

To: Office de Consultation Publique de Montréal

Re: Plan Particulier d'Urbanisme for Lachine-Est

Dear commissioners,

With respect to the proposed Plan Particulier d'Urbanisme (PPU) for Lachine-Est, I'm concerned that the proposed mobility plan fails to reflect the needs of the sector, in particular as to the choice of Victoria as the principal frequent transit corridor. In this opinion, I will present an alternative vision for transport within the sector, with Saint-Joseph as the principle transit corridor, that aligns with the desires expressed in the mobility working groups and that has a geometry characteristic of efficient transit and road networks. I request that the PPU be modified to reserve the rights-of-way necessary to maintain the ability to implement this alternate transit and road network.

The report from the Mobility Working Group for the Lachine-Est workshop, document 3.4.3, clearly expressed the desires (*objectifs clés consensuels*) to

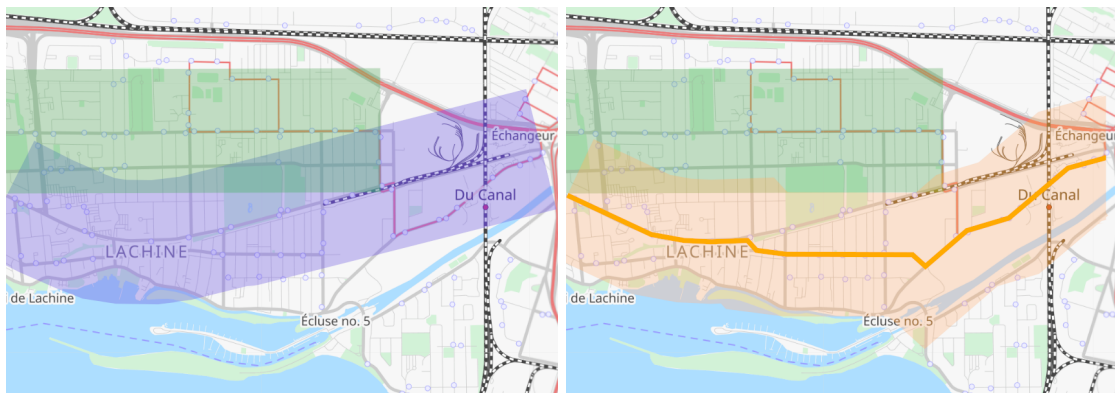
1. Prioritize active mobility and public transit (p.8)
2. Account for the mobility needs in adjacent sectors, in particular the Saint-Pierre interchange, central Lachine, and LaSalle (p.6)
3. Reduce the space accorded to private vehicles (p.8)
4. Immediately organize more frequent transit in the sector (p.10)
5. Ensure that transit is easily accessible from the active transport (pedestrian) network (p.11)
6. Ensure the neighbourhood's activity centers are accessible by visitors (p.11)
7. Ensure that vehicles transiting the neighbourhood do not impinge upon the use of active transport (p.12)

There are two prime corridors for transport within the plan area, Victoria Ave., a wide corridor at the northern border of the area, and Chemin Saint-Joseph, the historic trail passing through its centre. The former corridor is sufficiently wide to accommodate several transport facilities with continuous right-of-way continuing westward. The latter is a narrow roadway for which a choice of which mode of transport to accommodate must be made, and for which westward connections, in particular for transit, would require additional planning.

With adequate provision made for such a connection, the prioritisation of transit on Saint-Joseph and its partial closure to private vehicles would better address all of the desires enumerated above.

Given the large difference in speed between transit vehicles and pedestrians, transit trip times benefit disproportionately from passing directly through centers of activity. In addition, transit should be accessible within a short walking time (5 minutes or 400 m) to most or all destinations if possible, and should be concentrated on as few corridors as possible in order to minimize the wait between transit vehicles.

The figures below show the 5 minute walksheds for proposed frequent east-west transit corridors in Lachine, in green along rue Provost, purple along Victoria, and orange along chemin Saint-Joseph and rue Notre-Dame. Transit coverage, and access to key commercial and activity centres along Notre-Dame, in Lachine-Est, and access across the canal to western Lasalle are all dramatically improved by providing transit on Saint-Joseph. (priorities 1 and 6)



In contrast, vehicles benefit more from a reduction in the number of intersections and stoppages, skirting around areas of activity. As only marginal detours are required for vehicle to access Victoria versus using chemin Saint-Joseph, eliminating the choice of using Saint-Joseph under the Canadian Pacific Rail underpass, would likely improve or at least maintain vehicle travel times. This would allow for the simplifying the intersection of Saint-Joseph/Saint-Pierre and Victoria and the reduction of the volume of transit vehicles and pedestrians along rue Victoria that can conflict with cars. (priorities 2, 3, and 7)

It is simple to quickly implement transit priority along the Saint-Joseph corridor using existing infrastructure (priority 4). In particular, transit-only access under the Canadian Pacific railroad is simple to implement to provide congestion mitigation, and the existing EXO du Canal station can continue to be used. A transit-only extension of rue Notre-Dame to the east can be quickly implemented to complete the network.

Given the narrow width of chemin Saint-Joseph and the intermittent passage of transit vehicles, its permeability to active transport users is significantly better than on a multi-use rue Victoria (priority 5).

Members of the Mobility Working Group had recommended the study of the Saint-Joseph corridor for frequent transit (p. 10 of the report), and it is not clear why this option has been rejected in the present plan. As most of the existing corridor, including rue Notre-Dame, currently hosts transit services, there should be no impediment to implementing frequent transit through the heart of Lachine.

I therefore submit the following recommendation.

Given the geometry of the plan area and the expressed consensus for prioritising transit and active transport, I recommend that chemin Saint-Joseph and an extension of rue Notre-Dame be retained as a potential corridor for frequent transit with transit priority treatments.

Je vous propose la recommandation suivante.

Considérant la géométrie du quartier et le consensus pour la priorisation des transports actifs et transports en commun, je recommande de conserver l'option pour un corridor de transport collectif structurant et priorisé sur le chemin Saint-Joseph et l'extension de la rue Notre-Dame.

This recommendation implies two modifications to the planned infrastructure presented by the city. First, the proposed extension of rue Notre-Dame should provide transit right-of-way on which bus transit can be implemented with suitable platform locations and curve radii for eventual conversion to a surface tramway. Second, new underground infrastructure along chemin Saint-Joseph and rue Notre-Dame should be installed as to allow the future construction of a tramway foundation and overhead electrification.

I thank you for your kind consideration and for your efforts to improve our city.

Sincerely,

- Alan Robinson
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