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Bridge at Pitfield Blvd.

Mirabel autoroute to link with 2-20 via Pierrefonds

Autoroute 13, which will link Montreal Island with the new Mirabel airport, will cross Riviere des Prairies at Pitfield Boulevard in suburban Pierrefonds, according to the city's mayor.

And Mayor Eddie Lalande told city council members last night that the West Island city would experience a "tremendous boom" with completion of the highway, scheduled for 1975.

Mr. Lalande said he and city manager Gerard Lepage had seen plans for the proposed highway yesterday at provincial government offices and were satisfied "with the route."

Quebec roads department planners had been toying with several ideas for location of this section of the highway, which will lead to a bridge spanning Riviere des Prairies and on to Ile Jesus. Autoroute 13 begins at Highway 2-20, running north to the new airport.

The Pitfield Boulevard location is apparently preferable to Sources Road, which is also in Pierrefonds, because less expropriation is necessary. As it is, land owned and occupied by the Grey Nuns, at the intersection of Pitfield and Gouin boulevards, will have to be expropriated to make way for an interchange.

Mayor Lalande said government officials indicated Pitfield Boulevard would be widened "toward the east." He said he had not seen detailed plans for interchanges but had been assured that Gouin Boulevard, a narrow, overloaded east-west artery, would be widened considerably in the interchange area.

"Our development problems in the east end of the city will be solved," said the mayor.

The decision to create an interchange at Pitfield and Gouin to connect with Autoroute 13 should end a dispute between Pierrefonds and neighboring Dollard des Ormeaux, which wants to open a road from its

Sunnybrook residential development onto Gouin.

Pierrefonds has been hesitant to allow the opening because of fears of increased traffic on Gouin Boulevard.

"This highway is very promising for us", added the mayor, "Urban transport in general will be much improved. Mirabel will be the port of entry for all of North America. We are right in the middle of it all but the city will not be spoiled".

For years one of Pierrefonds' chief complaints with the Quebec government has been the lack of major roads leading into the West Island's largest city. Substandard roads have been holding up badly needed development in the city, according to administration officials.

Mr. Lalande voiced some regret that land belonging to the nuns had to be expropriated, but added that the religious order owned other property on Montreal Island and was prepared for the move.

The route of the projected highway through Lachine was recently abandoned. According to roads department sources, "Quebec has decided to forget about going south of Highway 2-20, and building a bridge to Caughnawaga on the South Shore".

Lachine residents had voiced complaints about the proposed route of Autoroute 13, which would have knocked out Grovehill golf course in the west end suburb.

The government shelved plans to continue Autoroute 13 south from Highway 2-20 to Caughnawaga after the federal government decided to return land expropriated for the St. Lawrence Seaway to the Indian reserve.

Pierrefonds trying to 'bump' unsafe drivers off the roads

By BOB HAYES
of The Gazette

Pierrefonds motorists are getting the bumps.

The "bumps" are being built into the roadway at five stop signs in the municipality to make sure drivers obey the law.

A five-inch high "silent policeman" has been placed across Dresden Ave. — a favorite shortcut between Gouin and Pierrefonds Blvds.

"We've been swamped by complaints from homeowners about motorists ignoring stop signs and this seems to be the only way to bring them to a halt," Mayor Cy McDonald said.

Originally, the city had planned to dig nine-inch deep depressions just beyond the stop signs. If a motorist failed to make a proper stop . . . Wham!

"Council decided this kind of lesson could be danger-

ous" said the mayor. "A vehicle could catapult onto the sidewalk and hit an innocent pedestrian or an unsuspecting cyclist could be thrown to the street.

The bump on Dresden Ave., has been painted yellow with diagonal black stripes and warning signs have been posted at both ends of the street.

"If they don't get the message, they have to be blind," McDonald said.

The bumpy decision was prompted by the lack of surveillance by the integrated MUC police force, he added.

"It's obvious we don't have enough policemen and cars to watch every corner, but the men we do have just aren't doing a proper job."

In less than 24 hours after the Dresden Ave. bump was installed, residents reported six vehicles scraped their mufflers.

"They went barreling through the stop sign and got what they deserved," said one resident.

Child death protest wins city's pledges

By RICHARD LEVESQUE

The City of Pierrefonds last night pledged a series of stricter safety measures in the wake of the traffic deaths of three children in the last two weeks when 100 parents protested at the regular council meeting.

Two of the children, aged five and three, were killed by school buses just outside their homes. The third, a six-year-old, was struck by a car on his way home from school.

Parents of the West Island community hastily formed the Pierrefonds Child Safety Committee last weekend, and decided to press city, school board and government officials for better safety regulations.

Last night, the committee lodged a nine-point resolution, which pro-mayor Ken Mann said would be put into practice immediately or as soon as possible.

Council had only minutes earlier adopted a \$500,000 loan bylaw to pay for the installation of sidewalks throughout what were designated as the most dangerous streets in the community. The pro-mayor said the \$500,000 bylaw was only the first phase of the council's move to improve safety in the city.

Noting that nearly all previous loan bylaws for the installation of sidewalks had been rejected by taxpayers, Mann said: "I think it is high time that we started considering the safety of our children instead of thinking about our pocketbooks."

The parents' nine-point

resolution asked for all school zones to be clearly identified; that all construction work be clearly indicated by brightly illuminated warning signs; that temporary pedestrian walkways be placed on all main arteries where there are no sidewalks; that snow be removed to create safety zones at the sides of streets; that no snow be piled in commercial zones; and that bus routes be cleared and salted immediately after a snow storm to prevent children from hanging onto the rear of buses.

The Montreal Urban Community Police department will also be requested to enforce traffic regulations and act swiftly upon citizens' complaints of traffic violations, and to investigate the possibility of installing more traffic signs and lights at particularly dangerous intersections.

Council further decided to ask school bus companies operating in Pierrefonds to ask their drivers to keep away from the curb as much as possible when dropping off students, to avoid

squeezing children between a snowbank and the bus' wheels.

A spokesman for the child safety committee said Labor Minister Jean Cournoyer, MNA for the area, and local and regional school boards will be asked to consider amending the highway code to allow school bus drivers to stop their vehicles at the extreme left of the roadway in order to make sure that students have a clear path to the side of the road.

Although no one at last night's meeting directly attributed the three deaths to the way school buses stopped, or to the lack of sidewalks, it was felt that improvements in these two areas would make it safer for the children.

Underpass was planned at fatal crossing: officials

Less than a month before four teenagers died in a car-train crash at the Sunnybrooke Blvd. level crossing near the Pierrefonds-Dollard des Ormeaux border, the Montreal Urban Community asked the municipalities to set aside land for an underpass.

Dollard des Ormeaux has done so. Pierrefonds is in the process of expropriating land for access roads to an underpass. (The rail line is in Pierrefonds; Dollard's border is about 10 metres south of it.)

Despite the MUC's request and the recent tragedy, officials involved generally agree that an underpass at the Sunnybrooke crossing is a long way off.

Dollard town planner Eva Caraganis says the project has been dis-

Traffic Watch

RICK LECKNER



cussed at town hall on and off since the late 1960s.

"For the last four to five years, the idea has not even been discussed, but a short time ago we received a letter (from the MUC) asking us to reserve the land," she said.

Serge Brabant, an official in the

MUC's planning department, says the regional government made the request as part of its new master plan for the island.

But Brabant is quick to point out that the MUC has no jurisdiction in the matter.

"Any initiative would have to come from the suburbs involved, as would a good part of the funding," he said.

Pierrefonds Mayor Cy McDonald disagrees. He's looking for money for an interchange from the federal and provincial governments.

"Furthermore, until the future of Line 3 is decided," he said, "there is no way the Canadian Transport Commission is going to do anything."

Line 3, more commonly known as the Two Mountains train line, originating at Central Station, is now part of the MUC's train/Métro network. It is currently the object of a major study to determine whether and how it should be modernized.

Another factor complicating the future of the Sunnybrooke crossing is the fate of the Alexander St. level crossing, located several hundred metres east of Sunnybrooke.

Sunnybrooke was opened in 1983 on condition that the Alexander crossing would close within three years.

That deadline expires in August but McDonald has asked the Canadian Transport Commission for a two-year postponement.

A new road would have to be built from Alexander St. to Hyman Dr. and Sunnybrooke Blvd. to serve for the densely populated Cloverdale district of eastern Pierrefonds.

Another level crossing in Roxboro, on Gouin Blvd. east of Sources Blvd., has been described as extremely dangerous by the town's mayor, William Boll.

Traffic is heavy there and the crossing is guarded only by flashing lights — there are no barriers.

Boll says the only solution is an underpass, but he is not willing to have Roxboro pay the estimated \$2.5 million to \$3 million cost.

Boll said the federal government has given him the impression that it has stopped funding interchanges to

eliminate level crossings.

But Tom Van Dusen, an aide to Transport Minister Don Manzanowski, said this is not the case and the program has been allocated \$25 million for the next five years.

Van Dusen acknowledged that Roxboro asked for funding for an interchange at Gouin, but said he has "no idea where it rates on the priority list."

For years, motorists have criticized the stretch of Gouin Blvd. through Roxboro, describing it as a "cowpath."

It has been suggested that Roxboro is waiting for the Quebec government to pay for widening Gouin Blvd.; however, Quebec says it is purely a municipal matter.

STATION INTER-MODALE DE TRANSPORT

■ L'administration du maire Cyril MacDonald, de Pierrefonds, propose la construction d'une station régionale de transport en commun, incluant le mode ferroviaire et la desserte par autobus de la STCUM, aux limites de la ville et de Roxboro. Cette station, comprenant un vaste terrain de stationnement, pourrait être construite avec la collaboration financière du secteur privé, notamment les commerces qui profiteraient directement d'un tel aménagement. La ville souhaite également que le ministère des Transports construise des maintenant les voies de service en vue du prolongement éventuel de l'autoroute 440 entre Laval et l'autoroute 40. L'administration voudrait qu'une étude soit entreprise, dans les meilleurs délais, concernant les axes de circulation nord-sud, incluant le prolongement du boulevard Pierrefonds jusqu'à l'autoroute 440. Il faut prévoir, selon la ville, une hausse importante de la population dans ce secteur, au cours des prochaines années.

Pierrefonds farmland eyed for development

by Roxanne Davies
for the Daily News

A BUILDING boom in Pierrefonds has city officials looking at land zoned for agricultural use as a possible area for new development, said mayor Cy MacDonald.

"We won't touch those farmers who are actually farming but some land is owned by corporations and they're not paying any taxes," MacDonald said, vowing that first-time homeowners will continue to find a wide variety of affordable housing in Pierrefonds.

The city's 10-year preliminary urban plan calls for construction in the western sector near L'Anse a L'Orme, of medium- and high-priced homes, balanced by high-density housing.

Pierre Rochon, Pierrefonds' head of city planning, said the area could house up to 25,000 new residents and that the success of the project hinges on an adequate north-south artery into the expanding western sector.

The North Shore city of 41,000 has enjoyed a construction boom unrivaled by neighboring municipalities, with more than 1,000 new homes built between 1982 and 1987.

"We have to alleviate traffic from Ile Bizard. There's only that

one bridge and if there's an accident, forget it; an ambulance couldn't get on the island.

Land for Highway 440 was expropriated 15 years ago, Rochon said. When completed, it will link Laval and Ile Bizard through Pierrefonds and Kirkland to Highway 40.

"We still don't know what kind of a road Highway 440 will be — an urban boulevard or an autoroute," Rochon said.

Extend highway

Meanwhile, the Quebec government is talking about extending Highway 440 from Laval to the Island of Montreal in the 21st century, Rochon said.

"A north-south highway must be built within the next 10 years if Pierrefonds' growth plan is to succeed."

Rochon and his colleague Pierre Lacroix hope the 440 will be an autoroute with high visibility for prestigious high-tech industries to help widen Pierrefonds' tax base and decrease the tax burden of homeowners.

"The West Island industrial commission has said all the lots on Highway 40 will be sold in the next five years, so we hope light industries will locate in Pierrefonds," Lacroix said.

Slush splash bylaw passed in Pierrefonds

By GRAEME HAMILTON
of The Gazette

Pierrefonds residents can do more than swear and shake a fist the next time a thoughtless motorist soaks them with slush.

A bylaw passed by city council this week declares that when snow or slush accumulates on the road, "it is prohibited for any driver to splash the sidewalk by driving over that snow with a vehicle."

The bylaw is aimed mostly at Montreal Urban Community Transit Corp. bus drivers, Mayor Cyril McDonald said.

"When you get slush next to the curb, buses take great delight in plowing through it and covering anybody on the sidewalk," he said in an interview.

Accidents do happen

"Bus drivers are civilized enough that they don't take pleasure in spraying pedestrians," Paul Du Cap, an official with the union that represents MUCTC's 3,200 drivers said yesterday.

But he admitted that with 1,500 buses on the road during rush hours, "accidents will occur somewhere."

The minimum fine under the bylaw is \$25 and the maximum \$300.

But city clerk Gariel Legault said "it's not an easy bylaw to enforce. When it happens to you, you don't think about taking the licence number. You just swear and forget it."

Pierrefonds received complaints about the buses from citizens who had been soaked and from public works employees who were tired of having snow and slush splashed back on the sidewalks they had just cleaned.

City takes action

The city decided to act after complaints to the MUCTC received no response, McDonald said.

But the mayor is not sure whether the bylaw will solve the problem.

"You've got to try it," he said. "Maybe if they know there's a bylaw they'll be more careful."

Du Cap said the move is impractical because, "there are some days the drivers couldn't drive their routes without splashing."

Public works employees have been told to keep an eye out for offending buses and report them to the police, city manager Gérard LePage said. "If we catch a couple, it will teach them a lesson."

IRONIE TOPONYMIQUE...

■ A la lumière d'un certain antagonisme qui existe entre Pierrefonds et Sainte-Genève, deux municipalités limitrophes de l'ouest de l'île de Montréal, il peut certes apparaître bizarre que l'une des rues principales de Sainte-Genève porte le nom de... Pierrefonds! Cette incongruité est d'autant plus évidente lorsqu'on découvre que la rue principale de Pierrefonds porte aussi le nom de Pierrefonds et qu'il y a sans cesse confusion dans la livraison du courrier et des pizzas. Il convient aussi de rappeler que Pierrefonds est une ville récente, née d'une partie détachée de Sainte-Genève, et que les vieux Genovetains n'ont jamais pardonné au législateur cette amputation de leur village au profit des Petrifontains. Mais ce qu'il y a de plus étrange, c'est que plusieurs résidents de la rue Pierrefonds, de Sainte-Genève, ne veulent pas — mais pas du tout — que leurs dirigeants municipaux modifient ce nom en celui de rue Flore-Manthet! Ces citoyens invoquent surtout des motifs d'ordre pratique pour refuser le changement de nom: nouvelles adresses, nouvelle papeterie, nouvelles inscriptions dans l'annuaire téléphonique, etc. Et si Pierrefonds rendait la politesse en rebaptisant son boulevard Pierrefonds du nom de Sainte-Genève? Nous aurions alors des *Genovetains petrifontains* et des *Petrifontains genovetains*, ou mieux encore, un amalgame toponymique de *Genopetrins* tout court!