

OPTIMIZE MOBILITY AND SPACE REDISTRIBUTION

# MONTREAL PARKING CHALLENGE

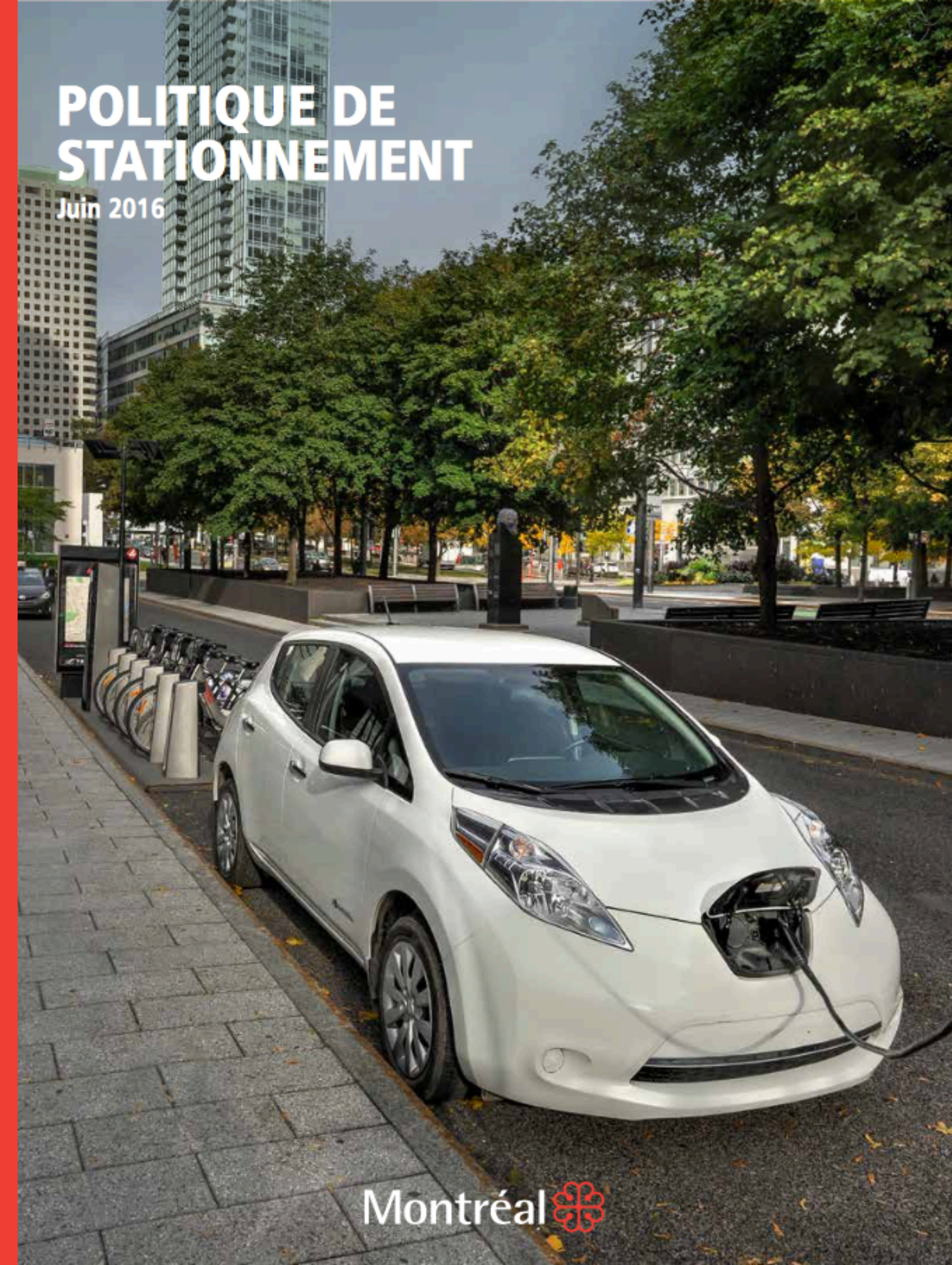


# MONTREAL PARKING POLICY

- 1 Simplify and harmonize municipal practices to ensure better consistency of the parking system.
- 2 Modulate parking according to the supply of public and active transportation and local characteristics, including population density and volume of employment.
- 3 Optimize downtown parking and shopping streets to promote economic vitality.
- 4 Satisfy residents in the sectors to provide a real choice for public and active modes of transportation.

## POLITIQUE DE STATIONNEMENT

Juin 2016





# HIGH DEMAND ON-STREET PARKING

- On-street café-terrasses
- Bike parkings
- BIXI stations
- Car-sharing reserved places
- Delivery
- Electric cars
- Resident parking
- Foodtrucks
- Taxi zones
- Bus
- Valet





# UNDERUSED OFF-STREET PARKING





MOBILITY OPTIMIZATION

# MONTREAL PARKING GUIDANCE SYSTEM





STREET SPACE REDISTRIBUTION

# REDEFINING ST CATHERINE STREET



Montréal 



MOBILITY OPTIMIZATION

# MONTREAL INTEGRATED MOBILITY



Montréal 



# ITS STRATEGIC PLAN OBJECTIFS

1

## **ENSURING SAFE TRAVEL FOR PEOPLE**

Citizen safety is at the heart of all ITS initiatives. This objective supports the Vision Zero approach put forward by the City of Montréal to eliminate traffic fatalities and serious injuries on Montréal roads. From an ITS point of view, this Vision is supported, among others, by technological choices adapted to each application that poses a challenge to the safety of pedestrians, cyclists or motorists travelling in the Montréal area.

2

## **OPTIMIZING THE MOBILITY OF PEOPLE AND GOODS**

The objective behind Integrated Mobility is to optimize and regulate travel times associated with the movement of people and goods. This objective is applicable at all times across the entire road network, whether under normal conditions or during periods of traffic disturbances.

3

## **PROMOTING A SUSTAINABLE DEVELOPMENT APPROACH**

Each initiative is evaluated based on its ability to reduce the environmental footprint associated with mobility. The main vectors to achieve this objective are the reduction of travel times on the road network, along with migration away from the automobile and toward active transportation and public transit.



STREET SPACE REDISTRIBUTION

TAKE DECISIONS FOR THE WELL-BEING OF THE  
CITIZEN



Montréal 



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