

NEWS & ANALYSIS

# Change needed at CSL-MoWest intersection: MoWest resident

CSL engineering dept. recommends simple stop at corner: Housefather

By Joel Goldenberg  
The Suburban

The flashing lights stop signal at Westminster and Westover in Côte St. Luc should be dismantled and replaced with a walk signal to improve pedestrian safety, council regular Daniel Markuze told Montreal West council at the late November meeting.

The signal is located north of the Westminster hump, right at the border with Montreal West, and has been in operation since 1963.

"Right now, they're just flashing and it's an accident waiting to happen," he added. "The problem is for pedestrians. We need something where you press a button and its all right for people to cross. It's needed especially for older people. It's dangerous there."

Mayor Beny Masella said Montreal West originally shared the cost with Côte St. Luc to install the flashing light signal.

"Côte St. Luc, from what we're understanding, is not sure they want to replace the lights completely, which is a \$200,000 job, or just to change the controller, which is a \$50,000 to \$60,000 job. We've told them we'd probably be willing to participate in the costs. They've done a traffic study at the intersection, they've collected their data and it was supposed to be presented to their council. We asked that it be presented to our council to see if all of this is warranted. We're waiting for that data [regard-

ing traffic volume] to get back to us so we can make a decision how we can participate."

Côte St. Luc mayor Anthony Housefather told *The Suburban* Friday that his city has done traffic counts at that intersection "and intends to leave this as a flashing light stop sign for now."

"All information we have is being shared with Montreal West," the mayor explained. "The costs of this light, which are at the border of the two communities, were originally shared between the communities but Côte St. Luc has been maintaining it since installation. The costs of repairing the controller or replacing the light are not justified based on the assessment by our engineering department of the traffic at that intersection and they recommend using a simple stop. If Montreal West has other suggestions we will certainly consider them."

Côte St. Luc Councillor Steven Erdelyi, who represents the area, said Montreal West originally installed the lights and Côte St. Luc helped pay for them and later, Côte St. Luc was in charge of their maintenance.

Erdelyi said the current lights are 49 years old and need major work, and traffic studies have shown a 10 to one ratio between cars travelling on Westminster and cars on Westover. He said the data indicates a traffic light would not be necessary there, and that a regular or flashing stop sign are options.

In comparison, at Côte St. Luc and its crumbling overpass structures.

"We're still working on the plans," said the minister, "...but we still haven't got a definite answer about when we're going to go ahead with that project."

When asked about the possibility of extending highway #440 to Pierrefonds, he repeated the previous answer after which an aide pulled the minister away after he told the assembled journalists that the minister did not have the time to answer any more questions.

Westminster where there is a button-controlled crossing such as what Markuze requested, "The ratio is roughly half and half between cars going on [the two streets], Based

on criteria from the Ministry of Transport, it doesn't seem it's necessary to have the traffic light" at Westover and Westminster. ■

**TRANSPORT**  
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had nothing to say about the city's own public transport priorities such as they were discussed during an earlier press conference that took place earlier in the week.

Following the speech, city executive committee member Réal Ménard refused to be quoted even as he was visibly underwhelmed by the minister's speech. While some city workers in Ménard's department are still working hard to fill in the potholes left behind by the recent thaw, others are working hard to find the money required to pay the repairs. As all six of the city's planned infrastructure projects will require an estimated \$23 billion over 20 years, Ménard along with more than a few of the city's planners, engineers and assorted transport officials wanted to hear what the minister had to say about the Marois government's plans for Montreal's transport infrastructure. Following Gaudreault's speech, there was very little talk as people immediately began to rise and put their coats on as they began to leave.

"Nothing," said one visibly annoyed city planner who told *The Suburban* that he did not wish to have his identity published in the paper. "Absolutely nothing! What a waste of time."

During a brief press meeting after the lunch was over, *The Suburban* asked Minister Gaudreault about when the MTQ (Ministère des Transports du Québec) planned to reopen the Ste. Anne de Bellevue exit off the #40 which has been closed for the past two years due to

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