

**PILOT PROJECT TO STOP TRANSIT TRAFFIC FOR
PRIVATE VEHICLES ON VOIE CAMILLIEN-HOUE
AND ON CHEMIN REMEMBRANCE**

and

**VISION FOR THE FUTURE OF VEHICULAR
ACCESS WAYS TO THE MONT ROYAL**

Presentation by the city for the information meetings held as part
of the public consultation led by the OCPM

May 10 and 15, 2018

The context

The city initiated, in 2018, the development of an **updated global vision of mobility on the Mont Royal**.

- The mountain is a public asset known for its natural and cultural wealth. Any intervention on the Mont-Royal declared heritage site requires an in-depth analysis.
- The preservation and enhancement of the legacy of Frederick Law Olmsted, the park's designer, is at the very heart of our process. One of the great guiding principles of Olmsted's work was making the park accessible to the entire community.

The context (part 2)

- This global vision of accessibility will include, among other things, a **specific vision for the Camillien-Houde/Remembrance axis**, which constitutes the main access way to the Parc du Mont-Royal.
- As part of the development of this vision for the Camillien-Houde/Remembrance axis, a **pilot project** will be realized from June 2 to October 31, 2018, in order to experiment the removal of transit traffic for private vehicles on that road.

The context (part 3)

The city mandated the **Office de consultation publique de Montréal (OCPM)** to lead an independent consultation.

Its mandate is made up of two components:

- Hear comments from citizens concerning the pilot project.
- Solicit citizens' opinions concerning the vision for the future of this axis.

Today's information meeting is part of the consultation process organized by the OCPM.

Pilot project

Groundwork

Recommendations resulting from previous public consultations:

- As part of the 1990 consultations, preceding the adoption of the *Mont Royal Protection and Enhancement Plan* in 1992, the Bureau de consultation de Montréal had recommended the removal of vehicular transit traffic on the mountain, all while maintaining access for vehicles to the summit.
- As part of the 2008 consultations, preceding the adoption of the *Mont Royal Protection and Enhancement Plan* in 2009, the OCPM had recommended a reduction in the predominance of vehicles and transit traffic on the mountain, by encouraging a better public transit service.

Groundwork (part 2)

- The general willingness to allow less vehicular traffic on the mountain, leaving more room for active and public transportation, as stated in most of the city's reference documents.
- The reported problems related to road sharing among various modes of transportation along this axis, and to the safety of its most vulnerable users (pedestrians and cyclists).
- The hypothesis whereby the safety of active transportation and the efficiency of public transit could be improved by reducing the volume and speed of vehicular traffic on that road.

Some interesting data

In terms of traffic:

- The data collected over the past 10 years shows that during rush hour, between 300 and 500 vehicles transit through the Camillien-Houde/Remembrance axis, in each direction.
- During weekday rush hour, this transit traffic represents up to 90% of traffic along the Camillien-Houde/Remembrance axis.

Some interesting data (part 2)

In terms of parking:

- In 2017, there were 830 daily transactions, on average, in the park's parking lots. 50% of the transactions were made on weekends.
- In 2017, the park's parking lots only reached or exceeded an 85% occupancy rate 35 days per year. The highest occupancy rates were recorded between 2 p.m. and 4 p.m. on weekends.

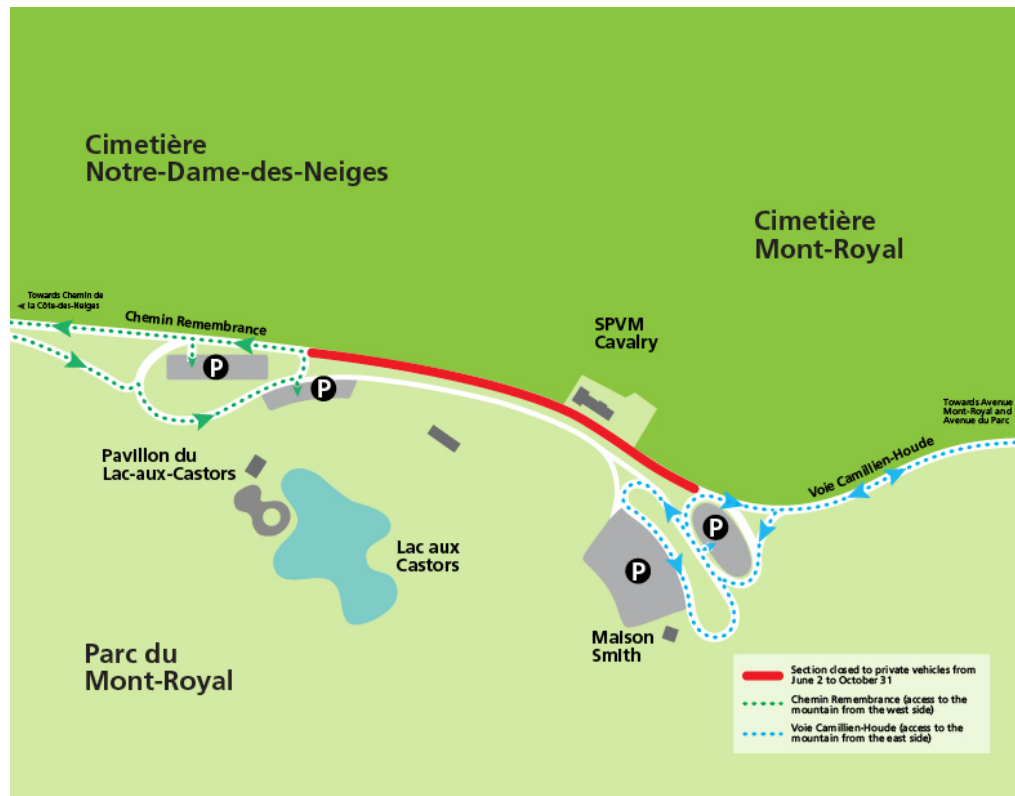
Objectives

- Experiment with the removal of transit traffic for private vehicles, so as to measure and document the impact and advantages from various perspectives.
- Contribute to the collective thought process regarding the vocation and function of this axis, in the perspective of its future redevelopment.
- Reveal to citizens some of the potential uses for this access road to the park, in terms of landscape and recreational experiences.
- Lay the groundwork for safer road sharing among the various users of this road.

Traffic Plan

- The removal of transit traffic, for private vehicles, between the parking lots of Lac aux Castors and those of Maison Smith.
- The park's parking lots are accessible separately, from the east or west, depending where the users are coming from.
- Transit traffic is allowed only for emergency vehicles, service vehicles (roadwork and maintenance), STM buses, tourist and school buses, as well as bicycles and pedestrians.

Traffic Plan



- Access to the parking lots of the Lac aux Castors from the west entrance.
- Access to the parking lots of Maison Smith from the east entrance.
- Restricted access on approximately a road segment of approximately 550 meters.

Traffic Plan

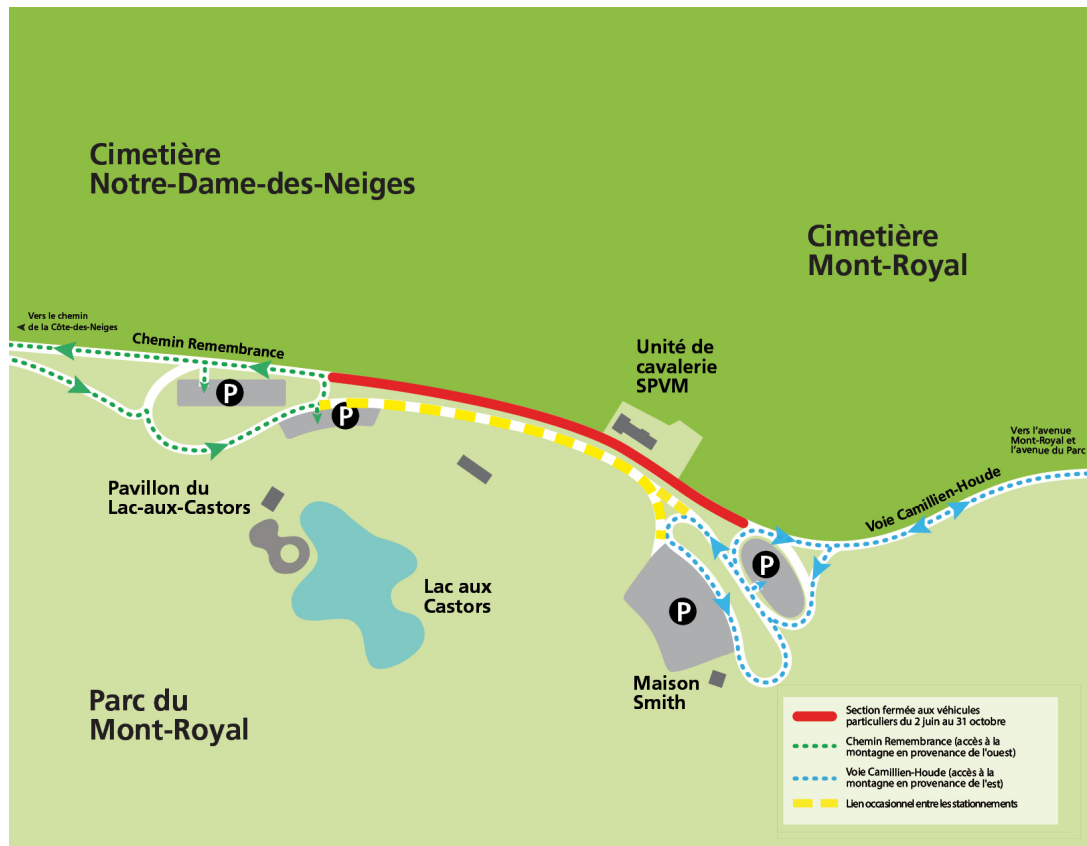
- The maximum permitted speed is reduced to 40 km/h on the entire Camillien-Houde/Remembrance axis.
- The Cimetière du Mont-Royal is accessible by the main entrance on Chemin de la Forêt and by the secondary entrance on Voie Camillien-Houde (from the east side only).
- The Cimetière Notre-Dame-des-Neiges is accessible by the main entrance on Chemin de la Côte-des-Neiges and by the secondary entrance on Avenue Decelles.
- Funeral processions will be granted exceptional right of way through the restricted access segment.

Enhancement of the Public Transit Service



- Between June 2 and June 17, 2018: addition of bus line 711 on weekends.
- Between June 18 and August 26, 2018: return to the full service of bus line 711, daily.
- Starting on August 27: extension of the weekend service on bus line 711.
- Addition of two bus stops: at the entrance of the Cimetière Notre-Dame-des-Neiges and of the future “Belvédère Soleil”.

Management of Parking Lots During Busy Periods

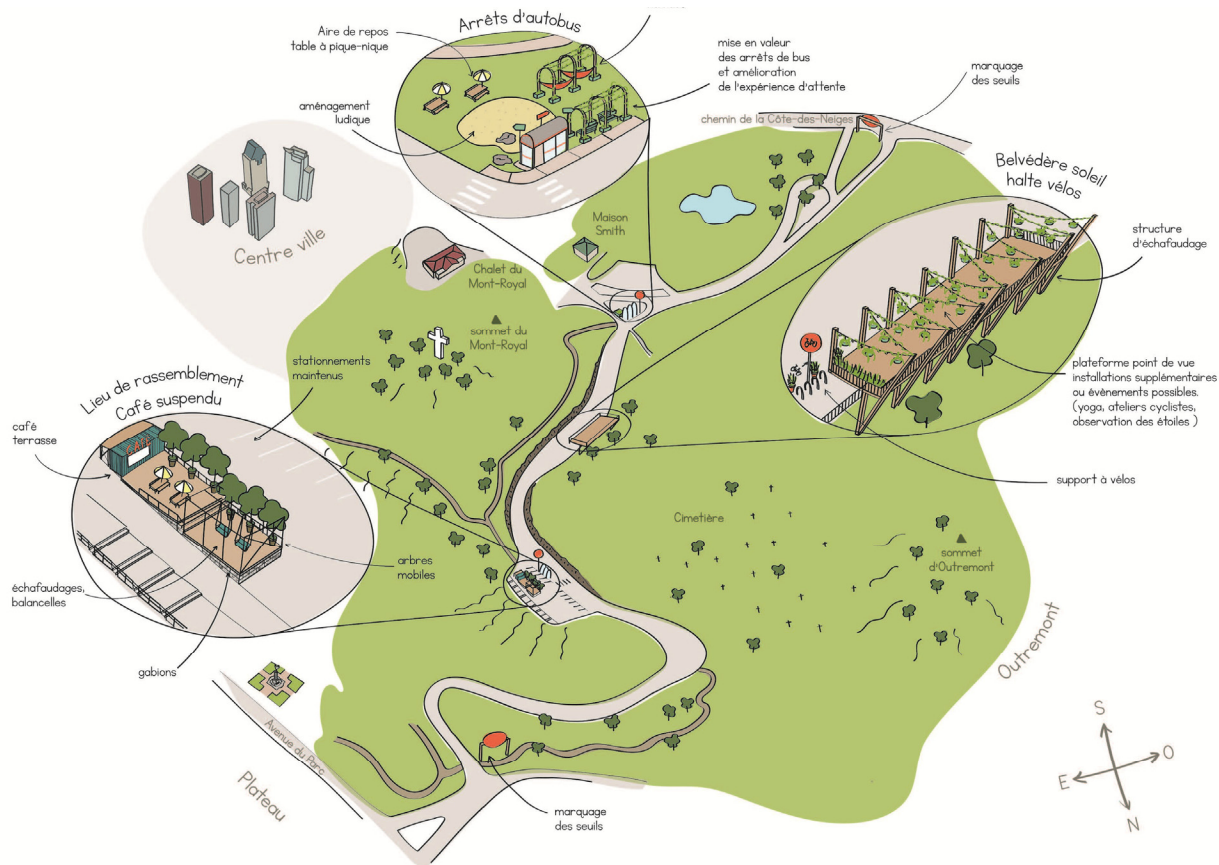


- When one of the four parking lots reaches full capacity, adapted traffic management will be deployed, so as to allow access to another parking lot by the south of Chemin Remembrance, depending on the availability of parking places.
- Security agents will be posted in key locations in order to direct visitors.

Temporary Installations

The objectives of temporary installations are:

- To reveal the potential of this road, while offering entertaining and contemplative experiences for visitors to enjoy, in line with the spirit of the park.
- To allow pedestrians and bikers to reclaim this road, by creating renewed uses of the locations along the road.
- Solicit visitors' opinions with respect to this access way to the park.



- Mark the two limits of the axis.
- Create rest areas at the bus stops.
- Set up a café-terrace on the Belvédère Camillien-Houde.
- Build a platform offering a remarkable view of the west side.

Animation Program

Three types of animation will be proposed:

- **Daily** activities will be offered through the temporary installations and services in line with the new vocation of the road.
- **Recurring** entertainment and educational activities.
- **Occasional** activities related to special events.

Animation Program

Key: **W = weekly**

M = Monthly

For the whole family

		MON	TUE	WED	THUR	FRI	SAT	SUN
DAILY	Interactive (comfort and discovery)	●	●	●	●	●	●	●
	- Entertaining bus stops	●	●	●	●	●	●	●
	- Swinging chairs	●	●	●	●	●	●	●
	- Interactive installations							
	Services (comfort and needs)							
	- Café: Belvédère Camillien-Houde					●	●	●
	- Bike rest area	●	●	●	●	●	●	●
	- Rest area	●	●	●	●	●	●	●

		MON	TUE	WED	THUR	FRI	SAT	SUN
RECURRENT (rendez-vous)	Entertainment							
	- Thematic picnics, community BBQs					1/W	1/W	
	- Games and tournaments							1/M
	- Tai-Chi, yoga and meditation			1/W				1/W
	- Public readings: literature and theater					1/W		
	- Children's' and family activities				1/W		1/W	
	- Small acoustic concerts						1/W	1/W
	Educational							
	- Interactive conferences – mountain- and city-related themes		2/M					
	- Itineraries and strolls			1/W			1/W	
	- Stargazing					1/M		
- Biodiversity workshops			1/W			1/W		
SPECIAL EVENT	- Acoustic/classical performances						5	
	- Themed projections – outdoor movies					5		
	- Cyclovia (public event for all ages)							3
	- Other: La Nuit – La Montagne						5	

Impact on Vehicular Traffic on the Road System Peripheral to the Mont Royal

A study was carried out prior to the implementation of the pilot project, in order to analyze the potential impacts on traffic:

- Hypotheses for the redirection of traffic on the main axes surrounding the Mont Royal were considered: Chemin de la Côte-Sainte-Catherine, Avenue des Pins, Avenue du Docteur-Penfield. Generally, these roads have sufficient residual capacity to sustain additional traffic density.
- There are several alternate routes, depending on where users are coming from. The redistribution of traffic on all alternate roads should stabilize within a few weeks following the onset of the pilot project.

Impact on Vehicular Traffic on the Road System Peripheral to the Mont Royal

- The projected transit time increase for the users of the main axes surrounding the mountain varies between 0 and 12 minutes (compared to the time required to drive through the mountain using Voie Camillien-Houde and Chemin Remembrance).
- **The coordination of the various work sites** planned for the area was also carried out, so as to minimize impact during the pilot project.

Project Assessment

The objectives of the project assessment plan are the following:

- Follow and measure the positive and negative impacts of the pilot project.
- Compare the situation before and after the implementation of the pilot project in terms of traffic, safety, the environment, etc.
- Ensure that the pilot project meets the set objectives.
- Enhance the pilot project during its implementation, according to the data and comments collected.
- Collect the information necessary to carry out a potential permanent project.

Project Assessment

Two assessment committees will be created:

An internal committee that will:

- carry out the general assessment of the pilot project, over the entire duration;
- issue recommendations and propose amendments, as needed;

A partner committee (TCMR task force) that will:

- receive the information and results yielded by the assessment plan;
- participate in discussions regarding the assessment plan;
- Share its comments and recommendations with the internal committee.

Project Assessment

Type of assessment	Measured elements	Where?	When?
Traffic density	Traffic tallying	<ul style="list-style-type: none"> ▪ On the Mont Royal ▪ At cemetery access points ▪ At intersections of surrounding axes 	Before and during the pilot project
	Assessment of private vehicle transit	▪ On the Mont Royal	Before the pilot project
		▪ At the Cimetière Mont-Royal	Before and during the pilot project
Safety: signaling/ development/ parking lot management	Assessment of concepts based on their functionality, their safety and user understanding	▪ On the Mont Royal	During the pilot project
	Assessment of interactions between the various means of transportation	▪ On the Mont Royal	During the pilot project
	Speed	▪ On the Mont Royal	Before the pilot project

Project Assessment

Type of assessment	Measured elements	Where?	When?
Partner comments	Individual consultations with external partners directly affected by the project	—	During the pilot project
Public transit	Bus route time	<ul style="list-style-type: none"> On the Mont Royal 	Before and during the pilot project
	Bus timeliness		
	Bus ridership		
	Bus speed		
Parking	Number of spots	<ul style="list-style-type: none"> On the Mont Royal (parking lots P-115, P-116, P-117 and P-118) 	Before and during the pilot project
	Number of daily transactions		
	Occupancy rate per period		
	Parking duration		
Environment	Air quality and greenhouse gas	<ul style="list-style-type: none"> On the Mont Royal 	Before and during the pilot project
	Acoustic (sound) measurements	<ul style="list-style-type: none"> On the Mont Royal On Ch. de la Côte-Sainte-Catherine On Av. du Docteur-Penfield 	

Deliverables:

- Ongoing project report, with preliminary results, beginning of August, 2018.
- End-of-project report, with full results, end of October, 2018.

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Vision for the Future

A Little History

The picturesque mountain (1840-1870):

- The agricultural and wooded landscape of the Mont Royal undergoes significant changes, as Montréal's upper class, and some religious, academic and health institutions establish themselves near the mountain and on its southern slopes.
- In 1847, Chemin Shakespeare is built to provide access to newly created, former agricultural lots. The villas projected for those lots were never erected.
- The protestant and catholic cemeteries are set up between the hilltops in the 1850s.



Musée McCord. N-0000.120.14 (détail).

This image, dating back in 1859 and taken in the area of the current armoury, shows the farms bordering on Côte-des-Neiges. The Chemin Shakespeare was parallel to the long fence.



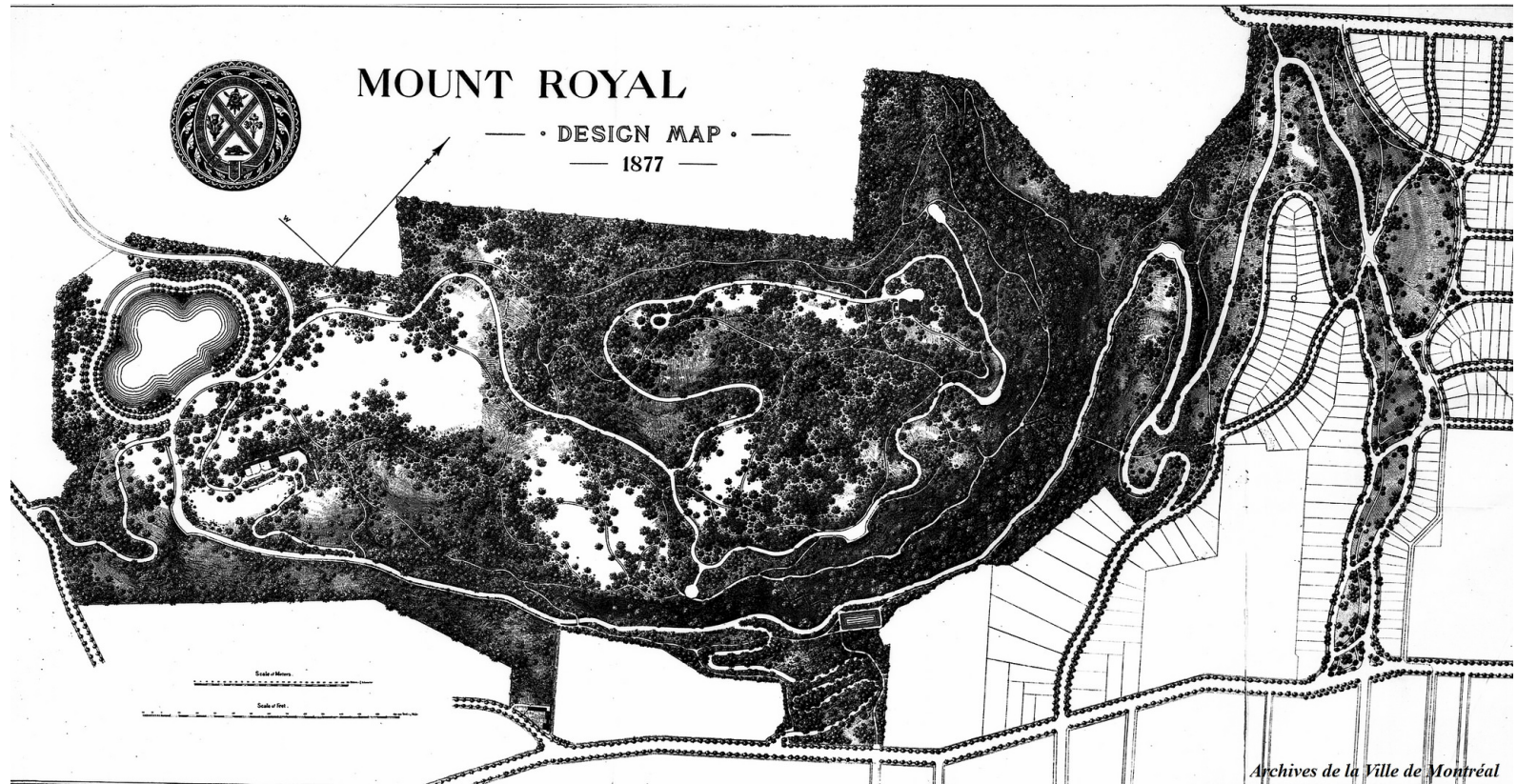
Archives de la Ville de Montréal. VM105-Y-1_0089-004.

This picture taken during the 1940s conveys the landscape ambiance of Chemin Shakespeare at the time of its inauguration, in 1847. It is renamed “Chemin Remembrance” in 1939.

A Little History

The mountain becomes more urban (1870-1930):

- With the growing needs of the population, the creation of new roads and the improvement of transportation, the residential use expands around the mountain and the institutional use continues to grow on its slopes.
- The city purchases the land necessary for the foundation of the Parc du Mont-Royal and mandates American landscape architect Frederick Law Olmsted to design it. The park is inaugurated in 1876.



Above is the original design map of the Parc du Mont-Royal, by Frederick Law Olmsted.

A Little History

- The park is made up of several kilometres of roads for horse-drawn vehicles and pedestrian trails, designed to be accessible to all users. Olmsted proposes the **notion of a slow ascension to the summit**, to enhance the appreciation of landscape diversity, and to magnify the mountain so as to make it seem higher than it actually is.
- In stark contrast with Olmsted's concept, a funicular railway is inaugurated on the east slope, along the axis of Rue Duluth, in 1885. It is dismantled in 1920-1921.



Musée McCord.

This picture was taken in 1877 on the current Chemin Olmsted.



Biblio. et Archives nationales du Québec. CP 2922.

The funicular railway allowed a quick climb to the summit, which went against the spirit in which the Parc du Mont-Royal was designed.

A Little History

The modern mountain (1930-1980):

- In 1924, tramway line 93 is built on the west side of the mountain, along Chemin Shakespeare (renamed Remembrance) an lopping near Maison Smith.
- In 1929-1930, tramway line 11 is set up on the east side of the mountain and is connected to the existing line 93. The new line 11 follows a sinuous route and includes two tunnels. Lines 93 and 11 eventually merge into one single line 11.



Archives de la Ville de Montréal. VM094-U0739-007.

This picture of the tram tunnel entrance was taken in the early 1950s.

A Little History

- Although the first automobiles start to appear in the city in the 1900s, the mountain would remain inaccessible to them for several decades. Starting in the 1930s, as vehicular traffic becomes a greater issue, this limitation is reconsidered.
- The mountain becomes an obstacle to vehicular traffic. The construction of a tunnel or two beneath the mountain is considered, but the option of a permanent road is retained. Two opposing visions arise: a park sheltered from the city, or one that is integrated to it.

A Little History

- In 1954, New-York firm Clarke and Rapuano is mandated to develop a new general plan of the park, among other reasons, in order to streamline traffic in the area. Only a few elements of that plan are retained by the city, namely the northern portion of the roadway and two peripheral interchanges.
- In 1958, the above-mentioned road is built along the tram route, crossing through the mountain from east to west. Following its inauguration, on August 9th, the eastern portion of that road is named “Voie Camillien-Houde”, in September 1958.



Archives de la Ville de Montréal. VM105-Y-2_213-12.

This picture was taken in July 1958, during the construction of Chemin Camillien-Houde and the broadening of Chemin Remembrance.

Current Issues and Questions

Redistribution of means of transportation

- At this time when we are calling into question in general the major importance given to cars in cities during the second half of last century, how do we reassess the importance cars should or should not have on this public road?
- How do we encourage and promote the use of public transit to access the mountain?

Universal accessibility

- How do we secure access to the park to the entire population, including persons with functional limitations?
- How do we meet the needs of the various users?

Current Issues and Questions

Safety and road sharing

- How can road sharing be reorganized for pedestrians and cyclists, all the while ensuring the safety of all users?
- How do we transform the use of this road in line with the “Vision Zero” approach?

Landscape and heritage

- How do we give the park lane vocation of this road, while also enhancing its landscape qualities?
- How do protect and enhance the heritage qualities of this exceptional place located at the very heart of the city?

Main orientations from the reference document

Mont Royal Protection and Enhancement Plan (2009):

- Ensure the protection and enhancement of Mont Royal:
 - Find a balance between the functional transportation issues and the enhancement of the heritage site.
 - Rebalance the rights of way and developments in line with the heritage and landscape assets of the mountain.
 - Change the vocation of the Camillien-Houde/Remembrance axis to “park lane”, in line with the natural aspect of the site.
- Make the mountain an accessible and welcoming place:
 - Continue to redevelop access to the mountain and surrounding roads.

Main orientations from the reference document

- Set up convivial itineraries, that are safe, enticing and welcoming.
- Apply an integrated approach including the different components of accessibility for the Mont Royal (public transit, parking, approaches, pedestrian entrances, etc.)
- Promote and improve access to the various areas of the mountain.
- Develop a variety of itineraries and means of transportation to all visitors .
- Avoid compromising the integrity and preservation of natural, heritage and landscape elements on the mountain .
- Implement the Integrated transportation plan for the Mont Royal.

Main orientations from the reference document

Integrated transportation plan for the Mont Royal:

- Promote public transit as the best way to access the Mont Royal.
- Reduce the preponderance of cars and transit traffic.
- Prioritize pedestrians' and cyclists' needs in road developments.
- Consolidate the bike path network.
- Improve pedestrian access.

Main orientations from the reference document

Policy on the Protection and Enhancement of Natural Habitats (2004):

- Ecoterritory – Summits and Slopes of the Mont-Royal:
 - Integrating objectives related to ecological management much like the one currently in effect in nature parks.
 - Preserve the symbolic value of the mountain's green summits and slopes.
 - Favor green links between the natural islands located on the three summits, both inside and outside the existing parks.
 - Preserve the wooded corridor framing the Voie Camillien-Houde.

Main orientations from the reference document

Plan for the preservation of the Mont-Royal heritage site (upcoming):

- Promote the reduction of vehicular infrastructures.
- Promote active transportation, namely by favouring coherence and continuity in developing public areas.
- Promote a development of Chemin Remembrance and the Voie Camillien-Houde that blends seamlessly with the natural aspect of the Mont Royal.
- Opt for developments that tone down the visual effect of vehicular infrastructures.



Today...



Tomorrow?

Thank you!