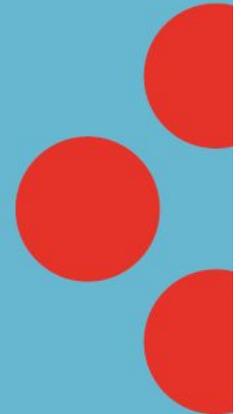




Montréal 



Express Bike Network (EBN) Answers to questions from citizens Virtual Information Session - June 22, 2020

On June 22, 2020, citizens participated in an information session on the Express Bike Network project on Rue Saint-Denis. During this session, the city collected a large number of questions from citizens.

Given the volume of questions, we grouped them by themes.

To watch a recording of the information session, [click here!](#)

NB: questions not related to the Express Bike Network project were not addressed in this document. Please call 311 if your question was not addressed. Thank you for your understanding.

GENERAL

Q.

When does the city plan to build the EBN path linking Lasalle, Ville-Émard, Verdun and Île-des-Sœurs to downtown, as shown on the EBN map? And what route will this path take?

A.

The EBN is a 184 km bike network project that will span the island of Montréal. On completion, it will consist of 17 paths. You can view the EBN map [here](#). The first five paths will be completed in 2021. The other paths will be completed in subsequent years. The timeline has not yet been decided.

Q.

How many Plateau-Mont-Royal residents/merchants agree with this project?

A.

In July 2018, city residents were asked to participate in a major public consultation aimed at collecting and compiling citizen comments and points of view on Montréal's Express Bike Network project. You can view the results of this consultation here <https://www.realisonsmtl.ca/REV>.

In 2019, Plateau-Mont-Royal conducted a door-to-door consultation of all Rue Saint-Denis merchants within the borough. A total of 329 merchants were visited in person, of which 158 agreed to participate in the consultation. Among them, 68% were in favour of the Rue Saint-Denis Plan de relance (recovery plan), compared to 12% who were opposed and 11% who were in favour of the recovery plan but not the EBN. You can view the results of the [consultation here](#).

CONCEPT

Q.

What is the concept selected for the railway underpass? Will there be a physical delineation?

A.

A concrete curb will be built under the Des Carrières viaduct to protect and separate cyclists from the traffic lane.

Q.

In configuring the route, what approach will you take to manage space as well as occupancy periods with respect to the temporary widening of pedestrian corridors and the use of adjacent terraces by merchants.

A.

The EBN project does not involve a complete reconstruction of the street and does not include a widening of the sidewalks. It is aimed primarily at improving the safety and comfort of cyclists. The goal is to encourage more Montrealers to transit by bicycle. The new configuration, which is more attractive to pedestrians walking from one shop to another, and the new mid-block crosswalks, which facilitate access to businesses on both sides of the street, will encourage customer traffic in the stores. It should be noted that it will now be possible to set up terraces on the west side of the street.

Q.

Wouldn't it be possible to speed up development of the EBN by installing bollards?

A.

Yes, this would be faster, but at what cost? The EBN already has many bollards. However, at intersections, the safety of cyclists will be improved with the addition of concrete medians. The construction of bus platforms, preventing the interaction of buses and cyclists, will also contribute to the level of safety expected from a facility such as the EBN. This network is here to stay and maintenance and snow removal will be easier with solid structures. The EBN also calls for upgrading traffic lights and lighting to maximize everyone's safety and comfort.

Q.

Why didn't you plan for concrete medians along the entire segment?

A.

We opted for concrete medians only at intersections to be able to build the EBN quickly. Building concrete medians along the entire route would have required complete reconstruction of the street and a major investment in time and money.

Q.

As one of the few owners of a condo with parking that provides direct access to Rue Saint-Denis, it is already a bit dangerous to cross the crowded sidewalk and manage the lack of visibility caused by street parking. I am both a pedestrian and a cyclist. Are there measures planned to improve everyone's safety?

A.

Having the one-way bike path against the sidewalk makes it easier to see cyclists as they are coming from one direction only. Also, the removal of parking spaces just before driveways will improve visibility.

Q.

Based on images of the project, a portion is reserved for terraces on Rue Saint-Denis. What portion of the EBN will be above street level?

A.

The images presented show the compatibility between the EBN and the presence of terraces. These facilities are planned at street level. The raised portions of the EBN are the bus platforms to ensure universal access to public transit.

Q.

Will we have to zigzag between the terraces in summer?

A.

No, a slight deviation of the bike path will allow cyclists to bypass terraces. If there are consecutive terraces, the deviation will continue over a longer distance. We want to avoid a zigzag effect.

Q.

What is your plan for winter periods?

A.

Snow will be cleared from the EBN in winter to ensure that the surface is clear and the path is passable year round.

Q.

How are these measures viable for the economy and our merchants?

A.

The rollout of the EBN will serve to change the atmosphere of Rue Saint-Denis and bring people back to the street. The new configuration, which is more attractive to pedestrians walking from one shop to another, and the new mid-block crosswalks, which facilitate access to businesses on both sides of the street, will encourage customer traffic in the stores. It should be noted that it will now be possible to set up terraces on the west side of the street.

Several economic studies conducted in recent years in Toronto, New York and London, among others, have shown that store sales increased following the rollout of a new bike facility on their street. According to these studies, cyclists tend to spend smaller amounts than motorists, but on a more regular basis.

Q.

How will merchants be able to receive their deliveries?

A.

Wherever possible, the loading docks and delivery areas will be maintained. Where this is not possible, they will be relocated a reasonable distance from their original location. Adjustments to parking regulations are also planned to cover the fact that double-parking deliveries will no longer be possible.

Q.

Was the EBN designed with the help of cycling enthusiasts?

A.

Yes, the city set up a committee that includes several representatives from the community (Vélo Québec, CRE Montréal, Bixi, MTQ, Copenhagenize, Coalition vélo Montréal, STM, SPVM). These members are frequently consulted on the EBN and other bike projects in Montréal. Several members of the city's team responsible for this project use bicycles as their main means of transportation.

Q.

Are there plans to install plants and green spaces along the route?

A.

Planting and tree pits will be constructed at several intersections along the segment. In addition, the mid-block crosswalks built in the centre of the street (in Plateau-Mont-Royal) will be green.

Q.

Why not proceed with the Mentana bike lane since the one on Saint-André is great?

A.

Budget planning issues have forced us to postpone the Rue Mentana bike lane to a year in the future. However, we understand that the EBN project meets different needs and has a much broader scope than the bike lane project.

Q.

Why not improve the existing bike paths?

A.

The EBN Saint-Denis project stems precisely from the desire to improve an existing bike link. It is rooted in the desire to make the Berri-Lajeunesse link transformative by improving and extending it to Avenue Des Pins. It should be noted that in addition to developing the bike network, the city is improving several existing bike facilities, notably by adding door zones and repairing the surface of bike paths that have deteriorated.

Q.

At what point in time was the Express Bike Network established?

A.

In June 2018, city residents were invited to participate in a large public consultation in person (3 workshops) and online. This consultation was a starting point and was intended to gather and compile citizen comments and views on Montréal's Express Bike Network. You can view the results of this consultation here <https://www.realisonsmtl.ca/REV>

Q.

When do you think it will reach full capacity?

A.

The EBN is designed to accommodate a very large number of cyclists. We don't believe that capacity will be an issue any time soon.

Q.

What strategies do you have for its expansion?

A.

The EBN is a 184 km bike network project that will span the island of Montréal. On completion, it will consist of 17 paths. The entire network has been integrated into the transportation plan for the Montréal agglomeration. You can view the EBN map [here](#).

WORK

Q.

What traffic interruptions do you foresee in carrying out the work?

A.

Several types of interruptions are expected. Between Rue Roy and Boulevard Rosemont, most of the work on the east side of the road is being done while maintaining traffic in the opposite direction. Work on the west side will be done with the closure of the southbound lane and the maintenance of a northbound lane. Work on the centre island, between Avenue Mont-Royal and Rue Roy, will be carried out while maintaining one lane in each direction.

Q.

When will the work begin and when will it end?

A.

The work on Rue Saint-Denis, which will take a maximum of 90 days, will begin in the week of July 27 and be completed in October. The work will be carried out in three phases:

Phase 1: Jean-Talon to Saint-Grégoire

Phase 2: Saint-Grégoire to Gilford

Phase 3: Gilford to Roy (after September 6)

Q.

Is it possible to know the exact dates the work will be carried out on the Saint-Denis segment, between Rachel and Marie-Ann as well as its nature and duration?

A.

Work on the portion of Rue Saint-Denis in Plateau Mont-Royal (up to Rue Roy) will begin this fall so as not to interfere with terraces throughout the summer. Briefly, the plan is to build bus platforms and mid-block crosswalks. The work will be done in phases, depending on the side of the street involved.

Q.

Where does the concrete median that runs under the Des Carrières viaduct begin and end and when is the work planned on this segment?

A.

The median will be built between the access ramps of Rue Des Carrières and Rue Hélène-Baillargeon (east side) or Rue de Laos (west side). Work is scheduled to begin on July 27.

Q.

Will the construction of the EBN on Saint-Denis take into account the terraces for merchants? In the context of the pandemic, is it logical to think that the work of the EBN should be postponed for the benefit of merchants with terraces, as these businesses really need to generate income at this time?

A.

Work on the portion of Rue Saint-Denis in Plateau Mont-Royal (up to Rue Roy) will begin this fall so as not to interfere with terraces throughout the summer. In fact, Plateau-Mont-Royal will, for the first time, allow terraces to be set up on the west side of the street this summer.

Q.

How will you manage the issue of providing access to shops?

A.

Access to the businesses will be maintained throughout the construction period.

TRAFFIC LIGHTS

Q.

Is there a plan to synchronize traffic lights with bikes?

A.

Traffic lights will be synchronized to allow cyclists to move around and avoid stopping at each intersection. The traffic light synchronization speed will be set at 20 km/h.

PARKING/DROP-OFF ZONES

Q.

Will some parking spaces be eliminated?

A.

Most of the parking spaces will be maintained after the EBN construction work. However, a few spaces will be removed for the installation of bus stops, near intersections, near lanes and approaching mid-block crosswalks. Terraces may also have a temporary impact on parking.

Q.

Will the parking spaces reserved for residents (vignettes 42 and 44) on Saint-Denis be maintained?

A.

Yes.

Q.

During construction of the EBN, how long will we be deprived of parking on Saint-Denis?

A.

West side: parking will not be possible for 3 to 4 weeks to allow for better traffic flow during the work.
East side: some parking spaces will be removed near the work, but maintained outside the work area.

Q.

Will the delivery areas be maintained during the work?

A.

The delivery areas will be moved. If merchants express the need for a temporary delivery zone, it may be set up in the section reserved for parking.

TRAFFIC

Q.

Many heavy trucks travel at high speed on Rue Saint-Denis. This increases the risk of accidents and creates pollution and noise. Will these trucks still be able to travel on Saint-Denis once the EBN is in place?

A.

Yes. However, this street will probably no longer be the preferred route for these trucks given the changes that will have been made.

Q.

What measures will the city take to minimize the impact on traffic and deliveries without increasing congestion?

A.

A street reconfiguration of this magnitude will inevitably have an impact on traffic. As a result, many motorists will choose another route for their north-south travel, bringing traffic flows to a level consistent with the street layout. Rue Saint-Denis will thus become a destination, rather than a throughway.