

TRIAL BIKE ROUTE REPORT

CÔTE-ST-ANTOINE ROAD & WESTMOUNT AVENUE

TUESDAY, NOVEMBER 1, 2016

OBJECTIVES

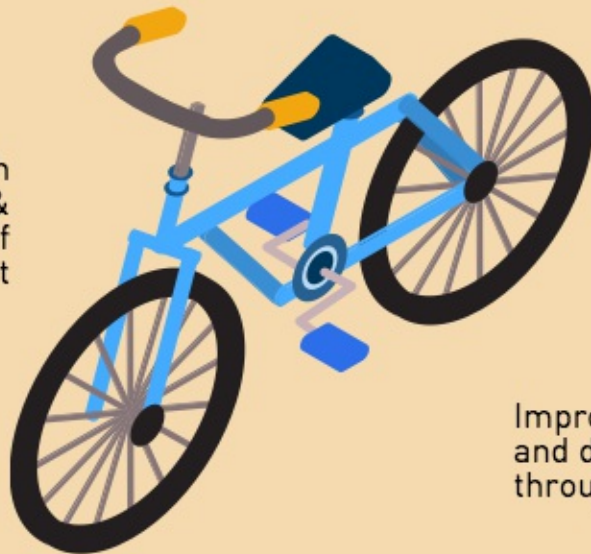


TRIAL BIKE ROUTE REPORT: Côte-St-Antoine Rd. & Westmount Ave.

OBJECTIVES

Provide residents with
a healthier &
alternative means of
transport

Implement traffic
calming measures



Continue the
development of active
transport & more
liveable streets

Improve street safety
and discourage
through traffic

OBJECTIVES: INFRASTRUCTURE



IMPROVING THE BICYCLE INFRASTRUCTURE: STEP 1

Resident Survey in 2011
(Ipsos)

- Create a Traffic Master Plan oriented towards active transportation
- Many Westmounters use bicycling as a means of transport

OBJECTIVES: INFRASTRUCTURE

IMPROVING THE BICYCLE INFRASTRUCTURE: STEP 2

- Westmount Traffic and Active Transportation Plan created in 2013.
- A 2013 CIMA+ study evaluated the potential development of bicycle routes.
- Council Goals: Better traffic management is the first objective (Sustainable development, traffic calming, more livable community).
- Westmount Ave. and Côte-St-Antoine Rd. were prioritized due to existing use and completing bike route links.
- Internal research and consulting with associations

OBJECTIVES: DESIGN

DESIGN APPROACH BENEFITING EVERYONE

- Benefits for pedestrian safety
- Only painted lines
(Not a physical separation)
- Up hill going westbound
- Same number of parking spaces maintained

CÔTE-ST-ANTOINE ROAD (WESTBOUND)



WESTMOUNT AVENUE (EASTBOUND)



OBJECTIVES:IMPACT

THE BENEFITS OF A BIKE LANE

- Bike lanes help define road space for bikes and for cars, promoting a more orderly flow of traffic.
- Bike lanes encourage bicyclists to obey general traffic rules and flow when roadways are marked to include them.
- Bike lanes are a visual reminder to drivers to look for bicyclists when turning or opening car doors.
- Bike lanes have a “traffic calming” effect – roads that appear narrow result in slower vehicular speeds.
- Bike lanes encourage a more cautionary approach for drivers when entering the roadway from driveways or side streets.

MAIN CONCERNS



TRIAL BIKE ROUTE REPORT: Côte-St-Antoine Rd. & Westmount Ave.

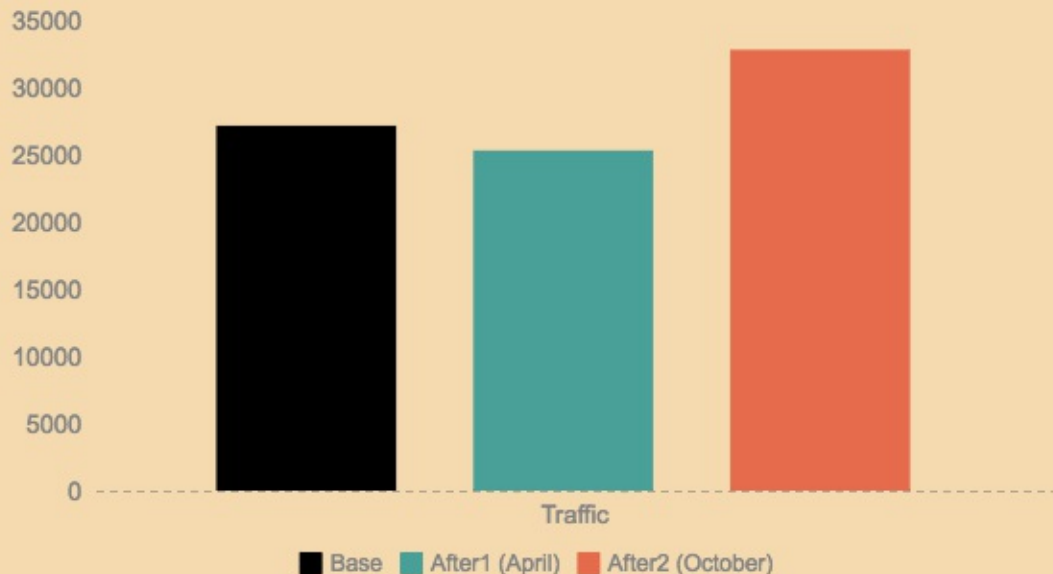
MAIN CONCERNS

- Before and after data
- Excessive speeding on Côte-St-Antoine Rd. & Westmount Ave. near a park & school zones warrant the need for enhanced safety measures
- Excessive through traffic
- Cyclist going the wrong way
- Historical importance

MAIN CONCERNS

CÔTE-ST-ANTOINE

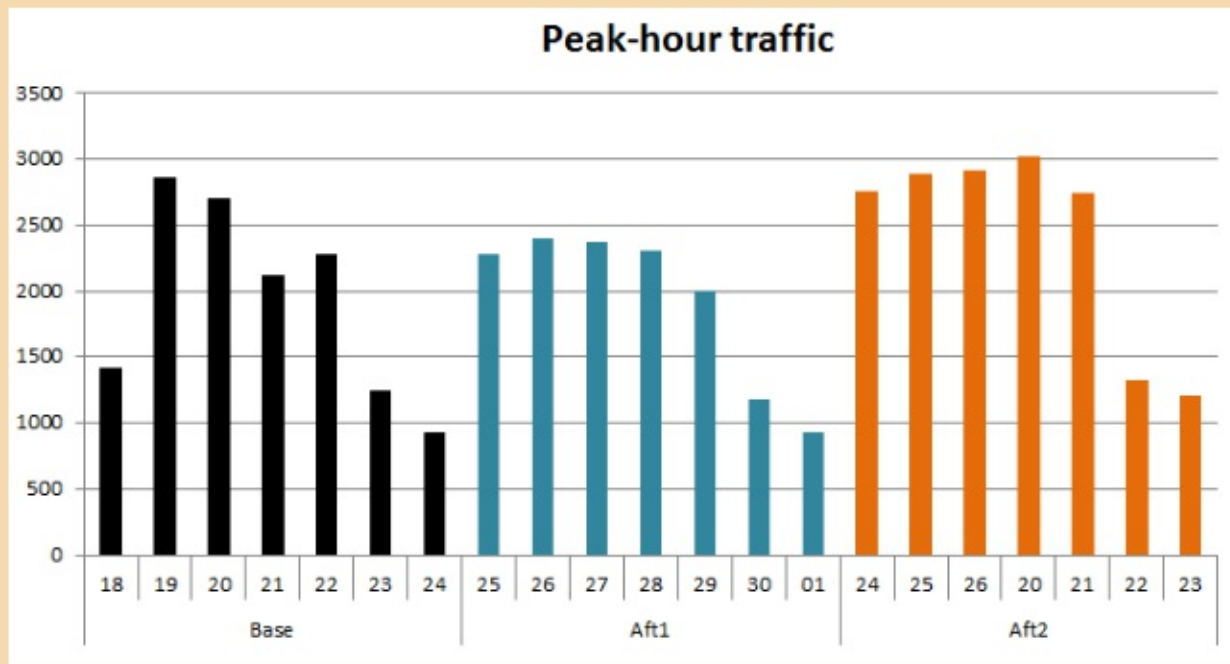
Total traffic for a one-week period



- One week of baseline data (before), two separate weeks of after data

MAIN CONCERNS

CÔTE-ST-ANTOINE



MAIN CONCERNS

CÔTE-ST-ANTOINE

OUR STUDIES SHOW THAT
SPEEDING IS A MAJOR ISSUE ON

CÔTE-ST-ANTOINE



BEFORE THE TRIAL

82%

**OF VEHICLES WERE RECORDED
TRAVELLING
OVER 40KM/H
AT PEAK HOURS
(SPEED LIMIT IS 30KM/H)**

MAIN CONCERNS

CÔTE-ST-ANTOINE

39% **REDUCTION**
IN THE 85TH
PERCENTILE OF
SPEEDING CASES

- Baseline week in April 2016 (before):
 - 85th percentile = 57 km/h
- Week in April 2016 (after):
 - 85th percentile = 59 km/h
- Week in October 2016 (after):
 - 85th percentile = 41 km/h

MAIN CONCERNS

CÔTE-ST-ANTOINE

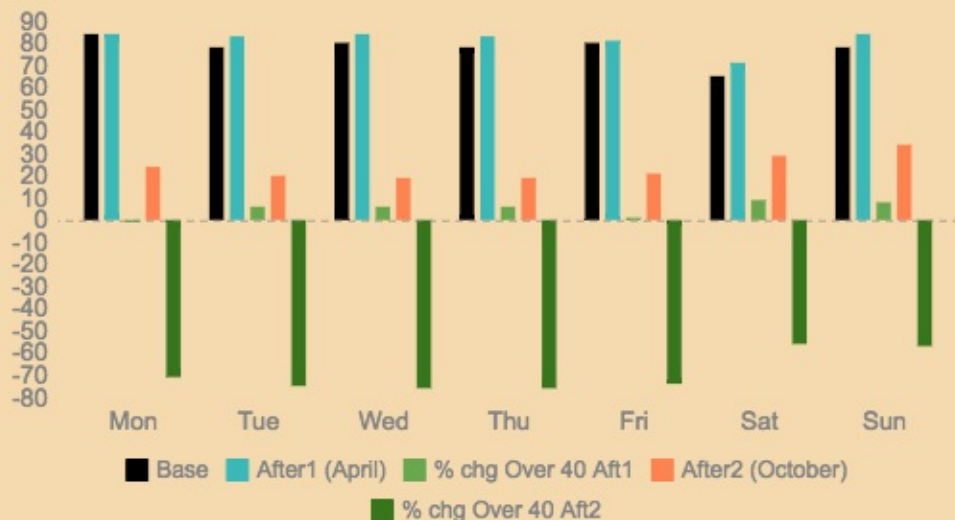
AS MUCH AS

76%

FEWER CASES OF SPEEDING

On Côte-St-Antoine,
a reduction in speeding
is observed (all hours)

Percentage of cases over 40 km/h (all hours)



MAIN CONCERNS

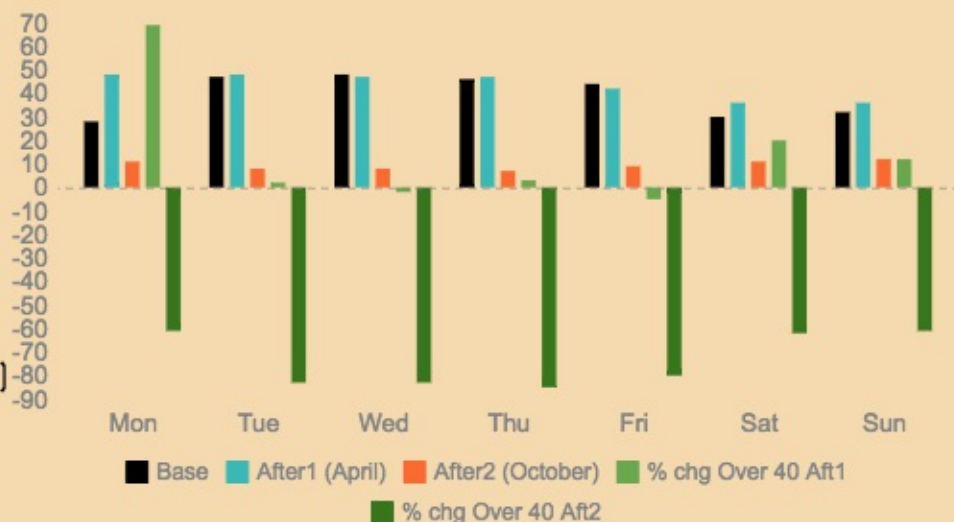
CÔTE-ST-ANTOINE

AS MUCH AS

85%
FEWER CASES
OF SPEEDING

On Côte-St-Antoine,
a reduction in speeding
is observed (peak-hours)

Percentage of cases over 40 km/h (peak-hours)



MAIN CONCERNS

CÔTE-ST-ANTOINE



BEFORE

AT ITS WORST POINT,
3 OF 10 CYCLISTS
WERE RECORDED GOING
THE WRONG WAY ON
CÔTE-ST-ANTOINE



AND AFTER

REOPENING OF WESTMOUNT AVE.

50%

FEWER CYCLISTS
GOING THE WRONG WAY

MAIN CONCERNS

CÔTE-ST-ANTOINE

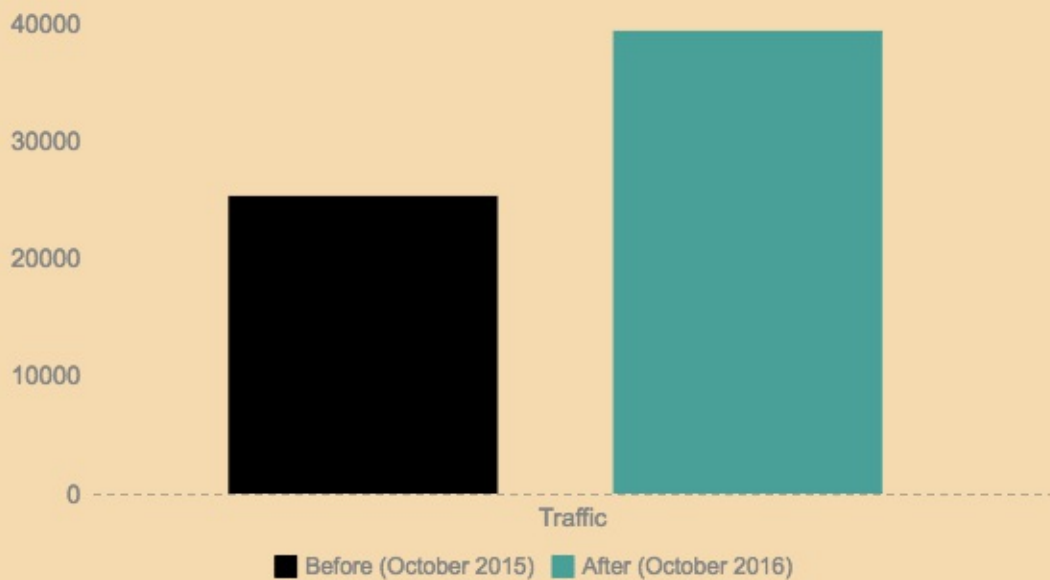
SUMMARY

- A reduction in the 85th percentile.
- A reduction in the percentage of those speeding over 40 km/h at all-hours (30 km/h limit).
- A reduction in the number of cases speeding over 40 km/h at peak-hours (30 km/h limit).
- An increase in traffic in the area because of:
 - Seasonal variation.
 - Road work in area (Côte-des-Neiges, Des Pins, Docteur Penfield, Turcot, Sherbrooke, Atwater)
- A significant reduction in cyclists going the wrong way.
- Westmount Avenue was closed most of the summer.

MAIN CONCERNS

WESTMOUNT AVE.

Total traffic count



MAIN CONCERNS

WESTMOUNT AVE.

4% **REDUCTION**
IN THE 85TH
PERCENTILE OF
SPEEDING CASES

- Baseline in October 2015 (before) 2015:
 - 85th percentile = 49 km/h
- Week in October 2016 (after):
 - 85th percentile = 47 km/h



MAIN CONCERNS

WESTMOUNT AVE.

MODEST REDUCTION, BIG IMPORTANCE

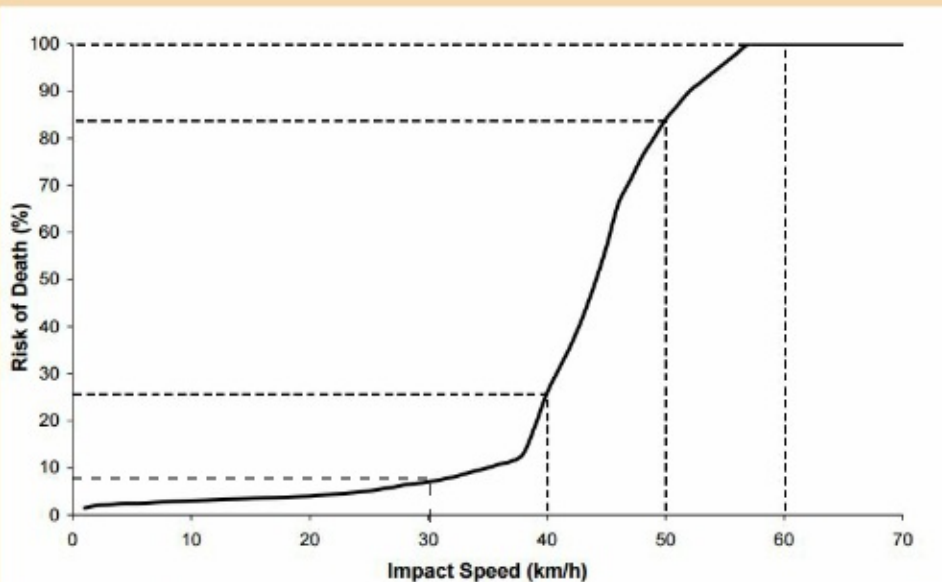


Figure 3: Risk of pedestrian death as a function of vehicle impact speed¹⁶

MAIN CONCERNS

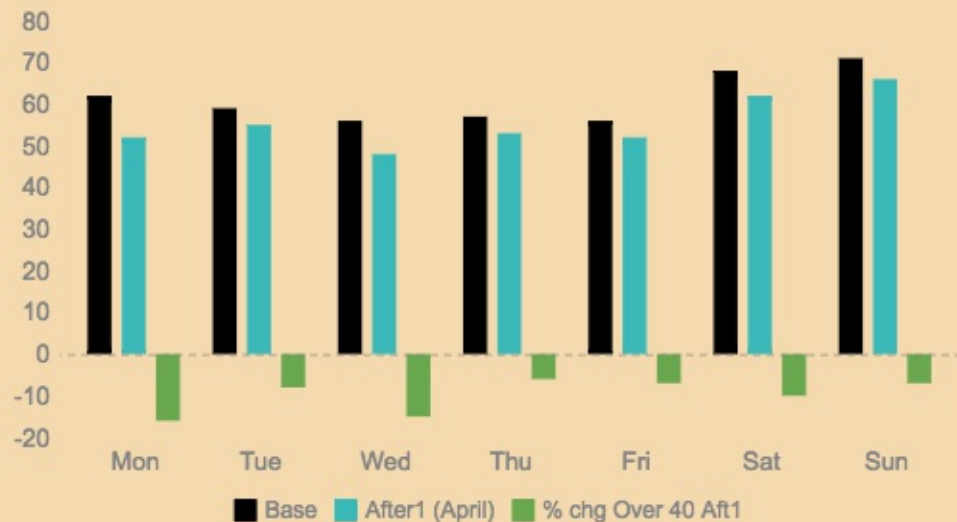
WESTMOUNT AVE.

AS MUCH AS

16%
**FEWER CASES
OF SPEEDING**

On Westmount Ave.,
a reduction in speeding
is observed (all hours)

Percentage of cases over 40 km/h (all hours)



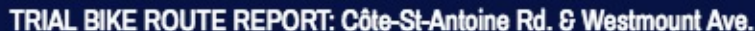
MAIN CONCERNS

WESTMOUNT AVE.

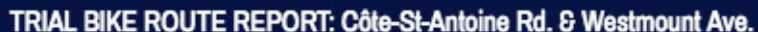
SUMMARY

- A reduction in the 85th percentile.
- A reduction in the percentage of those speeding over 40 km/h at all-hours (30 km/h limit).
- A reduction in the number of cases speeding over 40 km/h at peak-hours (30 km/h limit).
- An increase in traffic in the area:
 - A reduction in speed (Non-linearity of risk)
 - Road work in area (Côte-des-Neiges, Des Pins, Docteur Penfield, Turcot, Sherbrooke, Atwater)
- Westmount Avenue was closed most of the summer.

HISTORICAL IMPORTANCE



HISTORICAL IMPORTANCE



MAIN CONCERNS

DETOURS & DETOURS



MAIN CONCERNS



Continue to work with the SPVM, Public Safety and Cycling Associations to enforce existing laws and educate cyclists on riding in the correct direction – with the flow of traffic.

RESIDENT COMMENTS



TRIAL BIKE ROUTE REPORT: Côte-St-Antoine Rd. & Westmount Ave.

RESIDENT COMMENTS

- From October 17 to November 1st, a total of 16 emails were received from the website, the majority of which were in support of the bike route.
- 11 emails in support.
- 5 emails against or providing constructive feedback.
- Some comments are presented.

RESIDENT COMMENTS



Nous apprécions beaucoup ces pistes cyclables et les utilisons plusieurs fois par semaine.

Nous sommes quatre cyclistes réguliers à la maison et une cycliste occasionnelle. Je vais au travail en vélo tous les jours, sauf quand il y a de la glace (donc environ 8 mois par année). Quand on remonte Côte-Saint-Antoine, notre vitesse à vélo est plus lente à cause de la côte, et surtout lorsque nous avons des paquets lourds [épicerie par exemple]; nous sommes en plus grande sécurité depuis que la piste cyclable existe.

Notre fils Daniel va à Selwyn et va aller à l'école en vélo au printemps prochain, mais seulement si la piste cyclable existe encore, ce que nous souhaitons vivement.

Ces pistes ont contribué à une plus grande sécurité, à notre exercice régulier et à diminuer l'utilisation de l'auto et donc à améliorer la qualité de l'air à Westmount.

Félicitations à la ville de Westmount. Notre famille (Yves, Elizabeth, Daniel, Sarah et Sophie) recommandons fortement à la ville de rendre permanentes ces pistes et de continuer à rendre la ville encore plus sécuritaire et plus en santé.



RESIDENT COMMENTS



“ Thoroughly enjoyed being able to use the Côte St. Antoine bike path this summer in order to access the Monkland shopping area. During the numerous times I used it I never encountered any problems with sharing the road with automobiles. Often I would use the bike path to return to my home near Greene.

I support Councillor Cutler's vision in adapting the Côte & trust that it will become a permanent thoroughfare for all seasons ”

RESIDENT COMMENTS



“ I as a Westmount resident fully appreciate the efforts made by our city to get this trial bike path setup. I bike to work and back everyday and fully appreciate having a secure route to take.

I heard grumblings about lack of parking spaces but I feel we should be focusing on more environmental methods like these.

I do hope that the bike paths are here to stay in Westmount! ”

RESIDENT COMMENTS



“ To Whom It May Concern,

I really enjoyed having the bicycle lanes on Côte St-Antoine and Westmount Avenue. They made me feel safer cycling through Westmount. ”

RESIDENT COMMENTS

“ I have lived and worked in Westmount for most of the last 36 years. I often drive both on Westmount Avenue and Côte St. Antoine, during rush hour and sometimes during the day.

I can understand that there is the need to encourage bicycle riding. However, even in the good weather months, I saw only very few bicycles and bicycle riders on the concerned roads. Before the lines were put up, by sticking to the side of the road, things went quite well without the lines. Having read the local paper I don't think there have been many accidents before the lines were put up.

The lines as you know, slow traffic down a lot since the roads at most places they are cut down to one lane. This is even more serious, as a traffic has gotten a lot heavier. It's expected to be that way or get even worse for the next few years due to the construction of the interchange and other sites which forces drivers to use city streets. To make matters worse on Westmount Avenue, which is now narrower as the line is on the right-hand side, where traffic got even worse because of extra problems going east.

I trust that other residents will bring this to your attention. I don't know if you'll do a referendum or just make the right and fair decision and eliminate the bicycle routes. Maybe it could be revisited once a construction in the area has stopped and traffic in the residential areas has diminished.

”

SPVM COMMENTS

“ Plusieurs vélos circulent en contre-sens sur bande cyclable C.ST-A. Une dizaine de cyclistes, le matin de semaine, ont été interpellés.

J'ai remarqué qu'à l'approche d'une intersection sur Côte St-Antoine, sur une distance d'environ 20 mètres, lorsqu'il y a une file d'attente des véhicules qui sont ralentis ou immobilisés au stop, les véhicules voulant tourner à droite empruntent l'espace à droite de la voie, empiétant sur la bande cyclable, lorsqu'il n'y a pas de véhicules stationnés, pour couper le trafic et se dépêcher. J'ai observé et intervenu à 4 reprises lors de 2 journées d'observation...

Je peux dire, que j'ai appliqué le respect de la bande, plus en octobre. En septembre, beaucoup d'avis verbaux ont été donnés. ”

**AGENT
NICHOLAS GAUTHIER-CECYRE**



SCHOOL CROSSING GUARDS COMMENTS



CROSSING GUARDS REPORTING TO:

Agent Nicholas Gauthier-Cecy (SPVM)

Côte St-Antoine / Roslyn

“ La circulation des véhicules circulant sur C.St-A. est ralentie depuis que la voie a été rétrécie due à l'ajout de la piste cyclable. La vitesse des véhicules a été réduite... le matin entre 7h30-9h30. ”

SCHOOL CROSSING GUARDS COMMENTS

CROSSING GUARDS REPORTING TO:

Agent Nicholas Gauthier-Cecyre (SPVM)

Westmount Ave. / Roslyn

“ Il a noté une réduction de la vitesse des véhicules circulant sur Westmount, direction est. L'agencement des trottoirs a permis de limiter et de réduire la vitesse des véhicules. Il note cela, plutôt le matin, lors de son quart de travail, entre 7h30-9h30. ”



COMMITMENTS BY THE CITY



TRIAL BIKE ROUTE REPORT: Côte-St-Antoine Rd. & Westmount Ave.

COMMITMENTS BY THE CITY

SAFETY

- Decisions based on safety and promotion of environmentally friendly transportation.
- Continue efforts to reduce speeds.
- Continue hearing and integrating the feedback of residents.
- Westmount Ave. is a collaborative transportation project that improved safety for pedestrians, especially children, while providing an alternative means of transport.

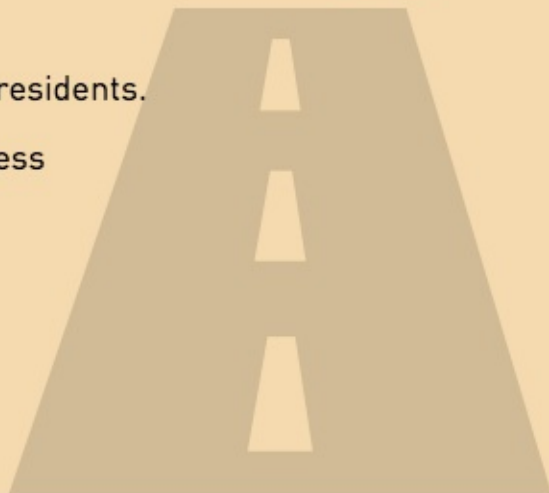


CONCLUSIONS

Due to the positive results of the study and the need for more determining information, Public Works recommends continuing the trial.

This means to continue to:

- Collect more data.
- Continue hearing and integrating the feedback of residents.
- Apply additional traffic calming measures to address the ongoing speeding problem.
- Optimize signage.
- Enforce and educate.



QUESTIONS & ANSWERS

APPENDIX

DATA & TECHNICAL INFORMATION

MAIN CONCERNS

CÔTE-ST-ANTOINE

CALMING TRAFFIC EXPLAINED

The probability of road crashes decreases at a certain point (non-linearity of risk)

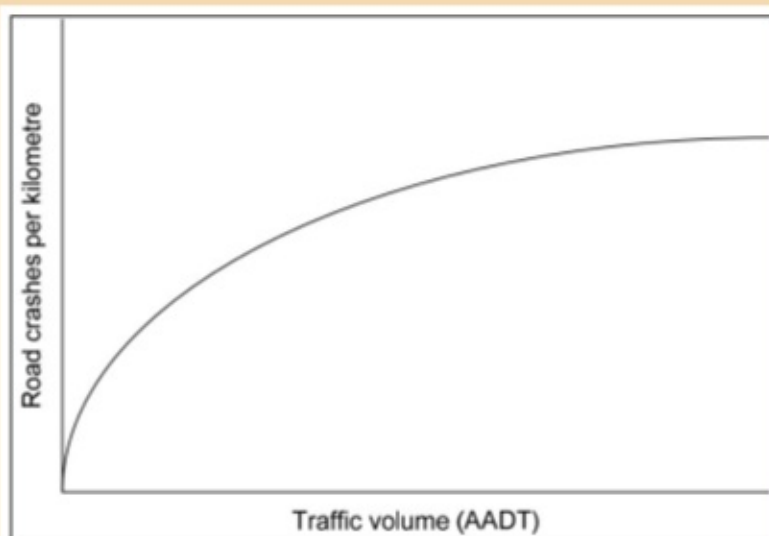
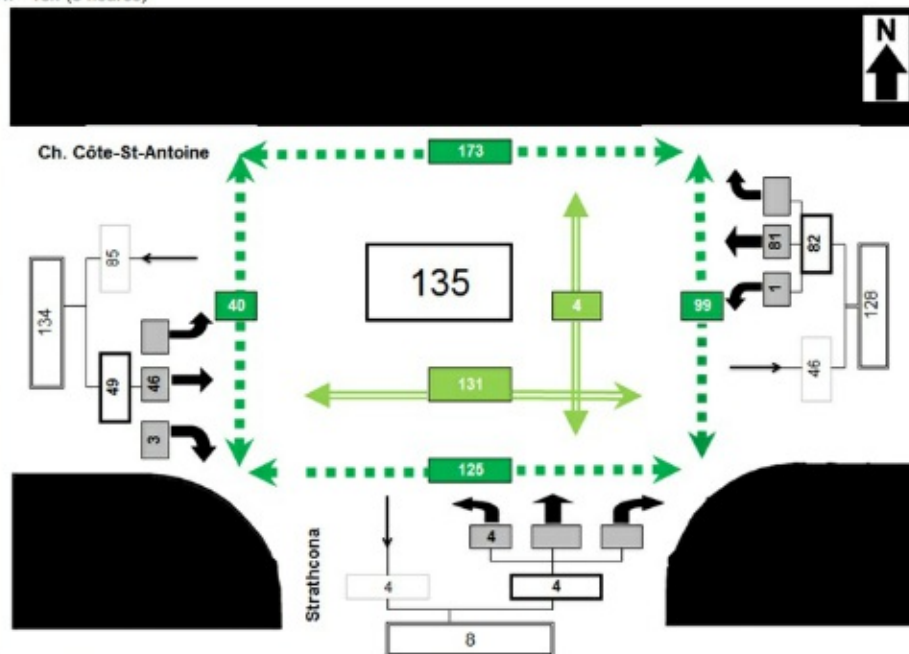


Figure 2. Graph of crash prediction model (adapted from Reurings & Janssen (2007)).

APPENDIX

7h - 18h (8 heures)



This shape represents a slider.
Sliders can be used in at least
Excel 2010.

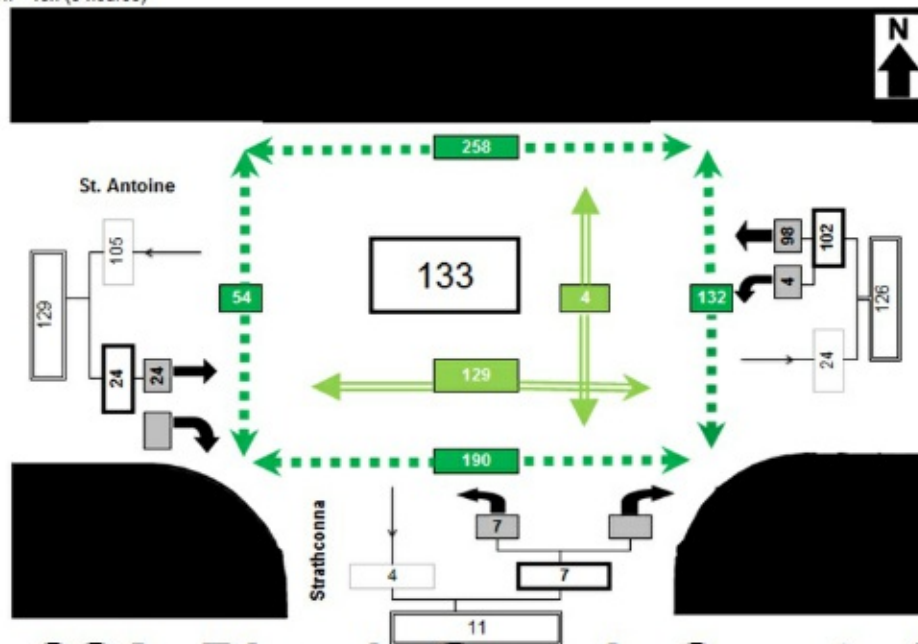
If the shape was modified in an
earlier version of Excel, or if the
workbook was saved in Excel
2003 or earlier, the slider cannot

Mode		Totaux	%
Pétons			
Cyclistes		135	
Automobiles			
Camions			
Autobus			
Mouvements illicites			
Grand Total		135	

**Before Westmount Ave.
CSA: Bicycle Sample Counts opened**

APPENDIX

7h - 18h (8 heures)



This shape represents a slider.
Sliders can be used in at least
Excel 2003.

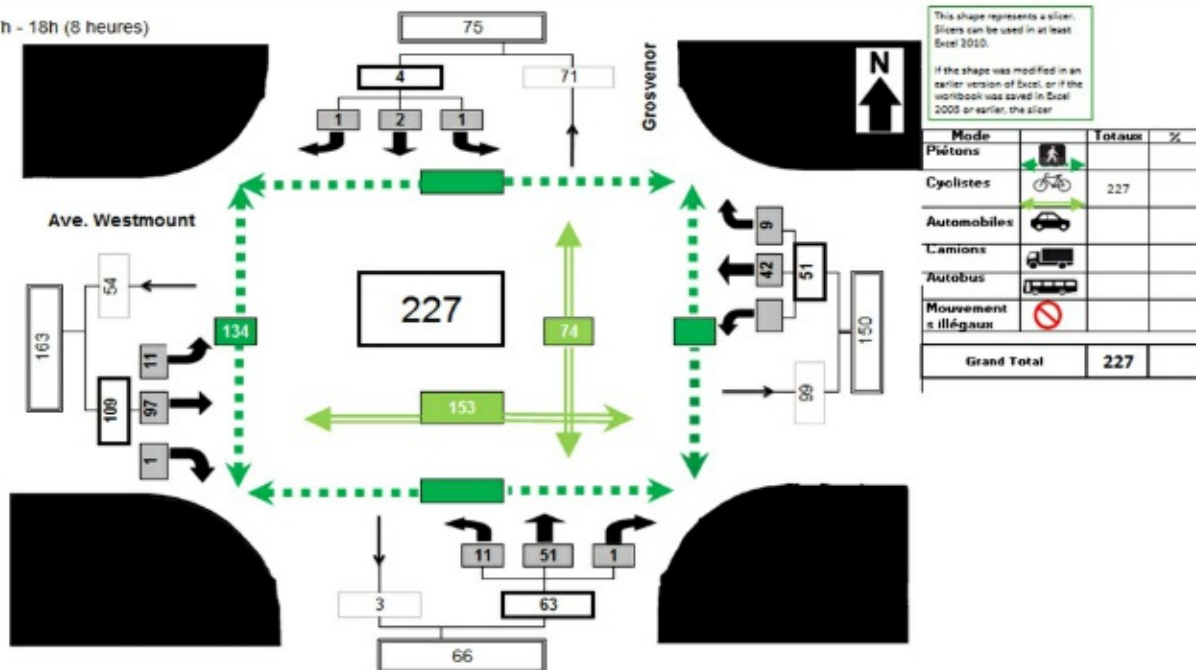
If the shape was modified in an
earlier version of Excel, or if the
workbook was saved in Excel

Mode	Totaux	%
Piétons		
Cyclistes	133	
Automobiles		
Camions		
Autobus		
Mouvements illégaux		
Grand Total	133	

CSA: Bicycle Sample Counts (After)

APPENDIX

7h - 18h (8 heures)



Westmount Ave.: Bicycle Sample Counts (October)