



Mount Royal *access roads*

SUMMARY OF THE CREATIVE WORKSHOPS - SUMMER 2018

WORKSHOP 1
MOUNTAIN – JULY 28, 2018

THREE PRIORITIES – EVALUATION OF THE PILOT PROJECT

Reopening the road to through traffic: It is not as safe now, and accessibility is reduced compared with before the ban. The pollution and traffic have moved into denser areas.

Facilities: Dangerous, poor quality

Inadequate signage

THREE PRIORITIES – DEVELOPMENT VISION

A green corridor (park road, but without bicycles and cars having to share the road)

Ideal co-existence of all users: Integration and non-exclusion

Accessibility: More and better announced entrances around the park, improved public transit

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

The participants find that the pilot project seems to focus more on the exclusion of motorists than on the integration of all users. They are not convinced by the pilot project's claim of making the CHR axis safer. While it is true that the safeguards added in front of the CH lookout have improved safety in the area, the section closed during the pilot project creates a false sense of security overall, leading to more dangerous behaviour and a higher risk of accidents: cyclists go all out, and motorists continue to make U-turns. This is also true along Remembrance Road, where cyclists in training adopt a rate of speed that they maintain even after reaching Côte-des-Neiges Road. One professional cyclist estimates that it was safer for him before the pilot project, because commuters were accustomed to the presence of cyclists. With cyclists being banned from Mount Royal cemetery, some of the cyclists in training, after climbing up Camillien-Houde, will no longer be able to use the cemetery to go back down the mountain. This will lead to an increase in the number of cyclists on CH. The participants believe that some of the cyclists would be a problem going down CH, but not going up.

The signage is particularly inadequate for cars accessing the CH lookout from the east, but also for pedestrians walking from the Smith house to the CH lookout, who must pass through a narrow space between the rock faces.

Moreover, who is the space along the side reserved for between the Soleil and CH lookouts during the pilot project? Pedestrians? Cyclists? Both? The lack of indication creates confusion; some cyclists use it, while others believe that the corridor is reserved for pedestrians and ride in the lane with the cars, which may put them in jeopardy. There should be a speed limit for cyclists, and it should be enforced by any means necessary: speed bumps, surveillance cameras, special pavement that requires travelling at lower speeds, etc.

GETTING TO MOUNT ROYAL PARK

The pilot project segmented the various destinations on Mount Royal. It promotes thinking of and visiting the mountain in parts rather than as a whole. Furthermore, taxi drivers are more reticent about coming to the mountain. Despite the City's claims of improving accessibility to the mountain for all, participants note that the pilot project complicated, and therefore reduced, accessibility. Imposing the option of one access (east or west) to the mountain complicates the life of people with reduced mobility, people wanting to have picnics, etc.

In terms of public transit, the 711 bus line is considered to be excellent, while the frequency and route of the number 11 bus are too limited. The participants propose greater bus frequency, the addition of routes coming from other metro stations than Mont-Royal and Snowdon, and the installation of larger, insulated and maybe even heated bus shelters. A city bus following a route similar to that of the double decker tour buses, linking the Old Port, downtown and the mountain, was suggested. An electric shuttle could connect the various areas of the mountain and provide a safe way for pedestrians to reach the CH lookout. In terms of pedestrians, participants asked for more entrances to the park and that existing entrances be better indicated. Parking space should be reduced, as it is too ugly and too hot, and alternate parking should be secured through agreements with relevant institutions: the Université de Montréal, former Royal Victoria Hospital, and Montreal General Hospital. The people parking at those locations would take the shuttle to the park. In the remaining parking lots on the summit of the mountain, priority would be given to people with reduced mobility.

LIVING MOUNT ROYAL

The participants are not impressed with the esthetic quality of the temporary facilities (suspended café and Soleil lookout) and are opposed to the very idea of the Soleil lookout. They believe that events like the Cyclovias, which are held on Sundays and block access to the mountain on the day when traffic is at its peak, hinder accessibility for all. We should reserve a half-day during the week for cyclists, like they do in Ottawa.

The participants recommend that the CHR axis be transformed into a narrower green corridor supporting the co-existence of all users. They would like the parking lots to be made greener, and suggest planting trees, and maybe transforming them into multi-level facilities, or underground ones so as not to take up too much outdoor













space. It is important to optimize the value of the mountain as a beautiful place for reflection.

Lastly, they recommend that the park be closed from midnight to 6:00 a.m. to counter the problem of drug dealers.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 1
 28 juillet 2018
 Chapitre stationnement de la maison Smith
 9 participants - 1 table



LÉGENDE

-  Verdier et rétrécir la voie
-  Améliorer le transport collectif
-  Danger
-  Zone de vitesse
-  Caméras de surveillance
-  Dos d'âne
-  Implanter une signalétique claire
-  Service de navette électrique
-  Stationnement à valoriser
-  Retirer des places de stationnement et verdier
-  Ajouter des accès piétons
-  Vers les stations de métro



WORKSHOP 2 MOUNTAIN – AUGUST 25, 2018

THREE PRIORITIES OF PARTICIPANTS

Improving safety

Ensuring a fair division of the road among drivers, pedestrians and cyclists

Improving signage

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

Except for one person wishing to maintain the prohibition of private vehicle through traffic at the end of the pilot project, participants would like east-west through traffic to be authorized, even if the road must be closed to it at certain times of day. They give, as an example, a tourist who, having come from the east to enjoy the mountain, cannot easily get to Saint Joseph's Oratory by car.

The participants insist on the importance of a fair division of the road among pedestrians, cyclists and motorists. In its current state, Camillien-Houde Way is too dangerous for pedestrians, especially between the Smith house parking lots and the Camillien-Houde lookout. They should not be allowed to use it unless a sidewalk is built. However, the corridor between the two rock faces does not allow enough space for pedestrians and cyclists to pass, according to participants. The situation could be remedied by installing traffic lights alternating from one side of the corridor to the other. That would make it possible to allocate only one lane of that stretch of road to car traffic and to reserve the other lane for pedestrians and cyclists. According to participants, the above arrangement would include the possibility for motorists coming from the east to enter directly into the parking lot of the Camillien-Houde lookout, without having to do the loop up to the Smith house parking lot. The impact of car traffic could be moderated by building a tunnel, whose surface could be greened and offer pedestrian and bicycle paths. The participants recommend that cement jersey or flexible barriers be installed along Camillien-Houde Way to prevent U-turns. The speed of cars and bicycles should be strictly limited, through appropriate signage, textured pavement, radar cameras, fines, and chicanes for bicycles, for example. They would like a more user-friendly and safer layout for pedestrians and cyclists at the entrance to Camillien-Houde Way. Furthermore, the exit from Camillien-Houde towards du Parc Avenue has two lanes for motor vehicles, but no shoulder for bicycles or pedestrians. To make it safer and more user-friendly, they recommend that one of the lanes be reserved for users of active transportation. The north side leading to the exit of Remembrance Road has only one lane, which means that cyclists are forced to ride next to cars, while the south side of Remembrance has two lanes for cars. They propose that one of those lanes be reserved for users of active transportation.

GETTING TO MOUNT ROYAL PARK

The participants agree with the idea of replacing the Côte-des-Neiges interchange with a development equivalent to the intersection of du Parc/des Pins avenues but, in this case, with a T intersection. They would like better public transit access to the mountain from downtown metro stations, notably Place-des-Arts and Guy-Concordia. The participants believe that the mountain parking lots should include charging stations for electric vehicles and Bixi stations, to promote access using electric Bixi bikes. In addition to asking for more parking spaces on the Beaver Lake side, they would like to see the parking lots of the former Royal Victoria and Hôtel Dieu hospitals put to good use. The stairway and paths connecting the Camillien-Houde lookout to the escarpment path should be better indicated and promoted. A stairway should also be built to go down to the Soleil lookout from the escarpment path. In general, the paths on Mount Royal should have better signage. Overpasses for pedestrians and cyclists should be installed over the Camillien-Houde/Remembrance axis, both at the entrances and at various points along the road.

Lastly, the participants consider the McTavish Street portion of the Promenade Fleuve-Montagne to be a success and would like more routes of that nature leading to Mount Royal access roads. In their eyes, McGregor Avenue from Sherbrooke Street would be one option to consider.

LIVING MOUNT ROYAL

Since the start of the pilot project, “we can hear the birds.” One participant mentions going to the Soleil lookout to lie in a hammock for about 20 minutes, which would have been unthinkable before the pilot project. The participants would like to see plants and trees in the parking lots. They would also like to promote the beauty of the cemeteries and entice visitors to Mount Royal Park to discover them and recognize their heritage value. That could be accomplished, notably, with a road crossing the two cemeteries and connecting the Université de Montréal to McGill University.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 2
 25 août 2018
 Chapitre stationnement de la maison Smith
 5 participants - 1 table















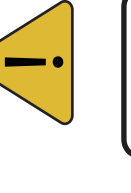




Université de Montréal

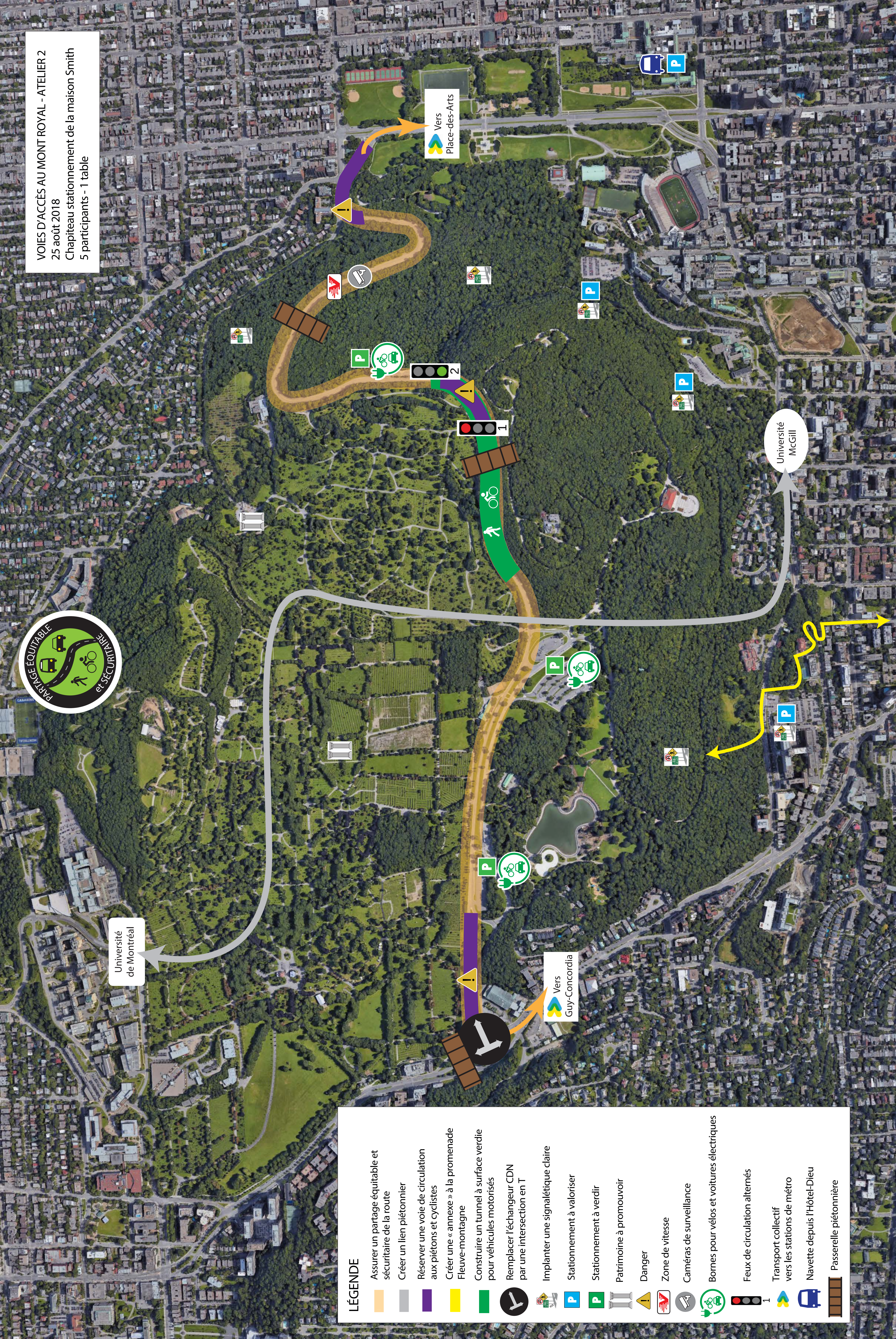
Université McGill

Vers Place-des-Arts

Vers Guy-Concordia

LÉGENDE

-  Assurer un partage équitable et sécuritaire de la route
-  Créer un lien piétonnier
-  Réserver une voie de circulation aux piétons et cyclistes
-  Créer une « annexe » à la promenade Fleuve-montagne
-  Construire un tunnel à surface verte pour véhicules motorisés
-  Remplacer l'échangeur CDN par une intersection en T
-  Implanter une signalétique claire
-  Stationnement à valoriser
-  Stationnement à verdir
-  Patrimoine à promouvoir
-  Danger
-  Zone de vitesse
-  Caméras de surveillance
-  Bornes pour vélos et voitures électriques
-  Feux de circulation alternés
-  Transport collectif vers les stations de métro
-  Navette depuis l'Hôtel-Dieu
-  Passerelle piétonnière



WORKSHOP 3
VILLE-MARIE – SEPTEMBER 8, 2018

THREE PRIORITIES OF PARTICIPANTS

- Achieving a park road – enjoyable, fair, in keeping with the before-and-after image proposed by the City. Placing nature in the foreground, and avoiding overly trendy developments;
- Improving signage, primarily near entrances and exits all around the mountain;
- Making certain areas of the mountain universally accessible.

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

The participants agree that “the mountain should not be cut in half.” They think that preventing private vehicles from driving over the mountain generates division within the Montréal community; we should try to find something more unifying. In the minds of participants, the removal of through traffic does not take into account ongoing traffic problems created by road construction. Furthermore, motorists continue to make U-turns.

The CH/R road is a development “from another time;” devising inclusive developments should be a reflex for the future. The participants are therefore in favour of keeping pedestrians, bicycles and cars separate, which would reduce the width of the lane reserved for cars and encourage motorists to slow down. To that end, we could also change the design of the road, reduce the maximum speed to 30 km/hr, and add a traffic light at the entrance to the corridor between the rock faces, just west of the entrance to the Camillien-Houde lookout.

For cyclists, the problem is that there is no other place in Montréal where they can climb hills. It would be a good idea to separate recreational riders from serious road cyclists, or to develop a one-way cycle track. As the corridor between the rock faces is rather narrow, they recommend digging a passage for cyclists/pedestrians, while respecting the spirit of Olmstead.

GETTING TO MOUNT ROYAL PARK

The participants would like more frequent and electric public transit, as well as the addition of a route from the Place des Festivals (Place-des-Arts metro). On the mountain, an electric shuttle like the one at the Botanical Garden could carry passengers from one attraction to the next. The group points out that, except for Olmsted Road, the mountain in general suffers from a serious lack of signage. For example, visitors wanting to get to the mountain by bus from the Mont-Royal metro station are never really sure where it leaves from. The problem could be solved by designating a specific area onsite for buses headed for Mount Royal, or, following the

example of Montpellier, France, by painting the bus in the colours of its destination, leaving passengers in no doubt as to where to board. The participants also pointed out that there is a communication problem with respect to adapted transport vehicles being allowed to cross the CH/R axis, as the STM often uses taxis and other unofficial looking vehicles. That leads to confusion and hinders access to the mountain for people requiring that type of transportation. Special stops should be set up for adapted transport, in front of the Soleil lookout, for example.

The lack of signage is also a problem for pedestrians and cyclists. The pedestrians who find themselves on the CH lane are often “lost,” or unfamiliar with the area. The problem should be resolved by creating a safe, clearly indicated pedestrian link between the Smith house and the Camillien-Houde lookout. The CH lookout is not very welcoming for pedestrians. On the road connecting the Smith house to the Kondiaronk lookout, there are no benches on which to rest and no even or paved surfaces for people in wheelchairs to use. Lastly, the public is often not aware of pedestrian access ways to the mountain (e.g. Peel entrance, General Hospital); awareness raising would be in order.

Du Parc Avenue, which provides access to Camillien-Houde Way from the east, is dangerous, too wide, and too fast, according to participants. Its pedestrian crosswalks are not user-friendly. Moreover, the layout of the road between du Parc and the entrance to Camillien-Houde Way makes access to it dangerous, if not impossible, for some cyclists. The same applies at the other end of the road, where the Côte-des-Neiges interchange makes things very difficult for cyclists. Participants added that, on the west side of the mountain, Decelles Avenue and Côte-des-Neiges Road are ugly and riddled with pot holes. It would be good to improve that entrance to the park by transforming them into nice green boulevards.

Even though it is not currently possible, as Mount Royal is not included in their territory, the participants would like some parking spots to be reserved for self-service vehicles.

LIVING MOUNT ROYAL

Participants agree with the idea of a park road proposed by the City. However, it is important to provide a showcase for nature, to use noble materials such as wood, stone and wrought iron, and to avoid overly trendy developments. They would like to see a CH/R reconnection with nature, allowing animal crossings and consistent flora. In terms of the parking lots, the group considers their layout unworthy of a 21st-century park. They need greening and beautification. The CH/R axis and its surroundings should be made more inspiring. It could become a destination. That could be achieved by adding art, or by closing off the area for special events, such as a tobogganing festival in winter.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 3
 8 septembre 2018
 Locaux de l'OCPM
 7 participants - 1 table



LÉGENDE

- Assurer un partage équitable et sécuritaire de la route + Rétrécir, verdir, ralentir
- Créer un lien piétonnier
- Creuser un passage pour piétons
- Aménager en boulevard urbain agréable
- Rendre universellement accessible
- Ajouter des bancs
- Implanter une signalétique claire
- Implanter un feu de circulation
- Fermer à l'occasion pour festivités (ex. festival de glissade)
- Implanter de l'art
- Rendre plus convivial
- Stationnement à valoriser
- Stationnement à verdir
- Danger
- Zone de vitesse
- Sens unique pour vélos
- Dos d'âne
- Autobus électriques
- Service de navette électrique
- Service de transport adapté
- Véhicules en libre service
- Transport collectif vers/depuis les stations de métro



**WORKSHOP 4
WESTMOUNT – SEPTEMBER 12, 2018**

TABLE 1

THREE PRIORITIES OF PARTICIPANTS

Allowing private vehicle through traffic

Increasing safety for all types of users

Promoting better co-existence through road sharing

TRAVELLING ALONG THE CAMILLIEN-HOUDE/REMEMBRANCE AXIS

The participants are “angry about this anti-democratic decision.” Most of them refuse to address any topic other than through traffic, because, in their opinion, that would give the City the impression that they approve of the public consultation process, which is not the case. Some of them take the CH/R route up to 90 times a month in their cars. With the closure to through traffic, Westmount is effectively boxed in. The participants remind us that Olmsted designed the park for everyone’s benefit, and that it is entirely possible to enjoy the mountain from one’s car. Furthermore, the traffic is diverted to the Université de Montréal/HEC/Externat Mont-Jésus-Marie area, which has in turn become congested. The problem is compounded by the construction of a REM station in the area.

Although they are completely opposed to banning private vehicle through traffic on the CH/R road, participants are on board in terms of reducing the speed of cars and bicycles. The speed could be reduced by using special pavement on the road and surveillance cameras around the lookout. They believe that it is important to ensure a clear division of space for motorists, cyclists and pedestrians. The bicycle lane could be separated from the car lane by bollards along its entire length, and the south side of Remembrance Road could be reopened to traffic to provide more space. The bicycle lanes would remain open only during the period of the year when the riding surface is safe for bicycles. Because it is so narrow, the corridor between rock faces (located between the Smith house and Camillien-Houde lookout), requires a special development for bicycles, according to participants. It could be an overpass above the cars, or a road through the woods along the southern slope. The group believes that the bus stop near the entrance to Mount Royal cemetery significantly holds up car traffic. It recommends that the bus stop be removed or set up in such a way that a bus at the stop does not block traffic. In terms of the Camillien-Houde lookout, participants propose a development, such as a roundabout, that would make it possible to turn around or to enter directly into the parking lot. Traffic lights would also make things easier at that location.

GETTING TO MOUNT ROYAL PARK

According to participants, the closure of the south lane on Remembrance Road and the tendency of the parking lots to fill up quickly already made access to Mount Royal difficult. The closure to through traffic during the pilot project only compounded the problem, as tourists in cars can't find their way around and people wanting to have BBQs and picnics, and therefore needing their cars to transport food and equipment, no longer want to come. The pilot project also limited access to Mount Royal cemetery for people arriving from the west.

In winter, ice sheets form on the parking lots, limiting accessibility for seniors.

LIVING MOUNT ROYAL

The removal of through traffic is an environmental disaster, according to participants. It now takes cars twice as long to arrive at their destination. As to the idea of investing money in access roads to the park, participants recommend focusing instead on improving the quality of the park's pathways.

TABLE 2

THREE PRIORITIES OF PARTICIPANTS

Reopening the CH/R roadway to private vehicle through traffic and integrating an esthetically pleasing jersey barrier, as well as a bicycle path.

Along the corridor between rock faces, located between the Smith house and Camillien-Houde lookout, developing a safe passageway for pedestrians and cyclists, e.g. an overpass or widening of the road with a speed limit of 20 km/hr.

Making public transit a credible alternative to cars, e.g. increasing bus frequency and establishing a panoramic shuttle (free for residents, paying for tourists).

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

In view of the significant roadwork being carried out around Mount Royal, the participants would like private vehicle through traffic to be maintained along the CH/R route. Should the permanent re-establishment of through traffic not be accepted, they recommend that it be authorized at certain times of day, for example during morning and afternoon rush hours, or that a time be set aside specifically for cyclists: e.g. from 6:00 to 8:00 o'clock on Sunday mornings. They believe that it is of utmost importance to enforce speed limits using cameras, photo radar and speed bumps. U-turns should be prevented by installing barriers along the middle of the road. The barriers could be "attractive and artistic." They would also build a cement barrier to separate bicycles from motorized vehicles. A pedestrian walkway along Camillien-Houde is unnecessary, as the park already has a number of roads and pathways. In

terms of the corridor between rock faces (located between the Smith house and Camillien-Houde lookout), which is dangerous for cyclists because it is so narrow, they recommend building an overpass for bicycles, or making it wider and imposing a speed limit of 20 km/hr for both bicycles and motor vehicles. Lastly, signage needs to be improved all around the Camillien-Houde/Remembrance axis, and Mount Royal cemetery should be reopened to cyclists.

GETTING TO MOUNT ROYAL PARK

The group asks that the use of electric buses be promoted and that a frequent electric shuttle be established linking the park's parking lots and sites of interest. To minimize car traffic between the parking lots, a safe link for pedestrians and/or the shuttle should be created between them. There was also a suggestion that the Smith house parking lot be relocated: "move the parking now on top of the mountain, lower."

Special measures should be adopted to facilitate accessibility for people with reduced mobility. The cemeteries should be accessible from both the east and the west.

LIVING MOUNT ROYAL

The participants find the suspended café and Soleil lookout unattractive and useless; there are already cafés/restaurants at the Smith house and Beaver Lake pavilion. Instead, they recommend the construction of an elevated walkway along the cliff on the south side of Mount Royal. Lastly, the participants claim that the pilot project has increased pollution because car travel takes longer owing to traffic.

TABLE 3

THREE PRIORITIES

Authorizing private vehicle through traffic.

Setting up esthetic barriers to separate cyclists and pedestrians from motorists.
Easing traffic and better informing users about sharing the road.

The mountain belongs to everyone, which is why the long-term vision should include everyone.

TRAVELLING ALONG THE CAMILLIEN-HOUDE/REMEMBRANCE AXIS

The group wonders why we are trying to reduce the number of cars on the mountain and would like private vehicle through traffic to be authorized again. In the eyes of participants, the death of Clément Ouimet was only a pretext; the final decision to ban through traffic was made before the public consultation. The public administration needs to understand that the pilot project had human consequences and separated families. According to participants, the CH/R road is already a park road, and not a

“highway.” The language used by the City has negative connotations. The pilot project did not improve the safety of the various users. It has, however, resulted in a gentrification of the mountain, which the people don’t want.

The group believes that a physical barrier is required to separate the pedestrians and cyclists from the cars. Along the corridor between rock faces, located between the Smith house and Camillien-Houde lookout, the separation could take the form of a new lane, a tunnel or a sidewalk, but along the rest of the CH/R axis, it would involve a separation formed by trees or plants. They also recommend speed bumps, spot checks, and better signage.

The participants do not think that the Camillien-Houde/Remembrance axis should be used for cycling training. They are of the opinion that it would be better to inform cyclists and pedestrians and make them accountable, because many Montrealers do not drive and therefore do not understand the problems facing motorists.

GETTING TO MOUNT ROYAL PARK

According to the group, public transit access to Mount Royal could be provided by electric buses or tramways, and its frequency should be increased.

They find that parking on the mountain is too expensive; the cost should be reduced.

TABLE 4

THREE PRIORITIES OF PARTICIPANTS

Authorizing private vehicle through traffic.

Setting up the road to prevent U-turns.

Sharing the road among motorists, cyclists and pedestrians: cyclists separated from cars by a cement barrier, and pedestrians walking along the road. Easing traffic.

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

The participants claim that the death of Clément Ouimet is being used as a pretext to ban private vehicle through traffic, and that the City should have consulted Les Amis de la montagne before the pilot project. Getting from the Smith house to Westmount now takes 45 minutes, while it used to take only 15. The pilot project has made driving along the CH/R axis more dangerous, as cyclists now consider it a bicycle path. They are of the opinion that pedestrians, cyclists and motorists should be kept separate, each in their own lane. The road reserved for motor vehicles should be separated in the middle to prevent U-turns.

GETTING TO MOUNT ROYAL PARK

The group believes that if Central Park can maintain universal accessibility, why shouldn't we be able to do the same on Mount Royal? The lack of accessibility led to the cancellation of many family picnics this year. The parking lots were empty on weekdays, leading to a significant loss of revenue.









LIVING MOUNT ROYAL











The participants find that the Soleil lookout and suspended café are unattractive and unsafe, and that they block the view. According to the group, the effect of the pilot project has been to increase pollution by causing traffic jams around the mountain.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 4
 12 septembre 2018
 Westmount - Victoria Hall
 55 participants - 4 tables



LÉGENDE

-  Autoriser le transit ; implanter un revêtement particulier pour ralentir les voitures et les vélos
-  Rouvrir la chaussée sud de Remembrance à la circulation
-  Aménager un passage pour piétons et cyclistes
-  **OU**
Ériger une passerelle piétonnière et cyclable
-  Autoriser le transit pour le transport adapté
-  Tenir compte des personnes à mobilité réduite
-  Implanter une signalétique claire
-  Ériger une passerelle piétonnière surélevée

-  Placer l'arrêt de transport collectif en retrait de la voie de circulation
-  VVIP
Attribuer une voie à chaque mode de transport (véhicule, vélo, piéton)
-  Implanter un feu de circulation
-  Améliorer la qualité des sentiers du parc
-  Danger
-  Dos d'âne
-  Autobus électriques
-  Service de navette électrique
-  Caméras de surveillance
-  Rond-point



WORKSHOP 5
CÔTE-DES-NEIGES – SEPTEMBER 15, 2018

THREE PRIORITIES OF PARTICIPANTS

Rethinking the CHR development from a standpoint of flexibility and safety to make it available to all modes of transportation (including private vehicle through traffic), while considering the impact on surrounding areas.

Ensuring that accessibility is not achieved at the cost of conservation.

Implementing traffic-easing measures around the mountain to minimize its impact on the mountain.

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

The participants believe that the ban on private vehicle through traffic on the mountain amounts to “a pleasure that is being taken away [from them],” referring to the beautiful views and peacefulness of the drive. They are curious as to exactly what activities would have to stop if private vehicle through traffic were to be restored on the mountain. In their opinion, the decision to close the road to through traffic is a lazy one; the environment and development of the axis should induce a healthy co-existence among the various means of transportation. The closure generated significant and even dangerous traffic in surrounding neighbourhoods and on the campus of the Université de Montréal, which is not designed to accommodate so many cars. Some motorists are driving the wrong way along one-ways. Those who are unaware of the through traffic interruption on the mountain must arrive literally at the doors of the Camillien-Houde/Remembrance axis to find out that it is closed. The daily commutes of some of the participants are generally longer.

The group suggests periodic closures of the CH/R road, for example on weekends or during the summer, to accommodate the needs of all concerned. Electric vehicles could enjoy a special permission, and surveillance would be carried out by cameras. In the participants’ opinion, the redevelopment of the axis should accommodate motorized and active transportation in summer, and only motorized transportation in winter. They recommend a permanent physical separation between bicycles and cars “from one end of the road to the other.” With respect to U-turns, knowing that an uninterrupted line of cement jersey barriers would block the crossing of small animals (e.g. raccoons), making them more likely to be hit by cars, the participants suggest that the barriers be replaced with appropriately spaced flower planters. At the exit of the Camillien-Houde lookout parking lot, there is a sign forcing motorists to turn right, in the direction of the Plateau-Mont-Royal. According to some, GPS call for making a U-turn if the programmed destination is to the west.

They recommend that a flashing light be installed at the entrance to the corridor between rock faces (located between the Camillien-Houde lookout and Smith house)

to allow cars and bicycles to pass each in turn, or that a pull-off lane be constructed for bicycles. As to the remaining road segments, the shoulder should be reserved and set up for cyclists. The participants believe that the CH/R road should not be used for Cyclovia-type bicycle races. However, they understand that serious road cyclists need somewhere in Montréal where they can go fast. To improve the flow of traffic, they suggest that the south lane of Remembrance Road be reopened.

GETTING TO MOUNT ROYAL PARK

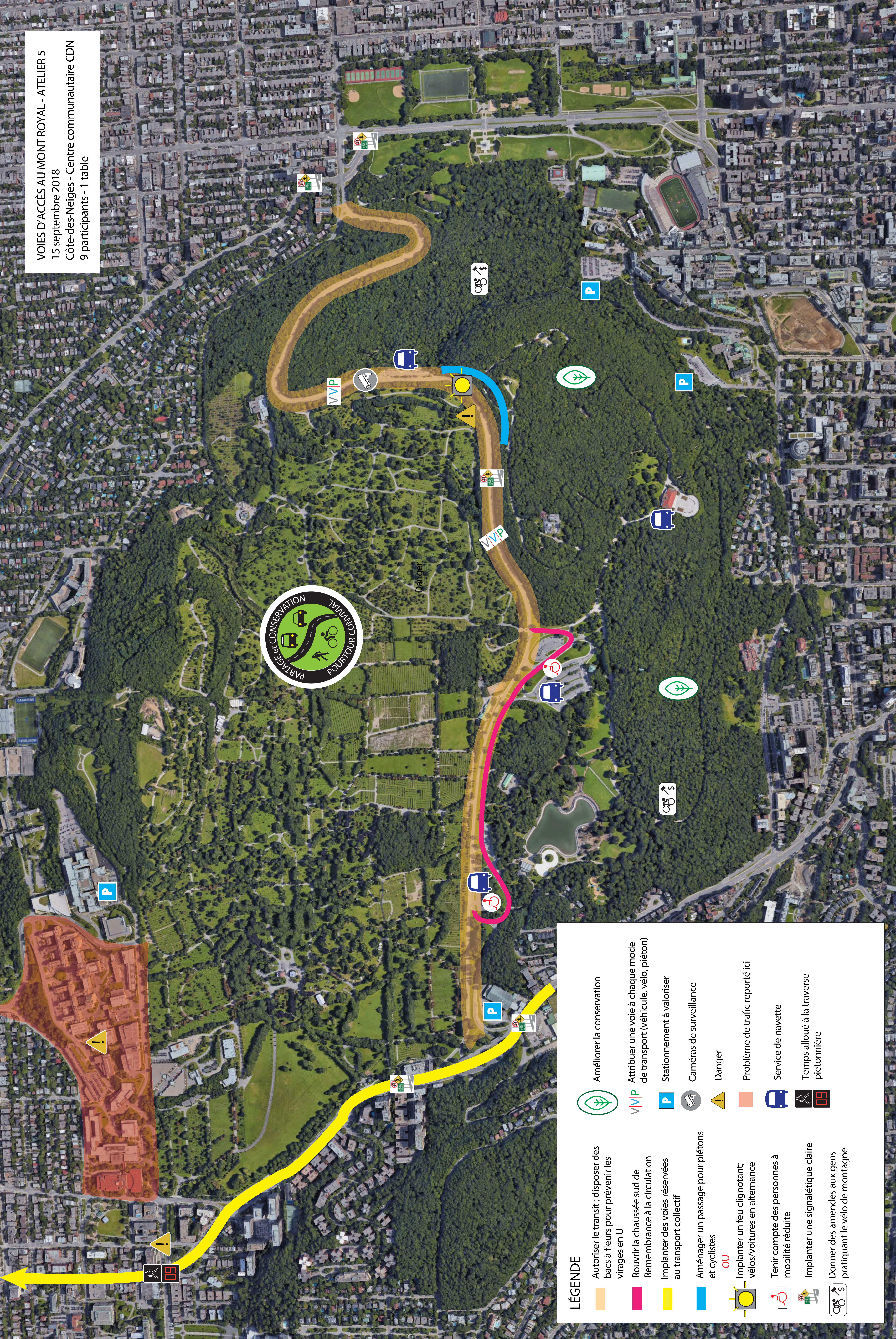
Is the problem really the Camillien-Houde/Remembrance axis? “Most of the work needs to be done around the mountain, not on it.” The Côte-des-Neiges area, located in western proximity to Mount Royal, has several dangerous intersections that generate stress for pedestrians. An elderly participant mentioned that, at the intersection of Gatineau and Queen Mary, motorists often do not see the traffic lights and drive straight through. At the corner of Côte-des-Neiges and Queen Mary, the crossing time for pedestrians is only nine seconds. The participants believe that those safety issues have been accentuated by the pilot project owing to increased traffic on bypass roads. Côte-des-Neiges Road is a favourite with numerous car and truck drivers, as it does not have many lights. The participants unanimously agree that, on Côte-des-Neiges Road, “we should have had reserved bus lanes on both sides years ago.”

The accessibility for people with reduced mobility should be improved on the mountain, and it is important to recognize their need to get there by car. A shuttle could connect the park’s various sites of interest. The parking lots of the former Royal Victoria Hospital, the Polytechnique (Université de Montréal), and the armed forces building located at the western entrance could also be put to good use.






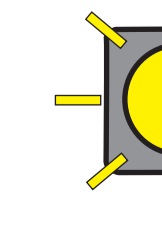



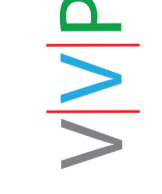


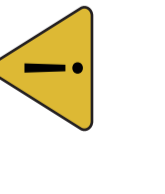



LIVING MOUNT ROYAL

The mountain, in its current state, is not polluted. There is another problem: the park has many weeds that need to be pulled out; people pull out “good plants,” or pick them even though doing so is forbidden. The participants believe that forest rangers should be hired to give fines to people who are mountain biking, and that some areas of the park should be closed off for conservation purposes. They also believe that new constructions should be limited in order to maintain the park in as natural a state as possible. One participant claimed not to like the suspended café and Soleil lookout, but admitted to not having gone there. In terms of the landscaping of the Camillien-Houde/Remembrance axis, which the City plans to transform into a park road (see before-and-after images), it doesn’t need to be changed; that can already be found in other areas of the park.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 5
 15 septembre 2018
 Côte-des-Neiges - Centre communautaire CDN
 9 participants - 1 table



LÉGENDE

-  Autoriser le transit ; disposer des bacs à fleurs pour prévenir les virages en U
-  Rouvrir la chaussée sud de Remembrance à la circulation
-  Implanter des voies réservées au transport collectif
-  Aménager un passage pour piétons et cyclistes
-  Implanter un feu clignotant; vélos/voitures en alternance
-  Tenir compte des personnes à mobilité réduite
-  Implanter une signalétique claire
-  Donner des amendes aux gens pratiquant le vélo de montagne
-  Améliorer la conservation
-  Attribuer une voie à chaque mode de transport (véhicule, vélo, piéton)
-  Stationnement à valoriser
-  Caméras de surveillance
-  Danger
-  Problème de trafic reporté ici
-  Service de navette
-  Temps alloué à la traversée piétonnière

WORKSHOP 6
OUTREMONT – SEPTEMBER 16, 2018

THREE PRIORITIES OF PARTICIPANTS

Improving the transportation offering and peripheral traffic to lessen the need for using the CH/R axis. Examining the possibility of allowing electric vehicle through traffic.

Strengthening, preserving and promoting the mountain's role as a historical and ecological symbol.

Developing CH/R for pedestrians, bicycles and public transit (including a shuttle).

TRAVELLING ALONG THE CAMILLIEN-HOUE/REMEMBRANCE AXIS

The participants did not reach a clear consensus regarding the closure of Camillien-Houde/Remembrance to private vehicle through traffic. Some of them believe that the closure is necessary to allow cyclists and pedestrians to reclaim the mountain, and to promote activities deemed to be more in line with the purpose of a park. For example, one participant says that he did not go cycling on the mountain before the pilot project; during the pilot project, he has done it a few times and found the activity enjoyable. Others indicated that the elimination of through traffic hinders tourist planning, “cuts the link between Francophones and Anglophones,” and doubles the time it takes to visit family and friends who live on the other side of the mountain. For example, to travel from Outremont to Westmount, passengers have to take four different buses, leading one participant to think that she will soon have to move. The temporary obligation to drive around the mountain is complicated by roadwork on Peel Street and the construction of a REM station on Édouard-Montpetit Boulevard.

However, the group agrees that the co-existence of the various types of users remains difficult despite the pilot project, and that any new development should clearly consider the needs of each. One issue resides in the sharing of the CH/R axis among pedestrians, cyclists and motorists. It is unrealistic to believe that pedestrians will not use the lane, because despite the lack of facilities intended for them, a number of them are already using it. If the before-and-after image put forth by the City is “a visual masterpiece,” what it depicts is not practical from a safety standpoint. Half of the rideable space should be set aside for a bicycle path and a large sidewalk. As to road cycling, participants believe that it is important to take into account “the difficulty of coming down on the brakes.” A time could be set aside for serious cyclists to train. The signage needs to be improved for the benefit of all users. They recommend rebuilding the old tunnel, used in the tramway era (along the stretch between rock faces), and even prolonging it along large segments or even all of the CH/R axis. Its roof would be greened and set up to accommodate pedestrians and cyclists.

GETTING TO MOUNT ROYAL PARK

The participants suggest using electric buses, increasing the frequency of public transit, and adding bus routes from the Guy-Concordia and Côte-des-Neiges metro stations. A bus route going around the mountain is also deemed desirable. They recommend implementing a shuttle service along the CH/R axis, and a pedicab (bicycle taxi) system within the park. From the top of Peel Street, an aerial tramway (like the one in Barcelona's Montjuïc Park) or cableway could complete the Promenade Fleuve-Montagne [river-mountain walk]. The group believes that the tunnel under the mountain could lead to the construction of an REM station connected to the summit, near Beaver Lake, for example. The bicycle path network around the mountain should be enhanced, the belt road should be completed – notably by establishing a walkway at the entrance to Camillien-Houde Way – and the signage for pathways through the forest in the park should be improved.

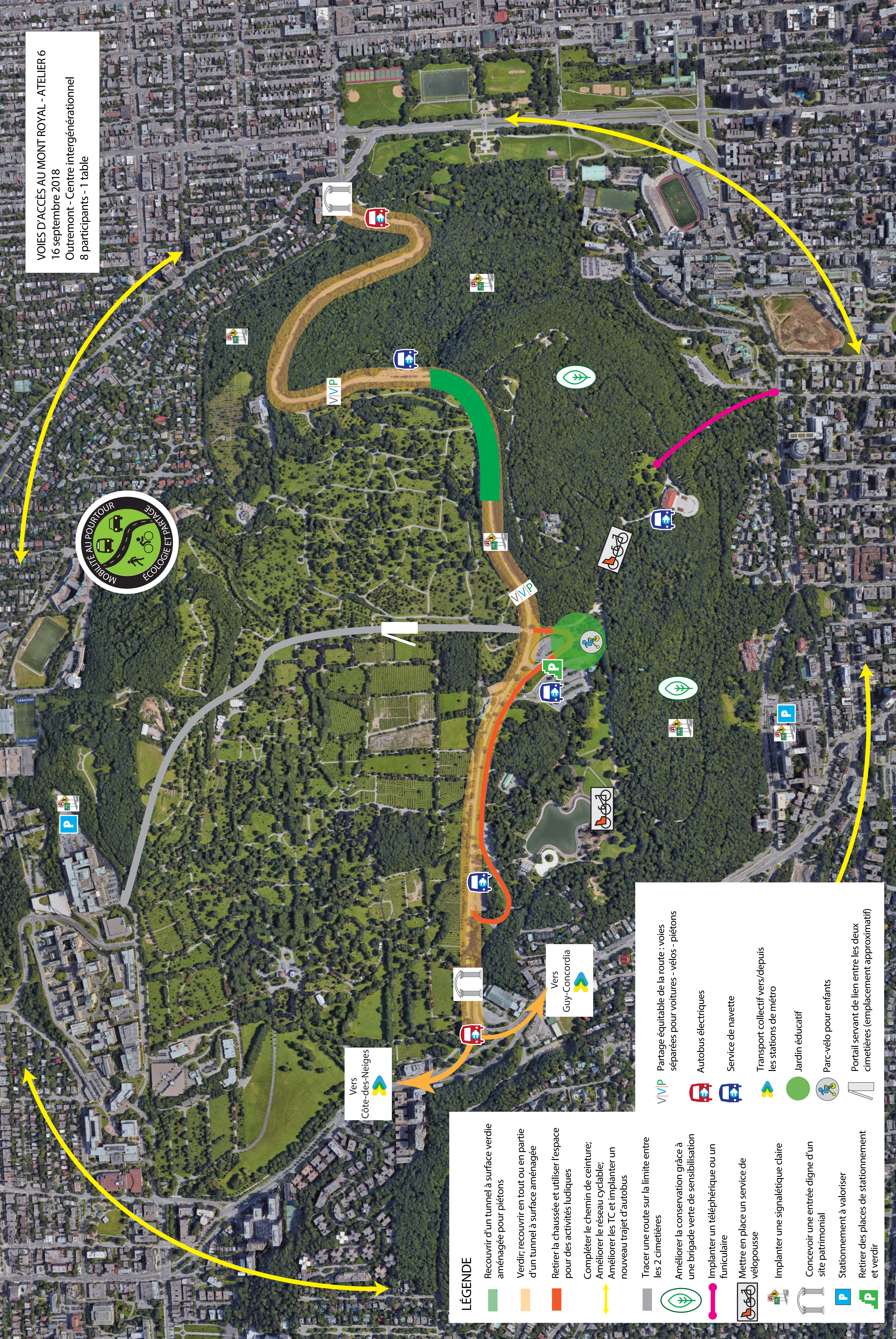
The group recommends reducing the size of the parking lot near the Smith house, and even “moving” it to the periphery of Mount Royal. The eliminated parking spaces would be compensated for through access to the Montreal General Hospital and Université de Montréal parking lots.

In the participants' opinion, the pilot project makes it difficult to reach Mount Royal cemetery. They recommend the creation of a cemetery access sticker, the installation of a gate for vehicles between the Mount Royal and Notre-Dame-des-Neiges cemeteries, or the construction of a road, connected to the CH/R axis, along the border between the two.













LIVING MOUNT ROYAL








The participants indicated that areas surrounding the CH/R axis have been quieter since the launch of the pilot project, and that animals are getting around more. They suggest greening the axis to facilitate animal traffic and promote drainage on the slopes of the mountain. In their opinion, the mountain should become a historical and ecological education centre. One way to achieve that would be to use the space freed up by reducing the size of the Smith house parking lot to create an ecological garden where courses would be offered for children. We could also create a “bike park,” where children could learn to ride a bicycle. This group would like park garbage cans to be replaced with triple bins, including one for recycling and one for composting, and park users to be made aware of the importance of conservation by members of a green brigade. They suggest removing the south lane of Remembrance Road, which is already closed to traffic, and replacing it with a space offering tobogganing courses in winter and skateboarding courses in summer. In the same way that Camillien-Houde is closed occasionally for the holding of Cyclovias in summer, it could be closed off to hold cross-country skiing events in winter. Lastly, they recommend increasing surveillance to limit drug trafficking on the mountain.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 6
 16 septembre 2018
 Outremont - Centre intergénérationnel
 8 participants - 1 table



LÉGENDE

-  Recouvrir d'un tunnel à surface verte aménagée pour piétons
-  Verdir; recouvrir en tout ou en partie d'un tunnel à surface aménagée
-  Retirer la chaussée et utiliser l'espace pour des activités ludiques
-  Compléter le chemin de ceinture; Améliorer le réseau cyclable; Améliorer les TC et implanter un nouveau trajet d'autobus
-  Tracer une route sur la limite entre les 2 cimetières
-  Améliorer la conservation grâce à une brigade verte de sensibilisation
-  Implanter un téléphérique ou un funiculaire
-  Mettre en place un service de vélopousse
-  Implanter une signalétique claire
-  Concevoir une entrée digne d'un site patrimonial
-  Stationnement à valoriser
-  Retirer des places de stationnement et verdir

-  Partage équitable de la route : voies séparées pour voitures - vélos - piétons
-  Autobus électriques
-  Service de navette
-  Transport collectif vers/depuis les stations de métro
-  Jardin éducatif
-  Parc-vélo pour enfants
-  Portail servant de lien entre les deux cimetières (emplacement approximatif)

Vers Côte-des-Neiges

Vers Guy-Concordia

VVP

VVP

VVP

WORKSHOP 7
PLATEAU MONT-ROYAL – SEPTEMBER 22, 2018

THREE PRIORITIES OF PARTICIPANTS

The CH/R axis can be made into a road for all users.

More signage is needed on the mountain and in surrounding areas to direct people to the mountain's various attractions.

Some areas are a problem for pedestrians and cyclists, e.g. the corridor between rock faces, the east entrance to Mount Royal, and Camillien-Houde Way.

TRAVELLING ALONG THE CAMILLIEN-HOUDE/REMEMBRANCE AXIS

Of the eight people in attendance, only one would like the Camillien-Houde/Remembrance axis to remain open to through traffic. However, all of them agree that areas surrounding the mountain do not offer much in the way of alternatives for getting to the other side, that car traffic there is significant, and that, all things considered, the CH/R axis is a simple solution for crossing over for those who are unfamiliar with the territory. The group, as a whole, also believes that Camillien-Houde Way has remained dangerous despite the pilot project, as sharing the road along the axis is mostly favourable to motorists. They mention the unequal sharing of the road between bicycles and cars at the entrance to Camillien-Houde Way, the motorists who drive too fast, both going up and going down CH, and the fact that vehicles are still making U-turns.

The group believes that the lanes for motorized vehicles, bicycles and pedestrians should be physically separated. To that end, they recommend the addition of plant dividers, speed bumps, and trees along the side of the road to make motorists slow down. The segment near the CH lookout should be made more user-friendly. The corridor between rock faces should be widened to facilitate more effective sharing of the road among the various types of users. Lastly, the stop sign near the Soleil lookout takes many motorists by surprise. It should be announced, or the layout should be improved to avoid that problem.

GETTING TO MOUNT ROYAL PARK

According to the participants, for people coming from the west, the number of possible routes for reaching the Plateau Mont-Royal is rather limited. If we want to encourage motorists to use other roads besides the CH/R axis to get to the other side of the mountain, adequate signage indicating alternate routes should be provided. Overall, more signage is required for all types of users, on and around the mountain. The use of existing parking lots at the foot of the mountain (e.g. the former Royal Victoria Hospital) having been suggested, signs should direct motorists towards those

parking lots. They recommend more maps and visual reference points around the mountain to direct pedestrians towards the pathways.

The frequency of the number 11 bus should be increased, and its service extended to the whole year. The participants recommend that a shuttle linking the parking lots and mountain sites be established, and that its schedule be coordinated with that of the number 11 bus line. In terms of accessibility for cyclists, one participant notes that the route from Laurier West is difficult, as the bicycle path is interrupted there.

Except for one person, the participants would like the parking lots on Mount Royal to be made smaller. When the CH lookout parking lot is full, the parked cars spill over onto the traffic lane. As to the Beaver Lake parking lot, they recommend that it be reconfigured to facilitate the flow of cars.

They also believe that the pathways in the park should be lit up at night, for example, for people who want to go jogging there. They also suggest enhancing the Promenade Fleuve-Montagne [river-mountain walk] by explaining to people what it is and by promoting it, for example, through the creation of a link with Lafontaine park.

LIVING MONT ROYAL

On the mountain paths located near the CH/R axis, you can't hear the birds much. "It's as if the cars have priority over them." One participant mentions that it is important to ensure a proper gender mix of trees. She believes that too many male trees are currently being planted. Though they offer the advantage of not producing samara, they do, however, produce pollen.

The participants believe that reducing the size of the Camillien-Houde lookout and Smith house parking lots, and reforesting them, would give them more meaning. They suggest that apple trees be planted in the Smith house lot, as it apparently held an orchard in days gone by.

One participant points out that mowing the lawn around the parking lots and along the segment of the CH/R axis currently closed to through traffic promotes the spread of ragweed. She therefore believes that those green spaces should be better and differently maintained.

With respect to people who go mountain biking on park paths, or who go off-trail cross-country skiing or snowshoeing, it might be a good idea to install fences and, in the case of mountain biking, to legalize the practice in order to better control it. To that end, they propose that an overpass be erected allowing mountain bikes to cross over Camillien-Houde Way.

In the eyes of the group, the chalet of the Kondiaronk lookout is sub-standard, in terms of the services it offers and because its interior smells of mold. In their opinion, it should provide more information regarding the mountain, in the form of vignettes, for example. As to the view from the Kondiaronk lookout, the group believes that it

could be enhanced with the installation of an aerial walkway. The participants approve of the decision to establish the Soleil lookout, as “it is important to be able to enjoy the view from that spot.” They also think that the suspended café is a good idea. As to the rest areas set up at the bus stops during the pilot project, “the hammocks and swings are nice, but seniors might prefer traditional benches.”

Lastly, they suggested putting the telecommunications tower — the highest point on the mountain — to good use by installing an observatory offering a 360-degree view of the city.

VOIES D'ACCÈS AU MONT ROYAL - ATELIER 7
 22 septembre 2018
 Plateau Mont-Royal - Studio Bizz Mont-Royal
 8 participants - 1 table



LÉGENDE

- Élargir le passage pour un meilleur partage de la route
- Verdoyer et boisier les abords de la route pour inciter le trafic à ralentir; Bonifier la ligne d'autobus no 11
- Bonifier la promenade Fleuve-Montagne (tracé approximatif)
- Entretien: afin d'éliminer l'herbe à poux et autres espèces indésirables
- Ériger une passerelle pour vélos de montagne
- Améliorer la conservation: - Diversité sexuelle des arbres - Choix d'essences indigènes
- Implanter une signalétique claire
- Implanter une signalétique claire pour orienter vers les stationnements
- Éclairer les sentiers le soir
- Stationnement à reconfigurer
- Stationnement à valoriser
- Retirer des places de stationnement et verdoyer

- Rendre plus convivial
- Prolonger la piste cyclable
- Tracer des voies pour voitures - vélos - piétons grâce à des séparations végétales
- Planter un verger
- Service de navette
- Zone de vitesse
- Danger
- Dos d'âne
- Piste de planche à neige (tracé approximatif)
- Observatoire avec vue à 360 degrés (tour de télécommunication)




Vers
 Parc Lafontaine




MISSION

The mission of the Office de consultation publique de Montréal, created under section 75 of the Charter of Ville de Montréal, is to carry out public consultation mandates with regard to land-use planning and development matters under municipal jurisdiction, and on all projects designated by the city council or executive committee.



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