

Bev Lev

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SHM Bonaventure Corridor Dalhousie

To:	Julie Boulet	Minister of Transport of Quebec
	Joël Gauthier	President and Director General of the AMT
	Renaud Lachance	Auditor General of Quebec
CC:	Michel Boivin	Sous-ministre (MTQ)
	Jacques Gagnon	Director for Montreal (MTQ)
	Jacqueline Montpetit	Mayor of Montreal's South-West Borough
	Gerald Tremblay	Mayor of Montreal
	Pierre Fréchette	Borough Councillor, South-West
	Line Hamel	City Councillor, Montreal

Dear Minister

This is an extract from the MTQ website. A letter regarding the Dalhousie mega-bus corridor follows.

Collaboration, consultation and concerted action form an inherent part of the ministère des Transports du Québec s activities. Before completing any major road redevelopment project, it consults the population, organizations, groups and merchants concerned. Its projects are improved by their suggestions. Thus, the MTQ does not act alone. This collaboration with partners from the public, parapublic and private sectors, whether through direct actions or awareness-raising campaigns, has clearly demonstrated the effectiveness of concerted action.

Extract from the Ministry of Transport Website page

http://www.mtq.gouv.qc.ca/portal/page/portal/ministere_en/ministere/developpement_durable

The 2009 plan put forward by the SHM indicates that the SHM is not competent for the task.

The SHM proposal for the Bonaventure expressway is not an urban development plan. It is a marketing plan for a proposal that is untenable. The plan focuses on an area which the SHM calls “Quartier Bonaventure” while giving little consideration to the west side of the elevated track known as Griffintown. Although it purports to be part of a “sustainable, green plan”, the conceptualization of a mega-bus corridor indicates that this is simply not true. A green roof or 2 cannot make up for the

damages that will be caused by the proposed mega-bus corridor. The SHM promotes a “Green project” indicating that the 20+ story buildings to be constructed between Nazareth and Duke streets will act as a “pollution screen”. For the people having an interest in Griffintown, this is outrageous. The so-called green pollution screen will be a pollution trap caused by the buses on the Griffintown side of the elevated rail track. How green is that? The pollution levels are predicted to be 9 times or more that which is now. They must take us all for idiots!

In the SHM Quartier Bonaventure plan, there are no unsightly buses in the area between Nazareth and Duke Streets. Why? The SHM must know that a ring of concentrated bus traffic circling new buildings and a park will not be an easy sell for developers. The SHM marketing plan claims to be removing barriers, yet a wall of buses will simply be a new barrier which will only exacerbate separation between the neighbourhoods and leave a pollution problem in its wake.

The SHM has given no consideration to the heritage buildings it places at risk with this plan? They have not had the decency to contact nor respond to local property owners. Could it be that the SHM concept promotes turf designation for city developers? The proposal contains images of a Devimco style Griffintown, yet that project died with the recession and will not happen. Have the SHM planners not done their homework or are they just out of touch?

Who is the SHM and who does it pretend to represent? It appears they have dismissed the provincial and federal governments as project partners. They have certainly forsaken the citizens of Montreal who care about the gateway to the city and the Lachine canal. Where is the public consultation? **Do they pretend to represent the people of the neighbourhoods and the residents of Montreal who pay for all this foolishness? Or do they take the citizenry for fools?**

We need comprehensive transportation planning. We must not continue with expensive, destructive piecemeal solutions that favour one area over another when there are numerous alternatives. If we are expanding the metro, why do we need an 86 million dollar bus corridor as a temporary solution? In essence, it is the lack of transportation facilities for South shore commuters that is at the root of the problem for Montreal. If those services were improved we would not need a parade of 1400 buses, half of which are empty, parading across the bridge every day. All of North America will look at us like idiots for this blunder.

In an area so important to the city’s future, the SHM plan is just not the right plan, so go back to the drawing board and give us something real... that we can live with and be proud of.... not marketing spin. All the partners, The Ministere de Transport, The Federal government, The City of Montreal and

the Auditor General, must reject the current plan and seek a plan that will harmonize the interests of the lower downtown core

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