

**Association des Résidents de CDN-NDG
CDN-NDG Residents' Association**

**SUBMISSION BY THE CDN-NDG RESIDENTS' ASSOCIATION ON THE
PEDESTRIAN CHARTER OF MONTRÉAL**

«RETURNING CITY STREETS TO ITS RESIDENTS»

**Commission sur la mise en valeur du territoire, l'aménagement
urbain et le transport collectif**

Tuesday, August 22, 2006

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The Côte des Neiges - Notre Dame de Grâce Residents' Association is a non-political volunteer organization made up of property owners, tenants, and local business people, aimed at **improving** the quality of life in our community.

The CDNDGRA seeks to promote the concerns of **all** for a sound, responsive and respectful civic administration. Through its community action and participation in local public affairs, the association intends to improve such services as **road safety, infrastructure** main-tenance, **sanitation, housing** and **public security** while respecting Côte des Neiges & Notre Dame de Grace's cultural heritage.

By informing all citizens - from students and new arrivals to long-time residents, the CDNDGRA serves as a vehicle to develop a **civic identity** for the most diversified and populous neighbourhood in Montréal.

Table of Contents:

- Introduction pg. 4
- Recommendations for Immediate Implementation pg. 5
- Recommendations for Implementation in the next 4 years pg. 6
- Recommendations for Implementation in the next 8-12 years pg. 7
- Toronto Crossovers pg. 8
- Ontario Highway Traffic Act Regulation 615 description, signs and pavement ,markings of a pedestrian crossover pg. 11
- Proposal for the Covering of the Decarie Expressway pg. 23
- Toronto Pedestrian Charter
- Lane Diets and Other Speed Reducing Effects; Healthy Streets for Health People and Healthy Neighborhoods. by Dan Burden
- A Case Study : Côte-des-Neiges by Dan Burden
- City of Toronto : Pedestrian Crossover Review
- City of Toronto : Pedestrian Crossing Protection; Logic Flow

Introduction

The CDN-NDG Residents' Association (CDNDGRA) along with the Le Conseil régional de l'environnement de Montréal (CDNDGRA) and the Citizen Action Committee of Rosemont – Petite-Patrie, applaud the efforts of the City of Montreal to adopt a Pedestrian Charter. However we inquire the means for which the City of Montreal will put in place to assure that it is practically applied. It is in these terms that the CDNDGRA and its partners address the City of Montreal this evening at this public consultation on the Pedestrian Charter.

The Pedestrian Charter submitted by the City of Montreal proposes to better manage the urban landscape for pedestrians, in particular as it relates to the development of pedestrian pathways, to improve and better maintain sidewalks, and to create safer crosswalks at intersections. For CDNDGRA, it is necessary and urgent. However, it is not sufficient because the source of the problem rests in the constant increase in the number of circulating vehicles in the City of Montreal. During the years 1999 to 2003, Montréal experienced a 10% increase in the number of vehicles in circulation, in which during the same period its' population grew only by 3%. It is within this context that it is essential that we set precise objectives to reduce the number of vehicles in circulation and take the necessary measures to reach them.

The advice of the CDNDGRA and its' partners is that it is impossible to improve the pedestrian environment without attacking the number of vehicles that circulate in our streets.

Furthermore, in order to make the City more accessible, safe and agreeable for pedestrians demands that the municipalities put in place measures to civilize users of the road network, and especially residential streets. This requires a change in the paradigm in which we operate: We need to move away from a focus on facilitating traffic flow to an approach based on traffic calming and providing space to pedestrians; Concentrating commuter traffic to arteries; And favoring alternative modes of transport that provide for a peace and security for residential streets in which residents have a right to. To arrive at this goal the City of Montreal must put in place a plan for the Montreal road network that focuses circulation on major arteries and reduces both the volume and speed of traffic on residential streets.

For CDNDGRA and its' partners, the principle interest in the Pedestrian Charter lies in the possibility to endow the City of Montréal with the guiding principles that bring concrete changes in the management of our streets and neighborhoods with the goal of returning the focus back to the pedestrians and residents of Montréal.

A Difficult Road

A difficult road lies ahead for us all; we are all captive to a culture and society that is closely tied to the personal automobile. For many the personal automobile represents freedom, status, prestige and a means in which to make a living.

With current global environmental realities we can no longer continue along this path based on the supremacy of the personal automobile. We all must make sacrifices today, in order that we may enjoy a better tomorrow.

Uncontrolled Commuter Traffic in Montreal is destroying our beautiful city and we need to act now in order to protect its residents. Mortalities and injuries from automobile accidents now outnumber those from violent crime.

Our streets and the way we have managed them have become the new criminal.

In order to improve the quality of life for the residents of Montréal and give life to the Pedestrian Charter the CDNDGRA recommends the following measures:

FOR IMMEDIATE IMPLEMENTATION:

- Guarantee that street lines are painted promptly and regularly to insure year round visibility. The City's inability to perform this simple task is a testament of its failure to protect pedestrians.
- Expand 40KM speed limits to collectors that run through residential sectors.
- Post 30KM speed limits not only for residential streets but also for collectors and arteries that pass beside schools and parks.
school zones,
~
- Continue to increase police presence on residential streets and strictly enforce the rules of the road especially speed limits - which are rarely enforced.

FOR IMPLEMENTATION IN NEXT FOUR YEARS:

- Implement wide scale traffic calming devices like we find in Outremout and Westmount through-out the city of Montréal.
- Experiment with new innovative traffic calming technologies to determine which ones work for us.
- Focus commuter traffic along Arteries.
- Create protected residential zones that prevent through traffic
- Work with the provincial government at improving on pedestrian crosswalks (Referred to in Ontario as pedestrian crossovers).

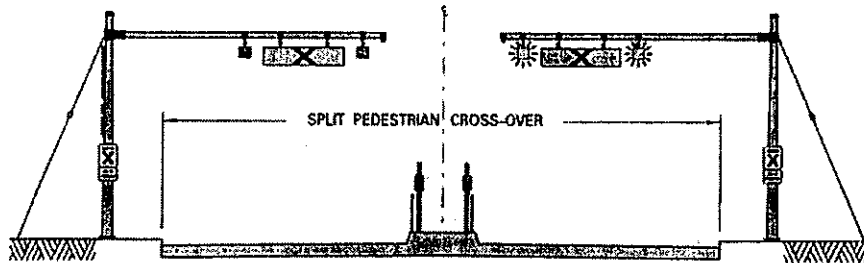
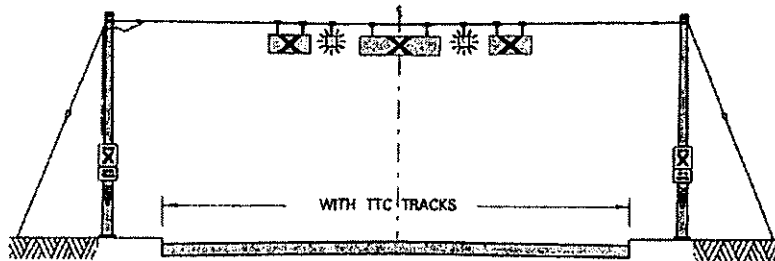
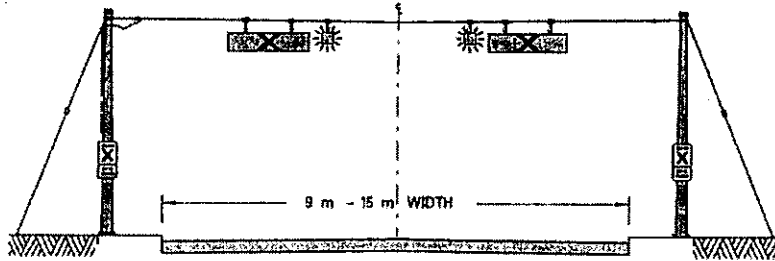
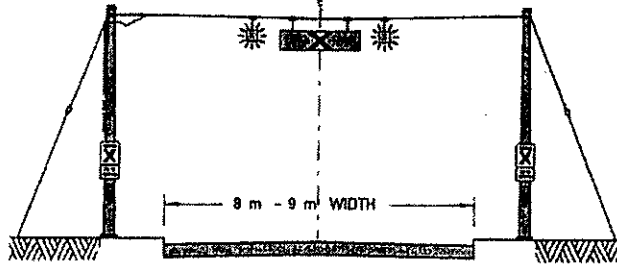
For cross walks we recommend:

- Formalized rules of engagement between pedestrians and motorists i.e. Point and walk and/or flashing lights activated by a pedestrian.
 - Overhead lighting that are amber internally illuminated background like the model used for Ontario.
 - An aggressive publicity campaign by the Government of Quebec, Ministry of Transport that motorists must yield and stop at pedestrian crossings. .
 - Province wide standardization of crosswalk design and construction.
 - Increased police presence and strict enforcement in regards to pedestrian crossings.
- Focus development on the human scale that integrates neighborhoods through mixed land use.
 - Create a new standard for Montréal sidewalks that are at a minimum of 2 meters wide.
 - Expand width of sidewalks at intersections to reduce pedestrian crossing distance.
 - Removal of un-road worthy vehicles that create excessive pollution, noise and who pose a physical danger to pedestrians.
 - A program of lane size reduction described in "Lane Diets"
 - Reduce parking available to commuters to encourage use of public transport and alternative modes of transport.
 - Remove dangerous parking at corners and near intersections.
 - Improved lighting and street signals to prioritize pedestrians.

FOR IMPLEMENTATION IN 8-12 YEARS:

- Create walkable communities through-out Montréal.
- Cover parts of the Decarie Expressway and reconnect the pedestrian landscape.

Toronto Crossovers



TORONTO
Works & Emergency Services
Traffic Management Centre

PEDESTRIAN CROSSOVER HARDWARE INSTALLATION TYPES

SCALE
NOT TO SCALE

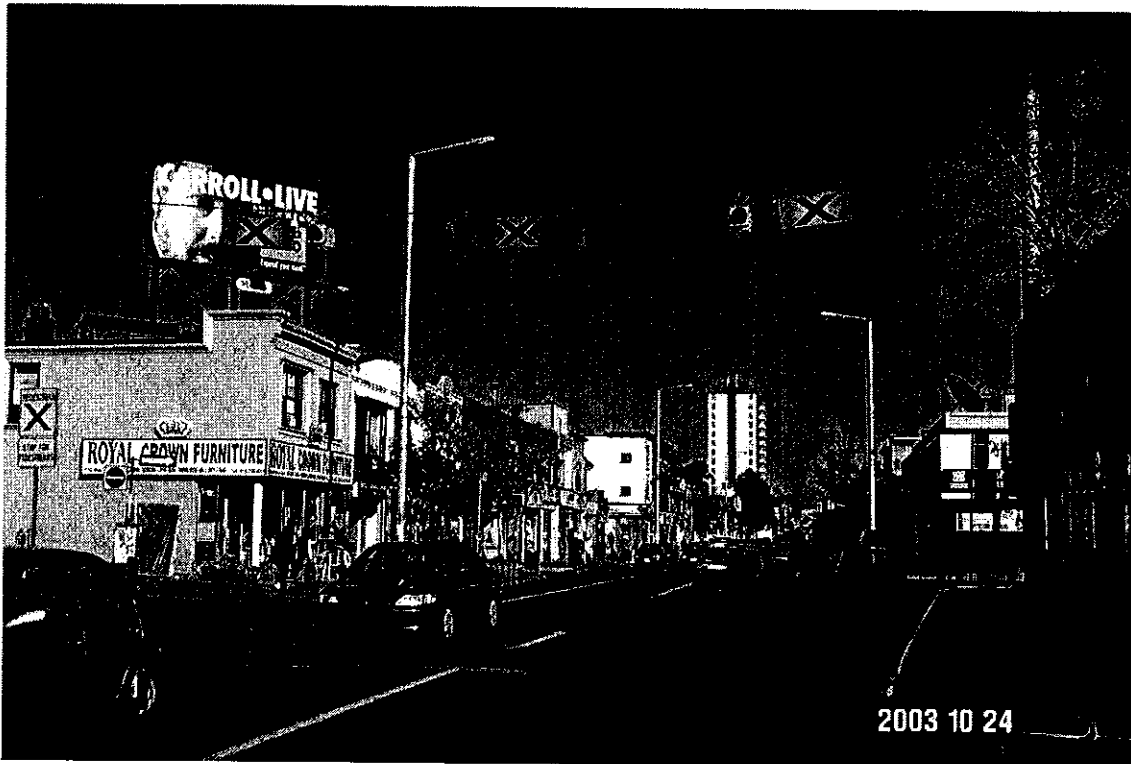
REVISION DATE
MARCH, 2005

Traffic Plant Installation and Maintenance Unit

APPROVED BY:
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DRAWN BY:
P. B.

PLAN No.
812.011



Montréal should add yellow crosswalk lines that are absent from Ontario crossovers



Ontario Highway Traffic Act Regulation 615 description, signs and pavement markings of a pedestrian crossover

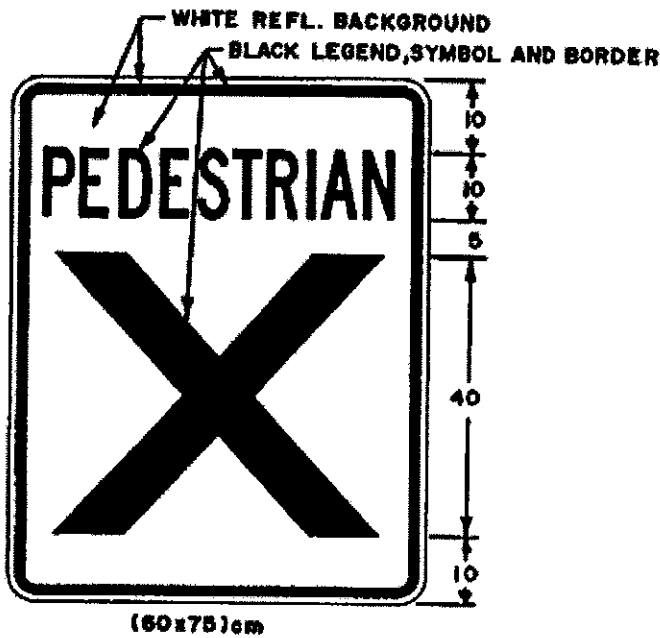
PEDESTRIAN CROSSOVER

20. Revoked: R.R.O. 1990, Reg. 615, s. 20.10.

20.1 (1) A portion of a roadway designated by by-law of a municipality as a pedestrian crossover shall be distinctly indicated by the following signs:

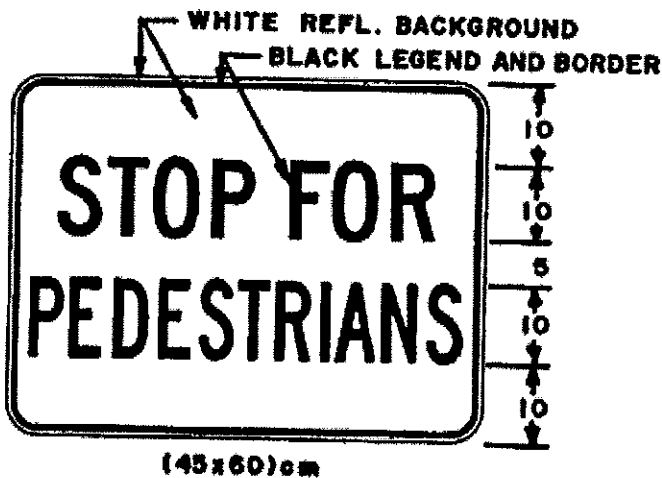
1. A sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the markings and legend and having the dimensions illustrated in the following Figure:

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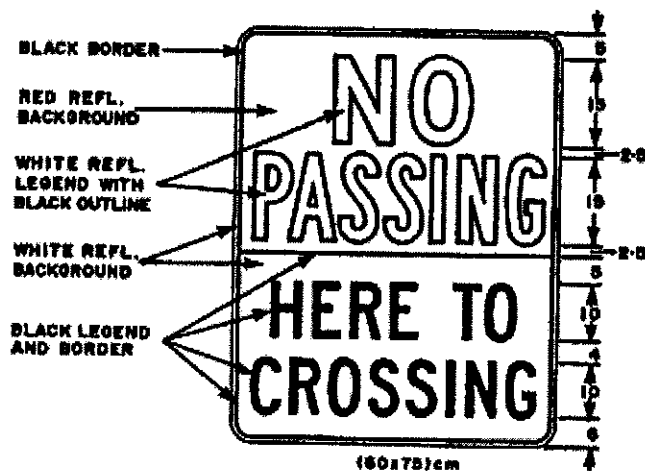
2. A sign, not less than 45 centimetres high and not less than 60 centimetres wide, bearing the legend and having the dimensions illustrated in the following Figure:

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3. A sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the markings and legend and having the dimensions illustrated in the following Figure:

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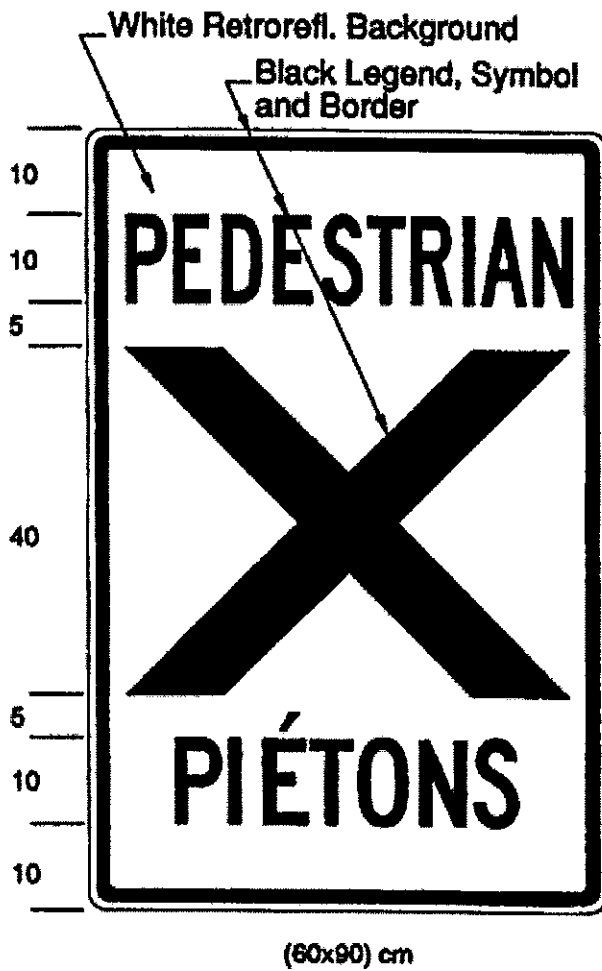


4. One or more double-sided signs, rectangular in shape, each side being translucent, bearing opaque markings and having the dimensions set out and illustrated in subsection (2). O. Reg. 699/92, s. 2.

(1.1) Despite subsection (1), in an area designated by the *French Language Services Act*, a portion of a roadway designated by by-law of a municipality as a pedestrian crossover shall be distinctly indicated by the following signs:

1. A sign, not less than 90 centimetres high and not less than 60 centimetres wide, bearing the markings and legend and having the dimensions illustrated in the following Figure:

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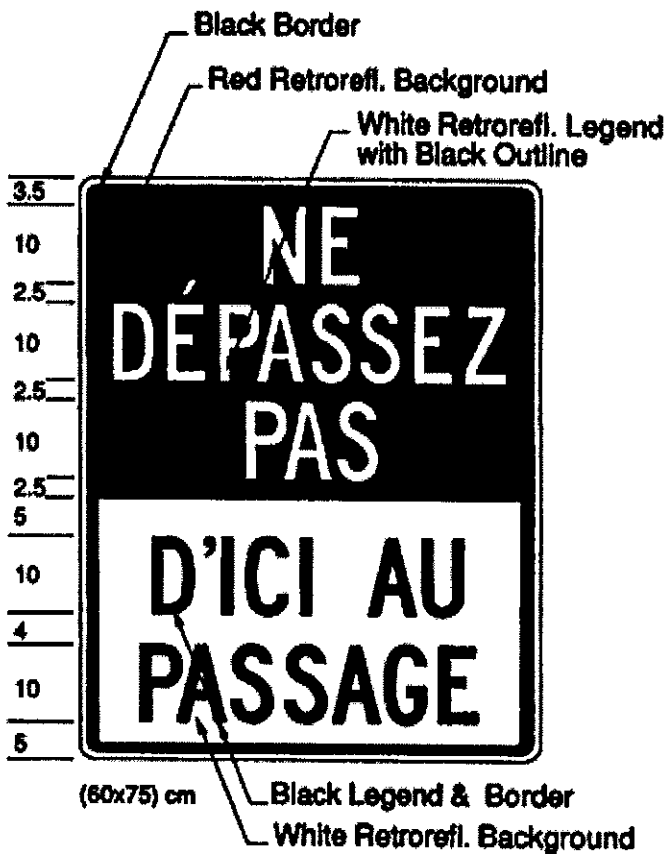
2. A sign, not less than 60 centimetres high and not less than 60 centimetres wide, bearing the legend and having the dimensions illustrated in the following Figure:

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3. A sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the markings and legend and having the dimensions illustrated in the following Figure:

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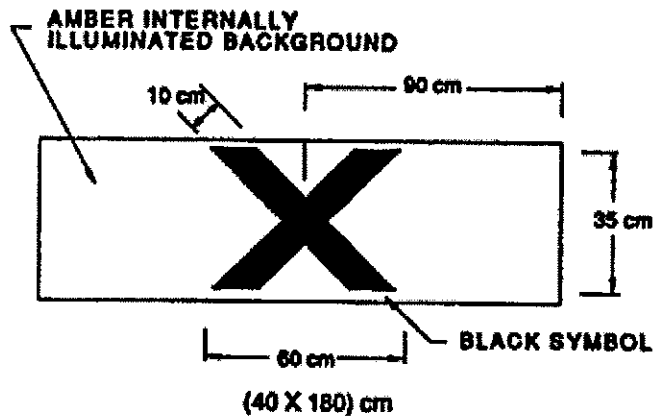


O. Reg. 444/93, s. 7.

(2) Each side of a sign referred to in paragraph 4 of subsection (1) shall comply with one of the following paragraphs:

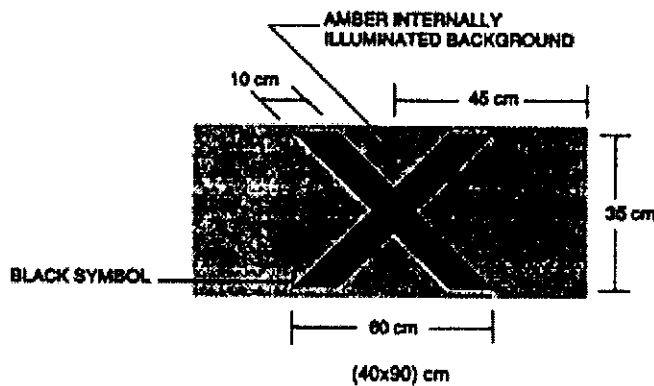
1. Each side of the sign shall be as near as practicable to 40 centimetres high and 180 centimetres wide and shall bear the markings and have the dimensions illustrated in the following Figure:

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2. Each side of the sign shall be as near as practicable to 40 centimetres high and 90 centimetres wide and shall bear the markings and have the dimensions illustrated in the following Figure:

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(3) The sign referred to in paragraph 4 of subsection (1) shall be continuously illuminated on both sides from the inside and shall project light downward to illuminate the crossover area from one edge of the roadway to the other. O. Reg. 699/92, s. 2.

20.2 (1) The sign required by paragraph 1 of subsection 20.1 (1) or (1.1) shall be erected,

- (a) on both sides of the highway;
- (b) in two places on the same standard, mounted back to back, so that the signs face in opposite directions and one sign faces approaching traffic; and
- (c) at a point not more than 4 metres from the edge of the roadway, adjacent to the place where the pedestrian crossover prescribed and illustrated in section

20.3 meets the edge of the roadway. O. Reg. 699/92, s. 2; O. Reg. 444/93, s. 8 (1).

(2) The sign required by paragraph 2 of subsection 20.1 (1) shall be erected in the same manner as and immediately below the sign required by paragraph 1 of subsection 20.1 (1). O. Reg. 699/92, s. 2.

(2.1) The sign required by paragraph 2 of subsection 20.1 (1.1) shall be erected in the same manner as and immediately below the sign required by paragraph 1 of that subsection. O. Reg. 444/93, s. 8 (2).

(3) The sign required by paragraph 3 of subsection 20.1 (1) shall be erected,

- (a) on both sides of the highway;
- (b) in one place on the standard so that it faces approaching traffic; and
- (c) at a point not more than 4 metres from the edge of the roadway and 30 metres before the place where, from the perspective of approaching vehicular traffic, the pedestrian crossover prescribed and illustrated in section 20.3 meets the edge of the roadway. O. Reg. 699/92, s. 2.

(3.1) The sign required by paragraph 3 of subsection 20.1 (1.1) shall be erected,

- (a) on both sides of the highway;
- (b) in one place on the standard so that it faces approaching traffic;
- (c) below, to the right of or up to 100 metres beyond the sign required by paragraph 3 of subsection 20.1 (1); and
- (d) at a point not more than 4 metres from the edge of the roadway and 30 metres before the place where, from the perspective of approaching vehicular traffic, the pedestrian crossover prescribed and illustrated in section 20.3 meets the edge of the roadway. O. Reg. 444/93, s. 8 (2).

(4) Where the roadway has been divided into two clearly marked lanes for traffic, one sign as described in paragraph 1 of subsection 20.1 (2) shall be installed above the pedestrian crossover facing vehicular traffic as nearly as practicable over the centre of the roadway.

(5) Where the roadway has been divided into more than two clearly marked lanes for traffic, two signs as described in paragraph 1 of subsection 20.1 (2) shall be installed above the pedestrian crossover facing vehicular traffic as nearly as practicable over each half of the roadway.

(6) Where the characteristics of the highway require a combination of the signs described in subsection 20.1 (2), the signs shall be installed above the pedestrian crossover facing vehicular traffic as nearly as practicable over the centre of the roadway or over the centre of each half of the roadway.

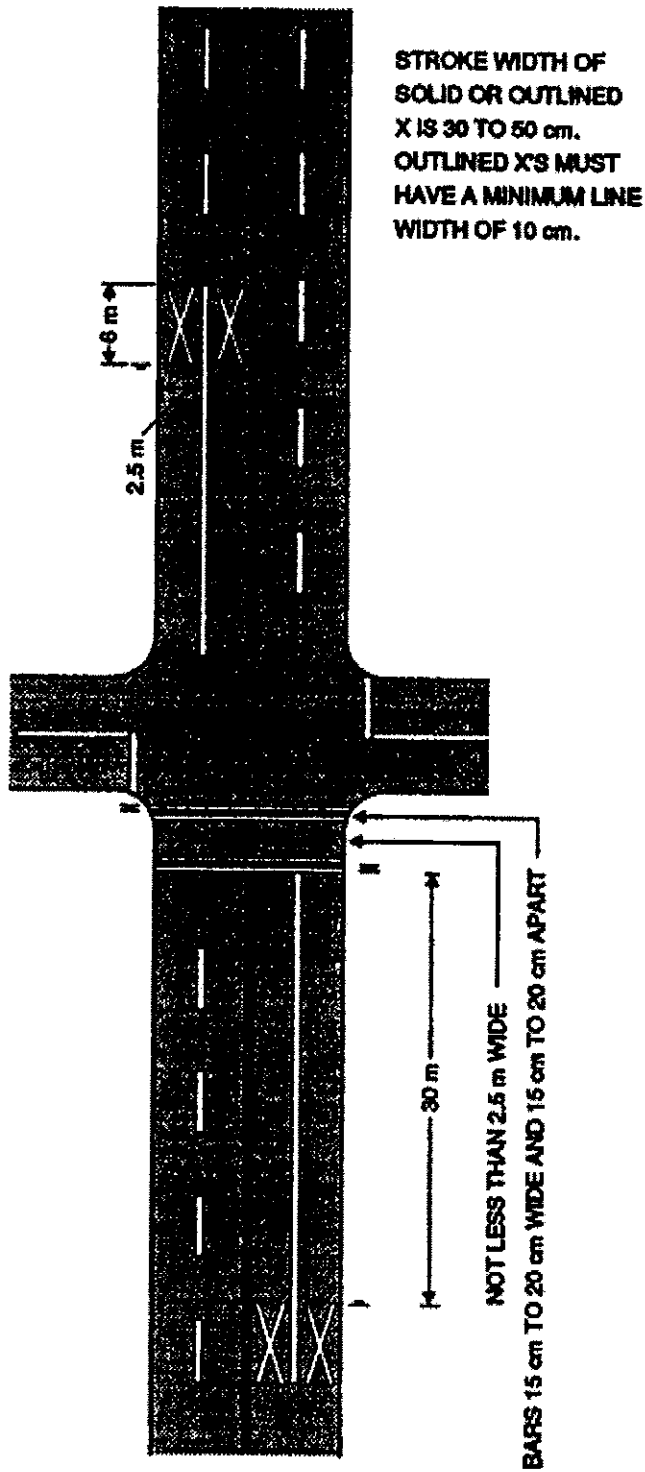
(7) A sign installed under subsection (4) shall have four pedestrian-actuated flashing amber beacons, circular in shape, mounted in pairs, back to back, near each end of the sign.

(8) Signs installed under subsection (5) or (6) shall have four pedestrian-actuated flashing amber beacons, circular in shape, mounted in pairs, back to back, near the end of a sign and as close as practicable to the centre of the roadway.

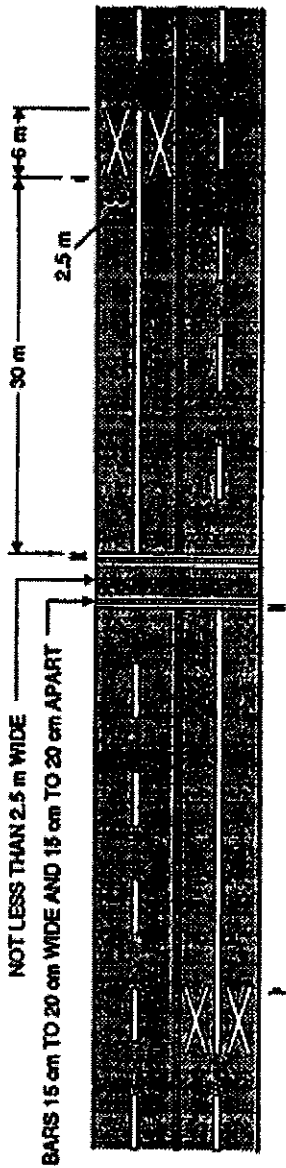
(9) For each direction of travel on the roadway, the beacons shall be illuminated and flash alternately when activated by a push button or other device, and shall not otherwise be illuminated or flash. O. Reg. 699/92, s. 2.

20.3 (1) A pedestrian crossover designated by by-law of a municipality that is at an intersection on the highway shall be distinctly indicated on the surface of the roadway by markings having the dimensions and being the distance from each other prescribed and illustrated in the following diagram:

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(2) A pedestrian crossing designated by by-law of a municipality that is not at an intersection shall be distinctly indicated on the surface of the roadway by markings having the dimensions and being the distance from each other prescribed and illustrated in the following diagram:



STROKE WIDTH OF
SOLID OR OUTLINED
X IS 30 TO 50 cm.
OUTLINED X'S MUST
HAVE A MINIMUM LINE
WIDTH OF 10 cm.

NOT LESS THAN 2.5 m WIDE
BARS 15 cm TO 20 cm WIDE AND 15 cm TO 20 cm APART

O. Reg. 699/92, s. 2.

20.4 Revoked: R.R.O. 1990, Reg. 615, s. 20.10.

20.5 Revoked: R.R.O. 1990, Reg. 615, s. 20.10.

20.6 Revoked: R.R.O. 1990, Reg. 615, s. 20.10.

20.7 The dimensions of a sign may be greater than the dimensions prescribed and illustrated in this Regulation so long as the dimensions of the sign remain in the same proportion to each other as in this Regulation. O. Reg. 699/92, s. 2.

20.8 A sign prescribed by this Regulation shall be placed so as to be visible at all times for a distance of at least 60 metres to the traffic approaching the sign. O. Reg. 699/92, s. 2.

20.9 No person, other than a municipal corporation or other authority having jurisdiction over a highway, shall erect or maintain a sign prescribed by the Act and this Regulation. O. Reg. 699/92, s. 2.

20.10 Spent: O. Reg. 699/92, s. 2.

Proposal for the Covering of the Decarie Expressway

The idea finds its foundation on the current urban plan for the borough of CDN-NDG which calls for the covering of the Decarie Expressway. The idea not only mitigates the effect of noise and pollution but would significantly improve the urban landscape for pedestrians and create an engine for economic growth in CDN-NDG.

The idea is the partial covering of the Decarie expressway with the construction of local market and public spaces. This would have a direct positive effect on CDN-NDG by:

1. Reducing of the negative impact of the Decarie Expressway on the surrounding commercial and residential areas;
2. Creating a vehicle for the commercial revitalization of Queen Mary;
3. Connecting the western and eastern halves of Côte-des-Neiges/Notre-Dame-de-Grace that have been divided for too long by the Decarie Expressway;
4. Creating another dynamic tourist destination in CDN-NDG;
5. Showcasing the cultural assets of our community.

In my travels, I've noticed that local markets are one of the most interesting destinations because they allow the traveler to acquire a sense of the local culture's tastes, preferences and goods. Markets allow you to try new things, discover new products and buy local goods and produce that are unique and enriching to one's living experience. Be it the markets of Brazil, Israel, Philippines, Morocco, India, Ghana, China, Vietnam.... they are always a go-to destination.

A reported 2 million people visit the St. Joseph's Oratory each year, but CDN-NDG appreciates no positive benefit from these visitors, as they don't stay in the community and shop in our stores and dine in our restaurants. In fact, for the most part they visit only the Oratory and rush off to the next tourist destination that lies outside of the community. CDN-NDG receives only the negative effects of pollution, congestion and the taxing of our local infrastructure from the tourists' buses and automobiles. What is needed is another tourist destination, the CDN-NDG Market, to keep tourist dollars in our neighborhood.

CDN-NDG with the most populous and dynamic population in Montréal lacks a market- the closest being either Atwater or Jean Talon. CDN-NDG with a population from the 4 corners of the world, the market would be a showcase of our talents and the richness of our cultural fabric. You could visit the markets of world in the heart of CDN-NDG without even leaving your city.

I understand that this proposal may be outside the scope of this consultation, but I do believe that much more needs to be done than just pedestrian paths and securing intersections. We need to create livable, walkable communities.

I hope that this proposal encourages a healthy debate in the community on how to deal with the presence of this expressway. I also call on our federal and provincial representatives to come forward and engage themselves in finding concrete solutions for this Montréal community that has already suffered so much by the presence of this toxic trench.

Another big question is always: where will the money come from? Once again I call out to our federal and provincial representatives to make the money available for this neglected district that has been so loyal for all these years to your party banners.

Regards,

Alexander Montagano

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