 yrs. What about removing the tolls when paid for? Would the current Barney's River exit have access on the twinned hwy. I support the twinning, I do not support the proposed tolls.
- When you say tolls would help the project (twinning the highway) happen sooner - what timeline are we looking at if the tolls are in place? If it will still take 30 years there is no point in enforcing the tolls.

- It would be very expensive to travel from Amherst to Sydney if all these options were built using toll highways. One way would cost \$30 for a car - much more for a vehicle with many axels.

There are many businesses that involve tractor trailer trucks. If there is no access at Exit 29, there would be a significant increase in big truck traffic on Hwy 245, and Barney's River road. Where will the accesses be, if any, to the Option 4 section of a tolled highway?

Shouldn't the federal gov't be more highly involved than 25% of the cost?

The tax on diesel suggested at Jan 30 New Glasgow meeting (2cent litre) for highways is a valid suggestion.

How soon is sooner if toll highways are the preferred choice?

- I feel the federal government needs to support twinned highways to a greater extent than 25%.
- I think that a limited time gas tax would help spread the cost over the entire province.
- I have been personally affected by a fatality & a major accident in Corridor 5 (separate incidents) but safety can be obtained other ways. Where will the highway go in relation to Barney's river road. Will residents pay a full price? Family business/livelihood would be detrimentally affected by tolls.
- When setting the toll rate some must remember in our area we have students on a very strict limited budget going on this road 5 days a week. Could be very costly for them. We also have patients going to hospital 3 times a week for treatments and most of these are on old aged pensions so they need to be considered.
- Reduce speed limit to 80km per hr on Corridor 4. Utilize screened sand in winter. Have increased RCMP along Corridor 4. Corridor 4 has a water course, railroad & steep hills along its corridor sides = incredible survey & engineering costs. Are survey & engineering costs included in the very low amount of corridor 4 construction costs? Review the painted lines existing on Corridor 4 (passing broken lines) Hey, there is no money!
- Who makes the decision to go ahead with twinning and tolls. If left to the public they will never get done. Make the decisions provincial government.
- Yes. Gas tax - good idea.
- On 2 way traffic 100 series highways -
More signage to notify motorists the length or distance to the next passing lane. Change the current length of passing lanes so both directions are not ending at the same time so the two way traffic is down to single lane as they are meeting.
- The East, West passing lanes on French River hill & Broadway both basically end opposite one another both on a curve. If there passing lanes were extended until they ended on the straight stretch instead of a curve I feel it would solve the problem & save lives.
- The success of the Cobequid Pass shows that using tolls to build public infrastructure, while keeping costs off government books, has already been done in N.S. Use that model to achieve same results elsewhere.
- Construction in these areas should start immediately. This is the main highway across NS to CB. A lot of lives can be saved sooner rather than later.
- 25% Prov
25% Fed
50% Toll

- 18-29 year old's were not represented in the study. Why? These are most likely people to pay tolls. Almost 40% of respondents were retired. Much less likely to pay tolls.
- Good info session. Highway construction costs far more than necessary. Requirement to use gray rock for many purposes is so crazy! Pit run always worked before the new standards promoted by Construction Associations. Environmental conditions also excessive. Kudos to MacNeil & crew for this session. Also his desire to balance budget.
- #104 Sutherland River & Broadway. Extend the passing lanes East and West on french river hill & broadway until the passing lanes reach a straight section of highway with adequate view instead of ending on a curve, as both do.
- Highways support economy. For future growth to occur we need improved safe highway system.
- Have more police to slow the "high" speeders down and publicize the names.
- Just build them: Charge tolls!
I worked for latimer construction in the sixties, early seventies. I was told, at that time, if they increased the pavement specifications just a slight bit the highways would last 5 extra years. Politics! Politics! Politics!
- Definitely cannot wait decades to make needed changes. Where is the Feds? This is infrastructure, yes?
- Referring to the Trans Canada Highway from British Columbia to Newfoundland other than the cobequid pass in Nova Scotia other provinces have twinned their highways without the need to do what the NSTIR proposes by possibly tolling over 300km of highway in one province.
- If tolls is the only way to get this done - lets do it. Without tolls when would we even see the reality of this highway happening? What year?
Note: Exit 29 has to be one of the most dangerous intersection in Canada. It has to be considered a major priority. Sitting in the middle of the intersection with you children is very frightening. Especially when the Newfoundland Boat Traffic is on the go. Row after row of transport trucks passing you on both sides. Travelling west at this intersection - a vehicle tavelling 100k - the speed limit. A person has less than 20 seconds to react to a situation in the intersection.
- Can we just "divide" the highway? Barricades, fences, just to separate the sides?
- The question that should be answered is about job creation, tourism, revenue and it's impact on environment. If this improves with twinning, then there are a lot of positives.
- Maybe a small increase in fuel tax. Federal gov money that was promised in the election for infrastructure. Toll roads have not worked in other provinces ie NB-BC tolls were just voted down in ONT. Don Valley Park. We must remember by tolling thses sections we are hurting the poorest part of the province and what effect is it going to have on business in NS and other business wanting to come to NS.
- I think the priority list is wrong.
- Education is key. When education fails and accidents happen due to stubbornness or stupidity, the fines, jail, loss of driving privileges have to ensue.
- To expedite the decision have MLA's or Committee Members do ride alongs with first responders to some accidents.
- \$800k/perkm
Gas Tax - what driver \$272m
Breakdown \$197m

- Seen way too many accidents. On the Barney River part of the highway we should put big signs warning people how dangerous this section of the road.
- What is proposed route for twinning. How many houses affected by twinning.
- What is the expected total tolls collected per yr. Compared to 2.2 billion + interest. Why not improve the 105 in Cape Breton rather than a 104.
- Corridor 4 could be mitigated by increasing it to 3 lanes in the existing footprint, making it possible to have a continuous passing lane almost everywhere. Example: most of Newfoundland. This may not be as good as twinning but financially more viable.
- Yes - I plan to prepare and submit online.
- What is a life worth?
What is permanent long term injury worth?
What is family loss worth?
I am sure the people killed/injured & their families would gladly pay \$3.95 to redo that particular trip.
- A lot of valuable information shared here tonight.
- 1. The phone interview asking what ppl would pay - wondering if that represented low income families? Home phone service/cells are not a priority for those needing to simply put food on the table or pay power. Does this # under-represent those in low income households? Transportation costs can impact the ability for people being able to travel for work. Also seniors on fixed-incomes.
2. What have other provinces don't and other countries had success with? What can we learn from others?
Thank you for doing this.
- Would toll highways increase the use of railways to carry freight? If it would, due to truckloads I think that would reduce maintenance costs and put more of that cost on to trucks which cause much of that damage. Has the mental toll on first responders been considered?
- When the highway paid for is the toll coming off. Why is this province the only one for toll on Trans Canada.
- How can I, as a youth and University student help to speed up this process?
- Where will exits be for our areas? or will there be exits off of toll highways?
If highways are twinned with limited exits what is going to happen to secondary roads from heavier traffic to local business being used? what will be tolls for commercial veh, and heavy trucks.
When will these highway be done or started if they use tolls?
On corridor 4 will there be any exits after Sutherland River and Antigonish. If no exits there are a lot of business between there and emergency access will be limited for emergency vehicles (Fire dept, Ambulance, Police). Big expense to student travelling to and from school to SFX because there are a lot of students using this highway daily to school.
- I think of all the students commuting between New Glasgow and Antigonish - How much extra can our families and "Kids" afford? What would be the effect on the business interest surrounding that section? (lumber) (sea products) are all world competitors. The improvements in the present St. Peters Route seem to have solved some of the time and congestion problems (without twinning). If that route were twinned what would the effect be on traffic through there?

- Cost/expense needs to be replaced with "investment".
Economy is stunted by our highways N.G to Sydney in particular.
ie: Container terminal proposals strait of canso, truck traffic to Nfld, cruiship traffic improvements Sydney, tourism in general.
Speed of trucks in NG->Port Hawksbury is very high! Not controlled enough through RCMP patrols.
- No reduced rates for people traveling every day, retired.
- Senior discount and daily user get discount
- At current estimated tolls per slides the low end would bring in \$619,525.00 est high end of \$1,130,250.00 est. But setting a toll at 3.50 would be \$719,250.00 est. Mac Pass with Student or daily user rates (discounted). Look at a higher rate for tractor trailer/per axel vehicles.
- Highways need more policing.
- I feel there is not enough police presence on these highway.
I would also like to say with the death of my husband he left behind 2 young boys with me. His loss made never forgetting impact on our lives. If it as twinned would he be here today. We will never know. I hate to think that the risk is still there for another loss of life - life changing impact on other lives. Please toll. Please make our roads safe.
- Every time I drive from New Glasgow to Antigonish I feel at risk of a serious accident. My lie is in the hands of other drivers, who, but for a moment of distraction @ the wrong time, could end my life quickly.
- If tolling is accepted, will DOT begin all areas at the same time? Does DOT have a preference to what areas should be done before others?
- Listen to the public, but move forward with investment in infrastructure. Perhaps speak to basic road design parameters (view planes, width of shoulders, interchange design...all with safety in mind)
- We are not the perceived "Land of Milk & Honey". We can't continue to dole out money to foreign countries and fund refugees entering the country while out highways, health, and education are under-funded. Go for more federal funding. That seems to be where the money is!
- Tolls add additional cost to the movement of products.
How can we trust these toll costs and time frame when our government just extended the toll time at the Cobequid pass.
- What was the cost of the newest section in Antigonish
- Why is no federal funding included in survey
- Do the estimated savings in time take into consideration that cars will have to slow down at the tolls. If you are traveling at peak times, like a working person probably would, there would
- Plan construction & size projects to provide greatest opportunity for local contractors to bid/complete w/ success. ie, not too big to [indecipherable word] large contractor from outside Atlantic Canada or Canada.
- The estimated median toll was based on a survey representing about 1% of the population. That result is not a true indication of amount Nova Scotians would be willing to pay.

- Tolls on -
 canso causeway,
 seal island bridge,
 HW 104 lower speed limits now,
 Reinforce limits police/photo radars
- What about federal funding from Canada 150 fund. Disband the fuel regulation board & used 3cent per litre to use on roads. The increased cost for everything by the use of tolls.
- St Peters to Sydney does nothing for heavy trucks & passenger vehicles to and from Newfoundland ferry twin North Sydney to Baddeck.
 Twin by using jersey barriers between lanes, much cheaper.
 To have federal input 25%
 provincial input 25%
 tolls 50% is wrong.
 This is Trans Canada BC to North Sydney. We are not the same a south shore or Annapolis Valley. Federal is very responsible for larger than 25% of this cost.
- Is federal funding available - NB just got 50% of cost of a project from the fed gov.
- Will passes be an option when tolls begin.
 Police presence upgraded.
 Traffic congestion is a large issue when going into & leaving Halifax. Speed a factor, human error as well.
 If gas rises will tolls go down?
 If a business is in N.G yes has to deliver goods to Sydney, what cost & how many tolls would they travel through? Is there an area on taxes that these businesses could claim this toll amount every year?
- Yes - use the gas tax for more roads & not for general funds. Also tap into Federal funding.
- Corridors 6,7&8 are less priority. Already served by existing on alternate routes.
 Concerned the tolls will become embedded in and not ended & may increase as time goes on.
- I drove Section #4 5days/wk for 16 years, missed 3 days due to weather. People care about upgraded Airline route #9 in Maine. TCH 104 New Glasgow to Auld's cove is many times better. Traffic volume is a bit high for 2 1/2 month per year. Not warrant a toll for immediate construction.
- The highway 104, Sutherlands River to Antigonish is a major route for commerce, university students and tourism. As a result this highway needs to be a priority for twinning, many people travel daily from Pictou County to StFX University, truck traffic to Nfld & back & 400,000 people who visit Cape Breton annually.
 I am willing to pay tolls to travel on these highways, just not sure if the average Nova Scotian can afford tolls on a regular basis.
- Special consideration for those using the tolled roads daily is students going to & from St. FX, locals working at St. Martha's & Michelin Correctional Centre, etc, etc. Locals near the toll station.
 Tolls represent what percentage of the construction costs??
 Gas tax % etc?
 Federal - 50%?

- Safety considerations
 1. Snow fences along wind swept stretches
 2. Wind socks showing how windy it is along with solar sign panel indicating how strong the wind is blowing. A reasonable driver will adjust speed accordingly downwards.
- \$8.00/day e-passes.
- Tolls - Sutherlands River to Antigonish land acquisition.
- Will the dept of Transportation make safety up-grades on the Hwy 104 Sutherlands River - Antigonish until this is twinned?
 1. Markings on the road indicating passing lane is running out on the top of hills
example: Center lane running out on the top of a hill. Car going east, vehicle on outside right lane - vehicle in the passing lane has no where to go. Accident!! Ample warning if lane is running out should prevent accidents.
 2. Install solar speed signs - reduced speeds saves lives.
 3. James River - wind swept white outs - trees planted for wind breaker or snow fences.
 4. Wind socks would indicate high winds
- Have jersey barriers been looked into? What about the medians they use in New Brunswick? Have other solutions been looked into? Something needs to be done to change the mindset of the driver in Nova Scotia. In theory you could ramp the speed limit to 150km and people would still be doing 180.
- Not sure how it can be done but more enforcement to police speeders, lane [indecipherable word] might help.
- Since Pine Tree & Antigonish sections were completed for twinning, leaving Corridor #4 untwinned, speeds on the untwinned sections have increased drastically. Motorists do not reduce their speeds when they reach the untwinned portion. This section is almost forced to be twinned due to opening two twinned sections on either end. The province holds responsibility to twin due to its planning of other sections. Have actual construction locations been decided for Corridor 4?
- Is there a break for truckers? Seniors? University students going to St. FX?
Put jersey barrier in place to prevent passing in areas where statistically most of the fatal accidents have occurred.
- Get started. Keep the toll cost down if possible.
- [indecipherable words]
- Do the costs in the report reflect federal contributions to the construction?
- Is putting up tolls the only way to raise the money for twinning?
Alternate source
Province wide annual road tax for everyone owning a car (separate from our current registration fee)
- Increase the police presence with a 90k speed limit.
- Would the tolls be a temporary measure?
- Where they put trucks if the container pier go in Sydney & Guysborough. Barney's River #29 Exit is not for trucks. Both passing lanes in French River are too short at the top.
- Putting in tolls will increase the price of goods and services. It will drive tourist away.
 1. How many accidents were human error
 2. How much for truck & buses
- All e-pass units should be compatible with all existing units.