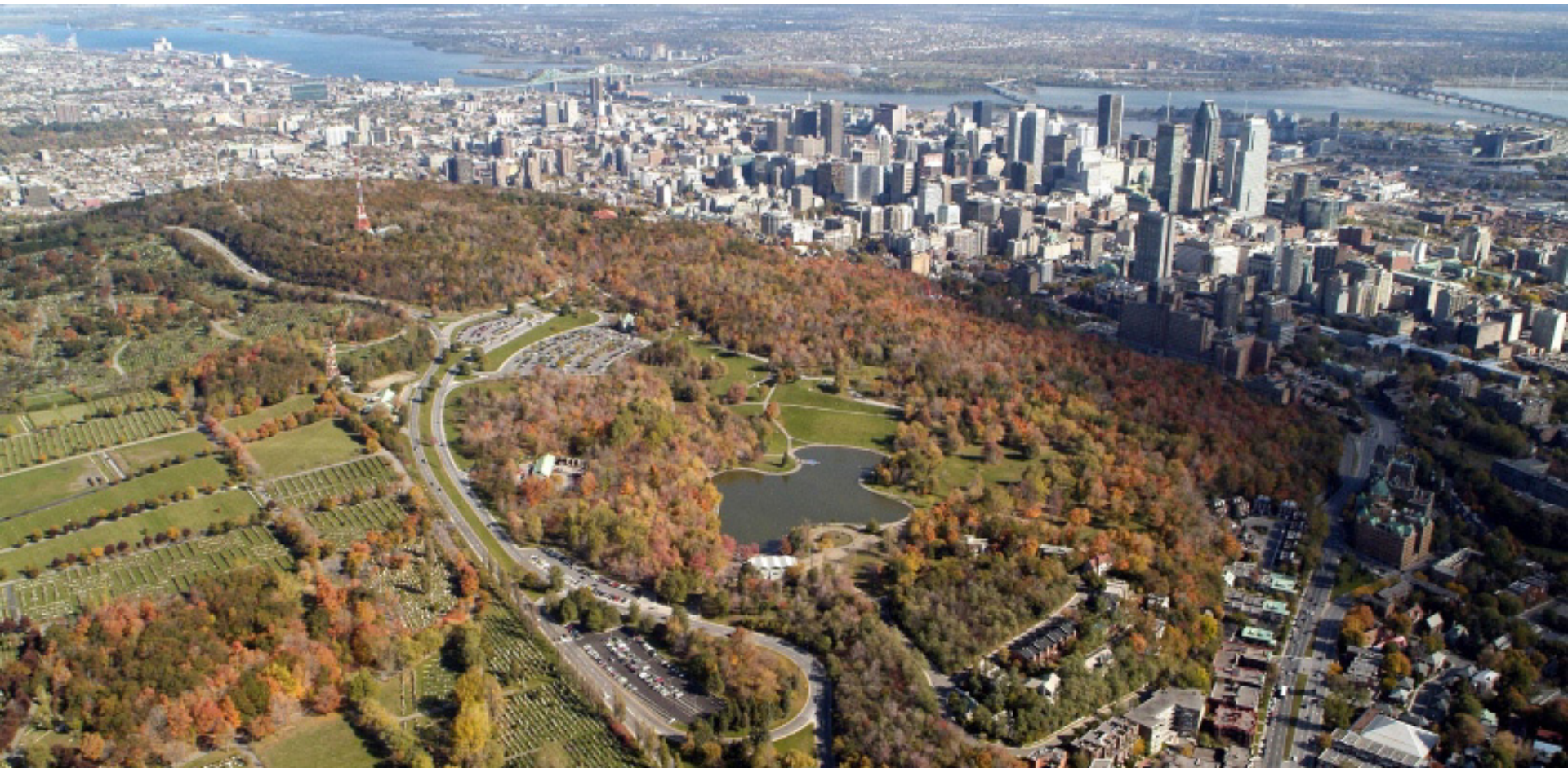


Pilot Project to Stop Transit Traffic for Private Vehicles on Voie Camillien-Houde and on Chemin Remembrance

Preliminary End-of-Project Findings
November 8, 2018



Presentation Overview

- 1) Traffic-Related Findings
- 2) Experience-Related Findings
- 3) Safety-Related Findings
- 4) Preliminary Evaluation of the Pilot Project
- 5) Final Evaluation of the Pilot Project

Traffic-Related Findings

- Transit traffic was virtually eliminated and traffic volumes were reduced significantly along this axis.
- This had a positive effect on the atmosphere of the road, making it calmer, less noisy and more in harmony with the essence of Parc du Mont-Royal.
- A variable increase in traffic volume was observed on certain alternate routes. For the vast majority of intersections where counters were installed, the capacity was not exceeded.
- The number of people who did not heed the traffic signs eased off with each successive month. In June, there were 600–700 offenders per day, whereas by September this had fallen to 300–400. It would seem, however, that the vast majority of these vehicles did not actually cross the mountain; they turned onto an off-limits stretch of road to access the park's parking lots from the other side or to head to the cemetery.

Traffic-Related Findings (continued)

- The punctuality of the STM bus lines 11 and 711 improved, especially on the weekends.
- For both lines, the abnormally long transit times on the weekends were eliminated.
- The shuttle service set up for the Cyclovia events was greatly appreciated by users. However, there are still accessibility issues on Mount Royal given the greater number and longer duration of events.

Traffic-Related Findings (continued)

Vehicular traffic volume on weekdays before and during pilot project on Voie Camillien-Houde near Belvédère Camillien-Houde



Daily vehicular traffic on weekdays

(based on counts in May and June 2018)

- Before, on CH: ≈10,000
- During, on CH: ≈3,700
- Before, on Rem.: ≈10,800
- During, on Rem.: ≈2,700

Vehicular traffic volume on weekends before and during the pilot project on Voie Camillien-Houde near Belvédère Camillien-Houde



Daily vehicular traffic on weekends

(based on counts in May and June 2018)

- Before, on CH: ≈7,700
- During, on CH: ≈4,600
- Before, on Rem.: ≈7,300
- During, on Rem.: ≈3,200

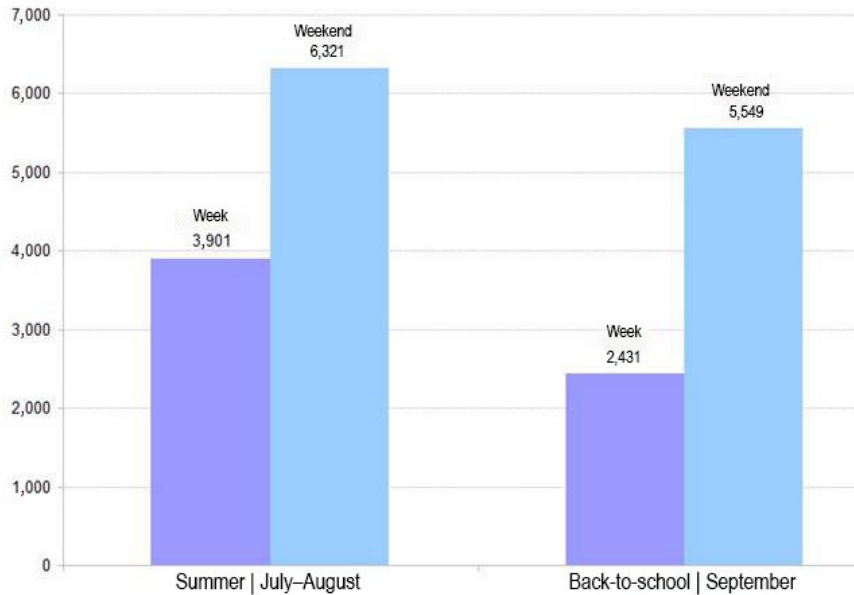
Experience-Related Findings

- The four temporary installations were very popular with residents: the “suspended café,” Belvédère Soleil and two rest areas near bus stops.
- During the weekends and the summer period, the café welcomed more than 6,000 visitors a day.
- Most of the activities organized during the summer by La Pépinière were also a big hit.
- The setup of Belvédère Soleil along the road, in its existing layout, emphasized its accessibility problem. Dangerous and/or illegal behaviours were observed in the immediate vicinity, with cars parking along the shoulders and making U-turns on the road, and conflicts emerging between cyclists and public transit users.
- A total of more than 1,500 cyclists, runners and walkers took part in six Cyclovia events in 2018. Unfortunately, the turnout dropped to about half for the September and October editions. There were very few participants in the family component.

Experience-Related Findings (continued)

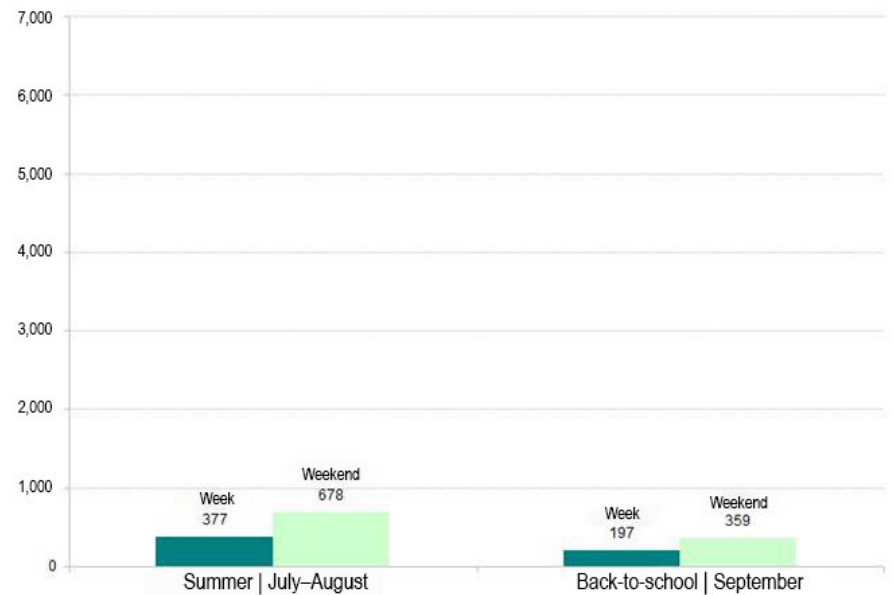
Profile of visitors to Café Suspendu

Daily average number of visitors during the summer and following Labour Day



Profile of visitors to Belvédère Soleil

Daily average number of visitors during the summer and following Labour Day



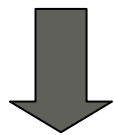
Safety-Related Findings

- The considerable reduction in the number of vehicles and the lower speed limit of 40 km/h created an environment that was more conducive to sharing the road.
- The average speed of cars travelling downhill is close to the posted speed limit.
- The pilot project did not address all of the road-sharing problems between motorists, cyclists and pedestrians. Some conflicts between the various users and dangerous behaviours on the part of motorists and cyclists were still noted.
- The average speed of bicycles going downhill on Voie Camillien-Houde was roughly 10 km/h faster than the speed of cars and buses.

Preliminary Evaluation of the Pilot Project

On the basis of the data gathered and analyzed to date, we consider that the pilot project was a success.

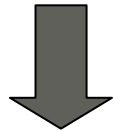
The final version of the report containing the comprehensive data will be available shortly on the OCPM website.



Transit traffic



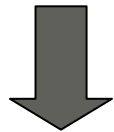
Quietness of the road



Number of vehicles



User-friendliness of the facilities



Vehicle speed



Punctuality of public transit

This preliminary evaluation will be expanded with results from the public consultation.

Final Evaluation of the Pilot Project

The evaluation grid is divided up based on the four main project objectives:

- 1) To experiment with the removal of transit traffic for private vehicles, so as to measure and document the impact and advantages from various perspectives
- 2) To contribute to the collective thought process regarding the vocation and function of this axis, in the perspective of its future redevelopment
- 3) To reveal to citizens some of the potential uses for this access road to the park, in terms of landscape and recreational experiences
- 4) To lay the groundwork for safer road sharing among the various users of this road

The evaluation of the outcomes for the second and third objectives will not be complete until the results of the public consultation are available.

Final Evaluation of the Pilot Project (continued)

Objective 1:

To experiment with and document the removal of transit traffic

- ✓ Traffic volume
- ✓ Functionality of the concept
- ✓ Public transit
- ✓ Parking
- ✓ Environment

Objective 2:

To contribute to the collective thought process

- Involvement of the public and partners in the OCPM initiative
- Quality and precision of comments from the public and partners, as compiled by the OCPM

Objective 3:

To reveal the potential uses of this road

- ✓ Turnout to temporary installations
- Enjoyment of temporary installations
- ✓ Use of temporary installations

Objective 4:

To lay the groundwork for safer road sharing

- ✓ Evaluation of interactions between various users
- ✓ Traffic speed
- ✓ Transit traffic for private vehicles

Thank you!