



**Chambre de commerce
du Montréal métropolitain**
Board of Trade of Metropolitan Montreal

August 29, 2008

The Honourable Lawrence Cannon
Minister of Transport, Infrastructure and Communities
Government of Canada
330 Sparks Street
Ottawa, Ontario K1A 0N5

Dear Minister:

On behalf of the Board of Trade of Metropolitan Montreal, please allow me to share some details concerning the future of the Champlain Bridge, a major transportation infrastructure in the Montréal region.

Given that a process of reflection on the future of the bridge has already begun, and because some 140,000 vehicles cross it every day – making it one of the busiest bridges in Canada –, the Board of Trade would like to share certain conditions that are of importance, in our opinion, in ensuring that this future project results in a truly successful example of sustainable urban development.

Facilitate travel

The first element to take into consideration in preparing for the renewal of the infrastructure is, without a doubt, to ease the flow of traffic of vehicles transporting goods and people on Highway 10 between Montréal and the South Shore. Since close to 75% of Quebec exports come from the Montréal region and are mainly sent to the United States, with a high proportion of these making their way by means of the Champlain Bridge, the mobility of merchandise is of considerable importance to the city's development.

Encourage the use of public transportation

The second condition, intended to improve the efficiency of transportation, and thereby counter the premature aging of the infrastructure, would be to pay special attention to public transportation. Dedicated car pool lanes, installations encouraging active transportation and, in particular, permanently dedicated lanes for buses and a light rail system (LRS) are approaches that are now all integral parts of the new way of building infrastructures, and are called for by users.

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By equipping ourselves with such installations and providing a public transportation service that is reliable, of high quality, and comfortable, it would be possible to set a goal of at least doubling the number of users of public transportation on this axis. In our opinion, this is the way – by offering a “transportation cocktail” – that the use of public transportation and active transportation can be increased in relation to automobile use.

Link the infrastructure to the transformation of the Bonaventure Expressway

The third condition for success is to ensure that this infrastructure project is imperatively linked to that of the transformation of the Bonaventure Expressway corridor between the present Champlain Bridge and the Lachine Canal. As the transformation project for the portion of the expressway bordering the downtown area is already well underway, this entry point to the city of Montréal will without a doubt become among the most prestigious of any major North American city.

Have the greatest possible ambitions

In the opinion of the Board of Trade, by respecting these three conditions for success and aiming for the highest criteria of efficiency, quality, and design, Montréal would be resolutely committing itself to the ways of sustainable urban development. And because considerable sums of money will be put into this project, which will change the landscape of Montréal for many years to come, we must make it a central element of the city's signature.

Ensuring you of the Board of Trade's complete cooperation in promoting the city's development to its fullest potential, I remain,

Yours sincerely,



Isabelle Hudon
President and CEO

Cc. Mr. Gérald Tremblay, Mayor of Montréal
Mr. Claude Gladu, Mayor of Longueuil
Mr. Jean-Robert Lessard, President of the Chambre de commerce et d'industrie de la Rive-Sud
Mr. Gaëtan Rainville, President and CEO of the Société du Havre de Montréal