

Activity Report

First participatory activity

March 27th and April 2nd 2024
Participatory Workshops

Online questionnaire
from March 27th to April 16th 2024

RÉAMÉNAGEMENT DE ————— RECONSTRUCTION OF **L'AVENUE FORDEN AVENUE** ET DU CROISSANT FORDEN AND OF FORDEN CRESCENT



VILLE DE | CITY OF
WESTMOUNT



RAYSIDE | LABOSSIÈRE
Architecture Design Urbanisme

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I. Introduction

In 2025, the City of Westmount is planning major infrastructure work on Forden Avenue and Forden Crescent between Montrose and Westmount Avenues in order to upgrade Hydro Westmount’s infrastructure, improve underground infrastructure capacity, implement better runoff water management practices, and create additional green spaces.



This project provides a unique opportunity to examine the sector as a whole in order to enhance and improve its development through the citizen experience.

By listening to the needs of its population, the City of Westmount aims to better understand the opinions and concerns of the community regarding this reconstruction project. With this in mind, the City, supported by specialized consultative firms Conscience urbaine (CU) and Rayside Labossière (RL), have initiated a public participatory process. The activities involved with the participatory process are designed to engage with residents by gathering information regarding their lived experiences and challenges within the sector, in order to develop a proposal for the reconstruction of these axes.

This report presents all elements gathered during the two participatory workshops held on March 27th and April 2nd, 2024, as well as the results of the online questionnaire posted from March 27th to April 16th, 2024.

It is important to note that this report does not provide a verbatim transcription; its aim is to faithfully convey the main elements that emerge from the discussions held. Its objective is to accurately represent the comments, suggestions, and concerns raised during these meetings.

Throughout this process, Conscience Urbaine and Rayside Labossière have been tasked with leading, organizing, planning, and assisting the City of Westmount in all aspects of the public participatory process to ensure its success.

About Conscience Urbaine :

Conscience Urbaine is a Montreal-based non-profit organization with over fifteen years of experience, dedicated to the development of safer, more inclusive, and friendly urban living environments for everyone. Through engaging projects in Montreal and throughout Quebec, the organization involves citizens in public participation, urban planning, as well as in arts and culture.

About Rayside Labossière :

Rayside Labossière is primarily dedicated to social architecture, community urban planning, sustainable development, and design. Its commitment to social justice motivates the team to support its partners' projects beyond the ordinary scope of architectural practice, aiming to promote social and community development.



II. General Presentation of the Process

Context of the Process

Recent work on the underground infrastructure and the current state of the development of this sector have led to a public participatory process in order to initiate the reconstruction project. To fully grasp the points presented in this report, below is a brief overview of the current state of the sector.

PEDESTRIAN EXPERIENCE

Sidewalks present on both sides of the road throughout the avenue and crescent

Five uncontrolled pedestrian crossings present

The area attributed to pedestrians is focused on movement



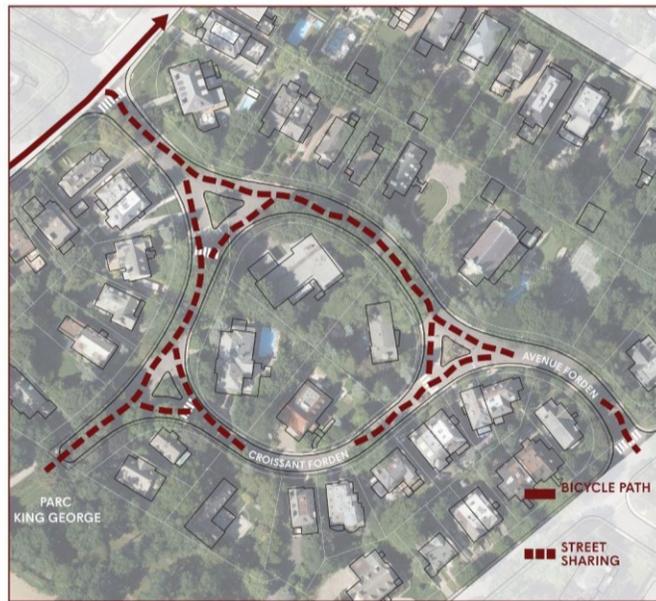
PEDESTRIAN ROUTES
@Google Earth

CYCLING EXPERIENCE

Bike lane present on Westmount Avenue

No existing bike paths or lanes on Forden Avenue or Forden Crescent

Cyclists ride on the street with cars



CYCLING ROUTES
@Google Earth

VEHICULAR EXPERIENCE

Forden Avenue is a two-way street, while Forden Crescent is a one-way southbound lane

Forden Crescent has a cul-de-sac by King George Park.

Parking is permitted on the west side of Forden Avenue and Forden Crescent



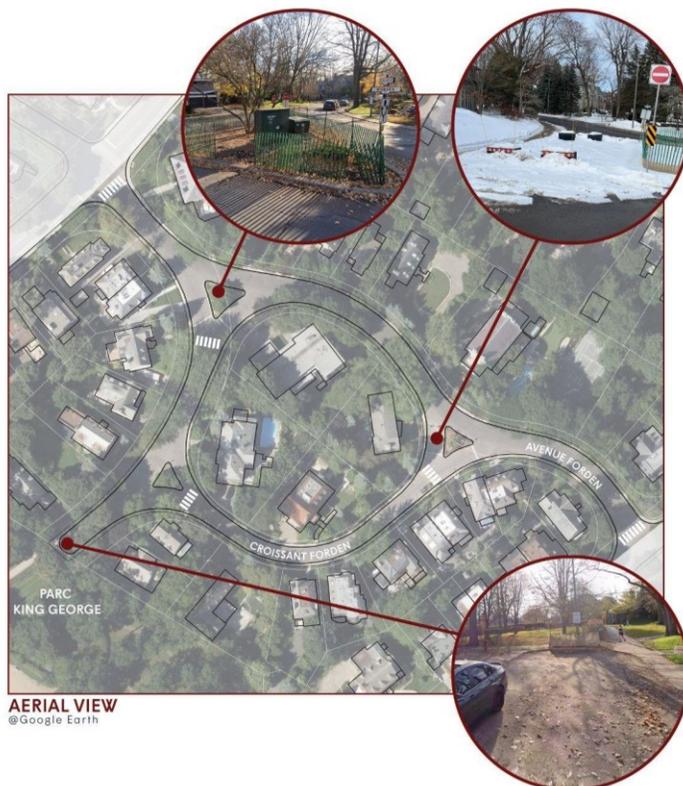
TRAFFIC DIRECTION
©Google Earth

OTHER URBAN INFRASTRUCTURE

Hydro-Westmount ground level transformers in north island flower bed

No existing urban street furniture on either Forden Avenue or Forden Crescent

Streetlights will be updated



AERIAL VIEW
©Google Earth

GREEN INFRASTRUCTURE

*Mature trees along the streets,
forming a dense canopy*

Three central islands

*Forden Crescent leads to King
George Park*



CANOPY AND GREEN SPACES
@Google Earth

Objectives of the Process

The primary goals of the public participatory process are to engage the community in sharing their opinions regarding the current state of the area, identifying the challenges encountered, and exploring potential solutions and improvements for the sector.

Through the reconstruction, the City aims to prioritize resilience, Vision Zero, and adaptability. To effectively address the elements of its vision, the City has established several goals to achieve:

Environment and Sustainability

- Adopt appropriate measures to combat the heat island effect
- Reduce water runoff and improve stormwater management
- Encourage the repurposing and reuse of existing construction materials, and the use of sustainable materials
- Increase the level of service of the infrastructure (water, sewer, electrical, sidewalk, roadway, and public utilities)

Experience

- Encourage development that respects the specific characteristics of the urban fabric, the built environment, and natural features
- Provide a sense of well-being and security
- Add greenery in all its forms (trees, shrubs, perennials, planting beds)
- Ensure comfortable pedestrian trajectories to and from bus stops and comfortable waiting areas
- Minimize disruptions to the residents during the construction phase

Mobility

- Promote designs that encourage a more active lifestyle through walking and cycling, while reducing car dependency
- Integrate the principles of universal accessibility
- Reallocate public space to better reflect the needs of residents and school children
- Promote pedestrian and bicycle links that connect to a larger network
- Evaluate micro mobility options, such as Communauto, Bixi and charging stations, and their possible integration into the new design.

Safety

- Take winter condition into account when making design choices
- Improve safety at intersections and street crossings for vulnerable road users
- Integrate traffic calming measures to better reflect the needs of the neighborhood
- Prioritize safety around schools

Steps of the Process

The public participatory mandate runs parallel with several studies conducted by an engineering consulting firm tasked with crafting three development proposals. A second public participatory workshop will then be held to gather public feedback on these proposals. Finally, adjustments will be made to arrive with the preferred development scenario, which will be revealed during a public information session. The following diagram illustrates the key steps of the process:



Formula of the Participatory Workshops

The participatory workshops took place on March 27th and April 2nd, 2024. Given their identical formats, this report combines all elements gathered from these two meetings without differentiation based on the session during which they were presented.

Sequence of the Activity:

1. Arrival of Participants and Informal Discussions

Upon their arrival, participants are invited to move around and engage in informal discussions around several panels presenting the current situation of the sector, as well as information concerning various mobility-related concepts.

2. Words from Elected Officials and Presentation of the Mandate

For the two meetings, Elisabeth Roux, councillor of District 2 and commissioner for the public library and community events, along with Conrad Peart, councillor of District 4 and commissioner for urban planning, architecture (engineering and infrastructure), shared a few words about the challenges of the project and thanked the participants for their presence. Subsequently, the organizing team presented the reasons for this reconstruction project and the upcoming steps.

3. Objectives of the Reconstruction

This section outlined the major reconstruction objectives, namely environment and sustainability, experience, mobility and safety.

4. Instructions and Materials for the Activities

Before beginning the "Travel Profile" and "Imagine your Avenue" activities, participants received instructions as well as a presentation of the materials to be used during the workshop.

5. Context

This section highlighted the current state of the sector by presenting the content of the informative panels.

6. Activity 1 : Travel Profile

This activity began with each participant introducing themselves, identifying their connection with the sector, and engaging in a discussion about the transportation modes used within it.

7. Activity 2 : Imagine your Avenue

The second activity is divided into two parts: a discussion based on four themes followed by the identification of problems and potential opportunities for improvements.

Firstly, four themes were defined to guide the discussion: pedestrian experience, cycling experience, vehicular experience, and built environment, encompassing green spaces, other urban infrastructure as well as the overall ambiance of the area. Participants were invited to reflect on the current state of the sector and express their satisfaction regarding these infrastructures.

Following this, participants were invited to locate specific issues they have encountered using a map of the area and suggest potential improvements.

Formula of the Online Questionnaire

A questionnaire was published on the City's website from March 27th to April 16th, 2024. This questionnaire collected the public's opinion on the current state of the sector as well as the various issues experienced.

Communication and Participation

The two workshops were open to the general public, with their organization promoted by the City of Westmount across various platforms, including its website and Facebook. The online questionnaire was also accessible through the City's website.

Invitations were distributed not only to residents of Forden Avenue, Forden Crescent, but also to those living in surrounding areas, extending up to two streets in each direction.

The participatory workshops, facilitated by the Conscience Urbaine and Rayside Labossière teams, welcomed a total of 26 participants. Representatives from the City and the consulting engineering firm were present as observers during these workshops.

Simultaneously, the online questionnaire gathered 7 responses. However, only 4 individuals completed the questionnaire in its entirety.

III. Review of the Participatory Activities

Activity 1 / Travel Profile

The majority of participants, 22 out of 26, are residents of Forden Crescent or Forden Avenue between Montrose Avenue and Westmount Avenue. The remaining four participants live on Montrose Avenue, south of the intervention area.

The responses regarding transportation modes used in the area lead to certain observations:

The automobile, the primary mode of daily transportation.

All participants mention the car as their preferred means of transportation. For most, it is unthinkable to travel otherwise for long distances. They primarily rely on cars for commuting to work or leisure activities, running errands, or taking their children to school.

Walking, a commonly used mode of transportation for leisurely strolls and short trips.

All participants mention walking as a mode of transportation they use very often, especially for strolling in the neighborhood or visiting the park. It is also used for short trips to nearby stores, school drop-offs, family visits, exercising, or walking pets.

Cycling, an occasionally used mode of transportation.

While cycling seems to be less popular amongst participants, some use it occasionally for exercising in the neighborhood. One participant mentions that they sometimes cycle with their children, especially on Forden Crescent, while another cycles daily, however they specify not using the bike lane on Westmount Avenue.

Taxis and Uber, rarely used modes of transportation.

Participants mention the occasional use of taxis or Uber for transportation, but it remains a rather rare means of travel.

The bus, a mode of transportation almost never used.

None of the participants use the bus on these routes since no bus routes are accessible from Forden Crescent or Forden Avenue between Montrose Avenue and Westmount Avenue.

Other modes of transportation

Among the 26 participants, one mentions using another mode of transportation: a longboard. However, this remains a very occasional choice.

Activity 2 / Imagine your Avenue (part 1)

1. Report on Participant Satisfaction Regarding the Pedestrian Experience

1.1. Underused and poorly positioned pedestrian crossings

The majority of participants believe that the pedestrian crossings in the sector are impractical because they are not strategically located. Consequently, many participants state that they do not use them, preferring to take the shortest route. Some even mention that children do not use them, despite being particularly vulnerable to accidents. The safety of children when crossing the street is mentioned as a concern for some residents. Several residents mention that pedestrian crossings are only used by people who do not live in the area.

Proposed solutions were met with divided opinions. While some participants believe that pedestrian crossings could be positioned at more strategic locations to optimize travel time and flow, the majority think they should simply be removed. One person believes that pedestrian crossings occupy space that could be used for parking.

Furthermore, curb extensions are mentioned as a solution to reduce crossing distances at intersections. However, some oppose this idea, believing that it would remove parking spaces and decrease the turning radius (90-degree turns).

1.2. Poorly maintained and underused sidewalks

According to participants, the deteriorating conditions of the sidewalks encourage people to walk in the street, increasing the risk of accidents. Moreover, several individuals mention that sidewalk conditions worsen during rain, in winter, and at night. Additionally, residents note that the inside sidewalk on Forden Crescent is rarely used, as only four houses are located in this area. Thus, this sidewalk is only utilized by these residents, while people mainly walk on the east side of Forden Avenue where the sidewalk is continuous.

A significant portion of participants agree that they do not desire wider sidewalks since they rarely encounter other pedestrians and wish to maintain as much roadway width as possible. However, they express significant dissatisfaction with the sidewalk conditions and deem it necessary to restore them to their original state.

1.3. A perception of safety impacted by the winding nature of the street and the speed of motorists and cyclists

Some elements are identified by participants as factors affecting their sense of safety when walking. Firstly, one person mentions that the winding nature of the street sometimes makes visibility more difficult for pedestrians.

Secondly, the speed of motorists on Forden Avenue is highlighted by several participants as a factor affecting their sense of safety when navigating it. While few mention it, some assert that the speed of cyclists is also a factor. Additionally, some individuals explain that they fear allowing their children to walk alone on this road due to the speed of passing vehicles. However, this perception is not shared by everyone, as several participants find the street quiet during off-peak hours, explaining why pedestrians walk on the street and use sidewalks sparingly.

2. Report on Participant Satisfaction Regarding the Cyclist Experience

2.1. Limited cycling activity on the street and reluctance towards cycling infrastructure development

Most participants agree that Forden Avenue and Forden Crescent are not favored by cyclists, who prefer to use other routes such as Westmount Avenue. It is also noted that very few children ride bicycles on these streets. For some individuals, Forden Avenue is not conducive to cycling due to its steep incline and lack of connectivity to an existing network (aside from the bike lane on Westmount Avenue). Thus, several participants believe there is no conflict between cyclists and cars. The majority of participants do not deem it necessary to implement cycling infrastructure on the street. In fact, a few residents strongly oppose it, even for minimal infrastructure such as road markings. However, some participants mention the importance of implementing infrastructure to reduce automobile flow and speed in order to enhance cyclist safety.

A fatal accident having occurred in recent years is mentioned by several individuals. The majority of participants believe that this accident was not caused by the absence of dedicated cycling infrastructure, such as a bike lane or path, but rather by the configuration of the street. According to one person, the very tight curves limit visibility and the presence of two-way lanes, which increase the risk of head-on collisions, are contributing factors to the accident.

2.2. Concerns about cyclists' speed on the street

Despite the fact that participants agree that cycling is rare on the street, several feel that the layout of the street encourages speed for cyclists descending downhill. Furthermore, some residents criticize cyclists for riding straight on Forden Avenue, sometimes traveling against traffic flow to maintain a straight trajectory. Several individuals also note that cyclists do not stop at stop signs at the intersection of Forden Avenue and Westmount.

3. Report on Participant Satisfaction Regarding the Motorist Experience

3.1. Traffic flow constraints due to automobile volume, street layout, and trucking

Three elements are mentioned by some participants as hindering the flow of traffic on Forden Avenue. Firstly, they mention significant vehicular traffic during rush hours. Forden Avenue serves as a shortcut used by many motorists during these periods. Secondly, the layout of the street is repeatedly cited as a factor affecting the safety and flow of traffic. The winding nature of the street is highlighted as a factor compromising safety, encouraging speed downhill while reducing visibility for cyclists and motorists. One person also mentions that the flow of automobile traffic is hindered by the misalignment of axes at the intersection between Montrose and Forden Avenues, which can cause confusion regarding vehicle right-of-way. Finally, several participants believe that commercial trucking, such as freight carriers, on the street should be limited as it complicates traffic flow by blocking the street and parking.

3.2. Divided opinions on the one-way

The one-way traffic on Forden Crescent heading south is widely debated during both meetings, and its implementation does not have unanimous support from participants. Some view it as a way to prevent collisions to the south, while others fear it creates safety issues due to traffic going in the wrong direction. Indeed, some point out that several residents, as well as most delivery trucks, use the one-way southbound direction of Forden Crescent against the designated flow. To the south of the crescent, some vehicles travel up the street, which is not permitted. To the north, several vehicles heading towards the park backtrack rather than continue downhill, which is also not allowed. According to some participants, this is not a signage issue but rather a logistical problem. Conversely, some believe the one-way should remain in place because the width of the street does not allow for two lanes.

3.3. Flaws in regulations enforcement

All participants agree that the speed limit is ideal, but some express that many vehicles do not adhere to it. One person recalls an incident on the avenue where a vehicle descended too quickly and collided with a tree on Montrose Avenue. In order to enforce the speed limit, one person suggests installing a radar. Participants observe that other regulations, such as stop signs, are not adhered to, and that there is limited police presence to ensure enforcement.

3.4. Varying satisfaction regarding parking spaces among residents

Some participants mention that the last parking spaces to the north, at the Forden / Westmount intersection, can obstruct visibility and make maneuvering more complicated while turning. Additionally, participants note that finding parking on the street is challenging to the south, while a resident to the north mentions the contrary. According to some, finding parking has become more difficult than before due to the removal of certain spaces, the addition of pedestrian crossings, and the presence of several parked trucks on the street.

4. Report on Participant Satisfaction Regarding Built Environment

4.1. Canopy, an identifying element, but sometimes limits visibility

All participants agree that the canopy characterizes the street and contributes to the charm of the area. They are keen on preserving the vegetation cover on the street, with some even suggesting it should be enhanced, particularly within the planted islands. Some comment on the landscaping maintenance and the consistency of the planted vegetation with the neighborhood's aesthetic.

However, participants also raise concerns about how the canopy can hinder the effectiveness of street lamps by partially covering them. Consequently, visibility in the evening and at night is reduced by the canopy. Some suggest installing street lamps under the canopy level or ensuring proper canopy maintenance.

4.2. Appreciated planted islands; the southern island questioned

Overall, participants appreciate the presence of the islands along the street, considering them a unique feature that contributes to the overall aesthetics of the neighborhood. However, the southern island is questioned in its current shape as participants question its relevance and functionality. Consensus is reached among all participants that the unused space adjacent to the island should be eliminated. Additionally, one participant highlights the inconvenience of the current layout, noting their inability to navigate down the Crescent and back up the Avenue.

4.3. Absence of urban street furniture and street lighting that could be improved

The absence of urban street furniture suits the participants, who do not wish to create public squares or relaxation areas. One person believes that adding urban furniture can have a negative impact as it encourages people to loiter. Instead, participants indicate they prefer to relax in King-George Park. Additionally, others believe that the park entrance requires improvement.

Lighting is also discussed during the workshops. Several participants note the inconsistency of the current lighting with the surrounding neighborhood and mention that they need to be reconsidered. Most neighboring streets have Washington-type streetlights, which is not the case on Forden Avenue. Many participants express a preference for lower brightness and ground-specific illumination from lamps. However, one participant points out that the area just south of Forden Crescent, before its intersection with the avenue, lacks adequate lighting.

Among other discussed elements, divergent opinions emerge among participants. Some residents in the northern part of the area report no issues with water management, while others to the south mention being affected by flooding during heavy rainfall. It is observed that water flows from Westmount Avenue, creating water accumulation on the sidewalks and between the houses on Forden Avenue and Forden Crescent. A resident south of Forden Crescent mentions experiencing water damage to their house due to water accumulation.

Finally, some residents express dissatisfaction with the temporary installations proposed by the City to block the southern island ramp. According to them, these installations are unattractive and reduce available parking spaces.

Activity 2 / Imagine your Avenue (part 2)

During the second activity, participants identified several issues, each accompanied by potential solutions proposed by participants. The order of presentation for these issues and potential solutions is determined based on their level of agreement among participants.

Issue 1 - Excessive Car Speed

The majority of participants consider that car speed is a safety issue on Forden Avenue, given that the speed limit is often not respected by motorists. Nonetheless, some individuals believe that vehicle speed is only problematic during peak hours.

Proposed Solutions

Awareness Signs

Participants suggest installing signs to raise awareness among motorists. For example, they propose installing signs with inscriptions such as "Children at play" or "Dog walking zone".

Speed Humps

Many participants believe that speed humps significantly slow down vehicle speed on the street. However, some mention that they are not suitable for snow removal in winter.

Flashing Speed Signs

This type of sign was brought up in both workshops. However, some participants are hesitant about installing speed signs as they consider them unaesthetic. Moreover, others question the effectiveness of this solution since it is not coercive.

Mid-Road Stop Sign



Suggested by several participants, the installation of a mid-road stop sign does not receive unanimous support. They emphasize that this measure restricts traffic flow and may cause issues for residents exiting their driveways and parking spots.

Speed Cushions

Participants believe that this solution slows down cars while still allowing emergency vehicles to pass freely. However, this arrangement does not reach a consensus among participants who doubt its effectiveness and utility.

Bollards

For some individuals, installing bollards in the center of Forden Avenue, mainly at curves, is a strategy to encourage vehicles to slow down while turning corners.

Issue 2 - Safety Concerns and Dissatisfaction with the Configuration of the South Island

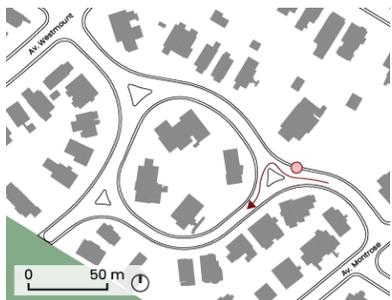


As previously mentioned, several participants believe that the south of Forden Avenue presents safety issues. These issues are primarily related to the configuration of the street, which contributes to the risk of collisions. Additionally, the participants mention that the slope and angle of the street increase vehicle speed. Additionally, some participants feel that the south island includes an underutilized adjacent space. The current configuration does not allow for traveling up Forden Avenue, resulting in wasted space.

In the south, vehicles quickly ascend from the avenue towards the crescent, causing those on the crescent to slow down to see oncoming traffic. Finally, the left turn to exit Forden Crescent is too tight and even dangerous, due to limited visibility.

Proposed Solutions

Stop Signs



Participants suggest installing a stop sign on Forden Avenue in the case that Forden Crescent becomes bidirectional again. The aim is to slow down motorists before the turn.

Remove the Island and Create a T-Intersection



A suggested solution is to eliminate the south island and continue Forden Crescent straight, creating an intersection with a 90 degrees angle. This option allows for a stop sign to be installed and the corner of this intersection to have a curved path allowing for both directions (north or south). Participants also propose enlarging the grassy area on each side of the street. This solution provides a single exit and improves visibility.

Issue 3 - Directional Confusion of Lanes

During both consultations, all participants agree on significant confusion among drivers regarding the proper direction to take when approaching the south island. Despite signage indicating the correct direction, participants agree that drivers often disregard these indications, whether intentionally or unintentionally.

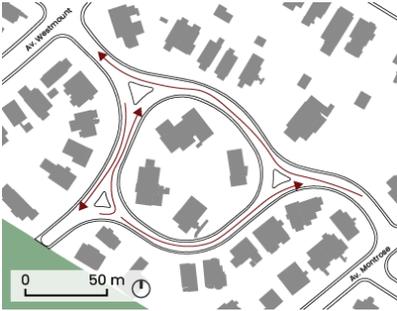
Furthermore, participants feel that the current one-way system does not work. Motorists often travel in both directions, making it dangerous for those coming from the opposite direction as they do not expect to see a vehicle. Participants also mention that Google Maps does not indicate the one-way direction, which may contribute to the problem.

Some individuals mention the issue of the one-way direction on the northern section of Forden Crescent, between Forden Avenue and the park. Indeed, motorists travel in the correct direction, but then return in the opposite direction.

Regarding the northern island, residents also observe some confusion, as motorists traveling in the opposite direction question whether they can turn north to reach Westmount Avenue. According to participants, this intersection only has one-way signage at one of the entrances to the northern island.

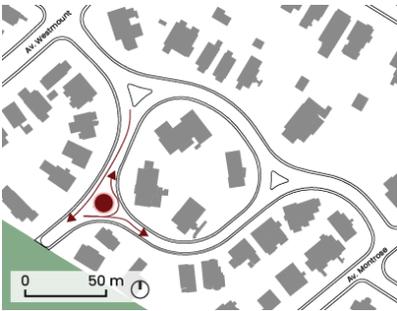
Proposed Solutions

Two-Way Street on North Side of Forden Crescent and One-Way Street on Forden Avenue and Crescent



This solution is proposed in all consultations and appears to be popular among the majority of participants. They suggest implementing two-way traffic on the north side of the crescent due to the traffic flow to and from the park and drop-off area. They also recommend establishing one-way traffic on the south side of the crescent. Finally, some suggest making Forden Avenue one-way northbound.

West Island Into a Roundabout.



This installation helps facilitate traffic flow, especially for those coming to the drop-off zone at the park entrance.

Signs Indicating the Beginning and End of the Avenue and the Crescent

Participants express confusion regarding the boundary between the avenue and the crescent, this solution is proposed to facilitate the movement of delivery drivers and people traveling on the streets.

Increase the Space at the End of the cul-de-sac



A larger space at the end of the cul-de-sac near the entrance to the park would facilitate U-turns.

Issue 4 - Pedestrian Safety Concerns

As mentioned earlier, several participants state that there is an issue regarding pedestrian safety on the street. Among the reasons cited, participants believe this can be attributed to cars driving at high speeds, poor sidewalk conditions, inadequate pedestrian crossing locations, and a lack of stop signs at pedestrian crossings.

Proposed Solutions

Raised Pedestrian Crossings

This solution helps to slow down traffic, including on Montrose Avenue. For this option, participants consider it important to take into account the flow of rainwater.

Remove West Sidewalk and Widen East Sidewalk on Forden Avenue



Some participants propose keeping a very wide sidewalk on the east side of Forden Avenue and removing the one on the other side.

Bollards can also be added at the corners to slow down traffic.

Issue 5 - Re-evaluation of Forden Crescent Configuration



The sinuosity and narrowness of the street are mentioned repeatedly by the participants as factors impacting the safety of the street. Some individuals mention that the sharp angle of Forden Crescent has caused several collisions in the past, with some cars hitting parked vehicles. Furthermore, large vehicles have difficulty navigating the narrow turn.

Participants believe that the configuration of the sidewalks also needs to be reassessed since it seems that the inner sidewalks of the crescent are never used by pedestrians. This is a comment that is reiterated several times during the consultations.

Proposed Solutions

Remove Central Sidewalk and Widen West Sidewalk



The removal of the central sidewalk (east side) is a solution raised repeatedly during the consultations. Participants propose relocating car parking from the east side of the street to prevent accidents and widening the sidewalk on the west side of the road. This option provides a slightly wider space for pedestrians, thereby avoiding slips in winter and increasing space for automobiles.

Correct the Curve of Forden Crescent



This solution allows for easier turning on this road, as it appears that the leveling of the road is deficient at this point. Participants hope that this will reduce the risk of cars slipping against each other in winter. The slope of the road can also help improve water flow.

Issue 6 - Improve the Park Entrance

Participants believe that the park entrance can be improved. Indeed, many observe that the drop-off area does not seem to be respected by cars parking near the park. Additionally, some complain about the cleanliness of the area, mainly attributing it to the numerous trucks that circulate there. Residents near the park also complain about the heavy flow of cars at certain times.

Proposed Solutions

Appropriate Urban Furniture and Regular Maintenance

Some participants mention that a trash can is present at the park entrance and that it is regularly full. The possibility of revising the model for a larger container and ensuring regular maintenance is emphasized.

Structure the entrance with landscaping

Participants agree that they do not want furniture at the park entrance. The possibility of landscaping in the park to highlight the entrance is raised.

Issue 7 - Improving Stormwater Management

Residents claim to have witnessed severe flooding during storms and have suffered material consequences. Some individuals are trying to find solutions by installing retaining walls or raising their entrances, but flooding remains an issue, according to them. Water flows quickly from Westmount Avenue to Forden Avenue and drains on both sides of Forden Avenue and Crescent, accumulating between the houses at 40 and 42 Forden Crescent. Participants believe it is essential to find solutions to properly manage stormwater runoff.

Proposed Solutions

Modify Drainage on the Street

Participants propose revising drainage on the street to ensure that water does not flood private properties.

Infiltration Trenches

This solution, proposed on the northern side of Forden Avenue, is said to capture water coming from Westmount Avenue.

Capture Water on Montrose Avenue



Participants want to find a way to properly manage water on Montrose Avenue before it inundates public sewer collector conduit, which could lead to further incidents.

Participants also question whether the problem is due to the downward slope and water backing up.

Linear Grilles



This solution captures water at strategic locations by creating water control points (starting point and water accumulation point).

Issue 8 - Parking Issues

Parking poses a challenge for some individuals. According to them, many people park improperly on the street, which limits both the street and sidewalk space. Additionally, some believe that crosswalks take away parking spaces from residents. Finally, participants assert that the presence of trucks contributes to the parking problem, as they limit available space.

Proposed Solutions

Residents Only Parking

Some resident participants consider it relevant to have reserved parking spaces on the street, using stickers and passes for visitors, for example.

Enforcement of Regulations

Other participants wish to strengthen regulations with increased fines for improperly parked vehicles.

Online Questionnaire

Following the workshops on March 27th and April 2nd, a public questionnaire was posted online on the Engage Westmount website to allow residents to provide further feedback on their use of the area. Available online from March 27th to April 16th, 2024, the online questionnaire was viewed by 7 people and completed by only 4. This may be attributable to the fact that the participants in the consultation process were predominantly residents who attended the workshops in person.

1. Participant Profiles

1.1. Age

According to the results of the online questionnaire, it is important to note that the most represented age group is that of individuals aged **55 to 64**, accounting for **50%** of participants, or 2 people. The age groups of **35 to 44** and **45 to 54** each represent **25%** of respondents, or one person each. No respondents were recorded in any other age groups.

1.2. Gender

There is an equal distribution between individuals identifying as **female or male**, with each response representing **50%** of respondents. No responses were given by individuals identifying as non-binary or other.

1.3. Disability or Reduced Mobility

The results indicate that all participants who responded to the question about disability or reduced mobility stated that they do not consider themselves as such, representing **100%** of responses.

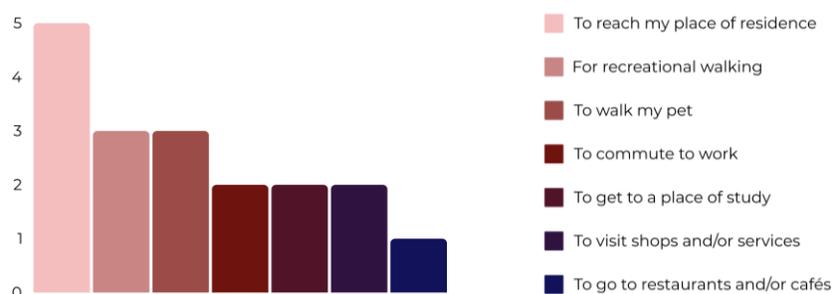
2. Results of the Online Questionnaire

Part 1 - Travel Profile

Question 1 : Do you reside on Forden Avenue or Forden Crescent between Montrose and Westmount Avenues ?

All participants, representing **100%**, reported residing on Forden Avenue or Forden Crescent between Montrose and Westmount Avenues.

Question 2 : What is the purpose of your travel along Forden Avenue and Forden Crescent between Montrose and Westmount Avenues ?



The results show that traveling along Forden Avenue and Forden Crescent, between Montrose and Westmount Avenues, is motivated by various reasons. The majority of respondents, representing 5 votes, reveal that one of the purposes of their travel is to reach their place of residence. Two votes are also allocated to travel for work or study purposes, while an equal number of people state that they travel on the avenues to visit shops or services. Three individuals mention traveling on the avenue for recreational walks, while two others disclose that they go there to walk their pets. Finally, a smaller proportion of one vote specifies that their destination is a restaurant or café.

Question 3 : Please rank from most to least used the modes of transportation you use TO REACH Forden Avenue and Forden Crescent between Montrose and Westmount Avenues ?

1st Walking

1st Car

2nd Cycling

2nd Taxi and/or Uber

3rd Bus

The most frequently used modes of transport to reach Forden Avenue and Forden Crescent between Montrose and Westmount Avenues are walking and driving, both ranking first. Conversely, cycling and taxi and/or Uber services are less preferred, ranking second. Finally, the bus is the least used mode of transport, ranking last. These results highlight the preference of respondents for individual modes of transport when traveling along these routes, while public transportation options are less favored.

Question 4 : Please rank from most to least the modes of transportation you use ON Forden Avenue and Forden Crescent between Montrose and Westmount Avenues ?

1st Walking

2nd Car

3rd Cycling

3rd Taxi and/or Uber

4th Bus

Walking is the most commonly used mode of transportation on Forden Avenue and Forden Crescent between Montrose and Westmount Avenues, ranking first. Next, driving comes in second place. Alternative transportation options such as cycling and taxi and/or Uber services are less popular, each ranking third. Finally, the bus is the least used mode of transportation on these routes, ranking last.

Question 5 : How frequently do you travel on Forden Avenue and Forden Crescent between Montrose and Westmount Avenues ?

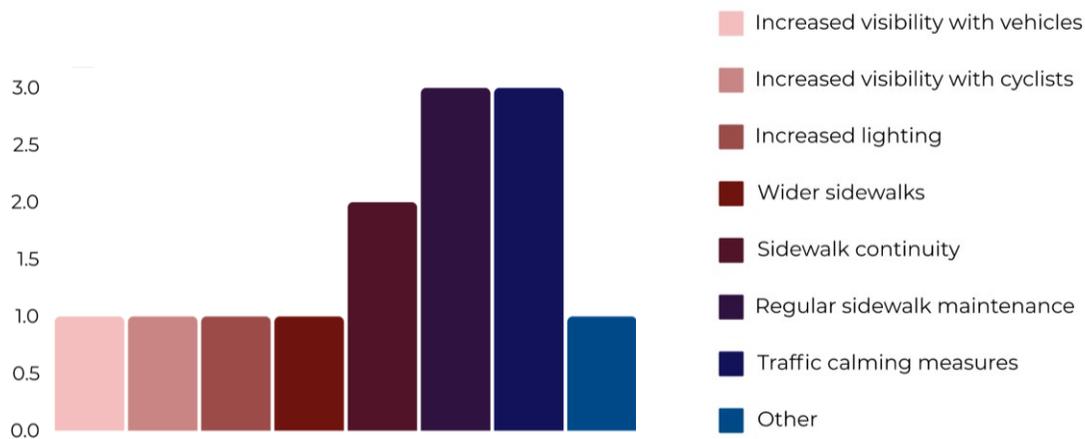
All respondents, representing **100%**, indicate that they travel on Forden Avenue and Forden Crescent between Montrose and Westmount Avenues **more than four times a week**. No respondent stated traveling less frequently or indicated that this question did not apply to them. These data reflect the importance of these avenues in the daily travel of the respondents.

Part 2 - User Experience and Issues
Active Mobility

Question 6 : What is your level of satisfaction with the existing pedestrian infrastructure? (e.g. sidewalk width, lighting, crosswalks, etc) ?

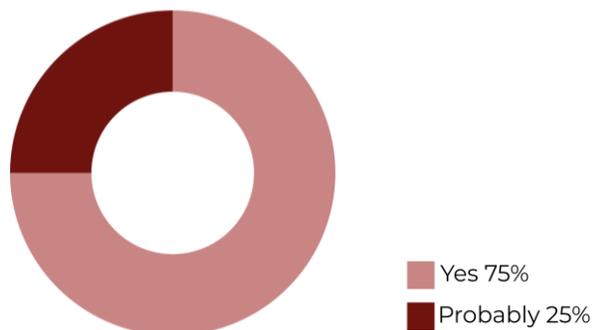
All respondents, representing **100%**, express **dissatisfaction** with the existing pedestrian facilities. No respondent stated being satisfied, very satisfied, or even somewhat satisfied with these facilities. These results highlight a strong sense of dissatisfaction among residents regarding the current pedestrian facilities, indicating a need for improvement.

Question 7 : What improvements could be made to the pedestrian experience?



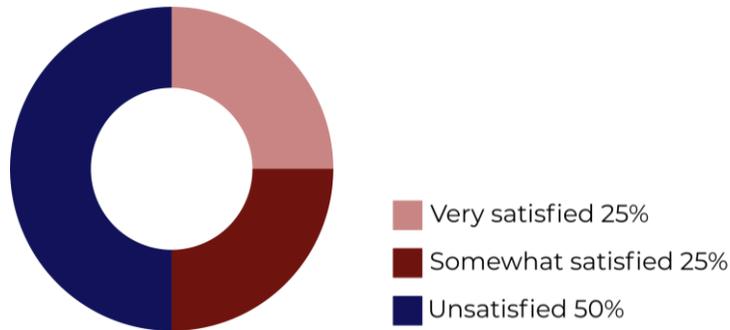
The respondents expressed various suggestions to improve the pedestrian experience. Firstly, with 3 votes, they emphasize the importance of regular sidewalk maintenance. Similarly, 3 votes propose the implementation of traffic calming measures. Following this, 2 votes highlight the necessity of ensuring sidewalk continuity along this route. Other less frequent suggestions include improving visibility with vehicles and cyclists, increasing lighting, and widening of sidewalks, each receiving one vote. Finally, one "other" response underscores the need to reduce the excessive number of traffic signs on Forden Crescent.

Question 8 : If pedestrian experiences were to be improved, would you opt for this mode of transportation more frequently?



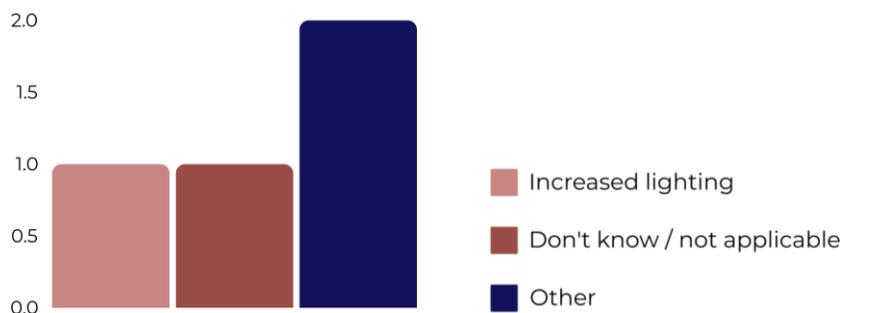
A majority of 75% of respondents answer "Yes," expressing their willingness to choose walking more frequently as a mode of transportation if conditions are improved. Additionally, a quarter of participants answer "Probably," highlighting a potential change in habits. These responses suggest a genuine interest in promoting pedestrian mobility and highlight the close link between the quality of the pedestrian experience and individuals' willingness to opt for this mode of transportation.

Question 9 : What is your level of satisfaction with the existing cycling infrastructure?



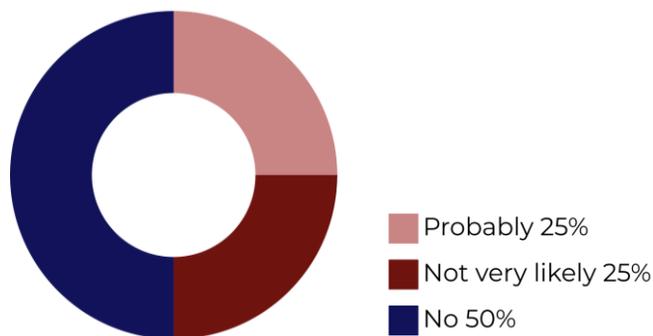
While 25% of respondents describe themselves as "Very satisfied," an equal number of individuals express a more moderate satisfaction by describing themselves as "Slightly satisfied." However, the most striking observation is that half of the participants, or 50%, highlight dissatisfaction with the existing cycling facilities.

Question 10 : What improvements could be made for the cycling route ?



Although only one vote is recorded in favor of increased lighting for cyclists, no votes are expressed in favor of installing bike racks, increasing visibility with vehicles or pedestrians, or connecting to adjacent bike lanes. However, two respondents specify other desired improvements, including the need to repair roads, as well as the implementation of traffic calming measures for cyclists, as they are among the "worst" when it comes to following traffic rules.

Question 11 : If the cycling experience were to be improved, would you opt for this mode of transportation more frequently?



While one person responds "Probably," expressing some openness to using bicycles more frequently if improvements were made, another person indicates "Unlikely," suggesting a reluctance to adopt this practice even with improvements. Two respondents answer "No," signaling a lack of interest or commitment to cycling, even in the presence of enhancements.

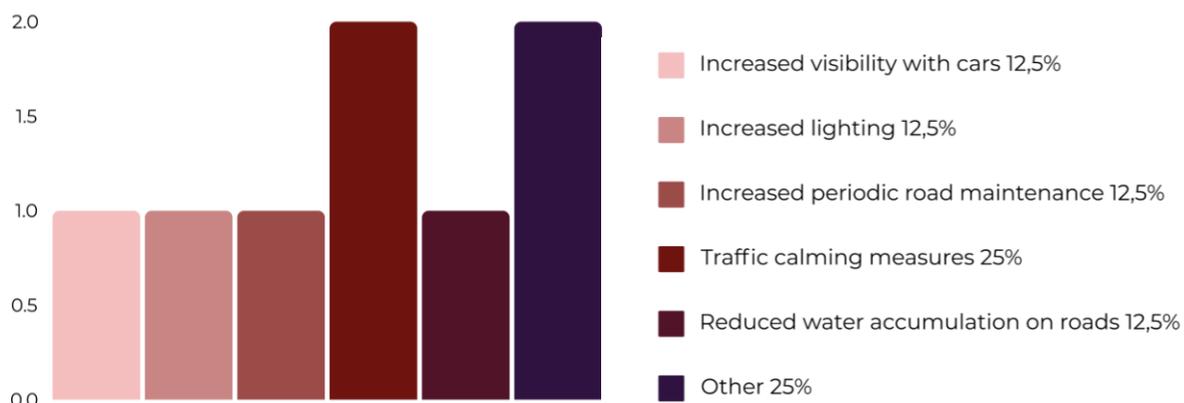
Question 12 : What other alternative mobility options would you be interested in?

The respondents express a general disinterest in alternative mobility proposals. Indeed, none of the surveyed individuals are in favor of installing a Communauto, Bixi, or charging station. Half of the respondents, or 50%, indicate that these options do not apply to their situation. The other two respondents express specific concerns regarding alternative mobility infrastructure.

One person opposes the installation of a Bixi station or similar facility in the neighborhood, while another expresses a desire not to further clutter the streets with urban furniture and signs. This opinion prioritizes aesthetics and functionality while dismissing alternative mobility options.

Vehicular Travel

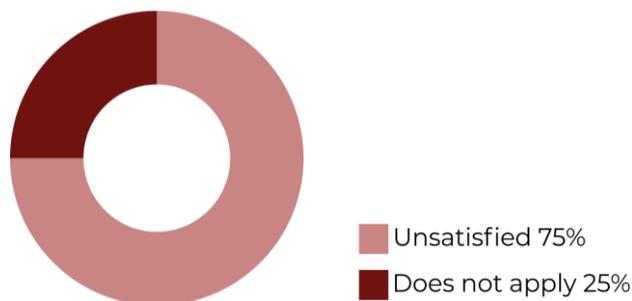
Question 13 : What improvements could be made to your vehicular travels ?



Only one response highlights the desire for better visibility with other vehicles on the road. Additionally, two participants specify the need for traffic calming measures. Reducing water accumulation on the road and increasing road maintenance are also cited as priorities. Finally, two respondents mention other specific improvements. The first strongly recommends converting Forden Avenue into a one-way street (northbound) between Montrose and Westmount Avenues, while emphasizing the need to find a solution for the intersection of Montrose and Forden Avenues. These thoroughfares are notorious for being hazardous due to frequent disregard of stop signs by drivers and cyclists. The second respondent emphasizes the effectiveness of adequate signage while arguing that sometimes, reducing the number of signs can be beneficial. The example of Forden Crescent is cited, where the city's addition of around twenty signs has made traffic flow complex and led to widespread disregard of traffic rules, including one-way regulations.

Universal Accessibility

Question 14 : What is your level of satisfaction regarding universal accessibility (e.g.: wheelchairs / walkers / strollers / visual impairment)?



The survey results reveal widespread dissatisfaction regarding universal accessibility, with three votes clearly expressing dissatisfaction. No participant indicates being satisfied or very satisfied with universal accessibility, and none have stated being somewhat satisfied. Finally, one respondent mentions that the question did not apply to their situation.

Question 15 : What accessibility enhancements could improve your travels ?

According to the results on improvements in universal accessibility, respondents' concerns are directed towards concrete issues with urban infrastructure. No votes are recorded in favor of traditional options such as tactile paving, lowered ramps, or reserved parking spaces. On the contrary, responses highlight an urgent need for repairs and improvements to existing sidewalks. Three participants express this specific concern, emphasizing the need for smoother and better-maintained sidewalks, with lowered ramps to facilitate mobility. They also note that the topography of certain areas, like Forden Avenue, makes it unlikely for strollers or wheelchairs to navigate easily, but they stress the importance of having well-maintained sidewalks for the community. Overall, respondents are calling for tangible and practical improvements that address the community's immediate accessibility needs.

Part 3 - Features to Preserve

Question 16 : Which existing amenities or infrastructure do you particularly appreciate and wish to preserve ? (e.g. natural or built heritage / significant landmarks)

Responses to the open-ended question in the survey reveal a mix of disappointment and desire for preservation. While some respondents express dissatisfaction with current urban amenities, such as flower beds around the crescent that have not been maintained for years, others highlight specific elements they want to preserve. Among these elements are magnolias and greenery that add beauty to the urban environment. However, these appreciations are nuanced by concerns about safety and quality of life. Some individuals wish for a calm atmosphere in the area, regretting changes that have turned these neighborhoods into fast and dangerous traffic routes. Others call for a review of urban amenities to restore tranquility and safety to the area. In summary, while some aspects of urban planning are appreciated, it is clear that respondents expect a balance between preserving the area's natural beauty and urban planning that promotes safety and optimal quality of life.

“The flower beds around the crescent (which have not been maintained in years) and the magnolia trees”

“We'd like a return to Forden Ave and Crescent to more residential streets. On the crescent the city has assumed such peril to life we have three brightly orange marked and signed crosswalks that nobody uses. By comparison, the very busy corner of NDG ave and Westmount avenue where hundreds of students pass has simple white stripes and no signs. The street used to be quiet and pretty. Now it's ugly. Forden Avenue used to be low traffic. Now it's a fast moving commuter route with cars ignoring stop signs on their way to and from work or school. I've had to jump back when cars and cyclists ignore road rules. It's dangerous and we already had a death thanks to this situation on Forden Ave. We need the city to focus on fixing the dangers they created when they removed traffic calming years ago.”

“Magnolia trees, greenery. But that needs to be balanced with good visibility especially in the winter.”

IV. Highlights of the Results

Travel Profile

- Reasons for travel include returning home, work or studies, visits to shops or services, personal walks or with pets, and visits to restaurants or cafes.
- Walking and driving are the most common modes of transportation, while cycling and public transportation are less favored.

Pedestrian Experience

- Pedestrian crossings are underutilized and poorly positioned.
- Sidewalks are in poor condition and underutilized.
- A perception of safety altered by the sinuosity of the street and the speed of motorists and cyclists.
- Residents' dissatisfaction predominates concerning existing pedestrian infrastructure, with suggestions for regular sidewalk maintenance and traffic calming measures.
- The majority is willing to walk more frequently if conditions improve.

Cycling Experience

- Limited cycling on the street and reluctance to add cycling infrastructure.
- Concern about cyclists' speed on the street.
- High dissatisfaction with cyclists' use of the street, with suggestions for road repairs and specific calming measures for cyclists.

Vehicular Experience

- The flow of traffic is constrained by the existing street layout and trucking
- The one-way direction of Forden Crescent is not universally supported
- Some people propose a one-way direction of Forden Avenue going north
- Gaps in the enforcement of regulations
- Varying satisfaction with on-street parking availability among residents
- Suggestions for improvements in car travel include better visibility and traffic calming measures.

Built Environment

- The canopy, an urban landscape element, but sometimes limits visibility.
- Appreciated planted islands while the southern island is questioned.
- Lack of urban furniture suitable for residents while they believe street lighting could be improved.
- Universal accessibility is widely criticized, with an urgent need for repairs and improvements to sidewalks to facilitate mobility-impaired individuals.
- Little interest is expressed in alternative mobility options such as Communauto or Bixi.
- There is a need for better management of stormwater runoff.

Summary Table of Issues and Proposed Solutions by Participants

1 Excessive Car Speed	<ul style="list-style-type: none"> ● Install awareness signs ● Install speed humps ● Install a speed limit sign ● Install a halfway stop sign ● Install speed cushions
2 Safety Concerns and Dissatisfaction with Street Configuration South of Forden Avenue	<ul style="list-style-type: none"> ● Install bollards ● Install a stop sign ● Remove the island and create a T-intersection
3 Directional Confusion of Lanes	<ul style="list-style-type: none"> ● Propose a two-way street north of the crescent and one-way on the crescent and Forden Avenue ● Install signs indicating the start and end of the avenue and the crescent ● Convert the west island on Forden Crescent into a roundabout ● Increase space at the end of the cul-de-sac
4 Pedestrian Safety Concerns	<ul style="list-style-type: none"> ● Install raised pedestrian crossings ● Review the location of crossings ● Remove the west sidewalk and widen the east sidewalk on Forden Avenue
5 Reevaluation of the Crescent Configuration	<ul style="list-style-type: none"> ● Remove the central sidewalk and widen the west sidewalk ● Correct the road curve
6 Improvement of Park Entrance	<ul style="list-style-type: none"> ● Install appropriate furniture and ensure regular maintenance ● Structure the entrance with landscaping
7 Improvement in Stormwater Management	<ul style="list-style-type: none"> ● Elevate infrastructure and roads ● Optimise drainage on the street ● Install infiltration trenches ● Capture water on Montrose Avenue ● Install linear grids
8 Issues Related to Parking Spaces	<ul style="list-style-type: none"> ● Reserve certain sections of the road for residents only ● Strengthen regulations

V. Conclusion

The participatory activities and online questionnaire have allowed for the gathering of the population's opinions on the current state of the area in terms of mobility. Specifically, participants were able to express their views on current infrastructure, various issues, and potential improvements to Forden Avenue and Forden Crescent. This report highlights the issues raised during the participatory activities and online questionnaire, while also illustrating the general highlights of the process grouped under five thematic areas. Additionally, specific sector issues and potential improvements are summarized in a synthesis table to understand the mobility dynamics of the area.

These inputs provide a better understanding of the environment through the citizen perspective and can be taken into consideration during the development of development scenarios.

In terms of the overall process, this report precedes development proposals. Once the proposals have been developed, a public consultation will take place to consult the population again. Subsequently, a preferred concept will be developed and presented during a public information session.