Consulting on the Lionel Groulx Metro Station:
A community-driven process
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Research Aims: During the reconstruction of the Turcot interchange, the MTQ plans to add three new bus lines (405, 425, 485) resulting in 185 more bus arrivals and departures to and from Lionel Groulx metro station each day. In order to accommodate these buses, they plan to redesign the site around the metro.

The announcement of the plan has triggered a strong reaction and many questions among the residents and certain community groups in St-Henri and Little Burgundy. Community documented problems at this location, a “hub” connector metro station already overcrowded with approximately 700 bus arrivals and departures each day, include:

- Crossings around the metro suffer from insufficient pedestrian crossing time,
- inadequate infrastructure and urban design that does not support pedestrians and cyclists,
- high vehicular speeds and
- poor visibility and obstructions at intersections.

Importantly, current volumes of buses contribute to circulation problems in the area and a lack of safety felt by the pedestrians and cyclists.

In order to inform the residents about the upcoming changes and to offer them a means of expression regarding the project the Comité d’aménagement de Solidarité St-Henri (in collaboration with the Coalition de la Petite Bourgogne, Mobilisation Turcot and the Urban Ecology Centre) organized a public consultation on April 26th, 2012. Representatives from the STM and the South-West borough were invited to give presentations about the project and answer questions. A final report has been prepared summarizing the results of the discussion.

Key results to date:
More than 120 people, most of whom live near the metro, participated in the event. Participants, divided into nine groups, worked with individual and group maps to identify problems in the area that need to be resolved in order to make the project acceptable. The top eight problems are:

- dangerous intersections and pedestrian crossings on Atwater avenue,
- Delisle street between Atwater and Green is dangerous,
- too many buses stop at Lionel-Groulx,
- the pollution and noise emitted by the buses is problematic,
- the extension of Green avenue will create conflict on the existing bike path,
- the current design of the bike path generates conflict between pedestrians and cyclists,
- one metro exit at Lionel-Groulx will not be sufficient with the arrival of the additional bus lines and,
- the area feels unsafe at night.

Photographs taken during a community organised public consultation on the Lionel Groulx metro.