

A Proposal Favouring the Inauguration of New Reserved Bus Lanes in the City of Montreal

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Consultation sur le portrait et le diagnostic du Plan de transport de Montréal – 25 August 2005

Surface Transit: The Status Quo

- The STM provides nearly one million trips every weekday throughout its system
- 33% of Montreal residents don't own a car
- The existing infrastructure includes 11 reserved lanes over a distance of 45,5 km
- The majority of reserved lanes are with the flow of traffic (Exception: Pie-IX Blvd.)

What's Wrong with the Status Quo?

- The majority of these lanes are operational only in the direction of the peak flow
- Few lanes of any significant length have been added since the 1990s
- Reserved lanes are seldom enforced
- Journey times during peak hours are significantly increased without priority measures

Why Invest in More R-Bus Lanes?

- For transit to compete, it must give fast door-to-door travel and be price-competitive
- Improved travel time means reduced air pollution from buses (think environmentally-friendly)
- Less buses necessary to maintain existing headways means that transit vehicles can be better used elsewhere (e.g. new routes)

The Cost-Benefit Analysis

- R-Bus lanes are excellent short term solutions before considering Light Rail Transit and costly Metro Extensions
- Get bang for your buck: many km for less
- Less liable cost overruns (vs tunnelling)
- Open for revenue service faster
- Infrastructure already exists

More R-Bus Lanes = Better Transit

- Accessibility is Improved
- Journey Time is Reduced
- Convenience is Improved



Routes, Ridership, and R-Bus Lanes

80+165+535 Du Parc/CDN	74,876	YES: Majority
67 Saint-Michel	42,212	NONE
139 Pie-IX + 505 R-Bus	41,461	HORS-SERV
121 Sauvé/Côte-Vertu	35,292	YES: Minority
69 Gouin	30,269	YES: Majority
141 Jean-Talon est	27,317	NONE
18 Beaubien	25,840	NONE
161 Van Horne	22,455	NONE
51 Édouard-Montpetit	21,979	NONE

Comparative R-Bus Study

Let us now consider the Montreal case with examples from other cities, including:

- Ottawa (OC Transpo)
- Toronto (TTC)
- Québec (RTC)

Montreal R-Bus Lane Example: Avenue du Parc

- Context: Major north-south thoroughfare
- Operational hours: NB 15h30-18h30, SB 6h30-9h30 Mon-Fri
- Reserved Lane: Buses and Taxis
- Surroundings: Mixed-use, residential, commercial



Advantage and Disadvantage

- Justification through high levels of density and ridership
- Journey times are negatively impacted for R-Bus 535



Ottawa R-Bus Example: Albert and Slater Streets

- Context: Central Transitway (Busway), one-way, major east-west streets
- Operational hours: 6 am-6 pm Mon-Fri
- Reserved lane: Buses and Taxis (restriction)
- Surroundings: CBD, residential to the west



Central Transitway Advantages

- Operational 12 hours per day
- Curb-side parking is permitted while the second lane is reserved for buses
- Buses have a clear priority within the CBD
- Taxis must yield to bus transit during both peak hours (only between 9 am – 3 pm)

Central Transitway Disadvantages

- Safety can be an issue when cars must cross the reserved lane between traffic and the parking zone
- Due to the high volume of buses on the Transitway, a passing lane is necessary
- Too many bus routes use the Central Transitway, and effectuate more than one stop per station, thus adding to travel time
- R-Bus lanes should not have more than three different lines travelling on it (shuttles are better)

Toronto R-Bus Example: Bay Street

- Context: Major north-south thoroughfare
- Operational Hours: 7 am-7 pm Mon-Fri
- Reserved Lane: Buses, Taxis and Bikes
- Surroundings: CBD

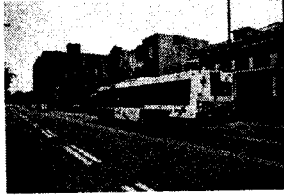


Advantages and Disadvantages

- Operational 12 hours
- Route 6 Bay is a frequent & attractive option to the Subway
- Reduces parking in Canada's major financial district
- Promotes transit use and cycling
- Difficult to enforce
- Bicycle safety can be an issue if lanes are too narrow

Québec R-Bus Example: Boulevard René-Lévesque

- Context: Métrobus route, major east-west thoroughfare
- Operational Hours: 7h-9h, 15h-17h30 Mon-Fri
- Reserved Lane: Buses and Taxis
- Surroundings: CBD, mixed-use residential



Advantages and Disadvantages

- Operational in both peak hours
- Other R-Bus lanes operate all day from 7h-17h30
- A compromise was reached to permit midday parking on Bd. René-Lévesque
- Québec's reserved lanes cease operations too early
- Reserved lanes are exclusive to the itineraries of the Métrobus routes

What can we learn from the examples of other cities?

- Reserved lanes operational during both peak hours as well as daytime work in areas similar to Avenue du Parc & Côte-des-Neiges (density, land use)
- Prepare the ROW for the future Avenue du Parc tramway



Criticism and counter-examples

- Businesses say that they will lose revenue if customers do not have easy access to parking
BUT
- Parking does not necessarily have to be in front of the store
- If all parking spaces are taken, drivers may park a few blocks elsewhere in the immediate vicinity
- At the same time, parking spaces must be added nearby to compensate for the R-Bus lane

Priorities and Implementation

- The first step: New R-Bus lanes for deserving routes: 67 Saint-Michel, 121 Sauvé/Côte-Vertu, 141 Jean-Talon est...
- The second step: R-Bus operations during both peak hours
- The third step: Midday reserved lanes
- The ultimate step: R-Bus lanes in dedicated right-of-way

Q & A