

**LA PRÉSIDENTE :**

Très bien. Alors, je vous remercie beaucoup, Monsieur, de votre présentation.

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**M. GÉRARD VANNOOTE :**

C'est moi qui vous remercie pour votre écoute.

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**LA PRÉSIDENTE :**

J'imagine que vous allez remettre à madame Nault votre...

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**M. GÉRARD VANNOOTE :**

Oui, je suis désolé. Faute de temps, je ne l'avais pas envoyé avant, je vais le remettre.

**LA PRÉSIDENTE :**

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C'est pas grave, ce qui est important c'est qu'on l'ait pour y référer au besoin.

**M. GÉRARD VANNOOTE :**

Merci beaucoup.

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**LA PRÉSIDENTE :**

Merci, Monsieur Vannoote. J'inviterais maintenant monsieur Mike Silas, s'il vous plaît.  
Bonsoir, Monsieur Silas.

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**M. MIKE SILAS :**

Bonsoir. I'm smiling because I've been in front of you three or two times now.

2935 **LA PRÉSIDENTE :**

Yes, we know you and we're happy to see you.

**M. MIKE SILAS :**

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Well, I'm happy that this is coming to an end and I think you're going home for the last time after we're done.

**LA PRÉSIDENTE :**

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Yes.

**M. MIKE SILAS :**

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Let me start by actually thanking you for the effort you've done so far and I have thanked you in the past but I know, for you, it has been a long and arduous task. You've listened to a lot of frustrated people, people who are for this, against it; and to find your way through all of this subterfuge must be very difficult, so I thank you for the work you've done, the work you have in front of you and hopefully you'll get some rest this holidays. And I also thank everyone at the

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OCPM for the huge job you've done. Thank you very much and I look forward to seeing your recommendations at the end of all this.

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Obviously, from what I've said in the past, you know that I'm against this road closure. I like taking that road for many, many reasons. I've been taking it since I was a kid. I first started taking it when I was basically allowed out of the house on a bicycle, and one of my first things I did was drive up to the top of Camillien-Houde, just to have the nice ride down. So, my first

2965 experience is on that road where, as a child, not as a motorist and mean I did that for... I lived... I grew up just outside Côte-des-Neiges and NDG and I'd ride up there all the time. I still ride up there regularly. I run up at the mountain regularly as well. But I do take that road to my place of work every day – there and back, during traffic hours, and off traffic hours as well.

2970 However, that being said, I am not opposed to change. I fully understand that the city has developed, roads change, they get their usage changes as well; and they get beautified and so on and so forth. I'm not opposed to change, I'm not opposed to improvements being made to that road. I am, of course, opposed to people not being able to use that road as a transitory route. That road, to people who use it is much more than just a transit route. It's a heritage drive for motorists in Montreal, and people who want to see the life on the other side, or get a chance to visit your city from a totally different perspective.

2975 You know, some days I wake up and I have all kinds of problems in my life. I work for myself and I look forward to that drive. There's a moment when you cross over the top of that hill, and you get to see the city to the North, and then after that you get to see the city itself. And that one minute, when I take that drive, for that one minute my life is amazing. It's beautiful up there. I will show you a few videos that I've taken and I mean I must have shot a hundred videos over  
2980 the course of the summer figuring out which ones to show you, it's a job on its own.

2985 But that being said, how can I accept the fact to have that right taking over, something that you just say "Oh, people only use it for transit". No. it's much more than that. It's a one-of-a-kind road in the city. It can't be replaced by simply say "oh, you can take another road". That's not the point. Of course I can take another road. I can take the Bonaventure, I can take the 40, I could take Côte-des-Neiges, there is a multitude of roads I can take. But I choose to take that one because it is beautiful. Is that not a valid use of that road?

2990 Is that not just as important as a family who wants to use it on the weekends? Who are we to say how you are supposed to use that road and what is too much? At what point do we say this is too much traffic on that road? Luc Ferrandez threw a number from 6 to 12,000 cars used

that road a day. Six to 12,000. I'm going to show you a video I took just a couple of days ago, actually. I just happened to be on it. Let's start the camera. Let's see...

2995 VISIONNEMENT D'UN VIDÉO

3000 So this is a drive I took the other day, on November 26<sup>th</sup> at around 10:30 in the morning. I had made the drive in one direction, then I turned around and made it the other way. Now I'm coming there from Park Avenue. It happened to be a foggy day but I didn't plan this. This is... *ça c'est au hasard*. I want you to look at the traffic in the opposing lane; because, I mean, you can't see who's behind me if there is a massive line. But for one thing, you can see, this is a beautiful drive. How could I deprive my children, older people, from wanting to do this, I don't think I can.

3005 You understand, I mean this is irreplaceable. I cannot simply accept that you would say « there is nothing we can do to improve anything else on the mountain, except stop this. » Stop being for... for people being able to cross this road. I mean, you have the look - you can stop me if you think you've seen enough at any point. If you want, I can fast forward threw this here.

3010 I want to touch on something that you asked about whether bike lanes could be put from the bottom to the top. They can everywhere except for this one stretch of road. This is the only stretch that would have to be made wider. But if that is the only thing that has to be done so that a bike or pedestrian lane can go from top to bottom, is that simply something that we can do? Out of all the money that was spent on this pilot project – and I remind you that nearly a million dollars of taxpayers' dollars were spent on a pilot project, instead of oing what? Installing temporary  
3015 barricades to see what the effect would be on bicycle's safety?

3020 How many speed cameras could have been put up with that million dollars to assure that motorists aren't being excessive with the speeds they cross over that mountain? This pilot project was nothing more than a disguise for... - I'll get into that in a second, but... let's... I'll continue to play the video or I'll fall on my personal agenda here. Do you feel like you've seen enough of this? I can pause this video at any time if you like.

**LA PRÉSIDENTE :**

3025 Just keep on till you get to the entrance of the Mount Royal cemetery.

**M. MIKE SILAS :**

3030 Yes, absolutely.

**M. GAÉTAN LEBEAU, commissaire :**

What was your speed?

3035 **M. MIKE SILAS :**

40, that's the limit. I'm very well aware of it. And this is a highly police road. I take it every day, believe me, I could tell you I know exactly where the police wait for, and where they are. So, I don't really take any chances. So there is the stop sign right there.

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**LA PRÉSIDENTE :**

It's O.K. Voulez-vous aller plus loin? Ça, c'est le cimetière Mont-Royal?

3045 **M. MIKE SILAS :**

Oui, exactement.

**Mme LUBA SERGE, commissaire :**

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Excuse me. What time of the day this was?

**M. MIKE SILAS :**

3055 This is 10:30.

**LA PRÉSIDENTE :**

3060 10:30.

**M. MIKE SILAS :**

This is 10:30. I got to pick this drive but I have other videos I can show you later on.

3065 **LA PRÉSIDENTE :**

Fine.

**M. MIKE SILAS :**

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And I will show you this drive from the other perspective in just a minute. I'm still trying to understand what the purpose of this pilot project was. I have my own beliefs of what it was and I'll share that with you.

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I'm not sure if it was to measure what the difference is in transit traffic, or to see if we stop people from taking this, was it to measure... now it's going to take me double the amount of time. Because it actually took me more than twice the amount of time in my car to get to work when I didn't take that road.

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Was it to measure the effects on the environment? Because, if it was, then I know that everybody's trip to work who takes this road as a transit use, is going to be less environmental friendly. You're spending more time in your car. How could that be environmental friendly? I don't know.

3085 Was it to see for the effects on visitors? I stop going to the mountain this summer, most  
of my friends didn't even go. I went up once - and you'll see the video in a second – I went up  
once and I didn't return until this pilot project was over because it was a disaster when I went up  
there. Every time, it was so complicated to get to the parking lot I wanted to, I generally access  
the upper parking lot. And during this pilot project, you couldn't really access it. Well, you could,  
sort of, but I'll show you that in a second as well – you could sort of but it was kind of illegal. So I  
3090 was stuck in the lower parking lot. Well you might say: oh, you could have walked to there. It's  
quite far. I'm going up there to do something way on top of the mountain, I'm carrying beer with  
me, I didn't want to park there. So, it didn't offer me that benefit of being able to access the upper  
parking lot.

3095 This, to me, this pilot project, they didn't plan on having this consultation. I don't know if  
you're familiar with everything that happened up until this point to get us to this consultation  
today. You were aware that citizens, including myself...

**LA PRÉSIDENTE :**

3100 Yes, we know that...

**M. MIKE SILAS :**

3105 You know how this happened. Right?

**LA PRÉSIDENTE :**

3110 Yes.

**M. MIKE SILAS :**

Had this not happened, there would not have been a consultation. O.K. So, ultimately we

3115 ended up with this consultation and now, they wanted to have this road closed. This was going to  
be a pilot project, had this consultation not happened for example, they would have said right  
away, a few months or five months later, « this was an incredible success. That's it! We're  
closing this road to through traffic forever.» It is thanks to citizens, and a lot of citizens who were  
3120 furious had to get involved to a tremendous degree to bring us to this point here today. Hopefully  
reason, we will recede and stop this from happening, be it with or without change to that road,  
hopefully that will be the end result.

I want to show you a question that I had asked the mayor on this point. You can stop me  
if you believe this. I asked her about this...

3125 « *Prior to tonight's article in the Montreal Gazette, I had never heard of l'Office de la consultation  
publique. And if such a thing exists, how come more people don't know about it and how come, if  
you're so confident in your decision with this initiative, you put it on the city's portal and simply ask  
the citizens of Montreal do they want this.* »

3130 So, I asked her this question. This would have been the time, had they planned on a  
consultation, I'm sorry, but this would have been the time to say: absolutely, we are planning to  
have a consultation. Would you like to know the answer:

3135 VISIONNEMENT D'UN VIDEO

«- *Thank you for your question.* »

3140 *(Mrs the mayor) « So, I will go in English with this one. If you want, I would be more than  
happy to share with you in English some of the things I've said before.  
I'm very glad that, as a citizen now you know about l'Office de consultation publique,  
because they are doing an amazing job. And so far, they have been supporting us on so  
many initiatives. I'm sorry that you were not part of the consultation before. I'm sorry that  
maybe you didn't know*

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*about the Plan de transport that says that there has to be concrete actions to diminish the transit because this is not what the mountain was created for, it is not the objective of the mountain.*

3150 *So, I am sorry you didn't know about this but I'm happy to share this with you. And so long, what we'll do is a pilot. And a pilot is about compiling information. We're doing a study right now around habits for drivers. We're putting all this together. The pilot will give us the opportunity to see how our mountain can be so much better because it will be more secure for our families, for elders, for everyone to enjoy the mountain, whether*  
3155 *you're walking, you're driving, you're cycling, you're just enjoying the mountain. »*

*«-And, in conclusion.»*

3160 *« So, I'm glad that you know more about the Office de consultation publique. They are doing an amazing job.»*

**M. MIKE SILAS :**

3165 Yes, they are doing an amazing job, but as you can see, that clearly wasn't the question I asked her.

**LA PRÉSIDENTE :**

3170 Yes.

**M. MIKE SILAS :**

3175 I asked her this question actually on two occasions. I left out the first one. She did the exact same answer. We didn't get the answer we wanted. That was a smoking air show.

**LA PRÉSIDENTE :**

3180 Monsieur Silas, écoutez, la commission va vraisemblablement faire référence au premier processus, sauf que, et puis ce que les citoyens en ont dit, y compris ce que vous nous en avez dit à la fois dans les séances d'information et dans votre présentation, sauf qu'une de nos principales préoccupations, à la commission, c'est : qu'est-ce qu'on fait là maintenant? Et ce qu'on est très intéressés à connaître ce sont vos recommandations, vos propositions.

**M. MIKE SILAS :**

3185 Yes. You've heard a lot of people offer a lot of suggestions about what to do with this.

**LA PRÉSIDENTE :**

3190 Yes.

**M. MIKE SILAS :**

3195 I share that. I mean, if you want me to come right to the point, yeah, I agree, go ahead and make changes if you want to make it safer, absolutely, spend the next million dollars on installing cameras, installing safer bike lanes, widening the road. All that is great. And that should be left to urbanists to plan that. I'm not an urban planner, I mean, it takes... do what you have to do.

3200 But closing the road to through traffic is the absolute last thing that has to happen on that road.

I'm going to show you a question I asked Mr Sauvignac about this point. I asked him about a point, and you guys were there, I'm gonna replay this for you, if you don't mind:

3205 «*The agents that will...*

- *I'm not talking about that.*

- *Well, you're talking about that road...*

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*- I'm talking about the original entrances to those parking lots, they were done in such a way that it was much more efficient than it is now. If your goal is to be more environmentally friendly and make that park more accessible to users, that means I want to go up and do not want to wait in traffic, it would seem logical to reopen the original entrances to those parking lots. Are you going to do that?*

*- The simple answer is no.»*

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O.K. When I asked him this question if... one of the things that they're doing: they closed the entrances to those parking lots ages ago – 10 years ago, they closed the entrances – and I said it doesn't make sense, because half the people right now who wait in line to the stop sign are people waiting to go to the parking lot. If those are the intended users or a group of them, why are we punishing the people who want access to parking lots? I have suggested to reopen those things. I asked them this. They said no.

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What did they go and do? The minute the pilot project opened up, they must have learned from this question, because the minute the pilot project started, they removed every cement block, every barricade, and the parking lots now use the original entrances. Why only when it was self-serving did they make that change? If they knew it served the public – and it did served the public – but they only did it first and foremost because they wanted it to seem like, because their pilot project, there was so much less traffic. No, there wasn't. They finally reopened it because the other design was so much more logical.

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Let me show you what traffic is like on a weekend up there.

#### VISIONNEMENT D'UN VIDÉO

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You'll forgive my language here, but this is the problem that I see regularly on the mountain. If they were so minded on looking out for the public's interest, truly the public's interest,

3240 why aren't they dealing with the problem that is so obvious like this? I never run into this traffic during the week. It never happens. And on the weekends, for example, these people who are necessarily, I would say, for the most part the intended users, why are they being punished? Why is Projet Montreal being so self-serving that they are unwilling to make this change regularly? But, when it served their needs, then they reopened this road. It seems pretty obvious to me. And it's upsetting as a citizen point of view.

3245 With regards to the petition that this gentleman brought up, it's one of the points I would like to bring up, because it is a very simple way to get a very good feel of the public's interest here. This is not something that was quite organic. People just talking "*bouche à oreille*" led people to this petition. The OCPM's website and the portal to get involved was extremely complicated to get to; it didn't let you answer a simple yes or no question. This did.

3250 The two petitions combined, if you add up those two petitions, you're talking 49,000 voters. Over 80% of which – like 80.5% – said "no" to closing this road. I mean, obviously, Projet Montréal didn't want a petition like that out there because it speaks volumes as to what the general public really wants. People are against this.

3255 Absolutely, make changes. Absolutely, make it safer. Put up speed cameras. Install bike paths. Do those things. Do whatever you have to do. Do not waste money on things like a *Café suspendu* – which is nothing more than a waste of taxpayers' dollars and does nothing to add to Luc Ferrandez's tranquility up at the mountain; it was an eyesore as we all... I'm not sure if you got a chance to witness it but it wasn't the prettiest thing out there. Don't install artificial lookouts to disguise this whole thing.

3260 Do what you have to do, take care of the problems that you have in front of you. Let people who are going to the park get to the park; protect cyclists through barricades by widening up the road if you have to do. Make those efforts. Do not close this road. That's all I have to say.

**LA PRÉSIDENTE :**

Merci. On va pouvoir mettre vos vidéos sur le site internet de l'Office?

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**M. MIKE SILAS :**

You can. I wouldn't mind if the audio is extracted but (RIRES) there might be a little bit more swearing involved.

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**LA PRÉSIDENTE :**

Non, non, mais en tout cas je trouvais intéressant, quand la voiture monte et descend.

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**M. MIKE SILAS :**

Yes. Sure. If you tell me, where would you like... I can send them to you.

**LA PRÉSIDENTE :**

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I think you can manage something with madame Nault.

**M. MIKE SILAS :**

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O.K. Great.

**LA PRÉSIDENTE :**

She will help you. Yes.

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**M. MIKE SILAS :**

I will do that. I thank you again very much. Enjoy your holidays.

3300 **LA PRÉSIDENTE :**

On peut vous poser des questions? On n'a pas fini.

3305 **M. MIKE SILAS :**

Oui. Please go ahead.

**LA PRÉSIDENTE :**

3310 On n'a pas fini. Alors, questions?

**Mme LUBA SERGE, commissaire :**

3315 Just to somebody who uses the road, one of the issues is that the canyon or the falaise –  
*le col*, and there is the...

**M. MIKE SILAS :**

3320 Which one? I'm sorry.

**Mme LUBA SERGE, commissaire :**

3325 Where... the one down that you showed us. One of the suggestions is to have alternating  
lights, for example. How would you feel, because it would really... part of some of the  
suggestions that are being made would slow down the trip across and...

**M. MIKE SILAS :**

3330 O.K. Well, I mean, to answer that... Is it because you feel like you have to make the trip longer, or to control speed, or to allow them to build the bike path?

**Mme LUBA SERGE, commissaire :**

3335 The concern is really the coexistence of bikes, maybe people who are walking, and cars. So, it's very narrow. So that there have been a lot of people who suggested different alternatives.

**M. MIKE SILAS :**

3340 I don't like the idea of slowing traffic down there. I think it's going to cause, I don't know, unnecessary bottlenecks for example. They have a very similar situation on *la rue Normand* – if you're familiar with that – if you take Normand from Ville St-Pierre, at one point you come to a light and there is a small archway– you know that? You know...

**Mme LUBA SERGE, commissaire :**

3345 Yes.

**M. MIKE SILAS :**

3350 ...and you have to wait there. And I don't find – number 1 – I don't find it safe because there is always people who think O.K. there is nobody here, it's the middle of the day and people go through it. I don't think it's safe. And frankly I think it's an artificial way of trying to control the traffic. I would rather see them invest the money in either building an elevator platform, if they don't want to... let's say if they didn't want to excavate any of the rock face on that side, you  
3355 could widen the road on the other side, which is not an accessible side of the park. It is not accessible to anyone, it doesn't serve anybody's need. You could easily widen the road there, because there isn't that much of that road that needs to get widened. There is a – maybe 3 to 400

3360 meters and then you're through it, and then the road is two lanes wide with two full "accotements" on each side. Certainly in those areas there is more than enough to have car lanes and a bike path. I would say rather... if not do that, I'd rather see them make the road wider on that side, on the northern side.

**Mme LUBA SERGE, commissaire :**

3365 Right. O.K. Thank you.

**LA PRÉSIDENTE :**

3370 D'autres questions? Alors, merci beaucoup, Monsieur Silas. Avant de clore la soirée, j'inviterais la Ville, si elle souhaite faire une rectification ou une autre? Non. Bien. Alors la soirée est donc terminée et la consultation également.

3375 À partir de demain, mes collègues et moi, de même que notre analyste, commencerons à analyser l'information reçue et les opinions qui nous ont été communiquées, que ce soit par le biais des questionnaires, de la plateforme de consultation, des ateliers créatifs, des opinions en ligne, de vive voix encore à l'aide des mémoires.

3380 Le rapport de la Commission, comme je vous l'indiquais, sera transmis par la présidente, madame Ollivier, aux élus municipaux au printemps et sera rendu public deux semaines plus tard. La Commission a un rôle consultatif; ce n'est pas l'Office qui prend les décisions sur le projet sur lequel vous êtes consultés. Les décisions relatives au projet appartiennent aux élus.

3385 Je veux remercier toutes les personnes qui ont soutenu les travaux de la Commission, la sténographe, le responsable du son, tout le personnel de l'Office. Je remercie aussi les représentants de la Ville. Je suis reconnaissante à tous ceux et celles qui sont venus présenter leur mémoire, qui ont pris la peine d'en écrire un, de même que toutes les personnes qui se sont déplacées pour assister à cette rencontre. Je veux saluer votre courtoisie et votre patience.