

Metropolitan news

Author: Riga, Andy.

Publication info: The Gazette ; Montreal, Que. [Montreal, Que]12 June 2010: F.2.

[ProQuest document link](#)

Full text:

Bikes, buses and unpaving a lot to put up paradise

Excerpts from our blog about Montreal:

A McGill transportation researcher studying how to encourage cyclists to be transit users (and vice versa) is gathering the public's opinion via an online survey. Better integration of the two modes of transport "would increase the attractiveness of alternative options and thus people would often opt to not take a car," Jacob Larsen told Metropolitan News.

Some progress has been made. Bixi users get discounts on bus and metro passes. You can park your bike at metro and train stations. Cyclists can take bikes on the subway and some commuter trains at off-peak hours. And a pilot project is in the works involving bike racks on buses. Some cities do more. In Portland, Ore., light-rail transit vehicles feature interior racks for bikes. And some Toronto train stations now have secure, covered bike parking. The measures don't always work. For example, bike racks on Toronto buses have not been used much. "It may be the kind of thing that requires a holistic or multi-pronged approach, like bike racks on buses, better bike parking and other measures," Larsen said. "Maybe Bixi and the STM will have a shared fare system - you could ride your Bixi to a metro station and then transfer on to the metro."

See the blog for links to the survey and to Larsen's previous cycling research findings.

Cote St. Luc wants to unpave a (Cavendish Mall) parking lot and put up a paradise (for young families). The west-end suburb is considering a proposal to tear down 40 per cent of the half-empty mall and rip out part of its parking to make way for 111 homes, a mix of affordable townhouses aimed at young families as well as pricier detached and semi-detached homes. (See the blog for a map.) The city is holding a public consultation on the proposal on Monday.

City councillor Steven Erdelyi says the new development should be greener, with low-flush toilets, more efficient windows and the recycling of grey water.

Readers weighed in:

S: It's an interesting proposal, but I agree with Mr. Erdelyi. As it's currently proposed, it will be much like any other suburban development. The only interesting aspect of it is that it consists of an infill development, as opposed to a greenfield development. If the street pattern were a grid, it would be easier to service the area with transit. If this grid were centred on a main street with small businesses, it could have created a neighbourhood, as opposed to just another development. With its relative proximity to downtown, this development will interest a lot of home-buyers, many of whom would be willing to pay a little more to live in a unique and sustainable neighbourhood. Cote St. Luc should jump on this opportunity to make this project a leading example of sustainable urban development.

wkh: Yes, because a big huge dead mall and parking lots are definitely better for the environment than families and new development.

Yvonne Millington: Interesting proposal! The mall has been such a dismal place these past many years; maybe this is a revitalizing solution.

ariga@thegazette.canwest.com

montrealgazette.com/metnews

Credit: ANDY RIGA; The Gazette

Illustration

Photo: MARIE-FRANCE COALLIER, THE GAZETTE / Cote St. Luc wants to rip up part of Cavendish Mall's parking lot to build affordable homes for young families.; Caption:

Contact ProQuest

Copyright © 2017 ProQuest LLC. All rights reserved. - **Terms and Conditions**