

young people just occupied, this is fairly small. And the steep access was bad. I mean it's really inappropriate. I mean, that to me was the worst installation of the pilot project.

1480 **MME LUBA SERGE:**

Thank you.

1485 **LA PRÉSIDENTE:**

Well, thank you very much.

MME FRANCES DE VERTEUIL:

1490 Thank you and I will be sending in the rest tomorrow.

LA PRÉSIDENTE:

1495 J'inviterais maintenant monsieur Noah Stevens, please, s'il vous plaît. Bonsoir, Monsieur, good evening.

M. NOAH STEVENS :

1500 Good evening. Good evening Mrs. Brodeur, good evening Mrs. Serge, good evening Mr. Lebeau. Thank you for according me this time to be able to address your commission. I would like to share with you, forgive me while I adjust the microphone.

1505 I would like to share with you and with the people present in this room, my feelings about the mountain and about the very ill-conceived proposal to block circulation on Remembrance Road / Camillien-Houde Way.

1510 First, a little history. My great-grandfather, Charles Frederic Stevens arrived from England as a young man in the 1870s. He was president of the then famous Mechanic Institute which survives today as the Atwater Library. He was also one of the founding aldermen of the nascent city of Westmount. Three of his children died in the typhus epidemics of the era. One within a year of birth, one within a month, one within a few days. These great-uncles of mine are buried in Mount Royal Cemetery.

1515 My grandfather, Frederic Moses Stevens was an accountant. He worked for the Robert Wreford company agents to the Cunard and White Star Lines. He and his wife Edith Hazelwood Bridges are buried in Mont-Royal Cemetery.

1520 My father, Charles Frederic Bridges Stevens was a flight lieutenant in the Royal Canadian Air Forces and a decorated veteran of World War II. A McGill graduate in chemistry, he became editor in chief of Pulp and Paper Canada, and important trade magazine.

1525 As a child and teenager in the 1920s, my father would climb Mount Royal with his skis on his shoulder. At the top, he would clip them on and ski down. His route would take him down through the streets of Montreal, pass horses and sleighs to the front door of his Durocher Street home. While playing university football in the 1930s, his team practised on Fletcher's Field, a part of Mont-Royal right behind the lions. Not to be confused with Jeanne-Mance Park, of course, which is across the street.

1530 This was the depression. At that time, there were still wolves to be seen on the mountain and homeless men. Mount Royal, as you can see, is a part of my family's history and it is in my blood. My childhood was full on Sunday's playing on the lions. I can still feel that sensation of cold iron on a fall day. Running through Fletcher's Field, skiing and tobogganing down the Beaver Lake Hill, skating on Beaver Lake, drinking hot chocolate in the chalet. We often walked to the Kondiaronk lookout and had something to eat in the Mount Royal Chalet which had a small snack bar in those days.

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1540 We used different routes. Sometimes, we parked at Smith House and walked. At other times, we started from Park Avenue and followed the road up past Molson Stadium. They were even occasions when we simply climbed straight up the mountain and like millions of other Montreal children, we tobogganed down Park Avenue slopes undoubtedly giving our parents chills as are garbage can top took us perilously close to traffic that laid just beyond the George-Etienne-Cartier Monument.

1545 Last Winter, I had the pleasure of teaching my two-year-old daughter to skate on the same Beaver Lake skating rink where 52 years ago, my father had taught me. The park we know, and love designed by fame landscape architect Frederick Law Olmsted...

LA PRÉSIDENTE:

1550 I am sorry...

M. NOAH STEVENS:

1555 Would you like me to wait?

LA PRÉSIDENTE:

No, keep on.

1560 **M. NOAH STEVENS:**

1565 The park we know and love designed by fame landscape architect Frederic Law Olmsted and inaugurated in 1876 was and is, for all Montrealer's, the rich, the poor, the old, the young, friends, lovers, families, frisbee throwers, walkers, stroller pushers, toddlers learning to walk, people leaning on canes and who can just barely walk at all, moms and dads leading and sometimes carrying, caravans of babies, toddlers, picnic baskets and even barbecues. And in winter, make that skis, sleds, babies, skates. Many, probably most, live too far away to walk.

1570 Montreal and Montreal Island is a large place. To ask them to come by bicycle is ludicrous. To ask them to come by bus is impossible. They can only come by car. And what of the cemeteries. The Jewish cemeteries. Notre-Dame-des-Neiges cemetery, Mount Royal cemetery, to state the obvious, although these grounds are made available to everyone, their visitors, the bereaved are predominately the aged and the infirm. To ask them to come by bicycle is ludicrous. To ask them to come by bus is impossible. Not only do they need their automobile to get to the cemetery, they need them also to get from the cemetery gate to the graveside they have come to visit.

1575 So, to be clear. To close Camillien-Houde Way and Remembrance Road to through traffic will have consequences. And those consequences will be to close off the park and the cemeteries to Montrealers with this exemption of cyclists. In effect, you will be turning the mountain into a private preserve of cyclists. It will cease to be a public park. The cemeteries will become inaccessible to their users. This was not the wish of the city fathers who commissioned the park and cemeteries a century and a half ago. It was not the vision of Montrealers who supported them. It was not the visions of Frederick Law Olmsted. And, as citizens of this city are fully aware today and have known for months, it is not the desire of the majority of Montrealers. The number of petitions signed against this foolish and unjust measure far, far, outstrip those who think differently.

1590 If madame Plante and monsieur Ferrandez were present, this is what I would like to say to them. They are not present, but I am confident that my words will make their way to them in the report that you are going to submit. Madame Plante, Monsieur Ferrandez, you need to understand something: we live in a democracy. In it, the citizens come first, not the politicians. You need to remember that you work for us, not the other way around. Mount Royal belongs to all Montrealer's. It is not your personal property. It is not yours to make of what you wish. You have been elected to be, among other things, its caretakers. It is therefore your job to make sure all Montrealer's, those who do and do not ride bicycles, those who come from both near and far, the young and old, the mobile and the not, have equal access to Mount Royal. Our mountain is a public treasure. It is for all. It is most certainly not the exclusive preserve of cyclists or anyone else.

1600 You need to permanently restore through traffic on Camillien-Houde Way and
Remembrance Road. You need to respect this mountain. The people for whom the park and the
cemeteries were made and most of all, the people of generations past who made it possible.
Those who bequeath to us this beautiful, priceless legacy. This jewel and the crown of our city.
They lie at rest on the mountain's slopes reminding us of our past and as they witness what you
are doing to prevent people from enjoying this enchanting place, they weep.

1605

Thank you.

LE PRÉSIDENT:

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Merci beaucoup, monsieur Stevens de votre mémoire, au fond qui était une sorte
d'hommage à la montagne à partir de l'expérience de vos ancêtres, de vos parents, de votre
enfance. Alors, on aurait peut-être quelques questions à vous poser.

MME LUDA SERGE, commissaire :

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One of the issues is really this idea of cohabitation that... you talked about accessibility
and we are talking about people who will come by car, people who will come by bike, people
who walk, how, can you see any ways to improve that, how it could be used by everybody?

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M. NOAH STEVENS:

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I certainly can and that has been the message since I began speaking. To make traffic
on Camillien-Houde Way and Remembrance Road through and unimpeded. That is how I see
access being improved. Beyond that, I have been a user of Mount Royal since, as long as I can
remember, and I don't see any problems with accessing Mount Royal. People can access it any
way they want. I don't see that as being an issue.

MME LUBA SERGE, commissaire :

1630 So you don't see any problems, for example, of cars side by side with bikes. Pedestrians trying...

M. NOAH STEVENS:

1635 Yes, I do. But not necessarily for the reasons you are implying. I see a huge problem with bicycles who don't respect the rules of the road. I see, as a driver, I am obliged by the law to stop at a stop sign. To take enormous care when the light turns green, to watch out for pedestrians and many other things, as anyone with a driver's licence knows. And the consequences for not respecting those laws can be serious, they can be serious legally, they
1640 can be serious in human terms.

I have rarely seen on the mountain or elsewhere in the city, cyclists use the road with anywhere near the consciousness of the consequences of their very careless actions. Cyclists rarely stops à stop signs. But to talk about the mountain, on the mountain itself, just last
1645 weekend, I walked from Smith House to the belvedere, the Kondiaronk Belvedere, and cyclists were weaving in and out of pedestrians on a snow filled path with children on sleighs in an extraordinarily irresponsible way.

When we finished our walk, we got back in our car in Smith House and drove on down
1650 towards Park Avenue. We came down to the light which I believe in on the corner of Côte-Sainte-Catherine and something I have seen so many times, a cyclist came down the right-hand side and stopped just in front of the light with a car to his left and has the light turned green, the cyclist jump on his pedals and swooped right in front of the car to his left. It must have given the driver of that car an enormous start and a great fear because when that happens, you ask
1655 yourself, "what if I hit that cyclist, even if I am in the right". That could traumatize someone for the rest of their life.

And the cyclist culture in the city is typical of the things that I have been describing. So to answer your question, to improve safety, I would call upon all cyclists in Montreal, starting right

1660 now to commit themselves to following the rules of the road and respecting law as much as
drivers do in the city and that will improve safety immeasurably and it will do so instantly.

MME LUBA SERGE, commissaire :

1665 Thank you.

LA PRÉSIDENTE:

1670 Je vous remercie beaucoup, Monsieur.

M. NOAH STEVENS :

Thank you.

1675 **LA PRÉSIDENTE :**

You will be leaving us a copy of your... you don't have a copy. O.K., thank you very
much.

1680 Alors, avant de conclure, j'aimerais savoir si la ville a une rectification à faire, madame
Villeneuve? Est-ce que vous en avez ce soir? Non.

1685 Alors la soirée donc, se termine. Après les séances d'audition, mes collègues et moi ainsi
que je vous l'ai mentionné, de même que notre analyste, commencerons à analyser
l'information que nous avons reçue, les opinions qui nous ont été communiquées, que ce soit
par le biais des questionnaires, de la plateforme de consultation, des ateliers créatifs, des
ateliers en ligne, des opinions en ligne plutôt, de vive voix et surtout à travers les mémoires.