

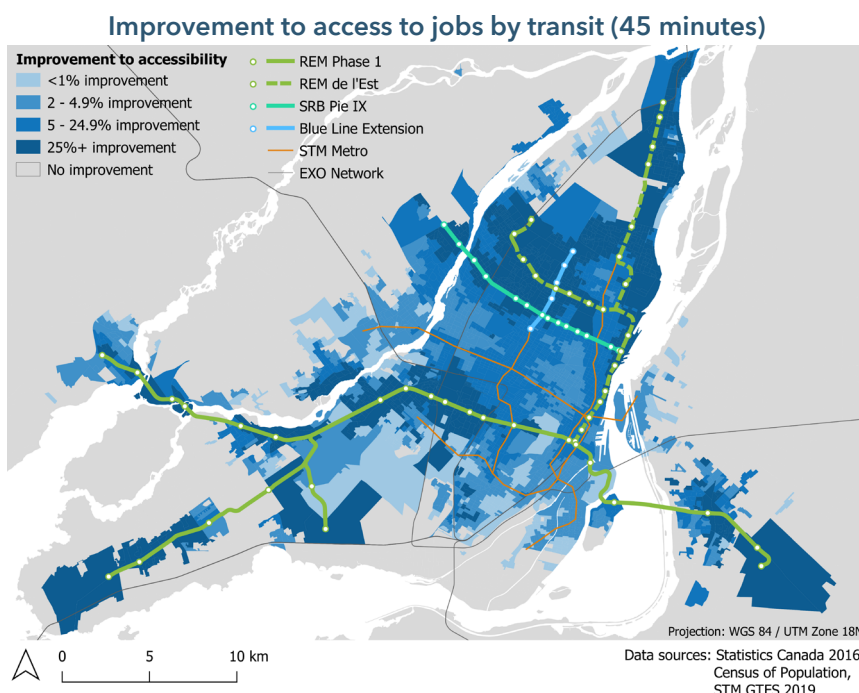
Commute travel time savings and accessibility improvements from planned rapid transit

The Issue

The following major improvements to the rapid transit network are planned or proposed for Montreal: the Réseau Express Métropolitain (REM), the REM de l'Est, the Pie IX bus rapid transit service (SRB Pie IX), and the extension of the Blue line of the Metro. These investments can offer important benefits in the forms of improved access to opportunity and travel time savings for existing work trips. Based on the 2019 public transport network adding these four pieces of infrastructure and using data from the 2018 origin-destination survey and the 2016 census, we examined how these benefits will be distributed across the region and across socio-economic groups.

Findings

- In the CMM, 47% of the population will experience improvements to accessibility to jobs and 13% will experience travel time savings on existing commutes.
- On the Island of Montreal, 82.7% of the population will experience some accessibility improvements. A quarter of the population will experience at least a 25% improvement in accessibility.
- On average, higher income households benefit most in terms of commute travel time savings, while lower income areas benefit more from accessibility improvements.
- Residents of Hochelaga-Maisonneuve and Saint-Léonard along the REM de l'Est and the Blue line extension will experience travel time savings above 10% on average, while residents of the Southwest will experience negligible improvements.



Travel time savings and accessibility improvements by income group

Household income	Average travel time savings	Average accessibility improvement
Under \$30K	2.28%	30.50%
\$30K to \$60K	2.49%	34.70%
\$60K to \$90K	2.24%	16.20%
\$90K to \$120K	2.31%	9.27%
\$120K and above	2.73%	16.60%

Note: Bus network adjustments following the inauguration of these rapid transit services are not included in these calculations.

Policy Recommendations

- » **Plan for bus and active transport connectivity to improve regional benefits of planned rapid transit,** especially in lower-income areas. Improving access to stations will expand the proportion of the population that benefits from accessibility and travel time improvements due to these investments.
- » **Plan future projects to proactively fill gaps in service improvement.** These projects will fill existing service gaps, notably in the east and north of the Island of Montreal. Our analysis shows that gaps will emerge in other priority, lower-income areas in the Southwest of Montreal.