

I would like Wellington to be pedestrianized all year round. It would give a place for my friends and I to hang out, and I believe it would be a great thing to have another pedestrianized street in Montreal. I really enjoy it during the summer, I've wanted it to be pedestrianized all year round for a while now and am always sad when it isn't pedestrianized anymore (a family friend who is 7 cried last time it ended). I go out more, socialize more, and generally just enjoy living in Verdun, am happier, more when Wellington is pedestrianized. There aren't many places I can go, others my age can go, where I don't have to pay, or where we can meet other people. If I want to see friends it, the vast majority of the time, is at someone's home. I have very minimal out of school friends, only one I met not through anyone, because I don't have anywhere to go and meet others outside of school.

Mayra Waygood

Statement for Wellington's Pedestrianization

Pr. Owen Waygood

Resident of Verdun

Father of 3

2018 Enquête Origine Destination

- We examined the data available for Montreal
 - Adults with disabilities have a licensing rate of 37 % versus 87 % for adult population
 - People with disabilities in households 3 x more likely not have a car
 - Many people with disabilities use active modes (e.g. 10.2 % versus 8 % for walking); equal for cycling to the general population
- Verdun: 37.4 % of *all* households don't own a car

Do people in Verdun go to parks or to shops in Verdun more?

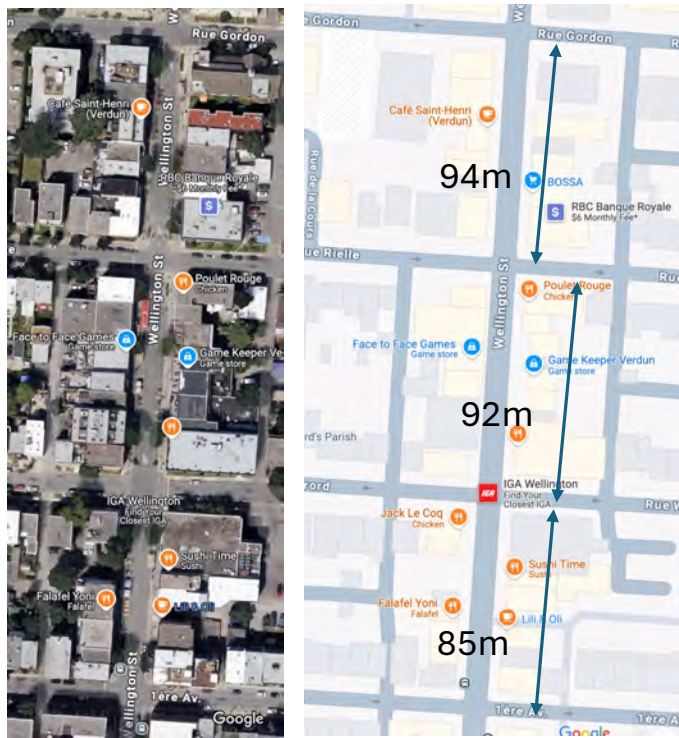
Excluding trips just returning home,

- Magasinage = 23 % of non-return home trips by Verdun residents with a destination in Verdun
 - 38 % are to Wellington
- Loisir = 11 %
 - Parks = **11 % of those**
 - **46 % of all leisure trips go to Wellington**

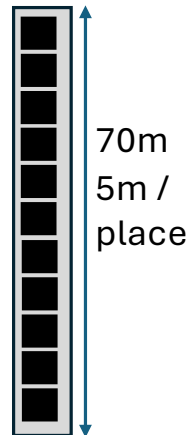
Trips to shops & businesses are MUCH MUCH more common.



Accessibility



Parking



An “ideal situation”

Park in front of store... but how realistic is it that a parking spot would be available at the moment one wants it and in front of the desired store?

To be generous, we will assume an **average of 24 m.**

(70 m parking space / 5 m parking place & Each store is 10 m apart, no distance to cross sidewalk)

Parking at corner

Walking distance from corner parking =

Length of block divided by two +

Average distance from corner for parking

Roughly $45\text{ m} + 15\text{ m} = 60\text{ m}.$

Accessibility – accessing two stores



Currently, due to car traffic, one must return to the corner.
We cannot expect someone with low mobility to dart across the road

Park on Wellington case (“ideal”, previous page):

24 m to walk to first store

Walk to corner from mid-block store, 45 m

Cross street, 15 m

Walk to other store mid-block, 45 m

Exit store and return to corner, 45 m

Cross street, 15 m

Return to car, 45 m (average between shorter 25 m and longer 65 m)

Total = 234 m

In pedestrianized situation

Park on corner + parking distance = 60 m

Cross street, 15 m

Return to corner, 45 m

Cross street, 15 m

Go to parking 15 m

Total = 150 m

Distribution of space

In Verdun, the vast majority (over 70 %) of this public space is dedicated to cars (Lefebvre-Ropas et al., 2021)





- Car traffic threatens people.
- If you have a crossing, you have to play the “will you stop?” game with drivers.
- Elderly have trouble looking both ways
- Children are held close

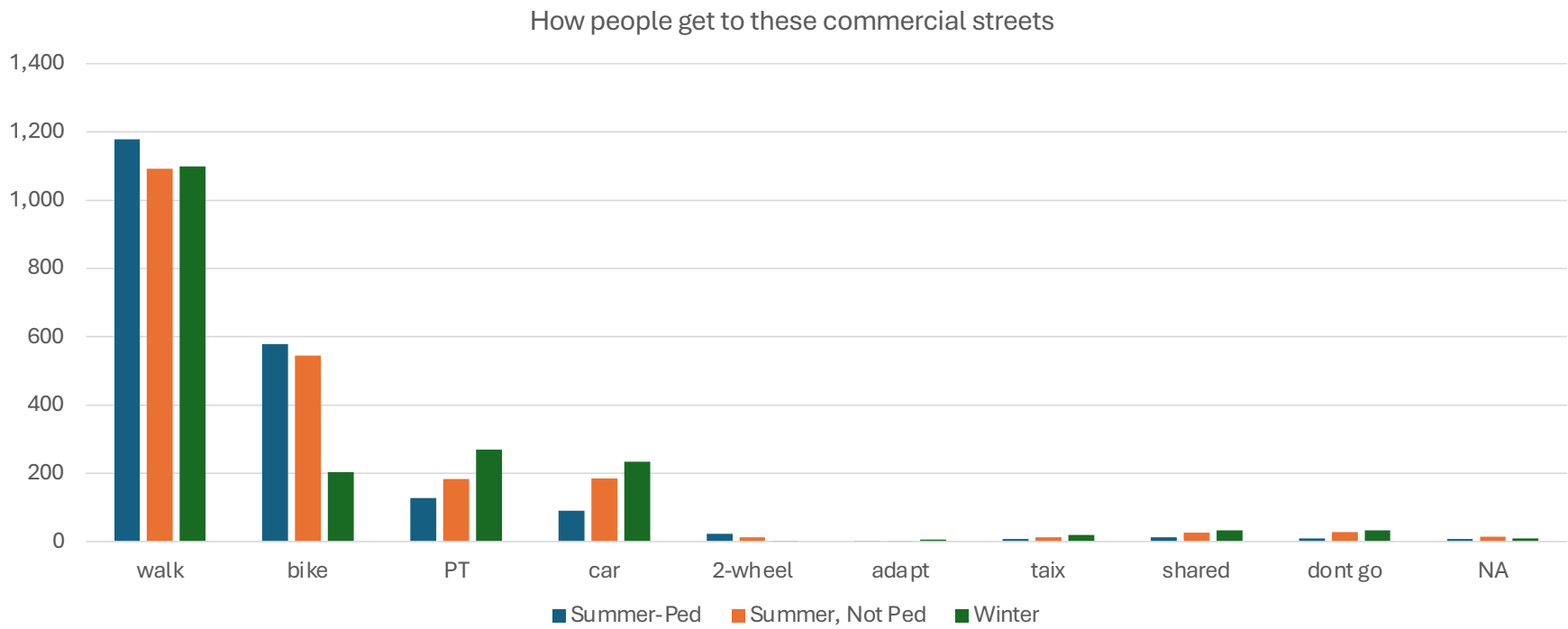
Traffic Reduction (Goodwin, 2001)

- The concerns presented around the pedestrianization of Wellington are not new.
- On pedestrian-only space: “these places manifestly work, deliver commercial and cultural success, and win votes. In the largest areas, there are usually special arrangements to enable public transport vehicles to enter the restricted streets”
- “Traffic can be reduced substantially ... with no impossibly difficult side effects.”

Survey in 2021 with people about commercial streets

- Distributed by SDCs of Mont-Royal and Wellington
- Over 2000 responses

How do they get there?



People often say, “but we are not X place that did this great thing”

- Denmark is internationally known for its great human and civic spaces
 - It WAS dominated by cars and they thought, “this is the way it is”
- “We’re Danes, not Italians, and we are not going to sit around in outdoor cafés drinking cappuccinos in the middle of freezing winter!”
- Jan Gehl (author of *Cities for People*), watched people fill the vacuum left by the cars
 - It wasn’t simply that it was easier and less dangerous, it was that people like seeing other people - it is an *attraction* of the street, bringing more customers
- Businesses thrived

Meeting people

- Survey not for commercial streets
- 620 people across Montreal (recruitment: Léger Opinion)
- Helps with community connections:
 - People who went to commercial streets in Montreal reported running into people that they knew more often when it is pedestrianized ($p < 0.05$).

Children like to go to shops (Tavakoli et al., 2024)

- Focus groups with experts, parents, and children in Montreal.
- Adults: parks and formal destinations
- Children: informal social spaces, shops, the community
- They do not highlight parks like adults project on them

Wellington pedestrianization challenges

- Streets that become very popular can suffer from the tendency to shift to just a few types of commercial activities such as cafés, restaurants.
- Rent increase protection is needed – should be combined with incentives for diverse commercial needs.