

Vision for Bridge-Bonaventure Sector



What is it?

However an individual gets around in Montreal, they probably have an opinion on how to improve the infrastructure used during the commute. Indeed, although the transit, bike paths, and dare we say the roads combine to place Montreal as one of the more accessible cities in North America, not everyone can benefit from these systems. Access to transportation is complex on all levels, different groups have different challenges to face whether it be lower-income residents, people with social and physical disabilities, seniors, children, women, and recent immigrants are all overlooked by transport planning in some way. These vulnerable populations are unable to access jobs, recreation or sites of leisure. In some cases, they cannot get to destinations on their own. This is especially true for the Bridge-Bonaventure sector, where the landscape is dominated by infrastructure for cars. Our project serves to analyze not only the available data that the City and other agencies put out to evaluate current transportation systems, but also to use that data to perform an impact analysis of posited interventions to improve access to mobility in the Bridge-Bonaventure sector.

What is new and distinctive about our project?

Our project consists of looking at what the concept of mobility and vulnerability resembles in Montreal. The first step of this project consists of finding which data and indicators are missing in regard to mobility and vulnerability in the city and how we can obtain them. The second step involves relating what we have found in our first step to the Bridge Bonaventure project. Our project gives us an overview of where gaps, regarding mobility and vulnerable people, can be found in Montreal. It recognizes several data that were missing such as information on transit ridership, people with disabilities, transport system quality (qualitative data), cycling trips & infrastructure, limitations and lastly, affordability and expenditures on transportation which are necessary to have in order to diminish the gap between mobility and vulnerable people. We conducted research on several case studies which possesses data about those indicators, and we looked at how feasible it would be to apply their procedure to assess those data in our context. Hence, with this information we are able to give a view of where the Bridge Bonaventure stands in regards to mobility and the vulnerable people affected by this plan.

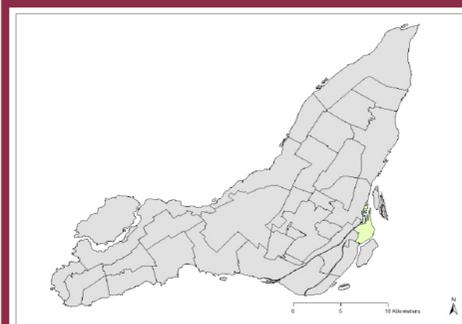
Bridging the Gaps

Assessing Vulnerability and Mobility in Montreal's Bridge-Bonaventure Sector

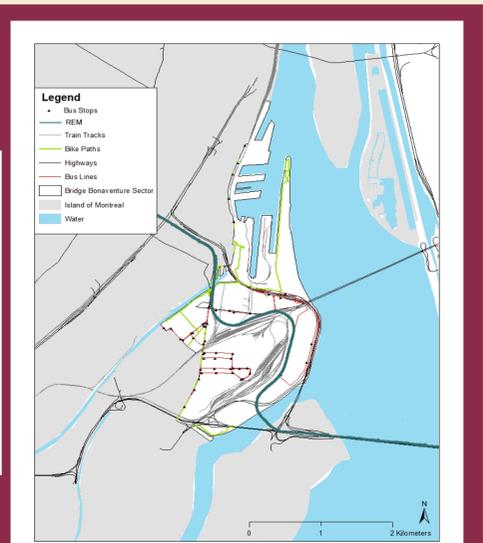
SWOC Analysis of Sector

Strengths	Weaknesses
<ul style="list-style-type: none"> - located close to Old Port, Downtown, South Shore and Nun's Island - central location - presence of waterfront - strong presence of history (through Expo 67 buildings, Habitat 67, Irish Migrants) - rich cultural diversity 	<ul style="list-style-type: none"> - fragmentation due to the presence of rail in the middle of the sector - sector is used as a passage way instead of as a destination - high noise pollution - poor air quality
Opportunities	Challenges
<ul style="list-style-type: none"> - Transit-Oriented Development - Potential for redevelopment along waterfront - Potential for cohesion - Ways to promote active and sustainable modes of transport 	<ul style="list-style-type: none"> - with large amounts of vulnerable population (especially youth, elderly and low-income), it is hard to get their opinions - heavy industrial presence - heavy reliance on the automobile

Existing and Confirmed Transportation Infrastructure in Sector



Relevant Boroughs: Ville-Marie, Sud-Ouest



How it works?

Our group initially conducted a gap report to assess mobility and vulnerability within Montreal's transport system. We found that there was heavy reliance on accessibility indicators, particularly accessibility to work indicators. These indicators fail to take into account multiple groups, there is emphasis on a single vulnerable group. There is also emphasis on getting to jobs, but people also use transportation systems for leisure, recreation or to access services. We identified the data made available through the Open Data Portal or Statistics Canada's 2016 Census. We also conducted a literature review to identify innovative data collection practices from other cities particularly to evaluate the impacts on vulnerable groups. Our analysis identified innovative practices in London, Atlanta, Vancouver, Toronto, Portland and Enschede. We analyzed and made recommendations based on the appropriateness and feasibility within the Montreal context. To analyze the Bridge-Bonaventure sector, we intend on analyzing shapefiles from Montreal's Open Data Portal, and census data.

Outcomes

The major outcome of this project is the development of an empirical analysis of mobility and accessibility within the context of vulnerability for the Bridge-Bonaventure site. This analysis should provide valuable insight into the potential mobility-related impacts of Bridge-Bonaventure, particularly on vulnerable populations, and how existing and proposed infrastructure may either mitigate or perpetuate issues of vulnerability within the community, as well as how these impacts can be measured and monitored. The project will also provide useful information surrounding missing data (which makes it more difficult to develop an accurate picture of potential impacts), as well as recommendations for further data collection and analysis, accompanied by a strategy for implementation. These tools should aid stakeholders of the City of Montreal, Cité Studio and the local community to maximize positive effects, and minimize negative aspects of Bridge-Bonaventure while contributing to the area's future mobility, accessibility and vulnerability-related plans and goals.

References