

# *Survey of the Residents of the Village des Tanneries*

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**262** P  NP  **DM64.2**

Projet de reconstruction du complexe Turcot  
à Montréal, Montréal-Ouest et Westmount

Montréal

6211-06-124

# Environmental Impact Assessment EIA



Decision made to study the impacts of the Turcot Reconstruction Project on the **human environment** with a survey

Concordia University

Graduate Program in EIA

Department of Geography, Planning and

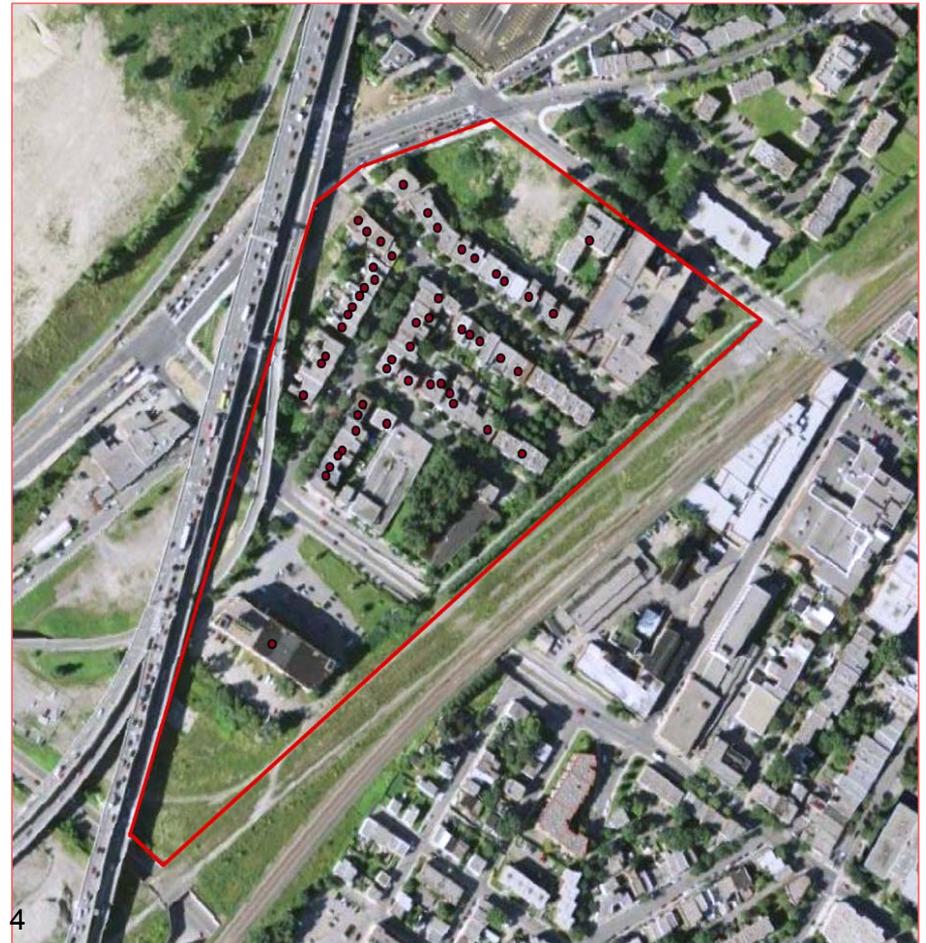
# Outline of the Survey

- Introduction
  - ▣ Background
  - ▣ Mandate
- Methods
  - ▣ Survey Creation
  - ▣ Survey Administration
- Statistical Analysis
  - ▣ Variables
  - ▣ Results
- Conclusion
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# Background - Geographic

## Village des Tanneries neighbourhood

- Bounded by Turcot interchange (north), CN tracks (south), Rue De Courcelle (east), Rue Carignan (west)
- Population approximately 850 embedded in the larger St. Henri district (Approx. 440 dwellings)
- St. Remi lofts, 110 units in close proximity included in the area of study
- Situated in the shadow of the highway support structure of the Turcot Interchange



# Background - Demographics

- Population predominantly non-student, employed renters living there under 2 years, with a strong cohort of under 35 age group
- Cumulative numbers of residents that have lived there beyond 2, 3, 4 and 5 decades
- Completed surveys 43% English, 56% French

# Highway reconstruction needed



- Rebuilding of crumbling highway infrastructure
- Minister of Transport of Quebec (MTQ) proposal

# Potential Impacts

## MTQ proposal

- New highway will be built beside existing structure
- Use of Turcot Interchange through construction necessitates expropriations
- Residents will experience various impacts
- How will the residents perceive these impacts ?

# Expropriations

- Decades ago just before the Turcot and Decarie Expressway were built expropriations occurred
- A prominent quote at that time was that the highway had been built with automobiles in mind not people
- ...will history repeat itself with the Turcot?

# Mandate

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- Questionnaire survey and analysis of the residents of the Village des Tanneries and adjacent St. Remi lofts and their perceptions on the impacts
- Include in the survey those most affected by the impacts of reconstruction of the Turcot Interchange
- Verification of effectiveness of public

# Main Objectives of Survey

- Establish an understanding of local **demographics**
- Find out if the local residents **use the Turcot**
- Measure **awareness** of local residents of MTQ and alternative proposal by architect Pierre Brisset
- Investigate levels of **approval** of the two proposals
- Establish the views of the residents concerning the **concepts** of the proposal and

# Revelations of a Survey

- What conclusions can be drawn from the survey data?
- What further purpose can these results contribute to?
- Input to the BAPE process in Spring 2009

# Methods

# Methods – Create the Survey

- Define objectives of survey
- Construction of the survey
  - ▣ Questionnaire Composition
  - ▣ Rational
- Survey revisions
  - ▣ 10 drafts in total
  - ▣ Review Process
- Ethics approval obtained

# Methods – Administer the Survey

- Revisions and Translations after Pilot Study
- Conducting the Survey
  - Systematic sampling of the **entire** population
- 250 Mailed surveys

# Statistical Analysis

# Integration of Data

**98 Face-to-Face Survey**

**40 Mailed Survey**

**Do they represent the same population ?  
Is there a bias in the surveyed population ?**

**Can we use all the surveys ?**

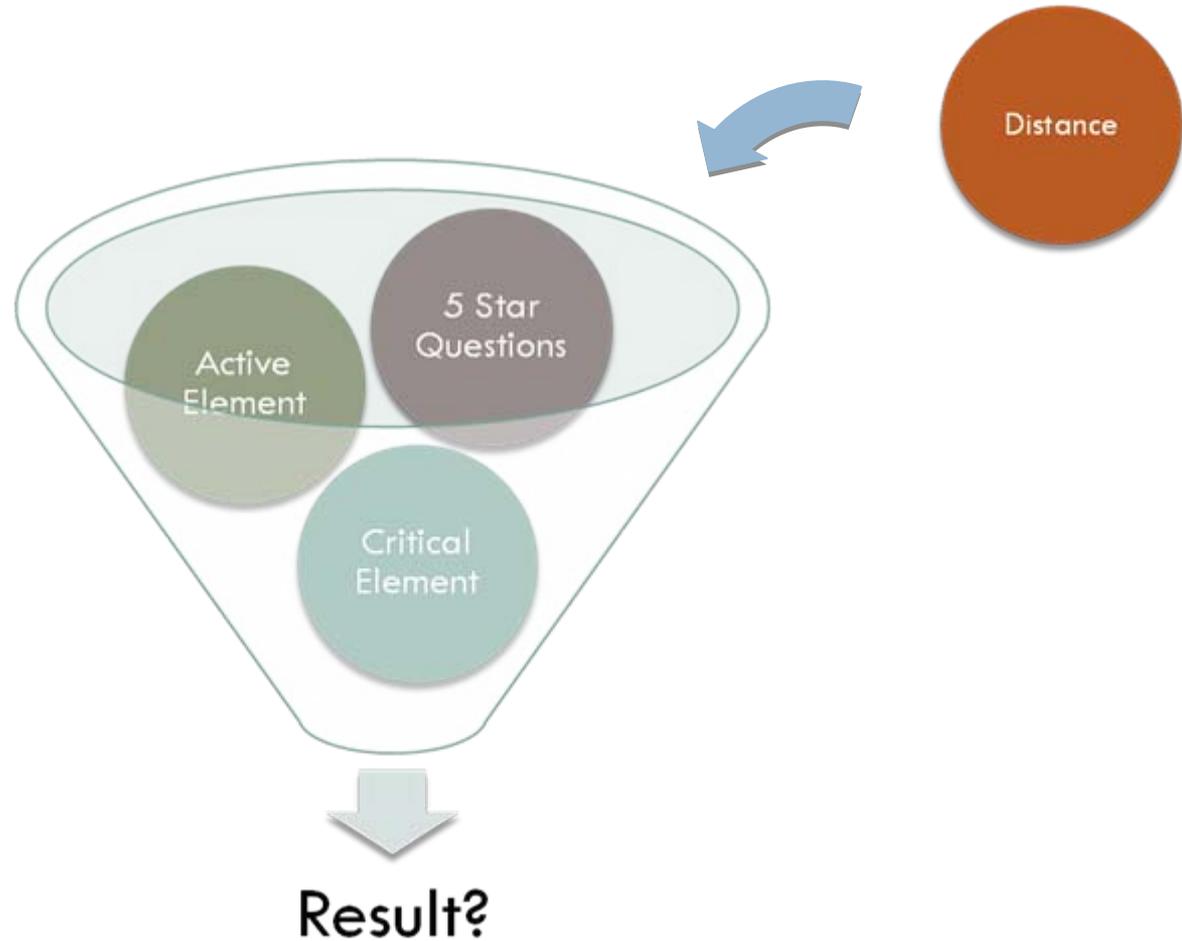
# Relevant variables

- How often do you use the Turcot?
- Have you heard any details about the proposal by the MTQ/Pierre Brisset regarding the reconstruction of the Turcot Interchange?
- How strongly do you agree or disagree with the MTQ/Pierre Brisset proposal?
- Agree or Disagree with Elements of the proposals

# Element of the proposals

- Is it acceptable that there are expropriations for road reconstruction in Montreal?
- Is it acceptable that a neighborhood is physically isolated by barriers or divided as a result of the reconstruction of the Turcot Interchange?
- The reconstruction of the Turcot Interchange should promote a significant reduction of traffic?
- The reconstruction of the Turcot Interchange should be use as an opportunity to implement new public transit lanes.
- Placing most existing elevated highway of the Turcot Interchange on the ground is desirable.

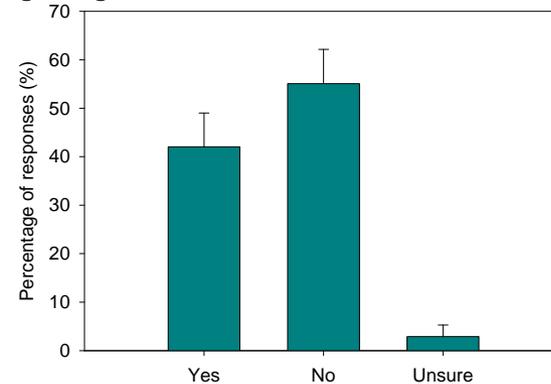
# Adding Distance as a Factor



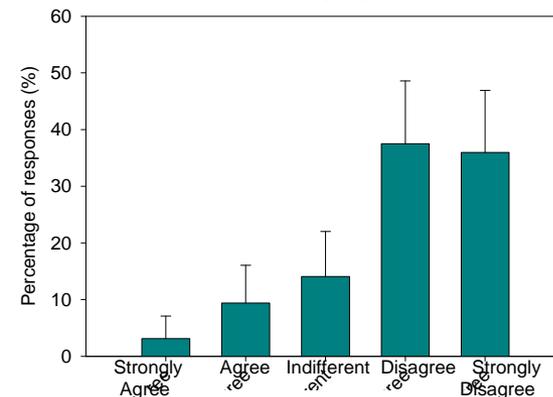
# MTQ proposal

- 42% of the population were aware of the MTQ proposal
- 73% disapproved

Have you heard any details about the proposal by the MTQ regarding the reconstruction of the Turcot Interchange?

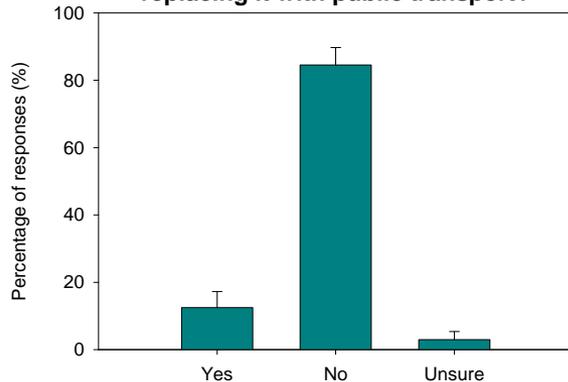


How strongly do you agree or disagree with MTQ proposal?



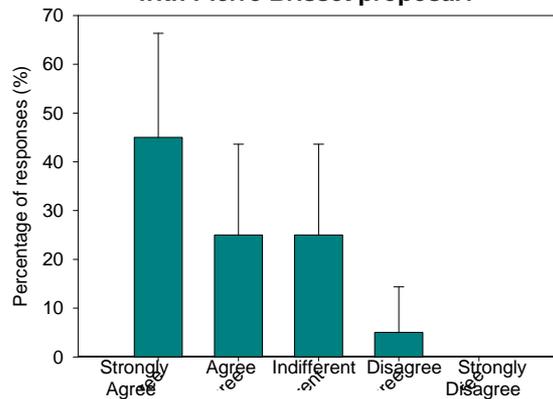
# Pierre Brisset Proposal

Have you heard about the proposal made by Pierre Brisset that suggests reducing autoroute Ville-Marie (HWY 720), and replacing it with public transport?



□ 13% knew about Pierre Brisset's alternative

How strongly do you agree or disagree with Pierre Brisset proposal?



□ 5% disapproved

# Elements of proposals



- 78% find it unacceptable that reconstruction causes isolation and would prefer the implementation of public transit lanes
- 39% of the population use the Turcot less than once a month

**Figure 16: Relationship between knowledge of the MTQ proposal (yes or no) of 121 Villages des Tanneries residents in January 2009 and their distance ( close, far, very far -meters ) from the Turcot Interchange**

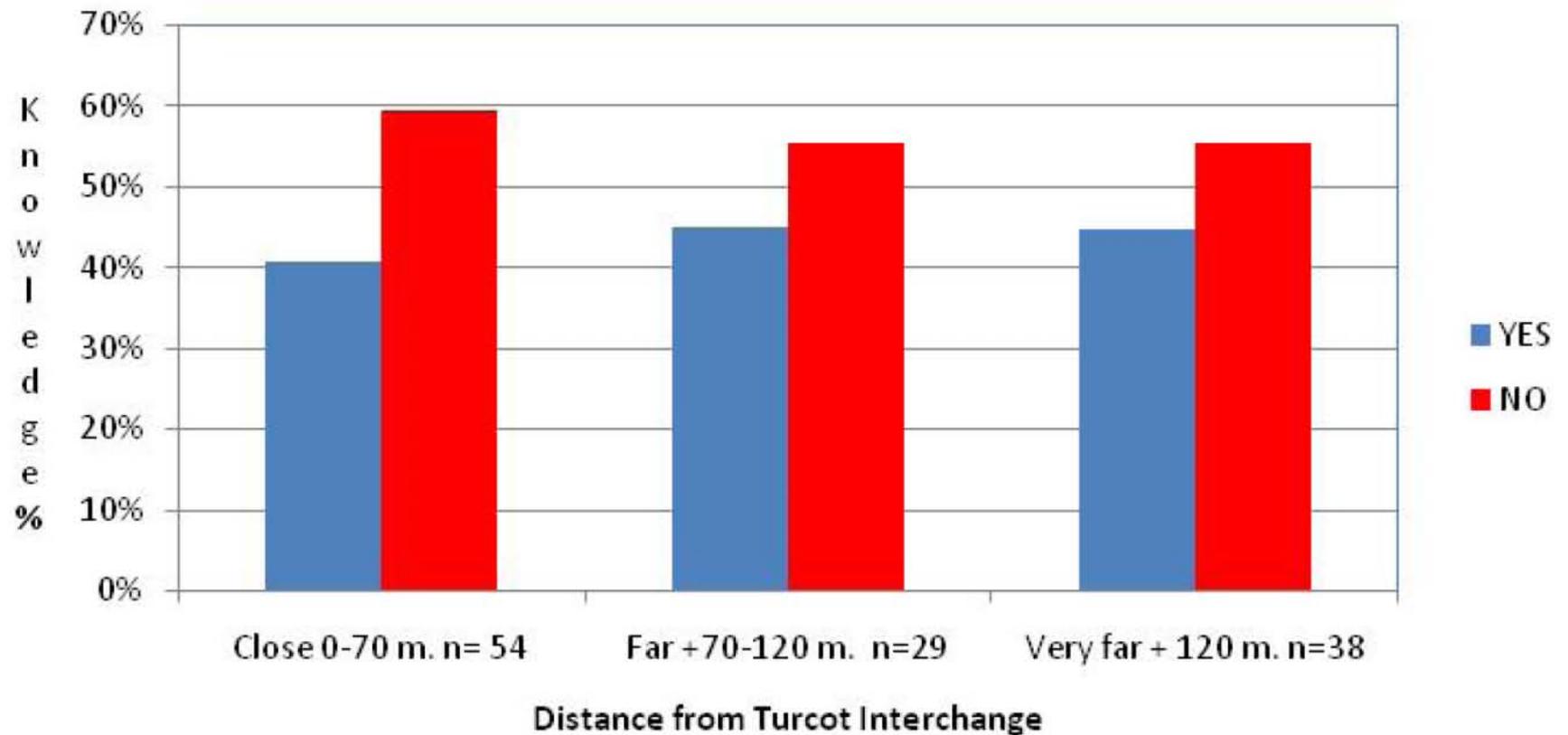


Table 3b : Agreement with MTQ proposal of respondents who live close (0-70 m) and have knowledge of the proposal

Agree	3	
Indifferent	5	
<b>Disagree</b>	<b>14</b>	<b>64%</b>
total	22	

# Conclusion

# Overall Findings

- MTQ was **not effective** in dissemination information to the public
  - ▣ Not everyone was aware
  - ▣ Lack of understanding of proposal
- Public participation process was **ineffective** in terms of **presenting alternatives**
- Survey gave insight into **views and opinions** of the residents of the Village des Tanneries
- Exposed us to **complexities** of the public participation process and its relationship to EIA

# Recommendations

## Public participation

- must be more thorough and effective at distributing information, especially to the people who are directly affected
- should be conducted early on
- incorporate views and opinions of the people directly affected

# Recommendations

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- Need greater alignment with SEA and Montreal Transportation plan
- Review these ideas developed by numerous authors in recent publication “Montreal at the Crossroads”

BLACK  
ROSE  
BOOKS

# Montréal at the Crossroads

## SUPERHIGHWAYS, THE TURCOT AND THE ENVIRONMENT

EDITED BY Pierre Gauthier · 29 · Sochen Jaeger · Jason Prince

# Recommendations

- More time needed for improved understanding of MTQ proposal and possible alternatives **for residents most affected**
- Request that the BAPE Commission recommend to the Quebec Government the provision of this necessary time before final decisions are made with regard to the Turcot Reconstruction Project

# THANK YOU

REPORT IS AVAILABLE AT  
[HTTP://WWW.GPE.CONCORDIA.  
CA/TURCOTSURVEY/](http://www.gpe.concordia.ca/turcotsurvey/)