

Sherbrooke Street West Merchants Association  
Association des commerçants de la rue Sherbrooke ouest  
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To the Commission :

The Sherbrooke Street West Merchants Association is a non-profit organization that represents 535 professionals and businesses along Sherbrooke Street West. We would like to elaborate on traffic conditions as they were detailed in the Canada Lands document *A Project for the Community*.

**“In terms of capacity, the main traffic problem indicated by the study concerns the intersection of Sherbrooke and Cavendish, and the situation at this location is already critical”**. Page 19.

This area is of great interest to our members as well as the district as a whole. Although we support the 4 measures put forth on pages 19 and 20, the developments that have taken place in the last four years in N.D.G. have given us grave concerns. It is our experience that incremental traffic increases from individual projects combine to make for much greater traffic problems. The example of St-Jacques demonstrates this very well: within the last four years the following businesses have been built: Canadian Tire, Reno Depot, the Gazette and recently Loblaws. Two additional traffic lights were installed: one for Canadian Tire and one for Loblaws. From having a moderate traffic circulation, St-Jacques has become seriously congested even outside of rush-hour periods. This, despite the fact that individual impact studies were done for each case. The end result is more pollution, excessive gas consumption and significantly increased travel times for residents.

We would like to urge the Commission, the Borough and the City to have a more comprehensive analysis done of the traffic situation in N.D.G. There are two possible major projects that will have further significant effects on traffic circulation: the connection of Cavendish North to the Décarie as well as the MUHC super hospital. The hospital will be situated directly adjacent to the St-Jacques exit for the Ville Marie, which is the entrance to the western part of the city for many commuters. Rush hour periods already create a near-parking lot atmosphere on St-Jacques, and the excess usually flows onto Sherbrooke and De Maisonneuve streets. Furthermore, St-Jacques is used by the commuters traveling west as an alternative route. Due to the railroad tracks, there are only three arteries that provide North-South access in N.D.G. : Westminster, Cavendish and Décarie/Girouard streets. If there was ever a major crisis, traffic would become a veritable nightmare.

Since the provincial government purchased the Turcotte Yards, any type of reconfiguration to the infrastructure needs to seriously take into consideration the overall traffic needs of N.D.G, Westmount and Montreal-west from a global perspective.

We respectfully urge the commission to highlight this very important issue.

Sincerely,

Necdet Kendir  
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