

Conclusion and recommendations

The project under study consists in redeveloping the north side of the portion of Cote-Saint-Luc Road between Stratford Road and Holtham Street in Hampstead by densifying the buildings up to a height of 10 storeys.

The project is located in an area that is well served by the pedestrian and public transit network. It is within walking distance of Queen Mary Road and Monkland Avenue, which offer many neighbourhood businesses. In addition, the proximity of Snowdon (blue and orange lines) and Villa-Maria (orange line) metro stations as well as adequate service to the area by STM buses, greatly encourage the use of public transit; all the more so since the STM is considering the implementation of preferential measures for buses (PMB) on Cote-Saint-Luc Road.

Currently, traffic conditions on Cote-Saint-Luc Road during the morning and afternoon rush hours are generally good for the entire sector under study. In the morning, only the southern approach to the intersection of Cote-Saint-Luc with Alpine and West Hill avenues presents a more difficult flow due to the large number of pedestrians generated by St. Luc High School.

Considering the most critical case, a densification project with 10-storey buildings, the project under study will generate a total of 125 additional vehicles on the road network in the morning rush hour, i.e. 32 incoming and 93 outgoing vehicles, and 154 additional vehicles in the afternoon rush hour, i.e. 94 incoming and 60 outgoing vehicles. This corresponds to:

- + An increase in traffic flow on Cote-Saint-Luc Road during the morning rush hour ranging from 1% to 6% eastbound depending on the section and from 2% to 6% westbound;
- + An increase in traffic flow on Cote-Saint-Luc Road during the afternoon rush hour ranging from 3% to 6% eastbound and westbound depending on the portion of the road.

Expected traffic conditions on Cote-Saint-Luc Road following the distribution and allocation of these new movements on the road network remain generally good during the morning and afternoon rush hours. The adjustment of the traffic light programming at the intersection of Cote-Saint-Luc Road with

Alpine and West Hill avenues even improves traffic conditions, particularly on the southern approach.

As a complement to the traffic analysis, CIMA+ analyzed the geometry of the intersections in the study area in order to make pedestrian movements safer. In conclusion, CIMA+ makes the following recommendations:

- + Without changing the cycle time, adjust the programming of traffic lights at the intersection of Cote-Saint-Luc Road with Alpine and West Hill Avenues to provide more green time on the secondary approaches;

- + Modify the geometry of the intersections of Cote-Saint-Luc Road with Alpine Avenue and Heath Street according to the diagrams presented in Section 2.4, in order to make pedestrian crossing safer;

- + Integrate measures to promote the use of alternative travel modes, as presented in Section 4 – Plan de gestion des déplacements [Travel Management Plan] into the project planning.