

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)

- Personally I think there's safety concerns. But if you're looking at tolls and this corridors toll earning, it would be 2,800 vehicles coming through the town to avoid the tolls. This would increase the opportunity for collision in the town and vehicle and pedestrian accidents. I didn't see that addressed on outline. That's the average – 2800 cars a day. Pedestrians do not do well when hit by car. You're looking at safety for car on car is not as many fatalities, but (traffic is) high on peak hours on the highway – vehicle collisions from Highway 14 going out. But very close calls with pedestrians, with one traffic light in town - and it doesn't do well to control traffic as it is. There are other ways to improve other than twinning.
- Biggest thing is 101 going to Halifax I see is the speed. You wouldn't believe how fast people are going on the twinned section – including school buses and transport going 120-130 (km per hour). The speed would not stop because that would only make them go faster.
- I have a couple Questions: I don't see any federal infrastructure money – is there any?
- I looked at the numbers (financials), and see shortages running the systems, and if you put 25% of infrastructure money that drops 10%. Conditions are much better but the potholes need to be fixed because people go around them. People do some stupid things. If you have a 100- series high with 14-ft pothole – that's not good.
- I take 101 to get to work in Halifax everyday – just on it tonight on the way back home. It has been snowing for 3 hours and didn't see one plow or salt truck and that is normal. Sometimes my little car is the plow itself. Tonight I had my hands full. Another problem with tolls is stopping in the middle of the highway to find change to pay a toll. All it takes is one person to be tired or not paying attention to cause an accident.

Question 2

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

- There are lots of other options and cheaper options. Then go to the true 50% dollar instead of the model here. If you do the 2+1 continuously, except for the interchanges and overpasses then put your post and cable system on the single lane so you will never get a head on collision. You will still increase the time (traveling), reduce the frustration of people passing trucks. Trucks should stay in the outside lane only. Reduce your cost to construct highways around the province and reduce risk of head on collision – you will still have idiots coming out of the interchange. I worked for Federal government for 20 years. As far as trying to speed people up you are just going to bottle neck them getting into Halifax for the 2-3 minutes faster. So if you do that system, 2+1 people don't know it's going to be there and you don't have to spend so much money building roads or overpasses. It's a lot less cost than this (twinning) and it's still going to meet the need. Everyone is saying rural population is dropping, we all know, so why build a highway to Sydney – a lot of money and we can do it a lot cheaper. There are a lot of options.
- Unfortunately, for your own number, we can't afford the ultimate, not even sure why we are looking at these models. We can do these things I just spoke about quicker and cheaper and we don't have to spend the 10-20 years faster and on the 50 cent dollar, and even more on the highway to Cape Breton for the trucks to haul their goods back and forth from NFLD. I think the Feds owe us some money for that.
- I retired from government last year. I travelled on 101 for 33.5 years of my 39 years working and also am a volunteer firefighter, and been to many of the tragic accidents because you see the loss of family and friends. One thing I do not understand at all is how New Brunswick has 90% of the highways twinned through the Federal and Provincial agreements, and why Nova Scotia is incapable of doing likewise?
- Most of what I was going to say has been covered. Good ideas have been mentioned. The survey that was done on the NS on twinning - maybe it was too restricted, maybe it should have been a survey on twinning and other options. Maybe there is no sense in twinning.
- I will pay more if the cost of these twinned highway goes on my gas tax bill. But it seems to me there are whole sections of the province that have twinned, and the rural are paying through the nose, and the cities get to have it already paid. Everyone should have to pay for the highways to be twinned. It's just and right.
- I traveled to Halifax for 25-30 years. We have had the program for twinning highways for a number of years and its stopped. There are a number of series that are highly traveled – but those in rural areas, with the population declining we do not need to worry about – everyone is moving to the city – it doesn't make sense to twin highways in the rural areas but only on the highly traveled highway. Why is this taking so long it is puzzling and we have to move ahead with it. On the topic of tolls - NS is too small a province we depend so much on tourism. I do not think tolls are a good idea for a small province like NS.

- Tell me if these roads are tolled who would own them and collect the money?
- I do not like the idea of twinning. The MacDonald Bridge was just paid off and bond holders were mostly in NY. Paying a toll is a nuisance. Certainly safety is an issue. Let's find some ideas to pay for it. For those against, let's just hope it's not you that dies on these roads. One percent increase in gas tax, or over extra tax on earnings over \$100,000 a year, or 1% tax increase on old vehicles. Forget about Bay Harbor Ferry and upgrade the Digby one. Increase the tolls on the Halifax bridge, \$1 is too low, and use some of that money to build roads in the province in general.
- In your revenue and [what is] available from gas tax. Does that include tax on the tax? HST on that tax? I don't think that is included, and it would address the 1% and we would have a little bit more highway revenue as well.
- The .75 cents is tax on tax – actually its 1.5 cents roughly. That's your increase in percent a gallon.
- With a third party to collect the toll – is that the same arrangement in the Cobequid Pass, where the premier decided he wanted the money and extend the toll for another 8 years? That was on the news. This is not acceptable because that was supposed to be paid in 2018. That's not fair – that's why we are dead against tolls, because if the Province decides they want money that's where they get it from the toll.
- Would these projects be completed by the Department of Transportation or private companies, and would that determine or extend the timeline? And with the telephone survey – online responses are questionable but before we can have a real discussion – are these actual projections of what the tolls will be or just based on the survey? And how long the price would be set for? What I consider our stretch (corridor) would earn \$4,000 a day and if include the passage (corridor) in the valley that would take 19 years (to pay off). Would toll income be applied to just this project or across the province? I have to address a common concern that tolls hit communities hard, in areas that hurt. Here in Hants West we commute to work and we are cash poor and even \$6 a day is detrimental. I had a conversation with a woman who is traveling to the valley to work a minimum wage job and that would interfere with her food budget. Specialist appointments, dialysis appointments etc. – the elderly who have to travel for health care. People who do not have reliable vehicles as it is. They already pay \$14 a day in a parking and I cannot bare the thought (toll costs would bring). Also small business and what those costs would do to them and how they would add up.
- My question is: are those estimates based on what the government plans on charging us?
- But this is the maximum – you are confident?

- Is that not also in your survey in the financial review. You also look at an average annual increase in those tolls of 2% - and look at the 1 or 1.25% raises in their wages (of minimum wage), and they are only getting what the government gives them for a raise and 2% increase in the toll – if inflation goes up you can guarantee the government will increase by 4%.
- Are Cobequid Pass tolls being removed in 2018? Is that true or what you believe?
- I think there is a simple way to solve the safety problem – eliminate head-on collisions as it's what kills people. If you can create a barrier and that is your cheapest and best option.
- Question 2 is leading. It's not the only option but I think it's the best. Median would be good, but having a ditch and space between highways is the best to prevent those head-on collisions. I don't think tolls or gas tax are the best way to pay for it – but if anyone doesn't want it wait until it's your loved one that is killed (we need to find a way).
- Basically Question 4 – On this twinning, the funds collected through a corridor, would they pay off just that one, or all (of them)? If this is twinned and they pay off in 15 or 16 years would we still be committed to paying tolls for 30 years to pay off the other corridors?
- Has anybody considered what twinning this highway is going to cost the stores and businesses? Why would I go that way and pay (tolls), when I can go this way (toward Halifax) for free. It's sad people die on highways but it's not just highways where people die – it's all roads in Nova Scotia.

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?

- The first question is unrealistic because we can't afford it. But to go back to removing the tolls – I don't trust the government. Look way back in the 1800s when income tax that was introduced for a short period of time and we are still paying it. The Federal government was also supposed to pay 50% of our Medicare but are not doing that either.
- In pricing this road, all the bridges, were they the priced at concrete bridges or tunnels? Tunnels would do the same thing and last for years without maintenance, but these bridges, every 10-12 years, they need to be repaired. As opposed to the 20 – 60 years tunnels last. Should be done that way in most cases. The second one is Jersey barriers. Can they be an effective way to eliminate head on collisions? Has that been considered especially in our area where space is cramped. There are far too many interchanges –

most than anywhere else in US or Canada to have 4 interchanges in such a small area you would have to have 3-400,000 people to warrant it.

- In regards to tolls – I do not see anything positive other than your hands getting quicker. Why go this way (towards the Valley) when you can go this way (towards Halifax). What other options have been considered? One of the major problems I see is speeds, what about speed cameras? They have them in the UK and rake in hundreds of thousands of dollars on speed cameras, and rake in that money to pay for improvements to the road. Have you considered looking at what others are doing?
- I live in Mount Uniacke. I was just wondering when talking about using tolls to get twinning sooner, how much sooner?
- Your figure for twinning the section was 103? We were here years ago on a discussion like this, and whether we were going to rip up the causeway or leave it?
- I have a question about the vegetation, and clearing back 100 feet from the highway. If we travel to the U.S. they let it grown to the highway and in-between the highway. A lot could be allocated to the highway revenue instead of doing that.
- Your timeline estimate using the timeline with tolls – look at other things we can do like using the causeway – add move rail bed and put 3 lanes in. You don't have to put twinning in a lot of the areas. You have already said we cannot afford the ultimate so let's speed up the process and stop messing around with surveys and do what we can afford. We don't want tolls.
- One – is the province needs to be looking at equalizing what all citizens pay for roadways. There is a big difference in what towns pay for. All roads paid for by towns where municipality's (roads) are paid by province. If we reallocate this money and make it more equitable, is there a way to pay for this? The province has (promoted) rural economy for years, and (for people) to move to the rural economy and buy homes. I can tell you real estate will dip and small business will be hurt. I believe the roads should be owned and paid for by the local Nova Scotia and owned by Nova Scotia. Look at Cobequid Pass that should be going to the province.
- Have you included in your safety equation the safety concern of increased traffic on secondary roads that will probably funnel through from people who don't want to pay the tolls? People trying to divert the tolls? Second, other alternative funding, and I know there's tax deductions for that, fund many charitable organizations and churches that you can use for tax deduction. Has the government ever thought of giving tax deductions to pay for twinning?
- What is meant by the wetland and compensation for the wet land? Was there an environmental impact study done when doing research on this area here?
- What is going to be done in terms of wetland compensation?

- We need a better fish passage way – an arbartrar is a necessity. Also, do you ever lower the speed signs, because there are lots of places it should be lowered?
- It has been asked why we cut bushes back - It is not only for animals but for snow control. If trees are too close to the highway there is nowhere to push the snow. In 30 years I know I won't be here, and I think most of us won't be here, and 10 years from now people will be sitting home on their computers – unless they are doing manual work. I am just wondering if we need these highways.
- I have heard a lot about Jersey walls and different designs – if they work as much as people think they do, then there wouldn't be any (need for this). Just look at the black tire marks on the highway and get out your engineering books. They are better than nothing, but they are not safe. Why settle for something partly safe when for a little more money you can have something that is really safe.

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)

- Ranking 1-----10
 Poor Excellent
 6-8
- Travel time is good. The roads for the most part are in good condition. Speed & recklessness is a major factor.
- Highway 101 is generally in food condition. There are problems at the ends of the twinned sections when traffic is heavy. Safety issues are caused by drivers going too fast for conditions and distracted driving.
- I feel the current condition is very good. Traffic flow is very good most of the time. Individual drivers are the problem. If a person travels at the posted speed limit, they are passed by most other vehicles. Maybe a greater police presence is required.
- Conditions of roads are inconsistent. Should be brought to a standard that uniform & sustainable.
- Can't look at it all [indecipherable word]. Need to consider it as a whole. For example tolling 107 would create a huge disparity.
- Safety can be increased without twinning: traffic congestion not an issue, travel time not an issue.

- 101 - That is not twinned need to be policed better
103 is deadly it needs to be slowed down.
107 HRM should have to pay a large portion of this as they are the growing cause of this there internal problems make the highway busy.
- They need to be improved, if tolls will do it charge tolls.
- Poor
- Fair to good
- Overall road conditions are good. More police presence would improve safety like speeders.
- Good in this area Hants County.
- Needs work
- Well they're better than New Brunswicks roads
- The section of Hwy b/t Windsor & New Minas is not in great shape. There are multiple pot holes. I do not think the state of the second twinned hwy would be in any different condition
- Essentially without twinned highways our 100 series highways are literal death traps.
- The 101 is great, the 103 is scary safety wise.
- Excellent most of the time (except when congested)
- Never had an issue. Have issue with Bihigh 101 merge and traffic lights green & pedestrian
- Would tolling force more traffic on the smaller roads?
- I place safety above all other conditions for consideration of highway twinning. I would like to see the stats displayed as number of collisions per km. In my opinion, for safety alone Corridor 1 should be a priority.
- 1. Im concerned about the condition of the causeway on Hwy 101 in the Falmouth-Windsor area. This section has a fish passageway that when originally installed was to be opened and closed at each tide to allow flow and fish passage. This has not happened and currently the sediment has built up to much that flooding will happen. Also the fish stocks have depleted because of this lack of flow to breeding grounds.
2. There is a section on Hwy 101 near Wolfville and New Minas that is an accident waiting to happen. It is a very short passing lane that increases the risk of accident. I hope this section will be twinned to increase safety.
- The Windsor section should have portion of the causeway removed & a bridge put in to allow the full connection of the water way all the way along the Cornwallis river.
Potholes.
- Safety is my main concern. 2 lane 100 series highways are high risk particularly in winter, (slippery conditions) and in heavy rain. Some sections are [indecipherable word] rutted and can cause hydroplaning. Travel near or adjacent to Halifax can have congestion issues. Travel time is not a concern in most section outlined.
- Adequate for the normal commuter. There are sufficient passing lanes and given the speed limit twinning is a bit of fiscal irresponsibility.

- I don't see anything wrong with the 100 series highway. I have 3 trucks on the highways on Mainland N.S. The only traffic congestion is around metro at rush hour.
- Apart from people driving too fast in general and not adjusting their driving for weather conditions they are fine. The only congestion I have encountered is where road work is being done.
- Key safety
- The slides presented prove that the areas identified for many corridors are in great need of improvement. With many municipal units working hard to improve their communities, traffic congestion could increase.
- I would like to see all highways twinned but I don't think we can afford it. The main problem is speed & other things such as phones texting etc. Slow down & educate.
- Pretty good shape, except a few dangerous interchanges @ 101&102 interchange on Bedford ramps to Sackville & Windsor & off to Bi Hi from 101.
- Generally considering geometry etc. the sections of highway are not unsafe. Driver considerations are a prime concern but twinning can reduce serious collisions. Traffic congestion is not the fault of 100 series highways per se but of the feeder systems. I do not believe that travel time would be decreased enough to justify tolls.
- Only drive 101. Has several pot holes, only 1 lane plowed in the winter, travel that highway 5 days a week. Causeway needs to be twinned soon.
- a) Safety is my #1 concern
b) The highway considered in the study are dangerous
- For the population of the province we have very good 100 roads as well as most of our other roads.
- I find the condition of the 100 series highway to be good.
- Poor
- Would make highway safety need to be patrolled more for speeding
- Need consideration
- Current condition good, adequate. Corridor 1 over 2. No to corridor 6&7
- The highways don't cause accidents bad driver do. Crack down on speeders.
- ok
- 1 out of 10 give it a 5
- Good - if drivers would use common sense.
- Fairly good
- Safety is a large factor. Traffic congestion is not a problem out on highway. Not a factor.
- Safety is good would like to see more RCMP
Congestion is no problem
Anyone can leave 5 mins earlier.
- Ok
- Excellent, poor, maintenance in sections. Lack of followup for repairs. Traffic backup not

a problem only in accidents. Travel time not a problem.

- Adequate, use 101 to Kentville frequently, seems to be enough passing lanes & traffic flows well.
- 100 series highway are in good condition, its the second dairy road that are in bad condition.
- Always room for improvement, especially "untwinned" sections. Safety could be improved with more supervision/enforcement
- Highly congested - unsafe in adverse driving conditions.
- I feel for the most part they are safe. Speed is an issue and always will be if they are twinned.
- It would be an improvement for all considerations.
- For the most part they are constructed well but the safety on some are not great. Some places congestion increases safety factor.
- Good
- Given the average daily traffic flows the 101 Hwy between exit 5 and 7 needs twinning to be placed at a high priority.
- Good, Hwy 103 could use twinning the most.
- The three sections I travel regularly (the 101 and 103) are in good shape. They just need more passing lanes to keep the long lines of traffic from forming when you get someone in front traveling 10 to 15 km per hr below the speed limit.
- Almost completely forgotten about. There are shoulders on 101 that are washed out for 10 years.

Question 2

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

- No not only option, but it is a wise option!
- Twinning would help. Maybe we need more speed checks on the highways.
- Where traffic is heavy twinning would probably be preferred. In other areas, increased police presence, rumble strips, etc, should be considered. Also more passing lanes should be built, such as on 101 West of Coldbrook. Improve entrance ramps so vehicles have room to accelerate to highway speed and merge.
- No. Police enforcement of existing laws ie speeding, cell phone usage.
- Questionable. If we are to expect increase Ec.Dev. between Valley & City we have to make sure proper infrastructure is available.
- No, re-look at legislation around driver license and passengers in car. Look at distracted drivers. More policing on the highway for speed.
- No need to twin in most section of the province: [indecipherable word] 2&1 except for Bridges & Interchanges: with freeway cable barrier or just post barrier

- No police first.
More passing lane's (alternate lane's similar to Coldbrook)
A "low speed" limit to keep the closure rate down.
Police - Police - highway dedicated police.
- Yes
- Police traffic more
- No alternate
- No
- No
- No. More police, have highway patrol, jersey barrier, rumble strips.
- No more police (RCMP)
- Twinning is a good option if an alternate source of funding can be found.
- Yes I do agree that twinning would make the highways safer. No I do not support tolling to pay for the tolls.
- One thing I do not understand at all is how NB has nearly 90% of the Trans Canada twinned & they did it without tolling. A lot of twinning came through Fed-Prov agreements. Why is NS incapable of doing [indecipherable word] or am I 100% wrong?
- More police enforcement could make them safer, but twinning is the best solutions.
- Yes. How do tolls get collected with so many exits.
- No barriers
- Other options
-Reducing speed limits & policing more
-crack down on inattentive driving
Could you toll and then take the tolls out when the highways are paid for?
- No, safety could be improved with greater policing of speed enforcement, inattentive drivers and impaired drivers.
Traffic congestion and traffic volume can be improved with an increase in passing lanes.
- No. Reduce speeds!! If you increase the speed you increase the risks. If the speed sign is 100km then guaranteed people will speed to 110km-120km. The twinned areas of 101 are 110km so people speed to 120-130kms.
- Not really some of those areas the train tracks should be kept in places we do not need them removed for fun. Traveling back & forth to the city for work is best those & back were still viable 5 years ago.
- Yes. Also as traffic volumes increase, 2 lane highways can cause congestion (this is in the longer term)
- No. Law enforcement, driver education would improve safety. Holding paving companies to a higher standard of construction considering the cost of contracts (governments don't seem to hold contractors to a reasonable standard!!)
- No. Better signage, high vis. marking, divider between opposing directions of traffic, better policing, enforcing speed limits.

- No. More police presence, more cameras/displays (speed feedback) tracking peoples speed. Options for public transit.
- No. Railroad [indecipherable word] are still in place - Railways - Freight off roads = Safer - less \$ Maintenance of highways - People or commuters are safer.
- Absolutely not the only option, put the trains back to work! Get the trucks off the roads and move goods by rail. Use commuter trains and reduce the number of vehicles on the highways.
- I do unless a better solution as in other countries could prove effective here. I also believe a greatly improved transportation system could help our road issues; such as train routes to Halifax from still remaining railroads.
- In my case in Windsor between T.M.P & Falmouth has a new jersey barrier been considered.
- Yes, for 100 series that are highly traveled but there are other options such as adding more passing lanes on slopes, medians to divide lanes in certain sections.
- Stricter law enforcement could improve safety. Twinning would without doubt reduce serious accidents. The downside is drivers avoiding tolls in short sections and
- No. More RCMP out patrolling. I think all roads need repair in Nova Scotia before twinning.
- a) It is the only option I am aware of
b) When you have an untwinned section of highway between twinned sections on either side it is hazardous regarding speed, vision and winter conditions.
- Yes
- No - consider stricter enforcement of penalties for distracted driving, etc.
- I think it is the best option to improve the 100 series highway
- No
- No. Better maintenance.
- Are budgets based on private or DOT estimates? Would construction be private or DOT and what would that mean for duration of project length?
- Yes
- More passing lanes
Alternative barriers
- No - 3rd lane (passing lane on hill) works well in rural NS
- Not at that price or with tolls.
- No
- yes
- Lower speed limited to 80 enforce
- No
- No but is the best option
- Yes
- No

- Yes
- No - Jersey barriers in some areas (See Bi-Hi)
- No
- No
- Main one, yes
- Yes but [indecipherable word] gone
- No, I think speed control would be important. Do small sections over time.
- No
- Yes
- No
- No, however the other options would also require investment and may lead to increased congestion along with maintenance issues
- No, jersey barriers separate traffic and reduce collisions. Particularly in lower volume areas.
- No. Add more passing lanes like up in the Annapolis valley and more frequently. Reconstruct some of the interchanges.
- Yes
No
Maybe
Look at the highway before Sackville you can do 130km and someone will go by you until you get close to Sackville.

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?

- It depends; there are options for example, Hwy 101 (Project #1) ranks low (6th using matrix) This project is very short w/ too many complex "context decisions" to pass on to a toll operator. Province should do this.
- I understand that tolls will allow the province to twin the roads in a more timely matter but what about the fact that when possible people will choose an alternate route. It may low their trip but will save a "nickel". The impact on the alternate route could be considerable.
- No!
- No - a toll would not stop at the toll booth - additional costs by trucking, etc would be passed on to consumers.
- Yes. Also if it would create continued/sustainable value for "service" provided.
- I support tolls in some place but others. Need to take a whole picture approach.

- No: It is not affordable other options are [indecipherable word]. No we do not support tolls.
- No - add to fuel tax, increase registration, tolls destroy small towns. People get on a toll roads and don't get off. We need to have more people move freely. The more they stop and spend the more tax dollars we have.
- Yes, reasonable toll costs.
- Prefer not
- No
- No
- I do not support the use of tolls. Funding should not be the sole burden of the people that need to use the highways daily for work. If twinning is the best option then funding should come from everyone using the roads in the province via an increase in taxes (gas,etc...)
- No
- I could eventually support tolls but not until province properly explained why infrastructure money from Ottawa can't be used now and whether or what Fed-Prov agreement/money are being used for currently?
- Yes, but the highway has to be public and the toll has to be control by a commission. User pay is the way to go.
- No. Tolls hurt poor people are those who drive long distance to work.
 - a) raise gas 1cent/l
 - b) " income tax 1% for those who earn in excess of \$200,000 per year
 - c) increase toll of Hfx bridges
 - d) all tolls existing, and to come, should be priced over [indecipherable word] even.
- No way. Kill the valley and south shore both end of NS
Has any other option for paying been looked at.
Tax paid on used cars.
Speed cameras.
Inconsiderate driving fine.
- I do not support tolling it is too costly for the working poor.
- If twinning is the preferred option of the majority than I would support tolls.
- Give gas tax to municipality to spend on roads to be better spent on areas we need fixed. Tolls will deter traffic on to roads not meant for high traffic volume. Tolls slow traffic - Tourists pay tolls?
- No people cannot afford to work in the city at the current wages, pay for gas and parking plus tolls. As well to pay & hire people to collect the tolls would be costly if tolls will decrease tourism. Add to this if you use the bridge \$2 day. Older people do not use smart cards.
- Tolls can work but may not be the best way to finance the construction. Tolls worked on the cobequid pass but all truck traffic didn't have any any other option. Truck traffic is the main revenue generator. Local traffic will use the alternate route. I believe the 6 to 10 cents is low. I can support tolls at the 6 cent level.

- No. Tolls are essentially a tax. Who gets the money from tolls - shared with "partners" (This is a pointed question especially if the answer is no) Government contracts invariably run over by more than the cost of living increases.
- No
- No! Assuming the toll was \$4 as the Cobequid pass it would add a minimum of \$1360 and more likely \$2720. That is a cost I cannot afford. The tolls are not likely to be removed after the work is completed and fuel is already taxed at more than 50%. I would be passing more than one toll each way.
- No - Once the tolls are in place the amount charged can be increased due to any amount of reasons.
- No, use the money generated through Atlantic Lottery because it was designed for this purpose!
- Yes. Not only is twinning a safer alternative but also supports local economic efforts.
- Yes toll, I will not live long enough to see all highways twinned if I lived another 100 years.
- I think NS is too small of a province to have toll roads. Rural NS population is declining, people are moving to urban areas. Tourism is an important part of our economy and tolls would deter traffic.
- My preference to using tolls is some method to divide the cost in a more equitable manner between all drivers such as gas tax.
- No tolls. Nova Scotia needs to get people working. A lot make min raise and can't afford to pay tolls. Remember if the roads are tolled everything will go up in price because of the extra cost of trucks paying tolls.
- Absolutely not
 - will effect safety as traffic is diverted through small towns
 - would affect tourism
 - would affect small business
- I have not made up my mind on tolls yet. I'm waiting for the meeting to give me some answers.
- No!
- As long as there is an option to bypass the tolls on the "old" highway.
- No
- No!
- How much would tolls really be?
6-10 cent is what we said we can pay I that what you will charge??
- Tolls would be fine
Good management
- No
- No - work through them over time as can be afforded. If tolling only option, toll ends when debt returned.
- No!

- NO
- No tolls
- No not in all cases
- No
- No
- No
- No
- No tolls
- No - Reduce a lot of Gov Waste.
- No
- Yes for sure long as they are within reason specially for low income people.
- Not as proposed
- Yes, given to cost is reasonable ie ≤ 6 cents /km
- Yes, If the toll would be removed after it is payed for.
- No

Question 4

Do you have any other comments or questions?

- I believe the survey on willingness to pay was very flawed. Participation. You should interview Steve Snider GM of Halifax Harbour Bridges. He was a president of IBTTA (International Bridge Tunnel Turnpike Association - world wide users). I would discuss flawed process on this

Note: Do you consider the European solution or "concessions" where the toll operator buys back part of existing Hwy and Tolls on longer road.

- Should approach Ottawa for infrastructure money. Possibly reduce or defer maintenance where possible to provide funds for twinning.

- Tolls would result in people avoiding tolls and taking alternate routes, causing other problems away from the 100 series. I question the way in which 100 series highways are resurfaced. IE Last year Hwy 101 was resurfaced from Grand Pre (Hortonville) to Falmouth on the divided sections. These roads were in good shape and the whole area was not needed to be resurface. The money could have been used elsewhere. Why is a new exit (in my opinion unnecessary) being built in New Minas - put the money into twinning.
- 1. Wetland Conservation - between TMP & Falmouth. How will wetlands be exchanged and where? (ie causeway)
- 2. Impact on local roads with Municipal infrastructure (underground). There will be increased vehicles on alternate route roads, especially construction trucks. How will Municipalities be impacted with infrastructure deterioration from this extra traffic.
- 3. Panuke Road - known quarry which is utilized for local road construction has created safety issues within the community. There will be increased traffic. How will this be mitigated to balance econ.dev. & safe communities? Will TIR/Prov liaise with community & Municipality to find resolve with community concerns?
- 4. Toll road benefit eco. dev. especially mitigating traffic congestion. Potential for comm. buy-in by supporting public transit through toll which will benefit local communities & reduce carbon (environmental)& congestion. Is there potential opportunities there? Will bicycle lanes/ be incorporated into plans?
- 5. Concern re: P3 (example Cobequid) If this is an option can it be designed where Prov. retains 100% ownership & creates policies that ensure sustainability once 30 years are up.
- 6. Rather than 3rd party bonds that are outside Prov (ie International) is there opportunity for Municipalities or other Canada investors to take out these bonds to re-invest back into Canada/Prov/Municipalities?
- Need to better understand would these tolls be this price for how long? Would they remain public? Not go private. Is the toll based on covering the actual costs or on people's willingness to pay? How would be fund the extra costs to maintain the roads? Such as snow removal.
- Issue with toll avoidance could reach 2800 cars daily in Corridor 1 alone: increase potential for collision in the avoidance area & vehicle pedestrian collision.
- Was the dyke system beyond the causeway on Hwy 101 taken into consideration. Then they have not held [indcipherable word] water in 40 years or have be removed all together. We have one of the worst natural disasters in the world. Here in Windsor. Double "speeding ticket" and put it in the road system.
When a driver is disqualified a "large fee" need to be charged and put back into road system.

- [emailed submission from area MLA, not in attendance at the session]
[e-mailed submission contained figures, were not entered]

Hello:

I was unable to attend the meeting and could not find the Highway twinning feedback email address. It seems perplexing to see a Consultation card with a website link, mailing address, a twitter account address but no email address. Neither the online feedback format or the twitter account give enough feedback space.

Upon closer examination it appears that the accidents per KM give a strong indicator that the Corridor 1 and 2 should have priority.

(Corridor 1 and Corridor 2) 9 collisions per KM versus (309 incidents/34.5 KM)

Corridor 3 4.7

Corridor 4 5.0

Corridor 5 6.0

Corridor 6 7.0

Corridor 7 2.9

Corridor 1 and 2 are the number one choices based on:

- The greatest safety impact (9 collision per KM) 309 incidents/34.5 KM
- Construction Cost estimates (2 and 3 lowest project estimates)
- 26000 Average Daily Traffic impacted
- Cost per person travelling \$11.54 (\$300,100/26000 ppl)
- The economic impact – increase Valley residential/commercial/industrial growth potential (proximity to Halifax and the Nova Scotia's Second Largest Health Care Service Center – Valley Regional Hospital and commercial growth center)

Currently the Presentation number 1 choice is Corridor 3 (103 Exit 5 – 12) :

- Safety Impact (4.7 collisions per KM) 320 collisions/68.1KM
- Construction Cost estimates (2nd highest)
- 27000 Average Daily Traffic impacted
- Cost per person traveling \$16.05 (\$448,000/27,900 ppl)
- Turn it over to the contractors. The department staff is not efficient. Cobequid pass is the best highway.
- What about the extra hst you collect on the gas tax?
- For safety install random traveling cameras and use road patrol savings for improvement.
- More traffic more breakage for infrastructure in the municipality
How would this affect price of our goods
Bicycle lanes
- Saying people are going to break the law by driving over the speed limit regardless of what the speed limit is, is not an acceptable rationale for not considering lowering the speed limit. All we have to do is set the speed limit and ENFORCE it. It is no secret that speed can be dangerous. We twin highways for billions of dollars in the name of safety, then raise the speed limit to 110kph. Why? Put safety back in the driver's hands and fine

them for speeding and reckless driving until they stop driving dangerously.

- Toll sections will direct more traffic through town.
- I think a solution to the problem would be to increase passing lanes and use concrete dividers.
I also think toll hwy's could hinder tourists visiting smaller communities.
- No
- Maybe offer a provincial rebate (like the heating rebate) for low-wage working family to not have them negatively affected.
- I don't think that the low tolls on the MacDonald bridge have started to pay off the principal yet! A new intersection on the east end of New Minas will make traffic on Commercial street worse. What is needed is a drive around road from Winners up near hwy #1 coming out on Prospect st. Make west traffic one way to 101 connector and one way on commercial st to 101 connector.
- People have to use highways for following reasons
Work
Medical
-----No choice
Shopping
tourism
-----Choice and they will choose not to come.
Exit 8a disaster.
Toll
Negative
Put people off coming to the valley to visit or live
Increase cost of living in rural NS
Valley will die

Positives
Twin highways quicker
Speed cameras, inconsiderate driving, tax paid on used cars!!
Don't travel roads just for fun, for most it is necessity.
Province to do what's best.
- How will tolls speed up travel time when you have to slow down to pay the toll?
What is the cost of the toll booths?
- Put the money into the areas of ecological and safety concern first!
Blockages than affect nature!
Pot holes create erratic behavior - fix them
2 for 1 hwy systems double the [indecipherable word], double in dangerous areas,
sample a ten dangerous area cable barrier in single area to deter head on collision.
Increase bridge toll in city to pay for road betterment
Charge increment to the wealthy

- Do highway maintenance when it should be done not in the fall when it cannot cure when it does not have the time to cure you only end up redoing it all over in a patch work fashion. When the dept of highways had their own equipment it was cheaper to do this work then hiring companies (people) who do not care & will make mistakes and then they (contractors) say oh lets tear it out and redo it the government will pay for it thereby increasing costs again. Also when people who plough the roads need to inspect vehicle when leave at night when reinspect in AM & it takes an hour. As well they have 1 hr for paper work then load it before they can leave. Years ago they 1 inspection & paperwork done on the road they got out & on the road in good time.
- Design, build, maintain and operate initially a long process. This is to get an arrangement with finances. Once the financial arrangement is made the construction is more straightforward. Will motorists with transponders get a better rate as on the Cobequid Pass?
- 1. In the studies it is never explained what the causes are for the accidents. So the question is what are the determined causes for damage etc. e.g. DUI?, weather conditions; mechanical; driver inattention, etc.
2. Why is Halifax county exempt from tolls. The 103 was twinned from Tantallon to the city yet no toll for users?
3. What is the economic impact on rural communities if a toll is applied. Increase gas prices? Increase in commodities (groceries)? Health care costs?
- We cannot afford twinning with either method!!
- I have been driving the 101 for the major part of 25 years and I have seen more accidents since twinning the 101 then before. Twinning would only allow people to increase speed and 110 km/h is plenty fast. Considering twinning to gain between 2min and 22 is ridiculous. In the past year I have seen a number of areas resurfaced that were in good condition to begin with while secondary roads were ignored. Use the money more wisely. In addition all these tolls will have a negative impact on tourism in this province.
- -Use lotto money
-reduce speeds
-re-establish rail freight
-fed money earmarked for highway infrastructure
-speed camera monitor
- Premier McNeil needs to request the 300 million dollars earmarked for highway infrastructure through the Federal Government before putting more pressure on the aging citizens of Nova Scotia. This 30 year plan will affect two more generations, many of the young people leaving this province for jobs away from home - seniors cannot carry this plan that long.
- Do the tolls include ongoing maintenance? or Are these only capital costs?
Is this particular government interested in service exchange with the Municipal level of government. This could decrease the number of roads the Provincial Government would be responsible for; in turn local government could focus on their responsibilities, possibly exchanging (education) costs with roads (not their responsibility)

- I guess I answered this question in question #1. Most accidents are caused by driving too fast for conditions. The main reason for this is to improve highways & save lives. One death is one too many
- Vegetation management. Why are wasting so much money on cutting down trees & vegetation every year.
Roundabouts, some good for particular locations, other questionable.
Also applaud the landscaping but a lot overdue & not being looked after.
- Yes I think 100 series needs twinned but a lot of N.S can't pay tolls. Wages are too low.
- a) We need to find other smarter way to obtain funding. Tolls on these highways would make it very expensive to travel Nova Scotia.
b) Goods & Services are transported by trucks in Nova Scotia. This would drive up the costs of goods to consumers. Businesses would charge customers more to cover costs.
c) What is the breakdown of the 1027 Nova Scotia's surveyed - (geographical breakdown)
- Would the toll be a prominent toll or for just so many years.
Tolling some roads will increase traffic on some of the other roads to get around these toll roads. This would cause need for increased maintenance on some secondary roads.
- This could potentially kill many small business and make it even more difficult to make ends meet in rural NS. It will do nothing for tourism and will drive everyone to Halifax or out of province.
- Tolls would hurt our people in rural N.S
-workers
-health care costs
-small business
- Tax exemption for twinning funding
Secondary roads safety
- 1)What is acceptable payout?
2)How propose to control access to toll roads?
3)Propose sequential construction, or simultaneous? Time to get it done?
4)Should show (collision per km) on slide 5 of CBLL presentation
5)How much would tolls accelerate construction? Time to get it done?
- Gas tax increased?
-All road users pay
-Takes away issue of tolls - booths, people that don't have a means to pay
- -Tolls do not fit the demographic of the valley, will force traffic ([indecipherable word] trucks) to Hwy 1 & Alt routes.
-Causeway considerations should include fish passage requirements.
- Stop turning the gas tax over to the municipalities spend it on the roads. We need proper fish passage at the avon river causeway.
- No
- No
- We cannot afford the tolls. In Windsor section of 101 speed it should be 80km & enforce

it.

- Yes the effect it will have on trucking co. all our goods more by truck.
- Consumer will pay tolls & the extra cost of consumer goods because of increased trucking costs if tolled roads.
- When will we find out.
- If the speed limits were enforced there would be fewer accidents. Or drop the speed limit. Photo radar??
- No
- I done mapping control for all these from Sept 1962->Aug 1968
Many sections have not been done yet, even those done in 1962, 1963.
- Should be trying education & law enforcement to reduce speeding/distracted driving. How much will additional snow clearing on twinned roads increase? Thereby again marginalizing rural people if equipment is shifted to meet new demands. Why should an aging population require more roads when typically seniors drive less? Why are you planning to tax seniors again?
- Maybe if people drove the speed limit there may be less accidents.
- No
- Tolls would more than eliminate the time saved by twinning the shorter positions. Unfair to have toll on some sections while none on much longer and more heavily used sections.
- Bad economic policies of the past are today's problem.
- Will the costs of the tolls go up over time or stay the same?
- Better patrols would be helpful. I feel we pay enough taxes on gas without paying tolls. I wonder if anyone has asked businesses about the cost of tolls to them. From Windsor I will travel to Halifax for free rather than go down to New Minas to shop. Tolls will hurt businesses in the valley.
- No, just do it.
- All Nova Scotians have paid for the existing twinned highways, why do users of the existing twinned highways not have to pay. If tolls are necessary, put tolls on all the twinned highways in the province. How many vehicle kilometres are on the current twinned system? Share the pain - toll all twinned highways, new and existing.
- Will any existing exits or on ramps be lost due to the proposed twinning project. If so this should be avoided if at all possible.
- If our gas tax was used for roads as it was meant, twinned roads wouldn't be a problem.
- Where is plow trucks?
Do we even have people that work on highways?
What about the cost for trucking (higher cost for goods)