

Comment	Response
<p>Comment Number: 85  Submitted December 14, 2021 1:08 PM  As someone who travels from North Bay to Kapuskasing very often, I 110% support this pilot project and hope that it becomes the standard across all of HWY 11 North.  I would of liked to see a 2+1 trial option North of Timiskaming Shores (somewhere between Englehart and Kirkland Lake where there is 20+km of highway with no passing lanes), but this proposal is definitely a step in the right direction.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 86  Submitted December 14, 2021 2:45 PM  The realization that there are serious road condition problems and maintenance problems on Hwy 11 north of North Bay has been way too long coming. I congratulate the current government for starting the much needed work, albeit on an election year.  I want to remind everyone that although it is great news, northern Ontario and more importantly, traffic deaths due to various causes, don't stop at Temagami.  It is my hope the government's improvements will eventually make it all the way up and around Hwy 11 since there is much more to Northern Ontario than Temagami.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 87  Submitted 14 décembre 2021 3:15 PM  Bonjour,  Je ne suis pas d'accord avec la liste des deux choix recommandés pour les endroits pour projet pilote 2+1. Étant donné leur location très proche de chacun sur la route 11, ne serait t-i'll mieux approprier d'avoir choisi un lieu différent pour un second projet pilote.  Ce deuxième lieu devrait refléter des différentes conditions ou particularités que le premier. Les deux lieux</p>	<p>Merci pour votre commentaire.  Aucune décision n'a prise quant à savoir si le projet pilote de route à 2+1 voies sera mis en œuvre sur un seul tronçon ou sur les deux tronçons. La décision sera prise pendant l'élaboration de l'avant-projet sommaire de la route, lequel reposera sur des consultations, et une fois que le ministère aura approfondi sa compréhension de l'incidence du drainage, du nivelage et de coût sur le tracé de l'emplacement actuel.</p>

<p>recommandés sont trop semblables en terme de géographie, topographie et conception de route (design). Afin de mieux être en position d'évaluer les avantages et désavantages d'un système 2+1, ils vaudraient mieux choisir un site qui serait construit sur une route tel que l'autoroute 11 mais dans un secteur avec plus de point d'entrée et de sorti. Ceci permettrait de mieux évaluer les vulnérabilités ou point fort de la sécurité d'un tel choix de design routier. Je suis étonné qu'un tel rapport n'a pas inclu des chiffres de projections sur les améliorations ou détériorations de la circulation sur les chemins choisis. N'est-il pas le but de cet exercice de mesurer son impact sur la bonne circulation du trafic maintenant et pour l'avenir.</p> <p>Un autre point à soulever à rapport au fermeture des autoroutes lors d'accident ou de mauvais intempéries. Qu'arriverait-il dans ces genres de situations lorsque des automobilistes seraient pris et empêcher de rebrousser chemin lorsqu'il y a une médiane pour les empêcher de retourner pour prendre un détour. C'est une grande considération sur les routes du nord de l'Ontario. Cette étude est malheureusement trop axé sur le concept design et ne fait pas état et par conséquent n'est pas convaincant sur les bienfaits du projet 2+1.</p> <p>Merci</p>	<p>Ce rapport ne remplace aucun processus ministériel en vigueur. Le présent rapport consigne les processus techniques ayant été appliqués pour sélectionner les emplacements possibles où mettre en œuvre projet pilote de route à 2+1 voies en Ontario, ainsi que les paramètres de conception proposés. Les problèmes en matière de gestion de la circulation (fermeture de routes) attribuables à des collisions seront réglés d'une manière semblable aux pratiques courantes.</p>
<p>Comment Number: 88 Submitted December 14, 2021 4:04 PM I beleive this a good start but it really is just a needle in hay stack. I fear for my life and the life of my loved once like never before!!! I was raised in Northern Ontario and what is happening now is out of control!!! We are isolated and the only way to major centers for medical reasons is threw the Hwy of death. There are so many factors that need to be dealt with and fast.</p>	<p>Thank you for your comment.</p>

<p>Cut the red tape and get to the chase fast!!!</p>	
<p>Comment Number: 89 Submitted December 14, 2021 4:29 PM I propose the 26km route be the chosen route. Thank you</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 90 Submitted December 14, 2021 5:41 PM Article on baytoday.ca says you're looking for input on which location to do the 2+1 pilot project. I would like to see it from Sand Dam Rd to Ellesmere Rd. Thank you. Supporting links: <b><u>Announcement of 2+1 hwy on Hwy 11</u></b></p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 91 Submitted December 14, 2021 5:59 PM Hello: Thank you for initiating this project. Either one of the pilots is a good idea, but will state a preference of Sand Dam to Ellesmere Road. Thank you.</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 92 Submitted December 14, 2021 6:41 PM I support the test area to be from 64 to Jumping Carribou. It is a more central section of the highway between North Bay and Temagami. Also a longer section.</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 93 Submitted December 14, 2021 6:44 PM This project should be also from North Bay to Hearst, Ontario. When you leave Ottawa in the morning everything go well but when you get to North Bay it is awful. You never know when we will arrived in Hearst because of the 2 Lanes and the speed Limit of 90 km an hour. And also with all the truckers who follow so near together, you are unable to pass any of them. The truckers keep all the road for them self. Which is a very dangerous way to travel. You never know if you will get alive or dead at the end of the road.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 94</p>	<p>Thank you for your comment.</p>

<p>Submitted December 14, 2021 7:03 PM</p> <p>Anything to increase safety on our northern highways must be made a priority!</p> <p>For anyone from southern Ontario who had not travelled the north, there is no way to truly understand how challenging and difficult driving on small single lane highways for hours on end with transport trucks everywhere means.</p> <p>Imagine driving on a single lane highway with upwards of 10 trucks in a row, with maybe a meter between each, coming toward you. Now add wildlife like moose, deer or bears running onto the road or snow where one wrong move may mean instant death.</p> <p>It is extremely unsafe and I agree with any method put in place that will make us safer on the roads. Where I travel around the Thunder Bay region, we have all the traffic heading east and west in the country. And all the commercial deliveries on top of that. The highways are very busy.</p> <p>For people who don't live in our regions to decide we need to live with single lane highways is outrageous. What we would actually need from the Manitoba border to north bay are twin highways.</p>	
<p>Comment Number: 95</p> <p>Submitted 14 décembre 2021 7:47 PM</p> <p>La route 11 est bondée de camions lourds, ce qui ne facilite pas la circulation. L'hiver , les conditions routières ne contribuent pas à la sécurité. Egalement la conduite dangereuse de certains camionneurs sur la route 11 est un sujet qui dure depuis très longtemps. Mais rien n'est faite. Un projet de loi été déposé à Queen's Park par le député de Mushkegowuk-Baie James, Guy Bourgouin, abordant les failles dans le système quant au maintient et l'entretien des routes mais le gouvernement Ford a voté contre ce projet de loi. L'amélioration</p>	<p>Merci pour votre commentaire.</p>

<p>de la route 11 devrait être faite pour diminuer les taux d'accident et de décès.</p>	
<p>Comment Number: 96 Submitted December 14, 2021 8:04 PM I travel this corridor six times a year and have always had concerns with the lanes and traffic flows. I've had many close calls over the years with people coming over the centre line and driving in the wrong lanes around turns. This is so important to segregate traffic. Great work and I am excited to see it come to through.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 97 Submitted December 14, 2021 8:32 PM After reading about the ministry 's plan for 1 of 2 options for the 2+1 highway plan I would love to see both and also it being put in place between Temiskaming Shores and Englehart. But as we are giving only the option for one then I believe it should be Highway 64 to Jumping caribou Lake road as that would take in the Pan lake curve that has been the site of some horrific accidents in the last few years . Thank you for taking the lives of the people of Ontario serious</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 98 Submitted December 14, 2021 8:39 PM As an operator who drives dangerous goods up that highway almost every day, the area between Highway 64 and Temagami would be the best place to start since that is far more dangerous in the winter and for passing than around Sand Dam Rd.</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 99 Submitted December 14, 2021 9:11 PM I commute from Guelph to Temagami on a regular basis. My ancestors were the first to travel to this area in the north starting in 1896 and were involved in creating the highway 11 route some years later. So I suppose this is close to me. I am not sure what problem you are trying to solve here.</p>	<p>Thank you for your comment.  In other jurisdictions, the 2+1 roadway has been found to improve operational efficiency and reduce collisions for selected two-lane highways.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>

<p>There is already a sufficient amount of passing lanes. There isn't a traffic problem. There isn't an unusually high amount of accidents compared to other highways. This will do nothing to improve access for "First Nation" people. Please don't be silly.</p> <p>Please stop using tax payers money as your personal bank machine.</p> <p>Fiscal responsibility please.</p> <p>Supporting links: <b><u>Total waste of money</u></b></p>	<p>Consultation will be done as part of the preliminary design and class environmental assessment phase of the project.</p>
<p>Comment Number: 100 Submitted December 14, 2021 9:23 PM Yes I think after driving the four lanes highway to Toronto so easy and nice to drive,I also think that it would be a lot easier and safer to have a 2+1 highway in the north and also much cheaper Thanks</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 101 Submitted December 14, 2021 9:30 PM This is a FANTASTIC idea. As someone who drives Highway 11 regularly it's frustrating getting stuck behind line ups of vehicles unable to pass. At least two to three times per round trip I also see extremely risky behaviour on the part of drivers to pass often putting themselves and others at risk. I'd be pleasantly surprised if this ever moves forward. Fingers crossed that that terrible highway can be improved.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 102 Submitted December 14, 2021 9:31 PM It's about time something is done about our highways. To much truck going way to fast not giving a chance to other traffic. They are travelling in caravans. I know that way back that was not allowed to be in caravans. Now they do whatever they want and killing people driving way to fast and very dangerously. At least if they would have that extra lane then they could pass with more safety involved. Common curtesy dies not exist anymore It is scary to travel now</p>	<p>Thank you for your comment.</p>

<p>Comment Number: 103  Submitted December 14, 2021 9:58 PM  If you're only picking one section for the pilot project, as someone who lives on and travels these stretches of road, I would suggest the Hwy 64 to Jumping Caribou section be the priority.  This section of hwy is more treacherous and isolated from emergency/medical assistance during winter storm weather and . . .</p> <ol style="list-style-type: none"> <li>1) If there is an accident/highway closure between Sand Dam and Ellsemere, although a long detour, traffic can be diverted around to hwy 64,</li> <li>2) If there is an accident/highway closure north of hwy 64 there is NO reroute for traffic except to go all the way over to Quebec or Sudbury.</li> </ol> <p>Better yet, the MTO should look at widening and paving Tonomo Lake / Wilson Lake Road as a detour route option. That would alleviate a huge issue with hwy closures making the north &amp; south inaccessible at times. (keeping in mind the need for sharing or rerouting the essential OFSC main A snowmobile trail currently running along Tonomo/Wilson Lake roads if such a traffic detour route were to be made)</p>	<p>Thank you for your comment.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 104  Submitted December 15, 2021 12:09 AM  I have lost many loved ones on this stretch of highway. The combination of lack of shoulders, unprepared/ untrained transport drivers, weather conditions, wildlife...but you know what? it's always about the amount of transports on this section of highway between north bay and temiskaming shores.... I stood one night 4 years ago....on the side of the highway after a fatality it was -35 .... I stood watching 2 people who had been in a transport that was involved in the accident. They were wearing sandals... no socks... t- shirts no coats.... And they</p>	<p>We are sorry for your loss.</p> <p>Thank you for your comment.</p>

<p>were arguing about who was driving..... they had just ran their transport into a car..... and the driver was dead. I am a northerner.... I don't drive at night anymore... I don't drive in the winter.... And when I drive from Temiskaming shores to north bay .... I pray all the way.....</p>	
<p>Comment Number: 105 Submitted December 15, 2021 12:10 AM Well in regards to the new highway locations. The selection being that of Jumping Caribou Lake Road gets my vote if only for one reason. Were one to do research on cross country marathons of most recent Caribou Legs comes to mind. Do a quick background check on that. Interesting story regarding highway patrol and security. I do believe he completed his journey to create public awareness.</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 106 Submitted December 15, 2021 12:26 AM I have lost many loved ones on this stretch of highway. The combination of lack of shoulders, unprepared/ untrained transport drivers, weather conditions, wildlife...but you know what? it's always about the amount of transports on this section of highway between north bay and temiskaming shores.... I stood one night 4 years ago....on the side of the highway after a fatality it was -35 .... I stood watching 2 people who had been in a transport that was involved in the accident. They were wearing sandals... no socks... t- shirts no coats.... And they were arguing about who was driving..... they had just ran their transport into a car..... and the driver was dead. I am a northerner.... I don't drive at night anymore... I don't drive in the winter.... And when I drive from Temiskaming shores to north bay .... I pray all the way.....</p>	<p>We are sorry for your loss.  Thank you for your comment.</p>
<p>Comment Number: 107 Submitted December 15, 2021 6:11 AM</p>	<p>Thank you for your comment.</p>



We currently purchased property and reside in Temagami. After selling our place in New liskeard, we are travelling the corridor north and southbound between New liskeard and Temagami and North Bay regularly.

Every second weekend We travel Hwy 11 to North bay and return Friday, and again Sunday to Pick up my Son and Daughter. Since 1986 I've lived in Marten River, at age 12 Travelled the on the school bus from Marten River to Temagami and Then for Highschool the other direction Marten River to North Bay.

I joined the Marten River /Temagami volunteer fire department in 2001 and spent that year responding "first"to the majority of hwy accidents(from south of Tilden Lake to North of "Gramps Place", and often aiding and supporting the scene further in both Directions.

After staring out the school bus windows, countless trips visiting family in Niagara ...I Turned 16 living and travelled as a new driver (Smack dab) in the in the middle of this purposed 2+1 Hwy Project and truly believe I could tell you every turn, Rock cut, passing lane, Side rd and Moose wintering area, along with calving areas and the moose we see today in 2022 I can tell you who his great great great grandpa was!

With the water so close to the Hwy in some of the worst spots I'd have to guess that the choices are limited and already decided upon for location of New passing lanes, considering an estimated cost has already been purposed.

Aside from educating and enforcing laws upon the Massive influx of New Transport Drivers,

My biggest recommendation is to...

1. Insure there is a solid concrete barrier separating North and southbound Traffic this Entire section of Hwy To reduce the

Further consultation will be done as part of the preliminary design and class environmental assessment phase of the project.

Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process."

<p>innocent defensive driver and passenger deaths from head-on collisions.</p> <p>2. Maintain this Hwy in the winter with the highest classification as it supports all the movement of fuel, farming, food, imports, exports and most of all our families.</p> <p>3. Blast back the Rock Cuts Closest to the Hwy, and better Gaurdrailng at these locations and as well as areas the water on main lake systems nearly touches the hwys shoulders or crosses them , (Tilden lake, Marten River x3, Marion lake Pan lake, Angus lake x3 , Temagami, pike lake, Winnie and definitely the Montreal River including Bay as examples.</p> <p>4. Consult with Temagami/Marten River, Fire departments /Opp/Paramedics/Mnr directly on Undestanding the Highest Moose crossing areas such as South of Tilden lake on top of the hill for 2km, and North of Tilden lake from Yellowstone to white pine rds, Each side of Bidwell lake ( in my opinion Bidwell lake rd is the highest moose population crossing in the section of this purposed 2+1 Hwy as well as north of Temagami Between North of Rib lake and south of Anima nippissing rd.</p> <p>Thank You Sincerely and Best Regards</p>	
<p>Comment Number: 108 Submitted December 15, 2021 7:38 AM This is a great idea. It's impossible to pass (without passing lane) through the entire Temagami corridor, so cars race at 120-130 to pass as many slow vehicles as possible through the passing lanes, which are far too sparse. You get stuck behind slow trucks that can't get up the hills &gt;80km/h, so people get impatient and take too many risks. I like the barrier idea too. This should be implemented on all the northern 2 lane highways, but Temagami is definitely one of the worse areas I've encountered.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 109</p>	<p>Thank you for your comment.</p>

<p>Submitted December 15, 2021 7:54 AM          With the aggression on today's roads, this will be a dangerous experiment. Even without the aggression, keeping the roads clear to see where the relevant passing zones are in inclement weather will be a challenge that is currently not being met. Generally a bad and unsafe idea.</p>	
<p>Comment Number: 110          Submitted December 15, 2021 7:59 AM          2+1 sounds like a great first step towards making this highway safer. 2 more steps must be taken. (1) designate highway 11, in it's entirety, the same as the 400 series highways to ensure adequate winter maintenances. What is occurring now is criminal. (2) Take immediate action to overhaul driver training for CMV. Our roads require properly trained, properly monitored, professional, respectful drivers.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 111          Submitted December 15, 2021 9:18 AM          The area from the Field cut off (Field turn off) is the best area to put the test 3 lane section of road. There are many accidents around there and a 3rd lane would ease traffic better for people turning in and out of the exit. This is a good use of our tax money.</p>	<p>Thank you for your comment.           Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 112          Submitted December 15, 2021 10:12 AM          How about also trying the 3 lane highway on highway 144 from Timmins to Sudbury. When an accident happens on 144 the highway is shut down anywhere from 2 to 6 hours this ridiculous.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 113          Submitted December 15, 2021 10:33 AM          This is a general comment on the proposed three-lane, or as it's called by the government "2+1" test strip of Highway 11, north of North Bay. It's about time that this type of highway became common in Ontario. Our roads are polluted with tractor trailers, mostly</p>	<p>Thank you for your comment.</p>

carrying hard cargo that doesn't need rush service and should be carried by rail instead. These trucks run at full speed any chance they get. They tailgate persistently, giving the autos in front almost no chance of survival when a hard stop is required. They pass in dangerous circumstances and seem to regard the highways as their personal competition field.

I have many, many hours on the highways between Ottawa and Timmins, and have almost lost my life several times over the last fifty years. Having commented on the trucks, I should also comment on passenger vehicles. They seem to be better, but they also do stupidly dangerous things.

My perception of the problem is that the things causing the harm on our highways are;

- 1) tailgating in anticipation of passing by autos,
- 2) tailgating by impatient truck drivers who want to go as fast as their speed limited trucks will go,
- 3) automobile drivers who are unable to maintain a consistent speed on the highway, causing traffic to bunch up behind, (unable to match a set speed) and causing frustration behind. This frustration inevitably causes someone to pass, often in a bad place and time.

I have watched Europe install 2+1 divided highways with envy, knowing that were we to do this we would save lives and injuries, reduce fuel consumption and increase average traffic speed safely.

In addition to this there are a couple of other things needed, and that includes allowing drivers to pass without having to worry about the OPP sitting at the end of passing lanes, picking off people who are just trying to get ahead of the drivers who are unable to maintain constant speeds.

Despite the actions of our politicians in creating "racing laws" that in my opinion unconstitutionally punish Canadian citizens in advance of a fair trial, I have seen very little evidence in almost fifty years of driving that "speed" is the trouble on our highways. In fact, to my eye, the opposite is true. The drivers who speed up & slow down, and who drive below the traffic speed on major roadways are a major problem. They are never seen, never tracked and never charged for being the root cause of the accidents that happen when the frustrated drivers, several vehicles behind them try to pass on roads that do not allow for it. Our driving schools teach how to parallel park, how to park on a hill, how to signal a turn, how to do a three point turn, etc. All these are low speed actions. I have yet to see a driver training vehicle out on a highway teaching drivers how to stay 6, 8, 10 car lengths behind so as to get a better line of sight before passing. I have yet to see a driver training car teach that getting to passing speed before crossing the line reduces your time in the opposite lane and gets you out of the oncoming traffic much more quickly. They teach "defense" and while that is necessary, they don;t seem to teach how to accomplish maneuvers "quickly and safely at a higher speed".

We need these 2+1 roadways NOW. We also need "passing speed" allowances. We need new drivers to be trained at the speeds that will kill them, not at parking speed. We also need our commercial drivers to be trained to ONE standard across the country, NOT provincially, and every commercial drivers, wanting a Canadian truckers license should be required to take all the same training, regardless of whether or not they are already licensed in another territory or country ..... period.

<p>This facebook link is just one event I have experienced in my fifty years on the roads. [Link removed by the ministry] cheers</p>	
<p>Comment Number: 114 Submitted December 15, 2021 10:48 AM The intent of this commendable project is diminished by the proximity of a Provincial election which would likely negate its successful completion. Notwithstanding I would sincerely hope that the intention is to prohibit passing completely in the twolane section since the tractor trailers seem to have a problem with this to the extent that we are now experiencing three-vehicle accidents! Good Luck with it!</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 115 Submitted December 15, 2021 10:51 AM It's about time someone is looking at 2+1 lanes on Highway 11 north.!!! I have been saying that for the last 20 years. I almost got killed last year because of a transport issue. All the money for road upgrades go to the GTA in the past. It's nice that someone remembers that a part of Ontario actually exists north of Highway 7, and road upgrades should happen there too. If you don't want to spend money on upgrading Highway 11 north, then put the transport truck trailers on rail cars and use the train network to shuttle goods from the GTA to Matheson. We could pick up the goods from there to serve the north. This would reduce transport traffic on Highway 11 and hopefully reduce accidents and death. Supporting links: <b><u>Highway 11 2+1 trial</u></b></p>	<p>Thank you for your comment.</p>
<p>Comment Number: 116 Submitted December 15, 2021 10:57 AM The next area to look at would be Highway 144. That's a dangerous stretch of road with all the rock cuts. Already too many accidents north of Sudbury this year.</p>	<p>Thank you for your comment.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>

<p>Supporting links: <b><u>Highway 11 2+1 trial</u></b></p>	
<p>Comment Number: 117  Submitted December 15, 2021 11:01 AM  Hi:  I'm really please that the ministry has accepted to run 2 pilot project to challenge the adoption of the 2+1 highway concept on Hwy 11 in Northern Ontario.  I'm from Hearst Ontario, and although I understand the concept of scoring used in the initial pilot projects, I'm wandering why wasn't one pilot was done on Hwy 11 anywhere from Longlac to Cochrane?  The reality of this highway segment is different then the segment that will be used in the initial pilot project.  Thank you to take the time to answer  Have a great day</p>	<p>Thank you for your comment.</p> <p>There was an initial report that identified factors to be considered for the shortlisting and selection of the pilot location. Factors included but are not limited to traffic volume, proximity to patrol yards, number of entrances, and operational problems (head-on collisions).</p>
<p>Comment Number: 118  Submitted December 15, 2021 11:43 AM  As someone who travels Hwy 11 North, I feel the best location for the pilot would be the stretch from Highway 64 to Jumping Caribou Lake Road, as there is a long stretch south of Temagami without any passing lanes. In my experience, more accidents occur in this area as the lack of available passing lanes or safe passing areas create a build-up of traffic (especially tractor trailers). This is especially true during the winter months.</p>	<p>Thank you for your comment.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 119  Submitted December 15, 2021 12:45 PM  Thank you this is a great initiative and I hope it is successful.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 120  Submitted December 15, 2021 1:20 PM  1) "Posted speed (prevailing) should be 20 km/h lower than the design speed."  This policy is the one most important cause of speeding in Ontario. Drivers feel that the roadway can be safely driven faster than allowed, and so they do.  The many examples in southern Ontario of posted speeds less than 20 km/h below</p>	<p>Thank you for your comment.</p> <p>Design speeds are based on ideal conditions for both the section of roadway and the vehicle. It is common to have elements within any section that do not meet the design speed, as such a lower posted speed is chosen. The vehicle mix and slower vehicles are being considered as part of this project.</p>

<p>the design speed (three of them on provincial highways) show that posting a more appropriate speed limit does not result in faster driving, but only legalizes existing safe speeds.</p> <p>The 2+1 sites should generally be posted at 10 km/h below design speed from the beginning, as 2+1 is already a safety upgrade over the current undivided design, provided that slow vehicles are properly taken care of (see below).</p> <p>2) "No Adjacent Vehicles (Agricultural or Horse Drawn Vehicles)"</p> <p>While the selected sites are said to be free of slow vehicles, the design must still take them into account, as there are no alternative routes for a slow vehicle to use. I'm thinking less of tractors or horses, and more of bicycles and limited-speed motorcycles.</p> <p>On an undivided highway, these can be passed with ease, as their low speed shortens the time spent in the opposite lane. On a 2+1 highway, the long barrier-protected single-lane sections would tempt drivers to pass at an unsafe distance.</p> <p>To ensure safety, the single-lane side should have pavement wide enough to pass a slow two-wheeled vehicle at speed (perhaps 5 m from barrier to edge of pavement). Where the right-of-way doesn't allow for this, fast vehicles must be able to brake in time when approaching a slow vehicle: there must be signs warning about the end of the paved shoulder, and depending on sightlines, lower speed limits may be needed.</p>	
<p>Comment Number: 121  Submitted December 15, 2021 3:50 PM  I feel the pilot project should start at highway 64 and run north. This will allow all the extra concentrate trucks running from the mine in Sudbury to be part of the data collected.there is also better</p>	<p>Thank you for your comment.</p> <p>Your comment will be forwarded to the preliminary design team for consideration.</p>



<p>opportunity to include intersections and this will also I improve data collected. Further there has often been discussion on the need for extra truck traffic rest stops and pull offs. The intersection of highways 64 and 11 has been highlighted as a potential pull of and it could be incorporated into the pilot construction. Thank you.</p>	
<p>Comment Number: 122 Submitted December 15, 2021 5:16 PM I think this is great idea. Personally I believe the test area should be on a stretch of hwy for witch it is intended for. I believe the hwy 64 to caribou lake in my mind is the appropriate location as it is in the middle of the section intended for this service. That section of road is traveled by pepole living and working in northeastern Ontario. Again I applaud the enitiative</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 123 Submitted December 15, 2021 6:01 PM Im curious about any breaks in the divider. Is there any plan for how often there will be a break in the divider, allowing cars to turn around, or for the nearest emergency services to turn around if need be?</p>	<p>Thank you for your comment.  There will be breaks in the barrier at major intersections. It is not anticipated to have additional breaks. However, entrances and need for turn-arounds will be considered for mitigation measures during preliminary design.</p>
<p>Comment Number: 124 Submitted December 15, 2021 7:15 PM Highway 64 to Jumping caribou Road for the proposed pilot of 2+1 project .</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 125 Submitted December 15, 2021 9:22 PM Seems weird as we've never seen anything like this before, and it will likely be met with resistance, but I fully support and applaud this endeavour. I've been working in the morgue in Sudbury for a decade and am intimately familiar with the consequences of these accidents. They are horrendous, and far too frequent.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 126</p>	<p>Thank you for your comment.</p>

<p>Submitted December 16, 2021 12:28 AM Great idea and look forward to the pilot project being followed up shortly after by more stretches of Highway 11 and Highway 144 having the guardrail installed! As a northerner from Timmins, all I can say is that, this should have been done a long long time ago!</p>	
<p>Comment Number: 127 Submitted December 16, 2021 6:20 AM What is the government going to do to stop transports passing transports and taking up the entire passing lane like they are currently doing? Without a doubt this has to be one of the biggest contributors to the fatalities on highway 11. Having a 2+1 highway would only increase the number of fatalities caused by what transport drivers do behind the wheel. In the states they have lower speed limits for transports so that other traffic can travel on the highway with increased safety and efficiency.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 128 Submitted December 16, 2021 7:55 AM The implementation of the innovative 2 + 1 project is exciting news for all who travel the northern highways!! Thank you to Mark Wilson for his years of focus and dedication to making our roads safer. There have been too many families who have lost or disabled loved ones on our highways. Thank you to the GEMS group and the provincial government who researched and brought the project to fruition. It has been reported that rumble strips have saved lives and accidents. I was surprised several years ago when highway 17 east of North Bay to Mattawa didn't include rumble strips. Could this not be a requirement on any new pavement</p>	<p>Thank you for your comment.  Rumble strips are effective in certain situations and are considered for use within all projects.</p>

<p>going forward? It must be the cheapest safety solution available.</p> <p>When we travel along Hwy 12 from Arthur to the Kitchener area every intersection has many rumble strips coming up to a stop sign. On one trip we came across a fatality accident on an intersection on that route and a few years later a roundabout was added.</p> <p>Thank you, everyone!!</p>	
<p>Comment Number: 129 Submitted December 16, 2021 7:57 AM</p> <p>Hi, I disagree with this project starting at the field cut off for 16km. I live just past the field cut off at 3329 HWY 11 N, This would mean every time I have to go to North Bay I will have to drive 16km North to turn around and drive 16km back to head back to North Bay. Also in this stretch we rarely see accidents they are occurring further down the road. I believe this area is about the safest spot on the HWY and there is no need for this project there.</p> <p>Thanks</p>	<p>Thank you for your comment.</p> <p>Entrances will be considered for mitigation measures during preliminary design.</p>
<p>Comment Number: 130 Submitted December 16, 2021 8:36 AM</p> <p>Hi, I already made a comment but I wanted to add that Hwy 64 (field cut off) for 16km would also affect my lively hood. With a meadium in the middle of the road at this stretch this would cut my access off to the OFSC trail and 4 wheeler trails since they are just across the road from my driveway. This would affect my customers that rent from me just to snowmobile &amp; Atv. I would also have to drive the 16km north and do a Uturn on the HWY everytime I need to go to the dump, go get the mail at Trappers, go to North Bay, Sturgeon Falls, go to the neighbors etc. This would affect my everyday living in a big way. I</p>	<p>Thank you for your comment.</p> <p>Affected stakeholders, including snowmobilers, will be considered for mitigation measures during preliminary design.</p>

<p>would also be more concerned about all the people driving snowmobiles &amp; Atv that live on my side of the road in that stretch to 64 hwy to get to the trails since our access would be cut off.</p>	
<p>Comment Number: 131 Submitted December 16, 2021 9:14 AM Having driven on the 2+1 highway on Highway 17 N between Sault Ste Marie and Wawa, I fully support expanding this model to other areas of the country.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 132 Submitted December 16, 2021 10:23 AM The example photo provided in the executive summary is not representative of the terrain that is present in the two proposed pilot sections. The localized terrain contains several rock cuts in both pilot sections. Similar to other cross-sections detailed in the TAC manuals, the Ministry should consider providing a typical section detailing the minimum median widths, lane widths, shoulder widths and rounding widths. While the above widths are discussed in the design parameters, there is no mention of fore-slope parameters, back-slope parameters as well as any rock cut clear zone requirements for the 2+1 cross-section. The rock excavation work alone will span an entire construction season. Based on the quantity and scope of rock removal required, the Ministry should consider establishing the cross-section from median to the extent of clear zone expeditiously as part of preliminary design and engage in pre-construction advance grading works to remove the rock cuts to the designed clear zone selected. This would also allow time for re-use of the excavated rock cuts. The blasted rock material excavated from rock cuts sourced within the MTO ROW can be hauled to nearby Ministry aggregate sources to supply recycled aggregates</p>	<p>Thank you for your comment.</p> <p>A typical section will be added to the report.</p> <p>Foreslopes and backslopes should meet current ministry policies and standards for new construction or reconstruction projects. A statement will be added as appropriate to convey this.</p> <p>Construction staging and construction timelines have not yet been developed. This is typically done during the preliminary and detail design phases of ministry projects.</p>

<p>(Granular B-Type II, rock fill, hot mix aggregates) for use to construct the extensive widening that will be required for the 2+1 pilot project. Recycling this Ministry owned material is critical to reduce the construction costs associated with the rock removal required to construct the 2+1 pilot project.</p>	
<p>Comment Number: 133 Submitted December 16, 2021 2:56 PM It would be nice if they did this from the French River to Parry Sound, as the 4 lanes there will be so long in coming that a lot of accidents could be avoided with this type of road. And as the 4 lanes are extended they could reuse that part of the road. As there is already some parts of the road that are 3 lanes it would just have to be extend those sections and add the middle barrier.</p>	<p>Thank you for your comment.</p> <p>The provincial government committed to 4-laning Highway 69 throughout its length in the 1990s. If an existing 2-lane section of highway is upgraded to a 2+1 roadway configuration, a future upgrade to a 4-lane configuration may not be easily done. The footprint (toe of slope to toe of slope) for the 2+1 roadway will be wider than that of a standard 2-lane section.</p>
<p>Comment Number: 134 Submitted December 16, 2021 7:46 PM Hi, I disapprove of the this project at 64 HWY to jumping caraboo rd. I live about 3km to 4km north of 64 HWY on HWY 11 N. Across the road from our driveway is the access to the OFSC snowmobile trail/ 4 wheeler trails and access for hunters to hunt. With a medium in the middle of the road this would block our access. We have cottages we rent year round to avid snowmobilers/4 wheelers and hunters that rent them. Our neighbour and neighbour on the other side of him also have cottages they rent year round. With the median blocking access to the trails we will now have our renters and us traveling south on the Northbound side toward on coming traffic on our snowmobiles/4wheelers for 3km to 4km to 64 HWY to access the snowmobile/4 wheeler and hunting trails. This will be putting more people in danger than already are. Also anytime we have to</p>	<p>Thank you for your comment.</p> <p>Entrances and affected stakeholders, including snowmobilers, will be considered for mitigation measures during preliminary design.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>

go across the road to the dump or to Trappers trading post for our mail or supplies or to North Bay etc. We will have to travel about 12km Northbound and do a Uturn in the middle of HWY 11 to travel southbound. Im not really comfortable doing uturns on HWY 11 with all the transport trucks behind me. These are thing for you to think about but if this project happens in this spot you will be putting a burden on ours and others livley hood, also putting many people in danger of being killed or injured.  
Thank you

Comment Number: 135  
Submitted December 16, 2021 11:17 PM  
as a retired mto roads supervisor that worked on the original building of the Thunder Bay expressway we have been concerned about the number of fatalities on that road in the last 5 years.We have proposed to deaf ears the use of newjersey barriers to separate oposing lanes of traffic thus reducing head on collisions and fatalities .Very little modification is required to instal the barriers down the present roadway.also reducing the speed limit from holder ave to past city rd on hwy 61 will also help significantly in reducing collisions as poorly timed traffic lights don't provide anywhere near the stopping distances required by speeding transports.more traffic enforcement is also needed do to the prevalence of exceeding the posed limits by at least 20kph by a significant amount of me first drivers that don't seem to care about the ramifications of poor driving habits particularly tailgating.The group of advocates for removing long haul truckers off hwy 102 don't realize or care how much more deadly the expressway will become by injecting more that 1000 trucks onto the road portion from 102 to hwy 17 or harbour expressway will become .You can't improve road safety by rerouting

Thank you for your comment.

The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.

Concrete barriers are not considered to be a good match for 2+1 roadways.

We will share your comments with the appropriate ministry offices with respect to the Thunder Bay Expressway.

<p>vehicles operated by people that obviously don't have the exspertease to operate them onto a longer route were traffic volumes are typically higher and have more road changes to get threw.THANX.</p>	
<p>Comment Number: 136 Submitted December 17, 2021 12:54 PM what a great ideas , specially northern ontario with all the transport on hwy 11 . wow some comment sense. thumps up to all the people involved.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 137 Submitted December 17, 2021 1:45 PM The 2 +1 highway proposal is nothing more than a watered down version of a properly built four lane highway. The idea is more about cost savings than providing properly built four laned highways that carry a lot of heavy truck traffic across the country. Furthermore these proposed highways are planned to be built in regions with moose. The concern are moose that want to cross the road will become confused by the barrier and will roam down the road rather than crossing it which increases the risk of collisions with moose.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p> <p>Wildlife and wildlife crossing will be considered during the preliminary design and class environmental assessment phase of the project.</p>
<p>Comment Number: 138 Submitted December 17, 2021 7:32 PM Highway 64 to Jumping Caribou Lake Road is preferable. This section of highway would capture traffic coming from &amp; going to Highway 64 in addition to Highway 11 traffic.</p>	<p>Thank you for your comment.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 139 Submitted December 17, 2021 9:13 PM Absolutely Not... Don't copy USA ... Canada has a totally different driver's behavior... this will end up in a tragedy, and severe collisions due to high speed ... think twice... Choose wisely with my taxpayer dollars- Dead people on the road or a 4 lane parkway.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 140 Submitted December 18, 2021 8:32 AM</p>	<p>Thank you for your comment.</p>

<p>This is progress for our northern highway which is a vital mode of transportation for truckers and for residents of the north. In the winter time the highways in the north are so terrible you play Russian roulette with your life when deciding to drive on highway 11.</p>	<p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 141  Submitted December 18, 2021 9:18 AM  Have you studied this plan that was used in uk seems that this didn't work, today mostly all your passing lanes are built on straight line were it should've been chosen in areas where curves hills are . What is wrong here build 4 lane hwys , Ontario is the richest province in Canada ca Hwys built in the north is lacking in technology, not built the same as southern Ontario, here in the north the famous saying by many of top ministers is make it look good make it black . Want proof when they resurface sections all they do is scrape the top of the ashphalt first few inches resurface with new ashphalt and within one year wheelruts are back when culverts are changed trenches are dug the width of what's needed drop new ones compact it as they're buried no frost taper and following year have to come back rédiger frost tapper it , money well spent :don't think 😞 so money wasted because you don't know what your found I could go on and on Since you got rid of all the expertise back in the late 90's early 2000 you have created a really big mess yours truly</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 142  Submitted December 18, 2021 2:43 PM  This will have catastrophic consequences. It's never a good idea to force traffic to go head on even though it's only pass. What happens if you have 2 transport trucks, and a vehicle attempts to pass but doesn't have enough room??  I think there are other alternatives to be considered before moving forward.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>



<p>Comment Number: 143  Submitted December 18, 2021 3:00 PM  I think it's going to be a more frustrating and unsafe proposal. As a commercial driver. I see only a bottle neck situation. Hwy 11 is a major route. It would be like blocking 1 lane here and there on hwy 400. Its going to cause traffic waves down the road. We see the effects from the traffic lights in Temiskaming Shores and North Bay. The biggest thing I'm worried about is when there's a accident and traffic is stuck and stopped. How will emergency/service vehicles go to the scene. Will they need to rush against traffic risking lives to try and safe others. Is this barrier removable to turn traffic back to safety? Also are the barrier going to be more solid the the ones we have now on the side of the road. Lots of them get taken out by trucks and even passenger vehicles. I think it would need to be a wall a foot wide and 6 feet high to keep vehicles in their lanes. Also how is it going to impact wild life crossing. Are they going to be confused and stand in the dark in the travail lanes. The only positive things is most of the accident should stay in that lane and hopefully its going to add more passing lanes to improve traffic flow. I know, I'm governed at 98 kmh and I do disrupt traffic flow and causing road rage to other drivers. Thanks MTO truck driver risking my life every day.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p> <p>Issues related to traffic management (highway closures) after collisions will be dealt with in a manner similar to current practices.</p> <p>Wildlife and wildlife crossing will be considered during the preliminary design and class environmental assessment phase of the project.</p>
<p>Comment Number: 144  Submitted December 18, 2021 4:47 PM  It is very unfortunate the government of ontario only focuses on Southern areas when the north supplies many needed resources and are treated like 3rd world people. Instead of spending funds on highway 11, job about twinning the transcanada highway to the Manitoba border. This would save many lives and make the north more desirable as a vacation destination</p>	<p>Thank you for your comment.</p>

<p>Comment Number: 145 Submitted December 18, 2021 6:41 PM I wholeheartedly support the 2+1 lane pilot project. Ontario needs to look outside its borders for solutions to its infrastructure problems, and this system saves space and pavement compared to highway twinning, and is proven to work in similar rural regions outside of North America.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 146 Submitted December 18, 2021 11:53 PM It is about time that something is being done to address the safety issues on our Northern highways. This is an important step and has my full support. I drive this section of the highway 5 days a week and have seen my fair share of unsafe driving behaviour.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 147 Submitted December 19, 2021 12:27 PM I believe the section of Highway 11 from Sand Dam Road to Ellesmere Road (North Bay Area) would be the best candidate for the pilot project. The highway corridor is wider at this location and appears to have fewer entrances to the highway. I'm concerned that the section of Highway 11 from Hwy 64 to Jumping Caribou Lake Road (Temagami Area) has three private entrances (e.g. Rattler Rd, Old Mill Rd) that cottage owners coming from the south, turn left onto. These entrances would likely be blocked off with this proposal and would necessitate many individuals have to drive past their destination and then finding a suitable, safe turnaround spot such as "Gramp's Place" at Rabbit Lake Rd. Other less safe turnarounds such as the pushout opposite Jumping Caribou Rd might be utilized which could result in increased accidents, which would defeat the purpose of this initiative.</p>	<p>Thank you for your comment.</p> <p>Entrances will be considered for mitigation measures during preliminary design.</p>

<p>Thanks for this opportunity to provide input.</p>	
<p>Comment Number: 148 Submitted December 20, 2021 6:53 AM This is exactly what this area needs, there has been so many fatal accidents in this area, and accidents that have closed the people off from getting to Medical appointments, etc.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 149 Submitted December 20, 2021 10:08 AM We are happy to hear that you are moving forward with a 2+1 project on Highway 11. Since the traffic counts are similar on the two proposed sections of highway, we hope that the longer of the two sections would be considered for the pilot to provide better safety to those using the roadway. The only reason to complete the shorter section first is if after a review of serious accidents along the two stretches to ensure that the section with the higher number of fatal accidents might be completed first.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 150 Submitted December 21, 2021 9:45 AM This dosent solve the problem of maintenance on the highway, they need more plows and a better plane of action to clear the road , and won't change the way some drive , I can see a bigger potential of accidents, I fail to see how adding an extra lane will improve things. In my opinion all that will accomplish is more accidents, more unnecessary deaths, and we will still have crappy highway maintenance.. If they can't keep up with 2 lanes how on earth are they going to keep up with 3 😞</p>	<p>Thank you for your comment.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 151 Submitted December 21, 2021 10:55 AM I own a property 2 kms north of highway 64, there must be breaks in the centre barrier. Without breaks in the barrier, if we want to travel south, we will have to drive</p>	<p>Thank you for your comment.  Entrances and affected stakeholders, including snowmobilers, will be considered for mitigation measures during preliminary design.</p>

<p>several kms north to turn around. Most people who live in the proposed pilot project are outdoorsman and cross the highway with snowmobiles, four wheelers and side by sides. I saw a detailed plan a few years ago that did have breaks in the barrier and under the highway tunnels for atv and snow mobiles. Where could we locate the detailed plan ?</p>	
<p>Comment Number: 152 Submitted December 21, 2021 3:13 PM I think it's a great idea and will improve traffic safety just with the sheer volume of vehicles we now see everyday travelling through Hwy 11. It will be much safer and easier to navigate through slower moving vehicles. The idea of a barrier also implements a safeguard for the steady flow of traffic.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 153 Submitted December 21, 2021 5:56 PM Judging how I see people drive during my daily commutes, any change to how the roads work will cause a ton of accidents as there are more bad drivers out there than good, people still haven't learned what zipper merging is and consider it a mortal insult when someone merges properly.</p>	<p>Thank you for your comment.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 154 Submitted December 21, 2021 7:44 PM although it may work in Europe, a vast majority or Ontario/Canadian drivers are vastly underqualified in knowledge and experience. due to Canada's weak requirements to receive a license. in Europe it is much harder to get drivers license. I think you will have a increase in accidents at the remerge junctions, due to the mentality of drivers and their selfish tendencies</p>	<p>Thank you for your comment.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 155 Submitted December 21, 2021 8:05 PM I would prefer to see the section from Highway 64 north completed first.</p>	<p>Thank you for your comment.  Your comment will be forwarded to the preliminary design team for consideration</p>

	during the environmental assessment process.
<p>Comment Number: 156  Submitted December 21, 2021 8:06 PM  I would prefer to see the section from Highway 64 north completed first.</p>	<p>Thank you for your comment.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 157  Submitted December 22, 2021 3:37 PM  The sections of highway that are being done could be a start but don't cover half of what needs to...so what about the rest? We need this whole section done from North Bay to way further North.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 158  Submitted December 22, 2021 3:38 PM  While I welcome the recognition that hwy 11 needs change, I don't think this is going in the right direction. We have a majority of head on collisions with commercial vehicles and with poor winter maintenance, I don't think the drivers here will drive any safer when the lanes switch so often.  What we need is 4 lane split highway here. Don't waste money on this project and expand our highways to actually be safer from tractor trailers. Improve winter maintenance.  We have enough traffic here that justifies expanding our highways.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 159  Submitted December 22, 2021 3:54 PM  My preference would be for the northern section to be given priority and completed before the southern section.</p>	<p>Thank you for your comment.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 160  Submitted December 23, 2021 7:31 AM  Now that sight selection has been done for the two designated stretches of highway 11, I would suggest that the province, upgrade or partially upgrade where they can, these test areas to</p>	<p>Thank you for your comment.</p> <p>The 2+1 roadway configuration may not be easily upgraded to a 4-lane configuration. The footprint (toe of slope to toe of slope) for the 2+1 roadway will be wider than that of a standard 2-lane section. The Design Parameters Report</p>

<p>accommodate an eventual four lane highway in the future. Thanks</p>	<p>will be updated to include a typical section to illustrate the difference.</p>
<p>Comment Number: 161 Submitted December 23, 2021 12:46 PM I feel that there should be 2 plus 1 between Hwy 64 and Temagami. This is a high accident area and will also catch the heavy traffic, aggregate haulage, to from Hwy 64.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 162 Submitted December 23, 2021 1:57 PM This is a terrible idea. Hwy 11 is a death trap and will only get worse with a 2+1. More accidents to come and transports will fight to pass taking up the lanes and pushing others into the ditch. Rethink you're so called great idea.</p>	<p>Thank you for your comment.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 163 Submitted December 23, 2021 4:04 PM As a resident of Temiskaming Shores most of my life I feel a need to weigh in on this. I believe that this proposal is the best and most economical option to help save lives on Highway 11 North. I'd like to see the test area in the northernmost option. I believe that this area would be best served by having the barrier between traffic directions.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 164 Submitted December 23, 2021 7:10 PM Great idea in theory but the two proposed stretches of highway already include regular passing lanes and straight stretches where it is currently possible to overtake. The pilot project should include sections of the highway where it is not currently possible to overtake due to numerous hills and corners since those are the sections where people take unnecessary risks trying to overtake and accidents occur. Straightening the winding sections further north of the proposed areas such as those between Marten River and Latchford would be effective in reducing collisions and the 2+1 barrier would prevent head-on</p>	<p>Thank you for your comment.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>

<p>collisions in those winding stretches resulting in lives saved.</p>	
<p>Comment Number: 165  Submitted December 23, 2021 9:22 PM  I have been a regular traveller of this route for 40 years both commercially and privately.  The worst danger zone is between Gillies (just north of Latchford) and Tonomo Lake Road (old hwy 11). Very rough terrain. The southern most portion has already been bypassed once but is still very dangerous.  I would highly recommend that the 2+1 start just past the rock cut north of Tonomo Lake Road and end just north of the curve (which was also realigned some time ago but is still serious) at Hornet Lake.  If no further 2+1 happens at least we nailed a bad spot. Starting at Hwy 64 is too far south and the highway is pretty flat and straight up to Tonomo Lake Road and in my opinion a waste of effort when there is more critical areas farther north.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario. Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>
<p>Comment Number: 166  Submitted December 24, 2021 10:13 PM  This is a great idea... except when the snow hits the ground, nobody is going to know where the passing lanes are or if they're headed into oncoming traffic, it's going to kill even more people in thr winter than the system thats already in place. Get the crews up there, get the decided highway up and connect to the rest of Canada safely rather than trying to kill us all up north.</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p>
<p>Comment Number: 167  Submitted December 25, 2021 5:40 PM  Hi there,  I have travelled to Sweden numerous times before and this is definitely something that we can replicate here in Ontario, especially on the Trans-Canada in Northwestern Ontario. I sincerely hope that this project will eventually lead to this</p>	<p>Thank you for your comment.</p>

<p>standard being implemented throughout all of Northern Ontario to increase highway safety. Here in Northern Ontario we have little options of transportation, so cars and trucks are our main source to get from A to B, and when the highway is dangerous due to weather or traffic, there is always that extra fear going on.</p>	
<p>Comment Number: 168 Submitted December 27, 2021 9:57 AM I think 2+1 highway is a good idea. But in order for this to work Ontario drivers must first learn highway driving protocols. As it is now whenever there is a passing lane area drivers that normally drive at the speed limit, all of a sudden accelerate to not allow other drivers to pass them. Then slow down again when passing lane has ended. Also in areas were there is an opposing passing lane and give way to opposing traffic is posted, there are drivers who always drive in the center lane even if they are the only ones on their side. Police should target these drivers for obstructing traffic causing dangerous situations.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 169 Submitted December 28, 2021 12:16 PM Thank you for giving us the opportunity to comment on the selection process for the proposed 2-1 Highway pilot project that is going to be constructed between Temagami and North Bay. As Mayor of Temagami one of my concerns during my term is Highway safety. I have had the opportunity to take part in the Team HWY 11 North working group since it was established. This Group was set up as a result of Hwy 11 concerns raised at local Police Boards which I also am involved with and was a way for us to be able to discuss items of concerns, be updated on MTO plans and also to provide input on to how to make HWY 11 safer. If you have noted concerns being expressed on social</p>	<p>Thank you for your comment.</p>



media Hwy 11 safety is a concern being expressed by many. It is easy to complain but I know there are people in our area who are interested in coming up with better solutions.. Yes some additional maintenance or some additional snow plowing always can help but a common vision shared among many Mayors in our region is the transition of Hwy 11 to a 2-1 Highway from North Bay to Nipigon is a must. I have lived in Northeastern Ontario all my life and have driven HWY 11 for years and it needs attention. Just yesterday on my way to Kirkland Lake I was passed by a very impatient driver who got frustrated by a slow vehicle in front and attempted to pass when he should not have!! He almost caused a head on right beside me as he tried to pass two cars and almost hit an oncoming car... Luckily he cut me off and got back into his lane and we all got to drive away without incidence. Luckily we noted later on he was pulled over for speeding just before Engelhart. Being able to write these comments today is even a bigger plus as I was also able to visit my Granddaughter and my son-in-laws Family who after 5 years was able to come to Canada for Christmas... Okay getting to the selection process and if Bob is reading this my selection (as he is well aware of )for the 2-1 Hwy project would definitely be the section from Hwy 64 to Jumping Caribou. This section of road is dangerous and if you look at accident statistics the area around Lake Tonomo speaks for itself. That corner has been discussed at the HWY 11 North Team meetings on many occasions and is not safe. The number of accidents in that area are all well documented. I have noted on many occasions I know a truck driver who hauled from Iroquois Falls to North Bay 8-10 times a week for years and he is one of the safest drivers I know and he has

told me on many occasions there is something wrong with that corner. Having the pilot constructed in this area will do two things first it put up a barrier to help keep people on their side of the road and second you would have the opportunity to try and make some changes to that corner. That entire stretch of road also represents a good example of the type of environment that exists along HWY 11! It may be more extreme as it relates to the amount of rock and corners but if you can make it safer as part of this pilot you could have a good base for decisions to extend the concept or not. Not sure the other pilot site location has the same level of comparison and although would also be a good selection but not as good. Yes 4 lanes might be the way too go but that level of investment needed will not occur in our life time so this option of a 2-1 highway has a lot of merit. Also the investment of the rest station in Marten River is also a important development in our area and we thank the MTO for getting this approved. This rest station along with the 2 for 1 Highway pilot to Jumping Caribou added to this area of highway would act as a model that could also be further assessed. The need for more rest stations along Hwy 11 is another issue we have raised and also needs to be extend all along Hwy 1. Again this would be a good model to follow to see what results occur and this will show a real commitment to Highway safety in our area,, Thanks

Comment Number: 170  
Submitted December 28, 2021 6:08 PM  
From my multiple years of both driving northern Ontario highways and working directly in their construction I see the high safety value potential in this project from improving 2 lane highways without the unnecessary upfront and lifecycle overexpenditure of a full twining lane

Thank you for your comment.

<p>project where traffic volumes don't yet support a full divided highway. This 2+1 configuration would be a great addition into the Ontario network.</p>	
<p>Comment Number: 171  Submitted December 29, 2021 1:08 AM  I support the 2+1 roadway design for Highway 11, as I believe it will provide a safe flow of traffic on an increasingly busy and important highway.  This design has been implemented on parts of Route 50 (Quebec) and can be successful in Ontario as well, with proper driver education.  Roundabouts and measures such as the 2+1 that keep the flow of traffic moving smoothly surely reduces traffic accidents and unsafe driving.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 172  Submitted December 31, 2021 9:44 PM  TCP Notice 000-0045  I prefer the second option on Hwy 11 ie north of Hwy 64 to Jumping Caribou Lake Road Hwy 11, because of the significant number of patients travelling to Sudbury for medical needs. They travel south on Hwy 11 then via Hwy 64 through Field to hwy 17 and thence on to Sudbury.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 174  Submitted January 2, 2022 4:55 PM  I am extremely pleased that the Minister and the working group has agreed to go forward with this 2 + 1 highway pilot project. With the increasing volume of traffic on highway 11, many with limited experience driving in winter conditions, we are seeing more and more serious accidents. Many travellers are also getting more aggravated following slower moving vehicles, such as campers and transport traffic.  They, then are passing in inappropriate sections of highway 11. Travellers coming North from North Bay, are calm, with adequate passing opportunities, in the Sand Dam Road area, but they become</p>	<p>Thank you for your comment.</p>

<p>more frustrated and aggravated, as they come North to the Highway 64 intersection.</p> <p>For this reason, I would encourage you to select the Highway 64 to Jumping Caribou Lake Road, as your proposed pilot project location.</p> <p>More vital statistics and results should be able to be gleaned from a pilot project in this area, which can be applied to other areas of our province.</p> <p>Once again, thanks for your support of this project.</p> <p>Sincerely</p>	
<p>Comment Number: 175 Submitted January 6, 2022 10:09 AM Under Section 19. Median Barrier Types and Roadside Safety, it states, "Test Level 3 is the appropriate crash test level for 2+1 roadways and is therefore recommended. Higher crash test levels may be considered in consultation with the Highway Design Office if commercial (truck) traffic is higher than 25%."</p> <p>This Model is appropriate in European countries where the vehicles driven on the roadways are all small and compact. In many European countries, large transports are banned from major highways and they allow only local delivery trucks in the slow lane and are not allowed to pass at all. An efficient rail system moves many tractor trailers. In Ontario alone, there is surely more than 50% of the traffic made up of transports and the rest of the traffic are large pickup trucks and medium size automobiles. The barriers you are suggesting will not be strong enough to stop a large vehicle or transport from sliding into the oncoming traffic, especially at the speeds they will be travelling while in the passing lane. I believe the barriers need further assessment and testing to ensure the oncoming traffic is not in danger.</p> <p>Implementing bans for transporting goods</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p> <p>The Design Parameters Report will be edited to include clearer language for the recommended crash test level.</p> <p>Your comment will be forwarded to the preliminary design team for consideration during the environmental assessment process.</p>

<p>on Sundays, holidays, and during the night will keep the roads safer for everyone. Again Europe is ahead of Canada by imposing strict regulations to keep the roads safe for everyone. Supporting links <b><u>Showing lists of time of day for keeping transports off the road to keep other ...</u></b> <b><u>Traffic bans by country and date and time</u></b></p>	
<p>Comment Number: 179 Submitted January 11, 2022 2:31 PM The 2+1 highway is what is needed to solve the volume and traffic problems in areas that do not require 4 lane highways such as HWY 11 and HWY 7 in Eastern Ontario between Peterborough and Carleton Place Ontario. My only concern is that two 14-16 KM stretches nowhere near enough of a test pilot. Make it at least two 50 to 100KM stretches.</p>	<p>Thank you for your comment.</p>
<p>Comment Number: 180 Submitted January 12, 2022 6:42 PM In 2020, the ministry fully paved the shoulders of Highway 11 in the vicinity of Sand Dam Road northerly and signed this section of highway as a bike route. Cyclists have begun using this section of Highway 11 (~ 7 km) with their road bikes. If the pilot is from Sand Dam Road northerly then the ministry should extend the fully paved shoulders from north of Sand Dam Road to the point that the pilot barrier ends. Alternatively, select the Marten River area section for the pilot. In both cases, it would be less safe for cyclists on a provincial "bike route" to install the 2:1 cable barrier without fully paving the shoulder. However, this a greater issue on the Sand Dam Road section since there is now cyclist use on the fully paved shoulder which needs consideration in how to allow cyclists to</p>	<p>Thank you for your comment.</p> <p>The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.</p> <p>Affected stakeholders, including cyclists, will be considered for mitigation measures during preliminary design.</p>

<p>turn around when the paved shoulder ends.</p>	
<p>Comment 181  Submitted January 14, 2022 7:10 PM  January 14, 2022  Re: 2+1 Roadway Pilot Project, Site Selection and Design Parameters Report (TCP 000-0045)  We have received the following comment on the proposed pilot sites:</p> <ul style="list-style-type: none"> <li>· The fact that both trials are scheduled for North East Region on the same Highway would appear to significantly detract from the potential for experience and feedback from the trial projects. I would suggest that Highway 9 in the Central region be considered as a replacement for one of the two trial sections since it would:</li> <li>· Provide experience to MTO personnel in two regions</li> <li>· Allow for more contractors to participate in the two projects</li> <li>· Allow for a greater number of road users to offer feedback on the new design</li> <li>· Allow for evaluations with differing traffic profiles using the two test sections</li> <li>· Confirms that cost estimates included in this report are accurate since work will be tendered with two significantly different cost estimates (Table 2)</li> </ul> <p>Thank you for the opportunity to comment.</p>	<p>Thank you for your comment.  The report includes descriptions of how the criteria was used to shortlist the two Highway 11 sections. Highway 9 in Central Region was discarded due to the large number of entrances on this highway.  The pilot project will help the ministry assess if the 2+1 roadway model is a good fit for Ontario.  A decision has not been made with respect to piloting the 2+1 roadway on one or both sections. The decision will be made during the preliminary design process based on consultation and once the ministry better understands the impacts on the existing footprint for drainage, grading, environmental and cost.  The cost estimate in the report is preliminary. Once more data on existing conditions and constraints are known, a more detailed cost estimate will be prepared.</p>