

Portrait of Mobility in Montréal's West Island

BACKGROUND

- **Fall 2015:** Concertation Ouest-de-l'Île: need to collect data and produce a motivating document for the West Island
- **December 2015:** MOBA (Mobilité alternative) given the mandate by Direction régionale de santé publique du CIUSSS du Centre-Sud-de-l'Île-de-Montréal
- **Spring 2016:** Portrait/Diagnosis presented
- **Fall 2016:** Consultations:
 - Mayors and municipal managers
 - Urban planners
 - Businesses
 - Community groups and community committees
 - Citizens
- **End of fall 2016:** Recommendations integrated into the final document
- **Winter 2017:** Final document's action and promotion plan prepared

STUDY SITES

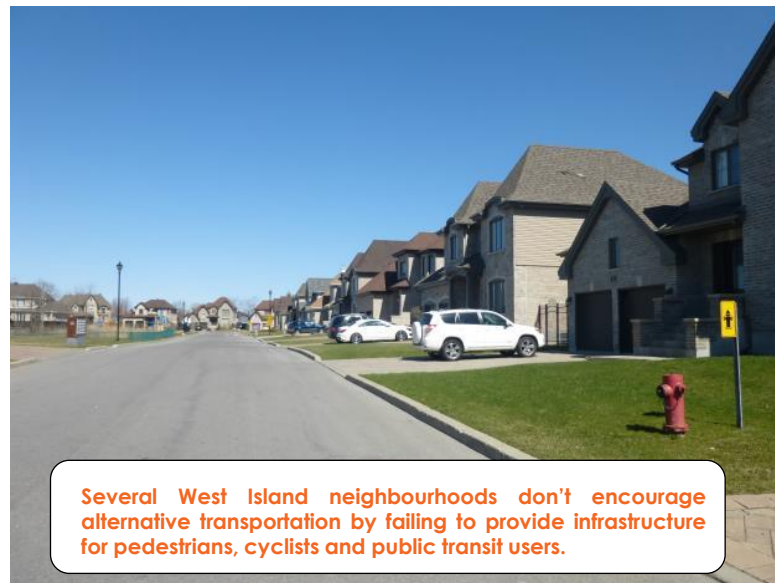
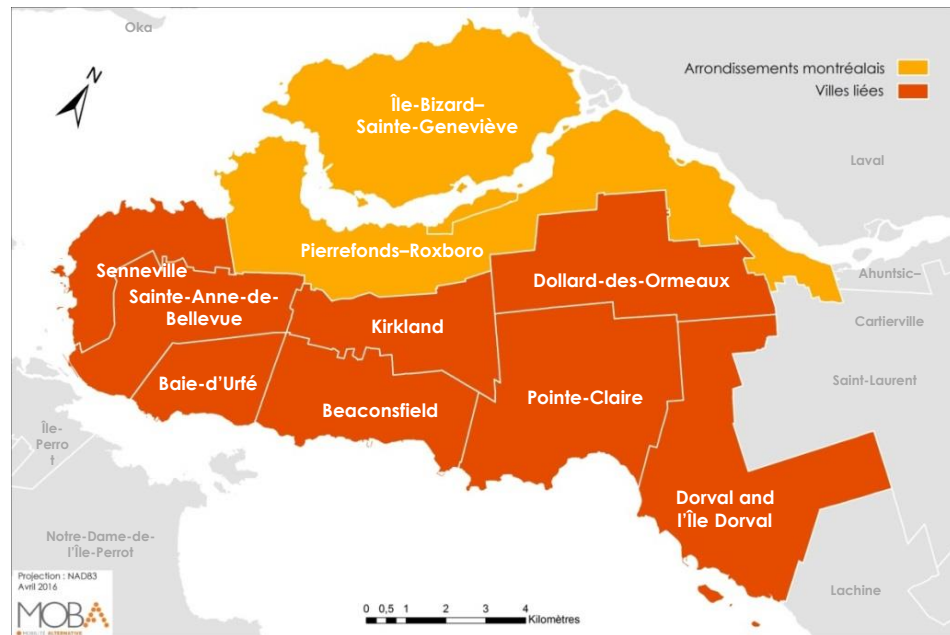
- 2 boroughs and 8 linked cities
- Area of 150.5 km², or 30% of Greater Montréal
- 124,000 jobs, or 11% of Greater Montréal
- 236,000 residents, or 1/8 of Greater Montréal

CHARACTERISTICS OF THE AREA

- Low-density residential neighbourhoods, low mixed-used and shortage of local services
- Urban fabric split and hemmed in
- Neighbourhoods difficult to access without a car
- Cars favoured over public transportation
- Lack of public transportation infrastructure
- Road network promotes unnecessary traffic (loops, crescents, dead ends)

HAVING AN INCIDENCE ON

- Physical activity and obesity
 - 17% obesity in the West Island versus 7% in downtown neighbourhoods
- Area cut-off
 - Inequalities for residents without cars
- Environment and health
 - A third of greenhouse gases caused by transportation
 - In 2014, 3 days of poor air quality and 158 of acceptable air quality
 - Concentrations of pollutants near traffic arteries
 - Increase in cardiovascular and respiratory diseases
- Social and economic costs
 - Cost of traffic congestion in Montréal: \$.14 billion/year
 - More time lost time and increased stress



Several West Island neighbourhoods don't encourage alternative transportation by failing to provide infrastructure for pedestrians, cyclists and public transit users.

Cars and commercial vehicles

FINDINGS

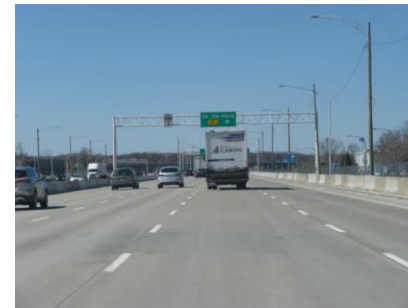
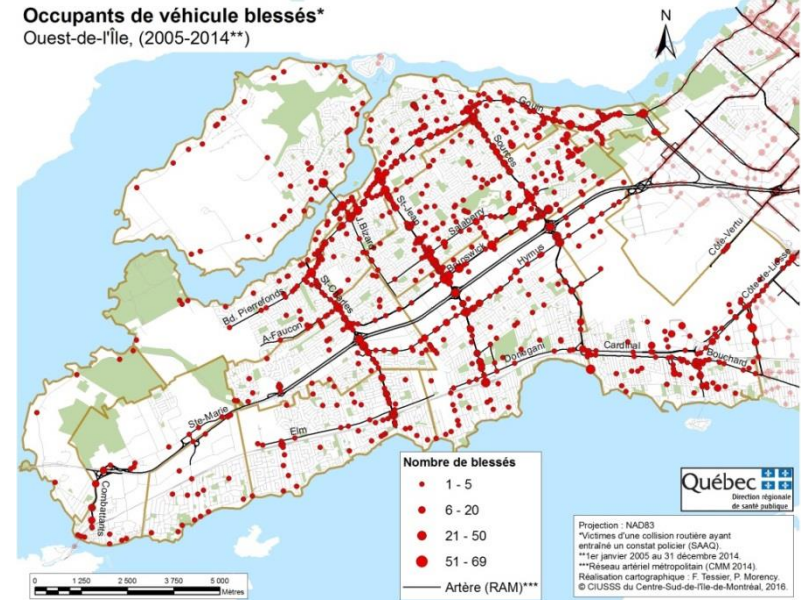
- Road networks in residential neighbourhoods foster unnecessary traffic and encourage the use of cars (loops, crescents, dead ends)
- Difficult to get from the West Island to downtown Montréal and to the main employment hubs
- Shortage of local services (grocery stores, corner stores, pharmacies, etc.)
- Increase in number of trips in cars and in modal share of cars
- Congestion on highways and approaches
- Sharing the road between buses and cars problematic
- Poor traffic light synchronization
- Most road injuries on arteries and in intersections during rush hour periods
- Sharing the road on highways difficult between commercial trucks and private cars
- Significant growth in road freight transportation
- Foreseen high increase in tonnage going through Trudeau airport
- Underuse of the CPR (passengers and merchandise)

POSSIBLE INTERVENTIONS

- Reorganize the road network to facilitate direct and safe travel on foot and on bicycle
- Raise population awareness about how to share the road safely
- Synchronize traffic lights on large boulevards
- Reorganize dangerous intersections and reduce vehicle volume and speed
- Evaluate different projects, prioritizing public and active transportation
- Evaluate different projects based on free flow of traffic without increasing road capacity
- Prioritize trucking outside rush hour periods
- Encourage positive cohabitation between passenger and rail freight transport

Given the large number of road users, most road accidents happen at intersections.

Occupants de véhicule blessés*
Ouest-de-l'Île, (2005-2014**)



Every day several thousand trucks use highway 40, which is already packed with buses and cars during rush hour periods.



The Vaudreuil-Dorion suburban rail line belongs to CP. Therefore, freight and passenger trains share the tracks.

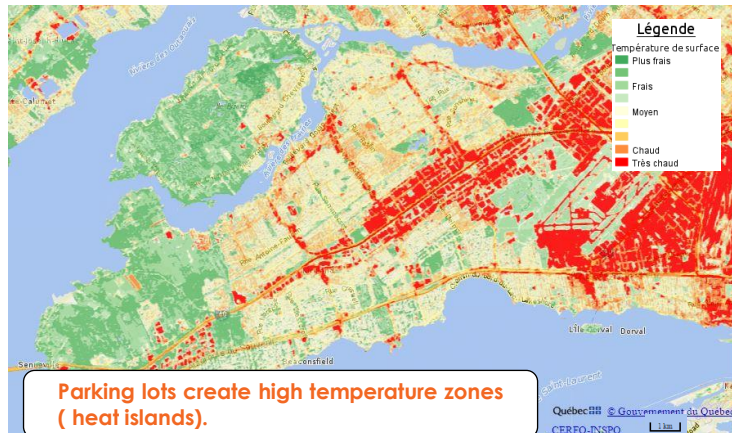
Parking

FINDINGS

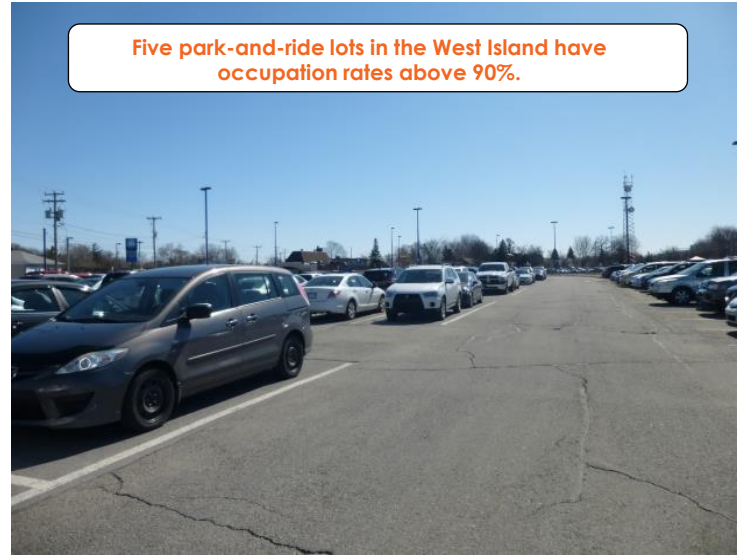
- Saturation of park-and-ride lots and spaces on the streets near stations
- Inequality created when free parking but no incentives to use alternative transportation methods
- Parking lots built based on peak usage periods require a lot of space
- Large asphalted parking surfaces create heat islands that are harmful to health and the environment
- Loss of property valuation caused by above-ground parking

POSSIBLE INTERVENTIONS

- Develop a strategy encouraging public/private sharing of parking lots
- Encourage construction of underground, multi-level parking lots
- Encourage businesses to optimize parking by adopting transportation management plans
- Encourage businesses to provide incentives to employees who do not use parking spaces
- Promote new parking management technologies (e.g. mobile app)
- Set up sustainable parking lots (permeable surfaces, light coloured, retention basins)
- Put a limit on the number of parking spaces in sectors with good public transportation
- Encourage the conversion of parking lots into social or housing projects



Five park-and-ride lots in the West Island have occupation rates above 90%.



Many parking lots are built based on peak usage periods. They create huge heat islands, for example, the lot at the Fairview Pointe-Claire shopping centre.



Public transportation

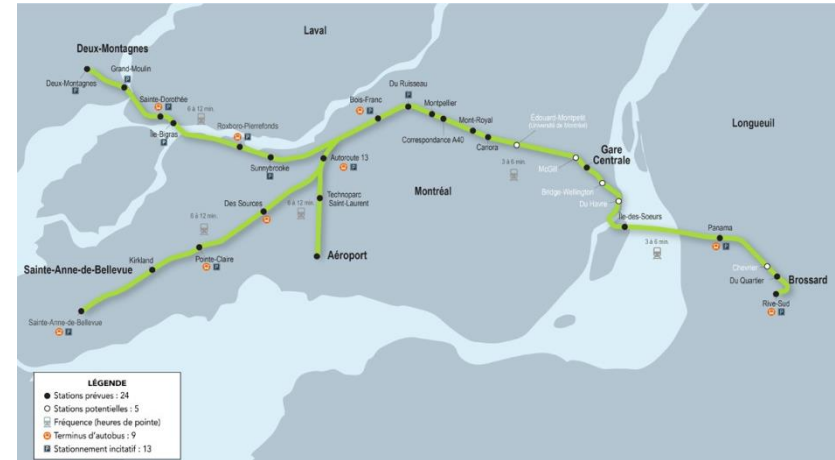
FINDINGS

- Train and bus routes oriented to travel between the suburbs and the downtown area, and less for internal trips
- Shortcomings in north-south bus routes and service to the metro, especially due to traffic congestion
- Insufficient service in the evenings and on weekends
- Buses often late, especially in winter
- Fairview bus terminal saturated
- Employment areas in the centre of the territory not well served by the train
- The Deux-Montagnes line at full capacity during rush hour periods
- Cars are preferred method of transportation to get to stations
- Full fare requested for ticket to downtown, even if desired stop is earlier
- Outside rush hour periods no stops at some stations and limited timetable
- Priority given to freight trains on the Vaudreuil-Dorion passenger line
- Deadline for construction of the electric light-rail network in the West Island unclear

POSSIBLE INTERVENTIONS

- Improve bus service within the West Island
- Add special measures on a number of arteries (e.g. reserved bus lanes, smart traffic lights)
- Extend and make permanent reserved bus lanes (e.g. St-Jean boulevard, Autoroute 40)
- Study the delays in the bus network and take measures to prevent them
- Increase the number of places in trains during rush hour periods and the frequency of trains outside those periods
- Improve public transit service to stations
- Develop a train fare structure based on distance of travel
- Implement a micro-transit system for commercial areas
- Ensure that residential density is high enough to provide efficient cost-effective service in new developments

The electric light-rail network will have a considerable impact on travel and transportation in the West Island.



Source: CDPQ Infra

There are increasingly more reserved bus lanes in the West Island, like this one on Saint-Jean boulevard.



The Fairview terminal may move because it has reached saturation, but also within the context of the electric light-rail network project.

Carpooling, car sharing, taxis and charging stations

FINDINGS

- Few companies or institutions signed up with ride-sharing platforms
- Few reserved lanes for carpoolers
- Few organizations offering reserved parking spaces near entrances
- Little carpooling to stations, but potential is high (close to 200,000 daily users)
- Lack of parking spaces for carpoolers at 6 of 11 stations
- Lack of car sharing vehicles (aside from car2go at the airport)
- Three taxi companies in the West Island, two of which use a mobile app
- No Téo Taxis, a taxi business using electric cars only
- 21 public electric car charging stations
- Few reserved lanes for electric cars

POSSIBLE INTERVENTIONS

- Promote grouping carpooling requests on a single platform and/or encourage users to register with more than one platform
- Increase the number of lanes reserved for carpoolers
- Urge organizations to offer incentives to encourage carpooling (e.g. preferential parking)
- Encourage multimodality (e.g. carpooling and public transit)
- Increase the number of places reserved for carpoolers in park-and-ride lots and add reserved places at stations where there are none
- Develop partnerships with car sharing companies to ensure that cars are available in strategic places around the West Island (train stations, bus terminals, etc.)
- Set up reserved parking spaces for car sharing vehicles in commercial areas
- Increase the number of public electric car charging stations
- Encourage taxis to adapt to new technologies
- Encourage new entrants in the electric taxi business

Some West Island businesses allow employees who carpool to park near their entrances; one example is MDA in Sainte-Anne-de-Bellevue.



Electric car owners have more benefits, such as the right to drive in some reserved carpool lanes.



Source: Association des Véhicules Électriques du Québec

Active transportation

FINDINGS

- Low usage of active transportation (3% walking and 1% cycling)
- High proportion of the population obese and suffering from overweight
- Half of trips using active transportation during rush hour periods
- Access to public transit by active transportation difficult, especially around places of work.
- Many physical constraints to using active transportation
- Little infrastructure linking the north and south parts of the West Island
- Gaps in cycle path network and lack of coherence in various interventions by different local administrations
- Inadequate and even lack of traffic lights for cyclists
- Lack of parking for bicycles
- No bike-sharing service
- Cyclists prohibited from using reserved lanes
- Lack of cycle paths physically separated from motor vehicle traffic
- No sidewalks in several areas (residential and industrial)
- High proportion of pedestrians and cyclists among injured road users
- Width and number of lanes contribute to conflicts between drivers and cyclists/pedestrians

POSSIBLE INTERVENTIONS

- Develop an active mobility plan for the West Island
- Use employers and organizations to raise residents' and employees' awareness
 - Offer an allowance for active commuters
 - Provide showers and secure bicycle stands at work
 - Set up maintenance and tune-up stands at the beginning of the season
- Increase the density of sectors around public transportation stations that include amenities for pedestrians and cyclists
- When possible, reorganize the transportation system to facilitate direct and safe active transportation
- Encourage organizations to hire people living near their workplaces
- Encourage West Islanders to work close to where they live
- Increase and diversify local services where there are amenities for pedestrians and cyclists
- Promote pedestrian and cycling pathways towards public transportation hubs (train stations and terminals), employment areas (commercial and industrial), and overpasses that span physical barriers (autoroutes and waterways)
- Promote north-south cycling pathways, especially on or parallel to boulevards
- Encourage collaboration among different administrations to ensure cycling pathways are coherent
- Improve traffic signals and promote cycling and pedestrian paths
- Impose the inclusion of spaces for bicycles in all new projects
- Evaluate the implementation of a bike-sharing service
- Encourage putting in cycle paths that are physically separated from motor vehicle traffic
- Require that all new developments integrate pedestrian and cycling infrastructures
- Increase safety at intersections that are unsafe for pedestrians and cyclists
- Evaluate the possibility of allowing cyclists in reserved lanes
- Put in traffic-calming measures and other amenities that reduce the risks of collision, especially in critical areas such as around schools (e.g. barrier posts, curb extensions, flower pots, lower speeds, medians, protected turns, etc.)
- Develop plans for travel to school



Cycle path network in the West Island

Access for people with reduce mobility

FINDINGS

- Variety of services for people with reduced mobility offered by about 15 organizations in the West Island, but not well known
- Paratransit services not always on schedule, and travel times long
- Crossing times at pedestrian lights too short
- Only the Roxboro-Pierrefonds station accessible to people with reduced mobility, and disabled parking space at 6 of 11 stations
- All STM vehicles wheelchair-accessible, except for Navette OR shared taxi service
- Users with reduced mobility must check schedules for buses with front ramps
- Admission to the paratransit program difficult, especially for people with mild mental disability
- Navette OR shared taxi service covers a limited area
- Feeling unsafe when using public transit

POSSIBLE INTERVENTIONS

- Conduct an exhaustive study on the specific needs of people with reduced mobility and their locations
- Develop school travel plans near schools where traffic is most problematic
- Extend pedestrian light crossing times near places where there are many older people and children
- Promote the many services available for people with reduced mobility
- Add accessible parking spaces at all stations
- Make all stations accessible to people with reduced mobility
- Review eligibility criteria for the paratransit program
- Require that a certain percentage of parking spaces be reserved for disabled individuals in public and commercial parking lots
- Install access ramps at the front of all buses
- Extend the area covered by the Navette OR service

The STM's paratransit service is available to eligible clients and by reservation only.



For more information on the
portrait of mobility in Montréal's
West Island, contact

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CODI

CONCERTATION OUEST-DE-L'ÎLE

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