

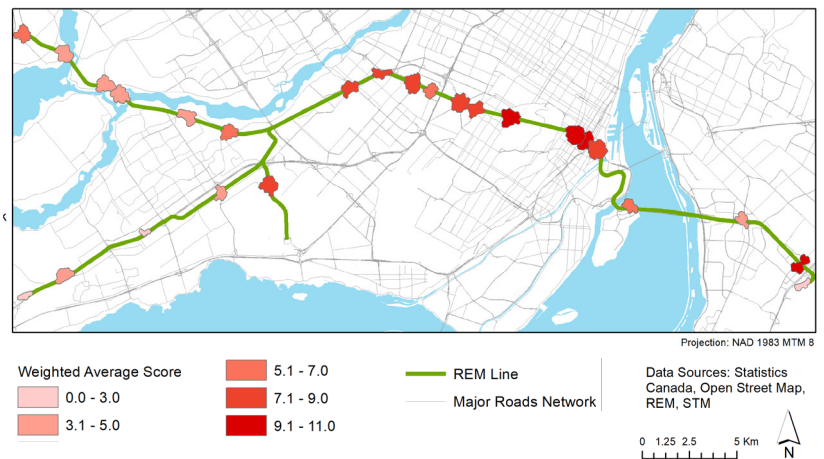
Active living environments around REM stations

The Issue

The REM presents opportunities to promote active living environments and their associated health benefits. The extent to which the REM capitalizes on these opportunities depends on the built environment around the stations. To assess the current situation, the MAPS Mini built environment audit was conducted on streets within a 500-meter service area of each station during Summer 2021. Following a validated methodology, each station was given a numerical score out of 21, where low scores indicate low levels of walkability. Further analysis was performed to assess elements of the built environment that improve pedestrians' perceptions of walkability.

Findings

- The presence of a sidewalk on both sides of the street, sidewalk buffer zones between pedestrians and car traffic as well as a maximal tree cover are all associated with increased perceived walkability but are poorly represented on street segments around REM stations.
- Bike paths with painted lanes or physical barriers contribute to promote pedestrian-friendly environments, but are absent in 85% of the street segments.
- Higher speed limits (above 40 km/h) are associated with a decrease in perceived walkability and thus potentially hinder walking behavior to and from the REM.
- The built environment of more central stations (Bois-Franc to Griffintown-Bernard-Landry) is generally more conducive for walking than that of the rest of the network.



Station	Score (0-21)	Station	Score (0-21)
L'Anse-a-l'orme	0	Griffintown-Barnard-Landry	7.45
Bois-Franc	8.11	Ile-Bigras	3.64
Brossard	0	Ile-des-Soeurs	6.67
Canora	7.39	Kirkland	3.37
Central Station	10.67	Marie-Curie	8.28
Cote-de-Liesse	6.95	McGill	10.16
Des Sources	3.67	Montpellier	7.28
Deux-Montagnes	6.24	Panama	4.65
Du Quartier	10.36	Pierrefonds-Roxboro	4.90
Du Ruisseau	7.12	Sainte-Dorothee	3.59
Edouard-Montpetit	9.17	Sunnybrooke	5.83
Fairview-Pointe-Claire	1.00	Ville-de-Mont-Royal	8.04
Grand-Moulin	3.03		

Policy Recommendations

- » **Redesign streets around REM stations to incorporate more micro-scale amenities.** Adding sidewalks with buffer zones and tree cover as well as other micro-scale amenities such as streetlights, bike paths and speedbumps can help improve rider's perception of walkability thus promoting active transportation to and from the stations.
- » **Reduce speed limits around REM stations.** Reduced traffic speed makes for a increased feeling of safety for pedestrian thus promoting walking.