

Reserved lanes: automobilists take it out on the drivers of the RTC

By Jean-Marie Villeneuve, [Le Soleil](#) (Quebec), 27 November 2013



The new lanes reserved for buses on the freeway Robert-Bourassa came into service Friday, after more than four years of work for the realignment of the exchange with the freeway Charest.

(Quebec) Some drivers frustrated at not being able to have access to the reserved lanes for transport in common on the autoroute Robert-Bourassa have taken it out on drivers of the Capital Transportation Network (CTN) utilizing “a non-verbal language” without expressly or explicitly blocking the road.

On the waves of FM 93, Tuesday morning, listeners bragged about preventing some buses from entering or leaving the reserved lane. On Robert-Bourassa North, for example, the vehicles of the CTN must leave the dedicated corridor in the center of the freeway to be able to exit completely on the right for the freeway Felix-Leclec. A driver has told how he maneuvered to prevent a lane-change and force the giant to follow the lane.

Julie Drolet, spokesperson for the CTN, confirmed Tuesday that “certain drivers had received some signs of malcontent on the part of certain automobilists.” She confirmed the utilization of “a language non-verbal”—one-finger salutes and other gestures—and the adoption of “traffic behavior little to be recommended” which she did not want to describe, so as not to “give the receipt” to protestors.

Ms. Drolet was trying to say that the drivers of the CTN are “not a good target” for the demands encouraged by the commercial radio. She reminded the public that the security of bus passengers but also that of other users of the road could be compromised by impulsive gestures made at the steering wheel. “There hasn’t been an accident, but one doesn’t know what that could lead to,” she insisted.

The reserved lanes are there to stay, says the PQ (Parti Quebecois)

Politicians remained on their positions Tuesday. The elected of the PQ have repeated that the reserved lanes on Robert-Bourassa were there to stay and that others would be added on Henri-IV and Laurentienne as they are repaired.

Defending this “forcing” of the automobilists to take public transportation, the Transportation Minister, Sylvain Gaudreault, has herself hoped that “the people notice when they are in traffic that the reserved lanes move faster.

“I have asked to receive on a regular basis, almost in real time, the condition of the traffic, of congestion. It’s been indicated to me that it’s not more catastrophic than it was before,” says the minister soothingly.

The Future of Quebec deputy Eric Caire suggested that Ms. Gaudreault had a profound, crass misconception” of the reality of transportation in Quebec. “When you reserve a lane for buses on a traffic artery that is not included on any bus route, that is ideology, it doesn’t make a lot of sense, one isn’t looking for a solution,” he objected, in reference to the project of enlarging the Henri-IV. “I don’t believe that the people of Quebec want to allow it,” added the politician.

Sam Hamad, former Minister of Transports for the Liberals, is surprised that the option of car-sharing, studied when he was in power, has not been retained. “There would have been complications, but it was feasible,” he assured, suggesting to the government to bring it back.

“They will be explained,” says Labeaume

At a press conference held at the city hall of Quebec, mayor Regis Labeaume has for his part invited the government to explain “why it’s necessary” to multiply the reserved lanes and reiterated that he himself did not want them on them on the Henri-IV.

“Me, I think that that won’t work for all, that which I have said to you. Our system is organized on the functioning of Robert-Bourassa. Do you want buses on Henri-IV, on others too?” he asked. “They will explain. Perhaps I am mistaken,” he admitted.