

Brief to the Audience Publique sur l'Environnement on the Dorval Circle Project.

Executive Summary

Preamble: Introduction of myself and the reasons for this submission.

The Circle and Mitigation: problems with the construction and reasons why the plan is flawed

The North-side Construction: the probable expense and increase in major accidents if the plan is followed

The Stand-Alone Rail-link and Negative Effects on Via-Rail: the viability of the rail link and the choice of the CN line and the effects on rail-traffic.

Conclusions: as follows from the critique.

Recommendations:

- i. **On the Circle:**
- ii. **North-side Construction:**
- iii. **Mitigation:**
- iv. **The alternative Rail-link:**
- v. **Intercity Rail Service:**
- vi. **Long Range Plans:**

Brief:

Preamble:

My name is Ron Goes and I thank the commmission for this opportunity to present a brief on behalf of myself, a Dorval resident for 12 years.

I have been in the aviation and airline industry as a pilot for 25 years up to 1999 and am currently working freelance in IT for the telemarketing industry.

My motivation for writing this brief is to try to bring better ideas for a project that we, as Dorval residents, are going to have to live with, during the construction, and for a long time after. So we better get it right before we turn one shovel-full of earth and make errors that will compound the congestion at this very busy node and will have negative effects on the environment.

I claim no special expertise in this regard but I have extensive experience with airports; having landed at over 200 of them in my working career; and I have done marketing studies on this local airline market.

My feelings on first seeing the plan was to accept most of the concept north of the tracks and leave the current circle relatively unchanged. On further examination, I have changed my mind about the north side and I feel the rail plan is seriously flawed.

This brief sets out the problems with the plan, explains those problems and suggests corrective measures and alternatives.

The Circle and Mitigation:

It is clear that whatever plan is adopted that we're in for a hell of a mess at this transport node during the construction period. Which brings me to mitigation.

It is obvious that the circle will need to operate during the first phase of construction. Yet there appears to be no plan to mitigate the resulting congestion. In my observations the circle has never been properly managed and really should be operated like a true traffic circle. I have seen the lights not operating in two modes during the evening rush-hour: 1-in a standby mode with the interior of the circle flashing amber and the exterior flashing red and 2-with no lights operating, so full-stops at each light.

In each case the traffic flowed smoothly with no queues at any entry point to the circle. So we can conclude that the traffic lights are the cause of the congestion.

From the plan, there is very poor pedestrian access to the multi-modal station. Currently this transit passenger is almost completely segregated from traffic via the Jardins-Dorval crossing and protected from splashing by a concrete retaining wall then he passes underneath the westerly roadway directly to the multi-modal station. Instead of being able to walk most times through the comfort, winter and summer, of the mall then a short way directly into the multi-modal station; he will have to make his way to Dorval Ave. and walking along the road-way, he will be subjected to a multitude of insults and dangers from the traffic alongside.

Granted, the pedestrian traffic from east of Dorval Ave. is poorly served; but the plan puts him in more danger. A tunnel directly from the empty lot next to the Esso station directly to the actual station would do the pedestrian a lot better than crossing to the current Via station then crossing over to the multi-modal station.

If it is perceived, by the driving public during construction, that the interchange is impassable then the pressure on Cardinal will be unmanageable.

The North-Side Construction:

One person has characterized this as trading one kind of spaghetti for another. This was part of the plan I had the most trouble with. The plan does nothing for the local to airport driver except send him all over the place. I understand that traffic is crossing from A-520 to Cardinal and but that is not an issue for the A-520 driver to the airport and can be worked out for the A-20 driver to the airport. Also one engineer has projected the cost to be well over \$250 million for this project.

The Stand-Alone Rail-link and Negative Effects on Via-Rail:

One transport expert has characterized this as not viable. We live in North America and the transit and train market penetration is not as deep as in Europe. This part of the plan has no transit value because it will drain money from current needs and will not serve the vast majority of existing and potential users that simply want to go downtown from the West Island.

The projected airport station is in the wrong place because passengers will not want to lug their bags across a parking lot and also the distance from the terminal.

The grade level change that we have been informed about recently will create problem for both CN and CP freight operations. As pathway will need to be provided for on both tracks.

Will the mainstay of Via's operations, Montreal-Toronto downtown to downtown, suffer because of the increase in travel time above their goal of four hours? Removing stops along the route will negate the possibility of connections from the smaller cities and those connections might not exist as they exist for Ottawa as proved by the connecting bus services provided by KLM, Swiss and, formerly Air France. If the airport wants those connections; then they should run their own bus service to prove it and then they can come to us (the taxpayers). What about Via's current customers at the circle: will they pay for parking at the airport? Will Via make do without that revenue? What about the customers connecting from the bus network at Dorval? Will they take a connecting bus rather than the short walk from the multi-modal station? Is it a good trade to for Via to forego high revenue O&D (Origin and Destination) passengers for low value (for Via) connecting passengers.

Conclusions:

The plan, as constituted, (including the changes dated Sept 7, 2005) is severely deficient in its transit value, traffic flow and construction sequencing and mitigation aspects. There is no recommendation on management of traffic and sequencing during the construction period.

The Rail connection is not thought out as to its viability and its impact on non-airport users.

Recommendations:

- i. **On the Circle:** The clue as to the solution is in the mitigation. My guess is that the direct A-20 to the airport link will be the first thing happening. The circle should remain but be managed like a true circle. There might be more accidents but the trade off is that they will be less fatal as opposed to 90 degree light controlled intersections. This is the case in Europe where secondary highway intersections are having traffic circles installed in them. The traffic lights would remain but they would normally be flashing red to the outside with flashing amber to the inside and demand pedestrian control and 'smart visual' control for the buses and if queues entering the circle develop. A pedestrian tunnel should be built from the east side of Dorval Avenue directly to the multi-modal station and the multi-modal station should continue unchanged. The railway underpass should be widened but by only one bus lane each way. Closure of the Fenelon west exit will create problems for Dorval west residents the accident risk has been overstated.
- ii. **North-side Construction:** The road tunnel into the airport and the overpass out should be reinstated as previously planned. The rest should remain as presently exists save a connecting road should be made from the current 204 (north rush-hour only) bus bay toward the Best Western, parallel to the AMT North platform. The tunnel from the A-20 to the airport should be reinstated and the overpass to the A-20 should remain.
- iii. **Mitigation:** As stated before, the circle should be operated as a circle; with the lights operating on demand according to where the queues are. With priority going to buses coming out of the multi-modal station. The shuttle rail-link should operate as described below and the Rigaud-Vaudreuil line should have hourly frequency.
- iv. **The alternative Rail-link:** As was demonstrated during a major closure of A-20 due to a truck accident; traffic on the A-

20 is very vulnerable to disruption. I did a time study that demonstrated that a rail shuttle could be done using present AMT equipment on an ad-hoc basis with 10 minute headways as the equipment became available after their one and only run into the city. If AMT had been prepared for this traffic nightmare they could have demonstrated the efficacy of the CP line. The shuttle should be operational before any work is done. This can be done with minimal infrastructure improvement. Some of those improvements are being done right now like the welding and replacement of rail on the Westmount sub of the CP line (Montreal West to Lucien l'Allier). Six RDC type cars (as used in Texas by DFW Airport shuttle) would need to be acquired. They are readily available from the Moncton rail shops with reduced HP and EPA compliant for noise and emissions. They would be operated in 3 2-car units operating as the commuter trains operate now to Dorval but returning directly from the north platform; switching back to the east track. All that would be required is a switch-light for the existing west to east switch and the rehabilitation of Quais 1&2 at Lucien l'Allier. ADM could provide a bus-shuttle to the Dorval AMT North Quai; charging what they charge now for the Hotel bus service; with local passengers paying Zone 2 fares from Dorval AMT as is now the case. Such a train would do all the stops from Dorval in and would be better accessible because of the shallowness of the Vendome Metro station making it easier for airline passengers and their bags to access the service. Air Canada is also at Vendome and they could have a check-in behind their building. This service would have 20 minute headways during the day and 30 minutes during the evening and week-ends. The regular train service should be run on hourly off-peak times. Stage two would require building from the west track of CP, a spur from the line of Fenelon Albert-de-Niverville east of Albert-de-Niverville crossing the same at the Transport-Canada Office and into the void area (where the hotel is proposed to be built between the international arrival hall and the transborder wing. This would require two branches in the new station. And moving CP's CTC (centralized traffic control) area out to Valois station.

- v. **Intercity Rail Service:** It is my belief that moving the Toronto trains into the terminal would be a mistake, Retain the present Via station at Dorval and extend the Via passenger tunnel to the CP north quai. Bring the Ottawa trains on the CP line from St.Clet (improve the connection there) and then into our new station; reversing in the station using control-cabs and push-pull trains. Trains from Ottawa that are likely not to have any connections would simply bypass Trudeau on the CP line. This would include the need for a connection from the CP- to the CN.

- vi. **Long Range Plans:** ADM has to look at where the international extensions would go. I would propose a modification to the master plan placing a new international terminal where the wide-body hangar is at the Air Canada base. Our new spur track would burrow underneath the current terminal and tarmac, underneath runway 10-28 and the deice bay to that location. A new link would come from the CN Mont-Royal tunnel and the Deux-Montagnes line to the Doney-Spur and south through the Techno-parc, under the threshold of 24-Right to the new terminal. Eventually, I imagine that the trans-border and the domestic terminal would migrate there as was the case in Charlotte NC where the whole terminal moved. From the south side of the airport to the north side. Shuttle trains might operate in a looping fashion between Central station and Lucien l'Allier; while some Ottawa trains might use the Mont-Royal tunnels. They would simply continue through the airport.

Thank you for your time and patience. I hope that some consideration would be taken to these comments.

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