

Part A: Discussion

Introductory Questions

- Why is the highway from St. Peters to Sydney is not being twinned?
- When the road goes in (new highway) you will not get as much traffic on 105. Someone from Sydney, North Sydney, or the trucks will not go on the 105. Gas will be cheaper and it's (will be) a straight way through. Is this projected or actual? (referring to the traffic volume predications). Then your numbers are flawed. If 8,000 people cross at causeway, none of those 8,000 will go to 105. You need a meter on the 105 to get actual numbers of vehicles that are going to use that (new) highway. The St. Peter's highway, people don't go on that highway even now, because it's not a series 100 highway.
- When you just came from Halifax, how many tolls did you pay? None. Because we all paid for them. So we shouldn't have to pay for our own. It's a province, we are in this together. No way we this should not be shared with the rest of the province.

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)

- They are really bad, and I'll tell you why. The engineers don't know what they were doing. Go over to bras d'Or and look what they are doing. They paved it and put guardrails, then had to tear them up and rip out guardrails. That's an engineer from Halifax. Who's going to do the contract work? We have all kinds of concrete here. And all kinds of work being done right outside my MLA office. Also, What if a person had to go to the bathroom?
- Cost of the highways is a problem. We're looking at billions of dollars and it is up to the simple citizen that has to pay for this. If you have a business, and you have trucks, and then have to pay for the toll (it will get expensive), that will go on the cost of food. Taxis for example, they keep a chit for deductibles, but ordinary citizen does not have deductible. Then there is gas tax, and gas is \$1.07 now, and if you want to raise the cost of gas because you need more money you do, every time you look at the newspaper. (to raise the funds) Look at everything. Look at speeding tickets, where is that money going?
- We pay for government employees, and the cost of paying for this situation. If you are a government employee you don't pay taxes at all, and if you do, you get it back in next weeks' salary. All these people here are paying your salaries and it costs you \$600 million to pay for the person running the place. The 105; it is cheap asphalt, overloaded

trucks, not weighed and during spring no weighing at all. How many accidents is there on 125 because of turns? I have been contacting Jason MacDulling all the time to talk about the ruts because they were so deep. Then two weeks later the ruts were filled, then it was gone. I have no idea where they are getting their criteria at (for the asphalt quality) and have never seen an inspector. You are supposed to have mounds of different size rock. Before you twin the highway, put another 5 Mounties and radar station on the road. The big semis should not be able to travel the 104, that's where the trucks should be coming down is the 105. No wonder so many accidents happen on the 104. Accidents are caused by speed and careless drivers, and sometimes alcohol. I am not in favor for twinned highways. The money that was for highways is spent everywhere (else). I want to fix the highways on Cape Breton Island before we start twinning them.

- I would like to raise the level a little, and we have some differences. We had an Ivany Report which said we need to look down the road for our kids and grandkids. In 1969 was first paving job from Avonport to Coldbrook. Then I worked on Barney's River to the Causeway. Then your trucks were designed in 1969 and for certain weight load. The overall conditions (of the highways) are good, but they are at peak capacity. We are getting to a point where we need this (update). But we cannot afford this. I have been traveling with my wife for the last few years – all over. In Germany, the first thing after the war they built was a tolled highway. And Italy has tolled highways too. In 1961 I graduated high school, and that is when the Seal Island bridge was built, in the 60's – now how old is it? This year there was a truck that went sideways on it. What is the life span? Likely only another few years left. This is the main route to Newfoundland, and we need another route. Think beyond our pockets. I was here when everything was going good, and then they were not so good. We should forget about that, and work together. What about the transponders? I want everyone to level up. Let's look to the future for our kids and families. Let's put everything together.
- In 1992 I was involved with the development of the quarry for limestone. I helped get the permits and everything. The Highways (TIR) have to maintain the road. The department of environment have been great. This year is its 25th year and the highway has never been repaired. This shows how much I can't trust you. When you come off the north side, and cross the number 4 where the power line goes across. This was a very poor presentation. I was told 35 years ago by a businessman in Sydney River, and he told me coming up from Sydney port and veer to the right off the number 4 highway, and then it picks up again at the St. Peters highway. This goes right behind my house, and I will lose part of my property. Now a highway 3000 feet from your house, most people can live with that. Are you going to go around St. Peters?
- Then how can you ask these people to make a comment or suggestion on something you don't even know. If you are going to go up, if I have to go through St. Peter's and pay a toll, what's the best you are going to do, one lane. You can save yourself \$20 million on your project. When the Trans-Canada highway was built 100 years ago they didn't have all these environmental issues. If there are brooks, you have to go over it. You don't need big studies to tell you that, and you don't need to reinvent the wheel

here. What you do today, I can do it myself, just look on google maps and see where things are...

Question 2

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

- You rushed ahead on one. You paint the lines on the highway. I am not sure where you buy it (the paint), but it must be water-based as it only lasts a month. And what do you use in your asphalt? It only lasts 2 years. You beat it 5 times down, and that is how it is that good for the environment. But how does it stand up under the heavy loads? You have to rethink, your product. Go down to I-95 and they paint the highway once every 5 years. You are using wrong product and making it dangerous. There is a problem with the painting of the lines and you know it, and you should fix it.
- When you pave the roads, you cut the top off and don't think about what is underneath it, and it will never last. Then you sold out to American company and pavement beds cannot handle the trucking. And the streets of Glace Bay are like that too. This cutting and shaving off the top and paving over doesn't work. If there is crack, it's not going to last. We pay taxes and nothing is being done properly. I am not an engineer, but I don't agree with what is being done with the roads. The government subsidizes that company for the rails, and as soon as they lost it, the rails were gone. A lot of people who work for the government don't know what they are doing.
- Seal Island bridge, there was a time you could walk across it. If you bring it down, how are you going to get to the other side? They poured out more bags of cement than use and a lot of people in Bras d'Or seen it - and poured out that cement.
- My questions is: We need to flag better construction standards, and it's great to have a process (to have new highways), but not if they are built to the standard the current roads. They will only last a few years. You have a department of engineers and inspectors but it just doesn't stand up. You don't have to build new, just better roads.
- The weights on the road are too much. I deal with US all the time, taking stuff out. The maximum load I am allowed to carry out is 4300. What is the load here on 100 series highway? A 53-foot truck at 4300 pounds, and roads don't break up. What is the weight of 53-foot truck - an extra 6000 pounds.
- My friend here has been on the road more than the yellow line. We think there needs to be more driver training. We don't think people are used to the increase of trucks on the road. They have not adapted to the number of trucks. This causes stress on roads, but I want to congratulate the plow drivers, as we have one of the best outfits here. And I used to live in Alberta. So, is twinning only option – frankly, we feel complete twinning is not needed. Maybe in the critical areas where all the carnage is. Also passing lanes would be good. In Cape Breton there are very few and if there were that would elevate the bottle necks. Not sure how many people in Canada, but 3500 people are killed each

year on roads in US. We think we pay enough tax already. And we have environmental issues, and are dependent on truckers, and need to allow them the right-a-way. Everyone needs to eat, and if the causeway gets worse, we may be paying for that too. Tolling creates bottlenecks and deters tourism. This should be paid for in our other taxes.

- Pretty soon, we are going to have a containers ship port, it's coming in here soon. There is going to be a lot of semis taking the containers, and shipping them across Canada and down the eastern seaboard. We spend billions of dollars on highways, and why not spend billions on railways on Cape Breton Island?
- I want to thank the gentlemen here who said, we have to do this for the future of the province. I don't want to disrespect anyone, but it will be me using these highways and we are the ones (young people) that have to pay for them. We have to put that in perspective. Second I want to apologize. I live in Halifax half the time, and the other half here, I drive these highways once a week. I want to apologize for the tone in room. We obviously have an anti-Halifax attitude here, and you should talk to your MLAs about that. This is about twinning. I am an economics student at St. Mary's and I think the tolls is the only option we have. I know taxes are high, and we are a have-not province with declining population. I know it's tough to talk about it but the government is going to be spending more money on other things too. If we do not have a user pay, we won't be able to have them (twinned highways) and twinning is the only way. I've done a lot of traveling as well. In Europe and even small European countries, or you can even go to a poor county, and they have better roads than in Nova Scotia. And that's weird. The standards in Nova Scotia are poor. We cannot be a 21st century advanced country without this, and the only way to pay for them is a user based system – which is tolls.
- Regards to the tolling, it's all of Nova Scotia. It would be interesting to compare what the toll rate would have to be to build highways if all Nova Scotians were billed. We have a highway from Halifax to Truro, and our first part was from Truro to New Glasgow, and there is no toll. There are more people there so it would be interesting for someone like CBCL to determine, if it takes 10 cents a mile if people, who on average make more money, pay tolls and not just to go to valley or the south shore, and just as we have to pay tolls from our remote area to get to the rest of the province. This was not calculated which is unfair. What if all Nova Scotians paid tolls?

Question 3

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

- I guess the options we have to look at is how to generate revenues for the highways we are talking about. Well, the 104 is a national highway, and it connects to Newfoundland. The Federal government gives 25%, but can get more based on the amount of truck traffic, especially where there is not rail any more. That's one way to

increase revenues. Other highways in Nova Scotia that are twinned, like between Halifax and Truro. What about looking at putting tolls on other highways that could generate more revenue? The number of trucks, on East Bay, we are seeing ruts in the road, and that wear and tear should be looked at. And the cost of toll per mile - can those be averaged across the board? If you averaged out at 10 cents or 12 cents you could balance the revenue pictures. You showed us one year of revenue vs cost. What is the trend going after this – would it be less?

- I make the round trip to Halifax about 25 times a year, and drive to Sydney 125 times a year. In response to one the most serious things, is the rutting on 125. People all get excited over winter, but I would rather drive in a snow storm than a rain storm on the 125. If you're in a winter storm you can at least get some traction. Hydroplaning you are gone. This is because of too high weight limits. There are few checks for weights, and more trucks on the road, then you're allowing a mine to open and allowing to use the highway. This is a huge cost on the taxpayers and Cape Breton Regional Municipality. You need to deal with that rutting problem. I am not an engineer, and I have a lot of respect for them. I agree with the other gentleman that said we receive great plowing service. They fix the ruts on the 125 and then they are back. Then on the second question, or the third (in the questionnaire). Tolls vs other options, here is a distinction without a difference. In 2001, the unfunded maintenance was at \$3.6 billion of backlog of undone maintenance. In 2008 another study and found the unfunded maintenance at \$4.38 billion, and if they wanted to spend even more money to fix it up. It has never approached that level of spending. You need to fix what we have. Let's worry about what we have.
- You need to put a toll between Halifax and Truro. That's 10,000 a day, or greater. How long, if you were going to do road construction, would it take with this? Why wouldn't there be a toll on that highway, one of the best highways in the province? The proposed road in Cape Breton is going to be a controlled access highway, will it run right through? And if you do the figures (on the other corridors) its \$6 million a km. Why is twinning a highway here at \$8 million a km?
- We are considering twinning a highway and having better access. We are looking behind and not where we are going to go. We need to look at the future. This is one way to do it and the probability of difficulties of Seal Island bridge are there, and what would happen to the Newfoundland traffic? Route 104 or 125 can't handle it. We need forward thinking. If there are some concerns about the Seal Island bridge, give emphasis to this. This is a highway that would be badly needed if anything were to happen to close 105. And it could be closed for a long time if it does close. We are at the end of a road here in the province, and there has been a lot of economic upheaval in last 50-60 years. In the late 70s early 80s a road was proposed to run from Port Hawkesbury from Sydney, to tie into the Sydney Port highway, and funding was planned from the province. The route was laid out and we understood where route was going to go. What was the same? They are putting pressure on to get something done. Pressure to get efforts going in our economy like the port development that would add an awful lot and employment for 10s of thousands of people. With the government money, the government of day needs to provide infrastructure to support it. This is a game changer

for our province of Nova Scotia. We are looked upon as the most viable port in Eastern North America to serve supersized container ships. We don't hear much about it from our provincial capital, but we hear about it here. Leaders from their industries around the world. Shippers from China, and all over the world say this will be the best option in North America. With this development in mind, if people come here to see what this area is about, and see the conditions of the road, and access to a lot of traffic... it leaves a poor impression. We need to get behind this and see something going forward. On the topic of funding, some of the suggestions said here tonight would have some viability. We are a strange people in terms of how we let things go and happen in our area. Like the Steel Mill for 100 years, there was never access for the Mill, and trucks used to rumble through and caused all kind of problems. Then in 1999 it closed, and a highway was built to access the former Steel Mill, to enable truck drivers to access the Mill and other industrial developments. Another opportunity (for the highways) to come here. We need these things for safety and economic development, and just access for our own people and Newfoundland. And we need this to go forward as fast as possible.

Q&A

- As the young person said this is his future. I am worried about the environment. One thing I would say that would be detrimental for toll booths is to think about the pollution in the air. The trucks put out less pollution, than if they are gearing down to stop and gearing up to go. And the air quality for those guys in the toll booths would be terrible and even worse in the winter. It doesn't matter if the pollution rises – it will stay there. Toll booths may be nice and make revenue, but they produce 10 times more pollution than if you didn't have them.
- When you were considering the revenue sharing, why can't the Nova Scotian province get it done like they did with the province of Newfoundland and New Brunswick, here they ripped out rails to put in roads. Newfoundland got rid of all the rails and reconstructed all the roads. I worked in Northern New Brunswick when all rails were taken out and highways put in, and Federal government paid for it.
- I think it would be wonderful if we could afford to twin without tolls but this is the reality we have to live. But it is not fair if I have to live in a part of the province that will be tolled. You twinned other parts, and we paid for it, and you are unfortunate enough to live here, and since it's not done yet (twinning) you have to pay for it. We have a system already because gas tax pays for highways. Maybe this is not enough tax, or not being spent right. Tolls is a form of tax, and once it's in place, it will stay. And the population is going down in most areas. And when the population goes down, less people will use these tolled highways. The only assumption I can make is it (toll prices) will go up. Like the ferry used to be 50 cents and now its \$7.
- Have you looked at the economic impact that twinning the highways will have on the communities? Some communities could be negatively affected by this because they

depend on the traffic, and they could be affected in negative way. Have you looked at this in your study?

- I think we got off the topic on this in a different question. But what I understand, you will be getting private investors to build these highways?
- If constructed, could we still travel 104 and 125 free? And I wouldn't pay for it? In 20-30 years when that is paid off, and the \$200 million you are spending on the road now is done, would that be spent other places?
- How many people would this employ, and can I get an off ramp in big pond?
- I am part of the council in Victoria county. I see the issue of safety is what we are talking about, and someone mentioned driver education, but this is not the only issue but a range of issues. Would it be reasonable to have a retest every 2-5 years? It's amazing what people are doing, and it's scary. Also, the Seal Island bridge is the vital link of two provinces. If that was Alberta or British Columbia, there would be something going on about it. We recently had a closure when a piece broke. Instead of thinking about tolling, we should take care of what we have.
- We need to drive economic development in Cape Breton, and this highway is vital to doing that. If we look at travel time, the drive time from Sydney to Causeway is about 2 hours. This new toll highway would cut that down to an hour and 10 minutes or an hour and 15 minutes. This will really drive those numbers from the report to generate those toll numbers. With that time savings there will be a lot more traffic. On that theme, the Ivany Report was mentioned here tonight. We need these regional economic centres and this highway is vital. ONE Nova Scotia is the tag line. We need to look at these tolls as one Nova Scotia, so to put at 22 dollar toll on St. Peter's, it's a reasonable toll. With a reasonable toll it would get a lot of use and pay back faster. We cannot look at these at a micro level, but look at a macro level to push costs across all the projects.
- I want to comment on the container port. What the gentlemen before was saying is not the model. We will not be bringing supersized ships in and trucking goods around North America. There is no business case for this. Very large ships would come here, and a highly automated system would transfer the goods to smaller ships. It will only create a few hundred workers. And it will not increase truck traffic, if it even happens. On a second point, and it's been raised a number times. Can you tell us what the option of the Seal Island bridge would be?
- Looking at Halifax and it doesn't seem fair that these people have the highway twinned from Truro to Halifax and I know they need it - it is- busy. But it doesn't seem fair that the roads would be done and that we may have to pay a toll, and for all these decades all these people drive roads for free. It doesn't seem fair.

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)

- Safety is my conc
104->cb counting truck traffic - danger
104->Ngl->[indecipherable word]
Truck load
Head on collision - [indecipherable word]
- Ruts/hydroplaning
Is winter paving an issue?
Is poor quality asphalt the issue?
balance of environmental needs for painting lines with safety
- -potholes -> due to base compaction
-St. Peters to Sydney (not really a highway)
-not safe for pedestrians or driver's
- 7/10 Fairly decent - pending maintenance
- Not too bad except for: pavement markings especially on a rainy dark night. Need more "Cats eyes"
- Highways ok but drivers need more highways training
- -NSTIR has done a good job in implementing a rehab and maintenance strategy that appears to be based on actual rehab needs than political motivation, however with some sections of major highways they are fighting a losing battle. We need effective infrastructure to drive our economic engine and the existing network needs upgrading
- The department has done a good job in recent years to improve 100 series highways around the province, however, certain sections are unsafe due to traffic volumes & general design. These sections require immediate investment for improved Public Safety of the economic betterment of the province.
- Poor!!!
Cheap asphalt
overloaded coal trucks - quarry trucks
no weigh scales on Cape Breton
- 100 series - excellent signage; good recent safety upgrades (eg rumble strips); terrible rutting (esp #125). Generally v. little congestion; quite safe, quite good speeds.
- Varies. Some seem to be in decent shape, but not all of them (eg 125 betw Sydney & North Sydney)
- 104 vs 105 - both in good condition. 105 is 15 minutes longer - to the strait.
- The current 100-series highways are not adequate for an advanced economy in the 21st century. Too many collisions but how can we move goods and services across our province efficiently. Any reductions on travel time are valuable. Traffic congestion is

only a problem on section 8 (Porters lake to Bedford)

- I certainly agree certain highways should be improved especially the first four corridors. Travel time doesn't make a difference. Safety is the main issue.
- I think they are generally good condition. Rutting is an issue in some sections.
- Not bad, could be better should be more education for drivers. Marshy hope for example 9 out of 10 somebody on wrong side of road.
- Generally good shape
- -Not safe
- -Take advantage of federal 50% infrastructure dollar snow & do the entire project
- Some parts good (the twinned sections) do not feel safe travelling from Sydney to Halifax.
- Highways are much improved over last couple of years. Highway let go for too long.
- route ->125 dangerous
painted centre line very poor
- Poor
- Not safe, major issue. Take advantage of federal money (infrastructure)
- Everything need improvement. Congestion on highways needs some changes
- Corridor 1, 2, 4 obviously congested & critical for H-S.
Corridor 7 congested sometimes but in very good congestion - however to many drivers speed thru this corridor.
Corridor 5,6 appear to be satisfactory.
Assume traffic thru corridor 3 would be minimal or satisfactory.
- Study is fine but the highways are terrible.
- 104 - relatively good shape for light vehicles but truck traffic makes it very dangerous and increases traffic time.
- -Current condition in fine shape considering
- -Safety major concern
- -head on collisions cannot be eliminated without divided highway construction
- Fair
- Fair
- -grooves or channels/ruts causing hydroplaning
- -potholes
- -poor lines hard to see lighting on roadways
- The highways are ok but more highways driver training is needed to understand truck traffic.
- 100 series highways that are not twinned are unsafe with many bottlenecks.
- The conditions of the 100 series highway varies, depends on what part of the province you are driving through
- Should be twinned from Port Hawksbury to Halifax

- Good but needs more speed control.
- Poor to good. The road is very slow & dangerous. Long travel time now.
- 104 St. Peters to Sydney tolls are too high. I think it is good now. 101 & 103 & 104 New Glasgow to Causeway need twinning.
- Fair
safety -> quality is fair but the route (windey roads) could be improved.
Traffic congestion -> fair not overly congested.
Travel time ->N/A
- Fair - route improvement
- Head on collisions would be eliminated with divided highways.
Safety must be our major concern.
- Room for improvement
- Sydney - [indecipherable word] needs work but not twinning
- [indecipherable word] road we have. Paint is poor.
- Overall-fairly good
- Some sections are dangerous due to lack of enough passing lanes (eg Barney River area)
poor winter conditions.

Question 2

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

- Not only - better ya - passing lane the best rock - just as exp
- What about concrete barriers? Rumble strips in centre lines as well as sides.
- -safety ->cost->concrete barriers
- it is 1 option
Better construction standard for new roads.
Safety issues - lighting improved - better marking (cats eyes) - education for drivers
more passing lanes
- -Better construction, improved lighting
-Driver education - perhaps a mandatory driving test every 5 or 10 years
-More passing lanes especially in Cape Breton
- Twin critical death traps Barney's river
- A strategic infrastructure investment will not only provide economic opportunity but will channel truck traffic and other volume off of existing infrastructure that cannot currently handle the type of traffic on it. Alleviating significant future maintenance expenditure.
- Twinning is the "best" option for unsafe sections of our highway network. Other sections may benefit from additional passing lanes, etc, however, this approach may be

more appropriate for other sections that are beyond the sections in this study.

- No. More radar and police. Cost of maintenance of highway (twinned)
- Definitely not. Better, quicker repair of rutting, better water drainage, reflective line markings. More frequent & durable line painting, where twinning would greatly prevent loss of life, use jersey barriers in exiting r.o.w.
- No. The improvements over the last 5 years of the St. Peters to Sydney road have improved the time and safety of that road, in my opinion. Widening the road (shoulders) and opening up the "ditches" create better line of sight for driving as well.
- No. Controlled access with passing areas is also an option for the CB section. Twinning would be better for high volume areas.
- Twinning is the only option. All other advanced economies have twinned highways between major centres. Even New Brunswick has their three major cities linked together with twinned highways.
- Put a toll on the 102 highway - highest user - monies could be used for repairs on the highway and allow more monies for other highways. Toll should be put back on the causeway. This would allow extra money to be freed up again.
- No. Investments in rail lines could alleviate some of the traffic volume. I would welcome commuter rail to Halifax.
- No, passing lanes, wider shoulders
turn off right of ways extra long lanes for turning off.
- Cable barriers
- -take total cost of construction for the provincial twinning project & come up with a toll
- Yes!
- No. Wider roads. Better
- Also should have a focus on rail
- Yes
- Yes
- It is the best option
- Truck corridor
- Yes
- Yes. Because of traffic and speed our highways should be twinned.
- Its not the only option but it is by far the safest, reduces travel time.
- You cannot eliminate head on collisions unless highways are divided
- Yes
- Yes
- Dividers?? Certain sections do require it
Rumble strips
- No

- Yes
- I don't think twinning is the only opinion. Route 4 has been improved without twinning.
- Yes
- No. More speed control.
- Yes
- Yes
- No, more consistent passing lanes & speed limits
- No - route improvement
 - review speed limits (change too often)
 - review passing lanes
- Certain sections. Route 4 is avoidable, pointless.
- Not only option but an excellent one. The province of NS cannot afford to do it without tolls.
- Not the only option in some areas
- No
- Passing lanes
- No
- Certain sections (103) need twinning
104-avoidable
- Passing lanes could be added to some sections.

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 - [indecipherable word] I vary [indecipherable word]
- Toll will work if they are not too expensive. I agree 6 cent is close to peak amount bearable. Can corridor 7 be costed by Port Authorities as well?
- -Yes if don't want to pay the toll then you don't have to take that highway
->companies will pay (trucks; buses..etc)
- Yes - increase Federal percent as connects to Nfld
-toll some current roads ie Truro to Halifax
-average out estimated toll costs 4 cent to 26
- Toll other roads - possibly the 102 from Truro to Halifax or a toll on the causeway (what a novel idea)
- No we already pay tax for that

- Yes, tolls have been very successful all over North America and locally (Cobequid pass) and taxpayers opposed to paying a toll will have a more free flowing, and less congested network to travel on. Tolls are not the only option [indecipherable word] to make strategic infrastructure investments like p3 is or other financial models.
- -I support twinning via introductory tolls. This is the only way to expedite the required investments & improve safety on these busy highways
-The timing & need is now.
- No!!!
- I'm not enthusiastic. To some extent it's a distinction w/o a difference. Our children and grandchildren will pay for these roads one way or another. Tolls create local hardships, but they may increase the extent to which out of province drivers & truckers pay for our roads.
- I do support twinning with tolls for high volume roads, especially where there are few passing lanes.
- No. We are already paying a gas tax.
- I support tolls!! We have no other choice when it comes to funding construction in a have not declining province. However, \$22 as a potential toll is too much. Toll all existing 100 series highways and average the rate across the board.
- I would like to see the economy improved a bit first. I know highway construction create jobs but in the case not in Cape Breton. In the short time we need more law enforcement to catch speeders. But should be repaired but again get the heavy traffic off our highways.
- I support using tolls if the proposed route is an optional convenience - Similar to the Cobequid Pass. You can still use the old road through the Wentworth Valley and not have to pay the toll.
- Yes, if not it would take centuries.
- Yes, I would support tolling at a fair & equitable rate. I would also support installing tolls on existing highways to increase revenue across the province.
- Yes
- Yes to tolls, however the tolls should be uniform across the province as we are all Nova Scotians. NSP charges the same for electricity no matter where in NS you live, this should be the same for toll rates.
- Cost should be shared equally by all tax payers
- Yes
- Yes
- No!
- No
- No but all the highways should be twinned but we should not have to pay for it in tolls.
- Yes
- Yes

- Yes. Rails for roads. NFLD/NB feds pay.
- Yes
- Yes tolls. If someone chooses not to pay they can use an alternate route.
- No - just twin critical areas such as Barney's River.
- Yes. People will pay tolls in most cases. If they do not want to pay tolls the existing roads will still be available.
- No
- No to the tolls.
- No
- Yes
- Yes, but no more than \$5.00
- Yes
- Yes. As Ivany commission stated we need to have a economical means of moving goods & services.
- Not acceptable
- No No No No
- No
- Absolutely, support tolls for new construction and on all existing 100 series highways.
- Certainly; the cobequid pass area has made so much difference, both in safety & time.

Question 4

Do you have any other comments or questions?

- Transponder
The 8 sect should be avg toll - I vary rep - better ea
- Direct large traffic to 105 rather than 104 and it might improve safety.
Why can we not use 105 to twin?
Could all tolls use the same technology?
Macpass/Cobequid/100 series
- -Why not the trans Canada Hwy 105?
- -Economic impact studies on the financial impacts communities and business negatively affected by decreased traffic
-How much of the traffic is trucks vs. passenger vehicles
-traffic counts are based on seasonal averages or year round estimates.
- These have to be looked at as investments not as debts
Other questions: Why do we not have one price for gasoline in the province? Why

should people on the mainland pay less for gasoline? (2cents)

- -Tolling creates bottlenecks
 - deterrent to tourists
 - Tolling should be paid for in our fuel taxes
 - Tolling slows down truckers
 - tolling creates more idling & is not env friendly
- I don't think there is enough focus on the value of strategic infrastructure, particularly with the Cape Breton section. Imminent Port construction and activity will need an upgraded link to the mainland, the seal island bridges lifetime would be extended and truck traffic off of the 105 one of the most dangerous sections in the province, ignored/discounted in the study.
- -The twinning initiative offers a very significant economic boost to the province, complimenting the gains in safety.
 - Jobs, for rural Nova Scotians will be generated, skill will be developed & communities will benefit from the efficient flow of goods & people.
- Yes - lots.
 - To many to put down on this paper
 - Spend the millions on getting our heritage railway back from Trump's greedy [indecipherable word] - Wyoming. This will solve our highways problems (semi-traffic)
- Yes, we have a huge & growing infrastructure deficit based on deferred maintenance or our highways and bridges. Fix what we have before building more.
 - Another improvement: roundabout for interchanges
- Was there any consideration to twinning the 105 highway in CB first? I think that would eliminate any consideration of ever twinning Route 4 between St. Peter's & Sydney. Also being closer to the Nfld ferry & Sydport (potential port development) I believe it makes more sense to twin that highway. This leaves route 4 as a "service" route for tourists (and the locals). I also think we should ban studded tires.
- If you build a highway in CB and charge \$20 or more, no one will use it!!! They will just use the 105. Who is going to pay \$40??
- Comments: Why even have the discussion to toll and build new highways in Cape Breton. This makes no sense, the numbers don't add up. Drop the idea of these new highways in Cape Breton and focus on the other corridors which should be twinned and told.
- The gasoline tax pays for highways right across the province. It's unfair to expect Cape Bretons to pay the highest tolls by themselves without contributions for all taxpayers/vehicles users equally. Reduce the truck traffic on all out highways and upgrade the railways to carry the heavy loads/less wear and tear and less maintenance on highways. Trains carry freight considerably cheaper. I don't mind tolls but if I have to pay 30.00 one way to Halifax, a cut off the wall.

I would pay a ten dollar toll from Sydney to Halifax one way.

- My apologies for the lack of intelligent discussion. I think the general consensus is "No, we are not in favour of tolls". I am in favour however.
 - "Fix our current roads first"

- Consider the Macro view of traffic from Sydney to the causeway
 - Sydney to causeway via 105 -> 2 hrs travel time
 - Sydney to causeway via 104/trunk 4 -> 1hr40mins
 - Sydney to causeway via toll highway 104 ->1hr10mins
 If a fair toll was charged, most if not all vehicles would travel on toll 104 highway to save 30-50 mins versus other routes.
- My understanding was that the federal infrastructure \$ would be eligible at 50% & then the province at 25% therefore tolls picking up 25% of the cost!
- I think the feasibility study is flawed against CB as the study does not anticipate increased traffic due to New & improved highway. Also the cost estimates seem extremely high potentially a project killer.
 - Other comments
 - What about keeping large trucks out of the rural communities such as [indecipherable word] & Whycogomaugh and Chapel Island
 - No consideration given to the economic stimulus would have on such a large project.
- Economics is tied to infrastructure. We need the infrastructure.
- I think tolls should be averaged throughout the province.
- You need better number or research. Times vary greatly because of traffic numbers at different times of the year.
- When charging fees give reductions to motorcycles. They mostly have 2 wheels.
- Your asking a question do we want the highways twinned by paying tolls the answer is yes we want the highways twinned but we want our tax dollars to pay for it.
- If entire project was calculated as one blended toll, would it be less than 10cent/km
- Over engineered.
- How did New Brunswick afford to build all there highways - they twinned
- How many jobs created.
- Good highways will create economics opportunities.
- Concerned about cost of tolls for the highway between Sydney River & St. Peter's Prohibit large trucks (18 wheelers) from using route 4 from Sydney's river to St. Peter's
- In section 7 why is the route picked. Put people to work. Taxes pay everything spending power.
- We need twinning tolls are the only way to get them
- N/A
- N/A
- e-pass
- Spend whatever it takes to fix CBRM's roads before even thinking about twinning and forget about tolls altogether.
- - Sydney & Fresh cove
- Yes were the first nations involved in this study
- Some increase in the fuel tax may also help fund safer highways

- ensuring a system of e-pass
- If there had been passing lanes added as the St. Peters to Sydney part of Rte4 as improved, this could have improved safety greatly.
- [extra written comment from consultation]

1. On highways a lot

2. Not interested in stopping & wasting time & spending more money

4. Pollution caused by stopping & pulling away again - less pollution if you keep rolling!

5. Hard on environment - not very green - adding to carbon dioxide & carbon monoxide with trucks having to gear down, idle & go through the gears again at high r.p.m's.

6. Air quality in toll booths in winter with low cloud cover & cold, dense, heavy air keeping exhaust pollutants low & infiltrating the toll booth.

3. In good old days, we had a fuel tax for roads & a hospital tax for health! Now it's in general revenue and is one big slush fund to cover government's mistakes in other departments - example the Yarmouth to Maine Ferry.