Activity Report

Second Participatory Activity

Participatory Workshop on
September 25th 2024

Online questionnaire from
September 25th to October 8th 2024

RÉAMÉNAGEMENT DE L'AVENUE CLAREMONT ET DE L'AVENUE LORRAINE

RECONSTRUCTION OF CLAREMONT AVENUE AND OF LORRAINE AVENUE

conscience urbaine

RAYSIDE | LABOSSIÈRE
Architecture Design Urbanisme

WESTMOUNT

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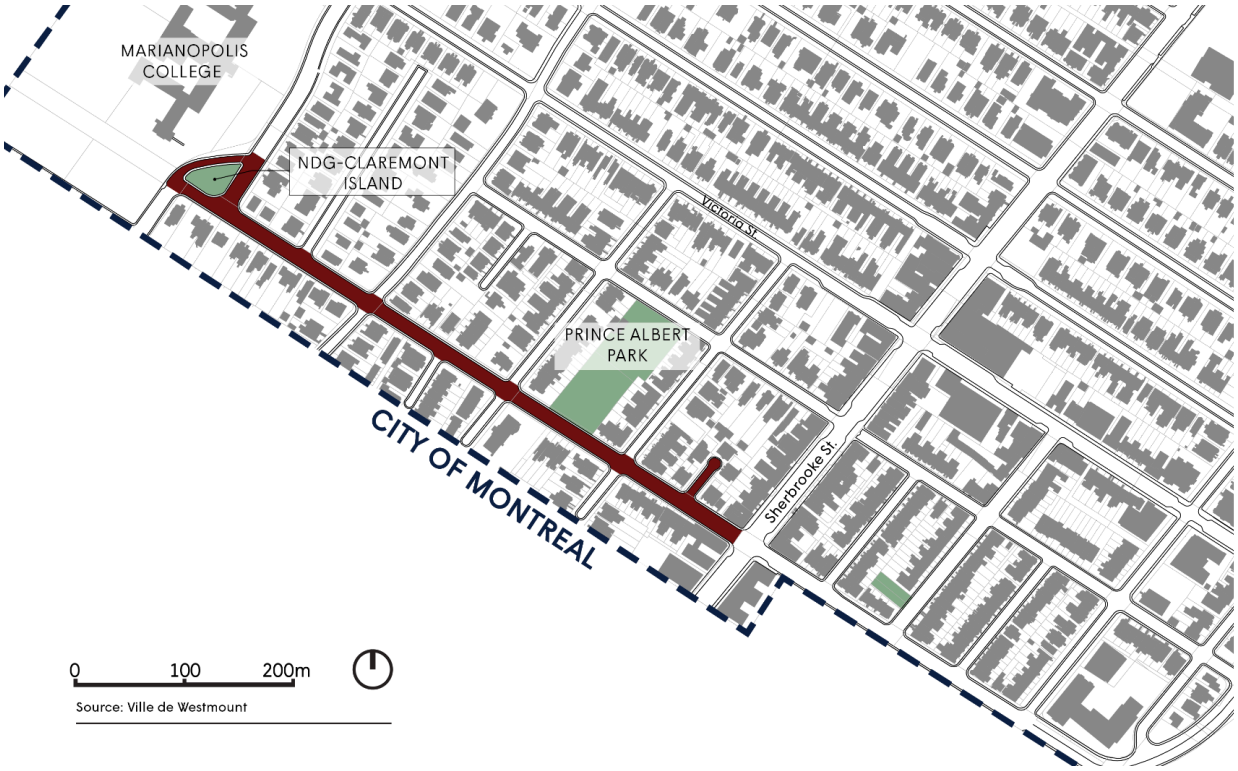
I. Introduction

The City of Westmount is planning a reconstruction project for Claremont Avenue, between Sherbrooke Street and Notre-Dame-de-Grâce Avenue, including Lorraine Avenue, scheduled for 2025. The goals are to upgrade Hydro Westmount's infrastructure, improve underground infrastructure capacity, implement better street runoff water management practices, and create additional green spaces.



This project offers a unique opportunity to examine the sector as a whole in order to standardise the infrastructure 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, accompanied by the specialised firms in participatory processes Conscience Urbaine and Rayside Labossière, have initiated a public participatory process. Workshops 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 second participatory workshop held on September 25th 2024, as well as the results of the online questionnaire posted from September 25th to October 8th 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 emerged 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, organising, 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 organisation 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 organisation 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.

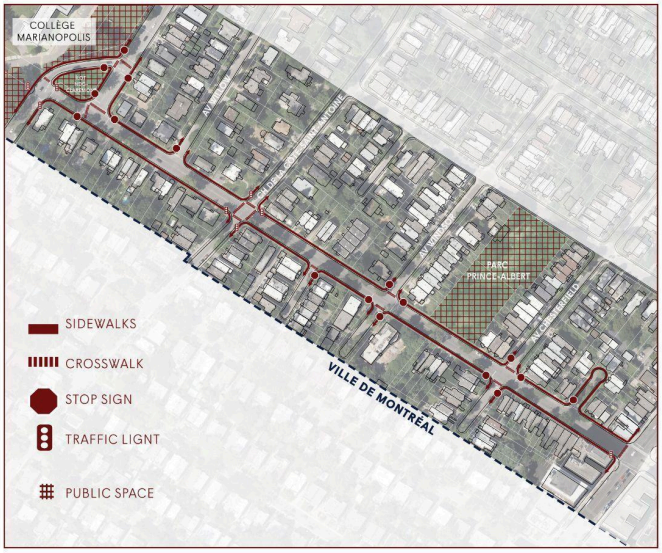
II. General Presentation of the Process

Context of the Process

To fully grasp the points presented in this report, here is a brief overview of the current state of the sector.

Pedestrian EXPERIENCE

- There are 3 intersections with traffic lights, including 2 with pedestrian lights
- There are 7 intersections with stop signs controlling traffic
- There is a sidewalk on both sides of the whole avenue
- There are 15 pedestrian crossings marked on the ground



PEDESTRIAN ROUTES
@Google Earth

VEHICULAR EXPERIENCE

- Claremont Avenue and Lorraine Avenue both allow two-way traffic
- Lorraine Avenue ends in a cul-de-sac
- Parking is permitted on both sides of Claremont Avenue
- Claremont Avenue has STM stops for the 124 and 138 bus lines.
- Claremont Avenue has reserved accessible parking spots

TRAFFIC DIRECTION
@Google Earth

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TRAFFIC DIRECTION
@Google Earth

CYCLING EXPERIENCE

- Bike lane present on Westmount Avenue and on ch. de la Côte-Saint-Antoine
- No existing bike paths or lanes on Claremont Avenue or Lorraine Avenue
- Bixi station present near Marianopolis College

CYCLING ROUTES
@Google Earth

BUILT ENVIRONMENT

- There are mature trees along the streets
- There is a park and a green island
- There are benches near the bus stops on Claremont Avenue at the corner of Sherbrooke
- Buildings are mostly built with setback from the street
- Streetlights will be updated

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 prioritise 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
- Minimise 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 schoolchildren
- Promote the connection of pedestrian and bicycle paths to a larger network
- Evaluate micro mobility options, such as Communauto, Bixi and EV 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 neighbourhood
- Prioritise safety around schools

Steps of the Process

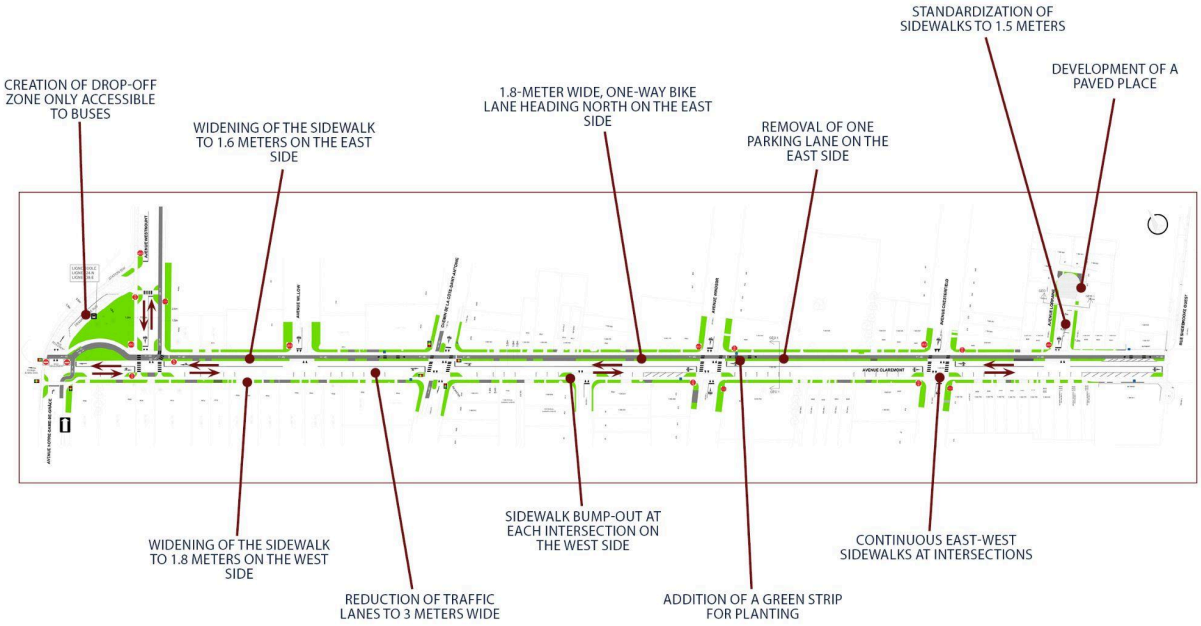
The participatory public mandate runs parallel with several studies conducted by an engineering consulting firm tasked with crafting three development proposals. The second public participatory workshop was then organised to gather community feedback on these proposals. Finally, adjustments will be made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

Presentation of Preliminary Models

Following the initial participatory activities and analyses, three preliminary models have been developed to address the various issues identified in the sectors of Claremont Avenue and Lorraine Avenue.

It is important to note that these sketches are still at a preliminary stage and are intended to inform discussions aimed at developing a preferred model.

Model 1

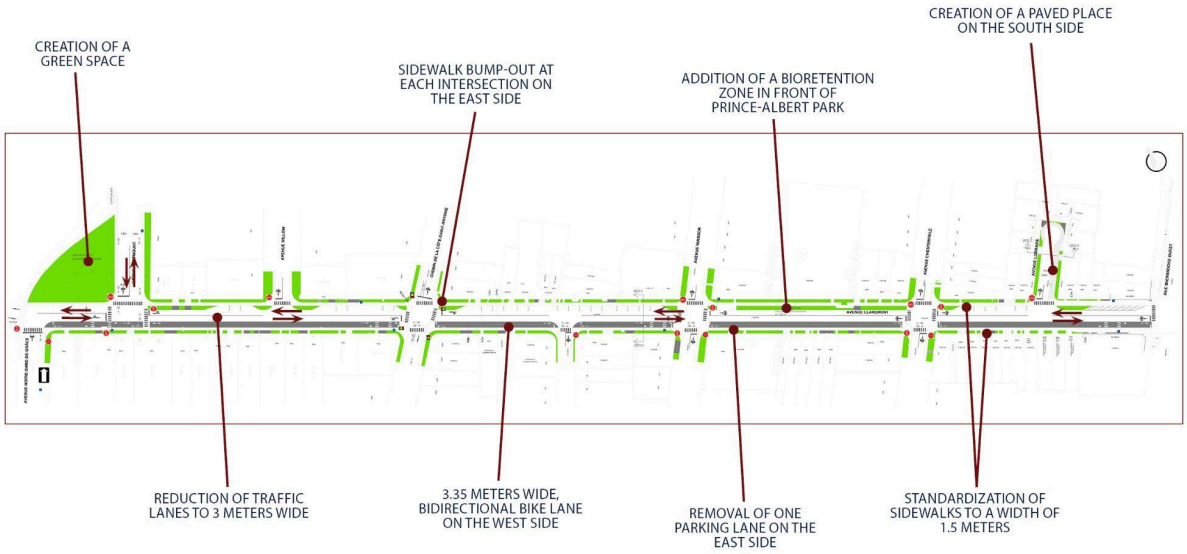


AVENUE LORRAINE

AVENUE CLAREMONT / NDG

Model 1 proposes a series of improvements designed to enhance mobility for pedestrians, cyclists, and vehicles, while moderately integrating green spaces. For the sidewalks, it is proposed to widen them to 1.8 metres on the west side and 1.6 metres on the east side, which will better accommodate pedestrians while maintaining smooth vehicle circulation. The intersections are optimised by adding curb extensions on the west side, where on-street parking is retained, reducing the crossing distance for pedestrians. A northbound one-way bike lane, 1.8 metres wide, is developed on the east side of Claremont Avenue. A row of parking spaces on the east side of Claremont Avenue is removed to free up space, and a planted strip is created between the west sidewalk and the street, with vegetated curb extensions. This model also introduces a dedicated bus drop-off zone on the NDG ramp.

Model 2

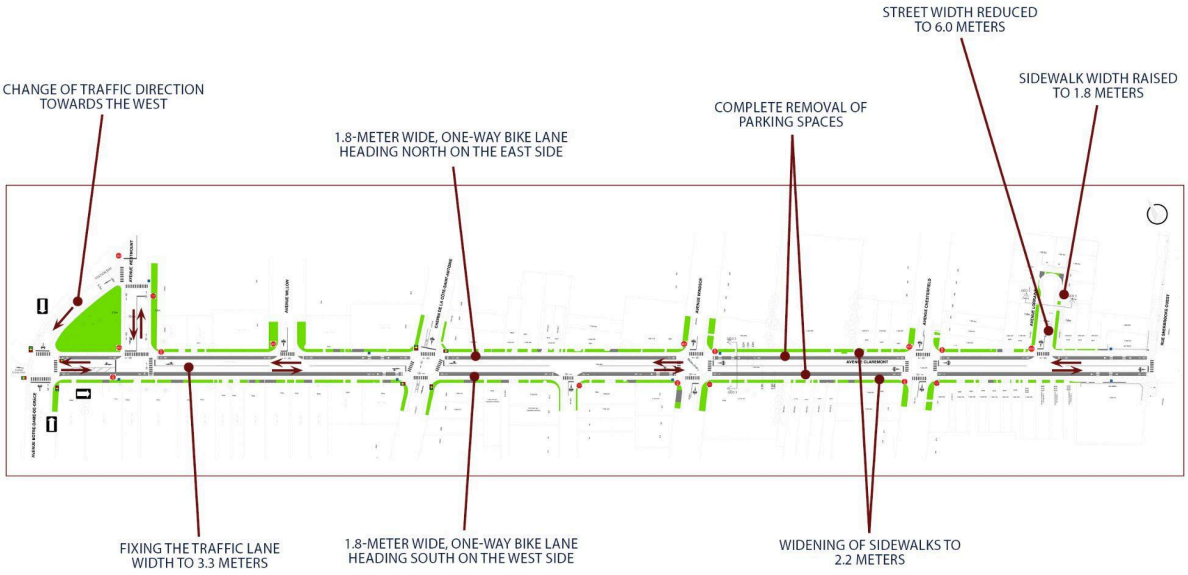


AVENUE LORRAINE

AVENUE CLAREMONT / NDG

Model 2 focuses on enhancing accessibility while adopting a more environmentally friendly approach to urban development. The sidewalks are standardised to 1.5 metres on each side of the street. Intersections are also made safer with curb extensions on the east side, reducing the crossing distance for pedestrians and improving their safety. A bidirectional bike lane, 3.35 metres wide, is developed on the west side of Claremont Avenue, promoting safe cycling in both directions. One parking lane on the west side is removed to repurpose the space. A bioretention area is planned in front of Prince Albert Park, along with the transformation of the NDG ramp into green space.

Model 3



AVENUE LORRAINE

AVENUE CLAREMONT / NDG

Model 3 presents an ambitious approach that maximises the use of space for active transportation while reducing the footprint of vehicles. The sidewalks are widened to 2.2 metres on each side, providing more space for pedestrians and creating favourable walking conditions. This model includes concrete pedestrian crossings on the east side of the intersections. Bicycle lanes, 1.8 metres wide, are developed on each side of Claremont Avenue. The model proposes the complete removal of parking on Claremont Avenue to prioritise other modes of transportation. Traffic on the NDG ramp is now directed north. Finally, no additional green space is planned along Claremont Avenue in this model.

Formula for the Participatory Workshop

The participatory workshop was held on September 25th 2024.

Sequence of the Activity:

1. Arrival or Participants and Informal Discussions

Upon arrival, participants were invited to move around and engage in informal discussions around several panels presenting the current situation of the sector, as well as the key highlights from the first participatory workshops.

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), as well as Christina Smith, mayor of the City of Westmount, shared a few words about the challenges of the project and thanked the participants for their presence. Subsequently, the organising team presented the reasons for this reconstruction project and the upcoming steps.

3. Recap of the First Consultation

This section provided a summary of the key highlights from the first participatory workshop and made the connection to the preliminary models presented during this second workshop.

4. Objectives of the Reconstruction

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

5. Instructions and Materials for the Activities

Prior to the activities, participants received instructions for both activities.

6. Activity 1: Presentation of Each Model and Discussion

The objective of this first activity was to invite participants to identify the most appreciated elements and those needing improvement among the three preliminary models. The three preliminary models were presented successively.

For each model, the same steps were followed. First, the design compositions were showcased by the engineering consulting firm. This was followed by a fifteen-minute discussion in small groups, allowing each participant to express their thoughts on three themes: pedestrian infrastructure, cycling infrastructure, vehicular infrastructure, and the living environment.

Facilitators, as well as staff from the City of Westmount and the engineering consulting firm, were present to answer participants' questions.

7. Activity 2: Comparative Analysis of the Three Models

Using a detailed worksheet, participants were invited to examine and select the model that best aligned with their aspirations for each component.

Formula for the Online Questionnaire

A questionnaire was published on the City's website "*Engage Westmount*" from September 25th to October 8th 2024. This questionnaire gathered public opinion on the various components of the three preliminary models.

Communication and Participation

The public was invited to participate in the second participatory workshops by the City of Westmount through various platforms, including its website and Facebook page. Additionally, the online questionnaire was directly accessible on the City's website.

The participatory workshop, facilitated by the team from Conscience Urbaine and Rayside Labossière, welcomed a total of **59 participants**. The City teams, as well as the engineering consulting firm, were present as observers during the activities.

In parallel, the online questionnaire gathered an additional **57 responses**.

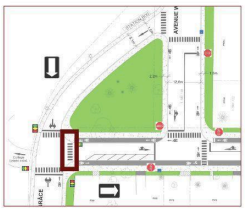
III. Review of the Participatory Activities

The following section aims to accurately report the comments made by participants during the workshop. It is important to note that these comments are not professional opinions, and some suggestions may be difficult to implement as they do not adhere to current standards or the project's objectives.

Activity 1 / Discussion of Each Preliminary Model

Conclusions for All Models

Certain significant conclusions apply to all models:

Positions	Explanations
Appreciation for Sidewalk Standardization	The width of the sidewalks for pedestrians is well received. Widening the sidewalks is considered acceptable by several participants, although some would prefer that the bike lane be removed.
Desire for Traffic Calming Measures	Some participants suggest installing raised intersections throughout the area to reduce the speed of cyclists and motorists. The section of Claremont Avenue between Westmount Avenue and Côte-Saint-Antoine Road is particularly targeted for traffic calming measures, such as speed cushions, speed bumps, or raised intersections.
Desire to Maintain the Pedestrian Crossing near Notre-Dame-de-Grâce Avenue	There is a wish to maintain the pedestrian crossing north of Claremont near Notre-Dame-de-Grâce Avenue. 
Desire to Restore the Original Configuration Before the Pilot Project	Several participants wish for the NDG-Claremont island to maintain its original configuration as it was before the pilot project, as they consider it to be the safest.
Request to Ensure Parking Availability for Residents	Participants emphasise the need to maintain parking spaces for residents and to prohibit non-residential parking on perpendicular streets, particularly on Lorraine Avenue. Some requests have been made to reserve two parking spaces on Lorraine for residents. Additionally, some participants appreciate the improved visibility for vehicles exiting Lorraine, thanks to the absence of parking on the east side of Claremont Avenue.

Desire to Maximise the Creation of Green Spaces	In general, participants express a desire to maximise the creation of green spaces.

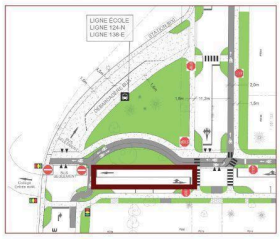
Specific Conclusions for Each Model

The presentation of the different models elicited specific opinions from the participants.

Comments Regarding Model 1

Positions	Explanations
Varied Opinions on the Development of a Small Square on Lorraine Avenue	The reactions from participants are mixed regarding the proposal to develop a small square on Lorraine Avenue. Some view the initiative positively, while others believe it could complicate traffic flow on the avenue and question its relevance. Those in favor of the development emphasise the need to ensure that the square does not cause water accumulation, as the area already faces issues with water management. Additionally, these participants hope that the square will feature permeable pavement and see it as an opportunity to include trees, grass, and other greenery to help reduce rainwater runoff.
NDG-Claremont Island Design Fails to Obtain Consensus	The proposed design for the NDG-Claremont island is divided. A few participants appreciate the design, particularly considering its improvement of pedestrian safety. Many participants specifically like the curved sidewalk included in the proposal. Some participants suggest removing the sidewalk from the island, arguing that this change would preserve two traffic lanes, one for buses and one for cars, while keeping the sidewalk along the Marianopolis property.  On the other hand, several participants would prefer the island to retain its original configuration, which they see as the safest option. Concerns were also raised about the traffic generated by the new traffic directions around the island. Some participants further questioned the decision to restrict access to buses.
Proposed Measures to Slow Down Traffic	Some participants believe it is important to add curb extensions and speed bumps to slow down traffic on Claremont Avenue, near the NDG-Claremont island. They also suggest considering a stop sign instead of traffic lights at the intersection of Notre-Dame-de-Grâce and Claremont Avenues.

Proposals for Access to Marianopolis College	Participants expressed the need to redesign the car entrances to Marianopolis College to encourage access from Westmount Avenue. The goal is to reduce the use of the northern entrance on Claremont. They also requested the creation of a better drop-off zone for students.
Diverging Opinions on the Proposed Bike Lane	Several participants expressed positive views on the northbound bike lane, highlighting that it is safer due to reduced traffic. However, some participants believe it should be designed for two-way traffic. Despite these favorable opinions, some feel that the one-way bike lane on Claremont is inadequate due to a lack of proper infrastructure. They consider it dangerous and unnecessary, noting that the avenue is already narrow and potentially risky for cyclists. Moreover, several participants oppose the presence of a bike lane in this area, citing concerns about traffic and safety. Some noted that parking lot exits are already difficult, and an additional bike lane could further complicate the situation. One participant suggested restricting access to the bike lane during rush hours. Finally, it was proposed to create an additional bike lane on Prince Albert or Victoria to better meet the needs of cyclists.
Diverging Opinions on the pattern of travel in the NDG-Claremont Island Area	Some participants mentioned that they appreciate the street configuration that now limits traffic coming from Notre-Dame-de-Grâce Avenue. However, others believe that drivers on Notre-Dame-de-Grâce Avenue may experience negative effects due to the bottleneck created. They suggest allowing eastbound traffic near the NDG-Claremont Island to help ease congestion.
Concerns About Lane Width for Emergency Vehicles	Some participants expressed concerns about the ability of emergency vehicles to navigate if the streets are narrowed. They also feel that reducing street width could compromise overall safety in the area. One participant suggested widening the streets to improve traffic flow and banning large trucks.

Potential Conflicts Between Buses and Other Road Users	Some participants feel that Claremont Avenue, between Notre-Dame-de-Grâce and Westmount Avenues, is too narrow to accommodate both a bus and a car at the same time.  The bus drop-off zone is viewed positively by some participants as it simplifies transport by eliminating three existing bus stops. However, some participants pointed out that the placement of bus stops creates a conflict with the bike lane in two locations.
Positive Feedback on the Proposed Creation of Green Spaces	The green spaces proposed in this plan were well received by participants. They emphasised the importance of preserving vegetation, especially the trees throughout the area, with particular focus on protecting the linden tree in the NDG-Claremont island and the mature trees lining both avenues. The vegetated strip on Claremont Avenue is widely appreciated by participants, as it contributes to a pleasant, green atmosphere in the area while enhancing the safety of active transportation and improving rainwater management.
Concerns About Snow Removal	Some participants expressed concerns regarding snow removal for the new pedestrian and cycling infrastructure, particularly about where the snow will accumulate. They stressed the importance of ensuring that the bike lane and the green strip are cleared of snow to maintain accessibility for people with reduced mobility.
Secondary Opinions	• Participants also mentioned the synchronization of traffic lights as an area for improvement.

Comments Regarding Model 2

Positions	Explanations
Preference for the Proposed Square in Model 1 on Lorraine Avenue	Some participants suggested reintroducing the square from model 1 located on Lorraine Avenue. The presence of a square is seen as an effective way to slow down vehicles and reduce traffic flow.
Questions Raised Regarding the Closure of the Ramp	Some people appreciate that the access ramp to the NDG-Claremont island is closed. However, although this measure aims to discourage automobile transit in the area, several individuals question its effectiveness and worry that this intervention will increase traffic in the NDG-Claremont island area. They note that this area experiences significant automobile flow during peak hours, and that closing the ramp complicates eastward travel. Moreover, some individuals suggest closing Claremont Avenue in front of the NDG-Claremont island and extending Notre-Dame-de-Grâce Avenue into the ramp to connect it to Westmount Avenue.
Requests for Specific Improvements in the NDG-Claremont Island	Participants want to see an increase in the tree canopy in the NDG-Claremont island and hope the proposed development will enhance water management. They also want special attention given to the design to encourage its use by residents and the student population.
Proposal to Relocate Marianopolis College's Entrance	Several participants suggested moving the entrance to Marianopolis College, currently located at the end of Claremont Avenue. The goal of this change would be to eliminate the northbound lane between Westmount and Notre-Dame-de-Grâce Avenues. They propose reconfiguring the east entrance of Marianopolis to help reduce congestion at the intersection adjacent to the island.
Concerns About Pedestrian Safety in the Northern Area and at Intersections Without Traffic Lights	The lack of pedestrian lights and crosswalks on Notre-Dame-de-Grâce Avenue near the island raises concerns about the safety of active transportation in this area. In addition, east-west pedestrian crossings at intersections without traffic lights—such as Chesterfield, Windsor, and Westmount Avenues—are considered dangerous by some participants. These routes require crossing a two-way bike lane, and cyclists do not always comply with stop signs. To address this issue, some participants suggest replacing stop signs with traffic lights to improve safety.

Diverging Opinions on the Proposed Two-Way Bike Lanes and Suggestions to Improve the Bike Network	Some participants support the presence of bike lanes along the corridor but question the need for two lanes instead of one. Others prefer a two-way lane to facilitate better traffic flow for cyclists, taking advantage of the wide layout of Claremont Avenue. However, several participants pointed out that having a two-way bike lane on one side of the street creates conflicts with bus stops, parking, and multiple driveways. Additionally, this configuration raises concerns about managing traffic from private parking lots, such as the one at 500 Claremont Avenue, which has parking for multiple vehicles opening onto the bike lane. One participant mentioned the presence of a southbound bike lane on Lansdowne Avenue and questioned the necessity of a two-way lane. They also noted that the transition between the bike lane on Claremont Avenue and the bike path on Westmount Avenue is not ideal and poses a danger to users. It was also proposed to move the bike lane on Notre-Dame-de-Grâce Avenue to the north side of the street, adjacent to the Marianopolis College grounds, to create a continuous path toward Westmount Avenue.
Concerns About Potential Conflicts Between Cyclists and Buses	The layout of bus stops raises concerns, as cars overtaking stationary buses at the stops pose dangers to other road users. Participants believe it is necessary to rethink the design to include specific spaces for buses to stop without obstructing the visibility of other road users. Additionally, the location and design of bus stops on the west side of Claremont Avenue are contested, as no specific measures seem to address potential conflicts with cyclists. Participants are particularly concerned about the design of the bus stops on Sherbrooke Street, where some vehicles park on the street, making bus maneuvers difficult. Finally, some participants prefer bus stops without shelters.
Concerns About the Removal of Parking Spaces	The removal of several parking spaces has raised concerns among participants, who fear that the parking supply in this plan may not be sufficient to meet demand. The removal of parking spaces in the southern part of Claremont Avenue has cast doubt on the viability of the proposed layout. This area experiences high demand from local residents as well as visitors to businesses on Sherbrooke Street. Additionally, some participants are displeased with the removal of parking spaces between Westmount Avenue and Willow Avenue in favour of vegetated curb extensions.
Diverging Opinions on the Proposed Vegetated Curb	Some participants appreciate the proposed vegetated curb extension between Lorraine Avenue and Sherbrooke Street. However, others are not in favour, arguing that there is not

Extension on the South End of Claremont Avenue	enough space for cars to stop in front of buildings that do not have private parking.
Positive Reception Regarding the Bioretention Infrastructure	The addition of a vegetated bioretention area was well received by many participants.
Request for More Green Spaces	Participants noted the reduced amount of green space compared to model 1 and expressed their desire to increase the vegetated areas in the sector.
Secondary Opinions	• The absence of bike boxes allowing cyclists to stop safely before turning at intersections was noted, particularly at the intersection of Claremont Avenue and Westmount Avenue.

Comments Regarding Model 3

Positions	Explanations
Preference for the Proposed Square in Model 1 on Lorraine	Some participants suggest reintroducing the square from model 1 located on Lorraine Avenue. They prefer the first model because it discourages traffic and promotes better management of rainwater.
Negative Opinions on the Proposed Access for Marianopolis College	Some participants suggest prioritising access to Marianopolis College via Westmount Avenue to improve traffic flow on Claremont Avenue, rather than favouring access to the soccer fields located to the west of Marianopolis.
Disputed Layout of Bike Lanes	The proposed bidirectional bike lanes in this model do not have unanimous support among participants. For some, these lanes are seen as a good idea, but others are concerned that vehicles may park in them due to the lack of designated parking spaces. Additionally, some participants oppose the idea of bidirectional bike lanes on Claremont, especially to the south, deeming them too dangerous. Others prefer the bidirectional bike lanes of model 2, located on the west side, and believe it is better to have lanes on only one side, ideally on the west side, as this would avoid conflicts between cyclists and people going to the park. Finally, participants express dissatisfaction with the lack of protection for the bike lanes.

Concerns Raised Regarding the Proposed Traffic Direction in the NDG-Claremont Island Area	Participants wish for the reopening of the ramp heading east from Notre-Dame-de-Grâce Avenue to Westmount Avenue, considering this intervention necessary to improve traffic flow. Many participants want to maintain two lanes north of Claremont Avenue and call for two turning lanes on Notre-Dame-de-Grâce Avenue. They highlight that the majority of traffic flows from Notre-Dame-de-Grâce Avenue to Westmount Avenue, making the proposed reverse traffic direction illogical. Furthermore, concerns are expressed about the potential danger posed by the left turn from the diagonal of Westmount Avenue onto Notre-Dame-de-Grâce Avenue.
Anticipated Conflicts Between Cyclists and Buses	Participants believe it is dangerous for pedestrians to have to cross the bike lane to access the bus stops. Thus, one person suggests relocating the bus stops on Notre-Dame-de-Grâce and Westmount Avenues.
Disapproval of the Complete Removal of Parking Spaces	The total removal of parking is deemed excessive by several participants, who prefer a reduction while maintaining a necessary supply. In fact, many residents do not have private parking. Questions arise regarding the management of deliveries in the absence of parking.
Concerns About the Lack of Proposed Green Spaces	The lack of green space in this model is a concern raised by several participants.
Inadequate Water Management	Questions have been raised regarding the management of runoff water in this model. The absence of additional green space is viewed negatively by some participants.

Activity 2 / Comparative Analysis of the Three Models

It is important to note that more than half of the participants left the workshop after Activity 1 and the presentation of all the preliminary models. Consequently, the results of the second activity do not necessarily reflect the opinions of all participants.

1. Location of Pedestrian Crossings

A significant portion of participants chose not to express an opinion on this subject.

MODEL 1: This model receives some support, although some participants express a desire to remove the bump-outs located at the height of Côte-Saint-Antoine Road.

MODEL 2 and 3 : No specific data was collected for these models.

2. Positioning and Width of Sidewalks

The majority of participants express a preference for the narrower sidewalks proposed in Models 1 and 2. However, as with the pedestrian crossings, many chose not to comment.

MODEL 1 and 2 : These models are appreciated by some participants and receive notable support, although they do not achieve consensus.

MODEL 3 : No specific data was collected for this model.

3. Choice and Positioning of Cycling Infrastructure

Opinions on the cycling infrastructure models are mixed.

MODEL 1 : This model receives positive feedback, although concerns are raised regarding the compatibility of the bike lane with the bus stops.

MODEL 2 and 3 : The responses do not show a clear consensus. Some participants appreciate these models, while others are strongly opposed to the bidirectional bike lanes.

4. Treatment of Intersections

Most participants chose not to express an opinion.

MODEL 1 : Some participants express a preference for this model, although opinions remain limited.

MODEL 2 and 3 : No specific data was collected regarding these models.

5. Direction of Traffic

All opinions regarding the management of traffic direction focus on the NDG ramp, essentially reflecting a common desire among participants to revert to the original state.

MODEL 1 and 2 : Participants want the ramp of the islet to be accessible to vehicles again, although some chose not to comment.

MODEL 3 : Participants wish to reverse the direction of traffic on the ramp of the islet.

6. Location and Availability of Parking Spaces

Most participants generally prefer models that offer the most parking spaces.

MODEL 1 and 2 : Although the availability of parking is significantly reduced, these models receive the most support from participants.

MODEL 3 : No participants supported this option, deeming it illogical due to the complete absence of parking.

7. Design of Bus Stops

While there is a slight preference for model 1, no clear consensus has been established, as many participants chose not to comment.

8. Design of Lorraine Avenue

Most participants have no opinion on the proposed designs, leading some to suggest that only residents of Lorraine should have a say on these designs.

MODEL 1 and 2 : Several participants appreciate these models to the extent that the ground covering is permeable and the design does not hinder parking for residents.

MODEL 3 : No specific data was collected for this model.

9. Design of the North Island

A consensus emerged among all participants to maintain the current state of the north island and its ramp, thus rejecting all proposed designs.

10. Creation of Green Spaces

Opinions on the creation of green spaces vary, although many participants chose not to comment.

MODEL 1 and 2 : Participants seem to prefer these models.

MODEL 3 : No specific data was collected for this model.

11. Landscaping Designs

Most participants chose not to comment.

MODEL 1 : This model is preferred by some participants.

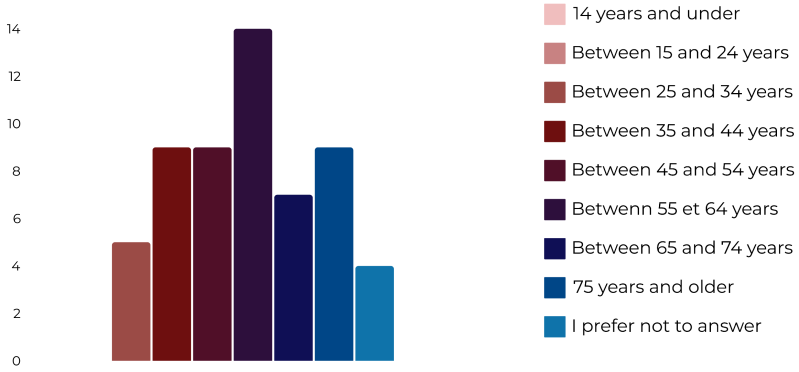
MODEL 2 and 3 : No data was collected for these models.

Online Questionnaire

Following the workshop on September 25, 2024, a public questionnaire was launched on the "*Engage Westmount*" website to allow stakeholders to share additional comments and preferences regarding the three preliminary models presented. Available online from September 25 to October 8, 2024, the questionnaire was viewed by **67 individuals** and completed by a total of **57 respondents**.

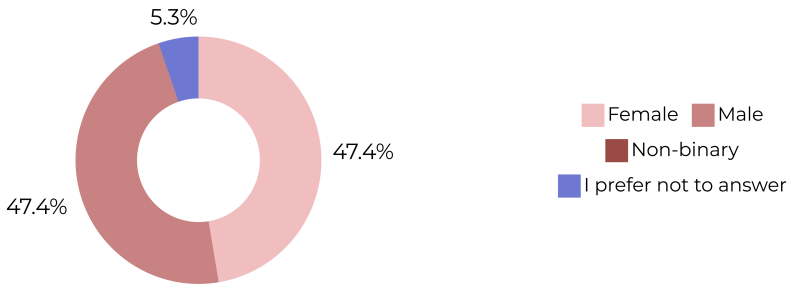
1. Profiles of Respondents

1.1. Age



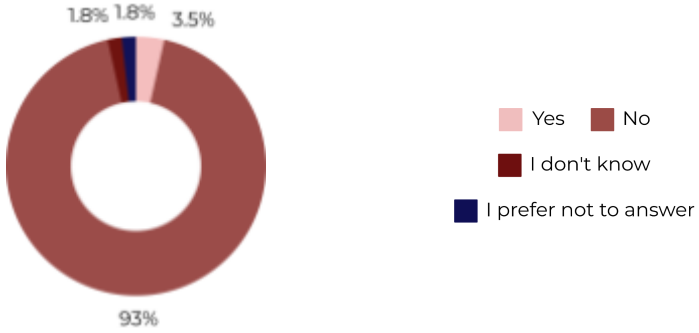
The **majority** of respondents are in the age group of **55 to 64 years**, with **14 respondents** (24.6%). The age groups of **35 to 44 years**, **45 to 54 years**, and **85 years** and older each consist of **9 respondents**, representing 15.8% for each category. The **65 to 74 years** age group is represented by **7 responses** (12.3%). In contrast, younger individuals are underrepresented, with only **5 respondents** aged **25 to 34 years** (8.8%) and no participation from those aged 24 and younger.

1.2. Gender



Of all the respondents, the same number identify as **women** or **men**, with **27 respondents** in each category. No participants identify as non-binary, and 3 participants (5.3%) prefer not to answer the question.

1.3. Disability or Reduced Mobility

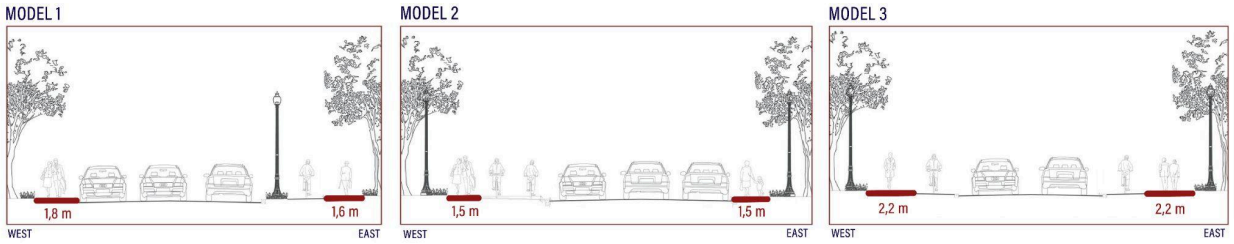


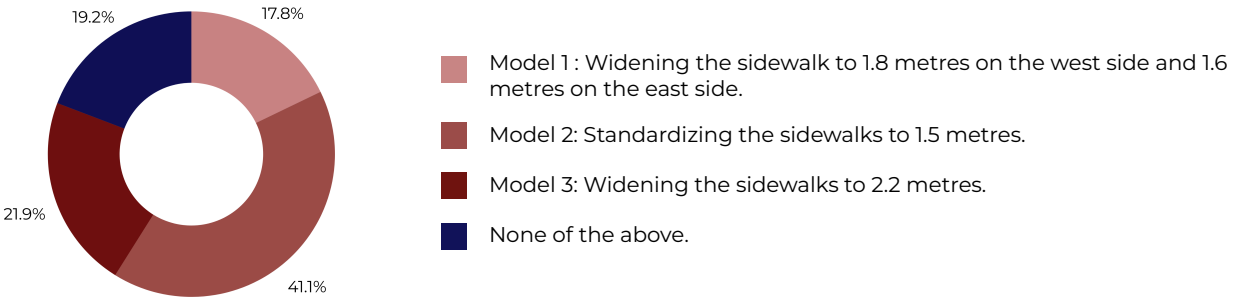
Among all respondents, the vast majority, **53 respondents** (93%), **do not identify** as **having a disability or reduced mobility**. However, **2 respondents** (3.5%) **identify** as such.

2. Results of the Online Questionnaire

Pedestrian Experience

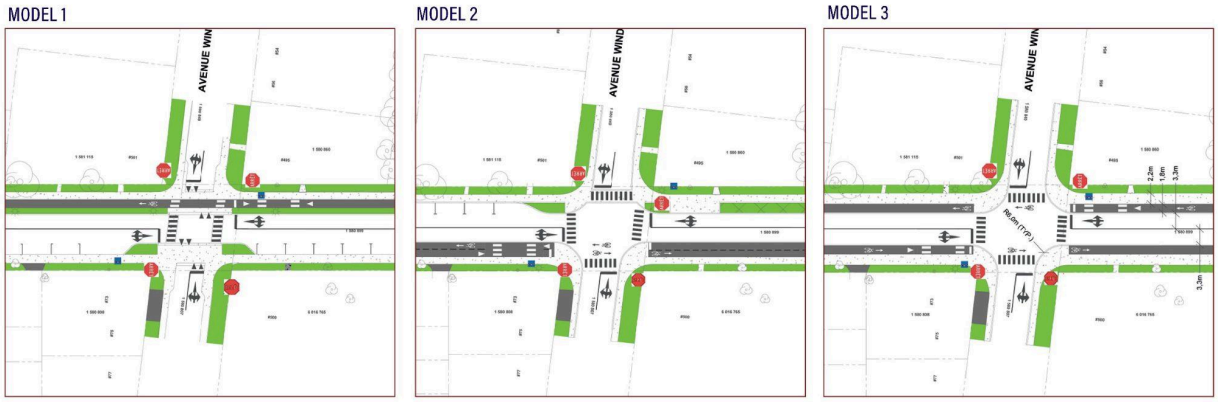
Question 1 : Of the three sidewalk proposals, which one do you prefer?

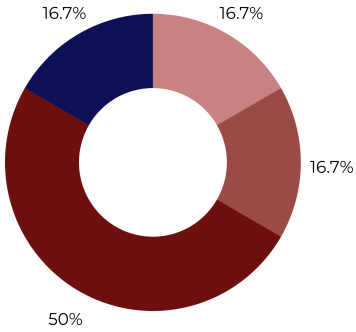




Among the responses, there is a **preference for model 2**, which standardises the sidewalks to 1.5 metres, receiving 30 votes (41.1%). Model 3, which proposes widening the sidewalks to 2.2 metres, garnered 16 votes (21.9%), while model 1 convinced only 13 participants (17.8%). Finally, 14 respondents, or 19.2%, did not choose any of the options.

Question 2 : Of the three “ typical ” intersection proposals, which one do you prefer?



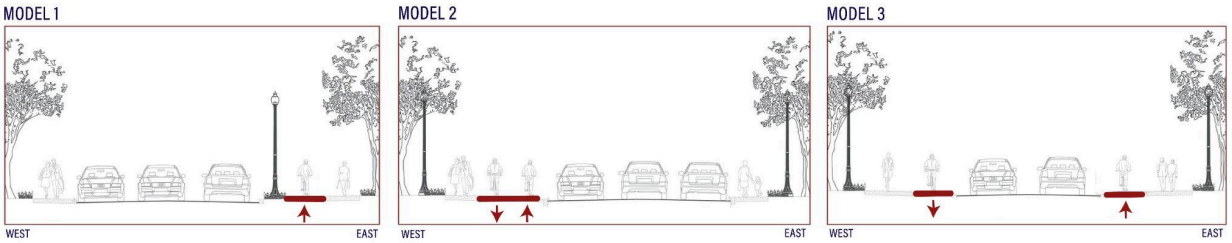


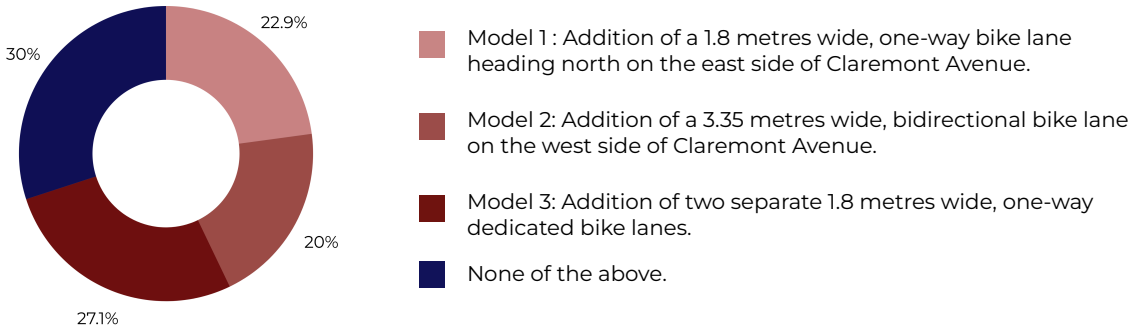
- Model 1: Reduction of crossing distance by adding sidewalk bump-outs at each intersection on the west side.
- Model 2: Reduction of crossing distance by adding sidewalk bump-outs at each intersection on the east side.
- Model 3: Creation of concrete crossing on the east side.
- None of the above.

The dominant trend regarding the "typical" intersection proposals shows a clear **preference for model 3**, which offers traditional crossings, receiving 36 votes (50%). Models 1 and 2, which aim to reduce crossing distance by adding sidewalk extensions on the west and east sides, respectively, each garnered 12 votes (16.7% each). Additionally, 12 participants (16.7%) indicated that they did not prefer any of the proposed options.

Cycling Experience

Question 3 : Of the three cycling infrastructure proposals, which one do you prefer?

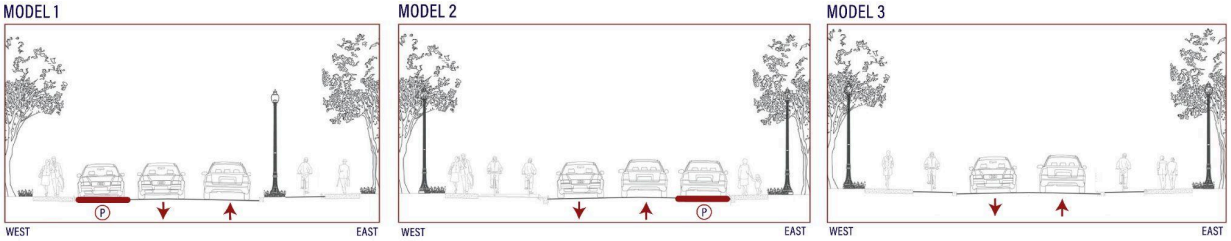


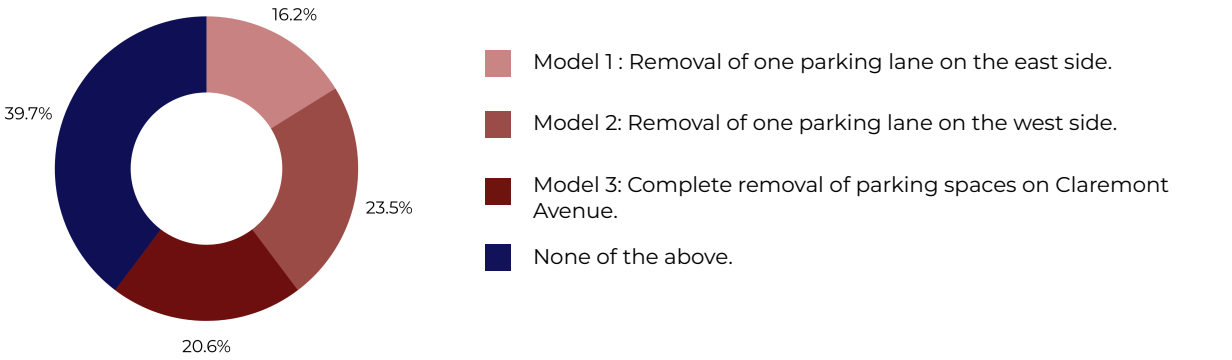


Regarding the cycling infrastructure proposals, the results are rather **divided among all the models**, with a slight preference for model 3, which involves adding a 1.8 metres bike lane in each direction, receiving 19 votes, or 27.1%. Model 1, which proposes the addition of a 1.8 metres wide unidirectional bike lane heading north on the east side of Claremont Avenue, was supported by 16 respondents (22.9%). Model 2, which considers a 3.35 metres bidirectional bike lane on the west side of Claremont Avenue, received 14 votes (20%). Finally, a significant proportion of 21 respondents (30%) chose the option "None of these answers."

Vehicular Experience

Question 4 : Of the three proposals regarding parking, which one do you prefer?

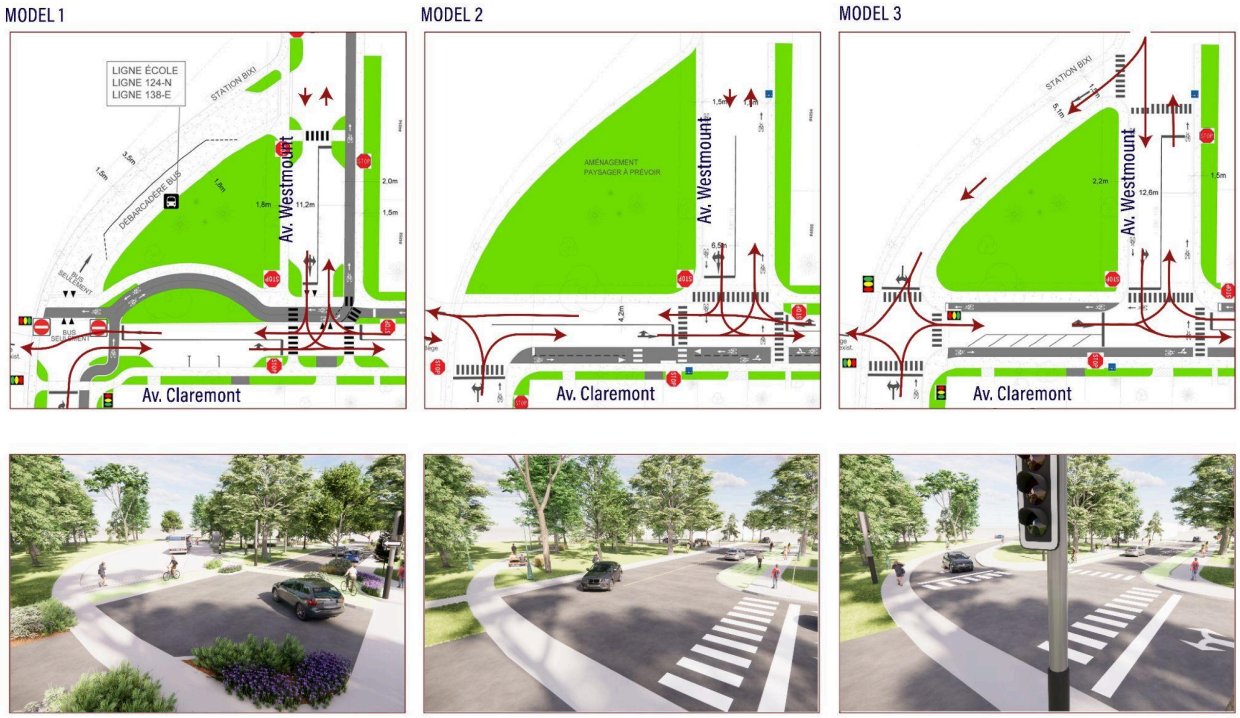


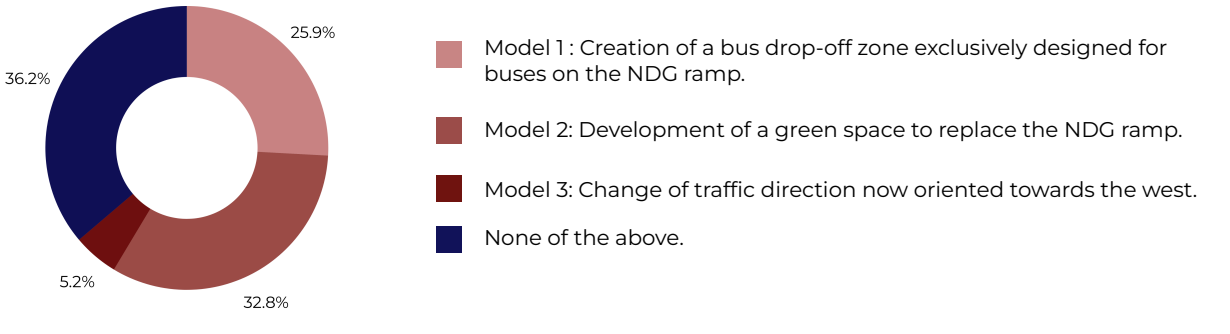


It is worth noting that among the respondents, the **majority chose the option "None of these answers"**, with 27 people (39.7%). Among the options presented, model 2, which suggests the removal of a parking lane on the west side, received the most support with 16 votes (23.5%). Model 3, which advocates for the complete removal of parking spaces on Claremont Avenue, received support from 14 respondents, or 20.6%, while model 1, which proposes the removal of a parking lane on the east side, received 11 votes (16.2%).

Built Environment

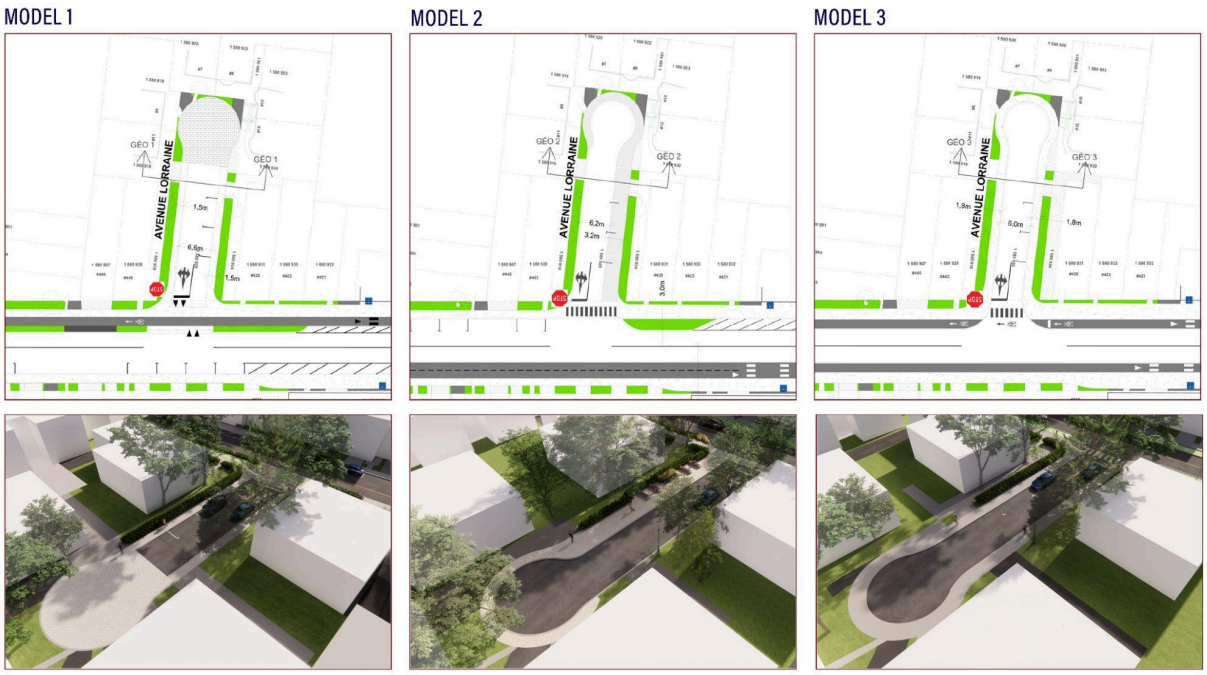
Question 5 : Of the three proposals for the layout of the NDG-Claremont island, which one do you prefer?

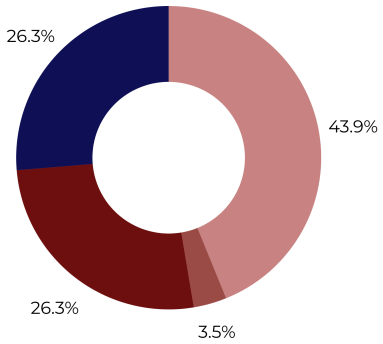




The **majority** of respondents opted for the **option "None of these answers"**, with 21 people (36.2%). Regarding the development of the north island, the results reveal that model 2, which proposes to create a green space to replace the NDG ramp, is the most appreciated, receiving 19 votes (32.8%). Model 1, which plans to create a drop-off zone dedicated exclusively to buses on the NDG ramp, received 15 votes (25.9%). In contrast, model 3, suggesting a change in the direction of traffic on the NDG ramp, received support from only 3 respondents (5.2%).

Question 6 : Of the three proposals for the layout of Lorraine Avenue, which one do you prefer?

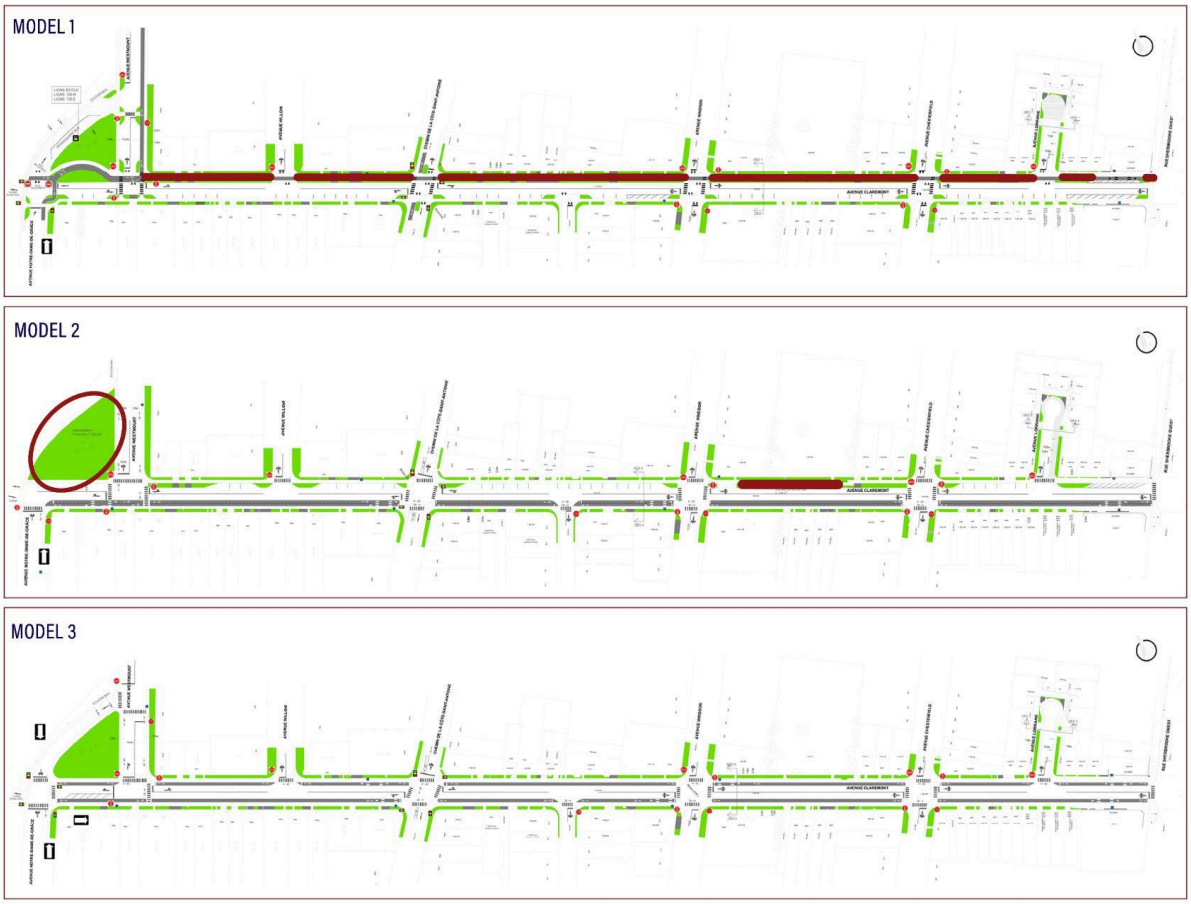


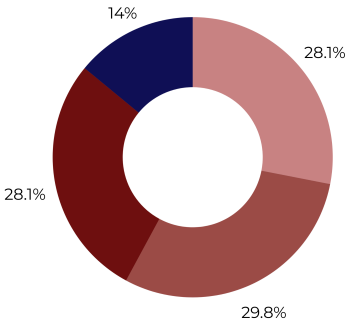


- Model 1 : Standardise the sidewalk width to 1.5 metres and reduce the traffic lane width from 3.5 metres to 3.3 metres.
- Model 2: Removal of sidewalks on north side and creation of paved place on the south side.
- Model 3: Standardise the sidewalk width to 1.8 metres and reduce the traffic lane width from 3.5 metres to 3 metres.
- None of the above.

Regarding the development of Lorraine Avenue, **model 1 is the most popular**, receiving support from 25 respondents (43.9%), proposing to standardise the width of the sidewalks to 1.5 metres and create a paved square to the east. Model 3, which anticipates a sidewalk width of 1.8 metres and a reduction in traffic lanes, and the option "None of these answers" each received 15 votes, or 26.3%. Additionally, model 2, which proposes the removal of sidewalks on the north side and the creation of a paved square to the south, received 2 votes (3.5%).

Question 7 : Of the three proposals regarding green spaces (green coverage, water retention basin), which one do you prefer?





Model 1 : Addition of a green strip separating the west sidewalk from the street for planting, and planted sidewalk bump-outs on the west side of Claremont Avenue.

Model 2: Addition of a bioretention zone in front of Prince-Albert Park, creation of a green space to replace the NDG ramp, and planted sidewalk bump-outs on the east side of Claremont Avenue.

Model 3: No additional green space.

None of the above.

Among the responses regarding green developments, **the three models are nearly equal in terms of popularity, with a slight preference for model 2**, which proposes the addition of a bioretention area in front of Prince Albert Park and a green space to replace the NDG ramp. Models 1 and 3, which suggest respectively the creation of a green strip or no addition of green space, each received 16 votes (28.1%). The option "None of these answers" was chosen by 8 participants, or 14%.

IV. Highlights of the Results

Activity 1 / Discussion of Each Preliminary Model

Application	Positions
General	• Appreciation for Sidewalk Standardization • Desire for Traffic Calming Measures • Desire to Retain the Pedestrian Crossing Near Notre-Dame-de-Grâce Avenue • Desire of Participants to Restore the Original Configuration Before the Pilot Project • Request to Ensure Parking Availability for Residents • Desire to Maximize the Creation of Green Spaces
Model 1	• Varied Opinions on the Development of a Square on Lorraine Avenue • Configuration of the NDG-Claremont Island Lacks Consensus • Proposals for Design Changes to Slow Down Vehicle Speeds • Proposals for Access Improvements to Marianopolis College • Divergent Opinions on the Proposed Bicycle Lane Design • Diverging Opinions on the pattern of travel in the NDG-Claremont Island Area • Concerns About the Width of Travel Lanes for Emergency Vehicles • Potential Conflicts Anticipated Between Buses and Other Users • Positive Feedback on the Proposal to Create Green Spaces • Concerns Regarding Snow Removal
Model 2	• Preference for the Proposed Square in model 1 on Lorraine • Questions Raised Regarding the Closure of the Ramp • Request for Specific Developments for the NDG-Claremont Island • Proposal to Relocate the Entrance to Marianopolis • Concerns About Pedestrian Safety in the Northern Area and at Intersections Without Traffic Lights • Divergent Opinions on the Proposed Bidirectional Bicycle Lane and Proposals for Improving the Cycling Network • Concerns Raised About Potential Conflicts with Cyclists and Buses • Concerns Regarding the Removal of Parking Spaces

Model 2 (continued)	• Divergent Opinions on the Proposed Vegetated Bump-Out South of Claremont Avenue • Positive Reception Regarding the Bioretention Infrastructure • Request for More Green Areas
Model 3	• Preference for the Proposed Square in model 1 on Lorraine • Unfavorable Opinions Regarding the Proposed Access for Marianopolis Entrance • Configuration of Bicycle Lanes Lacks Consensus • Concerns Expressed About the Proposed Traffic Direction in the NDG-Claremont Island Area • Potential Conflicts Anticipated Between Cyclists and Buses • Disapproval of the Removal of All Parking Spaces • Concerns About the Lack of Proposed Green Spaces • Inadequate Water Management

Activity 2 / Comparative Analysis of the Three Models and Online Questionnaire

In general, participants express reluctance toward the proposed models. However, the results from the participatory activity and the online questionnaire highlight certain options that are more favoured than others. The following table illustrates the preferences of the participants.

It is worth noting that several components were addressed during the participatory workshop and the online questionnaire, while others, more specific, were only discussed during the workshop.

Table Legend	
Results of the Participatory Workshop	
Results of the Online Questionnaire and Percentage of the Most Popular Response	**XX %**

Application	Model 1	Model 2	Model 3	No Consensus
Results of the Participatory Workshop and Online Questionnaire				
Sidewalk Positioning and Width		41.1 %		
Bicycle Infrastructure Choices and Positioning				30 %
Intersection Treatment			50 %	
Location and Provision of Parking				39.7 %
Development of Lorraine Avenue	43.9 %			
Development of the North Island				36.2 %
Creation of Green Spaces		29.8 %		
Results of the Participatory Workshop Only				
Location of Pedestrian Crossings				
Traffic Direction				
Bus Stop Design				
Landscaping				

V. Conclusion

The participatory activity and the online questionnaire gathered public opinion on the proposed developments for the area. More specifically, respondents were able to express their views on specific aspects related to pedestrian infrastructure, cycling infrastructure, road infrastructure, and the living environment of the three proposed models. This report presents the points raised during the participatory activities and through the questionnaire, concluding with the highlights of this process.

As part of this comprehensive approach, this report serves as a preliminary step to the final proposal for the redevelopment of the area. Once this proposal is developed, and a public information session will be organised to present the preferred scenario.