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April 10<sup>th</sup>, 2010

**Mme. Julie Boulet**  
Ministre de Transport  
Ministère du Transport Québec  
Place Haute-Ville  
700 boul. René-Lévesque Est  
29e étage  
Québec (Québec)  
G1R 5H1

**Re: Implementation of the rue Dalhousie reserved bus corridor (file number 20090922-12)**

Mme. Ministre,

On September 19<sup>th</sup>, 2009, I wrote to you expressing my concerns regarding the Société du Havre de Montréal (SHM) proposal for a bus corridor on Dalhousie Street. I further argued that said corridor would be in utter conflict with the MTQ's objectives and obligations and recommended a meeting to discuss the many viable alternatives.

On January 26<sup>th</sup>, 2010, one week after the closing presentations of the Office de Consultation Publique de Montréal (OCPM) consultations, Benoit Caron, ing. replied to my letter encouraging me to share my concerns with the city of Montréal via the OCPM. Fortunately, I had already personally taken this initiative and presented a brief representing the Committee for the Sustainable Redevelopment of Griffintown on January 12<sup>th</sup>, 2010.

The brief<sup>1</sup> recommended the cancellation of the Dalhousie Corridor and the transfer of all responsibility for public transit planning and coordination from the SHM to the Agence métropolitaine de transport (AMT), the sole agency with the means and mandate to handle this complex regional transport file. As you are aware, the AMT is a government agency regulated by your Ministry.

After the OCPM consultations, I had the pleasure of meeting a representative of your Ministry, M. Philippe Filion, thanks to, and along with, our local MNA, Mme. Marguerite Blais. At this meeting, I reminded M. Filion, on more than one occasion, that the MTQ are indeed responsible for matters of regional transportation and that 42,000 regional trips occur daily using public transportation (buses) on the Bonaventure Expressway. For your reference, I have included the second sentence of the MTQ's mandate below. Nonetheless, M. Filion refused to accept responsibility or take a position on behalf of the MTQ, instead encouraging those concerned to “wait for the OCPM report”.

*« Le MTQ agit comme un acteur de premier plan dans l'organisation des systèmes de transport au Québec. » (Mandat : MTQ, deuxième phrase )*

<sup>1</sup> <http://www2.ville.montreal.qc.ca/ocpm/pdf/P42/8a11.pdf>

On March 31<sup>st</sup>, 2010, the OCPM report<sup>2</sup> was made public. No fewer than four of the thirteen recommendations are related to the Dalhousie Corridor (6, 7, 8, 13), all of which highly criticize this option. The SHM have failed in the planning of this regional transportation issue, wasting over \$10 million and several years in the process. The MTQ share this failure, having sat idle.

Mme. Ministre, it is long overdue that you cease to invent excuses and intervene in this issue « *comme un acteur de premier plan* » by granting the exclusive control of regional public transit to the AMT who should have undertaken this role since day one. You are well aware that this is not a municipal issue: your placement of a red light surveillance camera on the Montreal-owned portion of the Bonaventure Expressway speaks otherwise. You are equally aware of the significance of this issue: you have made unprecedented interventions to evaluate the safety of the 2,500 right-hand-drive cars in this province; surely these 42,000 regional trips each and every day represent a top priority.

The situation is critical: the Champlain Bridge is operating at capacity, the Terminus Centre-Ville is overflowing and there are no downtown marshalling areas for the buses. Yet the currently tabled plans call for an increased reliance on buses! Again, I implore you to intervene in this matter and mandate the AMT to plan, deploy and manage a durable, long-term public transportation solution in the shortest of delays.

Respectfully,

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



Image taken from [griffintown.org/dalhousie](http://griffintown.org/dalhousie)

<sup>2</sup> <http://www2.ville.montreal.qc.ca/ocpm/pdf/P42/Rapport.pdf>