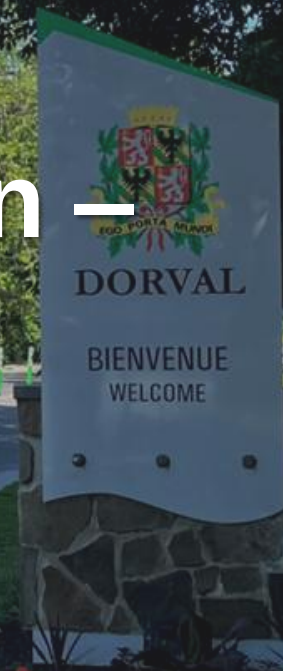


Public Consultation: Cycling Plan – Safeguarding School Zones

February 4, 2025

Ariane Touchette-Lacasse, eng.



1. Context

A photograph of a residential street. The road is paved with asphalt and has a white line marking for a bicycle lane on the right side. A person is riding a bicycle in the distance on the left side of the road. The street is lined with large, leafy green trees. On the right side, there is a concrete sidewalk and a wooden fence. A stop sign and a green 'P' parking sign are visible on the right side of the road. The text '1. Context' is overlaid in the center of the image.

1. Context

Presentation of AECOM and its mandate

Two mandates entrusted to AECOM

1. Development of a Dorval-wide cycling plan
2. Proposed measures to improve safety around Dorval Elementary, Dorval-Jean-XXIII and Gentilly schools (Fénelon and Présentation pavilions)

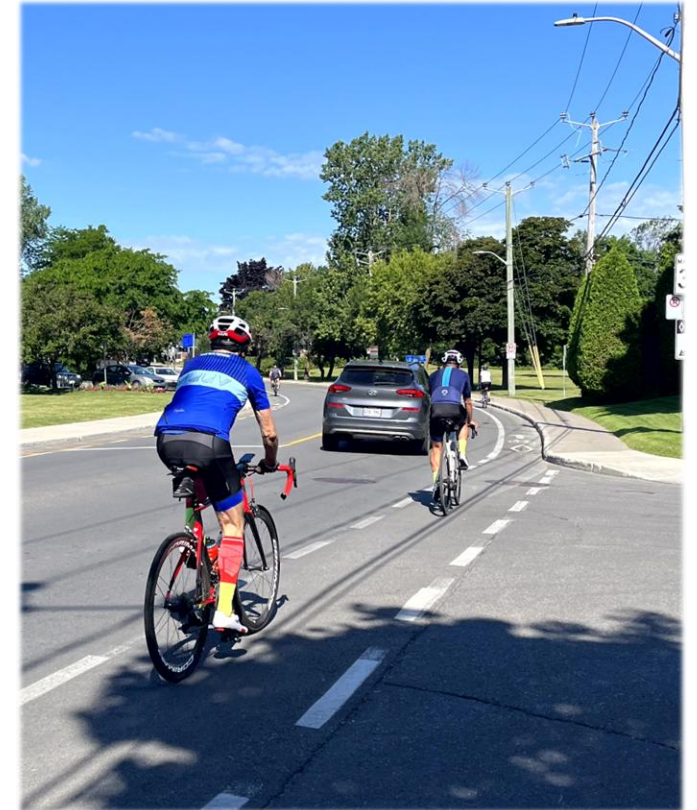
About AECOM

- World-renowned consulting engineering firm
- Leader in transportation planning, mobility, traffic, road safety and transportation infrastructure design
- Mandates of all sizes, at local, municipal and regional levels, throughout Quebec.
- Services covering all aspects of studies, from feasibility, conceptual, opportunity and preliminary design studies, to detailed design of transportation projects.

1. Contexte

Objectives

- Encourage **active mobility** on the territory
- Plan the deployment of an **efficient and safe** cycling network
- Connect sectors and **trip generators**
- Secure networks, especially in school zones
- Harmonize Dorval's cycling network with the Greater Montreal Bicycle Plan 2019 and other regional plans
- Prioritize interventions on the territory



Bicycle lane on chemin du Bord-du-Lac-Lakeshore. Source : AECOM

1. Context

Methodology

Field surveys and observations

- Existing bicycle facilities
- Improvements around schools (facilities, signage, markings, etc.)
- User behavior

Characterization of the present

- Mapping of existing and planned networks
- Diagnosis of existing facilities
- Characterization of the road network
- Location of trip generators

Identification of improvement measures

- Proposed cycling network (type of development, person responsible, feasibility, impact, priority)
- Measures to improve safety around schools

A photograph of a residential street. The road is paved with asphalt and has a white line marking for a bicycle lane on the right side. A white bicycle symbol is painted on the road surface. To the right of the road is a concrete sidewalk and a grassy area with a wooden fence. Large trees line both sides of the street, casting shadows on the road. In the distance, a person is riding a bicycle on the road. A stop sign and a green 'P' parking sign are visible on the right side of the road.

2. Diagnosis of the current situation

2. Diagnosis of the present

Current and planned cycling network



2. Diagnosis of the present

Challenges around schools

Traffic and parking

- High demand for landing stage
- Busy school arrival and departure times
- Complexity of parking signage
- High-traffic corridors (Dorval, Fénélon)

Pedestrian corridors

- Poorly marked school corridors
- Unmarked crossings
- Diagonal crossings
- Non-standard markings

Cycling facilities

- Cycling to schools
- Lack of visibility of facilities



3. Opportunities for expanding the bicycle network

3. Opportunities for expanding the bicycle network

Main types of cycling facilities available

	Designated pavement	Bicycle lane	Bicycle path	Multipurpose trail
				
Number of lanes	Source : Nicholas N. Ferenchak 1 lane/dir.	Source : Bartek Komorowski 1 lane/dir.	Source : AECOM ≥ 2 lanes/dir.	Source : AECOM s.o.
Displayed speed	Low	Low to medium	Low to High	Low to high
Minimum width	s.o.	1,5 m	3 to 5 m	3 to 4 m
Coexistence with other modes	Lane sharing with vehicles	- Dedicated curb space - Low demand for on-street parking	- Dedicated curbside or off-street space - Limits issues with parking, delivery, trucking, buses, etc.	- Sharing the layout between cyclists and pedestrians - Limited pedestrian flow (sidewalk)

3. Opportunities for expanding the bicycle network (continued)

Other types of layout

Quiet street	
	Pros: • Greater safety for all • Reduced vehicle speed • Change in driver behavior (increased level of attention) Cons: • Reduces link efficiency for vehicles and buses
Number of lanes	
Displayed speed	
Minimum width	
Coexistence with other modes	

Avenue Mountain Sights -- Source : AECOM

1 lane/dir.

Very low

S.O.

- Low vehicle flow
- Low number of heavy vehicles
- Strong pedestrian presence



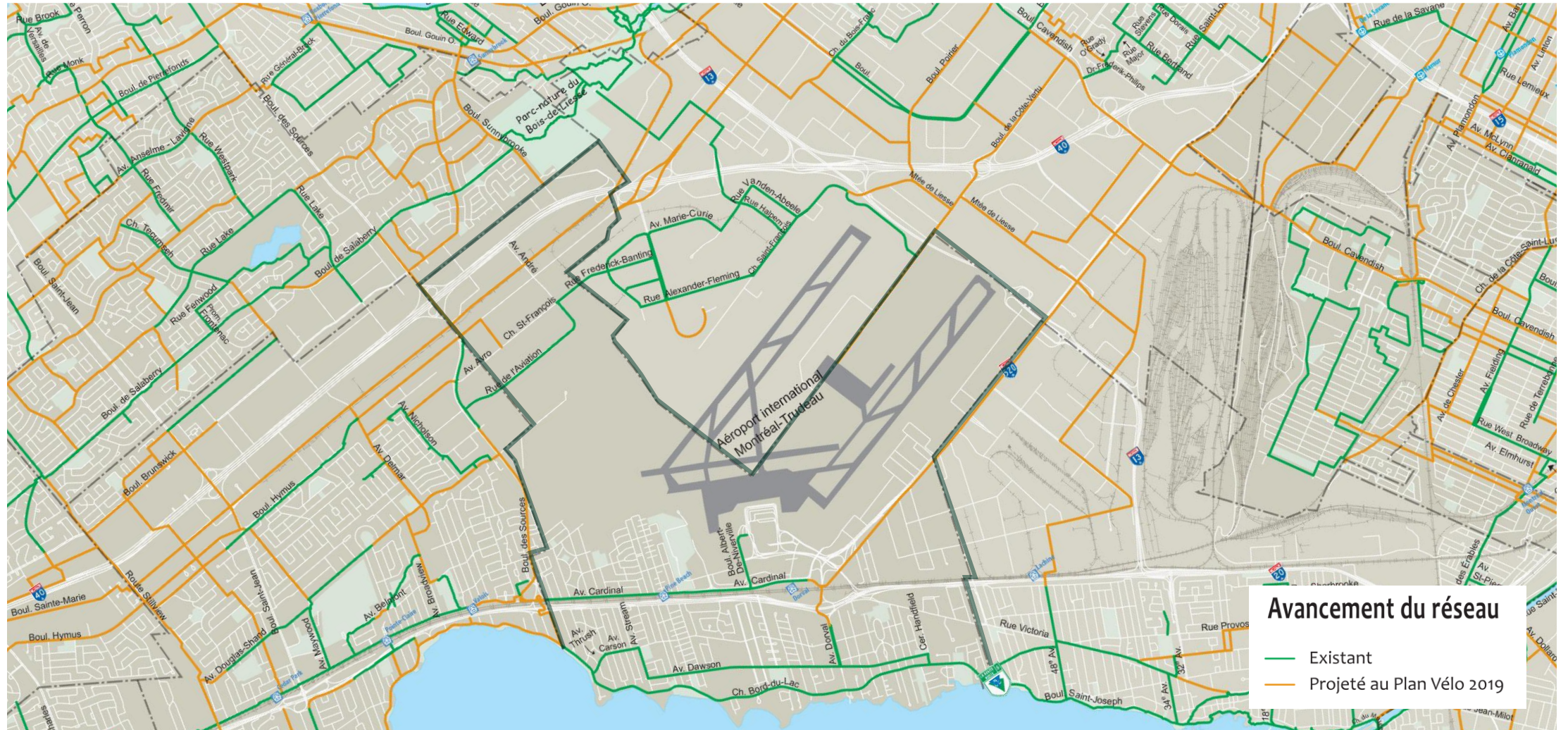
Rue Paré -- Source : AECOM



Avenue Mountain Sight -- Source : AECOM

3. Opportunities for expanding the bicycle network (continued)

Bicycle Plan 2019 - Agglomeration of Montreal



3. Opportunities for expanding the bicycle network (continued)

Proposed network across the region



3. Opportunities for expanding the bicycle network (continued)

Proposed network - with regional planning



A photograph of a residential street. The road is paved with asphalt and has a yellow double line on the left and a white line on the right. A white bicycle symbol is painted on the road surface. To the right of the road is a concrete sidewalk and a grassy area with a wooden fence. Large trees line both sides of the street, casting shadows on the road. In the background, a person is riding a bicycle on the road. A stop sign and a green 'P' parking sign are visible on the right side of the road.

4. Other opportunities for improving and securing facilities

4. Other opportunities for improving and securing facilities

Safety around schools - École Gentilly (Présentation)



4. Other opportunities for improving and securing facilities

Safety around schools - École Gentilly (Fénelon)



4. Other opportunities for improving and securing facilities

Safety around schools - Dorval Elementary



4. Other opportunities for improving and securing facilities

Safety around schools - Dorval Elementary



4. Other opportunities for improving and securing facilities

Safety around schools

- Extending and marking school corridors
- Marking of pedestrian crossings
- Improved signage for bicycle crossings around schools (green markings)
- Supervision of parking and loading docks
- Addition of traffic calming measures (center markers, protrusions, change of street direction, elevations, etc.)



Example of a vegetated projection
Source: Ville de Montréal, 2021



Example of virtual mating
Source: Tancrede & Lesiack, 2021



Green bicycle path
Source: Vélo Québec, 2019

A photograph of a quiet residential street lined with mature trees. A person is riding a bicycle in the distance on the left side of the road. The road has a white center line and a white bicycle symbol painted on the asphalt. To the right is a concrete sidewalk and a grassy area with a wooden fence. The scene is brightly lit with sunlight filtering through the leaves. A large white text overlay is centered across the middle of the image.

Thank you for your attention

A photograph of a quiet residential street lined with mature trees. A person is riding a bicycle in the distance on the left side of the road. The road has a white line and a bicycle symbol painted on it. A sidewalk runs along the right side of the road, bordered by a wooden fence and more trees. The scene is bright and sunny, with shadows cast across the pavement. A large white text overlay is positioned in the lower-left quadrant of the image.

Question Period



Thank you for your participation