

Jeffrey Dungen

501-1015 rue William

Montreal, QC, H3C 1P4

514.510.6924

jeffrey.dungen@griffintown.org

September 19th, 2009

Mme. Julie Boulet

Ministre du Transport

Ministère du Transport Québec

Place Haute-Ville

700, boul. René-Lévesque Est

29e étage

Québec (Québec)

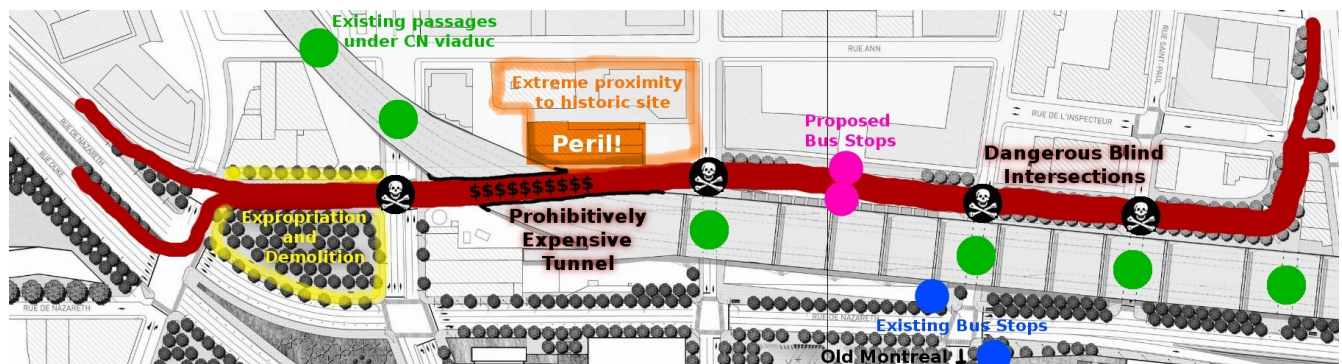
G1R 5H1

Re: The MTQ's position concerning the Société du Havre de Montréal's proposed Dalhousie Corridor

Mme. Ministre,

I would like to call to your attention the Dalhousie Corridor proposed by the Société du Havre de Montréal (SHM) as a potential route for busses between the Lachine Canal and the Terminus Centre-Ville (TCV). In this letter I will argue that the proposal is completely contrary to the MTQ's objectives and obligations and respectfully ask that you withhold approval pending an appropriate alternative solution.

Consider the following figure highlighting the proposed corridor route:



Fortunately, the SHM has proposed a route so illogical, unsafe and economically unsound that the MTQ has no viable option other than to refuse its approval. Please take into consideration that despite considerable time and access to financial and human resources, the SHM has managed to:

- ✓ Choose the only road among 9 alternatives that does not pass under the CN viaduc, thereby requiring a prohibitively expensive tunnel (current overall cost estimate: \$86M!)
- ✓ Choose the route which, by its proximity, will place a century-and-a-half old landmark building in peril and obliterate any possibility for reuse of the historic site
- ✓ Choose the route which will create no fewer than four extremely dangerous blind intersections which are frequented by pedestrians, calèches and motor vehicles
- ✓ Choose the only street which requires expropriation and demolition in order to complete its historic trace
- ✓ Choose a route whose only intermediate stop is further from its target location (Old Montreal) than at present, thereby inconveniencing its target clientele

The SHM's first objective, as listed on their website, is to: *'Make the Montréal harbourfront an exemplary model of urban and sustainable development'*. If by exemplary, they mean reducing Montreal yet again into a showcase to the world for how NOT to conduct urban planning, then I think we can all agree that they are on track to achieve their objective.

In contrast, the MTQ's top two objectives through 2012, as listed on their website, are the following:

1. Accessibility of facilities to support sustainable development
 - The durability of transportation infrastructures and equipment
 - The optimal use of transportation systems
2. Safe and secure transportation systems

The five points listed earlier are clearly in conflict with the MTQ's objective for *'The optimal use of transportation systems'*. Furthermore, the four blind intersections on the SHM's route are completely contrary to *'Safe and secure transportation systems'*. And finally, I challenge anyone to argue that an unnecessary tunnel is an example of *durable transportation infrastructure*.

Mme. Ministre, you've shown us that you care enough about our neighbourhood to place a red light surveillance camera system at the intersection of the Bonaventure Autoroute and Notre-Dame. The proposed Dalhousie Corridor is in utter conflict with the MTQ's objectives and obligations and therefore myself, and my fellow citizens implore you to refuse the plan and work with the SHM to find a route conducive to both agencies' goals, but more importantly, one which takes into consideration the needs of both local residents and commuters. We look forward to discussing the many mutually-beneficial, cost-effective alternatives.

Respectfully,

Jeffrey Dungen
Committee for the Sustainable Redevelopment of Griffintown
www.griffintown.org

Annex: Proposed Tunnel Portals



Figure 1. Southern Tunnel Portal and the dangerous blind intersection with Wellington St.



Figure 2. Northern Tunnel Portal and its extreme proximity to the historic New City Gas Co. (1847)