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I firmly oppose the closing of Camilien Houde to through-traffic because I feel it deprives so many Montrealers of easy access to Mont-Royal sites (Beaver Lake, Smith House, the Lookout, Mount Royal Cemetery) from both the east and west ends of the city. And it cleaves the city into East vs West halves, recreating the Two Solitudes we hoped were a thing of the past.

Linda Gaboriau

Sujet: Route sur le Mont-Royal

Message:

Bonjour, j'ai cru comprendre qu'il y a une possibilité que la route sur le Mont-Royal soit fermé.

Ayant vécu aux USA pendant 6 ans et en Europe pendant 10 ans, je me fais un devoir d'amener amis et connaissances qui viennent visiter Montréal, en leur faisant admirer les points de vue exceptionnels qu'offre son sommet.

Cette route permet aussi d'alléger la circulation d'ouest en est et inversement, surtout qu'il y a déjà une surcharge de trafic sur Dr Penfield et chemin de la Cote Sainte-Catherine.

SVP laissez la route ouverte aux voitures sur le Mont-Royal.

Bernard Gagnon - Montréalais

I was saddened by the death of the young cyclist BUT if we were to close every roadway where a fatal accident has/had occurred in Montreal there would not be any travel options for vehicles. That would be the end of car mobility.

AND furthermore to claim the closure a great success is a blatant lie ...

there were huge traffic jams daily to cross from east to west (vice versa)... Sherbrooke, Rene Levesque, De Maisonneuve It did not help that Dr. Penfield was also shut and undergoing construction all summer long did

you even realize that? Did anyone pay attention to that?? What were you thinking? What are you saying?

I cursed behind the wheel of my car whenever having to cross the city. Not to mention all the times I aborted my plans because I could not bear the slow journey.

So Mayor Plante & Mr. Fernandez let's not pretend that it was a rousing success ... perhaps it was a great success only for those who do NOT travel the route daily ! ARGH!!! AND furthermore putting up two FRENCH ONLY do not u turn is ridiculous since the accident happened when an American/ Anglo tourist pulled an illegal u-turn ... those new FRENCH only signs would not have prevented this particular fatal accident. Perhaps pictograms and cement dividers and more surveillance would prove a better solution? Why don't you try that? I trust that next summer we will not have the same disastrous closure

Regards

Lynn Gallaro

THE MOUNTAIN I HAS BEEN PART OF MY PERSONAL WORLD FOR THE
PAST EIGHTY YEARS.-I REMEMBER OUTINGS ON THE “GOLDEN” TRAM
TAKING ME TO
BEAVER LAKE;; THEN RIDING IN A CAR TO THE LOOKOUT TO HEAR
CONCERTS IN THE
HUSH OF EVENING.MY JOY AS I BECAME MUCH OLDER WAS WATCHING
THE SEASONS CHANGE
AS I DROVE MYSELF AND THEN MY GRAND CHIDREN BACK ANDFORTH TO
OUR DELGHT
THROUGHAUTUMN LEAVES AND THEN PAST THOSE GLORIOUS ICICLES
HANGING-FROM THE
ROCKS..I CAN NO LONGER WALK THAT FAR AND CERTAAINLY NOT CYCLE
AND THE TASTE
OF NATURE,THE CALL TO THE MOUNTAIN,THE PASSING FROM WEST TO
EAST AND ALL THAT
IT MEANS STILL IS WITH ME..DO MOT TAKE WHAT IS PRECIOUS TO ME AND
HUNDREDS
MORE LIKE MYSELF. AWAY WHEN CHOICES EXIST THAT CAN
ACCOMODATE ALL AND
PRESERVE OUR MONTREAL HEART—-THE MOUNTAIN.

Pearl Gameroff

Cars should be able to cross the mountain all the way-
from east and west to east- 365 days a year.

Linda Gannon

Transit Traffic: through traffic should return to, what it was before the pilot. There was a lot of confusion when right of way was cut off.

Sharing the Road: Everyone can do so.

Public Transit: There is the #11 bus from east-west and west-east.

New layouts: To prevent u-turns, put concrete blocks full length to after turn in road, top.

Susan Gannon

Je suis contre l'interdiction de traverser le Mont-Royal. J'habite sur la montagne et lors de la fermeture d'accès cet été, j'ai vu plusieurs automobilistes monter la pente et faire un demi-tour juste après avoir vu la pancarte demi-tour interdit à cause qu'il ne voulait pas se rendre jusqu'en haut pour faire le demi-tour. Cela fut encore plus dangereux pour les cyclistes/piétons. De plus, je crois que la montagne devrait être accessible pour tous. Le partage de la route intelligente est possible et une solution.

Gantcheff Anmyn

N'est pas nécessaire de fermer cette voie là qui causera des bouchons dans les autres artères

- distinguer la voie pour les cyclistes (il y a déjà des routes fermées sur le haut de la montagne et des bandes d'arrêt d'urgence très larges sur une grande partie du parcours, pourquoi ne pas les utiliser?),
- mettre des poteaux anti-demi-tours aux endroits stratégiques,
- contrôler fréquemment la vitesse (qui est pas mal respectée par les automobilistes ai-je constaté lors de mes observations) ou/et mettre un radar ou/et des écrans indiquant la vitesse du véhicule.

Patricia Garcia

5 novembre 2018

C'est quoi votre définition de "succès"??

The only people who have benefited from the closing of Camillien Houde are the racers. Those are the only ones who see this as a success. It's NOT average citizen of Montréal, it's NOT those of us who commute to work on bikes, it's NOT the citizen who has to drive to work on the other side of town, or further. SO WHO BENEFITS??

This ridiculous plan was a fail. OF COURSE, there are fewer speeding problems... there were fewer cars!!! And, those who actually rode their bikes there said it was MORE dangerous and they felt their lives were at risk being almost crushed by the buses. THIS IS RIDICULOUS. Why does this city insist on working AGAINST citizens??! And why are guys racing on bikes the priority of this city?!

You have succeeded in stressing out citizens who love our city, love the mountain, and feel it's a beautiful and unique for Montréalers AND TOURISTS move through the city. NO ONE BENEFITED BUT A FEW RACERS. I feel terrible about the fatality on the road. BUT, the reality is that the racer was going WAS TOO FAST DOWN A ROAD. A road for cars. There is no way that kid could ever have stopped safely. There is fault there. Not his. But, it's not made for cyclists.

So, bravo for catering to a few males pumped with testosterone who need their adrenaline fix. F*** the average Montrealer, right? Congratulations for ignoring your citizens.

Bravo.

Louise Garn

21 novembre 2018

Bonjour,

La décision de fermer les voies d'accès au Mont Royal de Camillien-Houde n'aide à personne sauf les cyclistes de course. Ça n'aide pas les cyclistes qui utilisent leur vélos comme leurs mode de transport. Comme tous les autres mal planifier travaux, ça embette les gens en voiture qui n'ont pas le choix d'utiliser leurs voitures pour aller au travail. On n'a pas le choix comme vous.

Je suis très triste qu'il y avait un accident sur la rue. Cela n'aurait pas dû arriver et c'est une tragédie. Mais ce n'ai pas la faute des voitures forcément. Ceux qui font du vélo à des vitesse sur la montagne à une vitesse vertigineuse sur une route faite pour les voitures sont un danger.

C'était absolument impossible de arrêter à cette vitesse. Mais, cette une rue pour les voiture pas de récréation pour un très peu nombre de citoyens. Et, en plus il n'y a pas trop de voiture sur cette rue. Mais c'est l'un de nos trésors dans la ville que nous sommes fiers de montrer aux touristes.

C'est belle et c'est utile.

Vous dites que c'est un succès?! En effet il y avait moins de trafic!(ridicule). Mais, quand j'ai parlé à des cyclistes, eux même ont dit que les bus étaient un danger.

Why are bicycle racers more important than other hard working citizens. Shame on you for picking and choosing to favour those who are already elitist and do not need this important and beautiful road the way people who must drive to work need it. Not everyone has your luxury of biking to work, and transit isn't always available. Why are these few dangerous racers your priority? And the hanging café was also a failure. The whole initiative was a failure no matter how you manipulate the facts. And you act like your citizens don't know. Why does Montreal consistently just

ignore and mistreat its citizens?

Please make a little effort to treat your citizens who vote for you with some respect.

Merci,
Louise

Please keep it open.

It is the road of civic pride and is emblematic of Montréal.

Hannah Garrod

bonjour,

Résident de NDG subissant depuis trop longtemps les débordements et désagréments liés à la transformation de l'échangeur Turcot, il est globalement devenu compliqué d'entrer et sortir du quartier en direction est. Les rares points de passages au dessus de l'Autoroute 15 étant saturés (eu au reflux causé par les travaux).

Travaillant au centre ville (mile end), je prends les transports en commun durant toute la période hivernale pour mes déplacements professionnels. L'auto familiale (une petite auto) seulement utilisée les fins de semaine.

Mon trajet, lors des beaux jours, passe sur le chemin camilien Houde.

C'est non seulement un trajet agréable (un segment à travers la nature) mais aussi un des plus sécuritaires vu la densité très faible de véhicules. C'est aussi une petite zone de confort après avoir subi les congestions aux abords des ponts passant sur Decarie.

Avec la nouvelle signalisation en place, je dois maintenant passer par Dr Penfield, dans une densité beaucoup plus dangereuse, sans aucun agrément (qu'une ville se doit d'avoir) et ne ressemblant qu'à une continuation de la densité routière ridicule aux abords de Decarie.

Le Mt Royal est cerné par l'urbanisme, la route camilien Houde n'est qu'une route parmi toutes celles qui l'entourent. Cette route n'a aucun effet (bruit, dérangement) sur l'usage des sentiers du Mt Royal. La décision de fermer cette voie d'accès vers l'Est de la montagne en plus d'être appliquée à un moment inapproprié (peut-on attendre la fin de Turcot pour ceux qui vivent dans l'ouest), augmente singulièrement le trafic directement autour du Mt Royal.

Cela signifie plus d'émissions polluantes, moins de sécurité pour les usagers et disons-le, une ville moins agréable à vivre au quotidien.

Grand utilisateur de plein air (SEPAQ et autres), amoureux de la nature qui tente de limiter ses impacts environnementaux, je serais le premier à soutenir cette décision si il y avait une étude concluante sur l'augmentation de la pollution sur le Mt Royal due à la circulation (encore une fois, très légère en semaine aux heures de pointes). Néanmoins, les

arguments proposés pour cette décision sont tous d'ordre politiques ou idéologiques, et dans ce cadre, ne valent pas plus que mon désir de pouvoir vivre dans une ville où une fois par jour, je traverse un magnifique parc.

Finalement, je tiens à noter que de très nombreuses fois, lors d'un arrêt à un des nombreux stop dans la zone du lac aux castors, je me suis fait doubler à droite à des vitesses ahurissantes par des cyclistes qui EUX ne respectent non seulement pas le code de la route, mais de plus ne respectent pas les autres usagers de la montagne.

La ghettoisation de NDG est réelle et vous aggravez le phénomène, sans fournir aucune base scientifique validant la privation d'une voie d'accès pour nous résidents de NDG d'une part, mais aussi en nous privant d'une promenade qui rendait Montréal agréable.

Un aménagement sécuritaire pour les cyclistes, des méthodes de mitigation de la vitesse (dos d'âne, radar) etc... auraient été des solutions bien plus acceptables devant l'absence de raisons "claires" quant à la modification de la voie d'accès.

Thomas Geffroyd
Résident de NDG.

I am a frequent visitor to the mountain and because of the pilot project I was unable to frequent our beautiful park as much as I wanted to. The inconvenience caused by the closure due to traffic congestion and lack of parking spaces coming from west to east ,and the inconvenience of having to turn around and go around the mountain to access it from Mt Royal boulevard was an example of complete misunderstanding by those who planned the closure of how it would affect the lives of frequent visitors to the mountain.

Brahm Gelfand

The idea of restricting access to Mount Royal is an obvious political stunt with little practical or environmental value. I am an avid cyclist and regular Bixi user - and it is obvious to me that the problems with traffic and tragic accidents on Camillien-Houde have as much to do with aggressive cyclists as with drivers who are not familiar with driving in a parc area (or with French signs). I am also a regular visitor to Mount Royal park and I can't see how this closure helped the ambiance or environment of Mount Royal. Please save taxpayer dollars for REAL initiatives that improve our city.

Stephane Germain

I am a 65 year old woman and I find the closure of the road utterly unreasonable and unfair for all the people who want to enter the Côte-des-Neiges Cemetery through the gate facing The Laque des cascadeurs. I go to my mother's grave once a week and I feel very frustrated by the closure of this entry which was very close to our family plot on top of the mountain in The Des Anges section. Too many people have to be inconvenienced for the good of just a handful of bicycle riders since only the very fit and athletic ones are able to negotiate the steep road. As to the protection of the mountain, what is the point to protect something you are not able to admire/visit/show to visitors, etc.

It's like protecting a work of art by keeping it in a safe with nobody being able to see it.

Eutibia German

Mon avis est que les accès au Mont Royal doivent rester ouverts comme avant pour permettre aux habitants de Montréal profiter du parc. Au même temps, pour faire la promenade sécuritaire pour les cyclistes je vous propose de faire une vraie piste cyclable éloignée des voies d'accès comme il aurait dû être fait dès le début au lieu de fermer la rue d'accès.

C'est vraiment lamentable que le gouvernement de la ville demande l'avis de la population après et non avant.

Merci

Salomon Gerszonowitz

Do not close access either way. This is how I drive to
show of our city and my guests love it.

Aart Geurtsen

I am Not in favor of the closure of the access road over the mountain. I do love the mountain and visit often but closing the road over the mountain is not a good idea. It limits access and causes traffic problems in our already congested city.

Helen Gibb Carsley

Je souhaite que les voies d'accès au Mont-Royal (Camillien-Houde /Remembrance) demeurent ouvertes toute l'année.

J'en profite pour vous mentionner mon mécontentement sur la façon dont la fermeture des accès a eu lieu. Je crois sincèrement que nous avons été témoins d'un manque de civisme flagrant (comme nous avons malheureusement l'habitude de voir de la part de Mr. Fernandez) et certainement un manque de respect des citoyens qui vous ont élu pour qui vous devriez travailler (et non l'inverse).

J'ose espérer qu'avec cette consultation, nous allons respecter l'opinion du public et des citoyens qui habitent dans le quartier.

Je vous répète donc que je suis en faveur de conserver les voies d'accès au Mont-Royal ouvertes.

Merci,

Eric Giguere

The mountain road should be open for everyone. It is a gem in this city and important for tourists to see it as well. Cyclists should not be given priority. They are not the only taxpayers and it is wrong to favor them on the mountain.

Joyce Gilden

Sujet: The Mountain (Mount Royal)

Message: I wish to state that I see no reason to close the mountain to cars please keep it open all year round

Gerald Gillis

Le projet pilote sur le Mont-Royal, un double échec, de sécurité et d'urbanité.

La qualité d'un projet pilote est de faire coïncider les objectifs poursuivis et les moyens mis en œuvre pour y arriver. Dans le cas du projet pilote visant à interdire la circulation de transit sur le Mont-Royal, mis en œuvre suite à la mort d'un cycliste, l'on était en droit de s'attendre à ce que le projet pilote comporte des éléments pouvant améliorer la sécurité routière. Or, l'idée d'améliorer cette sécurité s'est dès le départ fondée sur un étrange postulat : ce serait le nombre de voitures circulant sur la montagne qui constituerait de manière évidente un danger pour la sécurité des cyclistes.

Je soumetts que c'est la configuration d'une route, bien davantage que la quantité de voitures, qui constitue le cœur des problèmes sur la voie Camillien-Houde, en particulier autour du belvédère. Comme Suzanne Lareau l'a bien expliqué, c'est l'impossibilité pour les automobilistes d'y accéder en montant la voie, et l'impossibilité d'accéder au haut du Mont-Royal pour ceux et celles qui sortent du belvédère qui posent problème.

Que faire pour améliorer la sécurité de tous et toutes? Parapet de ciment isolant les voies montantes et descendantes? Voie réservée et protégée pour les cyclistes? Reconfiguration totale de la voie? Laissons les ingénieurs de la route et les experts en urbanisme nous proposer les meilleures solutions. Mais fermer la voie aux automobilistes ou limiter la circulation de transit pose au moins trois problèmes : on empêche d'accéder aux stationnements disponibles (les espaces proches du lac aux castors sont insuffisants), on nuit aux Montréalais et Montréalaises habitant dans les secteurs adjacents au parc, et on contribue à l'augmentation de la pollution causée par les bouchons de circulation autour du Mont-Royal. La ville est déjà fort bouchonnée (faut-il en rajouter?)... et elle le restera pour longtemps. Interdire la circulation de transit et faire du Mont-Royal un paradis pour les athlètes cyclistes est un projet élitiste... anti-famille, anti-personnes âgées et anti-travailleurs et anti-travailleuses.

L'urbanité ensuite : toute grande ville suppose une certaine densité et du mouvement. Les grandes villes bougent, les individus bougent aussi. A qui donc profiterait la restriction de la circulation de transit sur la voie Camillien-Houde? Aux marcheurs qui se baladent dans les pistes aménagées? Ils ne sont pas sur cette voie. Aux athlètes qui veulent garder pour eux seuls la voie? C'est franchement égoïste... Aux individus qui rêvent de la campagne au cœur même de la ville? Penser qu'on fera du Mont-Royal une oasis sans bruit, sans circulation et sans voiture relève d'un élitisme drapé dans une vision écologique. Un parc n'est ni sacré ni destiné à rester comme ses promoteurs du XIXe siècle l'ont pensé. Améliorer le Mont-Royal, oui; le bloquer ou en faire une clôture urbaine, non!

Anne-Marie Gingras

Sujet: mount royal access

Message:

I am a proud Montrealer. Any opportunity I have to drive over the mountain excites me. I revel in its beauty through all seasons and different times of the day. I am infuriated that this pleasure has been removed for the pleasure of a handful of cyclists. This magnificent view that all proud Mountrealers show off to out of town visitors should be shared by all. Simple inexpensive options to separate cyclists from cars can be implemented. Barriers can be erected and everyone could be happy and safe.

Please madame mayor, respect us all.

Fran Ginsberg

Bonjour,

Pour contrer la pollution, je ne crois pas judicieux de couper cette voie et encore moins au moment où il y a autant de travaux dans Montréal. Les parcours utilisés par les automobilistes en remplacement de la traversée du Mont-Royal sont jonchés d'arrêts et détours ce qui les rends plus polluants. Les limites de vitesse pourraient être limitées par exemple à 30 km/h ce qui rendrait la voie plus sécuritaires pour tous et les automobiles moins polluantes. Comme piéton, usager du Mont-Royal, je trouve que les autobus qui montent la voie Camilien-Houde sont très bruyants. Je constate que les dernières statistiques sur le volume de trafic du transit (400 voitures /heures durant les heures de pointe, et non pas sur 24h) sont beaucoup moindre que les statistiques avancées par l'administration Plante pour justifier cette décision. Montréal compte peu de voies de circulation aussi belles et zen que celle-là et elle devrait profiter à tous.

J'aimais amener mes amis en voyage à Montréal en passant par cette voie pour une visite touristique. J'ai toujours trouvé que cette voie unifiait l'est et l'ouest de la ville. La pétition en ligne signée par maintenant près de 40,000 personnes me semble très significative.

Claude Girard

Leave it open!

Alyssa

Leave it open!

Steven

La voie qui traverse le Mont-Royal est essentielle pour les Montréalais et les visiteurs. Il suffit de ralentir les voitures par quelques dos d'ânes ou tout autre système efficace si la vitesse est en cause. La décision de fermer cette voie suite à un accident mortel n'a aucun sens: selon cette logique il faudrait fermer plusieurs rues dans toute la ville!
Aller d'Est en Ouest ou vice versa à travers le Mont Royal c'est redécouvrir la nature à chaque passage. Merci de garder le chemin Camillien-Houde /Remembrance ouvert toute l'année.

Jacques Godbout

I oppose the closing of camilien houde.

Marc Gold

The mountain belongs to all Montrealers, not just elite cyclists!
You have no right to close it. If you closed every street where a cyclist was hurt or killed you would eventually have to close the whole city! Find a way (cement barriers) to leave the open while at the same time making it safer for the cyclists.

Carolyn Goldber

I am against closing access from Cote des Neiges to Park Ave. I bicycle there often. Only narrow at the very top. A small bike lane is still possible.

Edward Goldberg

The mountain road does not separate the park - it divides the cemeteries from the park. I'm very much against closing it, but the cars should be slowed down by many speed bumps and a new separate bike path should be created.

As an older person of limited mobility I was unable to visit my beloved mountain last summer and was unable to drive my overseas visitors through it.

For me to reach the Smith farm I have to drive three times the distance, using three times the gas and causing three times the pollution- not a good scene.

Thanks for listening to me and PLEASE, PLEASE keep the road open all year.

Gillian Golding

Leave the road over the mountain open so that people can enjoy the scenery, the view from the lookout and drive to Beaver Lake with their kids without having to take public transit, which at the best of times is unreliable. Free parking has to be provided, or at the very least meters.

It has worked since the road was opened; do not one cyclist death spoil what makes Montreal great.

Norman Goldstein

Bonjour,

Je ne peux pas assister à la soirée d'information complémentaire qui va avoir lieu le 8 novembre, 2018. Cependant, je souhaite vous indiquer que j'appuie la fermeture de la rue.

Les voitures sont déjà trop présentes dans nos vies. Créer des espaces où elles n'occupent pas une place prépondérante me semble important.

Cordialement,
Nicole Gombay

Je suis contre la fermeture de l'accès Camillien-Houde / Remembrance. Je suis mère de trois jeunes enfants et l'utilisation d'une voiture pour les allers et retours maison-école est une nécessité. Le parcours du Mont-Royal est très agréable et nous offre l'option de faire un arrêt lors de notre transit est-ouest. En début d'année avec la fermeture de Penfield et de la montagne, le trafic a été absolument infernal. Une honte de créer de pareils embouteillages qui contribuent à une mauvaise qualité de l'air, et qualité de vie, pour les riverains affectés! À quoi bon une escouade du trafic si le gros bon sens ne peut pas prévaloir au sein de notre administration?

Anne Gonzalez

My husband and I are very much against closing the east -west access over Mount Royal. It contradicts the intended use designed by the landscape architect, Frederick Olmsted. His vision was for people to be able to move freely between the east and west side of the Mountain and enjoy the beauty of nature within the city. It is a drive which we very much enjoy, as countless Montrealers have enjoyed since Mr. Olmsted! To lose this would be a very big loss, for the city and its citizens, and for no valid purpose.

Contrary to what Mr. Ferrandez purports, this decision will not improve the safety of cyclists. It was a tourist vehicle that caused the accident on Camillien Houde that sadly took the life of a cyclist. The proposal to cut off east-west access would not have prevented this accident. There have been many far more efficient suggestions offered up by various citizen groups to improve safety on Camillien Houde, yet the city insists on this project as though it were the only solution.

If the purpose is to limit the volume of traffic on the Mountain, there are also better ways. Charging a toll would do that, and money earned could be put back into keeping the park well-maintained. Better coordination of the many construction and road repair projects all over the city would also reduce traffic on the Mountain.

We walk on the Mountain paths regularly, and the traffic on Camillien Houde has never hampered our enjoyment of that sacred activity. The only winners would be the high performance cyclists who use Camillien Houde to train. Everyone else takes the same paths that are used for walking and skiing, well secluded from traffic.

Perhaps most importantly, 38,000 citizens of Montreal signed a petition against the project. It is supremely unpopular, for all kinds of reasons, and if it were to go through as proposed, it would be a travesty of democracy in this city.

You should keep the road open. The greater benefit is gained from the better access to the parts from all sides

David Goodman

I am vehemently opposed to the closure of the Mount Royal (Camillien-Houde / Remembrance). One of the beautiful aspects of our city is the ability for those of us who live on either side of the mountain to visit “the other side”, literally Outremont. As a native Montrealer, I have a lifetime of experiences that I connect with “the mountain” from watching the sun rise after high school graduation to recently bringing out of town guests on a tour of our great city, a highlight always being the path from downtown over the mountain and into Outremont, with a stop to walk around Beaver Lake. To limit access is short sighted in my humble opinion. The traffic and safety concerns can be better addressed than by shutting down this beautiful area. This is akin to throwing out the baby with the bath water. I sincerely hope that my voice will be heard along with the many others that value this part of our city. Thank you for listening. Merci.

Marla Goodwin

I live in NDG and for us "West-Enders", the mountain is our symbolic dividing line between West and East of Montreal. No longer is it the "Two Solitudes" that split up on "The Main" - Boul. St. Laurent, where Anglophones partied on Crescent Street while their Francophone neighbours enjoyed life on Boul. St-Denis. Now we are a melting pot and I am glad to live in a metropolis so diverse in culture, language, and spirit that we can all party together everywhere!

In my mind, by not allowing one side of the city to join up with the other side at the lookout on the mountain - by closing off access par auto - the city is doing a grave disservice to everyone. It might be "symbolic" but its a huge chagrin to many people. I did use the mountain road to criss cross the city, enjoying the route, the nature and the view. I have missed it over the last 6 months. Not having that road to bring my family and friends - now tourists - to the city was a heartfelt bummer! They enjoyed Old Montreal, the food, the Jazz Fest, the Comedy Fest, etc. But not the mountain. It was off limits. I had to apologize that we couldn't access the look-out on our way to and from dinner plans.

2 quick points:

1 - The cemeteries. Them not being consulted and having to bar those training cyclists from going through them - was terrible and disrespectful. Not everyone is a twenty or thirty something that can cycle up a mountain at breakout speeds. I'm 57 maintenant! Those days are behind me. I need my car!

2 - One of the main reasons Projet Montreal adopted the "pilot" project was based on the New York Central Park experience. Permit me to explain my experience this past summer in Central Park. It is true. There was no cars permitted in Central Park, for the first time. I went on a beautiful Saturday and the park was bustling with pedestrians, joggers, children, bicyclists, and it was paradise in a bustling city. However, outside of that enclave, the city was in gridlock with stuck motorists and taxi drivers- angry, honking, swearing, unfriendly - who couldn't get from one side of the park to the other. I had never seen NYC like that, and I go there twice a year. But on the Sunday, I also went back to visit the park. It was raining - not hard, but damp. The park was empty. No cyclists, no pedestrians. The exact opposite of the day before. But the angry, honking drivers were still outside the park with no access and their blood boiling.

Montrealers are angry because they have had a beautiful road taken away from them. It's true Projet Montreal was elected, but I do not recall this being an election issue. Was it? Did I miss something? I don't think I did. I appreciate that the younger generation want to make life different and they

prefer bikes over cars, for obvious reasons. But isn't there a solution to allow the mountain to be available for everyone, safe and secure? There must be!

Merci pour votre attention!

Lorne Granofsky

1) MOTORISTS :

As a motorist, I use the Camilien Houde road (CH) to cross east-west constantly and I enjoy that moment of tranquillity in a busy day; and as a motorist I maintain I have a right to use C.H. for that purpose since it was built for that purpose - If our forefathers wanted to reserve it for bikes they would have built a bike path alone

(2)CYCLISTS :

I am also a cyclist but I never use CH on bike , not even during the Pilot Project , because CH was not safe before and it was still not safe during the pilot project- what makes me feel safe on a bike is a physical concrete barrier between me and the cars (it could be a wide curb or a sidewalk) like the bike path on Cote-St-Catherine- this is what they should do on CH - For clarity: a painted line on the floor is not enough to make me feel safe as a cyclist -

(3) ENVIRONMENT :

Some say that Mayor Plante wants to reduce car emissions by blocking the CH for crossings but the opposite is happening as cars take a longer route through heavy traffic to deviate and this hence creates more pollution , not less

(4) WRONG JURISDICTION :

Reducing automobile use should be done at the Federal level through gas taxes and carbon taxes, electric incentives , etc , NOT at the microscopic local level by just antagonizing a few motorists who are exercising their traditional right to cross the mountain. Some day in the not so distant future there will only be electric cars crossing that mountain because that's the only cars that will exist

(5) TRANQUILITY :

Some say that eliminating cars crossing east-west is to make the mountain park more tranquil- I have used the park many times for pic-nics near the Beaver lake and I don't even hear the cars. There are no pedestrians crossing between the cemetery and the park because of the tall cemetery fence hence the traffic

bothers no-one - so it seems, the only result of the pilot project was to reduce the number of actual users at the park

(6) COMPROMISES :

if we must absolutely change things then I would reduce the speed of the cars that are crossing the CH and I would enforce this with the most effective tool that I know , which is the camera system to monitor speed. But crossing from one side to the other should continue to remain legal

(7) AS A LAST RESORT :

Another idea which was presented by me and printed by the Montreal Gazette is to have the cul-de-sac rule in effect only on weekends and statutory holidays ; as a motorist I don't mind doing the longer route to cross to the other side on weekends since Pine or Cote-des-Neiges are much lighter in traffic on those days and hence less time is lost in traffic and less pollution than when trying to circumnavigate the mountain during weekdays .

(8) INFORMAL POLL :

in 2018 I have asked everyone I meet if they are in favour of the cul-de-sac as a permanent measure (over 200 people so far) and have not yet met one person in favour of that - hence I disagree with our Mayor when she declared the Pilot Project a "Total Success" - this is not being honest with the people she represents .

Thank you Sabino Grassi- resident of Outremont

Change the design of the road, so it's not a commuters' speedway, but rather a road for leisure

- More buses on the 97 and 11 routes

Based on what I've read and heard, the changed access to the mountain through Camillien-Houde/Remembrance Road last summer essentially helped a small number of elite bicyclists. Since the mountain is the central symbol of this city, and its main landmark, more thought must go into any changes to access there.

Susan Gray

I am very disturbed by the potential closure of this road to vehicles, and without proper public consultation, the latter being unacceptable in my opinion.

This is one of the unique features of our beautiful city, and an important connector between both sides of the Mountain, and there are options to ensure that vehicles and bicycles/pedestrians can co-exist safely, for example, concrete barriers as was done for the e-Grand Prix.

Let's please make sure to prioritize all citizens of Montreal when making decisions, and avoid unilateral ones that affect us all negatively.

Please keep Camilien-Houde open to vehicles!

Lesli Green

We need to keep Camilien-Houde accessible to cars as well as cyclists. This road belongs to everyone.

Stephen Greenberg

Je veux que les voies d'accès au mon-Royal soient ouvertes pour qu'on puisse traverser la montagne en tout temps.

Placez des barrières de ciment mi-chemin pour empêcher les automobilistes d'entrer le zone du look-out de la direction est, et la même chose pour empêcher les automobilistes de sortir de l'entrée ouest.

J'ai abandonné la montagne cette année. Un défi si on veut faire une promenade, pique-nique ou montrer les vues et vistas de Montréal à des amis d'ailleurs.

J'ai toujours été très fière de Montréal et la vue de la montagne mais il paraît que c'est plus important à réserver ce privilège surtout pour les cyclistes ultra athlétiques et sérieux qui sont capables d'arriver au sommet.

Tant pis pour les autres qui sont moins en forme, peut-être trop âgés, trop jeunes etc.

The mountain for Montrealers?
Not with this administration.

Margaret Gregory

I'd like to comment on the quality of life of a person living in the Mile End district who happens to work downtown and not having the option to use Remembrance. I have lived in the ME since 1981 and saw the sector steadily change...

In the past few years there have been so many road closures that affected this particular route that it drastically reduced the quality of life for people who must commute by car from Mile End to downtown and back. Thankfully when Dr. Penfield or any road around that area is closed, we had Cotes des Neiges and Remembrance to head to Mile End. Without this option, it is absolute chaos, such as I endured this summer, when Peel, Dr. Penfield etc were closed along with Remembrance. Every route is bumper to bumper traffic. It took about an hour and a half (in the summer!) for a commute that is usually 20 minutes. Once I arrive home, there is no parking to be found...Voila, more crying stress, streets are full, nowhere to park...going around and around using gas, really great for the environment eh?

I would love to take the bus but there is absolutely no parking available in order to leave the car at home without getting a parking ticket due to the street sweeper passing during the day. I do have a residential sticker however that is not good enough. There is simply not enough street parking available to safely leave the car and take the bus.

What happens when I need to go to work and I am not parked on the correct side of the street? Or when the snow removal needs the cars to move but I am not back from work yet?

Greening of the alleys has compounded the problem, those who had a space in the back cannot use it because the city will not clear the alley of snow or simply does not want people to use that space in summer any more.

Some may say, get rid of the car, however it is not an option for one with dependents or those who have mobility issues, spinal issues, such as myself. It's not that easy to just say get rid of the car, it is a necessity for me.

Some may say move out of the Mile End, but that is not an option either. Sell the building and get what for 2 families, simply is not affordable for me.

Keeping Remembrance open to traffic helps those that are basically screwed every other way by constant road closures and the lack of parking at home. Using Remembrance saves time allowing us to arrive to work on time and getting home with a small chance of nearby parking. Trust me, I would love to take public transit but where will I park my car??? Many people would rather take the bus but are forced to go by car because they have no place to safely leave the car. Any ideas?

Thank you.

Hi,
Montrealers and visitors should have complete access to Mount Royal Park.
If New York closed Central Park access or Vancouver's Stanley Park, there
would be outrage!

Open access is absolutely necessary for all to enjoy, gather, exercise,
admire the view, skate, cycle, picnic, run, etc.

Deborah Groper

I am against the road closure on Mount Royal. Many people visit the cemetery on a regular basis and have been inconvenienced by the road closure.

Mary Grosko

Je crois qu'il faut absolument garder la montagne accessible à tous, y compris les conducteurs—qui en profitent pour transiter, pour se rendre dans le parc, et pour la beauté du trajet. La fermer à la circulation au profit d'une poignée de cyclistes élités semble teekement contraire à l'esprit du lieu et de la ville. Il existe des dizaines d'autres mesures de sécurité et incitatives.

Katia Grubisic

I would like car access to remain to Mount Royale. The population in Quebec is aging and bus access is not possible. Even with young children one cannot carry all equipment by bus. The mountain should be made easy to access for ALL Montrealer not just bikers. Make a bike lane like all other streets but dont discriminate older persons and babies from easily accessing and enjoying mount Royale. Be a reasonable government!

Rivka Guttman

I would like the road over the mountain to remain open. It's a beautiful drive, why should elite cyclist be the only ones to have access?!

It is very difficult for many people to visit the cemeteries!
The lookout is not accessible for many!

Beth Haarsma

Always keep mt royal open !

Joy Haas

Enough with shutting of the road across the Mountain.
Please!!!!!!

Terry Haig

Excellente idée.

Victor Haines

I would like to see camillien Houde remain open to
through traffic

Helen Hakak

Hello! Although I'm a huge fan of most of the green initiatives in town, and delighted with all the bicycle paths (and of Luc Ferrandez), I really think that the road should remain open to cars on Mount Royal. I'm sure there are many traffic calming techniques that could be put into play that would assist greatly, without having to shut the road to vehicular traffic.

Thank you so much!

Maeve Haldane

In a city already grid locked by construction related road closures why choose now to close the Camillien Houde overpass? Apart from being a viable east-west option for citizens, whether they choose to bike drive or use public transit, the road is an attractive spot to bring visitors to show off the city we are proud of. I do not believe that Remembrance road should be closed to motorists at all but rather slightly reconfigured to allow for more secure cyclist safety . At the very least please consider delaying said closure until those of us who are dependent upon cars to make our living have survived the present road closure/detour boom and have other options for travel in Montreal.

Scott Hardiman

Closing the road to cars is ridiculous considering how few bikers there really are and given the terrible traffic disruptions due to all the construction. One of the reasons why there are not more bikers is because we are talking about riding up a mountain and this is beyond the ability of most normal bikers. Those that who have benefited are the elite bikers. Closing off car access just for their benefit is not fair to motorists who are stuck in traffic, with engines running, polluting our city.

Peter Hart

Sujet: the mountain

Message:

Please forget this failed project; please allow all citizens, the handicapped, the elderly, the grieving ti access the mountain.

If you want to slow traffic, do so. Slow it right down to a crawl, but allow people access.

Francine Henderson

I strongly recommend that the Chemin Camillien-Houde be open for automobile traffic throughout the year. It is an important and critical traffic artery and the impact of diverting traffic onto other east west Montreal streets is very negative .

I am a road biker and I do bike Camillien-Houde and have biked it many times before this past summer. The cars on the road were never a problem. Drivers have to respect the speed limit and there are ways that speed limits can be enforced .

The citizens of Montreal should not be deprived of the pleasure and utility of driving Camillien-Houde because of a small vocal group of people. Closing the road is a prime example of over earnest politicians trying to fix something that was not broken.

Stanley Hershman

This project was poorly implemented. It lead to confusion, line ups for the parking lots...

Why are we closing the road for the 10 white guys who can afford the bike gear to go over the mountain?

With all the other traffic closures it was very inconvenient to get to the other side of the city.

Alice

This is a major disruption to east west traffic that adds to the congestion on Sherbrooke and Ste Catherine streets, which already are bad enough.

The Camillien Houde Parkway can be made safe for pedestrians, cyclists and vehicles with smaller changes and without the damaging effect of the closure.

Hamnett P Hill

INTRODUCTION

In this document I will focus on methodology used and the presentation of numbers and information by the representatives from the Ville de Montreal during this pilot project. I am using information presented at the Soiree de Relance de la Consultation Publique, and information from documents provided on the OCPM website, specifically the following files:

- 3.12 [Présentation du Bureau du Mont-Royal \(partie 1\) – 8 novembre 2018 \(English version\)](#) (public presentation part 1)
- 3.13 [Présentation du Bureau du Mont-Royal \(parite 2\) – 8 novembre 2018 \(English version\)](#) (public presentation part 2)
- 3.14 [Suivi du projet pilote – retrait du transit des véhicules particuliers sur l'axe Camillien-Houde et Remembrance – Novembre 2018](#) (extended report 1)
- 3.15 [Étude de fréquentation des aménagements temporaires – Parc du Mont-Royal - 2018](#) (extended report 2)

Primarily, before breaking down the presentation of results, I'd like to point out that the city of Montreal did not define "success" or its variables, nor the threshold to determine it, before initiating their studies. This exhibited poor methodology, and left any results at all to be claimed as "successful." This point was addressed by citizens at the two information sessions at the beginning of the public consultation, and the city representatives did not adequately address those questions at that time. They appeared to use rehearsed responses repeatedly instead.

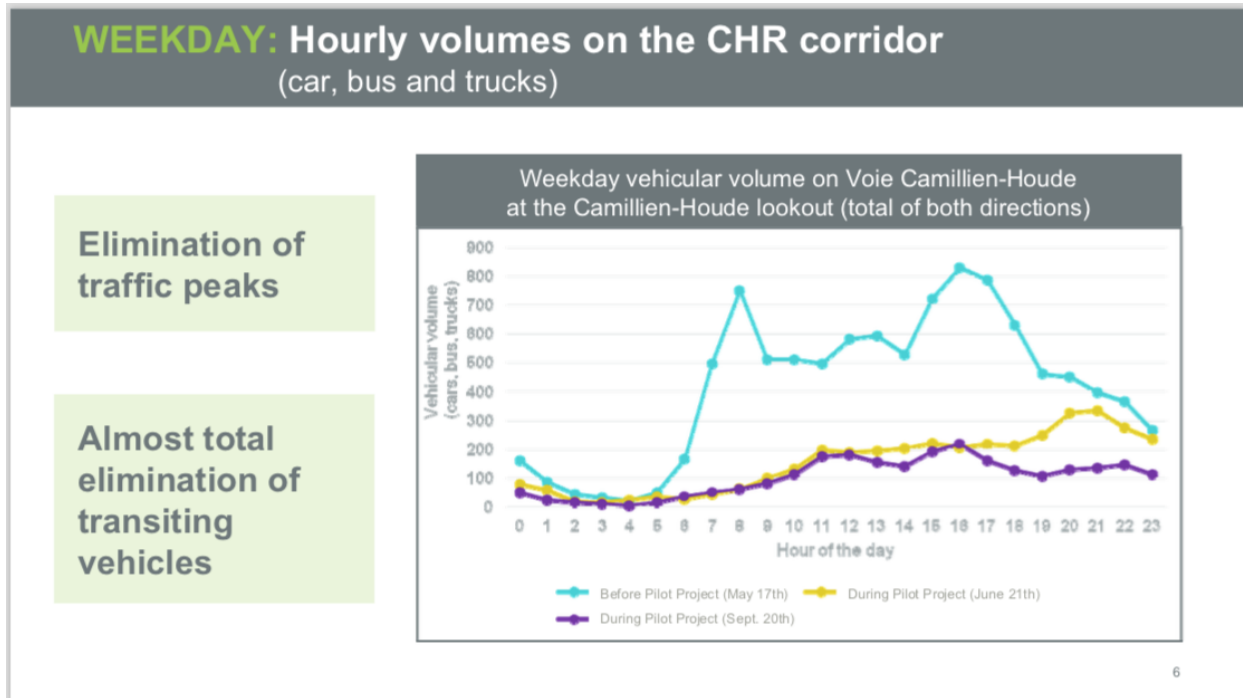
The two primary aspects I will focus on will be:

1. limitations regarding methodology, such as poorly defined variables, poorly defined/unclear outcome measures, unconvincing outcome measures, or measures that were simply missing and should have been included.
2. Discrepancies between interpretation of results, the way result were presented and reported to the public, and claims made, compared to the information found in the extended reports.

Examples to illustrate these points were taken from the files listed above. The following sections are broken down in accordance with the presentations given by the city, with screen shots taken from all 4 files listed above. Comments were provided in bullet form.

PART 1

TRAFFIC



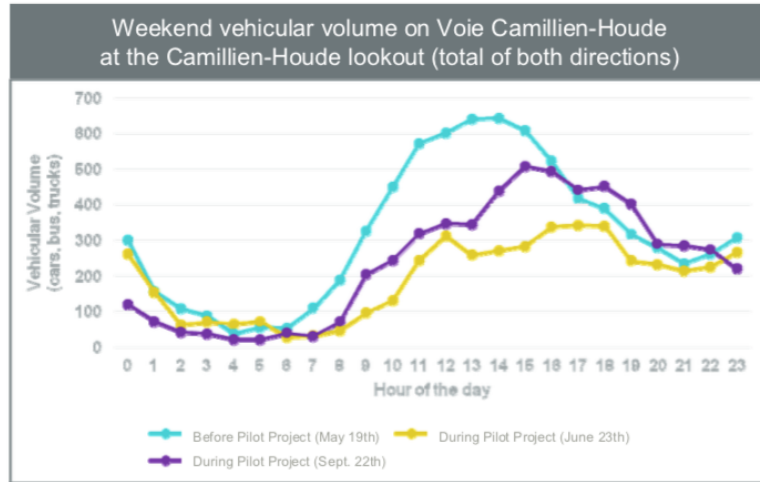
- Traffic peaks were eliminated, but it wasn't clear beforehand whether the number of cars using the road was excessive compared to other roads, i.e. is 10,000 cars per day on a road of that size average? How does it compare? Without context it was hard to understand a claim that stated this was excessive. As this appeared to be a main motivating factor in this pilot project, it would have been helpful to present the initial numbers with more context.

WEEKEND: Hourly volumes on the CHR corridor (car, bus and trucks)

Reduction of the traffic peak

Reduction of the global volume

Similar evening and night volumes



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- All of the traffic results presented compared numbers from different months. Comparing to a previous year, the same month, would have also been desirable and would have eliminated one confounding variable.
- No error bars were used.

ALTERNATIVE ROUTES

Alternative routes: Vehicular volumes during the week

In June 2018, the main alternative chosen by drivers is to the south

Traffic Flow of May 2018 vs June 2018



In September 2018, the main alternative chosen by drivers is to the north (mainly due to construction on Peel Street and the completion of works on Côte-Sainte-Catherine / Laurier)

Traffic Flow of May 2018 vs September 2018



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- The fact that there was construction in the surrounding areas and on alternate routes was problematic in terms of seeing what the changes would be in ideal circumstances. However, it did present data for the realistic conditions of construction being present.

Alternative routes: Road network capacity

V/C Ratio

V/C : Represents the reserve capacity at an intersection controlled by traffic signals

V/C < 1 : Reserve capacity available at the intersection

V/C > 1 : Supersaturation condition (congestion) leading to delays (queues) for vehicles

Sector limits

The analysis is limited to the alternative routes running East-West between Parc Avenue and Côte-des-Neiges Road

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Alternative routes: V/C Ratio (Before Versus September 2018)



For a majority of the intersections where vehicular counts were conducted, the capacity was not exceeded

Excellence in engineering

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- While the statistics of V/C ratio were useful, in the presentation they failed to present other measures to indicate the changes on these roads. Stating that a capacity was not exceeded doesn't provide information about what *did* happen. An example to illustrate

this point could be “the swimming pool capacity was not exceeded this summer.” If the capacity of the pool was 100 people, and 99 people were regularly using it, as opposed to 30, the experience at the pool would be drastically different between those two scenarios, and neither one exceeded capacity.

- No discussion of where traffic did increase was provided at the final presentation. For example. Average increase in volume, or average increase in travel time for drivers. The average increase in rates of traffic was, however, in the extended report (3.14), and would have been valuable at the final presentation on Nov. 8th, 2018.
 - The two images provided below indicate that there was quite a bit of variation among the changes in traffic on alternative roads. Between -8.3% and +42.7% in June, and between -37.9% and +50.6% in September, on other roads. Although only one data point overall indicated the intersection went over capacity, the other changes measured were not functionally insignificant simply because they “didn’t reach capacity.” Images from the extended report (3.14) including these data are presented below.

5.2.2 Débits véhiculaires sur les chemins alternatifs

Le tableau 5-6 présente les débits comptés avant et pendant (juin et septembre 2018) le projet pilote aux intersections recensées ceinturant le mont Royal.

Tableau 5-6 : Débits comptés aux heures de pointe avant et pendant le projet pilote aux intersections ceinturant le mont Royal

Intersection	Heure de pointe	Débit avant	Débit pendant le projet pilote			
		(véh./h)	Juin 2018 (véh./h)	Variation	Septembre 2018 (véh./h)	Variation
Des Pins / Peel	HPAM	1 384	1 315	-5,0%	1 144	-17,3%
	HPPM	1 216	1 329	9,3%	1 032	-15,1%
Des Pins / Cedar	HPAM	1 041	1 236	18,7%	1 404	34,9%
	HPPM	906	1 122	23,8%	1 148	26,7%
Du Docteur-Penfield / Simpson	HPAM	1 560	1 887	21,0%	1 211	-22,4%
	HPPM	1 430	1 470	2,8%	888	-37,9%
Sherbrooke / Simpson	HPAM	1 943	1 958	0,8%	2 043	5,1%
	HPPM	2 204	2 073	-5,9%	1 631	-26,0%
Sherbrooke / University	HPAM	1 916	1 761	-8,1%	2 025	5,7%
	HPPM	2 135	2 107	-1,3%	2 072	-3,0%
Côte-Sainte-Catherine / Saint-Joseph	HPAM	1 617	1 602	-0,9%	1 741	7,7%
	HPPM	1 548	1 608	3,9%	1 912	23,5%
Côte-Sainte-Catherine / McEachran	HPAM	1 744	1 700	-2,52%	1 931	10,7%
	HPPM	1 945	1 914	-1,6%	2 201	13,2%
Boul. du Mont-Royal / chemin de la Forêt	HPAM	446	471	5,6%	557	24,9%
	HPPM	419	400	-4,5%	631	50,6%
Van Horne / Darlington	HPAM	1 962	1 799	-8,3%	1 824	-7,0%
	HPPM	1 866	1 837	-1,6%	1 920	2,9%
Édouard-Montpetit / Decelles	HPAM	1 495	1 741	16,5%	1 853	23,9%
	HPPM	1 329	1 896	42,7%	1 987	49,5%

L'analyse des comptages est faite en deux temps pour comparer de façon distinctes l'évolution des débits :

- Avant le projet pilote versus pendant – juin 2018;
- Avant le projet pilote versus pendant – septembre 2018.

Tableau 5-9 : Ratio volume sur capacité (V/C) à l'heure de pointe du matin

Intersection	Avant	Pendant	
		Juin 2018	Septembre 2018
Des Pins / Cedar	0,73	0,72	0,81
Sherbrooke / University	0,59	0,59	0,84
Côte-Sainte-Catherine / Saint-Joseph	0,74	0,79	0,83
Côte-Sainte-Catherine / McEachran	0,65	0,57	0,69
Édouard-Montpetit / Decelles	0,92	0,81	1,03
Docteur-Penfield / Simpson	0,74	0,90	N.D. ²
Sherbrooke / Simpson	0,64	0,70	N.D. ³
Peel / Des pins	0,79	0,48	N.D. ⁴

Tableau 5-10 : Ratio volume sur capacité (V/C) à l'heure de pointe de l'après-midi

Intersection	Avant	Pendant	
		Juin 2018	Septembre 2018
Des Pins / Cedar	0,61	0,60	0,66
Sherbrooke / University	0,69	0,75	0,93
Côte-Sainte-Catherine / Saint-Joseph	0,73	0,75	0,88
Côte-Sainte-Catherine / McEachran	0,76	0,66	0,87
Édouard-Montpetit / Decelles	0,60	0,74	0,96
Docteur-Penfield / Simpson	0,70	0,64	N.D. ⁵
Sherbrooke / Simpson	0,57	0,53	N.D. ⁶
Peel / Des pins	0,54	0,59	N.D. ⁷

Public Transportation



Overall improvement of public transportation service

- Improved punctuality, especially during the weekend
- Reduction in abnormally long trips the weekend
- Increased travel time of about 1 minute (due to reduced travel speeds, new bus stops, new stop signs and increased seasonal ridership)

- If the buses were less punctual with through traffic allowed on the road, this issue should have been addressed for those conditions, and changes or accommodations should have been provided for those conditions prior to the pilot project. This problem was unrelated to the pilot project.
- What are “abnormally long trips”? This is another example of a poorly defined variable being used in a statement.

PARKING

Parking

Reduction in the number of overall transactions in the 4 parking lots compared to 2017

This only indicates a reduction in the number of visitors by car

Hypotheses explaining this variation:

- 2017 was the 375th anniversary of Montreal
- Weather conditions
- Improved public transportation
- Negative perception of the pilot project

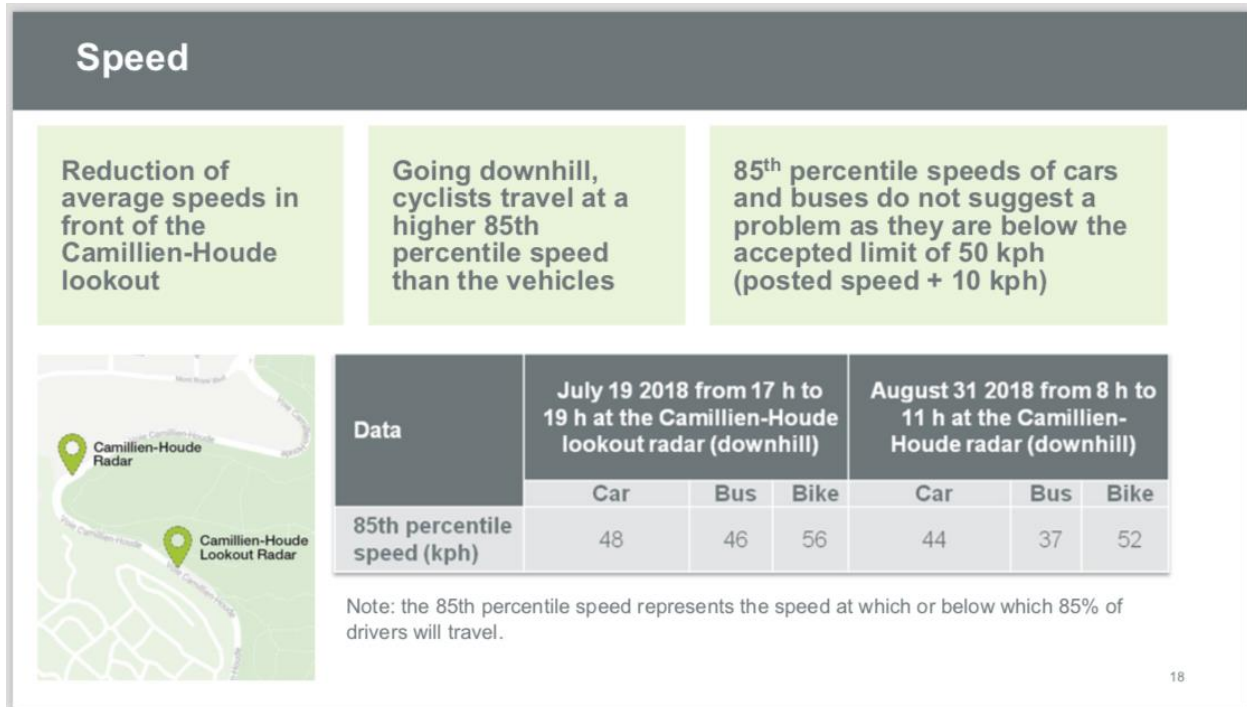


Period	Differential in registered transactions
June 2017 (before) versus June 2018 (during)	+ 1%
July 2017 (before) versus July 2018 (during)	- 11%
August 2017 (before) versus August 2018 (during)	- 5%
September 2017 (before) versus September 2018 (during)	- 19%

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- If these potential confounding variables were being considered, solutions such as obtaining the data from 2016 for number of transactions, or looking at weather patterns (which are very well documented) could have reduced ambiguity. This was not thorough.
- One outcome measure that was simply not included in these studies was the total number of visitors to the park, and whether or not it had increased or decreased, and whether there were changes in the proportion of tourists and locals.

SPEED



- While the percentiles were an interesting way to present the speeds of users, they should have also been accompanied by average (mean, median, mode) speeds. It's simply a strange way to present data like this. Looking at the extended report (3.14) provided, the average speeds were measured, and could have been reported in the presentation as well.

EMISSIONS

- Emissions numbers weren't discussed at all at the final presentation, although questions from citizens regarding emissions were raised over the course of the pilot project. This information was provided in the extended report (3.14) (and posted in an image below) provided by the city, but not presented at the soiree on Nov. 8th, 2018.

11.4 Bilan des émissions

Selon les deux scénarios analysés, en considérant les données de circulation disponibles et des hypothèses assez réalistes sur les vitesses de circulation, malgré une diminution claire des émissions sur l'axe CHR suite à la fermeture de l'axe CHR à la circulation de transit des véhicules particuliers, les émissions totales, pour l'ensemble du secteur, s'avèrent plus importantes globalement.

De façon générale, les émissions les plus importantes sont celles provenant des voitures, compte tenu du pourcentage important de véhicules légers dans la composition du trafic dévié sur les chemins alternatifs.

Si le projet pilote venait à modifier les comportements des usagers (voire avec une augmentation du transport en commun), ces conclusions pourraient être différentes.

PART 2

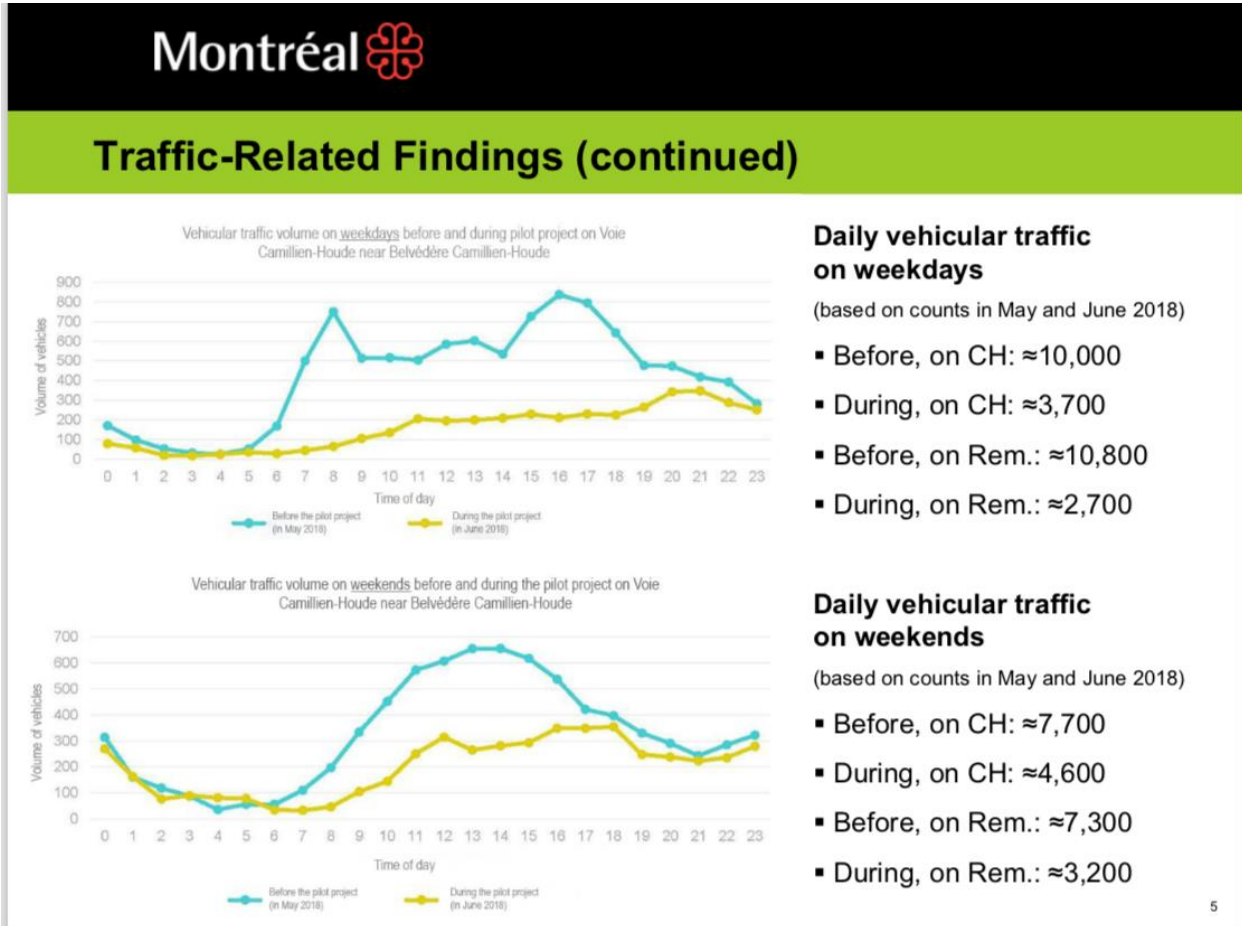
SUMMARY OF TRAFFIC-RELATED FINDINGS



Traffic-Related Findings

- Transit traffic was virtually eliminated and traffic volumes were reduced significantly along this axis.
- This had a positive effect on the atmosphere of the road, making it calmer, less noisy and more in harmony with the essence of Parc du Mont-Royal.
- A variable increase in traffic volume was observed on certain alternate routes. For the vast majority of intersections where counters were installed, the capacity was not exceeded.
- The number of people who did not heed the traffic signs eased off with each successive month. In June, there were 600–700 offenders per day, whereas by September this had fallen to 300–400. It would seem, however, that the vast majority of these vehicles did not actually cross the mountain; they turned onto an off-limits stretch of road to access the park's parking lots from the other side or to head to the cemetery.

- In the second point there was a failure to define any of the variables (however the noise variable was defined in the extended report: 3.14), and the “essence of parc du mont royal” was a subjective statement, apparently being determined by the Ville de Montreal.



- Technically, for best comparison, the months should have been kept consistent between measures. Ex. May 2017 should have been compared with May 2018.
- No error bars.

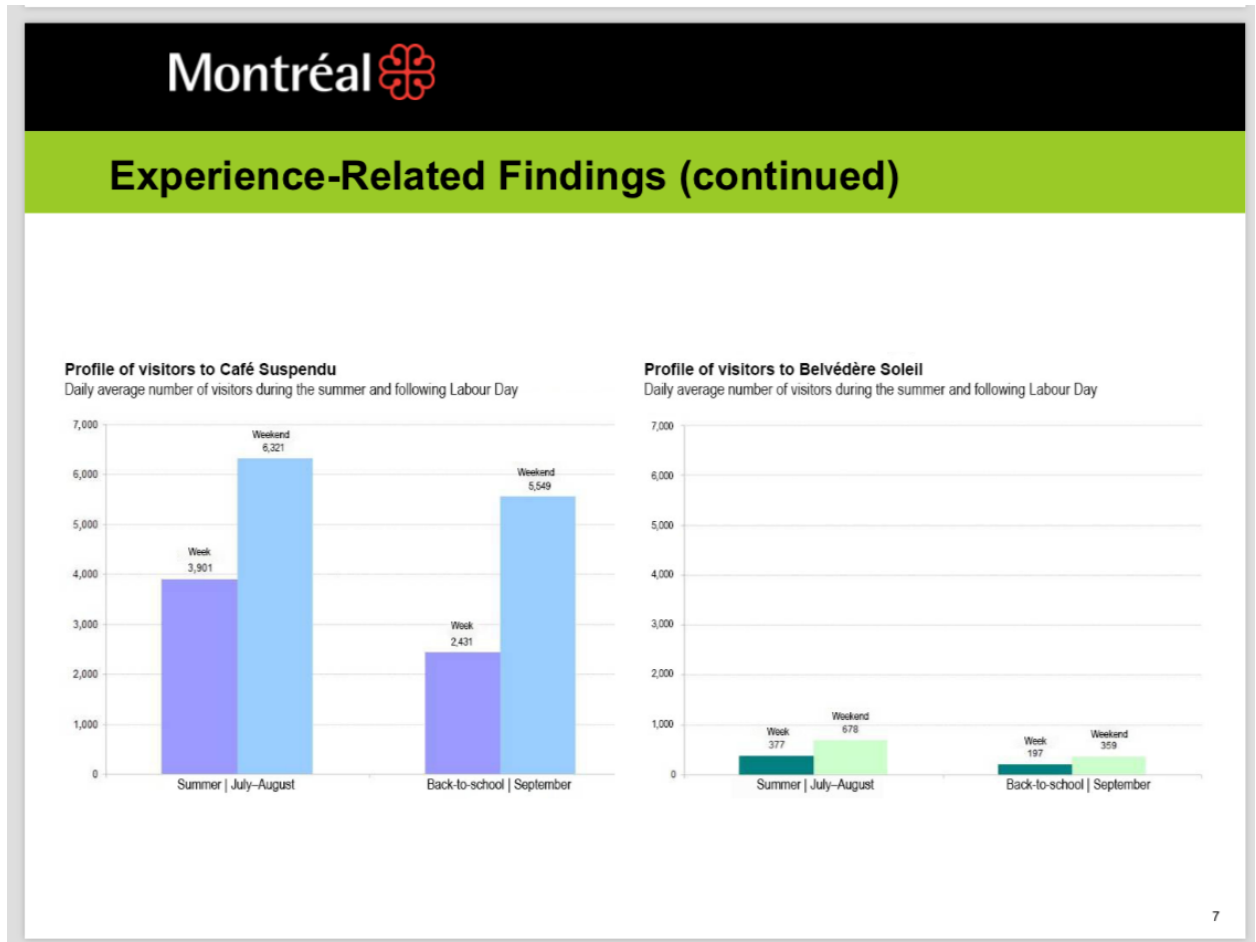
Experience-Related Findings

- The four temporary installations were very popular with residents: the “suspended café,” Belvédère Soleil and two rest areas near bus stops.
- During the weekends and the summer period, the café welcomed more than 6,000 visitors a day.
- Most of the activities organized during the summer by La Pépinière were also a big hit.
- The setup of Belvédère Soleil along the road, in its existing layout, emphasized its accessibility problem. Dangerous and/or illegal behaviours were observed in the immediate vicinity, with cars parking along the shoulders and making U-turns on the road, and conflicts emerging between cyclists and public transit users.
- A total of more than 1,500 cyclists, runners and walkers took part in six Cyclovia events in 2018. Unfortunately, the turnout dropped to about half for the September and October editions. There were very few participants in the family component.

6

- The first point again used an undefined term, “popular.”
- The second point was problematic in several ways:
 - The number 6,000 was not compared to anything to indicate whether or not this was a lot of people, more people than usual, or fewer people than usual. It’s an isolated number which is essentially meaningless, beyond being a simple measurement.
 - The methods of determining this number were somewhat unclear: it was apparently measured by three counters that measured people going in and out of the café, and walking around it. It was not clear whether these were people visiting the café (intentionally), or visiting the lookout (there were no numbers provided for lookout visitors from the previous years). It was also unclear whether the counts were unique visitors or not, and how the numbers were or weren’t extrapolated. These methodology problems were addressed in the extended report (3.15) of these findings; however, they were not adequately addressed at the final presentation, and furthermore, gave the appearance of attempting to manipulate public perception.

- Again, the fifth point contained an isolated number, which was not meaningful on its own, but used to make claims of “success,” for example, in the following news article: <https://montreal.ctvnews.ca/city-declares-mount-royal-traffic-pilot-project-a-success-1.4157895>



- Again, these were numbers presented without context.
- The supporting document that elaborated on these results stated that they were meant to compare the proportion of visitors who visited one of these two sites with the other, which would have been useful, but was not presented to the public. Instead these numbers were seemingly used to give the idea of “success” of the pilot project.
- No error bars used.
- The numbers reported in the extended report (3.15), stated the number of sales and the average number of “visitors to the Café Suspendu.” It also more accurately defined the average number of people as number of “pedestrians crossing” instead of “visitors to the Café Suspendu.” The difference between the ways the numbers were reported in the extended report (3.15) compared to at the final presentation created suspicion of a motive, in the presentation, to increase the perceived value of the Café Suspendu, and at best was poor reporting of accurate or consistent details.

- Furthermore, although I couldn't find comparison numbers between previous years and this year regarding visitors to the lookout, it stated in the conclusions of the extended report (3.15) that the Café Suspendu didn't create any significant increase in usership. This finding was left out of the presentation entirely. Images from the extended report (3.15) are presented below.

Les faits saillants

- Le Café suspendu est l'installation temporaire la plus fréquentée parmi les quatre sites du projet pilote.
- Une moyenne d'achalandage de 3714 passages piétons par jour, sur et aux abords de l'installation, et près de 472 000 passages piétons pendant la durée du projet pilote.
- Un nombre soutenu de visiteurs à partir de 11 h jusqu'à 19 h avec des pics d'achalandage de 12 h à 13 h, à 15 h, et de 17 h à 19 h.
- Des balancelles populaires et souvent occupées à 100 %.
- Plusieurs visiteurs profitent de la terrasse légèrement surélevée afin de prendre des photos du panorama.
- Souvent une file d'attente au café en après-midi.
- Des événements culturels créant une nouvelle ambiance pour les visiteurs, tant sur la terrasse du Café que sur le belvédère où des chaises bistro sont installées. Le programme d'animation permet de prolonger et d'améliorer l'expérience des visiteurs en plus de susciter leur intérêt pour développer les attraits et services du lieu.

Tableau 2 : Articles vendus par heure au Café suspendu durant trois des quatre journées d'observation

Jour d'observation	Nombre d'articles vendus	Nombre d'heures d'ouverture	Nombre d'articles vendus par heure
Jeudi 23 août 2018	107	15 h à 22 h = 7 heures	15,29
Samedi 25 août 2018	608	9 h à 21 h = 12 heures	50,67
Samedi 15 septembre 2018	497	9 h à 22 h = 13 heures	38,23



Le Café suspendu, le 15 septembre, 18 h : de la musique sur la terrasse



Le Café suspendu, le 15 septembre, 17 h : sur les chaises bistro pour socialiser et contempler

9. Conclusion


Les visiteurs se sont approprié les installations du parc durant toute la durée du projet pilote avec un achalandage représentatif de la fréquentation du parc et des spécificités des différents lieux d'implantation. Les usages observés correspondent aux utilisations projetées par la Ville.

De manière générale, les activités d'animation au Café suspendu et au Belvédère soleil n'ont pas suscité une hausse de l'achalandage notable. Celles-ci ont plutôt offert une expérience plus animée des lieux aux visiteurs de passage. Le service de café-bar au Café suspendu a également été apprécié par le public. Cette expérimentation a permis de démontrer la viabilité et l'intérêt d'un tel service au belvédère Camillien-Houde, sous une forme temporaire.

Les haltes à proximité de la Maison Smith et du lac aux Castors ont amélioré l'expérience d'attente des usagers du transport en commun et des passants.

Le projet pilote a permis de relever et d'observer les éléments de succès et les lacunes des lieux d'implantation et des installations temporaires. Ces informations seront prises en compte dans la poursuite de la démarche menée par la Ville pour l'établissement d'une vision d'avenir pour ce chemin d'accès au parc.







Le rapport détaillé du présent rapport, le bilan du mandat réalisé par La Pépinière | Espaces collectifs et les résultats des consultations publiques menées par l'OCPM viendront compléter les informations recueillies pour évaluer le succès du volet animation et aménagement temporaire du projet pilote. Ces documents seront disponibles au début de l'année 2019 et seront mis à contribution dans la démarche d'évaluation du projet pilote menée par la Ville.

Montréal 

Preliminary Evaluation of the Pilot Project

On the basis of the data gathered and analyzed to date, we consider that the pilot project was a success.

The final version of the report containing the comprehensive data will be available shortly on the OCPM website.

	Transit traffic		Quietness of the road
	Number of vehicles		User-friendliness of the facilities
	Vehicle speed		Punctuality of public transit

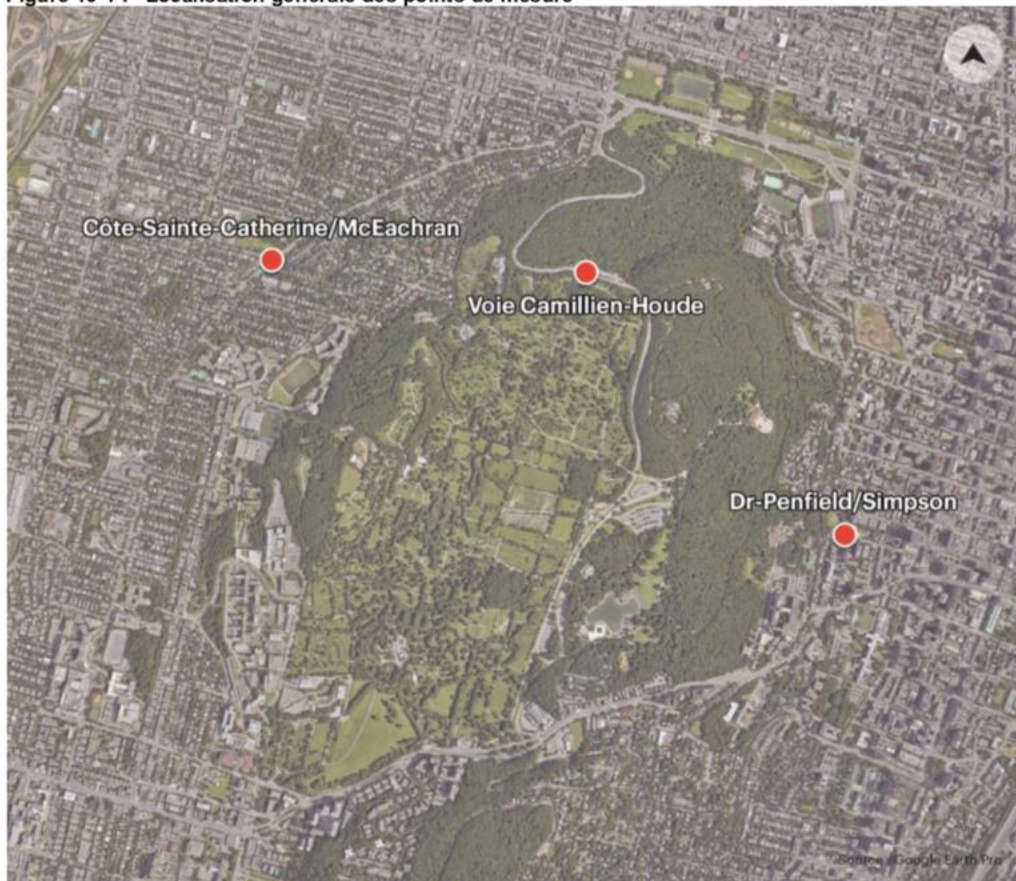
This preliminary evaluation will be expanded with results from the public consultation.

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- “Quietness of the road” was not defined in terms of variables or measurement in this presentation, but information was provided in the extended document (1).
 - The following images were taken from that document, and illustrated the changes in “quietness.”
 - It was stated that at sound measurement points 1 (Dr. Penfield) and 2 (Cote Ste. Catherine) there was no change.
 - On Camillien Houde (point 3) it was stated that the peak noise measurement (L1%) was similar before and after the project. The average noise (L50%) and the ambient noise (LAeq) decreased by about 3dBA during the project, and the background noise levels (L90% and L95%) actually increased by about 3dBA.
 - The practical meaning of this change was not discussed, including information about how sound levels decrease over distance (ex. would this make any measurable change within the greater park area?), but more importantly, the human perception aspect of such a change. A change in 3dB is considered to be just perceptible or barely perceptible to humans (https://www.mne.psu.edu/lamancusa/me458/3_human.pdf). (Note: dBA accounts for differences in dB perception related to the frequency of a sound).

- The Ville de Montreal declared this a successful result (outcome measure) in the presentation to the public, and it was reported as such in the media as well. (<https://montreal.ctvnews.ca/city-declares-mount-royal-traffic-pilot-project-a-success-1.4157895>). They failed to also report the increase in sound according to other data points (by the same negligible 3dBA) Furthermore, there was no mention of whether these differences were even statistically significant.
- The statements made by the city of an “increase in quietness of the road” were backed up with negligible meaningful support. Ultimately, this study didn’t prove what was presented. Details from the extended report (3.14) are provided in the following images.

Figure 10-1 : Localisation générale des points de mesure





10.2 Présentation des résultats des mesures

10.2.1 Évolutions temporelles et niveaux de bruit sur 24 heures

L'annexe B présente les évolutions temporelles de 24 heures et le tableau synthèse des niveaux de bruit équivalent LAeq, 1 h et des indices statistiques horaires pour chaque mesure. Le tableau suivant résume les niveaux de bruit équivalent sur 24 h.

Tableau 10-1 : Synthèse des niveaux de bruit équivalent sur 24 h

Point de mesure	Période	Durée	Bruit de pointe L1%	L10%	Bruit moyen L50%	L90%	Bruit de fond L95%	L99%	Bruit ambiant LAeq
Pt 1 : Docteur-Penfield	Avant	24 h	77.2	71.8	61.9	47.7	46.1	45.0	68.1
	Pendant	24 h	76.3	71.6	61.7	49.1	47.7	46.5	68.4
Pt2 : Côte-Saine-Catherine	Avant	7 h	76.3	71.6	62.8	52.5	50.7	47.5	67.6
	Pendant	24 h	77.7	72.9	62.8	47.7	44.5	42.1	69.3
Pt3 : Camillien-Houde	Avant	24 h	75.7	69.2	60.3	46.8	43.9	41.5	66.7
	Pendant	24 h	75.1	66.9	56.9	49.8	46.9	41.7	64.4

Note : Tous les niveaux sont en dBA.

Lorsqu'on compare les résultats sur 24 heures obtenus pour le point 1, soit sur l'avenue du Docteur-

Figure 10-3 : Indices statistiques et niveau de bruit équivalent horaire sur l'avenue du Docteur-Penfield

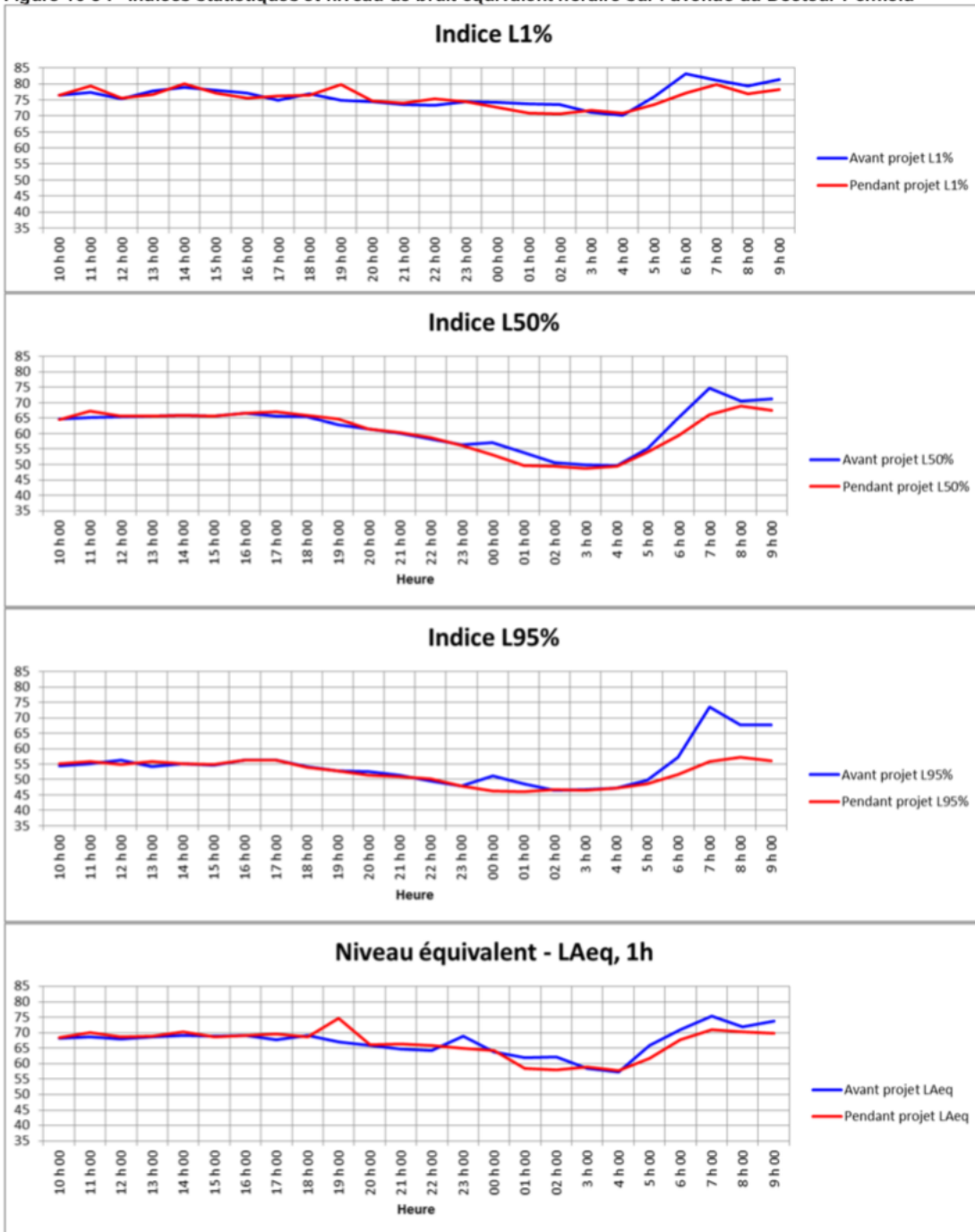


Figure 10-4 : Indices statistiques et niveau de bruit équivalent horaire sur le chemin de la Côte-Sainte-Catherine

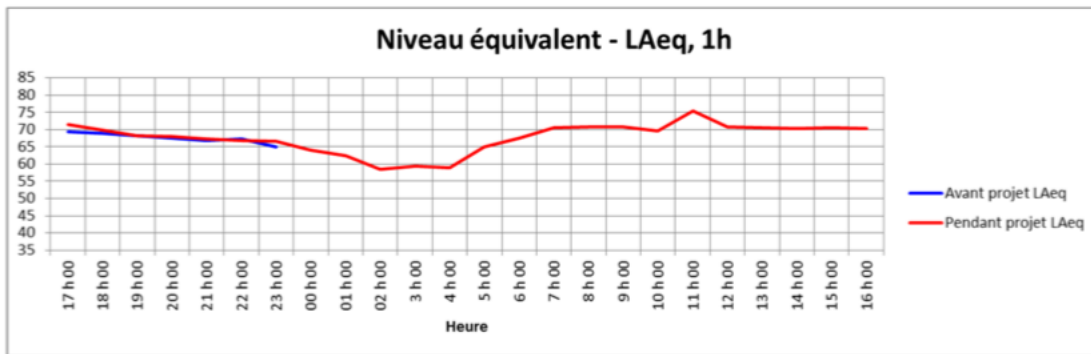
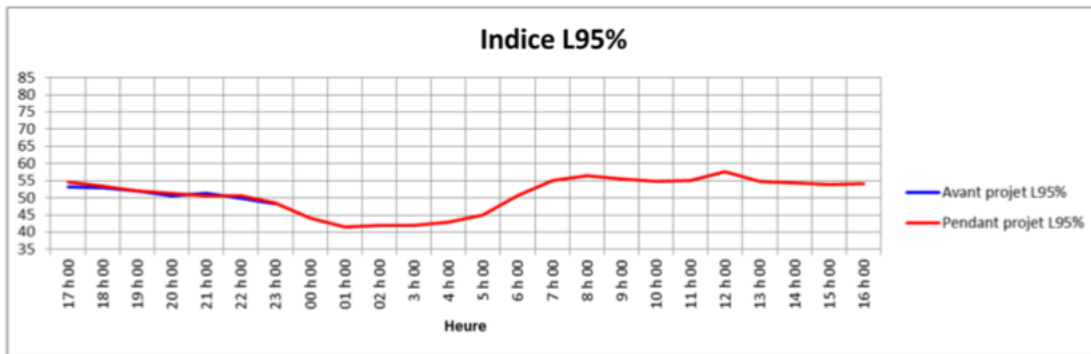
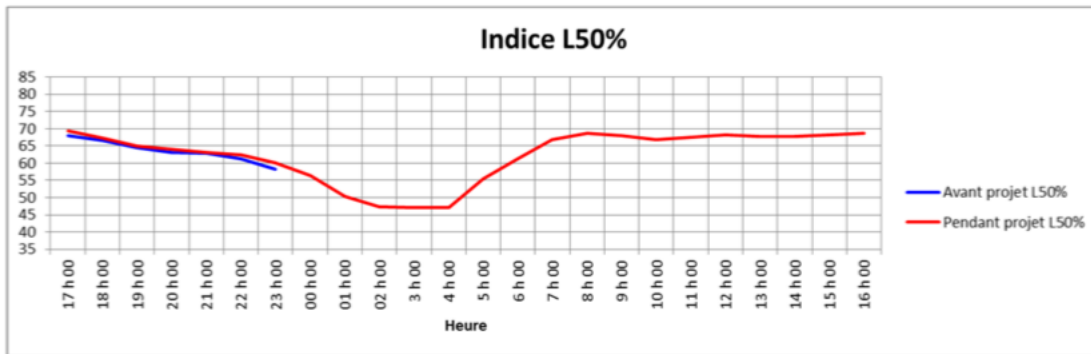
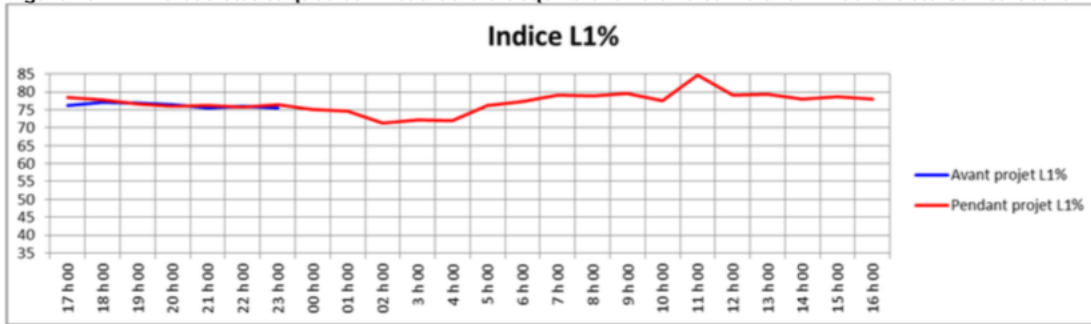
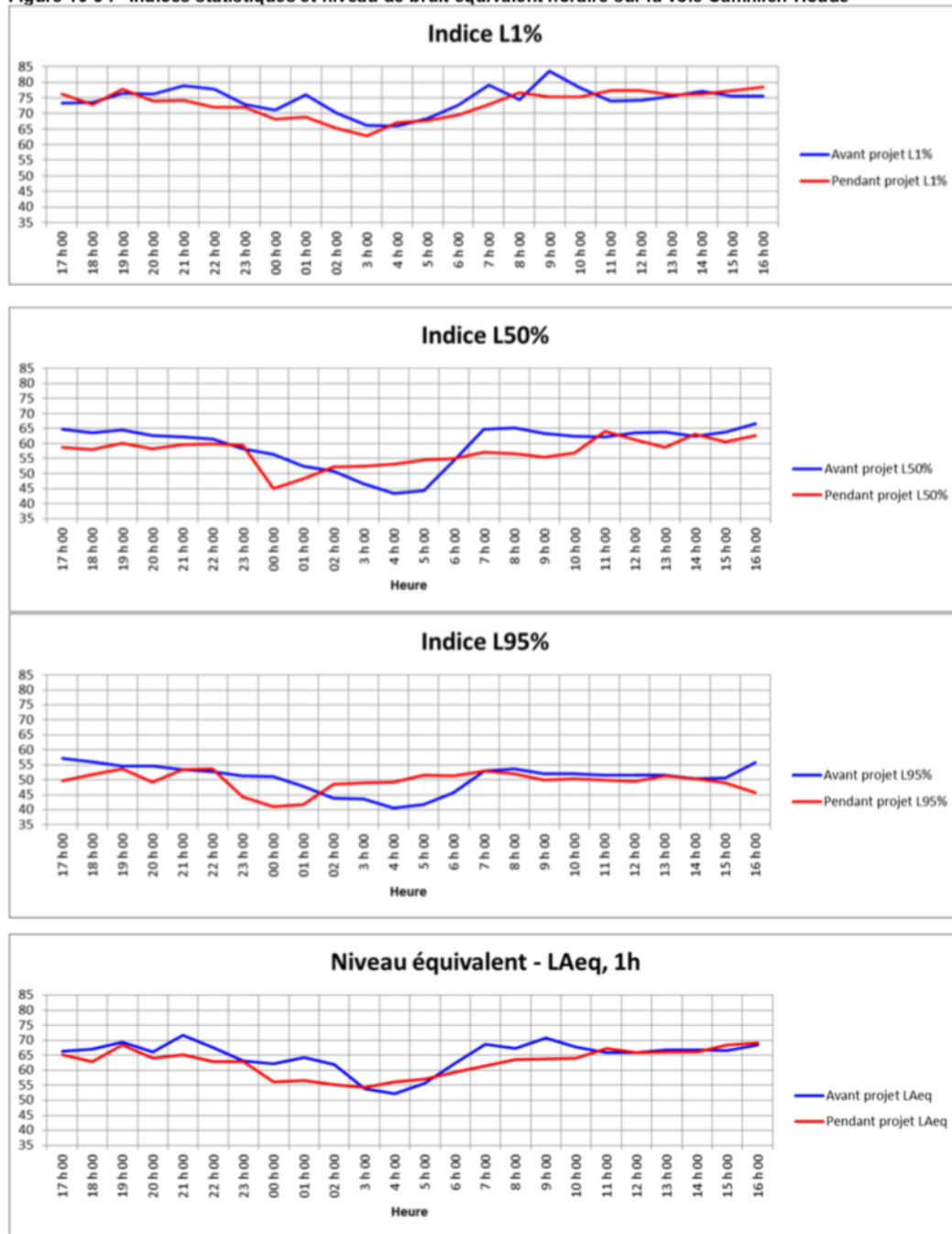


Figure 10-5 : Indices statistiques et niveau de bruit équivalent horaire sur la voie Camillien-Houde



À l'exception de la période comprise entre 2 h et 6 h, les niveaux de bruit mesurés pendant le projet pilote tendent à être plus faibles qu'avant le projet pilote. Entre 2 h et 6 h, le niveau de bruit mesuré pendant le projet pilote a pu être impacté par une source autre que la circulation (faune locale).

Note : Tous les niveaux sont en dBA.

Lorsqu'on compare les résultats sur 24 heures obtenus pour le point 1, soit sur l'avenue du Docteur-Penfield, on constate que l'ensemble des indices statistiques (LX%) ainsi que le niveau de bruit équivalent (LAeq) sont du même ordre de grandeur avant et pendant le projet pilote. Pour le point 2, soit sur le chemin de la Côte-Sainte-Catherine, il est impossible d'effectuer une comparaison des niveaux de bruit, puisque les périodes de mesures ne sont pas les mêmes. En effet, la lecture réalisée avant le projet pilote n'a été effectuée que sur une période de 6 heures.

Enfin, sur la voie Camillien-Houde, soit au point 3, on observe que le bruit de pointe (L1%) est similaire avant et pendant le projet pilote. Ceci est normal considérant que l'indice L1% représente la pointe de bruit lors d'un passage de véhicule. Même s'il y a moins de passages, le bruit produit par chaque véhicule demeure sensiblement le même. À l'inverse, le bruit moyen (L50%) et le bruit ambiant (Leq) est inférieur de l'ordre de 3 dBA pendant le projet pilote. Ceci s'explique par le fait qu'il y a eu moins de passages de véhicules pendant le projet pilote. Selon les comptages réalisés, les débits observés sont coupés de plus de la moitié, ce qui est cohérent avec la réduction sonore de 3 dBA observée. Fait intéressant, les niveaux de bruit de fond (L90% et L95%) sont supérieurs pendant le projet pilote au point 3.

Afin de pousser davantage l'analyse, l'évolution temporelle du bruit ambiant pour l'ensemble des points de relevé avant et pendant le projet est fournie aux figures de l'annexe B. Ces figures permettent de constater les éléments suivants :

- Point 1 : La comparaison de l'évolution temporelle du bruit ambiant sur l'avenue du Docteur-

SUMMARY

Overall, there were flaws in the design of some of these studies, and overall, for the pilot project in general, there a lack of predefined measures of “success” and what the threshold for determining success would be. Other data were presented irresponsibly, with no comparison values, no error bars, or had clear confounding variables that went unaddressed, or when addressed, were not investigated (ex. parking transactions). There appeared to be manipulation of the presentation of numbers to create a perception of attendance and enjoyment of the Café Suspendu, as well as somewhat problematic methods of counting visitors to ensure they were unique visitors, and ambiguity regarding extrapolation of data. There was a disconnect between the data found in the extended report (3.14) regarding “increased quietness” and how these results were presented to the public. Taken together, these weaknesses appeared to breed suspicion in citizens, and could be interpreted as intentional to suit an agenda. There was value in experimentation, but methods could have been drastically better, and results could have been presented more honestly and more meaningfully, and more in accordance with the extended reports provided.

Keep it open!!

Today it took me 2 hours to drive from St. Henri to St. Laurent/St.Joseph via Rene Levesque and St.Laurent .
It took 30 minutes going over the mountain.

This is a city, not a cyclists' training area.

PLEASE PLEASE keep the road over the mountain OPEN.

Kitty Hoffman

It is so time consuming and wasting car energy resources (especially with all construction) to get to the mountain and enjoy it the way it was meant to be. It is also very difficult to visit my family members which are buried at both cemetery sites, Mount Royal and Notre Dame. There must be a better solution for the safety of cyclists, eg., cement road median.

Mira Hoffmann

Sujet: Close of Mont Royal Access

Message:

The trial closure of the access by car to Mont Royal has clearly shown this experiment to be a complete failure, achieving none of its purported objectives and , in fact, making many problems worse .

Diverted traffic adds delay and additional travel distances to cars not able to use Camillien-Houde. This diverted traffic creates both additional congestion and pollution elsewhere, including in residential areas. From an environmental standpoint, the closure actually exacerbates not improves the air quality in the city.

In particular in the area of safety, the pilot project actually increased dangerous conditions by creating traffic congestion in the area open to cars and in the access to parking.

There are alternatives to the failed pilot project: a dedicated bicycle lane all along Camillien-Houde, a secure pedestrian pathway along the same route, improved traffic signalisation and safety measures for all users, and a better layout for the parking area.

The issues facing Montreal on Mont Royal have been faced by other cities and satisfactorily solved. Montreal should adopt these best practices from elsewhere rather than allowing politicians to impose hair-brain, dogmatic and poorly considered pilot or permanent solutions. Politicians lack the needed qualifications and should, as a result, let the public and the experts decide these matters in a considered and democratic way.

Peter Hoffmann

I do NOT approve of closing Mount Royal to ANY traffic, vehicular or pedestrian, ANYTIME. I believe full access should be permitted at all times to the adjacent important public parkland.

However I do approve of restrictions that enhance usage and safety. For example, cars could be restricted to a single lane with reduced speed limits along Camillien-Houde/Remembrance linking two sides of the city.

For their own safety, bicycles could be given their own lanes separate from car traffic and physically separated from them by barriers or by raising the road surfaces. Bike speed limits need to be set.

Similar well-protected footpaths need to be defined for pedestrians. These need to be well-marked and as far away from car and bike lanes as possible to protect walkers.

I also suggest that all lanes serving cars, bikes and pedestrians be equipped with their own traffic signals (lights). The entire route should be under 24-hour photo surveillance as well as periodic police presence.

Linde Howe-Beck

I do not support closing the access roads and passage across Mt. Royal. I acknowledge the need for safety when it comes to cyclists and their need for access to roads in the city. However, in some instances roads need to be shared and this includes Mt.

Royal. What outcry would there be if bicycles were prohibited from using the mountain?

I use the mountain road occasionally - but when I do it is very convenient. I shop in the eastern part of the city, I go to the events at PDA, I visit the botanical gardens, I drop-off items at Sun Youth, I show Montreal to our friends from out of town by taking them to the look-out on the mountain (I make sure not to feed the raccoons), and my wife, who is from Winnipeg, fell in love with the mountain 40 years ago and is still very much in love with it today, etc. All these things become more time consuming (unnecessarily) when the road is closed to traffic. I know who, aside from me, suffers – but who benefits in ways that cannot be replicated by other means?

I urge the city to find alternative solutions to protect the lives of cyclists.

Keep the road open!

Steve Hreha

I am against closing the top of mont royal to cyclist. This did not at all stop cyclists from flying down the mountain street at extremely unsafe speeds. Actually the cars drive slower than many cyclists thus negating the purpose of closing the top of mont royals road. As well i miss my relaxing scenic drive over the mountain.

Janice Hubscher

Montreal's Mount Royal Road Closure Reveals Shades Of L'Acadie Wall Incompetence At City Hall

Montreal is the laughing stock of North America when it comes to infrastructure management. Specifically, a legacy of corruption, short-sighted planning, and the sheer incompetence of its political leadership have hobbled one of the largest cities on the continent when it comes to managing traffic and attracting international investment. To this we can now add the hubris of newly-elected Montreal mayor Valerie Plante and Plateau-Mont-Royal borough mayor Luc Ferrandez in deciding to close Mount Royal to automobile traffic in the spring of 2018.

Let me explain why this is perhaps one of the worst decisions made by Projet Montreal early on in its mandate. The city is smack in the middle of an enormous infrastructure revitalization plan that has caused commuting chaos across the entire island, with [over 600 kilometers \(375 miles\) of roads](#) being [worked on, closed, diverted, or dismantled](#) in any given year. It's a burden not just in terms of municipal and provincial spending - think close to three quarters of a billion dollars in each 12 month period, [depending on whose estimates you choose to trust](#) - but also in the [enormous economic impact](#) associated with a metropolis of 4 million people who simply can't get where they need to go on a daily basis, [with no end in sight](#).

Into this steps Luc Ferrandez, emboldened by the political capital afforded him by the tragic accidental death of a cyclist on Camillien-Houde Way in the fall of 2016, to announce a ['pilot project' to shut down through-traffic on that same road](#). The cyclist was killed when a tourist performed an illegal U-turn on an area of the street where that is no longer possible due to the installation of concrete barriers and other safety features that were a long time coming.

Ferrandez - who has made no effort to consult citizens, community groups, or indeed anyone at all about the potential impact of his plan - will be cutting Camillien-Houde in half by barring automobiles from a stretch of road that connects the Smith House parking lot from the Beaver Lake parking lot. Effectively, this makes it impossible to use the road to drive from the west side of the mountain to the neighborhoods in the east, and vice-versa.

It's an enormously ignorant and problematic decision for several reasons. Ferrandez, with the support of Plante, is acting to unilaterally shut down one of the few useful east-west thoroughfares in a city effectively paralyzed by a constantly-shifting network of detours and road closures. He is actively taking steps to make it more difficult for Montreal's citizens to move around a city that is choked with infrastructure construction that already threatens businesses and significantly reduces the quality of life of everyone who lives here.

The fact that it is being done under the guise of safety - a convenient mantle for Luc Ferrandez to assume as he [continues his years-long battle against automobile usage in Montreal](#) - is opportunistic to the point of being sickening. Where were similar closures

on [other stretches of road](#) that are [dangerous to cyclists and pedestrians in this city](#)? More to the point, by closing only a small stretch of the entire road, no additional protections are being offered to pedestrians or cyclists that will continue to share the rest of Camillien-Houde with automobiles, laying bare the true motives behind Ferrandez's efforts.

Moving beyond the fact that two upper level public servants in Montreal are working together to worsen the lives of their constituents, there's also the balkanization effect that this particular closure will have on citizens who want to visit Mount Royal park. Ferrandez and Plante seem all too eager to [import the spirit of the L'Acadie Wall](#) into the 21st century by splitting Cote-Des-Neiges/Notre-Dame-De-Grace from the Plateau with the severing of the Camillien-Houde artery. Stay on your side of the mountain and everything will be fine, they seem to be saying with this latest baffling gaffe.

Furthermore, as Allison Hanes [pointed out in her piece in the Montreal Gazette](#), shutting down this stretch of Camillien-Houde effectively cuts off the west side of the park from those living in the east, while eastern dwellers now face a more difficult time accessing amenities found on the west side of the mountain. Beaver Lake, Smith House, summer camps, and even the Notre-Dame-des-Neiges cemetery have now become significantly more difficult to get to depending on where you happen to live. Again, this was a decision made without consulting any of the organizations that regularly use the mountain, nor the citizens to whom it belongs, and who are proud of this unique natural area in the middle of a bustling city. In fact, one organization dedicated to protecting Mount Royal park - Les amis de la montagne - [is opposed to the plan](#) and is pressing for public consultations.

As a journalist, I frequently travel to major cities around the world and have yet to encounter an infrastructure situation as dire as that here in Montreal. In addition, I am frequently disheartened by comments made by visitors to me about how terrible their experiences with the roads and transit systems - public and otherwise - they were forced to use during their time here. To come to the realization that we are now dealing with an administration content to impose top-down infrastructure policy with little or no thought given to its impact on the citizens it claims to be serving is disheartening at best. At worst, it's one more black mark on Montreal's international reputation, and an indication that those in charge have absolutely no idea as to how to ease the immense strain of the city's crumbling, tattered infrastructure.

I can assure you that this decision - to close the roads to vehicular through-traffic - dramatically reduced the number of times I visited Mont Royal park this summer and fall. It had a huge impact on the enjoyment of the city that I live in, and as a resident of NDG, made me feel like a second-class citizen, barricaded from one of my home's most beautiful features.

I voted for Plante in the previous election, but unilateral decisions like this one, in which the public was not consulted until after the fact, guarantee that I will not vote for her a second time.

My opinion is that the road over the mountain needs to remain open all year.

Sandra Hutchinson

Sujet: Pilot project to close Mont-Royal to through traffic by car
Message:

I was disappointed but not surprised to read Luc Fernandez's comments on the completion of the pilot project. It is a complete white-wash and his back must be hurting from all the patting on his own back.

The case for this proposal was always a tenuous one, based as it was on one bicyclist's unfortunate death at the hands of a motorist although the cyclist was speeding at the time. If every road was permanently closed when a cyclist was killed, we'd have no more roads.

The closure caused chaos on the south side of the Mountain coming as it did while other major alternative routes were closed for repairs. Soon, Ste-Catherine will be blocked in a major way for an extensive time. Given the ongoing roadwork as a permanent fact of life, Montreal must not close vital arteries for the beside the number of drivers whose lives are made miserable.

An additional burden is put on families needing to access the Mt Royal Cemetary. In order to visit my cousin's grave with his widow, I had to disobey several signs telling me not to proceed as I was not a "vehicule autorise" I ignored these signs and eventually found, further on, a sign directing one the the Cemetary.

I am totally opposed to the proposed closure to through traffic as most Montrealers are.

Chris Hyde

Automobile access to the mountain should be available year round for these reasons:

As a native Montrealer (and very long standing taxpayer) it is one of my personal joys, moments of transcendental solace and civic pride to be able to traverse the city via this most attractive route as envisioned by the great landscape theorist... Frederick Law Olmsted.

Whether one jogs, walks, bicycles, wheelchairs or hopscotches no one individual has more or less right to be able to access the mountain freely and respectfully in the mode of choice. No one given the long history of the roadway should lose this privilege.

Victor Isganaitis

Les raisons pour lesquelles je suis en faveur du projet pilote sur l'avenue Camillien Houde.

Par contre, avant d'énumérer les quelques raisons, sachez que je suis un automobiliste qui utilise cette route pour passer de l'est à l'ouest et vice-versa. J'utilise cette route non pas vraiment pour la rapidité, mais pour le plaisir de passer dans le parc. C'est un non-sens que je puisse le faire, mais puisque je peux, pourquoi ne pas en profiter. C'est un peu comme les écoles privées versus publiques (si on peut payer pourquoi ne pas les utiliser), un peu comme le taux d'imposition des compagnies (si on peut utiliser l'incorporation pour payer moins d'impôts, 19% au lieu de 53%, comme les médecins par exemple, on serait fou de ne pas le faire! C'est légal!).

Bref, malgré que j'utilise parfois ma voiture pour traverser la montagne, à mon avis elle devrait être **fermée** pour les raisons suivante :

- 1) C'est enfin le premier geste qui redonne un peu de la montagne au Mont-Royal. Depuis trop longtemps, on ne fait que couper des arbres pour toujours construire un petit immeuble ici, ou là, mais à la fin, le cumul de toutes ces constructions commencent à faire beaucoup! Enfin, un petit pas en arrière!
- 2) Cette route de transit NE PERMET PAS VRAIMENT DE TRAVERSER PLUS RAPIDEMENT la ville de l'est en Ouest! Utilisons Google map et plaçons un point de départ sur Côte-des-Neiges et rendons-nous au coin de Parc et Mont-Royal. La seule façon que Google nous suggère d'utiliser Camillien Houde pour nous rendre le plus rapidement possible au point d'arriver est si notre point de départ est sur Côte-des-Neiges entre Doctor Penfield et Edouard Montpetit. Même lorsque nous habitons sur la rue Forest Hill, la rue en face de la montagne, les résidents de cette rue ne savent que 2 à 3 minutes en passant par Camélien Houde au lieu de l'avenue des Pins... Cette route n'est donc pas une route qui permet aux Montréalais de sauver du temps.
- 3) La route devient plus sécuritaire pour les cyclistes, piétons et tous les autres usagers du parc. Même les automobilistes!

En résumé, Camillien Houde ne permet pas de faire une économie de temps suffisante pour la maintenir ouverte. C'est une erreur historique d'avoir construit une route si large et si rapide au milieu de cet icône montréalais qu'est le Mont-Royal.

Je vous implore d'avoir le courage, la volonté de faire un petit pas en arrière et cicatriser cette plaie ouverte.

Marc Jarry

I drive on both Camillien-Houde and Remembrance Roads for the pleasure of being in touch with my city. The roads connect me to the four corners of my city both visually and emotionally.

The drive is a source of civic pride for me.

In all seasons the view is breathtaking and a source of great pleasure.

I am 69 and as I grow older, passing over the mountain responsibly in a car is very important to me. I get a 'hit' of nature that is easy to reach and very precious.

We go out of our way when possible, in all seasons, to travel this way through our city in off peak, low traffic hours.

Thank you for your attention,

C.S. Jessop

Sujet: mount royal

Message: do not close the road!!!

Lindy Joffe

Bonjour,

As an occasional cyclist and pedestrian, a frequent motorist, and a full-time Montrealer, I mightily embrace the core philosophy that has helped build this humble little mount up into a true Mountain in all our hearts and minds:

Universal and democratic access for all, regardless of status or ability.

So yes, I am 100% in favour of continuing to improve and increase security and safety for all users of all forms of transportation - be it foot, cycle, or vehicular - enabling access, and circulation on and over the mountain, WITHOUT PREJUDICE.

By this I mean, maintaining a throughway to ensure that the mountain does not simply become a dead-end "destination" with one way in and the same way out, but instead stays a living, breathing, organ that is connected, vital and integral to the whole flow of the body Montreal.

Similar to the changes that have been made in recent years to so many of Montreal's other key roadways - and keeping pace with comparable, world-class park roads in other cities such as Vancouver's Stanley Park and New York's Central Park - a simple, elegant solution to the safety issues would be to install fence pole-style barriers that keep cyclists and foot traffic safe and separate from vehicular traffic. And likewise, to install a median of some kind between single lanes of traffic to physically prevent vehicles from making dangerous maneuvers like U-turns.

Alternatively, a reconfiguration of the existing roadway could separate one side for two-way vehicular traffic and the other side for foot and cycle traffic with a fence pole-style barrier running between the two.

Safety at crossings - particularly at the lookout - might be improved by more signage, or user-triggered overhead flashing lights that intermittently stop traffic, or even better: a viaduct style walk/cycle path that can also provide another viewpoint to users.

Bref, I'm convinced there are many other creative, inclusive, less limiting solutions to the important safety issues that the recent pilot project purported to address.

And as far as making the mountain and the city "greener", may I just respectfully point out that the amount of added time, distance and thus, carbon monoxide that motorists who normally use the park road expended while making contortionist detours to find other ways to cross the city during the pilot project (and while the closest alternative route - Dr Penfield - was also closed, and therefore every

other artery clogged with idling vehicles) could have only exponentially contributed to creating more CO - and cortisol - pollution in our environment.

Thank you for your consideration.

Tara Johns

Sujet: Access of Mount Royal

Message: I think the Camillion Houde road should be open to cars all year. It does not transect the park, goes along one side and provides important access for everyone. There are plenty of other walkways throughout the park, Beaver Lake to the chalet, around the cross, from Park ave. to Cote de Neiges.

Jill Johnson

J'adore la montagne et je souhaite de tout coeur qu'elle soit en bonne santé. Je pense toutefois que pour certaines personnes (aînées, handicapées) il sera plus difficile et donc moins accessible de s'y rendre si le chemin est bloqué au centre.

De plus, les détours en voiture qui doivent être faits pour accéder à la montagne ou se rendre d'un versant à l'autre de celle-ci, risquent, dans plusieurs cas, de polluer davantage que si l'accès demeurerait tel quel.

Merci de considérer l'opinion des citoyennes et citoyens.

Fanny Jolicoeur

- 1) Basé sur mon expérience pendant le projet pilote, la fermeture du Mont-Royal à la circulation cause une perte de temps considerable aux personnes que doivent se déplacer du secteur ouest de la ville (CDN, Queen Mary) vers le Plateau.

- 2) Cette fermeture augmente aussi la pollution, dû aux embouteillages, surtout dans le secteur Côtes Ste-Catherine et Boul St-Joseph.

- 3) Je suggère l'installation d'une barrière de séparation des voies dans le secteur du point d'observation, le lieu où un touriste à fait un U-turn qui a tué un cycliste (j'en ai observé d'autres U-turns dans la même place depuis), et possiblement sur une plus longue distance.

- 4) Le fermeture a causé un prejudice important aux tourisme sur la montagne. Il est complexe, pour un touriste, de s'orienter pour accéder aux différentes partie de la montagne. Beaucoup des touristes - surtout de l'Amérique de Nord, sont habitués à louer des voitures pour visiter une ville.

- 5) Finalement, vû l'importance touristique du site, un affichage bilingue s'imposerait - aussi question de securité.

Eugene Joseph

The closing of Camillien-Houde/Remembrance was an error on the part of the city. The decision to close the road was not well thought out, especially considering that the intersection of Dr. Penfield/Peel was also closed due to construction. This meant that cars heading east were forced to use Sherbrooke St, which became a parking lot. The Plante administration, admirably, is taking climate-change seriously. However, their decision to close Camillien-Houde resulting in idling cars on Sherbrooke, contributing to air pollution.

Montreal has enough traffic and construction problems to deal with. There is no reason that motorists (who pay high sums in car insurance) should suffer further inconvenience. Keep Camillien-Houde open, but enforce strict speed limits and build a sectioned-off bike path. . There is a solution that works for motorists, cyclists, and the environment.

It's time the Plante administration took everyone's needs into consideration.

Michael Joseph

Quel belle initiative vraiment vous rendez Montreal aux Montréalais

Bravo !!!

David Jourdan

I believe that we should be able to drive through the mountain and that the Camillien-Houde Parkway should remain open to cars.

Rosalie Jukier

I have watched cyclists use Mount Royal Cemetery and Remembrance Road as their personal Grand Prix of Cycling. Cyclists, pedestrians and drivers need to learn to work together and respect each other. I look after six grave sites at Mount Royal Cemetery. They are all located off the east gate - access by Remembrance Road. This year i did not do my job and it makes me sad and angry. To drive around the mountain and create more pollution is not the answer. Surely,by significantly lowering the speed limit for BOTH cyclists and drivers, access to Mount Royal and Mount Royal Cemetery could be made pleasurable for all.

Sincerely,

Anda Kajaks

The initiative to close through-way traffic across Mont Royal has proven to be an ill-conceived notion despite the City's claims of success. The reality is that we live in a geographically divided city and the Mont Royal represents a practical means of connecting the two. The consequential increase of traffic on routes surrounding the mountain, already exacerbated by poorly coordinated road closures, contributed to Montreal's embarrassing accolade as the most difficult city to navigate in the country.

After visits on beautiful sunny days to Mont Royal this past summer, it was disappointing to see how empty the park and Beaver Lake were. How can the City claim the initiative was a success when frequency to enjoy the mountain was reduced? As a cherished Montreal icon, the mountain should be accessible to all citizens and tourists to celebrate the jewel that it is. The installation of barriers to protect cyclists and to prevent U-turns would be a realizable solution to minimize potential accidents. In the honest pursuit of responding to the majority of Montreal citizens, the City should demonstrate respect for popular will over the personal preferences of some members of the ruling municipal party. That would be true democracy.

Debbie Kalisky

Je crois pas que ces commentaires vont avoir un impact, mais au cas ou.....

Si la ville est sérieux en voulant protéger l'environnement je suggère les points suivants:

- Le Parc Mt Royal était planifié par Olmstead, qui a planifié Central park à New York
- Il y a des voies d'accès pour des automobiles afin de traverser Central park
- une précédant pour le Mt Royal
- La pollution automobile additionnelle causée par la fermeture des voies d'accès au Mt Royal, et la congestion qui en découle est nettement supérieure aux attentes de qualité de l'air sur le Mt Royal.

Si la ville veut encourager le tourisme à Montréal, il faut garder l'accès au Mt Royal pendant toute l'année.

Si vous avez le courage d'écouter du monde et de faire preuve de 'leadership', laissez ouvert les voies d'accès au Mt Royal pendant 12 mois par année.

Merci

Charles Kaplan

It's sooo wrong, this is our city. I have so many beautiful memories of driving through the mountain with my parents as a young child, and always bringing our friends from out of town and showing them our beautiful city.

Vickie Karls

This is absolutely absurd closing with the crazy traffic going on in this city !
Very poor planning ...

Maurice Kaspy

I believe that Camilien Houde should be accessible to ALL montrealers.
Cyclists, pedestrians, and automobile commuters.

I understand the need to protect cyclists; they would greatly benefit from a separate and protected bike path.

Commuters rely on the Camilien Houde to drive through the mountain, especially morning and afternoon/evening commutes to and from work.

With Montreal's traffic congestion issues, work on Dr Penfield, work on the Turcot and Decarie expressway on/off ramps, many people who need to get from one side of the mountain to the other are in desperate need to use that existing road.

Open and keep open Camilien Houde.

Cyclists need to also be responsible for how they ride their bikes, and should also carry the burden of what accidents do happen.

There needs to be a call for courtesy on both ends.

But Camilien Houde needs to be open to cars/motor vehicles

George Katsigiannis

I believe the road should remain open to vehicles all year.

Gary Katsof

Please keep the road OPEN. As a scenic drive across the viewing points

Sharyn Katsof

Sujet: Trajet accessible
Message: J'oppose la fermeture

Frances Katz

I wish to state that the road over the mountain should not be closed ..to bring visitors to look out towards the east end of the city and see the Olympic stadium is important for our city visitors. Also the importance of the gates being open to the cemetery with access from the Camellia Houde Parkway

Mary Keating

I think the road over the mountain should be open to all through traffic.

Daniel Kelly

I am asking that the road over the mountain be open to all through traffic. The speed should be slowed down, as Les Amis de la Montagne are asking. But everyone, car drivers and cyclists, should be able to travel from one side of the mountain to the other. It is our jewel – a place of beauty and serenity for all to enjoy.

Maria Kelly

Although I do not drive, and thus I am not affected by this issue, I think the pilot project was a good idea. I think the road over the mountain should be open to all through traffic.

Philip Kelly

I am very unhappy about the city's decision to close the Camillien-Houde Road. It is the right of all citizens and in the interest of the all people to have full and un obstructed access to the mountain. The mountain was underused this summer due to the limited access and this is a travesty. The mayor of the plateau has hijacked this park from the rest of the citizens of the city and it is wrong.

Shelley Kerman

I believe we should have access to the roads on Mount Royal. I have spent a lot of time in the car driving around the city when I love on one side of the mountain and now have to drive so out of the way to get where I'm going.

Stephanie Kew-Steiner

I want the road to be open all year long. I disagree with the City's decision to close it.

Joel King

I do not want the road closed, at all.

Elsa Kisber

It is shameful that due to a single accident this road becomes closed. There is a simple solution that I have never heard discussed. Simply build a bike path separated from the road. Even where it narrows near the lookout, we have the technology to carve out the rock. Denying seniors and people with mobility issues access to the mountain or making people circumvent the city to access a particular area is ridiculous. Denying a through road can only hurt businesses, and more so in the plateau area. Time to swallow your pride and put back what once was.

Cary Kitner

OPEC Public consultation for Traffic on Mount Royal

Transit traffic (through traffic)

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

Under what conditions would you consider it acceptable to ban through-traffic on the mountain? **NONE**, (except for special cycling events and road repair)

In your opinion, what would be possible alternatives to removing through-traffic? **NONE** (the north and south alternate routes around the mountain are already congested at peak times)

Park Road

What is a park road and who should be allowed to use it?

A 'park road' is any road that is completely bounded by park property, for example Chemin Olmstead. The streets that boundary the park e.g. Pine , Cedar and Remembrance Rd are municipal streets and are governed accordingly.

Who should be allowed to use it?

Park roads should be limited to walkers, cyclists and service vehicles.

Sharing the Road

Which groups of users should currently be protected as a priority? All People_must be protected from harm.

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

Transit bike traffic should have a dedicated and protected path – similar to de Maisonneuve St downtown. It does NOT need to be elevated or brightly painted.

All commercial vehicles except buses (school buses visiting the mountain with children, tour buses, city buses) should be banned from the mountain at all times unless they have a specific permit to be on the mountain for service work.

Camillien Houde Pkwy and Remembrance Rd should remain fully to open to cars from end to end, all year, 24/7.

Limit speeds of all vehicles to 40 km/h.

Public transit

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

Dedicated shuttles during peak seasons and more frequent municipal buses at peak times.

Park benches for people to sit while waiting for buses would be nice to have for the elderly.

Parking

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

At non peak visitor times it is more than adequate. However at peak times it can get congested.

A combination of on and off site parking could alleviate that problem.

With a view to reducing the number of vehicles on the mountain, 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?

Excellent idea! The adjacent former Royal Victoria Hospital has a lot of unused parking space that could become part of Mount Royal parking and a shuttle drop-off terminal.

Universal accessibility

How can we ensure universal accessibility?

Allow cars, buses, bikes, walkers, joggers etc access so that each group can enjoy our mountain.

What should be done first?

I believe the 'first' thing is already being done –consult the users. Then -

1. Restrict commercial vehicles
2. Incorporate the RVH parking lot/lots into Mount Royal Park and build an access point to link it to the Peel Street entrance into the park.
3. Build a dedicated bike path (similar to the one on de Maisonneuve Blvd in the downtown) along Remembrance Rd and Camillien-Houde Pkwy.
4. Targeted ads on billboards around the city to educate the public on the use of the park and how to take care of this treasure.

New layouts for roadways

Are there any developments/layouts that you would like to improve or add?

The roadway leading onto the mountain from Pine Ave just west of Peel St should be clearly marked “for service vehicles only”. Visitors by car often mistake it for a park entrance.

Exiting the parking lot at Maison Smith is a nightmare waiting for an accident to happen. There is traffic on both sides of the road, heading east and west. The stop signs to the east and west are too close to this exit road. At peak times there is a constant stream of traffic in both directions blocking the exit or making it difficult to safely get onto the west-bound roadway from the parking lot. Traffic activated traffic lights at the exit would be a big help, which could also eliminate the need for two stop signs.

In your opinion, what measures could be implemented to prevent U-turns around the lookout?

Signs indicating no U-turns with a bold \$xxx showing a hefty fine if caught.

Public education.

Police cadets on site during tourist season.

Landscape, heritage and attractiveness

Do you have any suggestions to highlight this emblematic site?

The signage at all entrance points could be much improved. If you expect visitors to also be informed, English/pictograms would be very helpful. Distances to the various points on maps when entering the park from any side would be helpful.

During the creative workshops, some participants suggested that access roads to the park should be enhanced, either with better traffic signals/signage or visibility of pathways and north and south access routes, or by developing the east and west entrances. What do you think about that?

There is no real evidence of a park entrance along Park Ave between Pine Ave and Mont Royal Ave. One can wander around the monument all the way up to Mont Royal Ave without any kind of signage to show where you are and where you can go on the various roadways within the park just a short distance away.

The entrance from Peel St and the new entrance at Cedar and Cote des Neiges are excellent. The entrance at Park Ave and Mont Royal Ave needs similar enhancement.

Environment

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?

Bike traffic off marked trails needs to be further discouraged by more signage and possibly fines. It is ruining the delicate flora and causing erosion.

Education is the key. What we should do in a park and what we should not do and why. We need to instill pride of ownership in all users.

Sujet: Mount Royal Road Closure

Message: I have cycled and run on the Mount Royal for most of my 73 years, and skied it every night in winter for decades. The road closure is unworkable and a disaster and should remain open from East to West, and West to East. The city and provinces roads are a disgrace, which cost twice those of other cities, SHAME on our corruption!

Lawrence Klein

Sujet: Blockage of mountain road

Message: This is one of the upsetting events in Montreal history.
For the benefit of a very few, the rest of Montreal is held hostage.
Please keep the road open across the mountain

Lawrence Knight

I think the road should be re-opened to allow the public to have more access to the park.

Naomi Kogan

The Camilen Houde road linking east and west Montreal, which crosses Mont Royal, should be OPEN to ALL TRAFFIC.

It is now fully accessible to a very few elite cyclists. What about the elderly, young families, people with special transportation needs? (Buses are not easy to use for many people.)

The traffic jams on roads around the mountain are worse than ever. Pollution is increasing. Safety to pedestrians and cyclists on these roads is imperilled.

Consider ALL MONTREALERS!!!

Helen Kohler

I would like to see the route over the mountain kept OPEN. I do NOT in any way support the road closing and want to make sure that all opinions, as in any democracy, are taken into account for this decision.

Isabel Kolodny

Keep the mountain open. It's great for tourism & great shortcut to cross town... what with all the construction going on, it's the only peaceful road.

Rena Kotler

Bonjour,

Pour la voie d'accès Camillien -Houde, Remembrance, il y a grandement la place pour créer une voie protégée pour les cyclistes et un trottoir pour les piétons. Là où la voie est trop étroite, il pourrait y avoir un feu de circulation permettant tantôt les autos de passer, tantôt les cyclistes et piétons comme on voit dans d'autres endroits dans la ville ou ailleurs. Avec des stops et des feux de circulation on peut réduire la vitesse des automobilistes sans limiter l'accès pour traverser la montagne car même les personnes à mobilité réduite devraient pouvoir profiter de ce merveilleux parc. tout cela est possible pour vraiment en faire un lieu sécuritaire et accessible pour tous ainsi que pour les touristes.

Merci

Cecile Krasker

I am a cyclist and a motorist. As a cyclist I have rode my bike for the past 43 years from my house in Snowdon to Beaver Lake and then up Camillien-Houde to Park avenue and then all the way to Old Montreal. During the closure this year I did not feel safer due to the fact that I saw many cars making U-turns because they could not get all the way through. As a motorist I occasionally drive friends and relatives from out of town along the scenic route of Remembrance Road and Camillien-Houde to show off the great view and scenery this road offers. This year I was extremely frustrated that I could not do this. As a born and bred Montrealer I say keep the mountain road open all year long to bicycles and cars.

Barry Kravitz

Give us back one of the most precious features of our city.

Daniel Kucer

I was terribly unhappy with the summer road closure to cars as made it very awkward to visit the cemetery. To say that the closure was a success because if of no accidents is ludicrous. If there were no accidents, it was a question of luck, just as it was bad luck when the bicyclist was killed. Accidents happen and it is amazing that it hasn't happened since the closure. Even with all the road closures and rue barres that we have in our city, nothing was more confusing than the state of affairs that was left for the cars to attempt to navigate around and through the parking lots, past all the pedestrians and bikes walking and riding every way . The tourists in cars, were incredibly perplexed and completely clueless as to which way to go . I am an older person. I moved from the suburbs to the city to have easier access and yet, now every attempt is being made to make it easier for just one group.. elite cyclists. Not even regular cyclists because, even though I will cycle downtown from ndg where I live, I would never dream of attempting to cycle to the mountain. The casual or commuter cyclist is not likely to be a sufficiently good cyclist to get up the hill, and even the downhill, is frighteningly scary.

Taking the bus is not a good option for me. Again, I am an older person. The ride by bus takes approx an hour, which would only bring me to an entrance, which is still far from the gravesite that I visit. By car, the ride from my door, to the site, is less than half. Also, I would not be able to do my spring planting, if I had to take the bus.. I know that access to the cemetery is still allowed by car (gee, thanks for that), but the access was not easy.

The simplest and most effective way to keep cyclists safe, is to leave them a lane with barricades, as is already done on de Maissonneuve. Please do not penalize car drivers. If I want to show friends the mountain, how stupid is it too drive half way, up one side, and then have to drive around to get to the other side. I'm not going to walk from one end to the other. Again, I am an older person . An older person that pays taxes and not asking for better access, just equal access to the mountain.

Alice Kulya

I'm against the closing of Camalien Houde to through traffic, as this limitation makes it very difficult to access the full splendour of mont royal for myself and my young son. Mont royal is meant to be shared by all. Not just bike riders and walkers/runners.

James Kunnakkat

I think the speed should be reduced but cars allowed on the mountain to allow better access to all especially those visiting the cemetery

Helen Kunst

I believe that the ability to traverse Mont-Royal is a signature aspect of experiencing the glory of the great city of Montréal and of Mont-Royal itself. I have recently returned to Montréal and was dismayed to learn that Camilien Houde had been closed.

Traditionally this is a drive I would often do for its sheer pleasure and I would always take visitors across the mountain so they too could feel the significance of the mountain to Montrealers. It is an important part of our identity. Mont-Royal is to Montréal what Central Park is to New York. I believe that the needs of motorists, cyclists and pedestrians can be met on the existing road using the land on either shoulder. Thank you.

Andre Kuzmicki