

2625 **LE COMMISSAIRE :**

Moi j'irais faire un tour avec vous, il me semble qu'on aurait du fun.

2630 **M. RENÉ HOUDE :**

Oui, parfait. D'ailleurs, je suis reconnu pour ça. Il y a un terme anglais qui dit witty. Je suis reconnu pour ça. Maintenant, je ne suis pas aussi drôle que mon neveu, mais je peux faire rire un peu. Parce que mon neveu lui, il est millionnaire à faire ça, il s'appelle Louis-José.

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LA PRÉSIDENTE :

Parfait. Alors, il me reste à vous remercier de votre présentation et votre présentation visuelle aussi.

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Alors, si elle est présente parmi nous, j'inviterais madame Jennifer Crane, s'il vous plaît.

2645 **Mme JENNIFER CRANE :**

So, I'm going to make my presentation in English. Questions are happily received in French and response is given. So, basically I spoke to you in May when you had your first consultation at the hotel and...

2650 **LA PRÉSIDENTE :**

It was information.

2655 **Mme JENNIFER CRANE :**

Yes, information. I'm sorry. The cite's information session that people were allowed to comment on. So, I spoke to you about a couple of items at the time. On live on Mount-Royal, Ridgewood Avenue. I've lived there for ten years at the top of Ridgewood and a few

2660 of my neighbors have also been involved and being quite unhappy about this because I have a car. I am very lucky to have a car and a parking spot indoors. But a lot of people are limited to taking the bus. We have an issue that the bus doesn't come up our street.

2665 When the information session was given, when this pilot project was sort of, the announcement was sort of botched, but you know it was announced. We were informed by Sue Montgomery, our borough mayor, that she's spoken to Luc, meaning mister Ferrandez and there would be more buses.

2670 This hasn't happen, and in fact, there are fewer buses and information session was held with residents of my street. I advised certain senior citizens that this was happening because, for example, one of my neighbors is 83 years old. I frequently find him at the bottom of the street waiting for the bus and I pick him up and I bring him.

2675 So, I said this would be interesting for you to go and attend. So this happened. But the services has been cancelled on a number of occasions due to Cyclovias. We have here the first of the closures, I can show you. Comme ça? Oui.

2680 Okay. This is the bus stop right at the top of Ridgewood. This picture was taken on the 30th of May, so that would be two days before the pilot project took place. So basically, we see that the service was cancelled for a bicycle event. Then it was cancelled again. And we were told that it doesn't matter if you don't have transit access, because we're gonna have a much improved public transportation thing.

2685 This has not been the case. There's no buses after nine o'clock that go up the street. The bus that does come up the street, the 166 departs from the Guy-Concordia Metro station. Equally isn't frequently as the 11. So say between 20 and 30 minutes. So you can take a taxi up, I guest, if you want.

2690 So the pilot project has affected us as residents, it's a fact, because we weren't consulted. So, as residents of Mount-Royal, you have people that are in Outremont. You have people that are in Côte-des-Neiges, in Westmount and in Ville-Marie that actually have residents on... I don't count Plateau-Mont-Royal because there are no residents on the actual mountain.

2695 We weren't consulted in advance. We were not treated as natural historic
neighbourhood even though we are people. People circulate that are residents, people that
live on the mountain. Not just visiting. Coming riding their bicycles or picnicking. We live
there, we go around, we visit other areas of the mountain to shop, to visit friends. I've used
it for work, I work in politics. We had a byelection in Outremont. It was very convenient to go
through Outremont to campaign. It's not any anymore.

2700 Shopping is no longer... I've taken the personal step simply because I'm extremely
annoyed by this, of boycotting the Plateau-Mont-Royal and it's businesses for the duration
of the project because I'm not taking an extra 20 minutes to benefit commerçants in mister
2705 Ferrandez borough. That's a political, that's a personal issue that I have made, but I think
that there are a lot of people that ended up doing that. It's not an official boycott, but people
have said I don't go to Outremont anymore, I won't go to the Plateau, I won't do this, I don't
go to restaurants now.

2710 I don't know if this is something that the administration finds helpful or beneficial at all
to local businesses and... to living together basically. But it's... You know, it's created some
situations.

2715 So, I'm also a user of the mountain in terms of the road. So I use it to get around, I
walk on the mountain a lot. I live pretty much in Summit Park. So I leave Mount-Royal park
on the weekends to people that need to, use their car to get there. But I've been able to
frequent it quite a bit this summer simply because I am also a rights holder in the cemetery.
So, I do have access. I can get in into the cemetery and that if I wanted to go back over
Camillien-Houde, I've done that.

2720 And my observations this summer were that there were many fewer people there.
The parking lots weren't full. I can show you some pictures of empty parking lots on
occasions. These installations were brought up when the pilot project came out. So this was
taken, I believe, on the first of June. I don't think that the city was quite prepared for the bad
response it was gonna get. Petitions with over 38 000 people. And they seem to clamored a
2725 put up installation to be interesting. So there's some hammocks that were constructed on
the corner of Remembrance in the parking lot. There were trees that were wrapped in
wood.

2730 **LA PRÉSIDENTE :**

Would you mind to repeat what intersection is that?

2735 **Mme JENNIFER CRANE :**

That is at the intersection of Remembrance and Camillien-Houde, right across from the Camillien-Houde gate of Mount-Royal Cemetery. So there's a bus stop there. There's always a bus stop there and the bus stop across the street. But at that particular corner, they constructed some hammocks in a wooden structure that people could sit in and build stuff around the tree. So there are a number of these things that were built and you know, obviously, it's a personal decision and a matter of personal taste, whether you like it or not. But they weren't very well received by users of the mountain.

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2750 You know, this for example. This thing here, Destination Montréal. They had those at either end of the mountain when you would go in towards the Beaver lake entrance and then coming back from Camillien-Houde. I mean, I don't know. It's a personal thing, but for the most part, everybody that I have started talking to felt like it looked like a cheap low-rent resort and it's improvisation and it didn't do anything to add to the experience of the mountain. It's actually, visually offensive, a lot of the things. The structure that they built, the Belvedere Soleil, I've got some pictures of that, but... I'll speak to this some more after.

2755 Anyway. So getting to the structures, they built a lot of these structures sort of you know: tout à coup. I think, it was deemed that this wasn't gonna be a popular thing. So, we ended up having a large structure called the Café Suspendu that was built at the Camillien-Houde thing. And basically, if you're walking by, bicycling by, driving by, anything, you are faced with a big shipping crate with you know, kind of rods and stuff like that.

2760 So, one of your nicer views that you could see, you can no longer see. Okay, I'm gonna leave the pictures for now and just speak to this.

So, the other element, the other way that I use the mountain is as a rights holder of Mount Royal Cemetery, which is something that I raised at May, at the information session. And when I spoke to the city official about the cemetery, the access to the cemetery from

2765 the west and from the east, when I heard about this project I contacted David Scott who's
the director general of the Mount Royal Cemetery and he was equally upset because he
said that they had not been consulted and of course a lot of rights holders like myself, we
weren't able - coming from the west - we weren't able to access the Camillien-Houde gate
anymore. My family members are literally right beside the gate and it takes me ten minutes
on the road to get there.

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2775 So, I did a road test, you know similar times and everything. And I was on the road for
a total of 40 minutes with their detour. The detour that was proposed... what ended up
happening was Mister Scott was able to get some concessions so that Mount Royal rights
holders and funeral processions would have, we were able to access the west, well the
Camillien-Houde gate between nine o'clock and four o'clock every day.

2780 It was a bit complicated to get there, but there was a sign and I have a picture but I'm
not gonna play around with this too much. It's complicated. But the sign was there. One
afternoon, I went and I was grilled at length as to where I was going by a Stationnement
Montréal guard. This was in August and he said, I indicated, I said: I'm going to the
cemetery. He almost accused me of lying and I wasn't gonna back down and he said: Well
you know, it's a... whatever, it's 20 to 4, you're not spending much time. I said: Are you
gonna keep me from my grandparents? Then he said: You can grow through but you'll get a
ticket of a 160 dollars. I think that this was a dissuasive thing. I mean, I knew that I could go,
2785 I knew that if I was confronted by an SPVM agent at the top, that I have legitimate concerns
I would have taken him to the grave site and it would have been problematic.

2790 I tweeted about this situation, I tagged Stationnement Montréal, the police, the City
and I contacted the cemetery to let them know that there was some problems that people
might be facing problems. They were appreciative because they can't keep people there all
the time.

2795 But I don't know, you know if for example somebody who is a unilingual Anglophone
senior citizen coming from the west, if they had been confronted by a bully parking guard
like that, if they would have succeeded in getting to see their loved ones in the cemetery.
And that is something, it's upsetting and we... a lot of people found that it was really
unsympathetic to senior citizens.

2800 The administration seems to think it's simple for people to hop on buses that don't
come to go to the cemetery, but you get to the cemetery - I went through there - these are
very, very large spaces. So you know, it's difficult enough for somebody who's in generally
good health to get around. But if you have any limited mobility, it's an issue.

2805 So, anyway. This was the other issue that we had. You know, discrimination against
the elderly and senior citizens. So as the gentlemen I was speaking earlier talked about, a
lot of people go there with families and cars with senior citizens to take them over. Could be
patients, it could be visitors, it could be anything. But Montrealers who are the most
vulnerable were not able to share our mountain this summer and it's... I don't understand
how anybody could think that this was a good idea.

2810 I've come up with, you know, temporary installations. You've got my opinion on them.
it's a subjective opinion. I taught they were extremely ugly. They did not benefit anybody.
The belvedere Soleil, apparently was dangerous in the report because I personally saw
cars parked there. I've never seen cars parked there before. But with a rainbow of plates,
2815 clearly Americans, they don't understand the, what's an *accotement*. They don't understand
any of that. So they're parked, oh we can park here. And you know, possibly hit somebody
or who knows what. So, as the gentlemen mentioned before, there a nice little cliff up there
with the same view, only it's a lot safer to get to.

2820 So, you know I don't think that the idea of having a stop there is a bad idea. Maybe
even have a permanent stop for everybody. Not just for drivers, but for cyclists too. And you
know, we went on a number of occasions this summer to do some field tests and to see
what's going on and it was the same every time. Many fewer people would see cyclists
winging by through the intersection at Camillien-Houde where the crosswalk is. If
2825 somebody's walking there, if somebody is hit at 60 kilometers by a bicycle, they are gonna
get hurt.

2830 Now, the city presented accident reports over the past few years, but it's only
accidents involving cars and it could involve a small fender bender. But accidents can also
happen with other users of the road and it would be nice to see statistics with that.

I think that some other problems that Montrealers have with this is that the
methodology that was used doesn't seem to be consistent through sound. Seem that there

2835 was a predetermined, this is something that mister Ferrandez has wanted to do for ten years. He stated this clearly and it was done in a very preempted fashion with no consultation. Unfortunately, the administration has put you in an awkward position because there's been question of course as the neutrality. I have no doubts of your neutrality, I have doubts as to whether they will accept any type of recommendations or whether this is a done deal.

2840 The idea that this was claimed as any type of a success is astonishing to people who actually went to the mountain this summer. I have friends who are restaurant owners and business owners and they would love to have a successful business based on people walking by. You know, I mean, apparently I went to the Café Suspendu a million times because I happened to walk by it. I never went in, I never bought a tea, I never sat there.

2845 So this is very, very questionable. Now, they're talking about people on tour buses that are gonna be there any way. Unlike the gentleman who can't access with his tourists, but the big buses you know with the tourists, the double-decker buses. But I don't think that anybody really benefited from this, except for maybe a certain class of elite cyclists.

2850 And what's ended up happening is that Mount Royal cemetery, it's nothing to do with Camillien-Houde, but during the pilot project, they actually had to ban cyclists from our cemetery. And what's ended up happening is that now cyclists are coming up my street and racing down the street. They're training on a residential street.

2855 So, I don't think that it's helped with cohabitation. I'll find one last picture to show you and then you can ask me whatever questions you may have. But it's... There was... no, nevermind. Okay. At one point during the pilot project, there was something written, an obscenity written on the barrière ciment and it was written in English and French. It was a bilingual message that said - excuse my language: *Fuck vos chars*. And it was left there for weeks and weeks on, and this is not the image we want to give tourists that are coming to Montréal that first of all, that we use vulgar language and leave it on public installations.

2860 I mean, I did tweet the City about it, I've been very active, I've given a number of media interviews on this. It's not, and I was accused because I worked for the former mayor that this is what I'm unhappy about. But it has nothing to do with the former mayor, it has nothing to do with the current mayor. The former mayor would be getting the same

treatment from me if he tried to do this.

2870 It's wrong and I mean, you know... They say: Oh, it's okay because it's by the ghost
bike. Well, it's not okay because by the ghost bike. It's unfortunate that somebody died on
the mountain, but the comportement of everybody needs to be changed. I saw this morning,
just before I got here, a report from CAA Québec and I put a couple of my
2875 recommendations. Theirs are much better and I think les Amis de la Montagne had some
good ideas of cohabitation. But the roundabout idea would keep everybody safer because I
even, after the end of the pilot project, I saw somebody pulling a U-Turn up there to get, to
go back up towards Smith House and a cyclist went by, shook his head but he wind through
at 60 kilometers an hour. You know, judge somebody's behaviour, but misbehave yourself.

2880 Anyway, I hope this doesn't be made permanent. As a resident of the mountain, I
think it's heart breaking that people were kept away from our mountain this summer. It was
so sad to see empty parking lots and nobody there. I would like to see maybe a bit of
comparison going back five years of sales receipts. Don't compare it to Montréal 2017. You
know with the anniversary, if they say that the sales were up, let's look, let's go back five
2885 years to a real comparative analysis and see what the real story is, because I cannot, I
simply can't believe that the city is claiming this is any type of success. It was an
unmitigated disaster in my opinion. That's it.

LA PRÉSIDENTE :

2890 That's it. Merci beaucoup, thank you.

Mme JENNIFER CRANE :

2895 You're welcome.

LA COMMISSAIRE :

2900 The 11 bus that you talk about and you wrote about, the people who live on
Ridgewood, the people that you know depend on that bus to go down to Côte-des-Neiges
and then go downtown or do they use it to cross...

2905 **Mme JENNIFER CRANE :**

Both...

2910 **LA COMMISSAIRE :**

How is that bus used? Is it used as a kind of a transport to get on the mountain or to sort of...

2915 **Mme JENNIFER CRANE :**

It's used in a lot of different ways. Some people will use it just to get down to the Côte-des-Neiges road, the intersection to catch the 165, either way to go downtown. Some people will take it over the mountain or some people take it to use the mountain. You know, if they want to go to the park or whatever, but a lot of people will take it to the Mount Royal Metro to get on there or to get into the Plateau, Saint-Laurent boulevard and get off... We are pretty fortunate because we always get a seat, but that bus is packed. If you are to get on, say at Smith House, you might not get a seat depending on what it is...

2925 **LA COMMISSAIRE :**

If you're going towards road Ridgewood?

2930 **Mme JENNIFER CRANE :**

No, towards the Plateau, to the other end... the terminus is at the very top of Ridgewood, which is close... that's the stop before my stop, which is where my building...

2935 **LA COMMISSAIRE :**

Right...

2940 **Mme JENNIFER CRANE :**

... And that goes all the way down to over the mountain, takes Mount-Royal Avenue and goes to the Mount Royal Metro, well goes just a bit past the Mount Royal metro station.

2945 **LA COMMISSAIRE :**

So, when you're getting on at Ridgewood, you wouldn't have a problem with too many people, I would think, it's more if you get off and then try to continue on towards Mont-Royal, is that...

2950 **Mme JENNIFER CRANE :**

Exact. You would have that because you have a lot of people that take, there's a lot of tourists that use the bus in the summer to get to the mountain. So often times, say for example, on a Saturday or a Sunday, if you were to take the bus, you might find a lot of people. The unfortunate thing, as I mentioned in my brief, there was no access on six Sundays because of the Cyclovia event. I asked the city, Craig Sauvé, city council about this on CJAD, straight out. I asked him clearly: Are you allowing these Cyclovias and he obfuscated and didn't answer. And then, they were permitted. In addition to this pilot project. It just seems maybe that it wasn't the best thing because I know my neighbor frequently goes on Sunday mornings, does her shopping in the Plateau. She couldn't do that.

2960 **LA COMMISSAIRE :**

2965 So people do depend on that bus a means of transport to get to shopping or to get to specific...

Mme JENNIFER CRANE :

2970 Or to work or to socialised with friends or anything. And often, people will just take it just to get to the end of the street, because the street is extremely steep and serpentine. So, you would have to be in pretty good physical condition to be able to walk up and down that street every day. Even if you work, you get just to a certain point and then it goes... So it's

15 percent to where I am. So.

2975 **LA COMMISSAIRE :**

Okay, yeah. Good, thank you.

LA PRÉSIDENTE :

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Je vais vous poser ma question en français. Vous répondiez à ma collègue qui vous demandait non, plutôt vous disiez entre autres toutes les utilisations que vous faisiez du chemin Remembrance, Camillien-Houde. Dans votre esprit, est-ce que vous considérez que tout en étant un chemin de transit qui permet d'aller, dans votre cas, d'ouest en est. Comment concilier ça avec une approche, ce qu'on a entendu, où on parle de ce chemin-là non pas comme une route de voirie ordinaire, comme Penfield ou les autres, Côte-des-Neiges, mais comme un chemin de parc.

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Comment vous voyez la différence et comment ça doit se traduire ça, cette différence-là?

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Mme JENNIFER CRANE :

Mais il y a deux choses. Parce qu'on entend souvent de la Ville que le chemin Remembrance et Camillien-Houde, c'est dans le parc. Ce n'est pas le cas. On a le parc ce côté-là puis on a des cimetières, c'est des propriétés privées, comme on a vu. Donc, c'est un chemin.

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Moi, ce que j'ai vu dans les dernières années, parce que je suis là depuis une décennie, j'ai vu beaucoup plus de circulation de transit comme des plombiers, des professionnels dans les petites fourgonnettes. Peut-être éviter, pare que ça c'est vraiment des gens en transit. C'est peut-être un short cut, je ne sais pas. Mais les résidents ils nous empêchent d'accéder notre grand quartier. Peut-être de diminuer la vitesse. Ça a bien marché pour les voitures que j'ai vues cet été, de 40. Ce n'est pas grave, ce n'est pas trop difficile.

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Moi j'ai une petite voiture sport, mais je suis restée à 40 à l'heure. Ce n'est pas grave. On peut peut-être mettre des petits turns, des choses. Comme ils ont fait sur le sommet

3010 Westmount. Ils ont enlevé la chaussée puis ils ont remplacé avec de la gravelle, it's renaturalised, puis ils ont planté beaucoup d'arbres et c'est très, très beau. On n'a pas le droit de prendre une voiture pendant, je ne sais pas, 20 ans ou quelque chose comme ça.

3015 Mais c'est quelque chose beaucoup plus doux, c'est intéressant. Donc, si on peut réaménager Camillien-Houde comme ça, sans limiter juste aux cyclistes ou des piétons ou n'importe qui, mais il y a des choses qu'on peut faire. Et si on est vraiment, vraiment occupé avec la sécurité du monde, comme j'ai dit, j'ai une grande amie, c'est une triathlon, elle est vraiment comme Ironman. Elle m'a appelée, elle a crié : « If you go to the OCPM, you tell them it's the worst thing. It didn't help cyclists, it was worst. They acted terrible. You know, if they want to break their necks but it was no safer for us, it was worst. » That's from Kayla Segal. But this... you know.

3020 T'sais, on peut faire quelque chose de gens comme les Amis de la Montagne ils ont suggéré quelque chose très, très intéressant. Ce n'est pas plus vite pour prendre Camillien-Houde, c'est comme vraiment le plaisir. Et c'est comme j'ai mis dans ce bref.

3025 De temps en temps, moi je prends Camillien-Houde parce que ça fait du bien. Comme je pars le matin pour faire une réunion, je vois les chevaux, je vois des choses, et j'aime ça. Oui, je suis privilégié d'être dans un quartier avoisinant, mais quand même, est-ce que c'est terrible d'avoir, ce n'est pas nous qui a créé des résidences sur la montagne.

3030 Est-ce qu'on veut nous chasser de la montagne? C'est ça la suite, si ça a affaire avec ça. Ça, c'est le Social engineering.

3035 Ce n'est pas que les gens qui conduisent les voitures sont contre les cyclistes, mais ce genre d'affaires ce n'est pas la cohabitation, ce n'est pas les chars versus les vélos, les cyclistes versus les piétons. C'est tous les Montréalais ensemble. Ce n'est pas la cohésion sociale et ce n'est pas qu'on veut avoir la Transcanadienne sur la montagne. On est tous capable d'envisager quelque chose plus gentile, nice, nature like.

3040 I hope they listen to CAA because that was... avec les ronds-points ça serait idéal d'après moi.

3045 **LE COMMISSAIRE :**

Bien, moi j'aime ça vous entendre parler comme ça. Je comprends qu'un chemin, vous avez parlé, vous avez fait référence aux Amis de la montagne. Les Amis de la montagne ce qu'ils souhaitent comme chemin, ils appellent ça un chemin de plaisance.
3050 Alors, ça semble vous rallier.

Et vous, avec un chemin comme ça, sans interdiction de transit, donc avec l'autorisation de transiter, ça ferait votre affaire. Vous vous ralliez à une position comme ça?

3055 **Mme JENNIFER CRANE :**

Oui. Et je pense que la plupart des résidents du quartier soit Blue Ridge Crescent Westmount, Ridgewood, notre quartier, si ça nous prend un peu plus de temps de transiter longtemps, ça me prend sept minutes actuellement. Si ça me prend 15 minutes, ce n'est pas grave, parce que c'est beau. Ce n'est pas comme être dans le trafic sur Côte-Sainte-Catherine pendant 15 minutes avec une manuelle. Ce n'est pas la fin du monde.
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Actuellement, ce qu'on a vécu pendant l'affaire, ce que j'ai mis, ça a causé beaucoup plus de trafic dans notre quartier, le quartier près de l'Université de Montréal, comme Decelles, Gatineau, Côte-des-Neiges, beaucoup plus de voitures qu'on n'a jamais vue comme ça dans notre vie avant. Anyway.
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Mais oui, c'est ça, un chemin de plaisance.

3070 **LE COMMISSAIRE :**

Un chemin de plaisance, oui.

Mme JENNIFER CRANE :

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That's not bad, hey.

3080 **LA PRÉSIDENTE :**

Merci beaucoup, Madame.

3085 **Mme JENNIFER CRANE :**

Merci à vous.

LA PRÉSIDENTE :

3090 J'inviterais maintenant, monsieur Richard Lafontaine.

M. RICHARD LAFONTAINE :

Bonjour.

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LA PRÉSIDENTE :

Bonjour, Monsieur Lafontaine.

3100 **M. RICHARD LAFONTAINE :**

Richard Lafontaine.

LA PRÉSIDENTE :

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Oui.

M. RICHARD LAFONTAINE :

3110 Je suis architecte à Montréal et je suis résident de la communauté Milton Park, donc au pied de la montagne.