



Montréal 



## **Express Bike Network (EBN) Answers to questions from citizens Virtual Information Session - June 17, 2020**

**On June 17, 2020, citizens participated in an information session on the Express Bike Network project involving Rue Lajeunesse and Rue Berri. During this session, the city collected a large number of questions from citizens.**

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

**If you would like to watch a recording of the information session, [click here!](#)**

*NB: questions that were not related to the Express Bike Network project have not been addressed in this document. We invite you to call 311 if your question was not addressed in this document. Thank you for your understanding.*

## PLANNING

**Q.**

**How much traffic do you anticipate on this new bicycle path?**

**A.**

We have seen 3,000 bicycle journeys on Rue Christophe-Colomb every day for the past weeks and the path was only opened a short time ago. Therefore, we anticipate that this new path offers a high level of quality and comfort while significantly increasing bicycle traffic. Furthermore, the quality of facilities will promote the use of bicycles as a mode of transport during the winter, which will increase the total number of bicycle journeys per year. We quantify over 2,000 bicycle journeys per day as a busy path and over 4,000 bicycle journeys per day as a very busy path.

**Q.**

**Have you taken into account the fact that, for the past few years, there has been a functional bike lane on Rue Berri and Rue Lajeunesse that allows both cyclists and car owners to share the streets in a fair manner?**

**A.**

The existing bicycle lanes are certainly functional, but they don't offer an ideal level of comfort. It's an environment that does not cater to young children or inexperienced cyclists. One of the goals of the EBN project is to significantly improve the comfort of bicycle users and to attract a new clientele. To do so, we must ensure that there is a physical separation between the bicycle path and the traffic lanes.

**Q.**

**Most of the existing north/south corridors are in East Montréal. Would it not make sense to have a dedicated bicycle path on Saint-Laurent? Several children bike to Ahuntsic school. This would essentially create a link with Chabanel/Marché Central.**

**A.**

The EBN axes have been chosen based on several criteria which include: the straightness of the path, public transit options, the number of local services, and the number of people who could benefit from the network. Rue Berri and Rue Lajeunesse meet more of these criteria than other north/south axes. They also allow us to link a larger population pool.

**Q.**

**Will snow be cleared from the EBN during the winter?**

**A.**

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

**Q.**

**Will the EBN paths be de-iced during winter using road salt or alternative methods (beetroot juice, for example) that are less abrasive?**

**A.**

The EBN paths will be de-iced using specialized mechanical equipment. Road salt will be used in order to prevent ice from forming on the path. We do not currently anticipate the use of alternative methods.

**Q.**

**How do you justify removing traffic lanes year round? Have you conducted a study of the number of cyclists who bike between November and March?**

**A.**

In Montréal, an average of 10% to 15% of cyclists use their bicycles year round based on current conditions. The EBN facilities should result in a higher percentage, given the quality of protected facilities.

**Q.**

**Will the northbound EBN path from Rue Saint-Denis towards Rue Lajeunesse run along Rue De Castelnau?**

**A.**

Yes, Rue Lajeunesse and Rue Saint-Denis will be linked by a path on Rue De Castelnau.

**Q.**

**How far apart will the bollards be on the paths?**

**A.**

The delineators will be 20 m apart on the path and 5 m apart at the approach to intersections.

**Q.**

**What will the vehicle speed limit be on Rue Berri and on Rue Lajeunesse?**

**A.**

The vehicle speed limit on Rue Berri and on Rue Lajeunesse is 40 km/h. In the vicinity of the Christ-Roi elementary school, the speed limit remains 30 km/h.

**Q.**

**A 20 km/h traffic light synchronization seems a little fast for cyclists ... Could 15 km/h be tested?**

**A.**

The traffic light synchronization will be set at 20 km/h. Once the EBN path is operational, the synchronization will be monitored for a few months and adjusted if the speed is too high. That been said, the width of the bicycle path will allow those who wish to travel more slowly to do so without any stress since passing will be facilitated.

**Q.**

**Why not cover the EBN paths with a thin layer of red asphalt (or another colour) like they do in the Netherlands?**

**A.**

Coloured bike paths are effectively a distinctive and highly visible development element for road users. However, work on the technology of coloured roadways is still ongoing in Québec. In this regard, the material must undergo small-scale testing for at least 12 months so that we can better understand its durability in relation to Montréal's climate. Moreover, the cost of this material is high at the moment, which does not align with the EBN facilities that were rolled out this year on Rue Berri and Rue Lajeunesse.

**Q.**

**Why, when planning the EBN project, did you end up with a gap on eastbound Henri-Bourassa towards Berri?**

**A.**

This map shows the paths that will have EBN characteristics. This path east of Berri on Boulevard Gouin presented several challenges, especially with regard to the width of the available roadway. Even though this route is not identified on the map as an EBN path, there are facilities for cyclists.

**Q.**

**On the map of proposed Axes, which streets will not be part of phase 1 (in red)?**

**A.**

These axes are still under review and EBN feasibility studies have not yet been carried out on these segments. Details of the remaining axes will be revealed in due course.

**Q.**

**Will there be rest areas along the paths?**

**A.**

Yes, we intend to install bicycle rest areas. They will allow cyclists to stop and rest and to take care of minor adjustments to their bikes. These rest areas should be commissioned by 2021.

**Q.**

**Have you factored in bicycle parking spaces near the EBN?**

**A.**

Yes, bicycle racks will be installed across the entire EBN network.

**Q.**

**Do you plan to enhance the streets that the EBN will run along?**

**A.**

The road surfaces will be repaired and we intend to add plants. In addition, the distinctive look of the EBN will improve the look of the streets.

**Q.**

**How much will the EBN project cost?**

**A.**

The cost of completing Axe 1 of the EBN project (Berri/St-Denis/Lajeunesse) is approximately \$16 million.

**Q.**

**What is the EBN project's annual budget?**

**A.**

The Direction de la Mobilité (mobility department) has an annual budget of approximately \$22 million for all of the city's cyclist projects, which includes the EBN.

## **WORK**

**Q.**

**Will it still be possible to park on the east side of Rue Berri during the development work as of 9:30 a.m.?**

**A.**

No, parking will not be available on the east side of Rue Berri on the segments where work is being carried out. The bicycle path will run along this side of the roadway, near the sidewalk.

**Q.**

**Does the city plan on redoing the marking system of bike lanes along Rue Berri and Rue Lajeunesse before work on the EBN project begins?**

**A.**

No, the marking system of bike lanes will be replaced by the EBN marking system.

**Q.**  
**Will the asphalt on Rue Berri and Rue Lajeunesse be repaired?**

**A.**  
Yes, we plan on replacing a lot of asphalt during the project, including certain segments of Rue Lajeunesse and Rue Berri.

**Q.**  
**Do you intend to coordinate the work with the replacement of lead water pipes in homes across the city?**

**A.**  
We have not planned on coordinating the EBN works with the replacement of lead water pipes.

**Q.**  
**Can you specify when the work will be ongoing and whether it will coincide with peak and off-peak hours?**

**A.**  
The morning rush hour ends at 9:30 a.m. and the afternoon rush hour ends at 3:30 p.m. The contractors have been authorized to work between 7 a.m. and 7 p.m. Most of the signage will be installed at night.

**Q.**  
**When is work on Rue Lajeunesse in Villeray due to take place?**

**A.**  
The work is scheduled to be carried out during the week of August 17, 2020.

**Q.**  
**Which segments will be completed first and last?**

**A.**  
For Rue Lajeunesse:

The segments to be developed first are:

- Between Legendre and Sauv ;
- Between Henri-Bourassa and Gouin;

- Between Jarry and Crémazie.

The segments to be developed last are:

- Between Sauv  and Fleury;
- Between Fleury and Henri-Bourassa.

For Rue St-Denis:

The segments to be developed first are:

- Between Jarry and Cr mazie.

For Rue Berri:

The segments to be developed first are:

- Between Cr mazie and Legendre;
- Between Legendre and Sauv ;
- Between Sauv  and Fleury.

The segments to be developed last are:

- Between Henri-Bourassa and Gouin;
- Between Fleury and Henri-Bourassa.

Paving work will be carried out at the end of the project.

**Q.**

**Will the EBN work (as far as Avenue des Pins) continue all summer?**

**A.**

Work on the EBN will be undertaken this summer and will continue until the end of October as far as Avenue des Pins.

## **TRAFFIC LIGHTS**

**Q.**

**Can you explain in detail how traffic lights will be synchronized across the Express Bike Network (speed, direction, etc.)?**

**A.**

Traffic lights will be synchronized so as to ensure that bicycle traffic can flow along the EBN axes. The traffic light synchronization speed will be set at 20 km/h.

**Q.**

**How will traffic turns be managed?**

**A.**

The programming of traffic lights at EBN intersections will allow cyclists and pedestrians to move through the intersection during the first phase of the cycle, during which vehicles will not be allowed to turn. Some intersections will have bicycle-specific traffic lights which will provide protected crossing phases exclusively for pedestrians and cyclists who are not turning.

**Q.**

**Will the traffic lights be synchronized for cars?**

**A.**

Yes, certain lights will be coordinated to avoid large traffic jams.

## **PARKING/DROP-OFF ZONES**

**Q.**

**Will parking spots on Rue Berri be affected?**

**A.**

Most of the parking spots will be maintained after the EBN construction work. However, a few spots will be removed to install bus stops since they are close to alleys.

**Q.**  
**For the development of the Rue Berri section between Boulevard Gouin and Boulevard Henri-Bourassa, have you factored in the presence of a daycare ... and the possibility of a safe drop-off zone for parents?**

**A.**  
Yes, we have taken the daycare into account. However, since work on the EBN development will take place on the opposite side of Rue Berri, the work will not affect the side of the street in front of the daycare. The daycare can submit a request to the borough if they wish to set up a drop-off zone.

**Q.**  
**Will residents on Rue Berri and Rue Lajeunesse maintain access to their driveways?**

**A.**  
Yes, access to all driveways will be maintained.

**Q.**  
**Will the new medians near residential driveways and parking entrances provide enough room to manoeuvre?**

**A.**  
Yes, most of the medians will be added at intersections and at bus stops. The remainder of the segment will be bordered by bollards. The space to manoeuvre required to access driveways and parking entrances will not be restricted.

**Q.**  
**Will the parking spaces that are lost be relocated elsewhere?**

**A.**  
During rush hour, over 75% of the parking spaces on Berri will be retained following the rollout of the EBN. Any parking spots that are removed will not be relocated.

**Q.**

**At what times is parking restricted on Berri?**

**A.**

Parking restrictions are in effect on the east side of Rue Berri during weekday peak hours, which is between 6 a.m. and 9:30 a.m. and between 4 p.m. and 6:30 p.m.

**Q.**

**Have you taken into account the heavy traffic near Sauv -Louvain-Chabanel-Legendre? Many parking spots are taken by people who use public transit during the day and travel to Parc Henri-Julien on evenings and weekends.**

**A.**

Rue Berri and Rue Lajeunesse are two central axes in Ahuntsic-Cartierville that are very busy. The heavy traffic has been taken into account with regard to managing traffic on both axes. Furthermore, the EBN development work aims to increase safety for all road users and allow them to better share the roads at all times.

**Q.**

**How can I charge my electric car in front of my home?**

**A.**

The charging stations on the side of the street where the EBN paths will run will be relocated since the current stations cannot be used without obstructing the bike path. We plan to maintain the stations on the opposite side of the street.

**Q.**

**When the permanent bicycle path and median will be completed, how can I safely cross Rue Berri given that there will be 2 lanes of high-speed traffic and a bicycle path?**

**A.**

Most of the medians will be installed at intersections. The rest of the segment will have bollards and ground markings. The reduced space for motor vehicles will change the behaviour of motorists and reduce their

driving speed. Even though there will be less traffic on this street, we strongly recommend that you cross the street at intersections.

**Q.**  
**Where will the parking spots be relocated to in winter?**

**A.**  
The same parking spots will be available during summer and winter.

**Q.**  
**Do you know when parking is prohibited on the east side of Rue Berri?**

**A.**  
Parking restrictions are in effect on the east side of Rue Berri during weekday peak hours, which is between 6 a.m. and 9:30 a.m. and between 4 p.m. and 6:30 p.m.

**Q.**  
**Will you be introducing parking permits on Rue Berri and nearby streets?**

**A.**  
We suggest that you contact your borough by calling 311.

## **TRAFFIC**

**Q.**  
**Do you plan on linking the EBN Lajeunesse to Pont Viau?**

**A.**  
The EBN path on Rue Lajeunesse will give cyclists direct access to Pont Viau.

**Q.**  
**Changes like this can sometimes create confusion among users. What will you do to improve signage?**

**A.**  
Users require an adjustment period following any changes to the road network, especially during the first few weeks. However, these changes will be permanent and motorists will adapt and find a new route. The construction phase will make the transition period easier.

**Q.**  
**How will the EBN impact the increasing traffic on Rue Lajeunesse during the evening rush hour?**

**A.**  
The EBN paths will serve to reduce traffic on Rue Lajeunesse. Given that Rue Lajeunesse will be reduced to one traffic lane in Villeray–Saint-Michel–Parc-Extension, this measure will effectively reduce traffic in Ahuntsic-Cartierville.

**Q.**  
**Do you plan on undertaking traffic counting to quantify the number of motorists who use residential streets to avoid traffic, and interventions to make our neighbourhood quieter?**

**A.**  
In collaboration with Ahuntsic-Cartierville, we will conduct regular follow-ups to evaluate traffic flow, vehicle speed, synchronization of traffic lights and vehicle journeys on residential streets. Adjustments will be made in order to prevent motorists from using residential streets to avoid traffic.

**Q.**  
**Outside of peak hours, there will be only one traffic lane available. What will happen when a truck needs to make a stop (delivery/moving)?**

**A.**  
Drivers are prohibited from stopping their vehicles and obstructing the flow of traffic. They must find an available parking space where they can stop their vehicle without hindering the flow of vehicle and bicycle traffic.

**Q.**

**Will the vehicles that are used for recycling, garbage and compost collections be able to avoid driving on EBN paths? We currently see them driving on certain bike paths.**

**A.**

Measures must be introduced to ensure the health and safety of all users including workers.

**Q.**

**Has traffic fluidity been tested so that residents with cars can get around without being restricted by no left turns?**

**A.**

Traffic fluidity has been taken into account and left turns have been maintained along Rue Berri and Rue Lajeunesse since both are one-way streets.

**Q.**

**Why are you reducing traffic on Berri under Crémazie to one lane? Have you considered the impact on transit time and greenhouse gas emissions?**

**A.**

Rue Berri under Crémazie has been reduced to one lane so as to ensure the safety and comfort of cyclists under this structure.

**Q.**

**How many traffic lanes will be available outside of peak hours?**

**A.**

One traffic lane will be available outside of peak hours.

**Q.**

**How will paths be shared by different kinds of cyclists and those with electric bikes that are increasingly fast?**

**A.**

The EBN is a structure that can be used by everyone. The available space will allow multiple users with tricycles, electric power-assisted bicycles and three-wheel electric scooters to use the paths without disturbing other users. The paths will be wide enough to ensure that users can pass each other safely.

**Q.**

**Will other means of transportation be allowed on the EBN (scooters, skateboards, rollerblades, etc.)?**

**A.**

Yes, all means of transportation including those that you mentioned will be authorized. Only motorized scooters will be prohibited.

## **CONSULTATION**

**Q.**

**Did you conduct a public consultation or surveys regarding this network? Will you be presenting the results today? Can you tell us more about its origins and context?**

**A.**

Yes, we undertook an extensive online and offline public consultation process in June and July 2018. The goal of the public consultation was to collect and compile the comments and opinions of Montréal citizens interested in the Réseau Express Vélo project. The results of this consultation are available here (French only): <https://www.realisonsmtl.ca/REV>

## **BOROUGH**

**Q.**

**Will it be possible to make one side of the street which requires less frequent cleaning available for permit parking at all times? This would make one side of the street available for parking during the day and not only at night.**

**A.**

Parking spots along the EBN path on Rue Berri and Rue Lajeunesse will be maintained at all times outside of the usual street cleaning schedule.