

Traffic and the Future of Mobility

Thematic workshop held on October 11, 2023 at the Civic Centre of the City of Dollard-des-Ormeaux

The City of Dollard-des Ormeaux is redrafting its Urban Planning Programme to ensure that the city is being planned responsibly and that the land use and development vision reflects the aspirations and needs of the population. As listening to the interests and concerns of citizens is imperative to shaping the future of our living environment, various pre-consultation activities were held in the Fall of 2023 to address important issues identified by the community.



Were present:

- More than 60 citizens
- Société de Transport de Montréal (STM)
- MOBA – Mobilité Alternative
- Elected officials and City professionals.

Executive Summary

This activity introduced participants to the concepts and parameters of the local road and transit network, provided an update on the revision process of the STM bus routes and addressed the most significant spin-off effects of the arrival of the Réseau Express Métropolitain (REM).



Armed with this information, citizens were then provided with various plans and statistics and asked to work in round-tables on brainstorming ideas around reducing our reliance on solo car driving, improving traffic fluidity and road sharing, and accommodating new residential developments without increasing traffic congestion.

Main ideas and strategies identified by participants:

Offer a more frequent, synchronized and easily accessible public transit service that:

- Penetrates the local neighbourhoods;
- Safely and efficiently transports users to REM / Metro stations, shopping areas and city installations;
- Is available at all times of the day and night, and not just during the rush hours;
- Offers micro parking lots at various locations near the major bus routes.

Improve the public transit ridership experience by:

- Providing safe connections for cyclists and pedestrians, particularly over Highway 40;
- Increasing the frequency of buses and adding reserved bus lanes to major East-West arteries;
- Offering more comfortable wait times through the addition of bus shelters and benches;
- Developing an easier process to pay for tickets or obtain passes;
- Introducing fare incentives for people living in Transit-Oriented Development (TOD) areas;
- Ensuring sufficient bicycle and automobile parking at the REM stations.

Enhance pedestrian and cyclist safety by:

- Increasing the number and size of sidewalks adapted to the needs of pedestrians;
- Better linking of the cycling network and addition of bike paths on main roads, separated from sidewalks and cars;
- Improving the lighting on pedestrian and bike paths;
- Cleaning and salting bike paths in winter to allow for year-round active transportation;
- Installing pedestrian crosswalks at major intersections with sufficient crossing times;
- Building protected pedestrian and bike paths to cross Highway 40;
- Adding pedestrian refuge islands in the medians of major arteries;
- Publishing and promoting a bicycle network map;
- Maintaining, landscaping and beautifying the streets and sidewalks.

Encourage and promote carpooling, car-sharing, ride-sharing and bicycle & scooter-sharing.

Improve traffic flow along the major arteries by:

- Synchronized and intelligent traffic lights to manage traffic flow, coordinated with neighbouring municipalities;
- Allowing right turns on red lights, extending green lights to turn-off major roads and lengthening certain left-turning lanes;
- Adding proper bus pull-over lanes that do not impede traffic flow and permitting drivers to merge into a bus lane under certain conditions;
- Reversing lane directions during rush hour traffic;
- Adding roundabouts at strategic intersections;
- Planning construction works outside of the rush hour periods and removing construction obstacles when sites are not active;
- Through increased surveillance and enforcement (photo radars, police presence);
- Constructing an additional North-South artery along the Jacques-Bizard corridor.

Create complete, walkable communities near REM stations by:

- Building higher density, mixed-use buildings with shops and services available on the ground floor;
- Reducing the number of parking spaces required;
- Limiting on-street parking;
- Requiring and facilitating electric charging stations in new developments;
- Offering car-sharing facilities and a shuttle service.

