

## Liste des opinions S à Z

### **S**

9.1.6.1	Sack, Joanabbey
9.1.6.2	Samuels, Frances
9.1.6.3	Saint-Denis, Lise
9.1.6.4	Saint-Jacques, Benoît
9.1.6.5	Saint Louis, Bruce
9.1.6.6	San Gregorio, Alex
9.1.6.7	Sartekin, Ilgin
9.1.6.8	Schein, Martin
9.1.6.9	Schmidt, Josef
9.1.6.10	Schneiderman, Brian
9.1.6.11	Schwartz, Sharron
9.1.6.12	Schwey, Linda
9.1.6.13	Scott, Howard
9.1.6.14	Sebag, Joëlle
9.1.6.15	Segal, Stephen
9.1.6.16	Sellors, Mark
9.1.6.17	Seltzer, Esther
9.1.6.18	Semenic, Sonia
9.1.6.19	Shadowitz, Steven
9.1.6.20	Shaffer, Rhonda
9.1.6.21	Shashoua Reich, Michele
9.1.6.22	Shashoua, David
9.1.6.23	Shashoua, Sass
9.1.6.24	Sheaf, Michaela
9.1.6.25	Shear, Florence
9.1.6.26	Shearmur, Richard
9.1.6.27	Sherman, Mark
9.1.6.28	Sherman, Norma
9.1.6.29	Shneur, Batsheva
9.1.6.30	Shore, Bonnie
9.1.6.31	Sibai, Mona
9.1.6.32	Siclovan, Stefan
9.1.6.33	Siegel, Ionna
9.1.6.34	Sigler, Max
9.1.6.35	Silcoff, Alison
9.1.6.36	Silverstein, Kathy
9.1.6.37	Silverstein, Michael
9.1.6.38	Simard, Philippe
9.1.6.39	Simioni, Ivano
9.1.6.40	Simone, Rocco

9.1.6.41 Sinray, Elizabeth  
9.1.6.42 Smith, Mackay  
9.1.6.43 Smith, Mike  
9.1.6.44 Sokoloff, Marsha  
9.1.6.45 Solomon, Jerry  
9.1.6.46 Sonin, Helena  
9.1.6.47 Sonnenschein, Bonnie  
9.1.6.48 Sowney, Paul  
9.1.6.49 Spanier, Rhona  
9.1.6.50 Spector, Ivan  
9.1.6.51 Spigelman, Terry  
9.1.6.52 Starr, Peter  
9.1.6.53 Stefan, Mark-Andrew  
9.1.6.54 Steidl, Liesi  
9.1.6.55 Stein, Marcy  
9.1.6.56 Steinberg, Murray  
9.1.6.57 Stempkowski, Joyce  
9.1.6.58 Stern, Gloria  
9.1.6.59 Stern, Kiri  
9.1.6.60 Stern, Rob  
9.1.6.61 Sternthal, Arlene  
9.1.6.62 Sternthal, Barry  
9.1.6.63 Strohl, Nancy  
9.1.6.64 Strudensky, Barry  
9.1.6.65 Sullivan, James  
9.1.6.66 Sutton, Jill  
9.1.6.67 Sweeney, Robert  
9.1.6.68 Symansky, Adam  
9.1.6.69 Szalpeter, Susan

**T**

9.1.6.70 Taché, Pierre-Philippe  
9.1.6.71 Takaczy, Stephen  
9.1.6.72 Taylor, Mrs  
9.1.6.73 Telio, Philippe  
9.1.6.74 Télió, Raymond  
9.1.6.75 Teller, Gabriel  
9.1.6.76 TenBrink, Carole  
9.1.6.77 Thomas, Wendy A.  
9.1.6.78 Thompson, Aletha  
9.1.6.79 Thompson, Laura  
9.1.6.80 Tite, Patrick  
9.1.6.81 Tonini, Juliet

9.1.6.82 Toteda, Francesco  
9.1.6.83 Tousignant, Benoit  
9.1.6.84 Toyota, Jack  
9.1.6.85 Traer, Patrick  
9.1.6.86 Trager, Terry  
9.1.6.87 Tsimiklis, Costa  
9.1.6.88 Turcotte, Yvon

**U**

9.1.6.89 Uleckas, Jurate  
9.1.6.90 Ulin, Liz  
9.1.6.91 Usher, Susan

**V**

9.1.6.92 Vamvakas, Andre  
9.1.6.93 Vanier, Bob  
9.1.6.94 Vanier, Cecilia  
9.1.6.95 Vineberg, Justin

**W**

9.1.6.96 Wallace, Ellen  
9.1.6.97 Walsh, Katherine  
9.1.6.98 Wand, Gerald  
9.1.6.99 Waxman, Lynn  
9.1.6.100 Wehrli, Isabelle  
9.1.6.101 Weinstein, Andrea  
9.1.6.102 Weinstock, Lawrence  
9.1.6.103 Welp-Barr, Fabien  
9.1.6.104 Wener, Jonathan  
9.1.6.105 Werbitt, Shawn  
9.1.6.106 Werbitt, Warren  
9.1.6.107 Werk, Edith  
9.1.6.108 Werk, Morris  
9.1.6.109 Westelman, Philip  
9.1.6.110 Wiener, Roslyn  
9.1.6.111 Wilner, Lisa  
9.1.6.112 Wiltzer, Allan  
9.1.6.113 Wittes, Paul  
9.1.6.114 Wiviott, Paula  
9.1.6.115 Wolf, Sylvie  
9.1.6.116 Wolforth, John

9.1.6.117 Wong, Norman

9.1.6.118 Woods, Ruth

## **Y**

9.1.6.119 Yang, Yue

9.1.6.120 Yanofsky, Theresa

9.1.6.121 Yanow, Gillian

9.1.6.122 Yanow, Joseph

9.1.6.123 Yoram, Shir

## **Z**

9.1.6.124 Zabitsky, Linda

9.1.6.125 Zabitsky, Steve

9.1.6.126 Zagurak, Luba

9.1.6.127 Zeidel, Allan

9.1.6.128 Zelouf, Yvonne

9.1.6.129 Zidulka, Joan

9.1.6.130 Zifkin, Benjamin

9.1.6.131 Zijdenbos, Alex

9.1.6.132 Zoldan, Andre

9.1.6.133 Zucker Rosenhek, Darline

9.1.6.134 Zwetkow, Victo



Sujet: Public consultations regarding public decisions on access to mount Royal

Message:

I want my voice to be heard regarding the public effort to keep automobile access to Mount Royal open.

We need to verify also that all transport adapte has access for its passengers.

Sujet: Access roads tomountroyal

Message:

I vote to keep access roads open

Joanabbey Sack

Sujet: Access for cars to drive over Mt Royal  
Message: Give cars access to drive over Mt Royal

Frances Samuels

## **Le chemin Camillien-Houde**

La fermeture momentanée du Chemin Camillien-Houde se veut une façon de protéger la sécurité des cyclistes à l'égard des automobilistes imprudents, d'encourager les citoyens à diminuer leur utilisation de la voiture et à inciter ces derniers à utiliser d'autres moyens de transport que l'auto.

Pour ce qui est de la sécurité des cyclistes, une sérieuse réflexion s'impose. Il est exact que les automobilistes ne respectent pas toujours les règlements de la circulation de la ville. On les voit faire des virages en U, tourner à droite devant l'autobus au coin d'une rue et, parfois, brûler des feux rouges. Cependant, les infractions sont moins nombreuses que celles des cyclistes puisque le corps policier s'en occupe et, je suis bien d'accord qu'on paie pour nos erreurs.

Mais qu'en est-il de la sécurité des automobilistes lorsque les cyclistes ne respectent pas les règlements de la circulation de la ville. Sur le chemin Camillien-Houde particulièrement, les

cyclistes ne font jamais les stops indiqués. Ils ne respectent pas non plus la vitesse réglementaire imposée aux automobilistes. Il n'est pas rare de voir des cyclistes nous doubler à 60 km heure.

Il me semble que des campagnes de publicité pour **informer** et **convaincre** les cyclistes de respecter les règlements de la circulation seraient souhaitables.

De plus, l'attitude des cyclistes ne tient pas compte de la culpabilité que peut ressentir un automobiliste qui frappe un cycliste même s'il n'est pas dans son tort puisqu'il n'a pas vu ce dernier se faufiler là où il n'en avait pas le droit.

Ce n'est pas en fermant le chemin Camillien-Houde qu'on va inciter les gens à utiliser un autre moyen de transport. Ils changeront tout simplement leur trajet et augmenteront la circulation sur les rues adjacentes.

Traverser la montagne en voiture est aussi agréable que de le faire en vélo. On a probablement plus de temps que le cycliste qui roule à toute vitesse pour admirer le paysage.

Partager la rue pour moi veut dire respecter l'autre, autant pour le cycliste que pour l'automobiliste. Partager la rue veut aussi dire respecter la réglementation en s'arrêtant aux stops et aux feux rouges.

En dehors de la grogne que cet arrêt temporaire (espérons-le) va susciter, je ne pense pas qu'il incitera les gens à diminuer l'utilisation de la voiture.

On fait des consultations. Dans les deux camps, personne ne réussira à convaincre l'autre puisque les points de vue sont diamétralement opposés. Ce sont les groupes les mieux organisés qui remporteront la palme.

Je suis une cliente assidue des transports en commun (j'aime prendre l'autobus), je ne prends presque jamais ma voiture à Montréal, mais la traversée de la montagne en voiture me procure calme et ravissement. Je n'ai plus vingt ans ou même cinquante ans, mais j'aime toujours passer sur la montagne.

Pourquoi m'en priverait-on pour satisfaire ceux qui méprisent les automobilistes.

Lise St-Denis

Je suis un montréalais de 60 ans propriétaire d'une maison dans le quartier Notre-Dame-de Grâce. Je suis convaincu de la nécessité de réduire la circulation automobile en milieu urbain. Je suis aussi absolument convaincu que la fermeture de la voie de transit sur le mont Royal n'offre de solution à aucun problème réel ou imaginaire et ne contribuera en rien à la protection du parc du Mont-Royal.

J'effectue tous mes déplacements entre la maison et mon lieu de travail (l'Université de Montréal) à pied, à vélo ou en transports en commun. Je fréquente assidument le parc du Mont-Royal (promenades et ski de fond) et j'emprunte la voie Camillien-Houde et le chemin Remembrance à vélo plusieurs fois par semaines l'été. J'ai donc une vaste expérience personnelle de la situation dans et autour du parc du Mont-Royal.

On nous dit que « Au cours des dernières années, un constat s'est imposé : l'espace dédié à l'automobile était prédominant et un changement radical s'imposait afin d'équilibrer les besoins en termes de mobilité et de protection des milieux de vie. » Je rejette complètement ce « constat » sur la foi de mon expérience personnelle. Je suis outré qu'on utilise, pour justifier la fermeture du chemin Remembrance, des arguments spécieux n'ayant rien à voir avec la véritable situation et faisant strictement appels à des réactions émotives. En effet, on invoque l'urgence de réduire la densité de la circulation automobile à cause de; 1) la sécurité des piétons et des cyclistes, 2) la pollution et 3) le dérangement occasionné par la circulation.

Tout d'abord, la voie Camillien-Houde et dans une moindre mesure le chemin Remembrance sont aussi sécuritaires que n'importe quelle rue de Montréal pour les piétons et les cyclistes en autant qu'on respecte les règles de prudence élémentaires. À part un court tronçon entre le belvédère et le sommet, les accotements de la voie Camillien-Houde sont larges (plus de deux mètres) et respectés par les automobilistes. Les cyclistes et même les piétons peuvent y circuler en sécurité. On évoque le drame récent alors qu'un jeune cycliste a perdu la vie dans un accident dans la descente de la voie Camillien-Houde pour empêcher le transit des automobiles sur le mont Royal. Il s'agit bien évidemment d'un drame épouvantable mais cela n'a rien à voir. Comme tous les accidents plusieurs facteurs sont en jeu mais la densité de la circulation automobile n'y est pour rien. Ce drame est le résultat d'une manœuvre illégale par un seul automobiliste (un demi-tour, type de manœuvre qui est d'ailleurs devenu beaucoup plus fréquent avec la fermeture du chemin Remembrance cet été) et, j'en suis convaincu, de la vitesse excessive du cycliste. Je vois continuellement des cyclistes descendre Camillien-Houde à des vitesses dépassant largement les limites permises et sécuritaires et qui peinent à conserver la maîtrise de leur vélo. Une voie de circulation en milieu urbain n'est pas et ne doit être à aucune condition considérée comme piste d'entraînement pour des

cyclistes de haute performance.

Ce qui est dangereux sur la voie Camillien-Houde ce n'est pas le nombre de voitures mais les virages à gauche entre le belvédère et le sommet de la voie Camillien-Houde par des voitures venant de l'est pour accéder au belvédère. Il existe une solution évidente qui est d'ajouter une séparation infranchissable entre les deux voies de Camillien-Houde sur ce tronçon (et peut-être jusqu'au stationnement de la maison Smith). La pire solution serait un feu de circulation ne permettant la circulation que dans un seul sens à la fois.

Le tronçon du chemin Remembrance entre le stationnement de la maison Smith et le stationnement du Lac-aux-Castors est beaucoup moins sécuritaire à cause du manque de voies d'accotement mais cela est essentiellement le résultat d'une décision prise il y a plusieurs années de condamner le tronçon sud du chemin Remembrance ne laissant qu'une seule voie dans chaque direction et aucune voie d'accotement. Si ce tronçon avait été conservé, on aurait facilement pu réduire la circulation automobile à une seule voie dans chaque direction tout en ayant amplement de place pour une vaste piste cyclable séparée et sécuritaire dans chaque direction. On a plutôt choisi de condamner cette voie (mesure visant à réduire la circulation automobile mais qui a échoué) et on se targue d'avoir créée « une voie multifonctionnelle entièrement dédiée aux piétons et aux cycliste ». Le fait est que cette voie est complètement inutile et demeure inutilisée par les piétons qui préfèrent utiliser les sentiers, juste un peu plus loin, et les cyclistes qui restent sur le chemin Remembrance. Pire encore, avec la fermeture du chemin Remembrance, ce sont des voitures qui l'utilisent parfois pour passer d'un stationnement à l'autre.

En ce qui a trait à la pollution, la fermeture d'une voie de transit sur le mont Royal ne fait que dévier la circulation sur d'autres artères déjà congestionnées à l'heure de pointe (principalement le chemin de la Côte-des-Neiges/chemin de la Côte-Sainte-Catherine au nord et le chemin de la Côte-des-Neiges/avenue du Dr Penfield/avenue des Pins au sud) et ne réduira en rien la pollution causée. Au contraire il y a tout à parier que d'allonger considérablement le trajet de nombreux automobilistes et remplacer une voie de circulation relativement fluide par des embouteillages ne fera qu'empirer les émissions polluantes. Il n'y a probablement rien à gagner à réduire ces émissions au centre de la montagne pour les augmenter en périphérie où les milieux naturels sont déjà encore plus fragilisés et constamment menacés par le développement urbain.

Finalement, le nombre de voitures qui transitent par la montagne n'est vraiment considérable qu'aux heures de pointes puisque cette voie constitue une artère essentielle pour faciliter les déplacements entre les secteurs ouest et est de la ville. Aux autres moments de la journée la circulation est fluide et relativement peu dense. Toutes les aires



d'activités du parc sont suffisamment éloignées de la route pour que la circulation automobile ne représente pas de désagrément et n'interfère en aucune façon avec l'expérience des utilisateurs. Les weekends et durant les congés une grande partie de la circulation automobile est constituée de citoyens fréquentant le parc du Mont-Royal ou visitant les cimetières. Fermer le chemin Remembrance constitue indéniablement un obstacle à l'accessibilité au parc du Mont-Royal pour ces citoyens. De plus, les personnes les plus affectées seront les personnes à mobilité réduite (personnes âgées surtout) pour qui les transports en commun (présentement inadéquats et qui le resteront encore très longtemps) ne seront jamais une solution acceptable. L'autre catégorie de citoyens affectée sera les familles avec des enfants en bas âges et de nombreuses familles de minorités visibles en particulier qui n'ont souvent pas les moyens de sortir de la ville (pour « aller au chalet ») et n'ont que le parc du Mont-Royal comme espace nature accessible. Il est impensable de forcer ces citoyens à trimbaler enfants, glacières, pique-nique, BBQ, chaises pliantes et jouets (ou traîneaux, patins et skis l'hiver) en autobus.

Si on veut décourager les citoyens de venir à la montagne parce qu'on veut réduire le nombre d'utilisateurs, alors il faudrait avoir le courage politique de l'admettre. Dans ce cas, la fermeture du chemin Remembrance est effectivement une mesure porteuse mais déplorable.

Benoît St-Jacques

The so-called 'pilot project' was a farce. When a certain Montreal representative proudly announced that that the pilot was a success because there wasn't a single accident recorded during the temporary closure, I just shook my head. **THE ROAD WAS CLOSED !!** Of course there wouldn't be any accidents.

My heart goes out to the family and friends of the cyclist that was killed on Mount Royal. But taking a knee-jerk position to 'close Camillien-Houde was premature to say the least. There are a number of other viable and less drastic options that should be examined first.

Bruce St Louis

Keep the road open for all Montrealers to use safely.  
Propose a plan to allow everyone to enjoy it, not just cyclists.

Alex San Gregorio

We believe a park should be a community place with easy access. The road closure pilot made it very difficult to access the park by car or foot. We went twice to the park this summer, and the reason we did not go more often is because of the massive car traffic lines to get in and out of the area. It took more time to access the park than actually spend time there! The park should be easily accessible to everyone and not just bikers. If safety for bikers is an issue, other means are possible rather than restricting vehicle access.

To us the pilot was a failure. We spent far less time at the park than we normally would due to the difficulty getting in and out. Please reconsider other alternatives to traffic safety.

Sartekin

Please leave road open. There must be less disruptive methods for making the road safer for cyclists.

Martin Schein

1. I wish to have the road reopened.
2. I want police to fine cyclists who use this road as a race course and exceed the speed limits.

Josef Schmidt

Please keep the Camllien-Houde/Remembrance Road fully open for automobiles and buses from Côte Des Neiges Street to Mount Royal Avenue every day of the year and 24 hours each day.

Thank you very much.

Brian Schneiderman

Closing access to the whole park was a knee-jerk reaction to an unfortunate tragic accident, that did not seem particularly well thought out. Access to thousands of Montrealers was denied, or made difficult, because of that decision. I have always been proud to have the beauty of the mountain in the heart of our city. I have run the mountain, strolled the mountain, skated on its rink, sledged on its hill, picnicked on its expanse, driven from west to east hundreds of times and east to west hundreds of times more. But this summer, I stayed away and did not enjoy one moment on it. Access was too difficult and traffic to get there too frustratingly congested. It was a huge mistake to close off the mountain to the citizens of this city. It is supposed to be our mountain. Please do not do this again.

Sharron Schwartz



## **Mt. Royal closing**

I was born and grew up in montreal - first on Clark st. between Fairmont and St-Viateur and now on Cote St. Catherine rd corner St-Joseph.

All my time in montreal I have lived in the shadow of Mt-Royal. Ducks and classical concerts in the summer were replaced by skiing and tobogganing in the winter.

My father was blind so we never drove up to Beaver Lake. Everybody in montreal, with or without a car could get to Mt. Royal - it was the great equalizer.

In case you didn't know, because we have a mountain in the middle of the city, Montreal is unique in the world because of the mountain.

This nonsense of cutting the mountain in 2, is a very bad idea. The last thing we need is something to cut the city in 2.

For residents of Outremont the mountain is a local road. When I have to go to my dentist on Sherbrooke west, I take the mountain because it's shorter, fewer traffic lights and much, much prettier, especially in the fall.

If all the mountain traffic, small by General standards, had to be diverted to ave. Des Pins or to Blvd. Maisonneuve, etc. it would cause congested traffic on these streets and people would complain about the worsened rush hour traffic.

Downhill speed on the mountain can be reduced with speed limits and speed bumps.

The last thing montreal needs is a reason to divide us. Please forget about this experiment and give me back my city.

Sincerely,  
Linda Schwey

Sujet: closure of mountain road

Message:

as a member of les amis de la montagne and supporter of its work over the many years i write this request

MONTREAL IS AN INTERNATIONAL CITY

VISITORS AS WELL AS CITIZENS SHOULD ENJOY  
ACCESS 7/24/365 to its unique site in our city

To curb-hinder-frustrate and cause un-necessaary obstacles- be they temporary or permanent is WRONG

I witness the lack of visitors during the EXPERIMENT this summer

It was wrong -in so many ways

Get rid of small thinking

yes there was a death to a biker

that should not stop the world to access our mountain

PLEASE PLEASE get our civic pride back and let our mountain be available at all times

we have a police station located right where the action is

USE IT MORE INTELLIGENTLY

thank you

Howard Scott

Ces voies d'accès sont emblématiques de tout ce que Montréal est. Toute visite touristique à Montréal serait incomplète sans un arrêt au sommet du Mont-Royal pour voir la Ville, que ce soit en journée ou en soirée.

Il y a tant de touristes qui ne pourrait se déplacer à pied pour voir cette vue magnifique si le chemin était fermé aux voitures. En tant que résidant de Montréal, je ne me lasse jamais de cette vue et je prends autant de plaisir aujourd'hui que la première fois à faire un petit détour pour profiter de cette vue magnifique, de voir les changements, de contempler les points de repères, ou de se demander « ah c'est quoi ça »?

Je pense que de restreindre l'usage de cette accès aux piétons et aux cyclistes serait une grande perte pour la majorité des Montréalais et pour nos touristes.

La route n'est pas une piste cyclable accessible aux cyclistes «du dimanche» (dit occasionnels); c'est une piste qui est en pente et difficile. Fermer cet accès aux automobiles rendrait cette route et la vue du haut du Mont-Royal essentiellement inaccessible autre qu'aux cyclistes experts! Quel dommage...

Je pense qu'il y a tellement d'autre moyens de limiter le nombre d'automobilistes qui utilise cette route si ceci est l'intention. Par exemple, restreindre l'accès pendant les heures de pointes, limiter la vitesse permise sur cette accès et installer une caméra de circulation pour éviter les infractions. Mais d'éliminer tout accès aux automobiles, en tout temps, - quelle perte.

La montagne c'est notre joyau- tous les Montréalais devraient pouvoir en profiter.

Je pense que l'accès devrait être maintenue ouvert.

J. Sebag

Restaurez un accès gratuit à toutes les voitures à tout moment. En limitant l'accès, vous avez inutilement porté atteinte à la qualité de vie à Montréal

Restore free access to all cars at all times. By restricting access you have needlessly injured the quality of life in Montreal.

Stephen Segal

I object closing the access road over Mount Royal

Mark Sellors

Please allow cars to drive across mountain to have access to both parking lots.

Thank you.

Esther Seltzer

I do not agree with the closing of remembrance Road to traffic. I am an avid cyclist, but only a small portion of cyclists can actually use remembrance Road for their exercise. It makes no sense that the rest of the city is deprived of the use of the road to visit the park, show visitors the beautiful mountain and our magnificent look out view, or to simplify travel from east to west for local residents. I live in the plateau and my mother lives in a residence in cote st-Luc, and blocking the Mountain Road has made it much more difficult for me to visit her. If the real issue about the mountain was dangerous traffic, then surely Montreal can employ its expertise in traffic calming policies to slow down traffic or minimize the use of remembrance Road as a shortcut for commuters. Why can't the city simply build a safe bicycle lane for cyclists, which would narrow the road, and add traffic speed limits to dissuade rush-hour commuters, yet maintain access to remembrance Road and the beautiful mountains to all?

Sonia Semenik

I want the road open year round. To be fare to all  
montrealers not just this who are fit to ride a bike walk or run but those  
especially elderly who love to ride through the mountain. It is grossly  
unfair to isolate them

Shadowitz



Camille Houde needs to be open to all traffic especially on  
HOLIDAYS and weekends so that families can easily access the  
2 parkinglots from Cote des Neiges.  
Handicapped and elderly need  
Easy access to both parking lots  
And easy access to Mt Royal cemetary.  
Perhaps a special lane for cyclists  
Can allow bikers SAFE access.  
I lived in Montreal all my life AND  
Did not visit the mountain this summer  
As it was too difficult to drive all around  
An extra 35 minutes to get up to Smith  
House. With all construction happening on the island keep Camille  
Houde  
Open!

Rhonda Shaffer

J'aimerais petitioner pour l'ouverture des voies d'accès pour les voitures. La fermeture a coupe la ville de Montreal en deux parties distinctes au detriment de la cohesion de la ville que nous adorons tous. Pourquoi ne pas creer des barrieres sur le cote ou trouver une solution qui marcherait pour voitures, pietons et cyclistes?

A cause de la fermeture, nous avons passe moins de temps et d'argent dans le cote Est aussi. Il faut preserver la cohesion et l'urbanisme de notre ville et non-pas la detruire.

Michele Shashoua Reich

Please leave this road open. If you want to protect cyclists, put a barrier on the side that will do the job. A city functions when people can get around. It's already difficult. If you keep adding constraints, this will lead to lost productivity and people giving up on the city. I don't think the mayor gets it. Now there's talk of a bicycle lane on Sherbrooke...a horrible idea.

David Shashoua

I use Camillien Houde/Remembrance road at least 2-3 times a week to enjoy the beautiful view and fresh air, as well as to use it to access the mountain.

Therefore I was very upset that I could not do so this Summer.

Surely, there are ways to slow car traffic down and improve safety concerns, without banning crossing the mountain by car.

I too, am a tax payer and i want to enjoy the facilities of my Montreal.

Thank you

Sass Shashoua

The closure of Camillien-Houde was done without a thorough and informed study. There has been a significant public outcry and petition which has landed on deaf ears at the mayor's office. During a time when our city is under ceaseless construction, the worse imaginable thing to do was to close off an important thoroughfare. It is as if a wall has been built dividing our city in 2, between east and west. This has created increased bottlenecks during peak hours around and beyond the mountain. Where is the democratic process.... ?

Michaela Sheaf

dear mayor,

my opinion is that it is a terrible idea to close the mountain road to car access....

limiting access to only cyclists is noninclusive and and discriminates against people who drive cars,,,

we always took my elderly parents and before that,my young children to the mountain road to see the views and foliage etc,,why would you exclude this pleasure to an entire segment of the population that pay taxes and want the road open,,, this city ,including the roads, should be open to all,,the mountain should be available to everyone,,and the more difficult you make reaching it ,,is a total disservice to montrealers...

its utter silliness....and searching for problems that arent there,,,

Florence Shear

## **The closing of Camilien Houde to through-traffic: If we can't even stop cars driving through a park how will we ever green our cities?**

### **The pilot closure**

Over the summer of 2018 the city of Montreal experimented with the closure of Camilien-Houde, a road that cuts across Mount Royal, going through Mount Royal park, from Park Avenue, up the east-side of the mountain, along Mount Royal and Côte-des-Neiges cemeteries, and down to Côte-des-Neiges itself.

This closure did not make any part of the park inaccessible by car: all car-parks remained accessible, but some car drivers seeking to access the park were inconvenienced to the extent that certain car parks could now only be accessed by driving round the mountain (an addition of 10 minutes at most if one takes rue Edouard Montpetit and Mont-Royal through Outremont, roads I know well since I live near Snowdon metro station, about 1 km from the entrance of Côte-des-Neiges cemetery).

Further inconvenience was occasioned to drivers who use Camilien-Houde as a short cut to get across the city, i.e. who use the park as a through-way. A possible addition of five or so minutes would be occasioned (less than for those seeking to access the car-parks since there is no need to drive back up the mountain).

The experiment was a pilot in view of closing the through-road more permanently, and in view of returning the road to a more park-like state. This could not, of course, be fully achieved the first year, but the closure to through traffic has had a merked and beneficial effect.

### **The effects of the pilot project**

#### *a- What is reveals about the Montreal car drivers*

Its effect has been revealing. The ire that many car drivers have heaped upon the project suggests that cars are a far more important part of Montrealers' identities than could have been expected in such a densely urbanized and well-serviced (in terms of public transport) city. Questioning the car's right to penetrate everywhere – including through Montreal's only major park – has angered many people. This augurs very poorly for any more substantial attempts to limit car use – a limitation which is badly needed if congestion is to be contained, if the right to the city of non-car-users (pedestrians, children, cyclists) is to become a reality, and if the city is ever going to be greened. As it stands, this pilot project has revealed that the car lobby feels that **any** limitation of its right to roam and to use public space is an affront, even if this limitation is partial and does not in fact limit where cars can go, only the use of a park-way as a through-way.

*b- benefits of limiting through traffic on Camilien-Houde*

*i. Less traffic, a calmer and more peaceful park, and, ultimately, a bigger park*

What are the benefits of this limitation? First and foremost, traffic on Camilien-Houde was greatly reduced. As a cyclist who crosses Camilien-Houde every morning and evening (I usually cycle through the cemetery, across Camilien Houde, by Beaver Lake and down chemin Olmsted), it was evident that – all summer – there were few if any vehicles using the stretch between the Maison Smith and Beaver Lake. The park was far more peaceful and safe – and should through traffic remain banned it can be hoped that the wide road will be narrowed and be reintegrated into the park – thereby extending the park right up to the cemetery fences, rather than sterilizing a strip of at least 50m over distance of over 1km.

*ii. Safer cycling up Camilien-Houde*

I also happen to be a road cyclist: so about once a week I cycle up and around the mountain on the road. When the road is open to through traffic this can be perilous: whilst most drivers are civil and patient, enough drive by fast, use the side-strip, or try to squeeze past at the top, in the ‘canyon’, to make this an uncomfortable ride. Why do it? Because this is the only road anywhere in Montreal where a cyclist can train: and whilst I am happy to stop and start whilst commuting, the essence of training is that a prolonged and strenuous effort must be possible. Short of getting off the island, the mountain is – and has been for many years – the place to train. Is this important? Maybe not – but then neither is it important for cars to be able to use the road as a through-way, and their exist far fewer alternatives for cyclists than for cars.

*iii – Regaining space for leisure activities*

Another benefit is that, at the top of the hill, where one can see the sunset (and where cars could still drive up to see it set... they just needed to drive back down the same way), a wooden look-out with seats and hammocks had been installed. Thus, even during the pilot project some parts of the road were being reclaimed for leisure and relaxation – surely what a park is for.



**c- Other comments**

I do not have time to address all the objections that have been raised by other commentators.

*i- Consultations*

I am not convinced that extensive consultations were necessary prior to this temporary pilot: it has had the merit of stimulating debate, but I am glad consultations are now being held.

*ii- Access to the park and inconvenience to car users*

I agree that access to the park is important and should be maintained for all – but from what I saw this summer access has been fully maintained, so any complaints are about convenience, not access. And yes, efforts to curtail car use – which it is socially and environmentally necessary to do – will of course inconvenience car users (a category to which I also belong) : but this inconvenience is necessary for the greater good. This greater good is NOT cycling: it is the limitation of car use, congestion and pollution, and the return of some of the vast tracts of land dedicated to the car to other users of public space.

**d- Conclusion**

I am fully in support of halting all through-traffic across the mountain, and of maintaining access to the belvedere and existing car parks whilst preventing cars from crossing the mountain. Given this broad principle, design solutions need to be proposed and discussed, together with ways in which the wide (and soon to be under-used) Camilien Houde and Chemin Remembrance can be partially or fully reclaimed as parkland.



Richard Shearmur, Professor  
Director  
School of Urban Planning  
McGill

Québec, 22 November 2018

Camilien Houde should remain open !

It serves as a showcase for our city to visitors and offers an important physical connection between East and West Montreal with a breath of nature to offset the hustle bustle of our city.

It should and can serve as an example of how cyclists, pedestrians and automobiles can coexist. Lets use the concrete dividers purchased for Formula E to create a safe bike lane.

I am particularly bothered that the city did not consult the citizens group, Les Amis de la Montagne who has never ever advocated for closure. The action in face of democratic participation made the new mayors office look like a dictatorship, insensitive to the will of the people. Very bad optics, very bad autocratic decision.

This roadway is one of the best features of our city, provides beauty and convenience..Please listen to the people.

Mark Sherman

PLEASE do NOT block my mountain again.

Lower the speed limit if necessary. Make it lower for cars AND bikes.

Thank you.

Norma Sherman

Each summer, I go with my family to Mount Royal, to enjoy this treasure in our city. We love to bring our guests to the lookout, and walk the trail and stairs leading to the lookout 3-4 times a week in the summer.

This summer we didn't go as much - we had to park by Beaver lake, and it is a far walk from there to the lookout. We have small children, they can't walk so far.

Also, the parking lot there is much smaller, yet more cars come from the West side. It was so hard to find parking. And there were so many more parking spots on the other side!

Lastly, there were so few cyclists on the road, maybe one at a time!

What a pity to close access to our mountain. Please open the road.

Batsheva Shneur

Access should be open to all residents of Montreal.  
There should be a barrier built, separating cyclists from drivers, so that no U-turns are possible.  
And there should be speed bumps and visual warnings for BOTH cyclists and drivers.  
Speed limits must be enforced,  
This road should be available always to all Montrealers, not only the super-fit.

Bonnie Shore

I think it's a bad decision to close the access to the Mount-Royal. It's such an important landmark and touristic attraction of our city. It's a spot that's enjoyed by Montrealers as well as visitors. We cannot restrict the access to it this way. I am sure there are other ways to make sure road regulations are respected and properly implemented instead of closing it off.

Closing the road to the Belvedere is taking the easy way out instead of actually finding ways of properly sharing the roads between drivers, pedestrians and cyclist.

As a Montrealer, I do not agree with the closure decision.

Mona Sibai

Closing car traffic on Camilien Houde/Remembrance is not a solution, it creates a problem. Unfortunately, cars are here to stay, for a while and many people need them. Wishing them off the road and streets is not possible..

Stefan Siclovan

This is a travesty to all the population of citizens & tourists & businesses who depend on voices being heard & majorities being accounted for!

This closure cannot go forward,  
I will attend any meeting  
I will stand up for all who love & miss our beauty that has been taken away  
We are against this lunacy!!!

Iona Siegel



Je suis contre la fermeture de la voie Camillen Houde  
aux automobiles

Max Sigler

Sujet: Closing Mont Royal

Message: I am totally against closing the road over Mont Royal. It makes the mountain difficult to access and creates horrendous traffic congestion on alternative routes.

Alison Silcoff

Keep it open. Do not close

Kathy Silverstein

Sujet: Mount Royal consultation

Message: I bicycle the mountain several times per week. Yes there are fewer cars which would make it theoretically safer. But the dangers still remain. Drivers are still making u-turns. In fact I came very close to being hit by someone who did not pay attention when he made a u-turn. Drivers still do not pay attention when leaving the parking lot on the east side of the mountain.

I have had several close calls there from drivers exiting without paying attention. In addition drivers also make illegal left turns when exiting that parking lot. I also agree with others in that by diverting traffic to other routes it increases the time in traffic which ultimately increases air pollution. My bottom line is that I don't support the closure of the mountain road. It has not solved the safety issues that bicyclists face and it contributes to air pollution. Other more effective measures should be considered such as extending the barrier between lanes from the eastern entrance to the mountain to the cemetery, better signage at the exit from the eastern parking lot.

Michael Silverstein

Votre projet fait en sorte que la circulation sur Cote Ste Catherine est devenue infernale.

Plutôt que de fermer le chemin, ajoutez une voie protégée pour les cyclistes et faites payer les automobilistes qui utilisent le chemin \$1 par passage à l'aide d'un transpondeur comme celui utilisé pour le pont A25.

Philippe Simard

I think the park road should remain open for all vehicles  
as it has been for years.

Ivano Simioni

The recent pilot project on Mount-Royal has made it difficult for our family to visit Mount Royal cemetery and getting around to other parts of the mountain to enjoy. Please bring back all shared access as it was in the past.

Thanks

Rocco Simone

I am strongly opposed to preventing access of Camillien-Houde/Remembrance to through traffic. It prevents enjoyment of the park for many people who are elderly and have difficulty with public transport because of disability issues.

The cemeteries become inaccessible to many who may want to visit, Mount Royal to those who live in the in western Montreal and Cote des Neiges for the eastern sectors.

Removing an access during construction season is ridiculous. This summer it became impossible to travel from the west to east of the city and to return. When the city is engorged with closed roads and impossible traffic jams alternate routes cannot be closed in order to protect an odd bicyclist.

People from outside of Montreal will not visit our city, it has the reputation of being a closed traffic nightmare.

What was once a beautiful, restful drive - showcasing our outstanding glory is now only enjoyed by athletes training on their bicycles.

I, and my retired friends, who would spend many hours enjoying the mountain no longer can drive up there and spend an afternoon wandering about and having coffee at the Smith House. We seldom go to the Plateau any more, the traffic is a nightmare.

There is a large population of people over fifty that need to use their cars occasionally. Public transit works when it is convient but there are some times when cars are a necessity and that can not be ignored because you want it to be.

Elizabeth Sinray



Sujet: Access to Mount Royal

Message: Why not open access from 8:00 am Saturday to 8:00 pm Sunday to allow us to enjoy Mount Royal during any weekend.

MacKay Smith

Closing off this road is hijacking the needs of the many for the few. We have a large swatch of land with no cars and one road to get there. I am not going to bike there nor walk there it is too far. My only way is by car. Closing the road has not made it more enjoyable rather restricted my ability to get there. Effectively I have now lost a part of the city I love, so a few cyclists can bike in peace.

Mike Smith

Remembrance Rd/ Camillien Houde should remain open to all Montrealers.

Marsha Sokoloff

I believe the proposed closing of Camillien-Houde is a mistake and should NOT be done.

Jerry Solomon

I live on Cote des Neiges and The Boulevard and take great pleasure in driving slowly through Camillien - Houde enjoying the peaceful beauty to reach the many commercial establishments including restaurants I frequented regularly. Since it has been closed I did not travel nor frequent the many wonderful stores and restaurants.

It makes me sad that that area which I loved driving through was closed. The views and foliage are sensational. I believe I have the right to have full access to the road year round.

In my opinion we can co-exist safely with the bicycle riders who are often young and use the Camillien- Houde as their personal training race road. A separate bicycle path should be constructed and the speed of the bicycle riders be reduced .

Responsible car ridership is the right of Montrealers through Camillien-Houde.

I am responsible.

Helena Sonin

I think the problems with Camilien-Houde can be solved in other ways besides closing the street to through traffic (which just creates barriers to access to the mountain).

To protect cyclists, a bike path separated from the road should be created. Also the speed limits on Camilien-Houde should be lowered (with either a police presence, or photo-radar ticketing, to catch speeders, at least initially)

These measures will protect cyclists and discourage motorists from speeding, and yet will ensure easy access to the mountain for ALL.

Bonnie Sonnenschein

Why do you political NOT listen to the majority...Fernandez spun the project as being a success when in reality it was a disaster..If he is so sure..put it to a referendum of the people...after all it is THEIR MOUNTAIN.

Mayor Plante may smile or laugh but all it tells us is that she is lying to LISTENING to the people..

Go visit London..where there is a major road right through Hyde Park..or Paris and the Bois de Boulogne..or Munich..and the ENGLISH GARDEN..or New York and Central Park..

WAKE UP.

Paul Sowney

Closing the Camillien-Houde Parkway denies easy access to the many, many families who have always had access to the mountain, Beaver Lake, the chalet.

Although buses are available, It is very difficult to bring three children with ice skates, sleds, toboggans, bags with snacks, extra mitts, etc. on a bus, not to mention standing in the cold waiting for the bus.

Closing the road is VERY shortsighted and selfish. PLEASE KEEP THE ROAD OPEN!

Rhona Spanier



The draconian way in which access to Mont Royal was restricted was an insult to all Montrealers.

You, Madame mayor should be ashamed of yourself. Decisions made by City Hall should not be as a dictatorship, but in a consultative and collaborative fashion.

I assume that you have never been bullied by cyclists on Camillien-Houde. I have been - with a complete disregard of my rights as a motorist. That is correct - I as a motorist also have rights. While I cycle often on the Mountain and up and down the "Houde" I am respectful of pedestrians and motorists as should everyone else.

With your anti-car attitude it comes as little surprise that you and your cohorts ran roughshod over citizens of this city. Well those people that voted for you merit little of my sympathy. They are getting exactly what they deserve.

I apologize for being so long winded....The Camillien Houde access from Cote de Neiges to Mont Royal should STAY OPEN.

Ivan Spector

Je suis contre la fermeture des voies d' acces Camillien Houde / Remembrance. Pourquoi priver la population du grand plaisir de traverser le mont Royal en famille, avec nos amiEs et avec nos invitées ?

Avec les précautions mises en place, toute la population peut profiter de notre mont Royal, qui appartient à nous touTEs. Entre juin et le 31 octobre, nous n'y sommes allés même une fois à cause de la fermeture qui nous a été imposée !

Terry Spigelman

All Montrealers should have complete access to the park .  
Closing C. Houde for the benefit of a small number of elite bikers  
is not the democratic . It simply pushes traffic in all directions for  
no reason and divides Montreal along linguistic lines.

Peter Starr

Je suis en faveur de l'interdiction de circuler en auto entre les deux voies d'accès au Mont-Royal. Le projet pilote de la Ville devrait être allongé pour toute l'année, à la condition que le transport en commun qui traverse le parc soit nettement amélioré (fréquence à tous les 10 minutes entre le métro Mont-Royal et le métro Cote-des-Neiges.)

Aussi, je propose que la géométrie des voies d'accès soit complètement ré-imaginé, pour enlever les accotement qui donne l'impression de se retrouver sur une autoroute. Je propose qu'on s'inspire du "Park Loop Road" au parc national Acadia (au Maine) pour revoir l'aménagement du Chemin

Camillen Houde, afin de rendre la circulation le plus lent possible, en de souligner le fait qu'ils se trouvent DANS UN PARC!!!!

De plus, je suis en faveur de l'initiative de la Ville de fermer le chemin Camillen Houde complètement à la circulation automobile, pour l'usage exclusif des vélos, tous les dimanche matin, des mois d'avril, mai, juin, juillet, août, septembre et octobre, comme bon nombre de villes font. (Voir chemin Colonel By à Ottawa)

Merci et tenez fort à votre approche! Vous êtes sur le bon chemin!!!!

Mark-Andrew Stefan

Sujet: the road over the mountain

Message: Please keep this road open and accessible to all traffic  
for the benefit of ALL citizens of Montreal

Liesl Steidl

Do not close this access road. Perhaps a parallel bike path could be created instead. It is unfair to those who need to get from one side to the other quickly and easily.

Marcy Stein

The closure of Camilien Houde has been a source of much frustration and has done a disservice to our city. It forced people to drive through downtown Montreal with its many street closures and detours adding to the frustration and resentment. This closure created more problems than the problems it purported to resolve.

Please keep it open.

Murray Steinberg

I believe that sharing the road can be done. There should be a designated bike lane in on one side of the road that goes up and down for cyclists. There should be a barricade to prevent them from peddling into cars on the actual road. The speed limit should be listed at 30 km per hour, for cyclists as well. I have driven down at 30 km or less and bikes have sped past me. Photo radar should be installed for those going downhill towards Park Avenue with high fines for speeding. As for U-turns, a central barrier should be implemented so cars and cyclists cannot U-turn. I strongly disliked this road being closed. I could not bring my international students to take pictures of the lookout, something that was on their to do list while in Montreal. They could not believe that such a beautiful panorama was closed to the public. Montreal should take pride in the mountain views. Not everyone owns a bike or can afford a bus pass or a bixi, and they rely on others to drive them around to see the city. It was shameful to have it closed during peak tourist months.

Joyce Stempkowsky



Please keep entire Cam Houde road over the mountain open in all directions. Add a bike lane which is totally physically protected from cars. Lower speed limit for autos. Add cameras to monitor speed.

Merci

Gloria

I vote to keep Camillien-Houde Remembrance road open to drivers at all times of the year

Kiri Stern

I strongly wish to have full vehicle access to Camillien-Houde Way and Remembrance Road year-round. The closure of this road was a dismal failure, causing undue traffic congestion during the summer closure.

Contrary to this city administration intent, the wishes of a few were catered to and Quixotic shrill aspirations of environmental adherents superseded the concerns of many without due consultation.

It is also apparent that the lack of media exposure from this city administration in allowing citizenry easy access and navigation to this site to make their opinions known, demonstrates the arrogance and paternalistic mindset of this mayor and her administration.

While, I too am concerned about climate change and environmental protection, it is the manner of how this was undertaken with virtually no consultation, having the audacity of telling its electorate what is best for it.

My main regret is having given my full confidence to Mayor Plante. Rest assured that if this behavior continues, I, for one will, ensure that my vote will ring loud and clear against this administration's re-election.

Rob Stern

23 novembre 2018-12-14

Restricting access to the facilities on Mount Royal appears to make it difficult and dangerous for citizens who want to use the Mountain for recreation, as cars don't respect the new traffic regulations and drive around barriers, make u-turns, have difficulty going to the cemeteries, ensure that we have even more trouble navigating the city. The new traffic regulations are making the situation on the parkway more dangerous. As tax payers and citizens this administration should be enhancing the quality of life of Montrealers, not pushing the agenda of the administration. Bearing in mind that we live in a harsh climate where the majority of time is spent in inclement weather, cars have a place in our lives and must be accommodated, at least until efficient alternatives for public transportation can be found, affordable and reliable. At this time that isn't the case. The Camillien Houde Parkway should be reopened.

Arlene Sternthal

29 novembre 2018

Closure of Parkway has increased danger as cars u-turn and illegally pass barriers; People with mobility issues are restricted from park and cemeteries. Mount Royal is a public park for citizens to enjoy and decreased access has increased problems for accessibility. Public office is held to carry out the wishes of the majority, not to push the personal agenda of those holding office. The parkway should be kept open. Listen to the sentiments of the people. There cannot be laws to govern every human behavior.

Arlene Sternthal

Keep route open for cars ABSOLUTELY, while keeping a protected bike lane for cyclists.

Speed limit for automobiles, with possible camera monitoring.

Barry

I do not think the road should be closed.

It makes it very difficult for families with young children, older parents & grandparents, As well as individuals that have physical handicaps to access Beaver Lake for family outings. Access to the parking lots is very difficult. It is a shame to limit access. Many of the above can not use public transportation.

Nancy Strohl

I believe in public consultation. I also believe that citizens should be given the right to vote on proposals that effect our every day life. Our mayor ignored the petition against the closure of camile houde. Canadians are used to being highly regulated by our government and I believed that voting in Valerie Plante would show a different face of government but she continues to adhere to the traditional legislating laws without the consent of the populace.

What a drag and this public consultation is a waste of money as the Mayor has her own agenda and has shown to ignore the will of her Montreal citizens.

Barry Strudensky

Dear members of the commission,

I am writing to let you know that I am against a plan to restrict traffic on Mount Royal. How many cities can boast of such a magnificent view of our city. I love the drive and bring all my guests as well.

James Sullivan



I want to road across the mountain to stay open to  
pedestrians, bicycles, cars and buses.

Jill Sutton

As a Senior Citizen whose wife needs a walker to cover any appreciable distance I found the restrictions on Vehicle access to the Mountain prohibitive. It would have been nice to have been able to take my friends from Colorado across the mountain and visit both lookouts. This was impossible.

Being able to pick-nick with my granddaughters with all that entails is not possible for me without using my car.

Also since I have ancestors in both Cemeteries access to both from Camilien Houde would have been helpful.

Instead of closing off the mountain for those with families and older folks, find a way of separating those daredevil bike riders from the traffic and particularly from pedestrians. Also make sure they don't get into the cemeteries.

It seems closing the mountain to satisfy a small group of super fit cyclists and there by punishing the ordinary folk is wrong.

Robert Sweeney

I would like to register my strong support for keeping the through access roads on mt. Royal open year round.

I also find your website so difficult to access and understand that I question the sincerity of the whole process.

SHAME ON YOU!

Symansky

J'aimerais les rues ouvert aux voitures tout le temps.

Susan Szalpeter

## MÉMOIRE

**À :** Office de consultation publique de Montréal

**DE :** Pierre-Philippe Taché

**OBJET :** Les voies d'accès au Mont-Royal - Consultation publique visant à évaluer le projet pilote de retrait de la circulation de transit pour les véhicules particuliers sur les voies Camillien-Houde et Remembrance

**DATE :** 21 novembre 2018

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### **Le Mont Royal n'est pas une piste cyclable comme les autres**

Le Mont-Royal est un lieu emblématique pour le cyclisme de route à Montréal (Championnats du monde en 1974 remportés par Eddy Merckx, JO en 1976, Coupe des Amériques de 1988 à 1992, coupe du monde cycliste féminine de 1998 à 2009 et le Grand Prix Cycliste de Montréal de 2010 à maintenant).

Compte tenu de son dénivelé important, les cyclistes qui circulent sur la montagne ne sont généralement pas en transit. Ce sont des cyclistes sportifs qui cherchent à s'entraîner et pour qui la performance est importante. Certains cyclistes font des montées répétitives sur Camillien-Houde; d'autres font une boucle complète autour de la montagne. Ces usagers apprécient le dénivelé et recherchent un parcours fluide et sécuritaire. Il est essentiel de saisir ce contexte pour qui veut faire un aménagement qui réponde au besoin des utilisateurs véritables et assidus de la montagne.

### **Des aménagements antérieurs défavorables**

Le réaménagement du sommet du Mont-Royal et du chemin Remembrance, il y a quelques années, a laissé peu de place au vélo. La montée réservée aux vélos en direction Est (**Section A** sur la carte jointe) est alambiquée et dangereuse. Elle passe à travers le stationnement; l'état de la chaussée, laissée à l'abandon, s'est sévèrement dégradée; le parcours est parsemé d'obstacles (blocs de béton, pots de fleur, voitures qui se garent). Pratiquement aucun cycliste ne l'emprunte.

Les cycliste empruntent donc, tant en montée qu'en descente, la voie Nord de Remembrance (**Section B**). Or, cette voie ne comporte absolument aucun accotement pour les vélos. Les arrêts s'y sont multipliés, parfois sans logique apparente (par exemple un arrêt à l'entrée du poste de police, mais pas à sa sortie; un autre à une traverse piétonne à l'extrémité Ouest, qui ne même à... rien).

### **Les récents aménagements**

La voie Camillien-Houde offre somme toute peu d'attrait pour les randonneurs. Le sommet et le belvédère sont desservis par divers chemins plus intéressants et sécuritaire: le chemin Omlsted, le cimetière et de très nombreux sentiers.

La montagne compte déjà de nombreux points de vue accessibles et aménagés à grand frais. L'ajout du Belvédère Soleil n'apporte pas beaucoup de plus value et son accès n'est ni agréable ni sécuritaire. Il a forcé l'aménagement d'une voie piétonne sur la chaussée, du côté Sud (**Section C**). Cette voie est exclusivement réservée aux piétons, isolée par des bollards et empiète sur la totalité de l'accotement pourtant très large à

- 2 -

cet endroit. Les cyclistes sont forcés de circuler près des voitures, directement sur la chaussée. Cette voie a également forcé l'aménagement d'une traverse piétonne au sommet, pour accéder à la plate-forme. Cela ajoute un arrêt pour les cyclistes en fin de montée et augmente le risque de collision entre les différents usagers. Or, il eut été facile d'aménager la même voie piétonne du côté nord, en faisant traverser les marcheurs au niveau de l'entrée du Cimetière Mont-Royal, intersection déjà dotée d'un arrêt et d'une traverse piétonne.

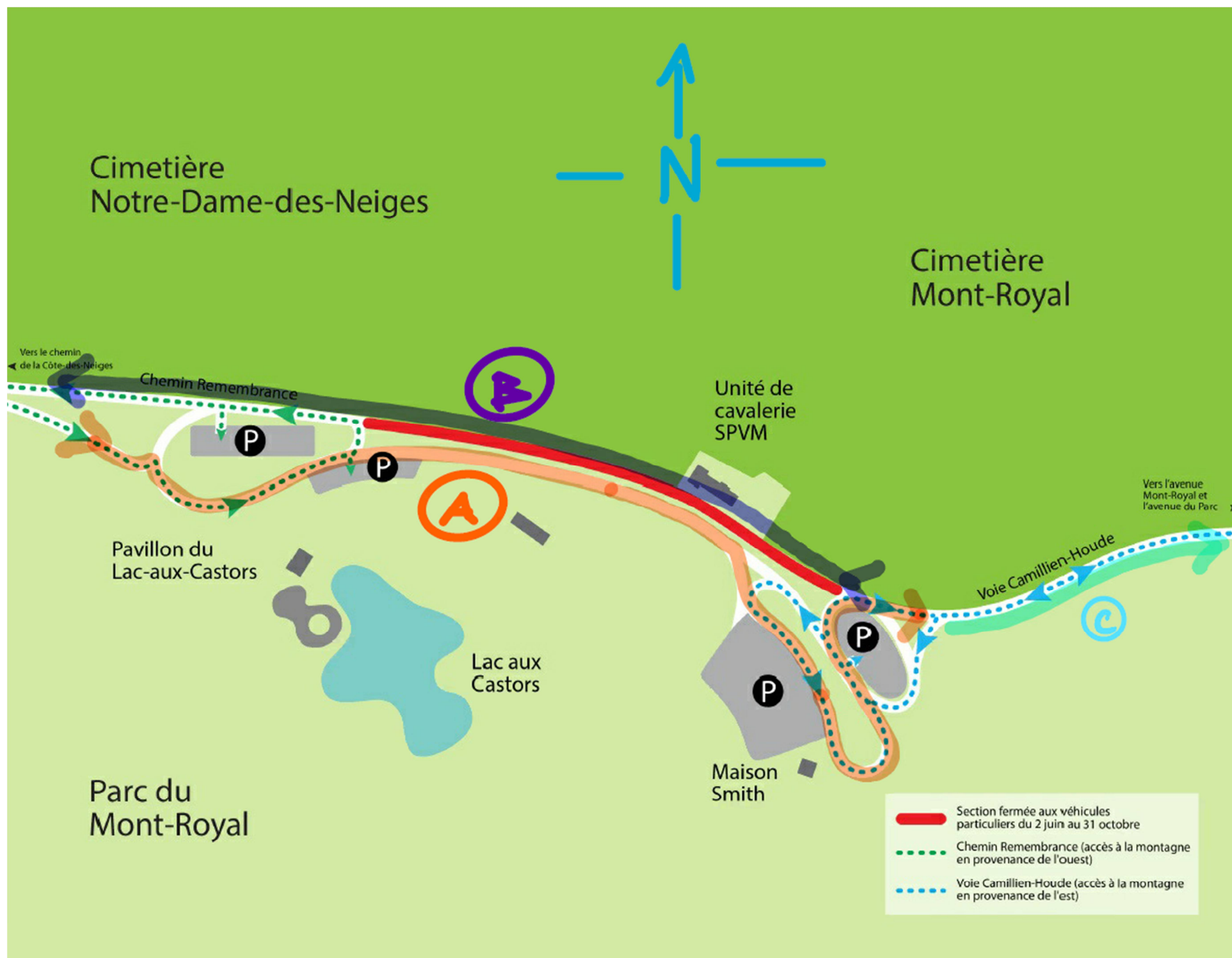
Les entraves à la circulation installées sur Remembrance constituent en outre un autre obstacle à contourner pour les vélos. Par ailleurs, hormis la courte section fermée aux véhicules, les voitures continuent de rouler sur Remembrance et sur Camillien-Houde. Les cyclistes doivent donc de toute façon continuer à faire preuve de vigilance.

De façon générale, la cohabitation autos-vélos sur la montagne n'est pas mauvaise. Cependant la mise en place des différentes entraves ou mesure de protection afin d'isoler ou de protéger certains usagers se fait nécessairement au détriment des autres, attisant ainsi un climat d'intolérance et d'agressivité entre des usagers déjà antagonisés. À preuve, l'interdiction complète des vélos dans les deux cimetières, qui continuent toutefois d'accueillir les autos.

Les tristes accidents survenus au cours des dernières années impliquent surtout des cyclistes qui roulent à grande allure (largement au-delà de la limite de vitesse permise) et qui doivent assumer une grande part de responsabilité. Ces accidents ne justifient probablement pas à eux seuls un réaménagement complet des voies d'accès à la montagne qui risque de polariser davantage cyclistes et automobilistes.

Bref, les réaménagements des dernières années et les changements proposés ne rendent pas, dans leur forme actuelle, la circulation cycliste plus fluide ni plus sécuritaire. Nous ne doutons pas de la bonne foi des promoteurs de ce projet de réaménagement. Une voie réservée aux cyclistes et aux piétons pourrait être formidable. À condition toutefois de consulter les cyclistes et de tenir compte de leurs véritables besoins afin de ne pas complètement dénaturer leur expérience sur la montagne. À condition aussi qu'il y ait des assurances que la chaussée continuera d'être entretenue, même en l'absence de trafic automobile.

\* \* \*



## OPINION on Les voies d'accès au Mont Royal (Camillien-Houde / Remembrance)

### INTRODUCTION

It is obvious that Mayor Valerie Plant and councillor Luc Ferrandez are biased regarding the results of the pilot project closing Mount-Royal to through automobile traffic. They favor closing our mountain for no valid reason and to the detriment of the general public's enjoyment. Nearly 38,000 citizens signed a petition against the road closure. This should have already sent a strong message to the mayor. For the public consultation process to be democratic and the subsequent actions taken by the City of Montreal to be fair, the Office de Consultation Publique de Montreal must be completely independent, unbiased, transparent and honest in reporting the consultation's results.

### REASONS FOR KEEPING MOUNT-ROYAL OPEN TO THROUGH CAR TRAFFIC:

- 1) THERE IS NO TRAFFIC OR SAFETY PROBLEM TO SOLVE: I have been driving over Mont-Royal for many years and have never witnessed any problems with respect to safety or traffic, not even during "rush hours". What I have noticed however, is an increasing use of our mountain by sports cyclists. These cyclists are not commuters or visitors. They use our mountain for training and have been riding faster and more recklessly over the years and pose a danger to themselves. These cyclists are the ones causing the current city administration to fabricate a safety risk as an excuse to close the road over our mountain. There are no problems with cars. If there was, they could easily be resolved with speed bumps, which I suspect sports cyclists would not like, more signage and designated lanes.
- 2) CLOSING THE ROAD IS USELESS AND CAUSES COMPLICATIONS: Since the cemetery is on one side of the road and Mount Royal park is on the other side of the road, car traffic poses absolutely no danger to anyone since there are few people crossing the road. Even then, there are stop signs and crosswalks. The road closure created lots of complications for those trying to access the mountain and the cemeteries, and caused many more cars to turn around and go back down the mountain, increasing the frequency and risk of illegal U-turns.
- 3) CLOSING THE ROAD INCREASES POLLUTION: Because cars could no longer drive over the mountain, traffic on streets going around the mountain increased dramatically. Also, during peak times, there was even more congestion trying to get to and from the mountain's parking lots since the road between the two was blocked. Idling cars stuck in traffic around the mountain cause much more pollution than smooth flowing traffic over the mountain.
- 4) CLOSING THE ROAD DISCOURAGES THE PUBLIC AND DECREASES ENJOYMENT: The road closure discouraged many people from visiting Mount-Royal this summer. That's why Luc Ferrandez said it was so quiet. By closing the road over Mount-Royal, access and enjoyment by the general public was severely reduced. The public was also deprived of the spectacular view of the east end of the city seen when driving over the mountain from the west. Our mountain is for everyone to enjoy, not just for elite cyclists to use as a playground. Mount Royal was already well designed for the masses to enjoy, whether by car, foot or otherwise. PLEASE GIVE US OUR MOUNTAIN BACK!



Thurs. May 3/2018

Mr Gilles Visena,

Dear Sir;

I am writing this letter to state my big concern about what I heard on the evening news last evening. What I heard was The Mayor of Montreal say why she has made a decision of closing the road to the Mount Royal. The road that passes in front of the cemetery. I am seventy six years old and my father and many other relatives from my family are resting there. My father who was gassed in the war and died fighting for this country. And for our rights. Not to be taken away from one person the Mayor of Montreal. I was born here in point St Charles and my parents have paid taxes and I myself. Has been living in my home for forty years now paying taxes. The remark she made on television was very hurtful and disrespectful for the elderly. She said "Well going to the cemetery there are other ways of getting there other than going by car. People can take the bus and walk." Well what if people are handicapped and can't take the bus and can't walk. I would like to know if she was in that situation. Would she make the same decision. Would she like a young person who was elected by me do that to her. One day she will be old also. I have been going to the cemetery since I am three years old. Maybe the cemetery means nothing to her but getting and having access is very important to me and many other people.

Page 2.

There is another entrance. But you have to go through all the traffic and all the construction. If forced to use that entrance I might never get to the cemetery. The road is there for everyone. It is not up to her to say otherwise. If I pay taxes for that road and if my only way to use it is by car I should have that right.

I am very very unhappy and I'm am sure there are many more Montrealeis. I am only one but believe me when it comes voting time there will be many. I would appreciate if the Mayor gets this messag. Thanking you kindly

Mrs. Taylor.

P.S. Another thing is when you have meetings they are always never in the burroughs.

Please do not close access to the Mount Royal. I understand the importance of cyclist safety, but basically blocking easy access for the rest of us that do not cycle is not in the best interests of most Montrealers. So many Montrealers are unable to cycle up and over the mountain. Please think of the majority of us.

Philippe Telio

Je souhaiterais que les voies restent ouvertes  
l'année longue.

Raymond Télio

Je pense que le chemin Camilien Houde devrait etre accesible a tous, voiture inclus.

Merci

Gabriel Teller

## IT'S OUR MOUNTAIN

The Mt. belongs to us all. Since the very beginning, we Montrealers have been blessed with this special place. For many of us it amounts to sacred space: a significant nature refuge in a metropolis. The mountain is part of our life here. How can you take it away from us? I don't have a country place; the Mt is my nature get away spot. In summer there's pleasant hikes and sunsets, in fall the leaves, in winter the icy trees, skating and the snow. Any time of year, it's a peaceful walk and a grand perspective from which to view our city.

But all last summer, I couldn't/ didn't go up the mountain at all:

It

was too prohibitive: I'm in good health at age 78. I do bike, but certainly am not up to biking the Mt. I heard from others that it was an ordeal to drive up either side. A parking spot was often impossible to find on the wk-ends. Then, a group or family had to cart picnic stuff, BBQ gear, blankets, toys for children, chairs for elders. It's not appealing to walk and haul stuff across that asphalt mile long stretch when one wants to be in nature. Our summers are short; we want to enjoy them, and the mountain!

A friend who's a biker told me that during the closed period last summer the Mt was mostly deserted. Just fit bikers, men in their 20s - 30 were up there, training. There were virtually no pedestrians on the closed stretch. I went up the first wk-end it was open again; the weather was chilly but sunny and the Mt. was packed! We were all smiles and full of delight. We had our mountain back!!!

I'm told the city's idea was modeled on Prospect Park in NYC, but that's an entirely different situation; it's flat. One walks leisurely thru park grounds. And there's a big road next to it, so people can pass to the other side to go somewhere. But, as our treasured park is a mountain, the average Montrealer needs transport to get up there.

Also, we've no other direct way from one side to the other, so you've severely limited people's access and you've essentially divided the city in half. Symbolically, this is all wrong; the french and les anglais have been in recent decades getting to know each other more... to visit and enjoy and even live across the Two Solitudes. You want to cut us in half again?

I'd like to suggest these alternatives solutions:

- Build a divided bike lane.
- To discourage car traffic, put more buses on the Mt. line & heat the bus stops in winter.
- Change the design of the road, so it's not a commuters' speed way in rush

hour, but is  
accessible for all of us to use for leisure.

Les Amis de La Montagne has many useful ideas along this line.  
PLEASE work with them. Don't take our Mountain away from us.

Carole TenBrink



## Les voies d'accès au mont Royal (Camillien-Houde / Remembrance)

Submission

Wendy A. Thomas, Montreal, QC

2018-11-12

I have read the documentation related to the pilot project to reduce car traffic on Mount Royal. I have the following observations, questions, and suggestions:

### Observations

- Rush hour, particularly in the morning, is an unlikely time for visitors to make a recreational visit to the mountain. I did not see any statistics on increased pedestrian access to the mountain during these periods.
- As a recreational cyclist, I am highly unlikely to cycle up Camillien-Houde given its steepness; it is already a challenge to cycle up Remembrance Road, and the numerous times I have done so, I have seen few other recreational cyclists. Again, I have not seen statistics.
- In the same vein, walking up Camillien-Houde would be challenging. Again, I have not seen any statistics in the reports indicating a significant, if any, increase.
- One of the joys of having visitors to the city is to show them the mountain and the views from east and west. This is no longer a joy, given the need to circle the mountain in order to show all views.
- The tragic accident of the death of a cyclist is, indeed, tragic. However, I find that the city is very opportunistic in using this as the impetus to proceed with its pilot project. I have not seen any equivalent pilot projects in the wake of other types of accidental road deaths that would have a similar major effect.
- I note in *Follow-up of the Mount Royal pilot project* that the speed of cyclists descending the access roads continues to exceed the speed limit.
- I did not visit two of the three “enhancements” since they were on the east side and did not seem worth the effort to circumnavigate the mountain.
- Signage for access to Mount Royal Cemetery was small and easy to miss; even if one saw the sign, the directions were confusing.

### Questions

- Why are the report’s statistics focused only on decreased vehicular traffic? This is only one part of the issue. [Please see: 3.1. *Pilot project to stop transit traffic for private vehicles on Voie Camillien-Houde and on Chemin Remembrance and Vision for the future of vehicular access ways to the Mont Royal*, 2.7 Potential impacts on traffic on peripheral roads, around the Mont Royal AND *Follow-up of the Mount Royal pilot project*]
- Where are the statistics on pedestrian and on recreational cyclist traffic on Camillien-Houde and Remembrance Road, during weekends, on weekdays, and especially during morning and afternoon rush hour, before the pilot project and during?
- I question whether rush hour traffic – which, according to your statistics is when the greatest traffic occurs – is bothering pedestrians or recreational cyclists.

### Suggestion

- I am in favour of reducing car traffic, but not eliminating cross-mountain driving. I support the recommendation from the 1992 report that suggests loop roads, e.g., from Remembrance Rd taking drivers to Beaver Lake, forcing a loop toward Smith House, and bringing them back toward the SPVM stables and then onto Camillien-Houde. Include stop signs.



## **Comments from Aletha Thompson (Aletha.Thompson@sympatico.ca)**

Q: Under what conditions would you consider it acceptable to allow through-traffic on the mountain?

A: I believe that thru traffic should be allowed at all times. However, we do not want speeding or reckless driving by cars or bikes (or pedestrians), so there are some changes that probably should be made.

Q: Under what conditions would you consider it acceptable to ban through-traffic on the mountain?

A: When there is a festival on the mountain expected to bring many people. In these cases shuttle buses should be run from nearby parking lots. Depending on the bicycle parking available, perhaps these also should be at parking lot (similar to what is done for jazz fest).

Q: In your opinion, what would be possible alternatives to removing through-traffic? What would be the conditions for their application?

A: Center barricades that can be as easy as a small fence that will stop cars and bikes from u-turns. Only have pedestrian passages in these where it is safe. Car/bike passages only where required to turn off and only if safe. Frequent speed bumps could help control the speed. A bike lane on both sides should be mandatory. I know that this is difficult so, perhaps make the road 1 lane for cars in the difficult spots with a traffic light to control which direction for cars at one time.

Q: In your opinion, what is a park road and who should be allowed to use it?

A: The route through the park and all should be allowed to use it. It is a beautiful part to our city.

Q: In your opinion, which groups of users should currently be protected as a priority?

A: All equal, however daily commuters should recognize that this may not be the easiest, fastest route to take,

Q: What developments should be made to Camillien-Houde Way and Remembrance Road to achieve that objective?

A: see 3rd answer for ideas

Q: Do you have any suggestions as to how to promote the use of public transit to get to the mountain?

A: Many people and families who use the mountain come laden with picnic baskets, strollers, walkers and wheelchairs. These are hard to transport with public transport. This year I saw many of these people struggling to get to their dream spot on the mountain. Shuttle buses from various spots/parking lots may help. Or, at the bus stops on the mountain have a "ballad type " vehicle to take them from the bus stop to the picnic area.

Q: What do you think of the current parking offering on the mountain?

A: On Smith house side there is a fair bit of parking, although a bit of a trek to Beaver lake. See ballad idea. On Beaver lake side, I think that there used to be more parking, however I may be wrong.

Q: what do you think of the idea suggested by some participants to make parking lots adjacent to the mountain available to users of the mountain? Either by improving the traffic signals in their vicinity, for example for pedestrians, or by establishing a shuttle linking them to various points of interests or other nearby parking lots?

A: See comments. One thing that I know that a lot of us do is to bring visitors to the mountain to see the views of the city. I do not know if there are situations where people park in those lots and then go for a hike. This should not be permitted and perhaps the shuttle buss idea would decrease this.

Q: How can we ensure universal accessibility? What should be done first?

A: Median with limited passages. Making part 1 way controlled by signal to give sufficient room for bike path.

Q: How can we protect the mountain's fauna and flora while making it accessible to all those who want to enjoy this green space at the heart of the city?

A: Ensure sufficient place for people to discard trash. Dog poop bags. Well marked trails and paths. In other words try to keep people in certain areas. That may mean increasing the number. I love the places with information plaques (both languages please as we have many out of town quests) as well as places to rest.

To Whom it May Concern:

I think the mountain should remain available to cars.

The closure of the east-west route across the mountain just exacerbates the mounting frustration of many Montrealers who simply want to get from point A to point B without yet more obstacles being dreamed up.

We already contend with potholes, road closures, pylons, bike lanes and disappearing parking spaces every day while trying to remain our jolly selves. If you can't make things better for us, could you at least try not to make them worse?

Thank you for considering my opinion. Luckily, it is being sent by email and won't have to reach you by road, so you should receive it fairly soon.

All the best,  
Laura Thomson

The closure of Camille Houde was arbitrary and undemocratic. I believe that it runs contrary to the wishes of the vast majority of Montrealers. I, for one, found that it hampered my ability to visit my fathers grave who is interred at Cemetiere Mont Royal

Patrick Tite

Je suis en faveur que les voies d'accès soit ouvert a tout les citoyens. Je suis en faveur de diminuer le limite de vitesse. Pouvoir faire un tour de passage sur le chemin me permet de faire un retour en nature dans une ville urbaine.

Merci.

Juliet Tonini

I would like to keep the Mount Royal access open to cars all year round 24/7. People rarely walk or bike up and down the mountain. Most people access beaver lake and the look out by car because it convenient and fast. Bus transport is time consuming for those living far greater than a kilometer from the mountain. Bicycle riders also need to be cautious for they too may injure pedestrians when they speed the mountain.

Francesco Toteda

Je suis très en faveur d'une réduction de trafic de "transit" est-ouest automobile sur le Mont-Royal. Toutefois, il faut bien réfléchir à l'aménagement alternatif au sommet de façon À NE PAS LIMITER L'ACCÈS CROISÉ AUX STATIONNEMENTS (accès au Lac des Castors pour les gens venant de l'est et l'accès à Kondiaronk pour les gens de l'ouest). Une simple fermeture du tronçon de la route tel que planifiée pour le projet pilote risque de "jeter le bébé avec l'eau du bain"... notre situation familial peut illustrer ce risque.

Nous sommes une jeune famille (2 adultes, 2 enfants, 4 et 6 ans) très active et TRÈS ADEPTE DU MONT-ROYAL. Nous habitons la Petite-Patrie et nous allons sur le MR presque tous les weekends depuis que nos enfants sont bébés et ce, tout au long de l'année. Faute de transport en commun rapide et efficace depuis notre quartier jusqu'au sommet, nous nous y rendons en auto pour des activités de marche, course et randonnée l'e printemps, l'automne et l'été, en stationnant à la Maison Smith. L'hiver, nous allons patiner au Lac des Castors presque tous les weekend, toujours en auto, stationnant au Lac des Castors.

SVP, prenez en considération que si l'accès automobile est bloqué entre les deux stationnements au sommet, il ne sera plus possible aux familles (ou les personnes âgées ou ne pouvant pas marcher de longues périodes) des quartiers "de l'est" (Plateau, Villeray, RPP, etc.) de venir patiner au Lac des Castors l'hiver: une marche de 11 minutes, en pente, l'hiver, avec des sacs de patins et des jeunes enfants N'EST PAS RÉALISTE, NI ÉQUITABLE. À l'inverse, les citoyens de "l'ouest" seront privés d'un accès facile au belvédère Kondiaronk et du chalet du sommet.

Merci de TENIR COMPTE de ces contraintes, afin que notre Montagne reste accessible pour ses activités de plein air de tous les usagers, peu importe leur provenance géographique. On peut penser à un système des 2 stationnements communiquant via une voie à circulation réduite (dos d'âne, etc.) ou un système de navettes EFFICACE (électriques, toute-saison), etc. Je suis confiant que la formation Projet Montréal, comptant plusieurs membres bien formés dans le développement urbain innovateur et vert, saura trouver une solution qui limitera le trafic automobile de transit d'est en ouest sans priver les citoyens des bénéfices primordiaux de plein air qu'offre l'accès "bilatéral" aux 2 stationnements du sommet Mont-Royal.

Benoit Tousignant

The measures taken by the Projet Montreal made it extremely inconvenient: to access the lookout from the western sector and to provide the wonderful view to visiting tourists, which I normally do two to three times each summer. This year I had to avoid it completely to access the Mount Royal cemetery to visit my family grave and pay respects to those buried there during summer months. for elderly citizens , such as myself, to take advantage of visiting areas of the mountain park . Access was blocked to these areas.

Unfair access was given to elite cyclists and/or persons in excellent physical shape who were able to walk the long distances from the far parking lot

Jack Toyota



I have lived in Montreal for 12 years now. One of the great pleasures of living in Montreal is my occasional drive over the mountain (once a week or more) on my way home to the Plateau after working at Concordia campus downtown. It is like a mini road-trip to escape the city briefly, a moment of relaxation that also reduces the time my vehicle spends on the road burning fuel. I have never run into difficult traffic on the mountain so excessive traffic is rarely a problem. When there is severe west to east traffic downtown, it is an immense relief to be able to take the mountain route as an alternative. There are very few east/west arteries to drive along downtown and taking away the mountain option is absurd, it just causes more potential traffic jams downtown. And given that we have constant construction on our roads, we need all the options possible to reroute traffic.

I also think it is dangerous to remove east-west driving routes from the city as sometimes there may be emergencies where people need as many options to travel as possible. Recently, I was trying to drive a sick friend to emergency and the mountain route was shut down, so I had to drive downtown to get around the mountain but there was a traffic jam on Avenue du Parc, and suddenly I could not get to the other side of the mountain and my sick friend began to panic. It was a horrific and difficult trip that would have not happened had the mountain route been open. This is unfair and dangerous to so many people who might need an emergency trip across the mountain. As for the concerns of cyclists on the mountain route, I rarely see cyclists use the mountain route as it is too steep for ordinary cyclists. The solution would be to build a separate, safer, barricaded cycling path, NOT to shut the route down for drivers. The route can be safely shared.

One more thing, every single out of town guest I host here in Montreal is driven over the mountain to see the gorgeous views as part of their visit. It is a major part of enjoying the city. Access by car over the mountain is crucial to how we citizens are able to

show off the beauty of the city. Many people I have spoken to believe that the anti-car sentiments coming out of Montreal's City Planning is counterproductive and has an agenda that is not supported by the majority of the citizens of Montreal. I sincerely hope that you listen to the public. Ideally, there should be a vote on this. Please do not shut down the mountain by closing this route to vehicles. We can all share it.

Patrick Traer

The road should not be closed to automobile traffic, but other safety measures should be found to prevent accidents such as those that occurred in the past. For instance, there can be a separate bike lane with concrete barriers.

Terry Trager

I would like to see the road across the mountain to be reopened again.

Costa Tsimiklis

24/03/2018

La montagne pour tous et en toute sécurité | Le Devoir

# LE DEVOIR

## La montagne pour tous et en toute sécurité

**Yvon Turcotte**

24 mars 2018 **Lettres**

Lettres

J'observe, ébahi, le débat sur le projet (pilote) de bloquer la circulation automobile de transit sur le mont Royal dès juin. Pour louable que soit l'objectif de rendre encore plus vert notre joyau montréalais, ceci sera source de moult inconvénients pour tout le monde fréquentant ce lieu unique pour s'y revigorer, se remplir les poumons, le découvrir, le montrer ou y passer un bon moment, y compris cyclistes et piétons. On peut d'ores et déjà prévoir en effet un encombrement de la circulation dans les rues entourant la montagne, comme l'avenue des Pins et Côte-Sainte-Catherine, mais aussi sur la voie Camillien-Houde même, en raison des deux culs-de-sac se faisant face au sommet. Plus de voitures passeront au même endroit, et plus souvent. L'air sur et autour de la montagne n'en sera aussi que plus pollué.

Clément Ouimet n'a pas été heurté par un véhicule faisant le transit par la montagne. La circulation plus dense sur le versant oriental rendra encore plus tentant de faire un virage à gauche illégal à la hauteur du belvédère est pour simplement faire demi-tour, faute d'une autre solution. Il conviendrait en fait d'aménager au plus vite une manière d'accéder à ce belvédère et de le quitter en toute sécurité, tant en montant qu'en descendant. Et ce, en installant un arrêt obligatoire et un virage protégé à gauche aux deux extrémités dudit belvédère. Cela aiderait aussi à réduire la vitesse.

Toute autre solution ne comprenant pas ceci n'améliorera pas la sécurité des piétons et cyclistes sur la voie Camillien-Houde. Les automobilistes inconscients et imprudents ne manquent pas, hélas, et il y en aura encore davantage à cet endroit avec la fin du transit automobile, et plus de victimes innocentes.

Je suggère que le projet-pilote et ce qui suivra se limitent à installer une guérite quelque part entre la maison Smith et le lac des Castors empêchant le transit seulement aux heures de pointe, les mêmes par exemple que pour les couloirs de bus sur Côte-des-Neiges en semaine. Avec une vigilance policière appropriée, et des panneaux de signalisation annonçant cela aux deux entrées du parc pour les véhicules. On ne toucherait pas ainsi aux aménagements essentiels du parc et il continuerait d'être possible de montrer aux visiteurs les trois belvédères (Westmount, Chalet et Est) en un seul parcours sur la montagne.

Soyons logiques et pratiques tout en pensant aux gens, en particulier les moins jeunes ou ceux mal desservis par le transport en commun, pour qui l'accès et la jouissance de ce lieu impliquent l'utilisation d'une automobile.

**Participez au débat!**

Participez au débat en envoyant vos lettres d'opinion, dont plusieurs sont en exclusivité sur le Web, et aller plus

I think that the passage over the mountain should remain open to car traffic

Jurate Uleckas

I am strongly against closing off the mountain to thru-traffic. The stated objective of the pilot project was to increase citizens' use and enjoyment of the mountain. But this restriction will clearly reduce the number of people who make use of this shared space.

The way I, and many other citizens, enjoy our mountain is by taking in the spectacular cityscape views on our travels from east to west. Why does the city ignore this as a legitimately enriching experience?

By closing off this roadway to thru-traffic, thousands of citizens will no longer be afforded this enjoyment.

In its justification for the closure, the city speaks of "thru-traffic" as if it is a plague to be eliminated. It ignores the fact that there are citizens in each of those vehicles - citizens that get true pleasure in choosing this route.

I, for one, take this route whenever possible, though it is rarely the quickest. I take this route because it gives me pleasure, just as anyone might take a country drive. Where else in my city can I do that?

The city has every right and obligation to make the route safer if required, but blocking passage doesn't serve that purpose. There are many less restrictive ways to do this.

In the pilot project, many of the city's special activities and initiatives to increase bike and pedestrian access to the mountain were successful. And the city has used this increased usage to claim the entire pilot (including the road closure) was a success. But these two things are mutually exclusive. The city can continue to promote activities on the mountain to draw more users without sacrificing the enjoyment of those of us who currently use the space.

Liz Ulin

Bonjour,

L'interdiction de passer à travers le Mont Royal m'a fait beaucoup de peine cet été. J'adore l'occasion de voir ma ville du sommet quand je me rends chez ma mère à Notre Dame de Grâce, de rencontrer ma soeur au lac des Castors pour promener son chien. Je me sens privée de quelque chose de précieux et cela sans motif raisonnable et sans être consultée auparavant. L'interdiction coupe nettement la ville en deux.

Les élus de la ville ne devrait pas se donner un pouvoir de décider APRÈS une élection de défendre un accès qui appartient aux montréalais et non à ceux qui détiennent temporairement le pouvoir.

Comme beaucoup d'autres, j'utilise le Mont-Royal de diverses façon: je le traverse à pied pour aller travailler au centre ville; je monte au chalet à pied pour de fêtes et piques-niques; je me promène dans les bois... à aucun moment ne suis-je incommodée dans ces activités par la circulation automobile sur la voie Camillien-Houde. Il n'y a aucun avantage pour quiconque de bloquer ce chemin.

Pour la sécurité des cyclistes, je proposerais une limite de vitesse pour les voitures de 30 ou 40 km/h. Peu être réserver quelques jours par mois pour ceux et celles qui veulent s'entraîner et fermer carrément la route aux voitures ainsi qu'au piétons durant ces périodes.

Je demande à Projet Montréal de ne plus jamais répéter cette mesure punitive et inutile qui dépasse largement le mandat qu'on leur a donné. Si toute cette énergie était dirigée pour rouvrir la patinoire sur le Lac des Castors, là on pourrait vraiment dire que ça améliore notre ville.

Susan Usher



Dear your worship, Mme Plante,

I will get the point, you have heard it all. I have lived all my life in Montreal. The mountain was always a sanctuary for me in the middle of this urban landscape.

I know you want to make this city more humane but not at the cost of ordinary citizens. I am a road cycling commuter but I don't think closing the mountain to cars is the answer.

Start by **MAKING BIKE PATHS SAFER**. Separate them from traffic, use all those concrete barriers that keep popping up everywhere and make a dedicated path all the way up and down the mountain. Then market it worldwide, I'm sure tourists would come to ride it without being in danger of getting run over.

But it's not only the mountain, we need a north south corridor in the western part of the city that links Saint Laurent and NDG. If you want to leave a real legacy, go visit Munich or Frankfurt or Salzburg or Strasbourg,...all cities that have excellent bicycle paths in the core and around with a physical barrier between them and vehicles.

Closing the mountain is not the solution, creating safe bike paths for alternative forms of transportation is.

And did I mention, all those cars that come from off island and use our infrastructure, damaging it in the process; as the mayor of the majority of this island, you should be taking action against that. It's the elephant in the room that no one wants to address. Why is it that when you travel into Manhattan you pay a toll of 15\$, yet here we encourage gridlock, pollution, and degradation of our infrastructure from off islanders.

Please address the real problems, not the smoke screen that is the mountain. Courage will leave a legacy and endear you to most Montrealers, isn't that what you want.

Merci and best regards,

Andre Vamvakas

Sujet: Automobile access to Mount-Royal

Message: The project has done nothing but reduce access to the mountain. It, in spite of what our mayor thinks, has been an abysmal failure. Mount Royal should have through access to automobiles at all times.

Bob Vanier

I loved being able to cross the mountain with visitors from out of town. They weren't all cyclists. They sometimes walked over but usually we drove. They appreciated beauty and they fell in love with the mountain and with our city. Keep the mountain open!

Cecelia Vanier

I think that Camillien-Houde should remain open all year around for cars. There was an enormous amount of traffic through downtown (Sherbrooke street) when it was closed. This is not good for the environment nor is it good for business which is the lifeblood of the city. People were scared of coming downtown. This is not a good result.

Justin Vineberg

Q would like to see the road kept open to through traffic, but narrowing the road to prevent it being used as a short-cut across the city while still allowing easier access from both sides of the mountain . Narrowing the road would also allow for wider and safer cycling lanes. I do not believe cyclist have priority or preferred access to the mountain. It should be shared by all Montrealers.

Ellen Wallace

I am against the closing of the Camillien-Houde / Remembrance roadway. I am 67 and ride my bike when I can but prefer if it is flat. Many of my visitors or my grandchildren can not possibly ride to the mountain and some visitors are mobility impaired so can not get to the lookout easily unless I drive them.

Also I live in the west end but often go over the mountain in the day time and evening to the east end for films, shopping or visiting friends. Driving in Montreal is a total nightmare and I can not imagine why you would close this road. I love this drive it gives me a break from the city and it is never crowded when I go.

I suggest certain hours on Sunday be reserved for Bikes only for example 7am to 11am and make a separate lane with cement boulders the rest of the time. It is a perimeter road and does not interfere with the enjoyment of the park.

Please listen to all users!!!!

Katherine Walsh

The roads across My Royal should stay open to all vehicles year-round. A secure bike path should be provided.

Gerald Wand



Please keep Caméléon hood open! It is an eccential historical gateway in Montreal from one side of the mountain to the other side.

It makes me proud of my city as I cross over.

The road can be easily widened for bikers and there should be fines posted for any infractions.

Lynn Waxman

I object to the road closing across the mountain.

Isabelle Wehri

I feel the camilien houde parkway should remain open at all times.

Andrea Weinstein

Although I can appreciate the rationale for protecting Green Spaces, the inconveniences caused by closing the C-H Parkway do not warrant its continued closure. Please have it reopened for the Summer of 2019 & Beyond.

Thank You.

Lawrence Weinstock

I am an avid cyclist and in the spring/summer train on the mountain several times a week. I also use the road to get from my neighbourhood (Outremont) to

destinations on the other side of the city without clogging the downtown core. Blocking through traffic on the mountain will do nothing to increase security for cyclist as the cars will still be present and there is still nothing stopping them from doing U-turns or drifting out of their lanes or speeding. It will however inconvenience many people. If you really want to increase safety for cyclist, increase the size of the "bike path" shoulder and put a physical barrier to cars crossing out of the lane. I cannot tell you how many times I have almost been hit by a driver who cut the turns a close and crossed onto the shoulder. As an added bonus barriers (even just collapsable post) on either side of a lane of traffic causes drivers to slow down. Thus potentially they might respect the speed limit as well.

Oh and one final though drivers on cell phones are by far a bigger hazard then anything else on the road. A crack down on that would be more valuable then anything else that can be done.

Thank you

Fabien Welp-Barr, Eng.

I would like to see the route maintained and left open year round but with a proper bicycle path and route for pedestrian maintained and or built so the cyclists and pedestrians safe. This is easily accomplished without spending unwarranted fortunes of money. This is one of the most important traverses of our city connecting the East to the West and giving access to all our tourists. Please know that we need to bring our City back to life and manage traffic the way it was designed. Road closures like this will only serve to frustrate traffic ion our core more than ever and negatively change Montreal from one of the most desirable city cores in the world.

Jonathan Wener

I find it insane that after God knows how many years we've been able to access the mountain from either side.

What right does 1 individual or government have to make this type of change. I think we would be better off spending money on education & the homeless. Or maybe we should increase the road work that is being done!

Shawn Werbitt

I think the mountain should stay open as it is the heart of our city. It was meant for EVERYONE to share. by closing it to cars you will limit the people who can access therefor limit the use by the public.

Warren Werbitt



## I AM OPPSED TO THE ROAD CLOSING

I and my husband, whose mobility is restricted by a heart condition, always walked around Beaver Lake where there are many benches to rest on. We then drove to the Smith House to lunch outdoors. This was a major part of our summer pleasure which we so missed this summer. So for us, and others in similar circumstances, we no longer had access to the entire mountain.

Also, I walk on the mountain several times a week and I saw fewer visitors.

On Nov. 2nd I saw more people than any day since the close--- more strollers, more tricycles, more carriages, more dogs.

Edith Werk

I am strongly opposed to the proposed road closing on  
Mt. Royal.

Morris Werk

I am firmly in favour of leaving the Camillien Houde/Remembrance road over Mount Royal open year-round. Closing the road is a disservice to all Montrealers & in particular to tourists & those using the parks & paths in all seasons.

Philip Westelman

Keep it open for all to enjoy!!

Roslyn Wiener

Ici à Montréal nous parlons des « deux solitudes » et nous essayons depuis des décennies de bâtir un pont entre les « deux solitudes »... et la Mairesse veut construire une mur entre les deux côtés de la ville!

Laissez-le ouvert.

C'est une route importante pour les gens qui veulent appuyer leur support commerciale aux magasins indépendants de Westmount et Outremont et av du Parc et Cote des Neiges et le pauvre rue St Laurent; et un façon simple pour les vieux et les touristes de se rendre aux voisinages importantes.

Cette route n'appartient pas à la Mairesse pour jouer avec, c'est une route qui appartient à la ville entière et qui doit rester ouverte pour donner de l'accès à la ville entière et qui littéralement fonctionne comme un pont entre les « deux solitudes » de notre ville.

Lisa Wilner

Keep Camillien-Houde open to pedestrians, bicycles and cars.

Allan Wiltzer

This 'experiment' was a disaster. Perhaps when Montreal is not frozen with innumerable construction projects we can revisit the question. In the meantime, there are much better ways to share the mountain and allow full access and transit for cars while respecting the safety needs of everybody.

Paul Wittes

The closure of the road over OUR mountain is a slap in the face to all Montrealers!! We have been denied access to this important heritage of our city! It is shameful and it must be opened as it has always been. I voted for this administration but now I certainly would not do the same next election if the mountain road is closed.

Paula Wiviott



Je désire que l'accès des automobiles à la voie Camillien Houde ne soit plus restreint. La restriction pénalise les automobilistes, les personnes âgées qui veulent profiter de la Montagne ou bien les familles qui voudraient y passer du temps, sans améliorer la situation des usagers.

Il me semble que l'on peut trouver d'autres moyens pour assurer la sécurité des usagers Si on veut ralentir la circulation pour éviter des accidents, tant pour les cyclistes que pour les automobilistes tentés de faire de la vitesse, des dos d'âne seraient tout aussi efficaces, par exemple. Ou bien des feux de circulation...

Merci de votre attention.

Sylvie Wolf

Je ne suis pas en faveur de la fermeture définitive du Camillien Houde à la circulation de transit, bien que certaines mesures puissent être prises pour décourager les excès de vitesse. La montagne devrait être ouverte à nous tous qui vivons à Montréal et il faut reconnaître que beaucoup d'entre nous (familles, personnes âgées, personnes handicapées) ne pouvons y accéder qu'en utilisant une voiture. Pour l'été, la montagne a été pratiquement fermée pour la plupart des habitants de l'Ouest. Le stationnement au lac des Castors est tout simplement trop petit, donc pour avoir accès au reste du parc Montroyal, ou pour visiter le Belvedere, il est nécessaire de se rendre jusqu'au stationnement de la Maison Smith via Côte Ste Catherine, ce qui ajoute à la pollution . La facilité d'accès aux deux stationnements pour TOUS les résidents, de l'est et de l'ouest, est essentielle. Dans le passé, c'était un plaisir de voir les familles entières se stationer à proximité d'un pique-nique ou de voir des personnes âgées se promener du stationnement de la Maison Smith au Belvedere. Le parc ne devrait pas être uniquement pour les sportifs, mais pour tous, y compris ceux qui doivent utiliser une voiture et ne peuvent pas marcher loin.

John Wolforth

Please re-open roadway to cars, As a citizen of Montreal in the West Island, it is impossible to enjoy Mount Royal park and the look out without coming by car.

Norman Wong

It is ridiculous that the mountain is closed. If there are problems with safety, regulate them and create safe lanes. Open the mountain!

Ruth Woods

The intention of directing cars to avoid future accidents is good, however, I with many other tourism professionals (guides and drivers) as well as tourists find it inconvenient and costly. Extra police force is employed to stop and to check all small vehicles which cause more traffic and delay on the single lane. Cement road blocks and confusing signs make coach drivers a hard time, especially to those ones who are not familiar with the city (or if they are from other places). From point A to point B is no longer accessible to regular tourists who come in their own car, if they want to go exercise or come with babies, seniors, handicapped or sport gears, it takes them too long to walk from Beaver Lake to the Mont-Royal look-out point. And they can only choose one lookout. To get off the mountain, it takes a considerable amount of time for the detour which defeats the purpose and discourages people from coming and enjoying this park.

Instead of putting an additional wooden bevedere for pedestrians on the west side, the pedestrians should NEVER be allowed in walk on the drive way from the security considerations. Instead of putting a temporary seasonal cafe swings to take more space away from already tight parking space for little to non profits (more likely the loss), what is the point? If the city wants to ensure the safety of cyclists and pedestrians while maintaining Mont Royal an attracting tourist attraction for both city dwellers and tourists, it'd be more logical to put road dividers on the sides of the route, since there is already speed limit and some improvement.

Yue Yang

Sujet: Mt Royal road closing

Message:

I am strongly opposed to the mount royal road being closed to cars

It has completely cut off easy accessibility to full enjoyment of the mountain. As well, the few times we biked up there this summer we noticed there were much fewer people than ever before.

Really sad that it now feels so restricted. This feels like it's the brainchild of a few political elites versus the will of the general population.

I believe there should be a referendum that includes all the city boroughs.

Thank you

Theresa Yanofsky

I feel VERY strongly that there should be no closure to the Mount Royal/Camillien-Houde/Remembrance road across the mountain. It links the east and west areas of the city which is SO important and it is a beautiful road that shows the city so positively with its beautiful views. There is also a link from Smith House to Beaver Lake which was lost when it was closed and discourages people from going to both venues when the road is closed - to say nothing of the central entry to the cemetery. There is NO positive reason to close this road.

Gillian Yanow

The mountain should not seperate EAST FROM WEST. It is a special drive winter or summer. It should be open all year .The cyclists should have special lanes with some type of guardrail MY VOTE OPEN ALWAYS

Joseph Yanow



As a physician working at the Montreal General Hospital who lives at the Plateau, I witnessed daily the traffic jams on Parc and Pine Avenues created by closing the mountain road. I am convinced that the amount of daily suffering bestowed upon thousands of drivers stuck in these unnecessary traffic jams counterbalanced any minor benefits to the environment, possible achieved by the road closure. I sincerely hope it will not be closed again.

Shir Yoram

Sujet: Leave the road open!!!!!!

Message: LEAVE THE ROAD OPEN!!!!!!

Linda Zabitsky

Please keep the road open to cars

Steve

Please keep the road open and make a safe cycling path up  
Camillen-Houde.

Merci!

Luba Zagurak

Living in Westmount, having the Camillien-Houde /  
Remembrance route open made travel much easier for me.

Allan Zeidel

Attention mayor Valerie Plante

We were extremely disappointed that we could not access the mountain this summer.

The closure caused enormous traffic jams considering that Dr Penfield/Avenue des Pins was closed due to construction. This caused enormous traffic jams when all traffic was diverted to Sherbrooke street. This was a total nightmare for months.

However, access to the cemetery was very restricted when we wanted to visit our loved ones. Also our enjoyment of the mountain was sharply curtailed so we could not enjoy our beautiful mountain this summer.

I do hope that you will review this matter, as I think that closing Camellien Houde remembrance Road was inconsiderate to the people of Montreal.

Looking forward to hearing good news from you for 2019.

Sincerely  
Yvonne Zelouf

The road should be kept open. Closing it was an over  
reaction

Joan Zidulka

Ayant habité à coté du Prospect Park à Brooklyn pendant 3 ans, je peux vous renseigner que la comparaison avec le Parc Mont-Royal est erronée du fond en comble et donc inadmissible. Le parc à Brooklyn est assez plat, et il est entouré de rues, voire boulevards, très passants. Il y a un important offre de transport en commun en autobus et en métro, le métro de New York étant ouvert 24h/jour. Il est donc bien conçu pour recevoir la circulation à vélo de tout niveau sans gêner les trajets des autres, soit à pied, soit en voiture ou en transport en commun.

Par contre, quant aux vélos la voie Camilien-Houde n'est utile que pour les cyclistes d'élite. Quant au reste de la population, beaucoup plus nombreuse, il faut souligner que elle est peu desservie par le transport en commun sur ce trajet, et qu'il n'y a pratiquement pas de solution pour la contourner.

Il s'agirait donc de faciliter cette circulation nécessaire pour toute la population plutôt que de l'interdire.

Benjamin Zifkin



Having closely followed the development of this project, and having attended two of the public information sessions, there is only one conclusion to be drawn: this project has failed.

As a first general criticism: the main pilot project objectives are not acceptable as objectives for a city project (any project). Project objectives have to be formulated such that project outcomes can be quantifiably measured against them. To "experiment" and to "reveal potential uses" are not measurable goals, and as such the project was flawed from the start.

Furthermore:

- The environmental impact was negative, as traffic has been forced into surrounding neighbourhoods; causing additional pollution and congestion, the latter specifically around UDM and Pine/Penfield. In fact, the additional load on the environment could have been estimated, but was not. According to the pilot study, 7500-9500 cars/day would drive 0-12km extra (not counting extra idling at traffic lights/etc). The average car produces about 0.2 kg of CO<sub>2</sub>/km; roughly, this therefore translates to  $8500 * 6 * 0.2 = 13,600$  kg/day of additional CO<sub>2</sub> released into the atmosphere around the mountain.

- There has not been an increase in safety; and in effect, the risk to cyclists (of which I am one) has increased due to their perceived freedom to speed down the mountain. Cyclists regularly reach speeds of 60-80km/h going downhill; given the road surface, narrow passages, and presence of cars and public transit, it is only a matter of time before the next, possibly fatal, accident.

- Visits to the Parc have decreased, as evidenced for example by the reduced usage of the parking lots; as well as by reduced attendance of Cafe des Amis at Smith House.

- The disadvantages/disadvantaged have not been taken into account in the results of the pilot study. For example, some - likely large - proportion of the 8500 cars/day that were prevented, would have been visitors to the mountain. I am one of these. I used to visit the mountain very regularly, most frequently by stopping for a walk while transiting. I have not visited the mountain even once in 2018, and I am not alone in this. There are also the elderly, people with difficulty ambulating, who have been affected.

Mont Royal is a pearl in the city of Montreal, to be enjoyed by all. By all means, make it cleaner and safer, discourage through traffic, improve facilities, improve this green heart of the city. But closing Camillien-Houde has not achieved, and will not achieve, any of these goals. Instead, it has prevented many people from enjoying their park, it has polarized the city, has increased traffic and pollution, and has reduced overall safety. It's an overwhelmingly negative result.

Alex Zijdenbos

I fell that the road should be open all year around. If you wish to accommodate cyclists, then build a path for them on the side of the existing road, as you do on De Maissonneuve Boul in downtown. But the road should be open to 2 lanes of traffic each way, as it was before. Even roads thru central park in NY, have lanes for cars, and separate lanes for cyclists. Regrettably, there will always be accidents between cars, cyclists and pedestrians. This does not mean that car roads must be closed as a result, which is what you are doing. Improvements for the safety and CONTINUITY of each groups is what is required.

Andre Zoldan

I would like Camillien Houde/Remembrance Rd. to stay open to east/west traffic of cars, public transportation, cyclists and pedestrians as it always had been.

This past summer when it was closed, it separated east from west and it was extremely difficult to go from east to west and vice versa across the city. The other road (around Mt. Royal), Dr. Penfield was closed to traffic due to construction, and the only way from east to west, or west to east was via Cote St. Catherine Rd. A long drive, with a lot of construction there too, and one lane traffic, making it very frustrating to drivers, especially when having to wait for change of lights five or six times to get through an intersection.

This kept me from travelling from west to east side of Montreal, and I am sure others as well.

The mountain road, is already narrowed, making it a long route at rush hours, but there is little other choice around our mountain, as it divides our city. SO, there are really only 3 roads to cross from east to west and vice versa, and closing the mountain road is a very bad idea.

Darline Zucker Rosenhek

I am against the closure of the road across Mount Royal. It is needlessly more difficult for me to access the Mount Royal Cemetery where my mother is buried. Besides that, I find the argument presented by the city, for closing the road, to be weak and prejudicial against people who need to use their vehicles to reach a destination on the opposite side of the mountain from where they live.

Victor Zwetkow