

3755 a moins de gens, de voitures qui semblent un peu plus cavaliers dans les tournants. Mais, encore une fois, il y a toujours l'enjeu de virage en U et de stationnement sur l'accotement en descente, ainsi que celui des piétons qui ne savent pas trop, trop comment accéder à la montagne.

LA PRÉSIDENTE :

3760 Alors, je vous remercie beaucoup, Monsieur.

M. MARC-ANTOINE DESJARDINS :

3765 Oui. Merci pour votre temps.

LA PRÉSIDENTE :

3770 Merci de votre présentation et de vos réponses. Alors, j'inviterais madame Potrykus, s'il vous plaît.

Mme WANDA POTRYKUS :

3775 Je m'excuse auprès de tout le monde, ça a pris un peu de temps pour...

LA PRÉSIDENTE :

3780 Oui. Comme vous n'étiez pas ici en début, je vous rappelle que la commission a lu votre mémoire, en a même discuté et puis identifié un certain nombre de points de clarification. Alors, vous avez 20 minutes à votre disposition, dont 10 pour présenter votre mémoire, et on souhaiterait en garder une dizaine d'autres pour vous interroger.

Mme WANDA POTRYKUS :

3785 C'est ce que je fais. J'ai fait une présentation avec *Powerpoint* pour juste les points extra, j'avais écrit un peu plus pour les explications mais elles sont pas sur les choses et puis, autre chose, je m'excuse, mais je vais faire ma présentation en anglais.

LA PRÉSIDENTE :

3790 Aucun problème.

Mme WANDA POTRYKUS :

3795 Parce que c'est ma langue.

LA PRÉSIDENTE :

C'est votre langue maternelle. Oui.

3800 **Mme WANDA POTRYKUS :**

En effet, je dois dire d'abord, c'est ma vision pour le *mount Royal*, pour Montréal, c'est mes idées partout . Donc, c'est comme ça.

3805 Mount Royal, for us, for me, for my friends, it's a place for all seasons. And what I mean by that is all seasons of life. And it should remain that way.

3810 My main points are: pedestrians and cyclists already have many car freeways up and down the mountain. I won't go on and list them all but you all know them. We've made this concentration about everybody wants to use the road, when actually, in fact, not everybody wants to use the road. There is many other ways from all sides, and there is even a new path around the mountain for the cyclists and the pedestrians.

3815 There is only one way, somebody like me who has difficulty walking, can get up the mountain, and so much of what I've heard so far is it should be for the fit in the world: the people who can walk, the people who can climb, the people who can do all of that. That already exist on our mountain. There is only one road.

3820 And, this summer with the pilot project, people like me weren't able to go to the mountain anymore, because you corraled us into places that perhaps we did not want to go. And my age group, in particular, we usually combine a visit to the mountain with a visit to the cemetery – in my case, Mount Royal cemetery – and the crazy way they tried to tell us we could go to the cemetery didn't work for me, and it didn't work for a lot of other people.

3825 So, as far as I am concerned, everybody had to way up the mountain, serpentinaing, when I was young – 40 years ago, maybe now - I could run up and down several times a week from Sherbrooke Street to the cross, and back. In my late 60's, I'm not able to do that. I have bone problems, I have everything. My whole point about a place for all seasons is : it should still be a place for people like me. There should still be a place for families to come without having to walk across parking lots or get shuttle busses or any of the stuff that's starting to be as for today.

3830 The Remembrance road/Camillien Houde access already runs alongside Mount Royal Park, and refutes completely *Projet Montréal and Vélo Québec's* insintency, it runs through the park. It doesn't and it never did. Part of the mountain is the cemetery; part of it is the new Mont *Tiohtià:ke Otsira'kéhne* – which used to be Outremont Mountain or a few other names – and it just makes no sense to say – keep saying – that it runs through the park, because it doesn't. It was built so that everybody in Montreal, no matter who they were, would have an access way, maybe not always if they came by car, but if they wanted to walk or hike, they had Homestead Road, they had the steps up from Pine, they had the snake or the serpentine, and there is other stairways and other ways to get on to the mountain.

3840 So, my opinion is, is that Montreal City Hall has far more pressing challenges to deal with than the Mount Royal access roads. It's like a made-up problem that we're all spending a

considerable amount of money trying to fix, when really there wasn't a big issue there to start with. They just focussed on the road and whatever.

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The estimated number of cars that they came up with transiting mount Royal was completely fictitious number. They simply took one hour, at the busiest time of day and multiplied it by 24. So, all of a sudden, we had 10,000 cars on mount Royal every day. Absolute garbage! But nobody bothered to challenge it. But if you go back and look at the map, it was just a fictitious number.

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The changes being proposed are all a waste of our tax dollars. We have so much to fix and do in Montreal and we're coming up with plans to spend a whole load of money on a park that did not need to be fixed.

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What we could have spent the money on, if we want to, that project cost a million dollars. A total waste of money! We could have put it towards improving other parks, or buying land, or whatever in other parts of Montreal that really need a park. Montreal has less green spaces per citizen than any other city of comparable size in North America. - Other documentation that I have given to the Commission have all the reports and things that back that up.

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The safety of people on the mountain was never really in question. Again, yes, there was few accidents, couple of young people fell off the mountain. One died, and another person is very badly injured, and one young cyclist was killed. But it was blown up into a problem. The road over mount Royal is no less safe, and frankly probably a lot safer than most Montreal streets crossing corners and walkways are. It could have done with better bilingual signage. The concrete road divider on Camillien Houde could have been extended to prevent the possibility of U-turns. From what I've heard talking to some of the police and people like that on the mountain, the rationale for the existing configuration was so their vehicles could do U-turns, and safety and different people. That's why that median ended there. Yes, we can change that and everything and they will have to go down and turn around like everybody else.

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3875 The plain fact is, no road is ever going to be a 100% safe, and the collision between a vehicle and a pedestrian, and a cyclist always ends less well for the person not encased in steel. But the City isn't reacting and closing off roads elsewhere.

3880 Basically, I understand the concept behind active transportation. But, when you are in a wheelchair, when you walk with two canes like I do, when you're perhaps needing a guardian or something else to take you up on the mountain, active transportation is not always a possibility. I think *Projet Montréal* needs to learn that sledgehammer techniques like this summer pilot project doesn't work. People will get there, and they will do it, but we do it a lot better by offering us a candy than banging us over the head with a million dollar project that really upsets a great portion of the City of Montreal.

3885 As I said, the summer's project was a million dollar waste. The people that got the 270\$ tickets for trying to find their way on the mountain because maybe they were not aware of it – not everybody watches the news, not everybody reads newspaper – and surely for a pilot project, those people could have been handed a warning sign, at least for their first event of offense. But 270\$ per ticket was outrageous. We noticed that in the report, the City never told us how much
3890 money it earned from all the tickets that were handed out.

3895 Basically, who was left off the mountain this summer? Some of these included and... this list isn't complete, families with kids, those with mobility and health issues, families and cultural picnics and events, the elderly and other family members trying to go transit the mountain to pick up their grandkids either from summer camps or wherever to help out their parents, or younger people trying to get to their parents on the *Plateau* to see how they were. All of us were grossly and utterly inconvenienced this summer because of a few – I'll say thousands, but I don't really... people, cyclists – we had 6 Cyclovias, and the total number that went to all 6 of them was around 2 000 – 2 500 maybe. In the beginning, I did try and go up on the mountain, it was deserted.

3900 Anyway, we were inconvenienced and what did they do? « Oh, well, you can go around the mountain.» There were roadworks on Penfield, roadworks on Pine, roadworks on Côte Ste-

3905 Catherine, roadworks on Laurier, roadworks... A journey over the mountain normally would take
me 15 to 17 minutes even at *les heures de pointe*. In order to get to where I have my haircut on
St-Denis and Laurier, this year, took me an hour and a half each way. Three hours to do a 14-
maximum-journey usually, even the night in traffic. It was ridiculous. They closed Penfield and
Pine ten times during the summer, forcing anybody that was trying to go around the mountain
3910 down into the gridlock of the downtown when they didn't need to go there. It is a transit road as
well as a road to a park, and it doesn't run through the park.

Also, this false division, if you come from the West, you can stop at Beaver Lake; and if
you come from the East, you got access to far more of the mountain. Well, where was the
fairness in that? O.K. it's an impossible walk for me and my friends to go from Beaver Lake to
3915 Smith House, to the belvederes, either of the Belvederes, the Kondiaronk or the Camillien -
Houde. So, basically, you have a great big stop sign – a proverbial stop sign that said “people like
you aren't welcome on the mountain”. And that's what the message was : we aren't welcome.
And yet, we pay our taxes, the same as everybody else. Our money goes to *bonify* and help run
this city, but we count for nothing. And that was the message this pilot project gave us.

3920 Contraction on the belvedere Soleil. So, even when you were driving past on the road,
you couldn't see the view. The same thing with that horrible terrasse-café – the hanging café –
that was the same thing, it blocks the view from the road.

3925 In the past, if we were taking our guests across the mountain, and we... the belvedere
Camillien-Houde was crowded with tourists, with tourist busses or cars, you could still pass and
see the view. You could still pass slowly, you could see the view. By building that hanging café,
you could no longer see the view. So, you took away from the mountain, unless you are, once
again, capable of walking there. And, as I said, a lot of us aren't.

3930 **LA PRÉSIDENTE :**

You will leave us a little time for questions?

3935 **Mme WANDA POTRYKUS :**

O.K. Just a second then, I'll just give my suggestions. Keep Camillien Houde...

3940 **LA PRÉSIDENTE :**

Open?

Mme WANDA POTRYKUS :

3945 ...open... sorry. Keep Remembrance road open for those who want to transit by private car. Detour the STM busses instead of detouring the people who want to go to the cemeteries, into the parking lots, detour the STM busses. That means anybody coming by bus can get off nearer to where they're going, they can get off. If you run the bus through the parking lot instead of the bus on Remembrance road, then the people going to the cemeteries can go up
3950 Remembrance road – they're on the edge of the park, they're not inconveniencing anywhere.

It might mean adding two more bus stops. I would say, in all, you would want four bus stops: you don't want at the entrance to the parking lot at Beaver Hall Hill, one at Beaver Lake, one at Smith House, and another one at the junction of the parking lots on Camillien Houde. So,
3955 those people, if they're going to the cemetery and if they're going to the Cimetière Notre-Dame-des-Neiges, they would get off at the Beaver Lake entrance to the parking lot, it's only a very short walk up. That would mean that was an awful lot less people trying to cross the road then having to have the parking lots with their skies, and skates in the winter, or their picnic baskets in the summer, or dragging their children, they would actually get off the bus. The bus would be
3960 more useful, they would get on the bus and while they would be waiting for the bus, they would be able to sit by the lake or wherever. So, to me, it might add a couple of minutes to the STM timetable but it wouldn't be a terrible loss.

Camillien- Houde might need a little bit more work, but there is so much...(TECHNICAL
3965 DIFFICULTY) – So why not start including the all mighty cyclists and start, you know, allowing a

cyclist to start paying for the privilege of using the roads. Get rid of the tacky belvedere, it's ugly, so many people were laughing at it, it was a joke and it was also an accident waiting to happen. And get rid of that equally awful hanging café on the Camillien-Houde Belvedere. And why not station the *calèche* drivers and their horses on the mountain.

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We heard so much about getting back to the vision of Homestead. Well, Homestead created this park for horses and carriages. You don't want them anymore in Old Montreal? Put them on the mountain! We got police horses there, there is certainly room to build a nice stable, a nice new horse palace, and to tourists and Montrealers, a lot of whom loved when the horses used to be on the mountain, they liked going for a ride in the winter.

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Don't give in, and dig out the parking lots of Remembrance road, that's just in favor of just trying to shovel everybody off to the Royal Vic - the whole Royal Vic parking lots. Don't dig out those parking lots; they are needed and they provide a service to families, to the elderly, to the handicapped and to tourists. You want to spend money on Mount Royal? Rebuild the funicular railway. Everybody talks about how hard it is to walk up from downtown Montreal. Yes, it is. It's very steep. The Bombardier plant La Pocatière needs more work? Get somebody to design a nice modern, the Quebec City has their funicular railway, we could do it one.

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LA PRÉSIDENTE :

We are running out of time...

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Mme WANDA POTRYKUS :

And, basically, I've heard that one of the suggestions was that we would change Mount Mary or Mount Outremont into a cycling centre. I understand the reason for it, it's a shame that the last more or less wilderness area in mount Royal would again be urbanised. Basically in summation, mount Royal should remain a place for all seasons of life and one we can be proud of with equal access for all Montrealers.

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4000 Stop *bonifying* some people and blocking others. Please provide us with equal access for all, just not for some. Part of Montreal is a park created for all Montrealers to come, to relax and play. It's not a sport ground for elite athletes to train in or cold-races on, and for bikers to run down, people walking there. Part of mount Royal is burial grounds, part is roads, part is stairways access. It shouldn't be just for a few healthy sport activists. Remember mount Royal belongs to all of us. It's our icon. It's what we call our city after. It's not just a park, it's actually the identification of our city. Messing around with our access roads and parking areas is not something, it's a waste of money, trust, and it seems to be changed for change sake. And frankly, it is not wanted.

4005 **LA PRÉSIDENTE :**

Thank you very much. Des questions? Non? So, thank you very much.

4010 **Mme WANDA POTRYKUS :**

O.K. No questions? O.K.

4015 **LA PRÉSIDENTE :**

No. So, thank you very much. Pour conclure, j'aimerais savoir si la Ville souhaite faire une rectification? Oui? Alors, je vous invite à venir à l'avant.

Vous voulez vous identifier, aux fins des notes sténographiques, s'il vous plaît.

4020 **Mme JOSÉE FROMENT :**

Oui, José Froment, bureau du mont Royal. Donc, j'aimerais faire deux rectifications et mon collègue en fera une troisième par la suite.

4025 La première rectification que je souhaiterais faire, c'est qu'il y a une citoyenne qui a dit