

Part A: Discussion

Introductory Questions

- I have a questions about taxes. You mentioned the 15.5 cents per litre. So, the 10 cents we pay for the feds that's gone?
- We pay 29.3 cents tax per gas tax – so we don't get any of that HST back either?

Preliminary Questions

- Are they with the consulting firm?
- Is the Minister here?
- Is our MLA here?
- When this highway is twinned will the 104 be maintained?
- Will the highway there be twinned as well?
- Is this highway not 20km longer than the other Highway?
- Was highway 105, the actual Trans-Canada, looked at for twinning? Seems like there is a lot more traffic on that road?
- Wouldn't it cost a lot less by twinning the 105 then by creating a 104?

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)

- As congestion is not the problem. I don't think it's like Halifax, congestion (overall) is not a problem in Nova Scotia. I have traveled all around, and maybe people have different opinions but don't see it. I drove to Barrie, Ontario and if you want to see traffic congestion, that's traffic congestion. We were stopped for hours, I thought someone had died on the highway. We don't have that (congestion problem). Travel time is good, and that's not a problem. Safety can

always be improved, as people do die on the highway and I have sympathy for the families who lose someone. There are things we can do, but we do not have to reinvent the wheel or need to follow America. Look at Sweden, they have a two lane highway with central fence and it works just fine and those are some of the things that can be done.

- I'd like to know if this community and anybody going on the 104 now, between here, there and St. Peter's, and considering the number of deaths, why don't we have consideration for that piece?
- I have a question about this highway from Port Hawkesbury to St. Peter's. As soon as you twin St. Peter's to Sydney, traffic is going to go up. Being a resident and watching traffic for years and all the heavy trucks travel through St. Peter's, and you will see cars doing the same thing. Not sure if you took that into consideration, traffic may not be as high as you think but will go up over time.
- We need more passing lanes from St. Peter's to Sydney. And maybe add things like the rumble strips they put on. Can they be added to the other one? Not in favor of going to big cost for this section to St. Peter's.
- The government is proposing a port authority in Sydney, which is not approved and there is a million of dollars even to get it. It's ridiculous because we have the biggest deepest harbour is Port Hawkesbury. The number of traffic doesn't warrant it being twinned. We cannot afford to pay for highways, and we can't afford more tolls. We are strapped to the limit as it is now, and now carbon [tax] the Prime Minister said we will pay – people cannot afford any more taxes. More deaths on the highway on the 101 and 103 and that should be your priority.
- The 104 extension to Sydney is not viable. A lot of time we look to prevent injury and accidents by looking at infrastructure. But look at the people who are driving. Like using their cell phones. I lost a family member down in Port Hawkesbury and the accident investigation said it was cell phone use and the 3 girls that were killed were innocent. We have to have stronger laws especially with cell phone use. Going to Halifax and here this car was wobbling and they were pocket dialing while on the highway, and I am willing to bet {they caused an accident – continued on about a bad accident a few years back with gentlemen on his cell phone and driving with his knees}. Now Ontario and Alberta have mandatory testing for aging population, between 80-85 you retake your test. Seniors in my community, and I am getting up there too, they don't realize they are getting in their car and they were driving like they were in their 30-40s, and they don't know. Politicians need to start looking into things like mandatory use (regulation) of cell phones and this would be a much lower cost than twinning the sections on the highway. I know it's hard for Politicians to do these things, and you need to look at the whole equation. A lot of people if they knew they were in danger or putting other's in danger they wouldn't do it.

Question 2

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

- No I don't think it is. I would have to agree with others. What we need is enforce motor vehicles (laws). We could leave here now, and if there are 10 cars on this highway and don't pass you I'll give you \$1000. In Antigonish had 7 cars pass me, even a Tow truck towing passed me. There are no Mounties. In June to December we seen 3 patrol cars from Sydney to St Peter's. I don't know how many times I go to Antigonish, but I may have seen 5 (patrol cars) all summer. They (other cars) are speeding and passing on double lines. This is a phony tax grab. We pay 47 cents a litre for every gas liter we buy. Does anyone think what the toll would cost? Every bit of food comes in on the trucks, and the Prime Minister is trying to put in carbon tax like he has in other provinces and we already know that first night the gas went up 12 cents a litre. Why are you not going to listen? Where is Mr. MacLellan today?
- Summarize there for questions #2. There are ways to improve highways. I think the gentleman behind me said there is. More money in policing systems and more control over what is going on with all the fools and high speeds. At the same time there is no question that corridor 1 and corridor 3 are death traps and have been for years. Why do we need toll highways? I would say forego bigger ticket items. People in this area are asking why do we need a twinned highway on this end of the island, even if it was the old Trans-Canada. The populations and infrastructure in the area are declining and it is not feasible to run a highway through St. Peter's alone. I see it personally as to why not do 105 – twin that. It's already there and a lot bigger and there is not a problem with twinning that highway. With the exception of the Sydney Port dream with a highway for the trucks we don't need it. If they want a highway dig the old rail system up and enjoy it there. No sense in spending big money for big ticket highway when other money can be put into the highways we have now.
- I have basically 3 questions. One: The areas where there's a higher death toll – why are we not twinning these instead of where you don't have these fatalities occurring. It seems ludicrous and illogical. Twin the places where people are dying. And the tolls – who came up with the prices and how? What are multi-axel vehicles paying and will they be forced? And certainly they will not pay the same toll. You don't have any of those prices there. What you are presenting is incomplete.
- That's not today's prices
- You didn't answer – will tuckers be forced?
- How can you make that assumption without knowing that? If I have a quad axel truck and you cannot tell me if you are going to force me on the road to pay a toll?

- What are they doing at Cobequid Pass? – is it not mandatory that trucks use that?
- Yes
- There is your answer
- How many cents per mile for tolls?
- So it would not be more
- We can't afford that; we can afford Carbon Tax but anyway. Is the government going to listen to the people? I will be at the Port Hawkesbury one too. I missed Sydney but what guarantee that people get that you will listen and how much is the consulting costing us?
- \$800-600 thousand dollars
- From this study, if I am not mistaking, from Port Hasting to Port Hawkesbury you say the vehicle traffic is around 8000 average? Does anyone think there is 8000 cars? Maybe 3000 or 4000 but not 8000.
- I have a suggestion to people on stage. After you are finished, ask the Minister if they will do a public vote to see if people want to pay a toll or not? Then you would have your answer. We wouldn't need all this stuff. I don't know what you get paid for Public Relations, but spending on it on a public vote would be better. If you are going to do a feasibility study you should do it on tourism and what tolls will do to drive it down. New Brunswick is looking at it and they are bowing away from tolls too because of it.
- Thank you for information. I have been working in Economic Development for a long time. And looking at the criteria used for matrix, Safety as number one, however Economic Development is not on the list. My concern is economic impact is not in the criteria. Is it possible to consider that in decision making process? When you look at corridors closer to the hearts of people in this room {lists of places} and from an economic impact point of view, those are big pieces of infrastructure, and is there a way to consider the impact on small business? You are proposing spending that kind of money on a highway that will not be twinned, and it will bypass the communities - so it's not through those communities. What will happen to those communities?
- Nova Scotia is 950 thousand. You said that 1027 people were surveyed. Do these people travel? What about people who travel for cancer treatments? Or use travel for other medical treatments?
- These people may only use it for – I have known people close to me that have had family die ... This was the sentiment so I can't add anything.

Question 3

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

- No. I don't think the majority of us are interested in paying tolls to travel the Nova Scotia highway. We already pay enough into taxes and gas taxes as it stands now. This would be additional to the group itself. Is it your mandate to decide on feasibility of paying tolls, or is it to do the feasibility of the highway itself? Is it any good for us to say we want to or don't want it? Or is it your mandate to see if we will even pay the tolls?
- This highway between St. Peter's and Sydney, it doesn't fall under the 10,000 vehicle mandate. It really doesn't need to be twinned unless someone requested it.
- Not everybody is against tolls. Between Antigonish and Cape Breton and New Glasgow to Antigonish, lots of people in Antigonish would pay. I was hit head on in the part that was divided in the Sutherland River, before it was divided, so I feel like we should get those twinned faster. My brother came home to visit from Ottawa and he prayed and would have paid anything to get off the highway between New Glasgow to Cape Breton. He would pay quite high to get off that highway. He could not believe the difference. I am sure tourists will have the same experience – they are just terrified.
- Is there anyone here that would not go to New Brunswick because of toll in Cobequid Pass?
- I drive the old road – only save 15-16 minutes
- 3 people - agree would take the old road
- See only three in the room out of all of us
- In 2001 we lost 3 family members between these two tables here – I don't know how to say it – we lost our family... to put in perspective people throw away money drinking and gambling. \$4 or \$2 dollars, that's not a lot of money. Any of you, in our spot, would say the same thing.
- If you're sitting around your Easter dinner, pick 3 people you wouldn't want to see sitting there. That is all I have to say.
- The number 4 highway is the designated highway between St. Peter's and Sydney, so why would there be a toll?
- In Cape Breton, it's just not feasible with that kind of money and charges those kinds of tolls. That would be nothing short of ludicrous. If we were going to do it, upgrade our highways, it

should be part of the current budget. I don't like tolls but I understand and agree with people who have higher traffic volumes may want them but not needed here.

- I would disagree. This is a province issue, whether you are in Cape Breton or the South Shore. The minister said he was neutral on the thing, and wanted to hear from people. I don't think the government is neutral. I don't like the idea of tolled highways. When your survey was done, I don't think it's right. I have taken them before, one on the education system, and they are leading and not honest I can back it up. You give them an easy question, then they answer the way you want them to answer, and once you have done that you are hooked and are you into question b and c, and that's the way it goes. By the end of the survey they are asking where the transponder goes in the vehicle. Let me read from your document. In the design the survey, concept of paying tolls was not introduced into the end of the survey. It does bias the survey which is the government agenda. You have experience to know people generally have a negative experience to tolls. You know right up front people will say no to tolls but the time your get through, they are saying whatever you want. I am against paying tolls at any amount. Only 4.6 percent said they would not pay tolls. You said you won't ask that question because you knew the answer. It's very dishonest and you drag out the answer you want.
- Speaking of the Cobequid Pass, in this TIR document. 45 KM of highway was built in less than two years and paid back through tolls, and all maintenance and snow clearing was recovered through revenue from tolls. They admit it was paid off, and the toll has never gone off and not going to. I am 61 years old and by the time I am in the bone yard they will still be paying.
- On page 7 of presentation, talking about the provinces' highway spending. You have your maintenance and highway construction capital, and we have \$397 million. Let's take this as value. \$273 million, plus the registration, fees, and fines is \$367 million all together. But on your website, it says that for every dollar from gas tax and registration fees and fines goes back into roads, in addition \$249 million was invested by government over next 3 years, above and beyond what was collected. That is \$98 million more each year, and if they are doing it then add another \$98 million to your revenue, which is now \$465 million and the budget is \$397 million. You have a surplus of \$68 million, you could actually do more work than you think you can.
- Your survey, you have 12 people that are food clothing and booze, it will all go up in price and everyone will have to raise their fees. Isn't the Registration and Service Licenses (Service Nova Scotia) going to be lost because you want to privatize Service Nova Scotia.
- One thing I want to ask. People don't use the old road going to New Brunswick, and use the Cobequid Pass, even through the toll. The government is not maintaining it (old road) and that is the reason. It is going to be higher to pave the highway, and next year it has pot holes. It's not fixed right, and government is not being accountable for the people they hire, and not being accountable when they cut people off when they ask a question. And wasted \$800,000 plus on wasting money on consultations.

- My best friend was killed on a highway and said police ...
- There were so many fatal accidents, and I lost a family member before Cobequid Pass was twinned. If it had been twinned at that time he would have lived, and my heart strings go with paying the tolls.
- I agree the highway should be twinned, but since we are the last sections that are going to be twinned, we should not have put all the money up. Tolls cost that everyone will be better and then the cost will be distributed between everyone.

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)

- Passing on untwinned highways has become dangerous because of traffic volume.
- As stated often twinned/separated highways are safer to travel. Safety should be utmost followed by congestion and travel time. Fatal accident can happen at any time but twinning has shown that these accidents are greatly reduced.
- If the hwy was twinned it certainly would reduce travel time and give a feeling of safety to not worrying about head on collisions - and traffic would be able to move faster & not have impatient people trying to pass cars unsafely.
- Corridor 4 - Safety - most definitely should be twinned
- I don't feel safe. I feel like the stretch that needs immediate attention is #4 Sutherlands River to Antigonish
- My opinion is if something isn't don't with twinning the highway in Barney's River there will just be more unnecessary deaths!
- Untwinned sections from New Glasgow are in need of repair. Twinned sections are a much needed project.
- Would be a lot safer and save a lot of time traveling.
- Safety would be my only concern with some areas with pot holes, blowing snow areas, etc. Central fencing between lanes. Driver error is a factor! Mandatory testing of older driver is required.
- Winter conditions not a problem not a problem.
road maintenance
road lines
cell phones

- Travel time: improving. Not much congestion
Safety improving rumble strip good.
More reflectors.
- Not the best it needs some repairs.
- Not to traffic congestion, but condition ie potholes rutting not plowing salting soon enough.
- Highways are ok, drivers need education
- CB #7 St. Peter's -Syd: More passing lanes & pull off spots
#6 Port Hawk-Port Hast: waste of \$ not enough traffic.
The rest all have had major accidents and deaths. Ask transport drivers. Put dashcams in the trucks and more police.
- Highways are congested, especially during peaks (Holiday's, summer, etc). Slow moving traffic and limited passing lanes cause driver frustration and high risk passing (end of passing lanes, passing on double lines, etc)
- Traffic congestion on untwinned #4 & safety - is my #1 concern!
Especially Corridor #4 affects Cape Bretoners the most!
- In the winter months this highway is good. To much traffic in the summer months & too many cars travelling to slow.
- There been a improvement since 2010-2016 but as a person who travel because of sickness in our family 3 time a week the road are still narrow when traveling in weather conditions.
- Traffic congestion is not a problem in most of N.S. Travel time is good. I regularly use highways throughout Eastern NS & travel time is fine. Safety could be improved with a central fence between lanes without twinning (see what they do in Sweden)
- The current condition of the highways is good but I feel that with the increase truck traffic there aren't enough passing lanes. Rumble strips are also very good especially when roads are snow covered
- The current condition of the 100 series highway, I think is consider safe but they could of made the highways wider; and they could cut out some of the turns.
- More visual signs at Antigonish & Port Hasting
- #4 St. Peters to Sydney greatly improved but should have passing lanes added every 10 to 15 km.
- Due to high speeds (100) and head on collisions should be separate one way or another.
- Like the rumble strips
Need more passing lanes
- Need to be upgraded, wider, more passing lanes, Bick lanes.
- Highway 4 is great no need to twin. If its the reason for the port authority use the railway bed.
- Mostly good.
- Ok

- Living in the country is less fast paced. As such there is less demand; less traffic volume.
- Generally, current conditions of 100 series hwys to good. There are a few bad areas, but this is out-weighed by good conditions.
- Have not travelled on some of these hwys but feel strongly about Sutherlands River to Antigonish based on number of fatalities.
- Old outdated for traffic volume today
- Old roads were built before traffic volumes were lower
- Sections of 104 between Port Hawkesbury & St. Peter's needs work. Cars crossing the center line to avoid bad sections.
- Antiquated and outdated
- Worst 100 series in Canada. Too much engineering and not enough money on actual work.
- Need to be improved
- dangerous to be travelling in opposite directions at high speeds
- Dangerous
- Dangerous in areas
- The study provided good info on which of the considered sections get the more traffic where collisions have occurred in order to provide a basing of where & when to allocate funds.
- -Traffic congestion
-Travel time
-Safety

Question 2

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

- Look at Sweden model to twin the rail beds need to be looked at. 101 & 103 are imp't.
- Don't Know
- Enforce the motor vehicle act
- No! Better enforcement for a) speeding b) Tail-gating c) Testing elder drivers (75-80) (Ontario and Alberta has this) d) cell phone use
new laws - cell phone examination for anyone involved in an accident.
- No, better law enforcement to stop impaired, elderly, incompetent, dangerous, and non compliant drivers. No seat belts, cell phone usage, etc.
- Need to enforce fines etc oh highways on distractions/cell phones
Like = twinning 4&5
Not - twinning 7 too costly

- No. Improving the turns, and widening the roads is another option.
- No, widening & more passing lanes on highways would alleviate a lot of the problems
- No. rumble strips centre line & both sides along with pavement markings should be used more frequently. When making/deciding on where new roads go; these areas must be travelled under winter conditions (white out, etc blowing snow)
- Rumble marking middle of road & on shoulder (both side)
- Separate road by any means
twinning or barriers
- Medians
- No - add more passing lanes to existing hwys
More rumble lanes
More signage after coming off twinned hwy to single-
- No. more passing lanes and make them longer to ease congestion.
- No - more passing lanes would help.
- Not the way it is done now takes up too much area

4 lanes with barriers between.

- Mostly. On the 104 to Sydney - more passing lanes are needed.
- No. Faded or non existent pavement marking make driving in dark and rain dangerous, lack of directional arrows in multiple lanes challenge drivers who aren't from the area to guess which lane to be in to make proper turn, etc.
- Maintain roads to standard. And start enforcing construction rules to Dexter and roads may last.
- No, see comment above regarding fencing in Sweden. The snow blows through. We are too fixated on the American model.
- No
- No
- No
- No
- No
- I think twinning is the only option that we will be able to afford
- Yes, it would prevent head on collisions.
- Yes
- Yes - also wider roads with a median as long as there is separation of lanes travelling in opposite directions

- Yes- also you could separate the highways by using medians
- Twinning would be the best option from a safety standpoint but the addition of passing lanes would improve conditions and improve safety.
- Due to costs and revenues I can see that toll roads are our future. Anything else would only be a small change to our current system.
- 100% yes!
- Twinning for high traffic areas seems to be the best option. Changes in maximum speeds along with fines, will not stop or change the problem.
- I believe twinning is the best option for improving sections that need it. Many sections in this study are not necessary.
- Yes
- Yes!
- Twinning should be completed to the Canso Causeway. A by-pass for St. Peter's and Barra Head could be considered.
- 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?

- Tolls are acceptable - twinning is necessary in some areas.
- Tolls are not the best options and if needed, because some are going to be too costly for the average person.

*Section 7 for example

- Yes - if it would get the hwhys twinned sooner. Especially Hwhy 104 - Sutherlands River to Antigonish
- No
- No way
- No - I only support toll highways if there are tolls on all twinned highways. This way the cost will be shared by everyone using twinned highways. We should not be penalized for being the last sections chosen to be twinned in the province.
- Yes, if you can afford to drive you can afford safety.
- Yes

- No. taxpayers can't afford this !!
- Not really, unless it's extremely deadly section
- I am not in favor of road tolls.
- Yes 100%
- Yes
- Yes!!
- Yes, where feasible (Especially in high accident areas such as Marshy Hope.)
- Yes, provided the toll is reasonable; no more than 10¢ per kilometre & not in Cape Breton it is not needed.
- Yes I support using tolls to twin our highways
- I'd pay any amount!
- I would support tolls in select areas, depending on which sections would be affected. Several tolls in between Sydney and Halifax at one time would be very costly for people travelling to doctor appointments for example.
- Yes
- No
- If twinning is to take place, the cost of the tolls in section 7 will have to be more cheaper for the common person to afford, \$21.81 is too costly.
- No road tolls/period.
- Absolutely not
- No
- If there maintained and tolls are reasonable we are a retirement province.
- Yes
- Yes
- Reasonable tolls would be ok. These aren't!
- Yes, within a reasonable amount.
- I only agree with tolls if the cost is kept down & they will be taken away when the highways is paid for. I hope they are not going to be use for some company to make money off of us in the future.
- Toll should be on the lower scale as traffic increases every year.
- Not with the information presented
- Part tolls would work, full tolls too expensive for most families traveling for work, sports, healthcare and other would add significant expense.
- Yes!
- Definitely

- Yes
- Big time!
- Yes
- Toll can be used within reason, the tolls would considerable add to transportation costs for goods. These businesses that use the highways to provide jobs and \$ to the province
- No
- Wasn't some of funds from lottery, to go for roads?
- No
- I support tolls as long as they are not prohibitly expensive

Question 4

Do you have any other comments or questions?

- Government will impose its own agenda regardless of public opinion. This meeting is just to provide the illusion of choice when decided road tolls.
- Ask is there anyone here that would not go to NB cause of the toll in the Cobequid Pass?
- DOT does not know the spec's the rds are to be built to today will they be responsible for it in the future.
- Better signage showing direction too the #4
Thank you!
- I believe that safety is more of a concern than the actual travel time.
- No
- No
- Corridor #4 first!
- Corridor #4 should be top priority!
- Due to the number of accidents & fatalities especially #4
- I believe that #4 (corridor) should be #1
- Forget corridor 7 St Peters to Sydney
Lottery funds?/money
- I don't think it is feasible to do Corridor 6&7. There is not the traffic volume to warrant the expense.

- 1. of the 1027 ppl surveyed how many actually travel?
- 2. Ask a trucker about what goes on when there are no police present
- 3. Have more passing lanes and concrete barriers in flat areas
- 4. why give up \$95 million in rev?
- 1. Road construction can be greatly improved by prioritizing larger areas start at one section and coagulate.
- 2. Quality of road construction very poor.
- 3. Independent testing
- 4. what is road warranty
- 1. Will the prov. gov't act on the recommendations of this study?
- 2. If the timeline is 5 yrs for each section under consideration, can several sections be done at the same time ?
- Add passing lanes on the existing #4 to Sydney and forget the new highway. We could never afford the cost of the tolls necessary to make it feasible.
- After road tolls will we next build some nursing homes and then place meters on the beds there so we can put money into a meter to pay for care there sooner. Maybe put a box on school buses so we can give money to their kids to pay for the ride to school.
- Expensive enough to travel now, many people have to travel from Sydney to Hal. now for medical reasons. Astronomical toll price.
When you cut people & question off you show you are not interested in the opinions of the people.
- Has the impact of improved highways been considered as a possible boost in repeat tourism when thinking of provincial revenue.
- Highway is corridor to NFLD traffic as well as NS.
Other provinces main highway are toll free. Why not NS. The feds need to pitch in. High rate of seniors federal should be more of [indecipherable word] paying more.
- Hwy from St. p-Sydney is just about finished - hindsight might be great!!-BUT if a few passing lanes had been considered and done - it would have improved the existing hwy greatly. An entire NEW highway seems outrageous even if cost and ADT weren't a factor!
- I lost 3 family member in May of 2001 in Barney's River due to an auto accident. Please twin to save lives. ASAP. I would be more than happy to pay between \$2.27-\$3.78 to save someone's life.
- If every second person that works for the department of Highways didn't have a credit card for gas and a government vehicle to travel to and from work
- If the reason for the twinning is for Sydney/ St. Peter's is the Port Authority use the railways its the shortest direct route and the rail are still there. No tolls use the carbon tax. Study over 800,000.
- In 2001 my mother was the only survivor in a tragic accident in Marshy Hope. A man

came across the highways and hit my grandfathers car. Instantly killing my Grandfather, Great Aunt & cousin. My mother survived thankfully. In many ways we were lucky that day. Please don't let this happen to your family. Twin this highway! Don't let this happen to your or anyone else family.

- Just drove across Canada & the USA 22,500k and the worst parts were on twin highways.
- Let us hope that truck 4 road as we know it will continue to be maintained as it is. We not have a very good road. (Much improved in the past 10 years)