

# How will people access the REM?

## Assessing modal choice and likelihood of use

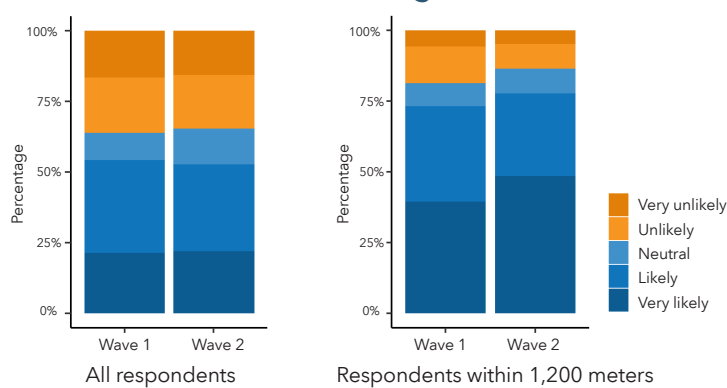
### The Issue

The Réseau Express Métropolitain (REM) is a rapid light-rail system under construction in Montreal, with operations planned to begin between 2022-2024. Two bilingual surveys were conducted in 2019 (wave 1) and 2021 (wave 2) to assess residents' travel preferences in Montreal's Census Metropolitan Area (CMA). This policy brief examines respondents' anticipated travel patterns and modal choices once the REM becomes operational. Based on these findings, we offer recommendations for supporting sustainable-transportation options and facilitating walk-bike-bus-train interactions.

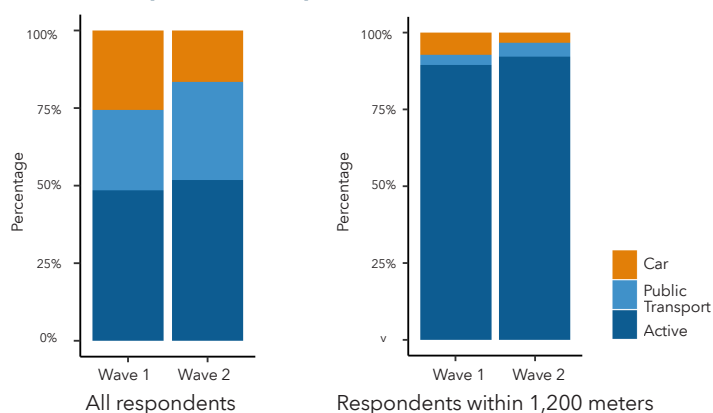
### Findings

- In both waves, over 50% of respondents throughout the CMA noted they were likely or very likely to utilize the REM.
- From wave 1 to wave 2, the percentage of respondents interested in using the REM increased from 69% to 77% for those living within 1,200 meters of the future REM stations.
- In both waves, active-travel options (namely cycling and walking) were preferred modes for future REM users throughout the CMA. In wave 1, 49% of respondents said they would cycle or walk to the REM. This proportion increased to 52% for wave 2.
- The percentage of respondents choosing active-travel modes was higher for those living within the REM's 1,200-meter service areas. In wave 1, 78% of respondents in these areas said they would cycle or walk to the REM. This proportion increased to 92% in wave 2.
- In wave 2, a larger percentage of respondents anticipated using public-transport options to access the REM (32%) as opposed to using cars (17%).

#### Likelihood of using the REM



#### Anticipated transport mode for REM access



### Policy Recommendations

- » **Expand active-transportation networks, especially in the vicinity of all new REM stations,** to respond to the increasing demand and to facilitate walk-bike-train interactions (e.g., well-connected and physically separated cycling paths as well as wide sidewalks with buffer zones).
- » **Enhance micro-amenities for pedestrians and cyclists around the REM stations** (e.g., covered bicycle parking, cycling network maps, streetlights as well as raised pedestrian crossings with improved signals) to capitalize on the increasingly popularity of active travel and to ensure that these transportation modes are supported in the long term.
- » **Prioritize public-transit connectivity to the REM** to encourage ridership and to accommodate the growing demand for efficient public-transport options.