



Montréal 



Express Bike Network (EBN) Answers to questions from citizens Virtual Information Session - June 18, 2020

On June 18, 2020, citizens participated in an information session on the Express Bike Network project involving Rue Saint-Denis, Rue Lajeunesse and Rue de Bellechasse. 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.

GENERAL

Q.

Will there be actions/advertising geared towards those who do not cycle that proposes incentives to choose biking over driving?

A.

Yes, a promotional campaign will be launched once the work has been completed in order to highlight how the EBN will make it easier to get around.

Q.

How will the Express Bike Network contribute in a positive way to the development of Montréal as an Age Friendly City?

A.

The EBN is a structure that can be used by people of all ages. The available space will allow multiple users with tricycles, electric power-assisted bicycles and three-wheel electric scooters to freely use the paths without disturbing other users who are travelling faster. Given the width of the bicycle paths, users will be able to pass each other. In addition, pedestrian crossing signals with digital countdown timers and bus stops with boarding platforms are all measures that will make it easier for seniors to get around. Parking spaces will also be available all along the Saint-Denis segment.

Q.

Where can we find an accurate map of the EBN?

A.

A map is available on the city's website: <https://montreal.ca/en/articles/ebn-express-bike-network>.

PLANNING

Q.

Has a budget been allocated for the maintenance and sustainability of the EBN over the long term?

A.

In general, the maintenance of facilities for cyclists is the responsibility of the borough. Therefore, we have provided for budgetary adjustments so as to take into account the maintenance of these new facilities.

However, decisions made during the planning stages such as the construction of medians and platforms and the use of durable markings will lead to reduced maintenance costs.

Q.

Is the municipality financing this project in full or will the boroughs also contribute?

A.

The EBN project is financed by the municipality. Individual boroughs will then take care of the maintenance.

Q.

My question is about the intersection of Rosemont and Saint-Denis (southwest corner). Currently, there is not enough space for pedestrians to wait at the traffic lights. Do you plan on introducing a particular solution to make more space for pedestrians so that they won't have to wait at the lights on the EBN path?

A.

This information was not available during the planning stage. However, we will be upgrading traffic lights as part of this project so as to improve the experience of pedestrians at all intersections including this one.

Q.

Have you considered linking the EBN with the Des Carrières path? Currently, users on this path who wish to take Rue Saint-Denis must bike the wrong way on a ramp.

A.

Paths will be added to both ramps in order to link the EBN with the Des Carrières path. An access ramp will also be constructed on the east side of Des Carrières.

Q.

Do you plan on removing the ramp from the northeast corner of the Saint-Denis/Rosemont intersection? This kind of structure compromises the safety of pedestrians and cyclists.

A.

The ramp is currently closed and will remain closed.

Q.

Will there be vehicle parking spots on Rue de Bellechasse?

A.

Parking will remain available on Bellechasse where the width of the street allows. However, at certain locations, parking spaces will be removed. For this project, we estimate that 20% of parking spaces will be maintained on Rue de Bellechasse. The drop-off zones and electric vehicle charging stations will be relocated nearby.

Q.

Will snow be cleared from the two bicycle paths in winter?

A.

Yes, snow will be cleared from the EBN paths to ensure they are passable year round.

Q.

How will the paths be maintained in winter?

A.

Snow will be cleared from the EBN paths using specialized mechanical equipment. Road salt will be used in order to prevent ice from forming on the path.

Q.

Will this project be evaluated so as to assess its impact on vehicle traffic?

A.

In collaboration with the borough, we will conduct regular follow-ups to evaluate traffic flow and vehicle speed. Adjustments will be made in order to prevent motorists from using residential streets to avoid traffic.

Q.

Will elements be put in place to ensure that cyclists respect the new paths and the direction of traffic?

A.

Ground markings will indicate the direction of traffic for cyclists.

Q.

How will the EBN be linked to the rest of the bicycle path network from Rue Cherrier?

A.

Cyclists can access the rest of the network by taking Rue Roy and then Rue Berri.

Q.

When will the Viger axe be completed?

A.

Work on Axe 1 of the EBN between Boulevard Gouin and Rue des Pins will be completed before the end of 2020. The section that will link Viger will be completed during a subsequent phase (after 2021).

Q.

Which tools will be introduced to assess the safety of the new bicycle paths?

A.

We will assess both traffic and safety during the first year of the EBN.

Q.

Will the features of the bicycle path and the street be modified around Boulevard Crémazie and under the Métropolitaine highway?

A.

Concrete edgings will be installed under the Métropolitaine highway and at the intersections of Boulevard Crémazie East and Boulevard Crémazie West so as to protect cyclists from vehicle traffic.

Q.

Will bus stops be relocated to after the traffic lights so as to make intersections safe for cyclists?

A.

Yes, all of the bus stops will be relocated to after the traffic lights.

Q.

Is there a greening element to this project?

A.

Planting pits and trees will be installed at several intersections along the segment. Furthermore, crossings will be constructed halfway along each street block, in the centre of the street (in Le Plateau-Mont-Royal) and they will be greened.

Q.

Was there or will there be consultation with bodies representing handicapped persons and universal accessibility experts?

A.

We met with representatives of mobility-impaired persons during the project planning phase.

Q.

On Saint-Denis between Boulevard Crémazie and Rue De Castelnau, will two traffic lanes be removed for the EBN, leaving one lane in each direction?

A.

During off-peak hours, there will be only one lane in each direction. During peak hours, there will be one southbound lane and two northbound lanes.

Q.

What is the status of the east/west axe that completely crosses Villeray–Saint-Michel–Parc-Extension?

A.

Various east/west axes are currently being considered.

Q.

How many parking spaces will disappear?

A.

Approximately 20% of parking spaces will be maintained on the Bellechasse axe. On the north/south axe in Villeray–Saint-Michel–Parc-Extension, 80% of parking spaces will be maintained on Rue Saint-Denis outside of peak hours, and 90% of parking spaces will be maintained on Rue Lajeunesse.

Q.

What kind of traffic study did you carry out in order to avoid creating traffic jams in Rosemont in particular?

A.

Reconfiguring streets on this scale will inevitably have an impact on traffic. However, several motorists will choose another axe for their north/south journey, which will reduce vehicle traffic to a level aligned with the street facilities. In Rosemont–La Petite-Patrie, the configuration is aligned with what is planned, which will ensure an acceptable level of traffic.

Q.

There is currently a lot of commercial traffic on Saint-Denis. Do you think this will change?

A.

An adjustment period is required following 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 can you ensure that motorists and cyclists will safely coexist?

A.

Cyclists will be protected by EBN infrastructures including concrete medians at every intersection. There will also be bollards and ground markings along every path. The programming of several traffic lights will also be adjusted.

Q.

Can we hold out hope for EBN paths in every Montréal borough in coming years?

A.

The EBN project calls for 184 kilometres of bike paths across the entire island of Montréal. Once completed, it will include 17 axes. You can view the EBN network map [here](#).

Q.

How will the EBN benefit motorists?

A.

The EBN will allow citizens to travel in an efficient, safe and pleasant manner. By ensuring that different road users can share the road network in a harmonious way, it will allow all users to get around in a stress-free

fashion. In other words, every user will have a defined and safe space on the road. In addition, the EBN will improve citizens' quality of life since it will reduce traffic and aesthetic, noise and air pollution. Lastly, by allowing certain citizens to get around using bicycles rather than cars, it will improve travel conditions for all users.

Q.

Will the ground markings be redone every spring? What will the additional cost be, compared to the existing markings?

A.

The ground markings will be redone as required. Durable paint will be used for the path access points, reserved zones at intersections and demarcation lines, which will cut down on maintenance. City services will manage the ground markings, which will reduce the cost.

Q.

Do you plan on installing infrastructures that allow left turns?

A.

There are many safety issues related to left turns and many collisions involving vehicles and cyclists or pedestrians have taken place during left turns. Furthermore, left turns do not promote traffic flow. For these reasons, vehicles will be allowed to turn left at certain intersections only.

Q.

Can we expect to see heavier traffic on Rue Saint-Denis?

A.

Given that the EBN facilities will result in fewer traffic lanes, traffic on Rue Saint-Denis will be reduced and the street will be less busy.

Q.

Which axe are motorists likely to take in order to get around?

A.

Vehicle traffic will be spread across the existing nine north/south axes of the arterial network that crosses central sectors including Saint-Denis.

Q.

Have you already established a maintenance schedule for this infrastructure?

A.

The infrastructure to be installed (concrete medians, streetlamps, traffic lights, etc.) has a useful life of over 15 years.

Q.

Will the danger of car dooring be reduced across the network?

A.

Yes, a buffer zone will be created that will separate parked cars and the bicycle path in order to prevent car dooring.

Q.

Are the bicycle paths wide enough to allow cyclists to ride side by side across the entire network?

A.

The bicycle paths will be between 2.4 m and 3 m wide, which is wide enough to allow cyclists to ride side by side and to pass each other.

Q.

Do you plan on installing concrete medians across the entire network during the project (complete renovation of streets) on Saint-Denis, Bellechasse, etc.?

A.

We intend to construct protected bicycle paths along each axe of the EBN by taking advantage of the opportunities offered by renovation projects involving underground infrastructure and streets.

Q.

Is the Express Bike Network comparable to the "Route Verte" on Boyer?

A.

These two networks offer different kinds of facilities. The EBN will have bicycle paths on each side of the street and these paths will be unidirectional. Furthermore, the EBN will run along arterial network streets that offer a wide range of attractions.

Q.

Will there be fewer stops on Bellechasse than we currently have?

A.

Under this project, we don't plan on modifying the stop sign system at the moment.

Q.

How will the bicycle parking areas be spread out across the network?

A.

Bicycle racks will be installed across the entire network and particularly in busy areas.

WORK

Q.

How long will it take to complete the work?

A.

Rue Lajeunesse: 120 days (from De Castelnau to Gouin);

Rue Saint-Denis and Rue Berri: 75 days (from Jarry to Crémazie and from Crémazie to Gouin);

Rue Saint-Denis: 90 days (from Jean-Talon to Roy).

Q.

When do you plan on opening the north/south Saint-Denis axe?

A.

Work is scheduled to be completed between mid and end of September 2020. The entire EBN network will be open at that time.

Q.

When is work between Beaubien and Saint-Zotique scheduled to begin?

A.

This work will begin on July 27, 2020.

Q.

There are currently no bus stops on Rue Lajeunesse between De Castelnau and Crémazie. I don't understand why the presentation refers to the addition of raised bus stops on Lajeunesse. Is this an error?

A.

There are two existing bus stops on Rue Lajeunesse between De Castelnau and Crémazie for the 99 route. They are on the corner of Faillon and Villeray.

Q.

What is the timeline for work on Saint-Denis between Jean-Talon and Jarry?

A.

This work should begin at the end of September and we estimate that it will take 45 days. Paving work on the streets may be carried out in 2021.

Q.

Will the potholes on the sides of the street which are often in bicycle paths be repaired, and will the asphalt be relatively smooth?

A.

We plan on replacing a lot of asphalt during the EBN development project.

Q.

What will be installed on the corner of De Castelnau and Lajeunesse? There is always a large number of cyclists who wish to take a left turn (De Castelnau towards Lajeunesse).

A.

Cyclists will be able to turn left either in two phases or in the same way as a road vehicle. A reserved intersection zone will be installed at De Castelnau to increase cyclist visibility and give cyclists more space and to allow them to turn before vehicle traffic.

Q.

Will Café Ferlucci be able to keep their patio?

A.

Yes.

TRAFFIC LIGHTS

Q.

Will bicycle-specific traffic lights be installed to make intersections safer?

A.

Yes, bicycle-specific traffic lights will be installed at most intersections across the network.

Q.

Will the EBN traffic lights be synchronized or optimized at a certain speed?

A.

The traffic lights will be synchronized to allow cyclists to travel without having to stop at each intersection. The traffic light synchronization speed will be set at 20 km/h.

PARKING/DROP-OFF ZONES

Q.

What measures do you plan on introducing to compensate for the removal of vehicle parking spaces?

A.

Very few parking spaces will be removed on the north/south axe. The transversal streets can absorb this loss of parking spaces. On-Street parking on Bellechasse will be removed due to the safety issues linked to a large number of car ramps leading to garages and private parking spaces. Furthermore, this loss of parking can be absorbed by transversal streets.

Q.

Will permit parking spaces be replaced?

A.

Permit parking spaces will not be affected by the development of Rue Saint-Denis.

Q.

Will there be parking spaces for residents on Rue Saint-Denis?

A.

Most of the parking spaces on Rue Saint-Denis will be maintained (86%).

Q.

How will you manage the anticipated impact with regard to vehicle parking?

A.

SRRR parking permit zones can be introduced following requests on the part of residents of streets near Bellechasse in order to define reserved parking zones.

Q.

What should I do if I need a moving van on Saint-Denis between Crémazie and Liège and Guizot?

A.

Call 311 or the Info-travaux phone line (514 872-3777) to indicate when you are planning on moving. The project manager will contact you in order to give the moving van access to your residence.

Q.

Will the Mobility Squad be on hand to ensure that no vehicles are parked between the bollards?

A.

The Mobility Squad's mandate involves ensuring that traffic can flow freely. The team ensures that bicycle and foot traffic is not disrupted. They will certainly pay particular attention to the new EBN infrastructure.

Q.

Why are you removing parking spots on De Bellechasse near Iberville and on De Lorimier and Papineau?

A.

Unfortunately, the width of the street does not allow us to have EBN facilities, a traffic lane and parking spaces at the same time. Therefore, we had to make the choice to remove parking spaces in order to offer safe and accessible facilities for everyone.

Q.

Will residents on the east side of Saint-Denis be able to park their cars in a no parking zone in front of their residence to drop off groceries, for example, without obstructing traffic?

A.

On Saint-Denis south of Jean-Talon, double parking blocks the only traffic lane. Therefore, residents may only stop their vehicles in parking spaces.

TRAFFIC

Q.

Is it possible to reduce the speed limit to 40 km/h and to install a speed sign that shows motorists' speed in order to make drivers aware? Several drivers travel at high speed when they leave the highway before adopting a safer speed a few intersections later. There is an elementary school nearby.

A.

The speed limit on Saint-Denis is already 40 km/h. The need to install variable message signs that display motorists' speed will be assessed once the EBN project has been completed.

Q.

Why are you creating bicycle paths beside the sidewalks?

A.

Positioning the paths near sidewalks allows cyclists to bike safely and more comfortably.

Q.

Why not install a camera to monitor speed and ensure that users respect the bicycle-specific traffic lights?

A.

Following the rollout of the EBN, cameras will be installed to monitor vehicle journeys. If necessary, police presence could be increased.

Q.

Will you be installing speed bumps on Rue Lajeunesse in front of the Saint-Gérard elementary school?

A.

We don't plan to install speed bumps. However, there will be only one lane of traffic on Rue Lajeunesse in front of the school and the De Liège intersection will be completely redeveloped to improve the comfort and safety of schoolchildren.

Q.

Has work to reduce traffic at the intersection of De Castelnau and Lajeunesse been planned?

A.

A reserved intersection zone will be installed at De Castelnau to increase cyclist visibility and give cyclists more space and to allow them to turn before vehicle traffic. In addition, a landscaped segment will be developed on Lajeunesse, at the entrance to the bicycle path.

Q.

What will you do to ensure the safety of cyclists on streets that frustrated drivers take to avoid traffic?

A.

Following the rollout of the EBN, cameras will be installed to monitor vehicle journeys. If necessary, police presence could be increased. Safe bicycle facilities will be prioritized so as to make these paths accessible and reduce conflict between road users.

Q.

How do you plan on raising awareness among citizens of the one-way system?

A.

The direction that cyclists must take on the one-way system will be indicated using signage and ground markings.

Q.

Will large trucks still be allowed to use Rue Saint-Denis?

A.

Yes.

BOROUGH

Q.

Do you plan on introducing an SRRR parking permit zone on 40th Avenue?

A.

We suggest that you contact your borough by calling 311.

Q.

Due to work on the Pie-IX BRT project, the only way to access the Rosemonde daycare for the past year has been via eastbound Bellechasse or 21st Avenue. Because the BRT project has not yet been completed, we have no other option since the east segment of Bellechasse is closed. As a result, as of July 14, residents have had to detour through South Rosemont to travel northbound on Pie-IX and then turn right on Bellechasse. This is the only access route. Why are you not waiting until work has been completed on Pie-IX?

A.

Since work on the Pie-IX BRT project will be completed in 2022, waiting until this date to complete the EBN would have delayed the project by two years. The closure of the intersection of Bellechasse and Pie-IX, which is currently underway, is due to be completed in July. The construction sites will work together to facilitate travel to the Rosemonde daycare and other businesses and institutions in the area.

Q.

How is the EBN different from the bicycle path on Boyer? How can you prevent traffic from overflowing into residential streets?

A.

Certain segments of the bidirectional path on Rue Boyer are less than 3 m wide. Each EBN path on each side of the street will be at least 2.3 m wide, with the exception of minimum width required for curb extensions.

Therefore, the EBN can serve many more users than the Boyer path, which has been operating at full capacity for several years. Furthermore, the width of the EBN facilities and the increased visibility provided by the EBN allow us to provide improved safety for all modes of transit.

Q.

Do you plan on making improvements to assist seniors who can walk only a short distance and who need a car to get around and run errands? If so, what improvements will you make?

A.

All of the reserved parking spots for mobility-impaired persons have been either retained or relocated as part of the EBN Bellechasse project. Our team contacted each resident who uses these parking spaces in order to come up with an optimal solution that meets their needs. This approach was also adopted with regard to drop-off zones for specialized transit.