

## 2.8 PLANNED PROJECTS

### *Purpose*

Planned or proposed transportation and development projects must be taken into account, inside and outside Westmont, to anticipate future changes. Transportation projects are examined since they alter the transportation system. Development projects are also taken into account since these developments can attract new users with mobility and parking needs. The construction, sometimes spanning over many years, of these projects also has impacts on the residents and transportation system.

The specific impacts of projects are usually addressed on a case by case basis since most impacts are local in nature.

### *Findings*

#### *Development projects*

- Some development projects are planned within the City of Westmont as shown in figure 2.32. The most important is the Westmont Recreation Centre which includes the construction of two ice surfaces, an outdoor pool, tennis courts and multi-functional space;
- A number of residential projects are also under development in Westmont: 1250 Greene (20 units) and 215 Redfern (60 units). The site of the Old Selby Campus of Dawson College located at 350 Selby Street could be potentially redeveloped; There is a number of planned or potential projects in adjacent neighbourhoods in Montreal (see figure 2.32):
  - ▶ The City of Montreal recently adopted a Special Planning Program for the western part of Downtown (Guy Street to Westmont). A number of residential and commercial projects are planned or under development in this area including the Seville Lofts. In addition, activities at the Montreal Children's Hospital will be relocated to the Glen campus of the MUHC. A future use for the Montreal Children's Hospital site has not yet been decided;
  - ▶ The Sud-Ouest Borough to the south of Westmont has changed considerably over the past few years (Home Depot, Imperial Lofts, etc.). Most potential or planned projects for this area of the Sud-Ouest are residential;

#### *McGill University Health Centre (MUHC)*

- The largest project under development in the area is the Glen Campus of the McGill University Health Centre (MUHC). This campus will consolidate activities of the Royal Victoria, Children's Hospital, Chest Institute, a Cancer Centre and the Research Institute. Even if part of the site is in Westmont, the 300,000 square metres of buildings and all usual vehicular access points will be in Montreal;
- Patients, visitors and employees at hospitals come from throughout the Montreal region and beyond. Hospital employees also tend to live further away from their work place than other workers (Rolph, 2011). It is thus expected that most car trips will access the site using the freeway network (A-20, A-15 and A-720). The ramps leading to the Décarie were therefore recently rebuilt. The Saint-Jacques entrance to the A-720 will be

rebuilt to allow direct access to the eastbound A-720. A number of intersections in Montreal were also (or will be) reconstructed due to these changes. The Turcot reconstruction includes the construction of a new arterial (Pullman Street) between Saint-Jacques and Notre-Dame Street that will have an onramp leading the westbound A-20 and another to the southbound A-15;

- Vehicular access points will be located on Décarie Boulevard and Saint-Jacques Street. Access patterns (due to the regional nature of the hospital) between the freeways and the hospital do not cross Westmont. The Glen Road access will only be used by pedestrians and ambulances in case of an emergency and the City of Westmont will not allow its use by vehicles;
- The Traffic Impact Study prepared for the project, since which access points and patterns have not changed, stated that there should not be any important traffic volume changes on Westmont streets. This did not take into account vehicles looking for on-street parking;
- The MUHC will be directly connected to the Vendôme Métro and commuter rail service via two pedestrian tunnels. It should be noted that the Glen Campus is much easier to access by public transit than for facilities in the vicinity of des Pins and University which will be relocated to the Glen Campus. The Royal Victoria, Shriner's and Chest Institute are all currently at least 15 minutes walking distance from the closest Métro station. This will make it easier for patients, employees and visitors to access the site;
- Pedestrians will be able to access the site from Décarie Boulevard (two access points), Saint-Jacques Street (one access), Glen Road (one access) and de Maisonneuve Boulevard (via the tunnels from Vendôme Station). Currently, there is no pedestrian link planned from Sainte-Catherine Street;
- Users wishing to avoid parking fees will likely attempt to park on-street (or rent off-street parking) close to these pedestrian access points. It should be expected that visitors and employees will attempt to park in the south-west quadrant of Westmont. If not properly managed, traffic could increase and parking availability decrease in this area;
- Hospitals in Montreal (Rolph, 2011) tend to have clusters of medical offices and other health facilities located nearby. The construction of this new hospital will likely induce new medical and health facilities to locate nearby, especially in Westmont and Notre-Dame-de-Grâce. If not properly managed, this will lead to increases in traffic and parking demand;

#### *Transportation Projects*

- The AMT is developing the Train de l'Ouest project. This project would increase train frequencies on the Vaudreuil-Hudson train line and would increase the number of trains travelling through Westmont each day. The train shuttle to Trudeau Airport might use the same railway corridor if this shuttle ends at Lucien-L'Allier Station. No additional stations are planned as part of this project;
- The STM is planning to implement transit priority measures on Sherbrooke Street. No specific measures have yet been recommended. Possible measures include, but are not limited to: reserved lanes, modifications to traffic signals, queue jumps (short reserved lanes at intersections), and/or active transit priority at signals;

- The City of Montreal is studying the development of a tramway network on Côte-des-Neiges Road. This tramway line would be within walking distance of parts of Westmont;

#### *Turcot Complex Reconstruction*

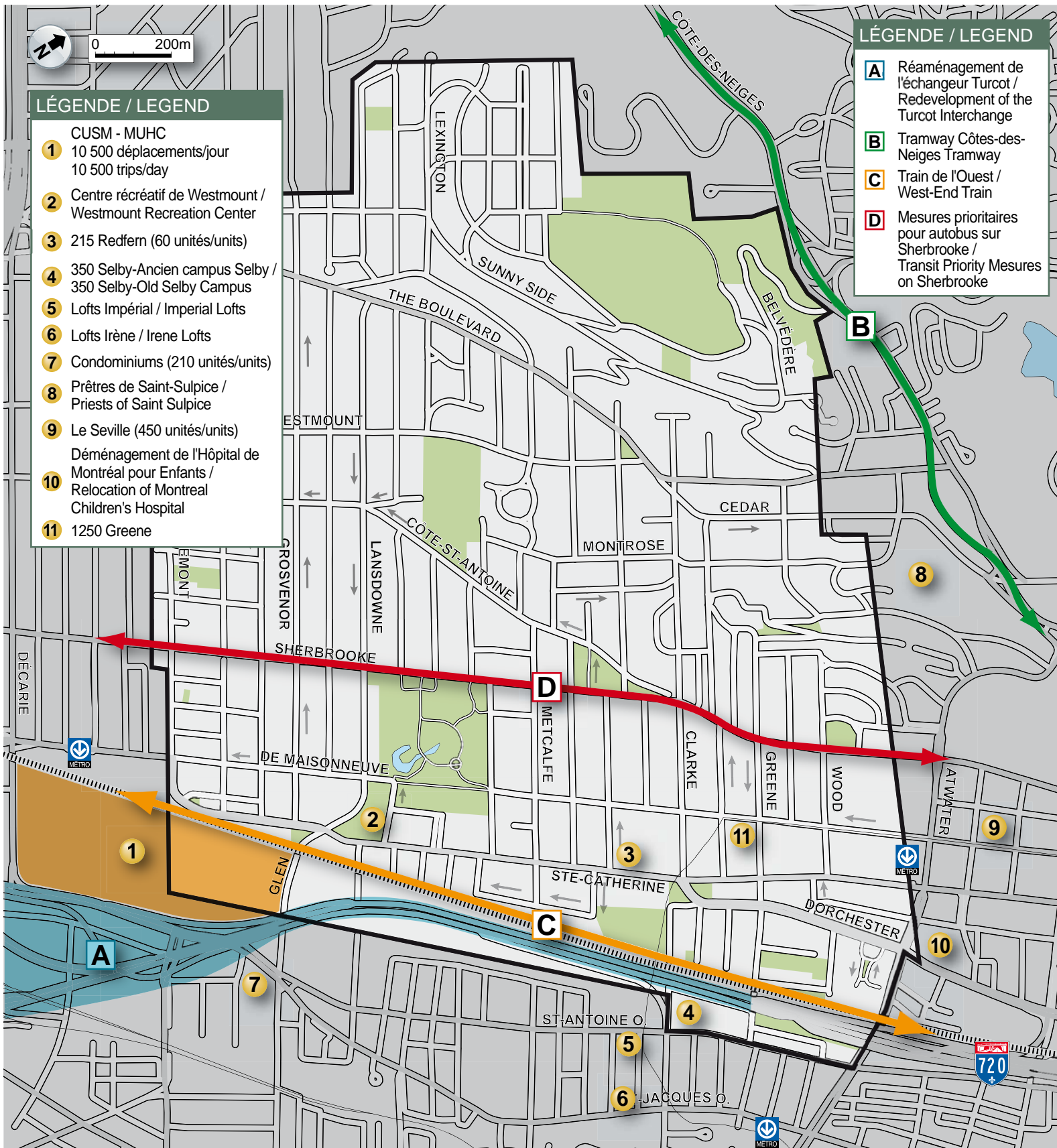
- The MTQ is currently developing the reconstruction of the Turcot interchange. The three billion dollar project includes the reconstruction of the interchange over a number of years;
- The Turcot will bring some permanent changes, but temporary closures during reconstruction will also have impacts;
- The following permanent changes are planned as part of the current version of the Turcot project:
  - ▶ Same of number of lanes on the A-15, A-20 and A-720 and ramps between them;
  - ▶ Maintained access points to the MUHC;
  - ▶ Reserved bus lanes on the A-20 and A-720;
  - ▶ Closure of the Greene Avenue onramp. This closure should reduce the amount of traffic on Greene Avenue between Saint-Antoine and the current onramp. There should be little impact on the rest of Westmont's street network since it is difficult to reach this onramp from areas north of Saint-Jacques Escarpment;
  - ▶ Closure of the southbound Girouard entrance on the Décarie Expressway, which will be replaced by two new ramps: one to the westbound A-20 and another to the southbound A-15;
  - ▶ Reconstruction of A-720 overpasses. This should be an opportunity to improve pedestrian and cycling conditions on links under the A-720 (lighting, sidewalks, etc.);
- Temporary closures during construction, stretching over seven years, will likely have impacts in Westmont. This phasing plan could change since the MTQ has announced that this project will be undertaken using a design-build approach. That being said, the MTQ does not allow closing streets and ramps for longer periods than its initial plan. The following temporary closures have potential impacts on Westmont:
  - ▶ Closure the Saint-Jacques ramp leading to the A-720 eastbound for five years. This ramp is the main access leading from the MUHC to the east;
  - ▶ Closure of Saint-Jacques Street over the Décarie Expressway for a few months. This temporary closure should have impacts on east-west travel patterns in Westmont (additional traffic on Sherbrooke, The Boulevard, etc.);
  - ▶ Greene Avenue will be closed occasionally to allow the replacement of A-720 overpasses;
  - ▶ The Atwater and Guy exits will be closed alternatively for a few months, this should not have an important impact on Westmont;

#### ***Key issues and findings***

- There are more projects under construction or being planned in areas adjacent to Westmont, than within the City;

- There a number of projects within Westmont (recreational centre, 1250 Greene, 215 Redfern). There are many more residential development projects planned or underway just outside city limits. These new residents will use some services and shops in Westmont and have a subsequent impact on transportation and parking demand;
- There are major construction projects underway or planned on the periphery of Westmont: the McGill University Health Centre (MUHC) and the Turcot interchange reconstruction, being the largest;
- The MUHC will only have vehicular accesses on Saint-Jacques and Décarie. The Glen access will only be used by emergency vehicles during exceptional circumstances. Even if ample off-street parking will be provided, it can be expected that there will be demand for on-street parking by users wishing to avoid paid parking at the MUHC. Medical offices and health facilities could relocate to Westmont and NDG which will have impacts on traffic and parking availability in the southwest quadrant of the City;
- The Turcot interchange reconstruction will have impacts on Westmont during temporary closures of lanes and ramps (Saint-Jacques Street, Saint-Jacques A-720 eastbound onramp, Greene Avenue). The reconstruction of the Turcot will span over a number of years. The closure of the Greene Avenue onramp is planned, which will decrease traffic on Greene Avenue;
- The City of Westmont needs to plan for these projects since there will be increased demand for transportation and parking demand in some parts of the City.

# PLAN DIRECTEUR DE CIRCULATION ET DE TRANSPORT ACTIF DE WESTMOUNT WESTMOUNT TRAFFIC AND ACTIVE TRANSPORTATION MASTER PLAN



**FIGURE 2.32**

Projets potentiels et planifiés  
Planned and Potential Projects

## 2.9 SUMMARY OF CURRENT CONDITIONS

Current transportation conditions in Westmont were examined in order to better understand travel patterns, geography, demographics and the transportation system. The analysis of current conditions also identifies various constraints and issues.

Westmont is a compact city built along the southern slope of one of Mount Royal's three summits and entirely surrounded by the City of Montreal. The transportation network was built along an east-west axis, perpendicular to the mountain. Even if many streets can be steep, the plateau between Sherbrooke Street and the Saint-Jacques Escarpment is relatively level. Since the City was built along an east-west axis, Westmont has many more links to adjacent neighbourhoods in Montreal to the east (Downtown) and west (Notre-Dame-de-Grâce) than to the north (Côte-des-Neiges) and south (Saint-Henri).

Westmont is a dense city of 20,494 inhabitants. Population density is highest in the southern parts of Westmont where demand for transit and active transportation is highest. Westmont has a higher proportion of older residents and families with children than the Island of Montreal. This must be taken into account since seniors and children are the most vulnerable users of the transportation system. Even with its numerous residents, Westmont has more jobs than workers residing within the City. These jobs, of which few are held by Westmont residents, are in its numerous offices, schools, other institutions and shops. Except for the schools, these are mostly concentrated south of Sherbrooke Street.

On a typical weekday, there are 89,000 trips made in Westmont by residents and visitors. There are more trips between Westmont and Downtown Montreal than inside Westmont. Westmont is highly dependent on adjacent communities like Notre-Dame-de-Grâce and Downtown (and vice versa). Even if Westmont has more jobs than workers, many schools, shops and services, residents make the majority of their trips with neighbourhoods in Montreal. With many short trips, the use of active transportation (walking and cycling) is correspondingly high, especially for travel within Westmont. Public transit use is also important (28%), except for travel within Westmont (3%). The use of the private automobile has been stable over the past decade, even if vehicle ownership increased slightly.

Westmont is a walkable community because of its street grid allowing direct routes, its mix of land uses and its numerous sidewalks. On the other hand, a few streets and areas are not as pleasant to walk along (underpasses, some major roadways, etc.); in addition, there are a number of specific issues with the pedestrian infrastructure that should be addressed to increase Westmont's walkability.

The cycling network is limited, but serves most major destinations. On the other hand, almost half of residents and many schools are located north of Sherbrooke Street where there is no specific biking infrastructure. The de Maisonneuve bike path is heavily used as there are more cyclists than vehicles along many segments of this street. Many cyclists travel on other streets without bike paths or lanes, even north of Sherbrooke where slopes of streets are higher.

Public transit serves 25,000 trips per day in Westmont with a combination of bus routes, the Metro and commuter rail operated by the STM and the AMT. More transit services are offered in the south than the north. The Metro offers generally good and reliable service. Riders of

bus routes are often impacted by traffic congestion inside and outside Westmont. Use of car sharing services has increased significantly over the past few years.

Westmont has an orthogonal network of streets that allows for a good distribution of traffic. The majority of traffic signals are located on arterials and collectors; however the majority of the traffic signal plant does not meet current standards and needs to be upgraded to ensure the safety of all street users. Posted speed limits are inconsistent throughout the City, many streets have different limits in each direction, and a complete revision is required. Traffic calming measures are used extensively throughout the City. Some are used even if their use is not recommended for use on public streets and many measures are poorly integrated into the streetscape. Truck restrictions do exist on certain streets, although formal truck routes have not been adopted.

Approximately 111,000 vehicles per day travel on Westmont's street, excluding the Ville-Marie Expressway which carries 167,000 vehicles per day. This number of vehicles is higher than the number of trips made in the entire City by all transportation modes. Approximately 60% of the 111,000 vehicles using Westmont's streets are through traffic. Traffic loads on many streets are heavy, especially on arterials and some collectors. Many vehicles (local and through) use local streets to avoid congestion points inside and outside Westmont.

There are approximately 6,200 on-street parking spaces in Westmont. The City uses a number of parking regulations (time limits, parking meters, resident reserved zones, etc.) which are more restrictive close to major activity generators. Parking occupancy is highest during the day in many areas, especially south of Sherbrooke Street. Even if overall on-street parking occupancy is lower during the morning and late evening, there are more residents parked during these periods. Resident parking permits are valid throughout the City.

In addition to current conditions, the City must consider planned or potential projects (development and transportation) in its vicinity. Within the City of Westmont there are relatively few major projects, however several major development projects are planned or underway just outside the City's limits. The most important projects include the MUHC Hospital and the reconstruction of the Turcot Interchange.

## **3.0 VISION AND GOALS**

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### **3.1 VISION**

The City of Westmont has always invested in maintaining and enhancing its residents' quality of life by providing them with a safe and peaceful environment. The proper use of Westmont's streets is essential for providing such an environment. The City has stressed the need to integrate sustainable development principles into its transportation system. City Council wishes to promote the use of active transportation (walking and cycling) and reduce vehicular trips by proposing alternatives to the automobile.

Westmont's transportation system should strive to meet the mobility needs of its residents, businesses, workers, students and visitors. The main objective of Westmont's transportation system is to enhance quality of life, allow access to multiple destinations and support economic activity by facilitating movement of people. The Master Plan should also incorporate sustainable development practices by reducing automobile dependency and enhancing active transportation choices: walking, cycling, transit, carpooling, taxis and car sharing.

The Master Plan also has the following Principles:

- Overall road capacity will not be increased – Westmont is fully developed and additional capacity would soon taken up by more vehicles;
- Measures should enhance safety for all users – The transportation system should be safe for all users;
- Measures should promote active transportation - Transportation choices that can improve health, such as walking and cycling will be encouraged;
- Measures should maintain and enhance the Westmont's quality of life – Westmont has maintained a high quality of life. Measures must seek to maintain or enhance liveability of all parts of the city. Measures must not simply displace a problem from one area to another.

### **3.2 GOALS AND OBJECTIVES**

The Westmont Traffic and Active Transportation Master Plan has the following proposed goals and objectives:



- Enhance walking conditions – Improved walking will improve accessibility and reduce car usage on Westmont's streets. Walking is already an extremely important mode for local trips and to access adjacent neighbourhoods in Montreal. All areas of Westmont should be pedestrian friendly;
- Enhance cycling conditions – Improved cycling facilities will improve accessibility and can decrease car usage;
- Ensure public transit is an attractive alternative – Improved transit will improve accessibility and reduce car usage on Westmont's streets. Walking routes to transit stops should be comfortable and safe;
- Minimize congestion and travel delays for all users – The reduction of congestion and delays for all users (pedestrians, cyclists, transit and vehicles) will enhance the transportation system;
- Reduce and manage vehicular speeds – The reduction and standardisation of vehicular speeds on streets will enhance the safety of all users;
- Reduce through traffic on local streets – Reducing traffic on local streets will increase the liveability and the overall safety of these areas;
- Optimize traffic on collector and arterial streets – Ensuring the proper management of traffic on arterials and collectors: vehicles, transit, cyclists and pedestrians;
- Minimize the effects of major external projects – Major projects are planned on the periphery of Westmont, notably the Turcot Reconstruction and the McGill University Health Centre. The impacts of these projects must be managed to maintain Westmont's quality of life (traffic, noise, parking demand, etc.);
- Better manage parking – On-street parking should be managed to reduce the need for vehicle ownership, meet the needs of adjacent residents and support local businesses and activities;
- Provide alternatives to vehicle ownership – by reducing the need to own a vehicle and encouraging travel demand management;
- Ensure proper management of truck routes and deliveries – Minimize truck traffic on local streets and management of deliveries for local businesses;
- Reduce noise and air pollution generated by the transportation system – Implement policies and mitigation measures that reduce the negative impacts of transportation;
- Ensure the provision of a safe transportation system – Implemented measures must maintain or increase safety for all street users.

These goals and objectives cannot be interpreted in isolation since the overall objective of the Master Plan is to develop a better balance between the different users and the needs of the community.

### **3.3 MEASURES**

The measures proposed in this section were developed to achieve the vision and goals of the Traffic and Active Transportation Master Plan. In addition, the development of measures, must take into consideration the following constraints:

- Funding – Proposed measures must be efficient and cost-effective, in particular by maximizing the use of existing infrastructure;
- Land – Measures must fall into existing right-of-ways;
- Quality of life – The impact of measures should maintain and enhance quality of life. Implementing a measure should not simply relocate an existing problem from one area to another;
- Consistency – Measures should be coherent throughout Westmont. Various policy directions contained in this Master Plan (bike routes, street hierarchy, etc.) are constraining on the range of possible alternatives. Certain measures are not appropriate for all types of streets. Implementation of projects should be coherent with the Master Plan;
- Timing – This Master Plan is a long-term vision for the direction of Westmont. Not all objectives will be achieved a few years after adoption. Many measures will need to be staggered over a number of years to minimize impacts (continued quality of life and support economic activity) and according to available funds.

The development of measures must take into account its impacts on other transportation modes and residents. A number of potential measures for each goal and objective are shown in appendix E. Almost all measures will have some impact (positive or negative) on another mode, parking, residents or businesses. Potential tradeoffs are therefore given for each measure.

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## A ABBREVIATIONS AND GLOSSARY

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### A1 ABBREVIATIONS

AMT	Association métropolitaine de transport
CMA	Census metropolitan area (Census Canada)
CMM	Communauté métropolitaine de Montréal
ISQ	Institut de la Statistique du Québec
ITE	Institute of Transportation Engineers
MTQ	Ministère du transport du Québec
MUHC	McGill University Health Centre
STM	Société de transport de Montréal

### A2 GLOSSARY

**Attracted trip:** Trip with a destination in a given zone.

**Active transportation:** Term combines all modes of transportation by foot or bicycle.

**Arterial street:** Street type (see section 2.6.1).

**Bike path:** An on-street or off-street bicycle facility. Usually refers to two-way separated bike facility.

**Bike lane:** An on-street bicycle facility. The portion of the roadway that has been designated by stripping or signage for the use of bicycles.

**Collector street:** Street type (see section 2.6.1).

**Generator:** Land use and/or area that generate demand for transportation infrastructure.

**Generated trip:** A trip that originates from a zone.

**Hierarchy:** A methodology used to define street types in function of vehicular traffic and roadway management.

**Internal trip:** A trip that has both an origin and destination within the same zone.

**Level of service:** A measure of the quality of service. For vehicles at intersections, this is measured by the average delay per vehicle (see appendix D).

**Local street:** Street type (see section 2.6.1).

**Modal share:** The proportion of trips using a given transportation mode.

**Public transit:** A transportation mode. Usually refers to urban buses, metro and commuter trains.

**Through traffic:** Vehicles travelling through Westmont that do not originating or are destined to Westmont.

**Transport mode:** The type of vehicle or method used to travel (e.g. foot, bicycle, car, etc.)

**Travel purpose:** The reason for undertaking a trip (shopping, work, returning home, etc.).

**Trip:** An unlinked trip. Trips have an origin, a destination and a purpose. For example, going to the store and coming back would be considered as two separate trips (one shopping trip and another to return home).

## **B CONSULTED HISTORICAL MAPS OF WESTMOUNT**

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<b>Date</b>	<b>Map</b>	<b>Link</b>
1859	Map of the city of Montreal : shewing the Victoria bridge the mountain & proposed boulevard, and the different dock projects, Boxer, F.N. & John Lovell.	<a href="http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000065545">http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000065545</a>
1861	Montreal , Boxer, F.N.	<a href="http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000065388">http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000065388</a>
1893	Plan of the Town of Côte-Saint-Antoine, Patton J.N. and Seller, W.	<a href="http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000107725">http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000107725</a>
1907	Atlas of the island and city of Montreal and Ile Bizard : a compilation of the most recent cadastral plans from the book of reference, Pinsoneault, A.R.	<a href="http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000174922">http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000174922</a>
1921	Lovell's map of the city of Montreal : including Westmont, Outremont, Verdun, Montreal West and St. Laurent : [with tramways lines and new wards	<a href="http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000065562">http://services.banq.qc.ca/sdx/cep/document.xsp?id=0000065562</a>
1949	[Plans d'utilisation du sol de la ville de Montréal], Montréal, Service d'urbanisme de la Ville de Montréal, novembre 1949	<a href="http://services.banq.qc.ca/sdx/cep/document.xsp?id=0003343054">http://services.banq.qc.ca/sdx/cep/document.xsp?id=0003343054</a>

## **C    TRAFFIC SIGNAL SURVEY**

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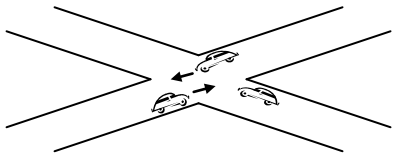
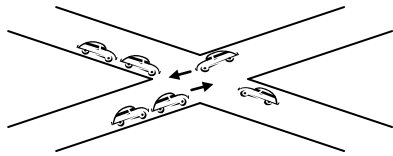
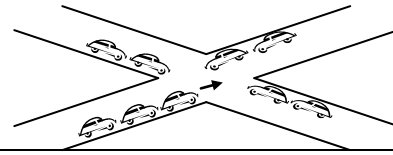
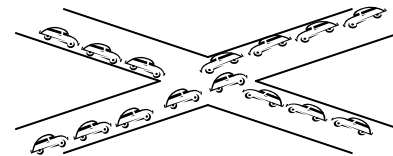
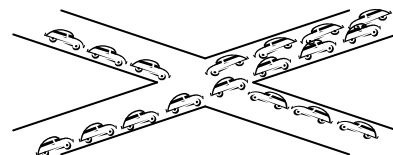
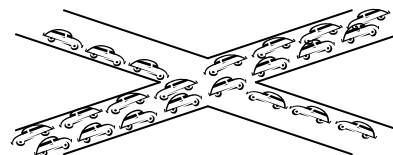
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## **D ILLUSTRATION AND DESCRIPTION OF SIGNALIZED INTERSECTION LEVELS OF SERVICE**

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## ILLUSTRATION AND DESCRIPTION OF SIGNALIZED INTERSECTION LEVELS OF SERVICE

LEVEL OF SERVICE	DESCRIPTION	ILLUSTRATION
<b>A</b>	Very low delay, less than 10 seconds per vehicle. This occurs when progression is extremely favourable, and most vehicles arrive during the green phase. Short cycle lengths may also contribute to low delay. Most vehicles do not stop.	
<b>B</b>	Average delay in the range of 10 to 20 seconds per vehicle. This usually occurs with good progression and/or short cycle lengths. More vehicles stop than at level A leading to an average delay slightly higher.	
<b>C</b>	Average delay in the range of 20 to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failure may begin to appear in this level. The number of vehicles stopping at the intersection is significant at this level even though many do not stop.	
<b>D</b>	Average delay in the range of 35 to 55 seconds per vehicle. At this level of service, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths or high V/C (volume-to-capacity) ratios. Many vehicles stop at the intersection and individual cycle failures occur.	
<b>E</b>	Average delay in the range of 55 to 80 seconds per vehicle. This is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent.	
<b>F</b>	Average delay greater than 80 seconds per vehicle. This is considered unacceptable to most drivers. These conditions often occur with oversaturation, when arrival flow rates exceed intersection capacity. Major contributing causes to this level of service include high V/C ratios, numerous individual cycle failures, poor progression, and long cycle lengths.	

## **E      POTENTIAL MEASURES**

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# A – Enhance Walking Conditions

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Improve streets where pedestrians are vulnerable</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Reduce intersection crossing distances</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on heavy vehicles</li> <li>Impact on slopes of intersections</li> </ul>
<ul style="list-style-type: none"> <li>Implement safe walks to school and school corridors</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>
<ul style="list-style-type: none"> <li>Designate pedestrian corridors</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>
<ul style="list-style-type: none"> <li>Maximize universal accessibility</li> </ul>	<ul style="list-style-type: none"> <li>Impact on street furniture</li> <li>Impact on drainage</li> </ul>
<ul style="list-style-type: none"> <li>Implement street and sidewalk design guidelines (width, street furniture placement, driveway ramps, etc.)</li> </ul>	
<ul style="list-style-type: none"> <li>Implement exclusive pedestrian phases and countdowns at all traffic signals</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Provide sidewalks on all streets</li> </ul>	<ul style="list-style-type: none"> <li>Available space</li> <li>On-street parking</li> </ul>
<ul style="list-style-type: none"> <li>Improve pedestrian safety of traffic signals</li> </ul>	<ul style="list-style-type: none"> <li>Requires new poles and equipment</li> </ul>
<ul style="list-style-type: none"> <li>Implement pedestrian scrambles at intersections with high pedestrian activity</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Improve lighting and design in areas that are less convivial for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Review snow removal policies to prioritize critical pedestrian corridors</li> </ul>	<ul style="list-style-type: none"> <li>Snow clearing in other areas</li> </ul>



## B – Enhance Cycling Conditions

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Extend the cycling network (on-street)</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Extend the cycling network (off-street)</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on parks</li> <li>Potential land acquisition and/or agreements</li> </ul>
<ul style="list-style-type: none"> <li>Increase the number of Bixi stations</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Annual maintenance costs</li> </ul>
<ul style="list-style-type: none"> <li>Increase on-street bicycle parking</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Impacts on pedestrians (sidewalks)</li> <li>Visual impacts</li> </ul>
<ul style="list-style-type: none"> <li>Synchronize traffic signals for cyclists on certain streets</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Implement localized measures for cyclists (cyclist detection at traffic signals, exceptions for turn prohibitions, bicycle ramps on staircases, etc.)</li> </ul>	
<ul style="list-style-type: none"> <li>Encourage employers to implement secure bicycle parking and change facilities</li> </ul>	
<ul style="list-style-type: none"> <li>Put in place a safe biking public campaign</li> </ul>	



## C – Ensure Public Transit Is An Attractive Choice

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Improved waiting conditions at transit stops (in conjunction with STM)</li> </ul>	<ul style="list-style-type: none"> <li>Integration into urban environment</li> </ul>
<ul style="list-style-type: none"> <li>Improved walking routes to access transit</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>
<ul style="list-style-type: none"> <li>Review and adjust transit service (in conjunction with STM)</li> </ul>	
<ul style="list-style-type: none"> <li>Add transit lanes on arterials, where needed (in conjunction with STM)</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Potential impacts on vehicular traffic</li> <li>Impacts on pedestrians (removes buffer between parked cars and pedestrians on some streets)</li> </ul>
<ul style="list-style-type: none"> <li>Add transit priority measures at traffic signals (in conjunction with STM)</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts on vehicular traffic</li> </ul>



# D – Minimize Congestion And Travel Delays For All Users

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Improvements to walking, cycling and transit conditions (see other goals)</li> </ul>	
<ul style="list-style-type: none"> <li>Synchronization of traffic signals for vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on transit vehicles</li> <li>Impacts on vehicles travelling in off-peak direction</li> </ul>
<ul style="list-style-type: none"> <li>Synchronization of traffic signals for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Minimize delays for pedestrians and cyclists at intersections (short cycle lengths)</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular traffic</li> </ul>
<ul style="list-style-type: none"> <li>Add detection for vehicles (off-peak red rest)</li> </ul>	<ul style="list-style-type: none"> <li>Delays on side streets</li> </ul>
<ul style="list-style-type: none"> <li>Review if some traffic signals can be removed</li> </ul>	<ul style="list-style-type: none"> <li>Likely impacts on pedestrians (when long crosswalks are present)</li> <li>Impact on cross-street traffic</li> </ul>
<ul style="list-style-type: none"> <li>Reduce use of intersections with all-way stop control when not justified</li> </ul>	<ul style="list-style-type: none"> <li>Perception of measure</li> </ul>





## E – Reduce And Manage Vehicular Speeds

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>• Synchronization of traffic signals for various users (see other goals)</li> </ul>	
<ul style="list-style-type: none"> <li>• Implement and apply a new traffic calming policy</li> </ul>	<ul style="list-style-type: none"> <li>• Localized impacts</li> </ul>
<ul style="list-style-type: none"> <li>• Review and standardize speed limits</li> </ul>	
<ul style="list-style-type: none"> <li>• Implement mobile photo-radar (need permission from Quebec government)</li> </ul>	<ul style="list-style-type: none"> <li>• Visual impact</li> <li>• Maintenance costs</li> </ul>





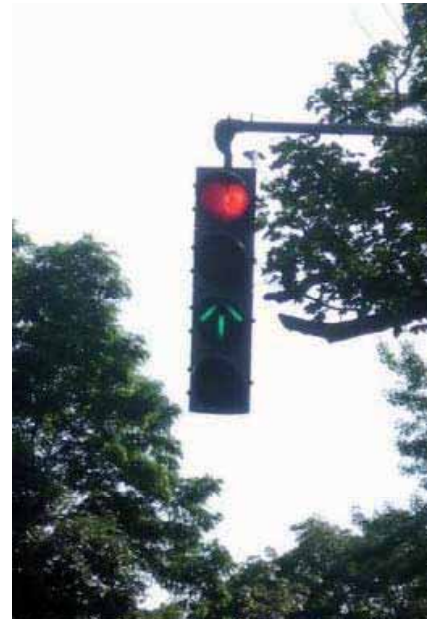
# F – Reduce Through Traffic, Especially On Local Streets

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Implement and apply a revised traffic calming policy</li> <li>Change the directions of streets and/or street closures</li> </ul>	<ul style="list-style-type: none"> <li>Likely increased traffic on arterials and/or other local streets</li> <li>Impacts on residents (access patterns)</li> </ul>
<ul style="list-style-type: none"> <li>Increase capacity on arterial streets</li> </ul>	<ul style="list-style-type: none"> <li>Increased traffic on arterial streets</li> </ul>
<ul style="list-style-type: none"> <li>Desynchronization of traffic signals</li> </ul>	<ul style="list-style-type: none"> <li>Spillover of traffic on local streets</li> <li>Impacts on local traffic</li> <li>Longer traffic queues at certain intersections</li> </ul>
<ul style="list-style-type: none"> <li>Create congestion points at City entrances using signal timings of traffic signals</li> </ul>	<ul style="list-style-type: none"> <li>Spillover traffic on local streets</li> <li>Impacts on residents returning to Westmount</li> <li>Impacts on local traffic</li> </ul>
<ul style="list-style-type: none"> <li>Implement “road diets” on arterial and collector street segments with excess capacity</li> </ul>	<ul style="list-style-type: none"> <li>Limited impact on vehicular traffic</li> </ul>



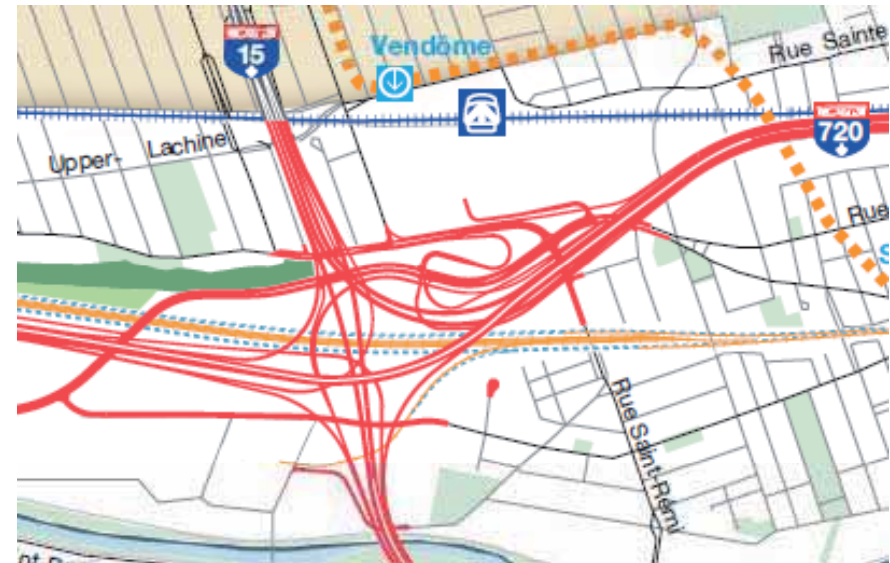
## G – Optimize Traffic On Collector And Arterial Streets

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"><li>• Synchronization of traffic signals for various users (see other goals)</li></ul>	
<ul style="list-style-type: none"><li>• Update traffic signals</li></ul>	



## H – Minimize The Effects Of External Projects

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Adjust on-street parking regulations</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on current short-term parking users</li> </ul>
<ul style="list-style-type: none"> <li>Support the role of the Ville-Marie Expressway for through traffic to limit impacts on City streets</li> </ul>	





# I – Better Manage Parking

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Prioritize certain users during high demand periods (resident parking, deliveries, short-term parking)</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on non-prioritized users during peak parking demand</li> </ul>
<ul style="list-style-type: none"> <li>Adjust on-street parking rates and areas to ensure that spaces are available</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on non-prioritized users during peak parking demand</li> </ul>



## J – Provide Alternatives To Vehicle Ownership

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Improvements to walking, cycling and transit conditions (see other goals)</li> </ul>	
<ul style="list-style-type: none"> <li>Support the implementation of car-sharing stations</li> </ul>	<ul style="list-style-type: none"> <li>Impact on on-street parking and city parking lots (but can reduce resident parking demand)</li> </ul>
<ul style="list-style-type: none"> <li>Improve and expand the number of taxi stands at strategic locations</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>



# K – Ensure Proper Management Of Truck Routes And Deliveries

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Revision of trucking routes</li> </ul>	<ul style="list-style-type: none"> <li>Noise on trucking routes</li> <li>Safety of other street users (perceived and actual)</li> </ul>
<ul style="list-style-type: none"> <li>Management of truck deliveries, especially in commercial areas</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>





# L – Reduce Noise And Pollution Generated By The Transportation System

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Implement sound control measures along the CP corridor and Ville-Marie Expressway</li> </ul>	<ul style="list-style-type: none"> <li>Costs</li> <li>Visual impact</li> </ul>
<ul style="list-style-type: none"> <li>Reduce emissions from City of Westmount vehicles (fleet management, acquisition policy)</li> </ul>	
<ul style="list-style-type: none"> <li>Implement best practices for greening and wastewater management into street design guidelines</li> </ul>	
<ul style="list-style-type: none"> <li>Enforce the idling by-law, especially for heavy vehicles</li> </ul>	



# M – Ensure The Provision Of A Safe Transportation System

Potential Measures	Possible Tradeoffs
<ul style="list-style-type: none"> <li>Implement walk to schools, school corridors and other policies to improve safety around schools</li> </ul>	
<ul style="list-style-type: none"> <li>Update traffic signals</li> </ul>	
<ul style="list-style-type: none"> <li>Implement and apply a new traffic calming policy</li> </ul>	<ul style="list-style-type: none"> <li>Localized impacts</li> </ul>
<ul style="list-style-type: none"> <li>Review and standardize speed limits</li> </ul>	
<ul style="list-style-type: none"> <li>Implement educational campaigns</li> </ul>	<ul style="list-style-type: none"> <li>Human resources</li> </ul>
<ul style="list-style-type: none"> <li>Increase enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Human resources</li> </ul>

