

Pedestrians First

Policies, Plans, and Programs

Policy **Transportation Plan**

Pedestrian Charter

“**Walking** should become a means of transportation that **is preferred**, rather than merely endured. To achieve this goal, Montréal will provide pedestrians with a safe and satisfying environment...”



Policy **Transportation Plan**

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Policy Transportation Plan



Policy 2050 City Vision

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Vision for the upcoming Land Use and Mobility Plan:

“Streets are designed **foremost for the safety and comfort of pedestrians**. The Vision Zero safety strategy has been achieved with no serious injuries or fatalities. Walking journeys, with or without assistance, provide a positive experience of the city in all seasons.”



Policy

Winter Maintenance

The City clears snow from
all **6,550 km of sidewalks**

Snow clearing begins when
2.5 cm of snow has fallen

Sidewalk clearing is
prioritized over roads

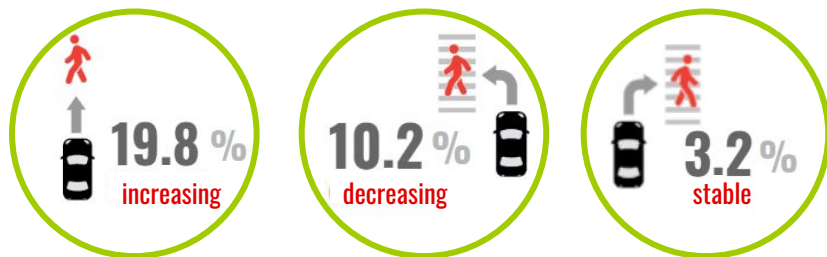


Plans Vision Zero Action Plan 2022-24



Leading collision scenarios

2014-2020



- **52,6%** of fatalities
- **30,2%** of serious injuries

Priority Themes

1. Unexpected behaviours
2. Vehicle characteristics
3. Deficient signals, signs and road markings
4. Visual obstructions
5. Intoxication and fatigue

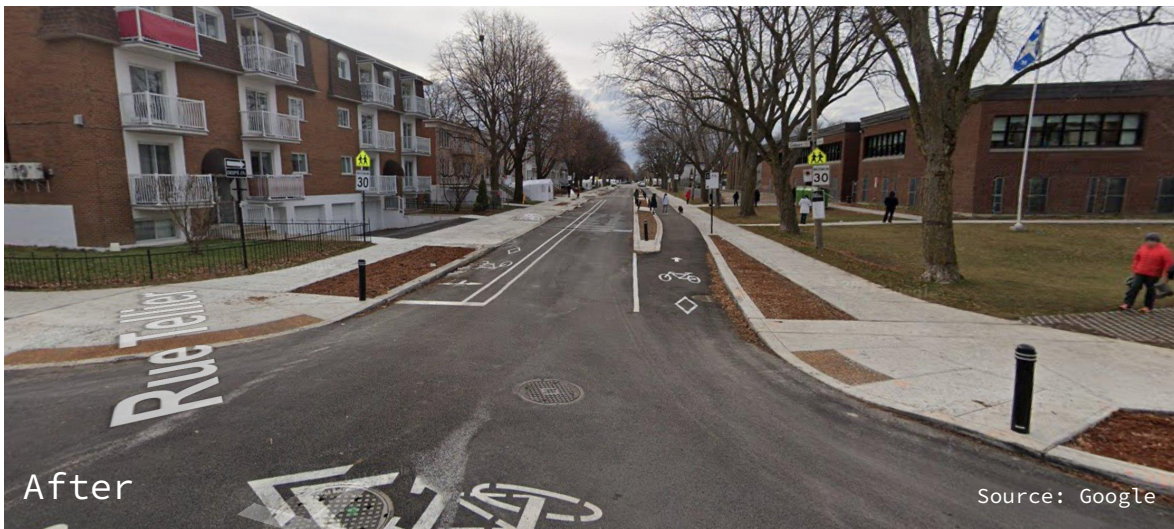
Programs **Safe Streets** around **Schools**

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- Launched in 2019
- Funds safety improvements to streets around schools and parks
 - sidewalk widening
 - Curb extensions
 - Traffic calming
 - Cycling lanes
- 67 projects covering 81 schools completed
- 30 new projects in 2023



Source: Google



Source: Google

Programs **Senior** **Pedestrians Safety**

- Launching in 2023
- Justification: seniors are overrepresented among pedestrian collision victims
- Focus on major intersections near trip generators
- Types of interventions:
 - Curb extensions
 - Refuge islands



Programs **Pedestrian Signals**

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- All 2,300 signalized intersections to be reviewed
- Pedestrian countdown signals added where absent
- Existing signals retimed
 - 1,1 m/s standard
 - 1,0 m/s near schools
 - 0,9 m/s near senior homes and medical facilities
- Lead pedestrian intervals or protected phases added where relevant



**vision
zéro**

Programs Commercial Pedestrian Streets

- Launched in 2020
- Streets pedestrianized from mid-May to Mid-October
- 8 streets, 7,5 km total as of 2022
- Budget C\$4 million/year
- Up to 66% of costs for each project subsidized by central administration



Programs Pedestrian and Shared Streets

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- Launched in 2014
- Projects must **reallocate 60% of road surface area**
- Two-stage implementation:
 - 2-year pilot
 - Permanent version after year 2 if pilot successful
- 11 out of 22 made permanent so far, 5 cancelled



Programs **Pedestrian and Shared Streets Program**

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Programs **Pedestrian and Shared Streets Program**

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Thank you! **Merci !**

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