



HAMPSTEAD

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**THE WELFARE OF ALL MONTREAL
RESIDENTS REQUIRES THAT THE
CAVENDISH BOULEVARD EXTENSION BE
BUILT NOW**

*A Brief Presented to the Permanent Commission of the Montreal
Agglomeration Council on the Environment, Transportation and
Infrastructures*

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I. Introduction : Traffic congestion in Hampstead and Montreal will continue to worsen if the Cavendish Boulevard extension is not built now

The Town of Hampstead is a residential community that has been adversely affected by traffic that runs through it from neighboring communities. The problem is particularly acute as regards the traffic that comes into Hampstead from the City of Cote Saint-Luc and that moves eastbound towards Decarie Boulevard, especially during the morning rush hour. Returning traffic that runs westward through Hampstead from Decarie Boulevard towards Cote Saint-Luc also adversely affects our community. Eastbound traffic on Fleet Road alone is 5,000 vehicles with approximately 1700 continuing on Fleet to Van Horne and the rest dispersing through Hampstead's residential streets. In addition, another 5000 cars, mostly from Côte Saint-Luc, enter Hampstead at Ellerdale with the majority going to the Decarie Expressway.

It is easy to understand why so much traffic runs through Hampstead between the City of Cote Saint-Luc and Decarie Boulevard. If one looks at a map showing these two municipalities it becomes very obvious that the City of Cote Saint-Luc (and especially its northern sector) is relatively isolated geographically from the road network of the rest of the island. Virtually all traffic from Cote Saint-Luc that is not headed directly south or onto Cote Saint-Luc Road must pass through Hampstead to reach Decarie Boulevard and the Decarie Expressway.

Hence, cars from Cote Saint Luc that are headed to destinations east of Hampstead must go through our municipality to reach Decarie Boulevard, which is the gateway to the Decarie Expressway, Autoroute 40 East and all places on Montreal Island situated east of Cote Saint-Luc and Hampstead.

The same is true of traffic from Cote Saint-Luc that is headed north and much of the traffic headed west. Because the road extension to join the southern portion of Cavendish Boulevard, located in Cote Saint-Luc, to its northern portion, located in Ville Saint-Laurent, has not yet been built, all traffic from Cote Saint-Luc that is headed north to Ville Saint Laurent and beyond must go through Hampstead to reach Decarie Boulevard North and the northbound Decarie Expressway. There is simply no other direct route available for northbound vehicles from Cote Saint-Luc. Similarly, vehicles from Cote Saint-Luc headed to the westbound Autoroute 40 and points beyond must go through Hampstead to get to the northbound Decarie Expressway in order to access the westbound Autoroute 40 and other western destinations.

All of this traffic that passes through Hampstead from Cote Saint-Luc to and from the Decarie Expressway and Decarie Boulevard creates congestion and other difficulties for the municipality of Hampstead, particularly during the morning rush hour. The most

popular route to access Decarie Boulevard through Hampstead from Cote Saint-Luc is via Fleet Road, a major thoroughfare, as indicated on our map. In the morning traffic is backed up for several blocks along Fleet Road and Van Horne Avenue.

Because of the heavy eastbound traffic in Hampstead along Fleet Road in the morning, Cote Saint-Luc motorists also use quiet residential streets in Hampstead to access Decarie Boulevard and the Expressway, as indicated on the map. A very popular route is by Netherwood Crescent (just off Fleet Road) and then by Ferncroft Road which becomes Plamandon or Cleve which funnels all the traffic onto Vezina. Other routes through Hampstead used by motorists to get to Decarie Boulevard include the following:

--Fleet Road to Finchley and then to Hampstead Road;

--Fleet Road to Queen Mary Road, and then to Merton Crescent and Langhorne Road;

and

-- Fleet Road to Queen Mary Road and then to Ellerdale.

All of these streets are congested with backed up traffic in the morning, particularly during rush hour. Increased traffic flow through Hampstead, due to the use of our municipality's roads by residents of neighboring municipalities, and particularly by residents of Cote Saint-Luc, cause a number of problems which will be referred to later in this brief -- problems that are not limited to heavy morning traffic, and problems that affect not only the Town of Hampstead and its residents, but that spill beyond our borders to adversely affect other municipalities on the Island of Montreal and their citizens.

It is the position of the Town of Hampstead that the current situation and problems would be greatly alleviated by the construction and opening up to traffic of the Cavendish Boulevard extension. Joining the northern, Ville Saint Laurent segment of Cavendish Boulevard to its southern counterpart in Cote Saint-Luc would provide Cote Saint-Luc residents and other motorists with a convenient alternative route to exit from Cote Saint-Luc without having to go through Hampstead, and without having to take the Decarie Expressway or Decarie Boulevard.

The Cavendish Boulevard extension would greatly facilitate the flow of traffic north to Ville Saint-Laurent and beyond, as well as the flow of traffic west to the westbound Autoroute 40, to the West Island and to points further west. It is likely also that a good percentage of vehicles heading east from Cote Saint-Luc would chose to do so by using the Cavendish Boulevard extension and the eastbound Autoroute 40 or its service road in order to avoid the congestion and traffic jams on Decarie Boulevard and the Decarie Expressway.

According to a recent internal traffic study, opening up the Cavendish Boulevard extension would reduce the traffic going through Hampstead to Decarie Boulevard and the Expressway by approximately 55%. That is over 10,000 vehicles daily, allowing our streets to return to their original purpose - residential use. This would significantly reduce traffic congestion on Decarie, resulting in benefits not only for the Town of Hampstead, but also for the City of Montreal and all those who travel on Decarie Boulevard and the Decarie Expressway. Further, if the Cavendish link was completed many Hampstead residents would use it to go to points west and north rather than going

to Decarie and the Expressway. This would further reduce congestion on Decarie Boulevard and the Decarie Expressway.

The Town of Hampstead therefore requests that the section of the new transportation plan dealing with the Cavendish Boulevard extension be modified to return this project to the original schedule which calls for completion of this vital link by 2012.

II. The adverse consequences of traffic from neighboring communities going through Hampstead to and from Decarie Boulevard and the Expressway

Cote Saint-Luc motorists account for a very high percentage of the traffic going through Hampstead to and from Decarie Boulevard and the Decarie Expressway because there exists no reasonably direct alternative route for vehicles heading east and north from the territory of the Cote Saint-Luc, and for most of those heading west.

Besides the obvious problems of congestion and backed up traffic at Decarie, which could be alleviated by the availability of an alternative route such as the Cavendish Boulevard extension, the current situation has other adverse consequences which affect not only Hampstead and its residents, but also the City of Montreal and other Island municipalities, as well as all those who use Decarie Boulevard, the Decarie Expressway, Autoroute 40, and those who travel through, or live or work in the surrounding region.

(A) Adverse consequences as regards the physical safety of people

Heavy traffic, such as the traffic frequently seen going through Hampstead poses a danger to motorists, bicyclists, and pedestrians. Children and senior citizens are especially at risk as frustrated motorists in cars and trucks are more likely to be distracted, and more likely to cause accidents.

(B) Adverse consequences as regards the health of residents and travelers

The increased traffic going through Hampstead from Cote Saint-Luc, and especially the traffic going to and from Decarie Boulevard, the Decarie Expressway and Autoroute 40, presents a danger to the health of all those who travel through, or live, or work in the area. Motor vehicles produce copious quantities of toxic fumes, carcinogenic

compounds, dust and dirt, all of which have very serious negative effects on health -- particularly on the health of children, and on the health of the elderly.

The toxic airborne compounds and particulate matter that emanate from cars and trucks undoubtedly play an important role in causing, as well as aggravating respiratory and heart ailments and allergies. All of this translates into a lot of human sickness and misery, as well as lost time and money. It compromises the health and future of the next generation, and has a significant negative impact on the economy of our urban agglomeration in terms of reduced efficiency at work and absenteeism.

Toxic and particulate airborne pollution is greatly increased in places such as Decarie Boulevard, the Decarie Expressway and Autoroute 40 where traffic is congested and often stalled because of the excessive number of cars and trucks on the road. Idling engines produce a great deal more poisonous exhaust and dirt than would be the case if traffic were moving unimpeded, and if the number of vehicles in the area were reduced.

Given this situation, the City of Montreal would be hard pressed to justify its intention -- as expressed recently in its new transportation plan -- to put the Cavendish Boulevard extension project on hold for at least ten more years. Building the Cavendish boulevard extension, and opening it up to traffic, would greatly contribute to relieving the congestion and motor vehicle pollution that currently exists at Decarie, the Decarie Expressway and Autoroute 40 as well as many streets in Hampstead. Because the health of residents, workers and travelers in the area is at stake, construction of the Cavendish Boulevard extension should proceed as rapidly as feasible, according to the original schedule set down by the Montreal Municipal Council when it created the Office for the Management of the Cavendish Project (Bureau de gestion du projet Cavendish) in 2004.

(C) The human costs of refusing to act now

Besides its serious negative effects on health, the current situation that permits increased traffic through Hampstead, and increased congestion at Decarie results in great inconvenience, frustration, and loss of time and money for those who are unfortunate enough to be caught up in these repeated traffic jams. The psychological stress and aggravation involved undoubtedly takes its toll on the well-being, mental acuity and productivity of people forced to contend with traffic jams on a daily basis.

(D) The costs in terms of road deterioration

The increased traffic originating mainly in Cote Saint-Luc that moves through Hampstead to and from Decarie has taken a substantial toll on Hampstead roads. Fleet Road, which is the most popular route taken by Cote Saint-Luc residents on their way to and from Decarie Boulevard, has been particularly affected, and will require expensive repairs to be made by the Town of Hampstead. In fact this year, we are investing \$1 million into the road. Other roads covering about 5.5 km will also need expensive

repairs.

(E) Environmental destruction

The current situation whereby eastbound, northbound and most westbound traffic from Cote Saint-Luc is forced to go through Hampstead to Decarie Boulevard and the Decarie Expressway contributes to environmental destruction through the emission of great quantities of greenhouse gases. This obviously contributes to the phenomenon of global warming.

The traffic that spills into Decarie Boulevard and the Decarie Expressway from Cote Saint-Luc via Hampstead contributes significantly to the congestion and stalled traffic on Decarie. The idling motor engines in traffic jams emit much larger quantities of greenhouse gases than they would if traffic were moving normally.

Building the Cavendish Boulevard extension and opening it up to traffic would significantly reduce traffic, stalled traffic and greenhouse gas emissions on Decarie Boulevard, the Decarie Expressway and Autoroute 40.

In addition to greenhouse gas emission, the current traffic situation contributes to local environmental destruction by producing unnecessarily high levels of dirt and noise, by compromising air and water quality, and by destroying the normal habitats for plant and animal life.

III. Conclusions

The new transportation plan presented recently by the City of Montreal is unacceptable and unwise in that it proposes to delay the construction of the Cavendish Boulevard extension by at least 10 years.

The Town of Hampstead contends that the construction of the Cavendish Boulevard extension is necessary, and that it would bring very significant benefits not only to the residents of Hampstead, but to all those who live, work or travel on the territory of the Island of Montreal. It would promote the health and safety of people, and substantially reduce pollution and greenhouse gas emission.

The Town of Hampstead therefore requests that construction of the Cavendish Boulevard extension proceed as rapidly as feasible, according to the original schedule set down by the Montreal Municipal Council when it created the Office for the Management of the Cavendish Project (Bureau de gestion du projet Cavendish), which foresaw the opening of the Cavendish extension to traffic in 2012.

ANNEX I

- **Map of the municipalities of Hampstead and Côte Saint-Luc**
- **Map of the municipality of Hampstead**
- **Map showing daily eastbound traffic count on various streets in Hampstead that lead to Decarie Boulevard and the Decarie Expressway**
- **Map showing the reduction in daily eastbound traffic count that would result from the construction of the Cavendish Boulevard Extension**

ANNEX II

- **Resolution 2007-179 adopted by the Town of Hampstead on August 6, 2007 in support of resolution 070730 of the City of Côte Saint-Luc**