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There are two particular blocks within the Peter McGill district of the Ville Marie borough that I believe are in strong need of sidewalk expansion. The amount of daily foot traffic throughout the Peter McGill district is substantial yet the sidewalk space provided for pedestrians varies greatly.

There are city blocks with heavy pedestrian traffic yet minimal sidewalk width. There are two blocks in particular I am most concerned with.

The east side of Guy Street between Sherbrooke & Ste-Catherine streets is inadequate in width. This block includes a busy bus stop, a parking lot, an office tower, a 24 hour restaurant and a 24 hour donut shop. For this reason, and the fact that the Guy-Concordia metro is just across from the south end of this block, there is a heavy flow of pedestrians using the sidewalk.

I measured the width of the sidewalk to be approximately 6' 11" (208 cm). This is not wide enough when one considers the fact that this portion of the street is sloped and contains several parking meters posing as obstacles. In the winter, the challenges pedestrians face only increase with the snow and ice.

The other block of downtown in desperate need of sidewalk widening is the north side of de Maisonneuve Boulevard between Drummond & Stanley streets. In this block, I measured the sidewalk width to be only 4' 7" (140 cm). This is clearly narrow even for low traffic areas. This entire block is bounded by a mid-rise building which leaves pedestrians no other option but to enter the path of parked cars or the street itself to manoeuvre around oncoming pedestrians.

The importance of de Maisonneuve Boulevard as major artery for vehicular traffic downtown is understood. However, the current four lanes of traffic seem to be more than sufficient for traffic flow. For most of 2004, de Maisonneuve Boulevard between Stanley & Drummond streets has been reduced to three lanes due to construction. The traffic flow through downtown has remained manageable without the use of the fourth lane of

traffic. I strongly suggest that the fourth lane be transformed into additional sidewalk space on the north side of the boulevard.

I contest that the transportation flow and safety of pedestrians outweigh the need for parking on the street and is consistent with the safety and environmental goals of the urban plan. I propose the sidewalk width to be widened significantly to allow pedestrians to pass each other safely and comfortably.

Sincerely,

Geoff Donaldson