

Submission  
to the Commission  
for the Master Plan of Montreal  
by  
Ronald Goes,  
Private Citizen

**Executive Summary:**

**Introduction:** A brief commentary on the method of analysis, mistakes of fact and the background of the submitter.

**General Comments:** A-520 (Cote-de-liesse); pedestrian and bikeway overpasses and the Airport Train.

**Ahuntsic:** Train and Marche Central

**Anjou:** Metro and AMT Plans

**Beaconsfield-Baie-D'urfe:** A-440 plans

**CDN-NDG:** Canora Transfer Station, Namur Metro Train station.-

**Cote-St.-Luc-MW-Hmpstd:** Cavendish, Jean Talon, Cavendish train station.

**Dollard-des-Ormeaux-Roxboro:** Bikeways, deSallabery.

**Dorval-Ile- Dorval:** Bikeways and Dorval multimodal..

**Kirkland:** A-440 interchange.

**Lachine:** Blue line Metro; use of Victoria Ave. spur.

**Lasalle:** NA

**Ste.-Anne-Ste-Genevieve-Ile-Bizard:** NA

**Mercier-Hochelaga:** NA

**Montreal-North:** Boundary Adjustment

**Mont-Royal:** Boundary adjustment

**Outremont:** CP yards for tunnel entry.

**Pierrefonds-Senneville:** Jacques-Bizard; 440 Right of Way.

**Pointe-Claire:** Bikeways A-20, Lakeshore, Donegani, Sources; Valois Bay bus station; Doney Spur P&G property and an air rights overpass between Fairview and Future Shop Plaza?.

**RDP:** NA

**Rosemont:** NA

**St.-Laurent:** Line 2 (orange) extension to Bois-Francs. De Sallabery, Cartierville.

**St.-Leonard:** NA

**Sud-Ouest:** Port Master Plan.

**Verdun:** NA

**Ville-Marie:** Greenway to Peel Basin; Monorail to Lionel-Groulx>>Lucien l'Allier>>Central Station.

**St.-Michel:** NA

**Westmount:** NA

**Conclusion and Recommendations:** Philosophy of the plan, lack of detail, do's and don'ts.

**Body of the Brief**

**Introduction:** This document is a large document that is hard to get a grip on. what I did was review each of the summary plates (maps) found in the borough by borough map section. One glaring error was depicting Canora station (AMT Deux-Montagnes) as a station to both the D-M and Blainville train lines.

I am currently involved in the telemarketing industry as a data base manager. I was previously involved in the air transport industry as a pilot with Air Atlantic then Inter-Candi>n and I have done some viability studies in this industry.

**General Comments:** Before we get into the Borough by Borough section; I would like to talk about A-520 and other general. First of all I think that converting A-520 to an urban boulevard is a waste of time and resources and might even be dangerous to the pedestrians you want to pass at grade. A better solution would be to provide more pedestrian overpasses, cover them and cover the existing ones and the pedestrian underpasses as well. This would reduce maintenance and prolong the life of these structures as well as making them hospitable to the users.

Consideration should also be given to keeping the airport train on the CP right of way as better connections to the metro are available.

It is also time to bite the bullet and convert the elevated sections of the Metropolitan into an express tunnel (a la Big Dig Boston). This can be financed by congestion tolls on the section between Decarie and Laurentien Autoroute using the 407ETR technology.

**Ahuntsic:** The train stop at the Marche-Centrale should not happen because of the express nature of the Mode and the lack of work-destination points at this point. Commuter to downtown travel is nearby at blue line and east Orange line metro stations.

**Anjou:** The proposed Blue line extension has two too many stations. I believe that the original plan called for just three stations past the existing terminal. A housing development in Anjou was built around the proposed terminal station. AMT has since modified that plan to put the terminal station in the Industrial park so some communication and thinking needs to be done.

**Beaconsfield-Baie-D'urfe:** I believe it was resolved, by this borough council, that the terminal point plans for the A-440 be at Morgan interchange. This would require some land juggling by the MTQ of land already bought in Pierrefonds. A reroute west of the current line would avoid many developments and Angell wood. It would also present an opportunity to connect A-20 to A-440 at the present underpass by undermining the CN-CP rights-of-way.

**CDN-NDG:** As mentioned before Canora is depicted on both the CN and CP lines. It currently is only a station on the CN (D-M) line. This location offers a transfer station between the Blainville and D-M line. Hourly service is offered (off peak) on the D-M line. So what's required is to have trains meet inbound and outbound. This would avoid the expensive loop around the mountain that the Blainville trains would have to do; while offering downtown service off-peak. The transfer station would be easy to build because Jean-Talon is actually an overpass at that location. The actual north tunnel portal abuts onto this overpass. All one would have to do is dig up from under the overpass and this should be with proper station with escalators and covered *eticules* on the CP side to facilitate transfers.

The CP viaduct over Decarie should be the location of the proposed train station. The eastern end of this location is overhead the southern end of the platforms of the Namur Metro Station facilitating a connection. This would be the terminal point of the Blainville off-peak trains. Trains in the rush-hour would continue to proceed downtown as they do now. Off-peak trains would stop at this station proceed to the yard and turn around to pick up the outbound passengers at Canora to Blainville. This would naturally enhance the Commercial prospects of this area without resorting to the land banking practices that bankrupted the corporations designed for this purpose during the Dore years. Is this what you mean by area redevelopment?

The station at Cote-des-Neiges. should be scrubbed because of lack of O-D and workplace potential along this route.

**Cote-St.-Luc-MW-Hmpstd:** The Cavendish extension should be considered a Decarie circle by-pass. Starting from Jean-Talon, the by-pass should proceed south of the Hippodrome along the CP yard property line then overpass connecting to Darnley Road North of the CN Tracks. A rework at the Cavendish/Darnley intersection in TMR is required but the advantages are that only two businesses need be expropriated (at the end of Jean Talon and Darnley Road) and the horse paddock be relocated. Two *brettelles* (overpasses) would be the means to cross the CP or CN right of way (ROW) and the Cavendish (CSL) crossing would cloverleaf north of the crossing section; causing traffic entering or leaving CSL to cross (with lights) lanes of traffic. A traffic calming circle should be installed at intersection Darnley/Cavendish.

The train station at Cavendish should be scrubbed as there is no work-place destinations and people can bus to the more frequent station, Montreal-West or walk to Namur.

Long term, extend the Blue line west with one stop in CSL and one at Montreal-West Train Station and possibly onward to Lachine.

Sources bike-way south to Dorval. East along Doney spur to cross A-40 to join the Westark, Dollard bike alignment.

There is a transit gap in the Valois Bay area. A commuter train station exists but there is no express 211 stop for the west bound lanes. An eticule exists south of A-20 but there is none like that at the Pointe-Claire or Pine Beach train stations. One can extend the tunnel west with a gentle rise to make it avoid the west entrance ramp from Sources.

For Doney Spur development the former P&G property should be acquired as future encouragement parking and to replace the Fairview bus station. Once this is done an air rights overpass should be built between Fairview and the Future Shop Plaza (?) with shops, escalators, moving sidewalks and elevators and with a future connection to the Hotel Plaza on the south side.

**RDP:** NA

**Rosemont:** NA

**St.-Laurent:** The Line 2 (orange) extension to Bois-Francs should become a priority. This would explode development along Decarie.

deSallabery has been dealt with.

Everything west of A-15, north of A-40 up to Pierrefonds should be given to St. Laurent on a debt equity swap. (Basically Cartierville and Saraguay).

**St.-Leonard:** NA

**Sud-Ouest:** When I saw the pictures (as depicted). I couldn't believe it. it's as if they want to convert it to lower Manhattan. I have nothing against the Urban Boulevard of the Bonaventure. But I do have a problem with the proposed density. Along the Boneventure maybe there should be a Greenway like the Boston Common. Open up that Peel Gateway so that all people see looking down is green and the Victoria Bridge.

**Verdun:** NA

**Ville-Marie:** Greenway to Peel Basin;  
Monorail from Champlain Ice-Bridge to Lionel-Groulx>>Lucien l'Allier>>Central Station. because it' cheaper and more effective than Light Rail (really streetcars).

**St.-Michel:** NA

**Westmount:** NA

**Dollard-des-Ormeaux-Roxboro:** Here there doesn't seem to be any reference to the bikeway network already existing. deSallebary already exists as the main east-west thoroughfare and the Westpark north-south axis from Pierrefonds Blvd to Brunswick already exists. This will have implications later in this brief.

deSalleberry is a bone of contention between St-Laurent and Dollard and might be solved by providing a parkway-busway max two lanes each way no shoulders plus bike path.

**Dorval-Ile- Dorval:** Bikeways should be provided on the Cardinal north shoulder and North along Sources east shoulder to join the Pointe-Claire system and into Surrey. Also along the public areas of Lakeshore (Pine Beach Park etc.).

Dorval multimodal station north parking bus loop should be opened to the Cote-de-Liesse Circle (by the Best Western Hotel); to allow busses to avoid the parking lot traffic.

**Kirkland:** Move the A-440 interchange to Morgan Rd. as indicated previously.

**Lachine:** Look at the use of an existing spur along Victoria Ave. to the existing CN Main line into Central station. Extend the Blue line Metro into Lachine as previously stated.

**Lasalle:** NA

**Ste.-Anne-Ste-Genevieve-Ile-Bizard:** NA

**Mercier-Hochelaga:** NA

**Montreal-North:** Give all the territory north of Montreal North to Montreal North.

**Mont-Royal:** Give all territory north of Jean Talon to Mont-Royal.

**Outremont:** My understanding of the CP yards was that it was reserved for a tunnel entry to the Mont-Royal tunnel by the AMT. The AMT has the desire to electrify the Blainville line. More clarification is required.

**Pierrefonds-Senneville:** Jacques-Bizard residential?; Move A-440 of the current MTQ and combine it with north-south access road to western Pierrefonds. That part of A-440 maybe a parkway?

**Pointe-Claire:** Existing bikeways exist along Sources from Hymus to St. Louis along the A-20 from west of the Lakeshore exit to St. Jean. Also along Donegani from East of the Pointe-Claire station to Cedar Park and then west through the Cemetary-Golf course to Elm in Beaconsfield. It is possible to extend the

**Conclusions and Recommendations:** While it is hard to discern the philosophy of the plan. I do sense the, *pro-forma*, urban-planning school approach.

It seems that the political wish list that came close to this approach made it into the plan. There seems to be a lack of detail and a lack of knowing what the inventory is of what we have already.

Do build in a lasting manner.  
Do contain building heights  
Do liase with the MTC and AMT  
Do develop workplaces at the terminal points.

Don't over-intensify  
Don't fall for LET (streetcars)  
Don't remove all expressways.