

Part A: Discussion

Question 1

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

- I think your estimate at \$2.2 billion is low. In reference to question 1, items 1, 2,3 and 4 on page 20 are what you should be looking at and not the rest because not feasible.
- I don't agree with the tolls. I drive 40,000 km a year in Nova Scotia highways. I go outside the province, as well perhaps because I am retired, but I am not in a rush, but if I drive the speed limit plus 5 (people whiz by). I don't see any patrol cars on the highways, just people doing the driving are the problem, not the quality of the highways.
- I have the data, and been on website for NS and reports in. There is no data if we want to improve safety in these sections. Is there data on these - are there certain areas that have more accidents? We hear about Sutherlands River, but there are more accidents between Auld's Cove and here. Are there any stats on specific sections?
- Where can we find the data?
- But it doesn't say between this road and that road, there are 200 collisions?
- I am glad to see we are looking at 105 because I know how much the transportation from Newfoundland, to and from comes there, and all the traffic that goes through the province from across Canada. I am basing this on my 175,000 km plus driven this year and there is a big needed to address safety on 105, for example. If the accidents are addressed there, you will find there have been many deaths on that road, and if it's raining or snow or icy, you can guarantee accidents. All the trucks come (through) there and there is nothing if we would meet 5 trucks from Port Hastings to half way to Queen's Port. We need the trucks because its transportation in Canada because we don't have a railway in Canada, we need to address where to travel safely on our highways, and I just came from Truro today, I would have gladly paid the toll when I can to Antigonish from the change I experience now with the twinned highway.
- I am probably the only mainlander in the room. This is good news from my observation, is that Cape Bretoners are the safest drivers in province, by looks of corridor 6 and 7 and cost to expand. My concern would be highway 104, if you take that 70 km. There are more fatalities than anywhere else in the province. Nothing else should matter more than fatalities. Those two

sections should be the first to be look at. If you travel that section of road, there are too many culverts; on the 100-series they should be avoiding those. And there are too short (merging) [lanes] on ramps. Lots of improvements to be made to eliminate some of those deaths.

- When you are talking about viability, from the financial and viability for 107 - have you considered the traffic moving from 105 from the 104? When that road gets made, people will switch from the 105. Have you considered that?

Question 2

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

- I am from Port Hawkesbury, and run a tow truck company, and am often the first responder. I do feel it's necessary to twin to improve 100-series highways. But, we have a lot of residential roads, and there are accidents on all of them, and some serious, some fatalities. The money to spend on the highway to twin, it may be better to make roads a little safer for young people and senior drivers. A lot could be done with the amount of money to twin the highways. There are parts of the 104 and 105 that could be improved, but the money would be better spent there and improve those conditions and more money to go into rural routes to protect drivers on those roads.
- (one of the Mayors) I have had a lot of comments on this area, and lots of meetings with Bruce. Coming from St Peter's yesterday and there were 3 cows on the road. Traffic is not heavy. The idea of a bypass we have pushed for years - that was when we had a Trans-Canada highway, and a vision, and fighting with government and how we had no choice. To read where the costs are prohibited, with a 7km bypass with a toll. There has never been an accident on main street with, even with trucks every few mins, and that doesn't even happen anymore. Traffic volumes are down and some suggestions from the town, and who that will not cause and problem. I do not support toll or bypass. I know it was low priority for the province and best to keep it that way.
- In response to question number 2. No, I do not think twinning is the only option, maybe in certain areas, with the exception of Barney's River or at least improve corner visibility and make sections where there is no passing. Install Jersey Barriers, and make it much safer by putting up Jersey Barrier and point of viability and lighting at night time. This is the best option and lots of patience rather than twinning.
- We are not going to be able to educate our drivers to drive safe. Too many collisions that have been totally the result of distraction. We cannot educate them therefore fix them.
- Just to clarify, corridor 7 from St. Peter's to Sydney is the most costly project you proposed under half billion. This is not for twinned it's for 2 lane controlled access.

- Same for the one in town?
- Why is the question so opened ended? Is the idea that we are going to unanimously agree and say yes? The majority think you should twin. How did between Port Hastings and Port Hawkesbury even get on the list.? It's not twinning from St. Peter's and Sydney and to me I think any of us that are in favor like, my hub here, think we should twin but it doesn't make sense for our particular area.
- This area from Antigonish to other areas, then down to the city. we have been waiting, and we have paid our taxes for twinned highways all over the province and after waiting for so long, we are the ones that have to pay for our highway. Why not all divided highways be tolled that would cut it down (cut down costs)? Someone is trying to stick it to Cape Breton. Not just the traffic the trucks are going to pay, and when they come to CB who is coming to pay? We are screwing the people of Newfoundland and we are screwing ourselves. I question the possible way the government waste their money. Either everybody pays or nobody does. There are other ways to do it, add a few passing lanes. You don't have to twin the whole highway because the population is going down, down, down. Trucks are going to Sydney because they have a pretty good road. The Trans-Canada was not supposed to be tolled. I was good liberal and supported {list of politicians} when they all said the same thing, tolls are bad for business, bad for commerce, bad for tourism. If we toll here, New Brunswick will charge tolls, and then Quebec is going to charge tolls, and the whole idea our good Prime Ministers had will be thrown aside and the Trans-Canada will be a tolled highway, and that's not good for anybody.
- I want to share a First responder's side. I have been a paramedic for 26 years, and all of my career in Antigonish, with 4 years in Alberta. This is the only answer for the fatalities and people have to live with what they see on a daily bases. I cannot believe what families go through losing a loved one due to an accident. Pronouncing someone's loved one on the side of the road is not fun. Especially if they are right there beside you, and there is nothing we can do. Also, considering those people who are involved in these collisions that are disabled for the rest of their lives and require outside care, psychologists, or anyone to speak to. We need to do more than educate people on speed. What about law enforcement giving more tickets? I can tell you they do a damn good job. I believe the answer is twinning the highway and if that means me giving up to Tim Hortons coffee a day then so be it.
- I drive around the country and the only place I have ever paid is in Nova Scotia. We can get money it's not that we are against twinned highways. I have some solutions. Look at our industrial park. Let's sell some of the crown lands and put the money to twin highways. It's like people with fork and knife with no food, but a Porche parked in the driveway. If we had government sue tobacco companies, why not sue liquor companies for carnage on highway, and half the accidents are alcohol and drugs, but putting a toll on the highway is not going to protect you from the drunk driver. We all know them, people on prescription drugs in their 70s, and there is uses like that. Why not sell the drunk driver's car, and they won't be driving drunk if they don't have a vehicle. This is a false sense of security if you think a twinned highway will save you. I have seen people with head injuries and vegetables. Put the price of

finer up. Make it pay for abuse, not pay for use. Here you are penalizing everyone for the decisions of a few. Driving drunk ... a toll highway is not going to stop this until we address the issue. Drunk, elderly, texting, cell phones. This is just a false sense of security.

- Understand those comments. Important to emphasize from head-on collisions, speaking from experience. There is a good chance you can come out of it. Head-on collision, nothing you can do about it – it's head-on its dramatic and you're dead.
- Would the province consider putting a toll on the busiest highway, and not just (these) – if you're thinking of tolling. What about the Truro area where that highway is travelled a bit? Instead of just Cape Breton area and Antigonish area. I am thinking Amherst too – that area there, the toll was a success and visitors coming into the province are helping pay for that. Truro to HFX is busy as well. Could the busy highways not help pay for this area of the province?
- Trans-Canada should be treated different than 100-series. New Brunswick we don't have any tolls and the whole province has divided highways. Doesn't the Federal government have some responsibility for the Trans-Canada highway?
- Trans-Canada should be treated different than 100-series.
- Think back – Drive to Truro then to Halifax, divided highway made its way down and kept going down. I don't remember why Barney's River is having such terrible tragedies. Is it because of the divided highway, and coming off it and being used to having the space? If we agree Cape Breton doesn't need divided highways. Did your studies look back as the twin highway came down, does that have an impact on the accidents?

Question 3

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

- I drive from Ohio to Boston, where the repair and construction is always happening, and talked to a Transport officer. He said they toll their busiest and the budget if less, it goes to the highways that need it. If we tolled all the highways, the most expensive highways would be taken care of and our secondary roads could be taken care of. They are in a terrible shape. Busiest highways toll and take care of the rest. Money goes into the highways goes to the highways. The money will stay there and write it into the legislation – write into the act that you cannot change it without going to the people and get majority vote.
- \$2 to New Glasgow, it would actually be \$8 to get to New Glasgow and \$8 back. \$16 a day if you are working here. That's pricey. Your charts on Jan 2017 final reports of the feasibility. Amounts

of money made in 30-year process. Suggesting your 10 cent toll would generate \$640 million above all the cost and maintenance and snow clearing according to this. That is from here to New Glasgow, and lots more hundreds of millions. Why are you including this 10 cent suggestion other than the government looking at all the money they can make? 6 cents is \$114 million from here to New Glasgow and that's the breakeven price, and I don't understand that with a \$3 million excess every year.

- I am a business owner in Port Hawkesbury. I learned a lot here tonight. The presenters did great, and comments from crowd too. Looking at the business side of things, from communities who have had tolls in the past. I remember a story of a community that was disadvantaged because of a toll on Canso Causeway. When people came to our store and I remember my father refunding people their toll on the causeway. I feel no community in the province of Nova Scotia should be disabled because their section of highway is tolled. If tolls are what we end up with, let's all share it which was recommended by another.
- For 50 years I have been an Engineer, and want to share some ideas with you tonight. Wife and I have had the advantage of doing trips around the world – Italy and Kosovo and right after the Serbian war they built toll highways. I am just back from South Africa and toll highways there. The Ivany Report talked about us getting together. Roads are still good and talking about, you can only milk a cow so much. And we are taxed to death or hopefully we are going to start looking at ourselves and our kids and grandkids if we get a good highway system and we need that toll highway 104 and on Sutherland's River. Someone talked about passing lane when you go over the highway, it will cost as much as a 4 lane highway. What's wrong with putting a 25 cent toll back on the causeway? Craziest thing they ever did was get rid of it. \$1.2 million that could be put back into repaving and maintenance of the causeway. Let's think big and about the future of kids. Yes, we can say no and we will be dead and gone and our kids dead and gone by the time this happens – because we don't have or miss a Tim Horton's a day? One Nova Scotia – thank you very much.
- One has to realize that Cape Breton is not an area where you have a lot of people, and a lot of people are retired. To put an extra cost of living in grocery stores and everything we buy as well as tolls. If the government doesn't think none of us can put a highway in than we better go without because I do not believe it is fair for us to have to pay for twin highways.
- I would like to remind everyone that everyone paid a toll when you came here. Paid based on, through the kilometers you drove, and distance, and type of vehicle, and its gas tax. And people who drive from Bedford for Halifax everyday are actually paying for our roads here in the rural areas. I want to make that point as we talk about tolls.
- Paying tolls is ... I notice (what) the government were doing – they never run out of bonds but we need roads. Where does it stop at tolls? Years from now, when we need nursing homes, let's put tolls on the bed, or pay for our kids to get on the school bus. It's the start of something bigger. This is an illusion, and they are being imposed on us anyway. Think of how far this could go. It's a first step of a lot more tolls on other things.

- I want toll highways because I have seen in the past it's proven to save lives. In Cobequid Pass, prior (to the twinning) there were over 50 deaths in 10 years, and since it was twinned and tolled – not because it's tolled but twinned - only 3 deaths on that highway. If we can save that many lives for \$2-3 dollars one way I say we go for it. People say we need money for other roads and back roads in province. We can take this \$400 million and fix them roads with that. We save lives or we don't and it's up to you guys and I am only one vote but I would like to see some lives saved.
- Biggest tolls it's the toll of the lives of young people and everyone else dying. Much better to pay a toll than see people dying. We need the highway and if they have to toll to save the carnage I am prepared to go that way.
- A fence along the highway, we are looking at tolls on travel to Halifax and Antigonish and a single portion and that would be a big dent. Question is twinned and not tolled, or tolled. I was in Ontario, and we are taxed here as a province and all our young people are leaving. Who's going to be here, just older people. A train would be better because of population.
- How would they collect the tolls and is there an end to the toll when they are paid up?
- What about people who don't have the transponder?
- If you're from US and coming in?

Q&A

- I am the other Mayor of Port Hawkesbury and I came tonight to listen. I appreciate the presentation. Good job laying out all facts and stats. What resonated with me were the comments made by first responders who have a unique perspective and look at statistics and its startling some of this data. There are quite a few fatalities. Someone said that is the biggest toll of all if this and that is true and words of fire fighters and first responders too. Seeing us in position #8 and all the criteria, and frankly I am embarrassed we made the list. We had 8 accidents and not fatalities. There are certainly some sections of highways that need the work, and if twinning is needed we support that and if tolls are needed to make that happen we need to explore it. If corridor 6, clarify how we made this list and, we see quite a bit of traffic and we are used to having a highway going to our town and we are currently doing a project to deal with our traffic flows in a cost effective way, and I would ask you to reconsidering including us at all.

- If the people want the toll highways, you keep saying. What do you base this on? This is a very small percentage of people in Nova Scotia. How do you govern what people of Nova Scotia want?
- I have a comment. I travel on the route 4 to Sydney frequently. It's never been a 100-series road. All of a sudden it's going to be paired after just spending \$1 million cutting corners and making it more efficient. We don't need an extra road going through there. The truckers are flowing it. its 80km/hr and truckers are driving like its 100km/hr and should be made to go the other route. I do not see the need to destroy nature to build a road when it's just seniors driving it. We have a university but that's the extent of young people. Spend the money on more policemen to stop the speeding. Policemen do a good job but not enough. As well as Firemen and first responders. Often every weekend I am always driving and have never seen a fatality on it. Maybe an accident, or serious but not a lot.
- Look at some of your alignment drawings, at any twin section. Will there be another route to go past so you do not have to pay the toll?
- There are sections of the 100-series that there is no other route.
- Whole section of twin roads bypassing, so the present 100-series will become trunk roads?
- Marshy Hope - will be a new piece?

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)

- The majority of them are fine. We need more twinned highways. Especially the Trans Canada Hwy. Do not get fixated on the traffic volume but on the type of highways, amount of hills, turns and bends in the road. The controlled access issue is huge!
- I drive 40,00 per year in NS and I have no problem with the highways
- Many sections are unsafe because of road conditions (potholes etc) and because of drivers.
- Currently highways are good if people driver for conditions (driver education and law enforcement)
- Desperately needing improvement

- Some sections are more dangerous than others.
Ex Marshy Hope area
Driver education needs to be improved.
Bigger fine for cell/smart phone use while driving
Need to address #105 - accident rate is high (grooves in asphalt dangerous)
- In Cape Breton twinning is not necessary or feasible. Already a lot of the habitat for fox, hares, and coyotes has been destroyed not to mention the deer. It is totally unnecessary on Route 4. I drive it all the time to go to Sydney & like it the way it is
- Most of the highways are acceptable with some safety concerns. There are sections that should be twinned for safety reasons.
- -outdated (built in the 60's)
-dangerous, deadly
-unsafe for our children, unfair to them as well
- Safety of course is & should always be top priority regarding our highways.
Highways in areas seem to bottleneck, making it near impossible for emergency vehicles to respond in a timely & effective manner
- -Too many exits & access points. The side access roads could be reduced & more routing to fewer on ramps
-Increase length of on ramps & get rid of yields it's a merge lane!!
- Some of the sections are safer than others; others are in need of twinning.
- Where is the data on location of collisions? Are there "hotspots of danger"?
- The conditions of 104 is good - Mainland
Condition of 101/103 is poor to fair
104 - Cape Breton is good - not much congestion
- It would seem to me that traffic congestion is only a consideration on a couple of the corridors and that for corridors in this area where congestion is not an issue, twinning is not needed.
- Safety - fair, but not as good as twinned highways
Traffic - too much traffic to deal with. Especially 18 wheelers
Travel time - Too long. Longer than twinned highways
- Not enough center line barriers to prevent head on collisions.
- Safety should be utmost concern in any go-forward. Especially so for ranking & prioritizing
- -Accurate identification of priority corridors to be studied, except Corridor 6.
-#1, 2, 3, 4 would be my priority. #3 is my top priority (I am a frequent traveler on all 4)
- No need for twinning or tolling for Port Hastings to Sydney. Just not a viable option financially.
- #4 is a priority - Sutherland's River there's a safety issue there and also on #5 Taylor's Rd to Auld's Cove is a priority for safety. However the specific areas where there are

accidents should be the priority.

- -many sections are adequate
- -dangerous sections relate to inadequate passing lanes, poor visibility in fog & snow with two way traffic
- -# of serious and fatal accidents remains too high especially given lack of viable rail travel
- I feel 3rd (Sutherland's River) and 5th (Taylor's Road) are the two sections that need improvement the most - page 20
(104 Taylors Road to Auld's Cove) #5 page 13
(104 Sutherland's River to Antigonish) #4 page 12
- Too congested
- See no reason for twinning hwy from Port Hasting's to Port Hawkesbury to St. Peter's to Sydney. Volume and high cost of construction do not warrant it.
- -Where not twinned, passing lanes should be increased
- -Corridor 4&5 must be twinned
- Would make them a lot safer and cut travel time down
- Unsafe for a multitude of reasons
 - ...twisty roads
 - ...weather issues
 - ...poor drivers/truck traffic
- 104 - ↑ truck traffic from Nfld
- -"2 lane" ↑ speeds
- -driver inattention - distraction
- Adequate
- Road conditions are fine
- People must drive carefully, rather than improper.
- Drivers unsafe- more enforcement
- Put tolls on all highways
- Improving [decipherable word] the twinning but hate toll
- They are not safe
- Fair. Definite need to twin corridor 4.
- Speed is a major concern: passing when it's not safe double lines
104 Sutherland's River to Antigonish
- Speed, passing on double lines
- Not familiar with the entire highway system mentioned. Approve of twinning in certain areas.
- In my opinion the #4 corridor is one of my most important re fatal accidents.

- The current system was build and designed for 1960-1970 use. Current traffic (trucks) have increased and pose safety problems
- Very unsafe. The road cannot handle the amount of traffic.
- Unsafely Due to speed people don't drive speed limit.
- -passing lanes not long enough
-wildlife has free access to the highways (fences??)
-more truck traffic
- Partially
#1,2,3&4 on page 30 complete
#4,5,6 &8 abandon in short term
- -Rotary @ Port Hastings too congested & fast
-Maintenance could prevent danger collisions
-Speed feedback signs (solar charged) are excellent! Also rumble bars
- Not that safe - Barney's River
8000
- -most 100 series are in reasonably good condition, however, the identified sections are dangerous given traffic volumes & design
- Need to be twinned - made more safe
Going from twinned to two lane is sometimes confusing
- Travel time and safety could be improved with twinning for jersey barrier construction to separate directions. Roads are generally pretty good but there are not enough passing lanes.
- 100 series - good condition
very little congestion
- -Corridor 103 should be twinned
-The Cape Breton corridors are not needed
- I don't feel the condition of the 100 is safe to travel in any conditions
- #4 and #5 should be twinned to reduce accidents
#6 - helps to remove truck traffic from main thorofare of town
#7 - the recent upgrade has made the wood a lot better
others - no opinion
- Could be safer
Summer travel we have congestion with tourists, work end traffic. Mix in transport, and trailers this creates traffic hazards extended travel time.
- Average
Some corridors not needed at this time
- I do feel several sections highlighted in this study require maintenance; several projects listen on the mainland do appear to be worthwhile. However small scale projects on

Cape Breton should taken precedent over 100 series.

- The ruts & holes are unacceptable; trucks are ruining the roads, too many trucks on the road.
- I agree that the sections identified are the priority areas.
I feel that Corridor 4 should be prioritized higher than Corridor 2.
- Corridors 4&5 need work now
- I think the 100 series highways (current) are in reasonable shape
- 104 - Sutherland's River to Antigonish should be done, very dangerous.
- They need improvement
- Highway 102 from Truro to Halifax, should have
-warning signs, flashing ice conditions
- Safety is certainly an issue. Congestion doesn't appear to be a big issue at this point.
Travel time is reasonable which somewhat is tied to congestion or lack thereof.
- Traffic congestion an issue when driving conditions not perfect i.e. hwy rain or snow/ice
Twinned hwys safer
- Some sections are not as safe as they should be. Travel time has improved with new
twinned sections. Traffic speed is probably making safe travel more difficult.
- Good passable condition for the most part (i.e. surface is in good shape)
Some attract poor weather given location such as Marshy Hope. Geometry seems ok on
most sections.
- Some of the sections should be twinned Hwy 104 Antigonish - New Glasgow #1
-The sections could be improved for safety
-generally in fairly good shape
- Safety is an issue with some sections

Question 2

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

- No, from the causeway to Sydney, vehicles have two choices to travel 105& old route 4.
Wider shoulders, and wider run off areas in case a car/truck goes off the road. Control
the access onto 10 Oseries could eliminate some accidents. Jersey barriers separate on-
coming traffic.
- No - driver education is more important
-site specific correction to the highway
- On some sections increased passing lanes could improve safety because drivers try to
pass in unsafe areas.

- No but it is the most effective.
- Yes
- No. Lower speed limits could be imposed. But statistics show that twinning saves lives. Priorities are the most dangerous historically.
- It may be necessary on some roads like the ones close to Halifax - in Cape Breton is it totally unnecessary!
- Some areas are not compatible to twinning. Canso Causeway
- -either twin or remove automobiles
-we are in a go, go society today, and deserve safe highways
- Cobequid Pass proves it 50 plus deaths in 10 yrs prior and since the 20 yrs twinned only 3 deaths.
- I believe that twinning will drastically reduce highway MUC's & reduce injuries & deaths on highways
- No: eliminate private access. # of culverts, power poles, reduces speed & decrease the elevation on side of road.
- Not on all highways, there other improvements that could improve areas. Ideally is all sections could be completed would the best solution.
- No. Add some passing lanes. Install jersey barriers between lanes. Enforce speed limit in Corridor 4.
- Yes
- Wider paved shoulders which would accommodate for and province bike lanes would be a better way to proceed in lots of places.
Improved pavement marking would improve safety greatly as would attention.
- Yes. 100%
- No, center barriers should be installed down the center line wherever a road is a single lane two
- For corridors 1-5 and potentially 8
feel corridors 6&7 have other options to improve existing Corridors/infrastructure
- It is the best option. In the interim however, collision reduction measures could be enhanced especially for corridor #4 (Wider shoulders, areas to pull over, etc.)
- No necessarily, improving safety for some could be widening (passing lanes) but definitely twinning b/w Ant & New Glasgow is necessary.
- I think twinning could sometimes be simpler - using a solid median at time instead of a full divided highway. Particularly Marshy Hope it would be good to narrow there instead of going over the mountains.
- -no, better use of rumble strips, better snow clearance, electronic speed signs, more passing lanes, wider shoulders would all improve safety alternatives to salt-sand, etc.
-multiple tolled sections add significant burden to Eastern NS Sydney to New Glasgow

travel could involve 4 tolls.

- Why not toll all divided highways so it'll make it fairer to this poorer part. The richer part doesn't have tolls. Possibly but Cape Bretoners would be the ones hurt the most because we would pay more tolls than the people who live in other parts of the province.
- Is online petition going to be taken into account to add a positive vote to toll & twin
- Twinning should be a priority with Corridor 4 Sutherland's River to Antigonish and Corridor 1 and 3 & 5 (Safety first in terms of fatalities)
- Not in all places - not needed at all in CB
Twinned highway 4&5 corridor - Must be twinned - We need to be able to get to hospital in Antigonish
- Yes certain spots
- Yes
- Decrease - Remove cars & trucks
-buses - transit in between communities
-rail
- No
- Yes
- More passing lanes
- Yes
- Rumble strips should be used in more locations
- There are many poor drivers on our roads. We should have a more extensive driver training course.
- No. Use more speed counters and radar speed cameras.
- No, but it is a major way to improve some
- Yes
- Yes
- For some yes, others not really necessary.
- Yes
- It would diminish head on collisions and make the accident/fatality rates drop
- Yes. The highway needs to be wider to accommodate the amount of traffic.
- Yes in a lot of cases
Not enough policing
- Yes
- No: improve corner visibility. Use jersey barriers in high risk areas, lighted corners.

- Better law enforcement
- -more passing lanes
-more pull off/look offs to control traffic
- increase passing lanes
- twinning dangerous high volume sections is the "best" option
- No. More rumble strips, more passing lanes. Lighting at intersections.
- No, creation of more passing lanes or installation of jersey barriers would improve safety and efficiency (travel time)
- No - more passing lanes
-information signing
-better law enforcement
- -no more passing lanes
-some highway turns could be rerouted to be safer as opposed to twinning
- I think twinning is the best solution at this time
- Yes - funding by increase in gas tax shore the expensive amount all highway users.
- More use of passing lanes would help
- No
More passing lane & jersey barriers
Traffic control
- No. Improve existing infrastructure. Your proposal does not even include twinning on Corridor 7 (your most expensive project listed)
- The speed limit needs to be reduced and enforcement upgraded, this could cut down on accidents.
- Probably the best but not the only one
-Jersey barriers would help
- -No - jersey barriers work in some cases
-Enforcement
-lines of sight/corner visibility
- Yes - any other type of improvements would be minor in nature
- Enforcement speed [indecipherable word]
first because too expensive
Highway - Sydney - Yes should be done.
- Yes
- Not necessarily more passing lanes in some areas would help
- Twinning the best option to improve safety
- Twinning is the best option

- On some sections - yes (Marshy Hope)
 - Not necessarily - in some sections
 - It is a good option, but I think there should be alternate routes for people who cannot afford to pay.
 - No. Passing lanes would help. Widening, two lanes each way
 - Most logical
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Question 3

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

- Yes! Circle Hfx highways with toll(s) booths. 60+% of people. But toll all highways equally. If I travel to Hfx from Antigonish, I have to account for the Bridge toll and parking fees!
- Is not the preferred option.
I do not assume that twinning (for our area Port Hawkesbury) is critical - perhaps in more congested highways. Really do not approve of tolls at all.
- As long as tolls are reasonable and electronic passes are available to keep traffic moving efficiently. However, the tolls should be only applied to the capital expenditure.
- No
- Yes. As long as safeguards are in place to prevent removal of funds from that section of highway.
- Toll amounts as suggested in the study are too high for low-income residents.
Tolls should be equally shared across province & monitored regularly
No community should be disadvantaged by tolls.
- Tolling especially on the rate noted in Cape Breton - Wrong 1 & unfair - Roads should only be twinned if we can afford it
- Tolls were used on the Canso causeway but the booth was removed. The revenue was supposed to be used for upkeep & maintenance.
- -yes if we can travel on safe highways and be done sooner
-this is a chance of saving lives now and not losing more lives to these deadly roads.
- Yes. As long as the tolls are reasonable
- Yes in the more rural areas, and where there are the most fatalities.
- If all are twinned - the same toll should be implemented on all 100 highways. Great economic benefit if construction is done sooner.
- No. I helped fund all the other twinned roads in the province; I shared. I expect the rest of NS would willingly accept tolls on ALL twinned highways in NS at \$0.02/km to help pay.

We are nice like that.

- Yes
- Yes - but tolls on all twinned highways
- Definitely, yes.
- No
- Tolls for some new highways may feel punitive to some communities who live in/around the corridors. Also businesses who may see reduced traffic due to re-directing traffic
- Absolutely
did you consider the amount of transfer truck traffic in each of the corridors?
- I think that in some locations the tolling makes perfect sense. E.g. 104 b/w Auld's Cove & Ant., Ant to New Glasgow.
- I think we could use tolls in the high priority areas of the assessment #1 to #5 and I support that. Safety is a priority.
- Depending upon final toll cost & location yes
-agree with viability study setting priorities
Will there be toll options for "frequent users" who may need to use roads - 7 days per week to give a reduced rate. Otherwise could be a significant burden for lower income.
- -I do not support tolls to twin Port Hastings to Port Hawkesbury. Too expensive.
-We no longer have Gypsum trucks now. If Trump puts on more tariffs we may not have a pulp mill so the demand/need is not there for a toll road.
- Yes, I would have no issue paying for a safer highway
- Yes - user pay is fair
- Yes
- Yes
- -definitely support tolls (electronic)
- Tolls on all four lane highways
- No. Affordability for the people using highways is the key.
- -Tolls must be at level that can be afforded by travelers.
-All 100 series Rt should be tolls to reduce cost.
- Yes
- Only if all highways across province were tolled
Tolls go against trade & commerce
- Yes!!
- Yes
- Yes!

- Yes
- Yes
- Not in support of tolls.
- Yes. I would support tolls.
- Yes I would definitely support tolls on these highways
- Yes. The quicker this highway is twinned the better. It's a small price to pay to save lives.
- You have tolls on Bridges for years and people pay. Some sections are toll paid now and no complaints.
- Yes - we cannot wait any longer
- Partially - no more than 1 toll per day per vehicle
- No 2 road tolls
- No tolls
- Tolls are fine if \$ is right. Not feasible for options 6&7
- Yes
- I support tolls as long as they are fair in rates, and timely in construction
- Yes as long as there is an alternate route
- Not at the proposed rate structure per km. Too expensive when there are options for discount such as epass usage available with Cobequid Pass. [indecipherable word] the 6 cent per km would/could be reduced by 50%
- Yes - would make high speed traffic safer. Reduce head on collisions
- I do support tolls for this purpose in the right circumstance. But the tolls should only be in place to offset cost of construction. Once they are paid remove the tolls.
- I think as a province we are all ready overtaxed, and taxed already to pay for roads & highway but because of miss spent taxes we are forced to pay toll to make roads safer that should have happened already.
- No - same as above - increase gas tax to pay for it
- I agree with tolls in order to twin highways as soon as possible
- The only way to do it sooner
- Toll them all or toll non;
- Tolls on some roads, some of the proposals are too expensive for the amount of traffic.
- Yes
- In some cases - corridors 4&5
- I am against tolls. I believe the government should borrow the money rather than charge tolls.

- Yes - Don't toll hwy 104
Consider putting toll on for [indecipherable word] Whycogomags& end on Seal Island Bridges
- Yes
- Yes, depending on tools cost.
- Yes
- Yes
- Yes - Marshy Hope section
No - St. Peter's ->Sydney
Maybe - Taylor's Road ->Auld's Cove
- I'm familiar with Eastern so I'd say Hwy 104 N.G to Port Hawk
- As I have stated I support it but would like an alternate route for people who cannot afford to pay.
- I do support tolls to twin highways, but there should be alternate routes for anyone who can't afford the tolls.
- Yes

Question 4

Do you have any other comments or questions?

- Thank you for coming out of Halifax to see our "Rural" area. Make route 105 for trucks and keep them off Route 104. Lower the speed limit on the 104 make the 105 travel time.
- These will have a major effect on tourism - both in toll cost and in diverting traffic!! Perhaps some passing lanes.
- When considering the St. Peter's to Sydney section did you take into consideration traffic diversion from 105?
- I would like to know if our MLA - Alan MacMaster and our MP Roger Cuzner were approached and what their response was?
The increase in the cost of living due to the increased cost of tracking which will be passed on to us.
- Of every km cost 9 cents everyone would be paying the same - if all twinned roads were tolled it would further reduce cost/km of new road tolls.
- Wonder how a change in govt will affect all this?
- Sorry but even thinking of all the damage being done on paper right now but the damage to our land in Cape Breton angers me!!! There are lots of other reasons to use our money like more police to stop all the speeding

- On exit from the Canso causeway there needs to be improvements to the ROTARY with better signage. People are confused with two signs pointing in different directions for Sydney. It is a rotary not a roundabout. It should be signed as such.
- -think a toll booth should be used at one end to get income from out of province travelers
- What is the proposed plan in regard to the twinning of the highways from New Glasgow to Auld's cove & Port Hastings to Port Hawkesbury? What is the proposal when it comes to the "bottleneck" of traffic in the ROTARY in Port Hastings? The Canso Causeway is still going to cause problems for emergency responders when the causeway is either opened (boat traffic) or closed due to weather. Almost impossible for Emergency vehicles to get to their destinations when needed.
- Hwy 104 from Auld's Cove to New Glasgow should be priority, based upon the # fatalities on those two corridors combined. Take Port Hastings to Port Hawkesbury off list!
- At \$0.10 - \$295M + \$345M excess for Corridor 4&5 = \$640M Profit over 30 yr = \$21M/yr out of locals pockets
At \$0.06 - \$42M + \$71M = \$113M = \$3.76M/yr
Study Summary : Table 4.4 calls this break even
- Cape Breton does not require twinned highways, the 105 requires passing lanes. The Rotary in Port Hastings needs to be restructured to a round-a-bout to allow for traffic flow when causeway is closed & for safety.
- I never (never) want to see a private corporation owning any of our
- Rotary was not included in study! Consider the rotary in Port Hastings as a priority and should be evaluated and considered in the 5 yr plan.
- The Port Hastings Rotary is a priority and needs to be improved from a safety perspective. Rotary is important.
It will make more sense to improve the specific areas where there are more accidents instead of doing the whole corridor. Site specific improvements.
- Presentation well done with format & content. Consider adding a toll to existing roads to equalize burden to all drivers across the province - Truro to Hfx has had toll free twinned for decades while Cobequid Pass travelers pay for same safety.
Corridors 4&5 would be slightly more money than corridor 3 and reduce 20% more accident
These corridors are also part of the TCC system & access to Newf so more federal support should be available.
- Cape Bretoners would be hurt the most with all these tolls. Does Sutherland's River to Antigonish make it a toll then do Taylor's Road to Auld's Cove without a toll? If you toll all these highways it would be a very expensive trip to Halifax we in Cape Breton could not/never afford to go to Halifax. Possibly toll one highway. Then the taxpayers pay to twin another highway. That's it we can't afford more tolls.

- * Sand on winter roads compared to salt which causes slush & difficult steering & breaking due to tired being filled with slush compared with Alberta winter driving accident stats.
*Twin hwy 105 from Port Hastings to Kelly's Mountain. Continue twinning from Bouladrie to existing twinned Hwy into Sydney
- Suggestion to install radar cameras in areas where drivers in higher volume areas tend to speed. Speed indicators also seem to work to slow traffic.
- Radar speed cameras needed - speeders get caught - automatically mailed out. Used successfully in Alberta.
Will there be a discounted rate on toll for employees who must travel each day both ways.
- I see a lot of wasted money example everyone that works for transportation have a government vehicle??
- ... Tolls should lie on all twinned roads
... Toll the Canso Causeway
- When is the toll to be
- #7 no input on changing traffic pattern from 105
- tolls - across whole province - 1 rate - 9cents (equal for everyone)
-gas tax 15.5 cent all same across province?
-dangerous condition - at present
- Rotary in Port Hastings needs to be looked at too many accidents
- If cost for repairs is so high, why did the government take away the tolls on the causeway? This certainly would of helped pay for repairs.
- Not necessary 7/8
#4 yes Sutherland's River to Antigonish
#5 would be good
- I find that electronic speed read out signs are very effective in keeping me aware of speed limits.
- I think enough blood has been shed on these highways. They need to be twinned ASAP
- Jersey barriers are also another option
- No!
- In areas where required 103, 101, Barney's River
- -timing is right
-we need to stop the head on collisions
- Corridor 4,5,6,7 \$30.40 Shame
- Safety is paramount

- We should proceed for tourism & goods & service transfer benefits
Tolls on all twinned highways
- Stay away from P3, too expensive, let the government borrow the money and toll the new roads that are worth doing.
- Economic opportunity & impact is missed in the criteria.
The only 2 criteria are economic benefit & safety - all other issues are considerations to be dealt with once decided.
- -We do not need the highway twinned from Port Hasting to Port Hawkesbury
-We should skip twinning highway 4 to Sydney & twin highway 105 to North Sydney
- A section should not have a toll without an alternate route
- Keep the tolls lower and toll existing twinned highways as this would reduce the costs and be fair for all in the province.
Hwy 102 around Elmsdale would be a great location.
- It would be nice to have an alternate route for person that can't afford tolls.
- [typed up submission brought to consultation]
Consultation
Facts for Sutherlands River to Antigonish

Since 2009 - 15 fatalities, over 363 accidents

37.8km

Petitions

Online 8391

Paper +6543

+ 191

=15,125 signatures (Feb 22/17)

Cobequid Pass

Prior to opening 50 fatal in past 10 years, since 1997 opening 3 fatalities

TheSafety Concern

Safety was the primary reason for the Cobequid Pass Toll Highway being built. Its location defines both its significance and its hazard: as the gateway to Nova Scotia, it serves tourists and local travelers, as well as transporting goods and services west to major North American markets, and east to Cape Breton and NFLD.

The existing two-lane highway had the highest percentage of trucks traveling on it in the province: on any given day, one in four vehicles -- high-speed transport trucks heading to market and low-speed local traffic turning on and off the road -- presented an ongoing hazard. More than 50 fatalities in the previous 10 years made the highway an intolerable statistic, and one the new highways was designed to change.

Names of Accident victims (11 of 15 names)

*Breanna Lundrigan Aug 20/13 MVC at 193 Broadway (17 yrs. old)

Christopher 'Chris' Ernst Karam Feb 5/14 French River MVC @ 184mm (18 yrs old)

*Craig Alexander MacNeil May 4/14 MVA Broadway @ 193 mm (Father in mid-30's)

Ben Carver Oct 17/14 (mid 40's) MVC Marshy Hope @ 204 mm (Husband and father of 2 boys under 10)

Aug 23/10 Linda Harley (55) & Galen Thomas MacDonald (mid 20's) *Aug 27/2010 Jim Town, Antigonish @ MM 186 French River top of hill in French river where passing lanes meet and end.

*Ralph Michael Coady, 56, Fraser's Mountain, Pictou County, formerly of Loch Katrine, and 37-year-old Christopher Walsh of Smith's Creek, N.B (married with 2 kids) - died at the scene. At MM 195 Kenzieville Tractor trailer (waste Oil) and 1/2 ton. Aug 18/2010

*Feb 25/12 200mm Jane Allison Sharpe 45 (at Marshy Hope sign)

*Feb 15/13 212MM at Mill Rd & TCH Patricia Skinner (78)

May 23/16 MM 188 Broadway Renee Gaudet mother of 2 under 10 kids. 3 vehicle MVC

July 11/13 near Broadway 189mm 52yr old Male Motorcycle (cross next to overpass in Broadway)

East bound at exit 30 fatality just west of overpass, between exit ramp and TCH

*Aug 13/11-187MM, male, no name