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BRIEF TO THE TRANSPORT PLAN FOR THE CITY OF MONTREAL

Brief

August 12, 2005

Executive Summary:

Preamble: What about the Busses and the West Island system?

West Island Bus Changes: Proposed changes revolving around the axes of the West Island.

Medium Term: Infrastructure changes and change of hub.

Long Term: metro extensions and new trains.

Conclusions: is the plan flawed and how can it be improved?

Preamble:

What about the busses? The transit plan has a lot of infrastructure improvements but very little is mentioned about the bus system. My focus is on the West Island but I intend to demonstrate how the bus system can be improved to increase the incidental ridership. I also intend to demonstrate how small changes with a view to increasing the incidental ridership can yield the effect of getting people out of their cars.

The plan is full of ribbon-cutting, big-ticket, fixed-infrastructure projects. Yet this overall approach will not produce the improvements in the local service transit, hardly a holistic approach.

A holistic approach requires that one understands the geographic nature of the West-Island and the successes or failures of each route and the overall system.

The West-Island has three major north-south transport axes; the three other major axes are oriented east-west. Of these only one is well-served: A-20 (rte 211). The other five axes are A-40 (rte 215), Pierrefonds Blvd (rte 68), St-Charles (rte 201), Sources (rush-hour only rte 209) and St.-Jean, inexplicably, with no contiguous bus service along its whole length (and don't let the route map fool you: rte 201 is not a true loop as buses approaching Fairview from both the north and south simply turn around there and retrace the route ending back at Fairview). Three axes are fairly served (215, 68 and

201:St-Charles portion). The 215 is fair because of the route deviations in the St-Laurent Industrial park, 68: because of the lack of direct access to the metro and the 201 because of its deviation into west Pierrefonds from St-Charles. The 209 axis is poor because of its rush-hour only status and the wasted portion along the lakeshore in Dorval. The St-Jean axis service is poor because there is no bus that travels its whole length.

- ✓ This happened because of the spider-like hub-and-spoke system that was introduced at the commencement of West-Island MUCTC service.

So the solution is to provide adequate service along all six axes and to tie it together with at least two diagonal services forming a cross. This is done by joining routes and other changes to existing routes. The 207 would join with the 204 forming one diagonal; the 206 would join with the 200 forming another diagonal. The 202 would extend north along the current 201 route to CEGEP Gerald Godin. The 215 would extend west to the Colisee Cinema and proceed south and east from the STM St-Laurent garage on a faster route along Thimens to the St-Laurent Community center then Tasse and south on Gohier to the Vertu Metro. The 68 would proceed south from its current eastern terminus along Marcel Laurin or Grenet to the Vertu metro. The 209 would go full-time with the elimination of the lakeshore portion and rerouted to the airport and then along Cardinal to Sources.

I also would like to mention some of the proposals already mentioned in the master plan and the transit plan in existence.

West Island Bus Changes:

Here is my summary of proposed changes to the West-Island system for the short term and in no particular priority:

-68: extend the route south from the current eastern terminus south along Marcel-Laurin to the Vertu Metro; remove the rush hour portion to l'Anse- l'Orme and replace it with a 251 style shuttle mini-bus. Reason: Bring Pierrefonds commuters directly to the Metro. Eliminate the costly extension and down-gauge it.

-100: extend the western portion to the north terminus (the airport side where the rush-hour 204 stands) Dorval Station. Reason: This will give the east-enders more direct access to the airport and to the West Island.

-121: extend the western portion over the A-40 to Montee-de-Liesse then to make a loop terminating at the current (as of today) 100 terminus. Reason This gives more access to Place- Vertu from the West Island and with a 251 Ste-Anne-type shuttle to the Air Canada base gives better acces to all going to infield area (AC, Bombardier, Air Transat) of the airport.

-177: replace the current 215 routing from Vertu to the VSL bus-garage then south and east along Thimens to the Spheretec complex. Reason: as its current routing from the Vertu metro is redundant vs. the 121 and it will become far better placed to serve the new Challenger (old Cartierville airport) development to its shopping area, the Vertu Mall..

-200: add the 206 route renumbering it 200; add the night (after 6pm) runs as well. Reason: to tie the Roxboro Train station and Dollard-des-Ormeaux to the Lakeshore

and John Abbott. It will even give opportunities for Laval residents to attend CEGEP John Abbott.

-201: remove the Fairview<>CEGEP-Gerald-Godin portion; to be made redundant by the 202 extension north.

-202: extend northward from Fairview to CEGEP Gerald-Godin; add frequencies because it does connect from the duCollege Metro. Reason: to create the St. Jean north-south axis.

-203: no change.

-204: 207 Ile Bizard to be added to create the west-north to south-east diagonal referred to earlier. Minor change to cut miles would be to run between the cargo area of the airport to the terminal along Rudolphe-Page in front of CARA

-205: no change.

-206: renumbered 200 and added to the 200.

-207: renumbered 204 and added to the 204 with a small reroute from Fairview west along Brunswick to de-Salaberry then north along Somerset-Jacques-Bizard corridor north to Ile-Bizard. Reason: as previously stated and to avoid congestion in the St-Jean Brunswick intersection.

-208: no change.

-209: route to be made full-time with a reroute to the airport (terminal only) then along Cardinal to Sources along the current 209 to Roxboro. The schedule to be staggered with the 204 to provide the 15 minute service to the airport. The lakeshore portion cancelled. Reasons: establishment of the Sources corridor and to bring Roxboro and Laval train passengers into the Airport.

-2X9: optional route to replace the canceled 209 segment along lakeshore possibly going to Pointe-Claire Village and looping around the curling club.

-211: vehement no change: do not reroute the express portion (Dorval AMT to Lionel-Groulx) along St-Jacques. This run is SRO and would add at least 10 minutes to the 15 minute transit time from Dorval AMT; inconveniencing the vast majority of commuters simply going to the metro for a relatively tiny minority of passengers backtracking to NDG and west. These commuters would be better served by a rail shuttle (to be discussed later) between Dorval and Windsor/Lucien-l'Allier on the current CP commuter service. As a note I would consider this service and a CP shuttle as complimentary.

-215: extend west along Brunswick to Kirkland and the Colisee complex. Change the Henri Bourassa to the Vertu metro portion to south on Guenette (by the St-Laurent garage) west on Cousens, south and east on Thimens to Poirier then south on Grenet, east on Rochon then Gohier to the metro. Reasons: fast service to the Colisee Area and avoiding congestion and lights on Marcel-Laurin and around the metro.

-217: a very bizarre route, cancel the Fairview-Beaconsfield station section as it is duplicated by the 215 changes, 201 and 200 and run it from the Beaconsfield shopping centre, or possibly, even from Pointe Claire Village towards Chemin Ste-Marie and the Colisee-l'Anse-l'Orme area. Reason: low ridership.

-460: Cancel; rendered redundant by the 100 and 202 changes.

-Add a Dorval-Lucien l'Allier rail shuttle on existing infrastructure for which improvements (welded rail and signaling) are already scheduled. Which would only require 3 sets of paired RDC's (available in Moncton) and an improvement of Quais 1 & 2 at Lucien l'Allier. This due to construction at the Circle.

Medium Term:

-In the medium term a bus stop and exit need to be built at Valois to close the transit gap that exists there for the train users that may need the 211. The south Portal already exists. So just a new portal needs be built with a ramp extending from the pedestrian tunnel west along the westbound A-20.

-Serious consideration must be given to acquiring the former P & G property, corner Holiday and St-Jean, for a new bus hub terminus with a park and ride lot, replacing the one at Fairview and avoiding the congestion on Brunswick. This would be the terminus of the Doney spur branch going to Central-Station.

-An overpass over the 40 on the Jacques-Bizard corridor to Stillview accessing the hospital.

Long Term:

-Longer term would be the Doney spur, improvements to lakeshore train frequency and double tracking the Two Mountains line from Roxboro to Bois-Franc (Val Royal).

-Also in general I oppose some elements of the Transit master plan: like the Cote-St-Luc and Cote-des-Neiges stations on the Blainville line. Really these stations should be at Canora (connecting to the D-M line) providing a possible connection to Central Station for Blainville users. And Namur: giving a connection to the west end Orange line.

-Emphasis should be given to the Orange line extension to Bois-Francs and the Blue line east to Ville-d'Anjou.

-Consideration should be given to extending the Blue line west to Montreal-West Station and beyond to Lachine.

Conclusions: Changes need to be made to the bus system to get people out of their cars. The planning process depends to heavily on big-ticket fixed infrastructure for rush-hour commuters and ignores the incidental users that will go to cars to get around. In this way the plan is flawed.

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