VILLE DE | CITY OF
WESTMOUNT

SAFE ROUTE TO SCHOOL

Public Information Session Q&A
June 10, 2026

This document presents the questions raised during the information session held on June 10, 2026. To facilitate review, the questions have been grouped by theme. A consolidated response is provided for each theme to address most of the concerns and questions expressed.

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Note: In the interest of transparency and to remain faithful to the original statements, questions from the public are reproduced exactly as they were received, without any linguistic corrections.

Concerns regarding Argyle winter slope and downhill safety

1. As some one who lives on the steepest part of Argyle, I can tell you this is a very dangerous idea during the winter months. Have you considered how steep argyle is and the impact it will have during icy and snowy conditions? Most residents drive up in the winter to avoid sliding down the hill. Has this been considered? Also how will Thornhill will be affected as it will now be a bottleneck. People will come up Clarke and turn on Thornhill
2. Having reviewed the studies that were posted, can the City explain what winter-specific analysis was conducted before selecting a southbound one-way downhill configuration on a steep (10+) section of Argyle?
3. For example, How were resident access, driveway manoeuvrability, and daily operational impacts on Argyle evaluated and weighted in the decision-making process? For example, residents in the 10+ slope are often forced to come uphill to be able to safely enter their driveways during Winter conditions.
4. I want to ask specifically about the section between Montrose and Thornhill. The city's own master plan shows that section is a 10%+ grade — the steepest on the map. The consultant's own report admits they never measured downhill speeds. Westmount's own data shows winter is when people get hurt most. So my question is simple: has anyone actually studied what happens on that hill in January when it is icy, all traffic is going downhill, and there are bollards in the road? Because from where we live, that does not feel like a safety improvement.
5. The report notes that the additional detour times created by the proposed one-way conversion are relatively modest. However, for many residents, the concern is not the extra minute of travel time but rather being forced to descend one of the steepest streets in Westmount during winter conditions. What winter-specific safety analysis was conducted regarding icy downhill driving conditions, braking distances, and the potential risks associated with requiring residents to use Argyle as a downhill one-way route in winter?
6. Did you consider the grade of the hill and the risk of sliding in the winter? We avoid driving down in winter conditions but under your proposal will have no choice. I believe this goes against your own assessment regarding streets that have a grade of 8.
7. In all of the reports posted on the Safe Routes page, not one of them address winter safety. During the winter, I avoid driving down Argyle because of the slippery conditions on the steep slope. I have collided with other vehicles, and I have seen several others as well. I will no longer have the option to select the safer route to my home.

8. Please explain: downhill speeds on Argyle were never measured. The consultants acknowledged they are likely higher than uphill speeds due to the grade. The city is directing all traffic downhill on one of the steepest street in Westmount without ever measuring how fast vehicles travel in that direction.
9. RE winter driving... You haven't mentioned the slope grade between Thornhill and Montrose.
10. People slide down because it's steep and slippery.
11. Please answer my question about winter safety. It's very important.
12. It's the slope that causes sliding. You are taking away the option of not driving down the street.
13. That doesn't answer my question about winter safety.

Consolidated response

The City recognizes that winter conditions and the steep grade of Argyle are important concerns for residents, and these factors have been taken seriously in the analysis and design of the proposed one-way configuration.

The slope of Argyle was considered as part of the broader evaluation of street safety and traffic patterns. The proposed configuration is not based on travel time considerations alone, but on an overall objective to improve safety, predictability, and reduce conflict points, particularly in a school environment.

While it is true that winter-specific driving behaviour is not explicitly modeled in a standalone study, these realities are well understood operationally. The City relies on a combination of historical collision data, observed traffic behaviour (including seasonal variation), engineering judgment and best practices for local street design.

The concern that downhill speeds may be higher than uphill speeds is valid, and this is precisely why the design incorporates traffic calming and control measures intended to reduce speeds and increase driver attentiveness, regardless of direction. These include geometric and visual interventions that are expected to mitigate speed-related risks.

With respect to residents' concerns about being required to travel downhill in winter, the City acknowledges that this represents a change in habits for some users. However, the intent of the proposal is to simplify vehicle movements, reduce bidirectional conflicts on a narrow, steep corridor, and create a more predictable and controlled traffic environment.

Regarding access to driveways and manoeuvrability, these factors were considered as part of the design process. The City recognizes that winter conditions can make certain manoeuvres more difficult, particularly on steep grades. This is one of the elements that will be closely monitored during implementation. If specific issues arise, the City will adjust as required.

On the question of winter safety specifically, the City's approach is to address these risks through maintenance and operations (e.g., snow clearing and de-icing priorities) combined with traffic calming measures, rather than relying solely on directional traffic patterns. It is important to note that winter risk exists today under the two-way configuration, including potential loss of control in both uphill and downhill directions.

With respect to data gaps, the City acknowledges that some data points can always be refined. As with all traffic interventions of this nature, the project includes a commitment to post-implementation monitoring, data collection (including speeds and user behaviour) and adjustments if warranted.

Finally, regarding potential spillover or bottleneck effects on adjacent streets such as Thornhill, these impacts have been considered at the network level. Traffic redistribution is expected to be modest but will also be monitored closely as part of the implementation phase.

In summary, slope and winter conditions are genuine constraints that the City does not dismiss. The proposal seeks to balance these realities with the broader safety objective of creating a more predictable street environment for all users, including motorists, residents, pedestrians, and school families. The City recognizes that some drivers may need to adjust their routes or habits and commits to monitoring real-world conditions closely and making adjustments if warranted.

One-Way Design, Direction and Alternatives

1. The one way on Argyle will it be all of Argyle or just between Sherbrooke and below Montrose?
2. You mentioned Montrose is not included in the plan 'today'. Could it be or is it being considered a one way in the future? If so, resident will be close to land locked. If this is the case, Argyle cannot be a full time one way.
3. How could changing streets to one-way be the least dramatic measure when you could just restrict turns during school pickup/dropoff hours? Why would the solution need to be 24/7 if the problem is only an hour a day when children are going to/from school? What children are you trying to protect on

the empty streets of Westmount at 9:00 pm on a Wednesday or 3:00 pm on a Sunday?

4. Why is driving up Argyle not prohibited during the peak busy hours and not full time, year round? Similar to Roslyn Elementary?
5. This would be helpful to the one-way solution presented.
6. You keep talking about school zones. Clearly this problem is caused by the schools during brief periods of the day, but will severely impact the local residents 24/7. Again I ask why you need such an intrusive 24/7 change when the problem is limited to school issues? There's no school all weekend and all summer, and no kids on the streets during most of the day. How can permanent changes to the direction of a street possibly be the least intrusive measure??
7. I have some sympathy for residents of Argyle who now have to travel one way 24/7 for a problem that exists twice a day for five days a week when schools are in session.
8. Which schoolchildren are you helping by placing restrictions on streets outside of school hours?
9. Safety can be addressed differently, St-Leon works well with one way for limited times during the day on Kitchener. You can make it better without taking such a vital street like Argyle under hostage. My kid goes to St-Leon and the one-way on Kitchener in the morning and evening works well.
10. When will the Churchill avenue sign forbidding drivers to go up before 9.30AM be removed? The daycare Miss Vicky is permanently closed so there is no more need for this restriction especially given the Argyle one way, residents on Thornhill need the way up to access their street.
11. When will crosswalks be added at the corners of Thornhill/Argyle? There are 4 crossing paths possible at the stop signs and NONE of them are marked on the floor...
12. You could have tried this option before going to a 1-way.
13. For Argyle: Why not only restrict during school hours?
14. Maintain 2-way traffic on Argyle. (Option): No parking on the east side during the school year (Sept to June), which would allow to set a 1-way traffic going (North) at drop-off only between 7:30 a.m. to 9:00 a.m. This was done on Churchill for Ms. Vicky's nursery school. Minimize overflow traffic on neighbouring streets (Clarke, Montrose, Forden, Thornhill, etc.).
15. Asking again as there has been no answer so far in the chat... When will the Churchill avenue sign forbidding drivers to go up before 9.30AM be removed? The daycare Miss Vicky is permanently closed so there is no more need for this restriction especially given the Argyle one way, residents on Thornhill need the way up to access their street.

Consolidated Response

The current plan defines the limits of the one-way configuration on Argyle (between Montrose Avenue and Chemin de la Cote Saint-Antoine), and Montrose Avenue is not included as part of this measure at this time. Any future modification to adjacent streets would require a separate analysis and decision process. There is no intent to create conditions that would restrict or "landlock" local access.

During the study phase, different directions for the one-way streets were reviewed. Directions were chosen based on multiple factors such as

- best safety outcomes for school children and Westmount family's
- children can be dropped off on the passenger side (away from traffic)
- minimizing detour times for residents where possible
- reducing mid-block crossing.

Research shows there is a right way and a wrong way to design one-way streets. The right way (the City's approach): targeted to address a specific, confirmed safety problem; single lane designed to slow traffic; includes safety features like shorter crosswalks and clear signage. The proposed one-way streets follow best practices and are validated by traffic safety experts to improve safety.

With respect to why the City is considering a continuous (24/7) configuration rather than time-restricted measures, several factors are relevant. The objective is not limited strictly to peak school periods but is to always improve the overall safety and clarity of the street, including for pedestrians, residents, and visitors. Time-limited restrictions can be effective in certain contexts, but they also tend to create lower compliance and enforcement challenges, confusion for drivers unfamiliar with the area, and inconsistent traffic patterns throughout the day.

A consistent configuration helps create a more predictable and legible road environment, which is a key safety principle, particularly on constrained residential streets. The safety approach also considers off-peak conditions (where vehicle speeds can increase due to lower traffic volumes), year-round pedestrian activity (including evenings and weekends), and the need to simplify movements and reduce conflict points at all times, not only during peak periods.

Regarding alternatives such as turn restrictions or part-time one-way operations, these options were considered as part of the broader toolbox. While they can work well in certain locations, their effectiveness depends heavily on street geometry, traffic patterns, visibility, and enforcement conditions. In this case, a permanent configuration was identified as more robust and easier to understand and comply with.

The City's general approach to traffic calming projects is consistent with the concerns raised. Impacts will be monitored after implementation, and adjustments will be made where warranted.

Regarding operational concerns for signage and pedestrian infrastructure, some adjustments will accompany the implementation phase. Existing time-based restrictions on other streets are currently reviewed to ensure they remain relevant within the context. Requests for additional pedestrian infrastructure, such as marked crosswalks at intersections like Thornhill/Argyle, are noted and are typically evaluated based on visibility, pedestrian volumes, and safety criteria.

The proposal reflects a balance between addressing school-related traffic pressures and improving overall street safety and clarity at all times. While time-restricted measures and alternative configurations were considered, a cont.

Traffic Impact, Technical Studies, Data and Evide

1. Was a postal code study completed for all school attendees to map the routes travelled?
2. I went through the report and it does not identify Argyle as a location with a record of collisions. In fact, I don't see that there were any safety concerns identified in the report. It actually states that because the street is narrow and accommodates traffic in both directions, drivers must naturally slow down. What documented safety problem on Argyle specifically justifies converting the street to a one-way?
3. Are all these collisions or accidents ones that occurred involving students or during school hours or any time of day or week? Can this accident report misrepresent concentrated traffic that would normally be seen on these roads?
4. The Intervia report specifically notes that the intersection of Argyle Avenue and Sherbrooke Street would deteriorate to a Level of Service (LOS) F

(Failure) condition under the proposed one-way scenario. Can you please address that?

5. Why is Montrose not shown on this *modélisation*? This clearly will be more dangerous from your proposed changes.
6. If the city took complaints seriously enough to commission very expensive engineering/survey/study analysis studies, why weren't the residents of the impacted streets consulted?
7. The consultants who produced this report state in their own words that the software they used cannot simulate the actual conditions on Argyle — the narrow lanes, the natural alternating traffic, and the school drop-off behaviour. To compensate, they inserted fictional intersections with imaginary traffic lights that do not exist on the street. That same model then found no particular traffic problems during the morning, midday, or afternoon peak hours. Can the city explain how a recommendation for permanent infrastructure change on Argyle can be justified by a model that its own authors admit cannot simulate the conditions that motivated the intervention in the first place?
8. Where did the accident that Councilor Shamie described occur?
9. Taking all of your documents into consideration: a preliminary unvalidated operative document, a modelling tool that cannot simulate the conditions it was asked to analyze, traffic counts that are three years old, downhill speeds that were never measured, a Level F intersection failure with an unvalidated fix, no formal analysis of less disruptive alternatives, and no formal consultation with the residents most affected… can the city explain why implementation should proceed before these gaps are addressed, rather than pausing to complete a rigorous, final, validated analysis with proper resident consultation?
10. I am a resident of Thornhill. Is there a reason we can't just remove parking from one side of Argyle and Kensington? These proposed measures will make things much more inconvenient for residents to get to their homes, especially if the turning restrictions at Sherbrooke and Kensington are not removed. Argyle, south only, will become a danger.
11. I was surprised to see no changes at Kitchener and Sherbrooke. I understand that intersection is a source of concern to many parents at St Leon. Did Westmount receive feedback from St. Leon's about that intersection?
12. Why not focus solutions directly around the schools instead of directing heavy artery school traffic into a primarily residential region not designed to accept all this through traffic? Why not have the schools fine their own attendees who are breaking traffic safety rules or restrict both sides of parking in front of the schools?
13. Making Argyle one way down but allowing cars to turn up from Sherbrooke will be forcing more cars, trucks, etc in front of Selwyn House, increasing the problem.

14. Has a study been done to assess how these changes will impact the intersection of Sherbrooke and Clarke which is already an issue. You will be pushing all residents to use Clarke.
15. I would like to understand the corner of Metcalfe and Sherbrooke about the lights if we have adequate time with perhaps a flashing light to make the turn from Sherbrooke left onto Metcalfe.
16. I am a resident of Thornhill. If Argyle becomes one-way, residents on our one-way section will be forced to exit via the extremely narrow two-way section of Thornhill to reach Clarke. Two cars cannot pass there, and redirecting more traffic onto Thornhill will create major congestion, especially in winter when snow further narrows the road. Has this been considered? What is the proposed solution?
17. You did not begin with the least intrusive measures, you did not try restricting turns during school drop off / pickup hours on all the affected streets. I have personally gotten a ticket due to accidentally turning onto Kensington at the wrong time, and I never made that mistake again, so I know these less intrusive measures DO work. Will you implement them FIRST before jumping right to a much more intrusive 24/7 solution?
18. I am a resident of Thornhill — how does any of this stop cars from using Thornhill as a highway? I think it's worse now.
19. If vehicles can no longer continue north on Argyle beyond Côte-Saint-Antoine, traffic travelling north from Sherbrooke will be forced to turn at Côte-Saint-Antoine, creating congestion and turning issues at that intersection. Please explain whether you identified an increase in delays, congestion, or safety risks on the section of Argyle that will remain two-way, during school drop-off and pick-up periods.
20. What happens on Clarke and Sherbrooke now that all the up traffic needs to go up Clarke? Is the city not concerned there will be long waits and strain at the already very busy traffic lights?
21. This is not correct. There is a HUGE impact on residents who didn't buy a home near a school that now are being forced to accept all traffic that is being redirected through already saturated traffic.
22. The impact on residents of Argyle below Montrose is significant. It will affect Clarke/Montrose and very narrow Thornhill.
23. All of the proposed changes are structural whereas the problem is driver behaviour. The photos of drivers blatantly disregarding NO U-TURN signs are proof of that. The technical data and traffic studies are important — do they truly provide realistic solutions?
24. One way streets will cause changes in traffic flow in the whole area and some streets will likely see an increase in traffic volume. You don't seem to have anticipated this.
25. Closing Argyle to northbound traffic will push residents to pass by Akiva School to get home. This will create more traffic in front of the school and

likely an issue that spills onto Sherbrooke Street. Was this considered? You aren't leaving residents many options here.

26. Scenario 4's own data tables show that the left-turn movement from Argyle onto Sherbrooke reaches Level of Service F during the AM peak — meaning complete breakdown. This failure occurs at the bottom of a steep hill, at an uncontrolled intersection with no traffic light, during the school rush hour that the entire proposal is designed to improve. The proposed mitigation is an adjustment to signal timing on Sherbrooke — but that mitigation was never modelled or validated in the document. Can the city tell us whether that signal timing fix has been formally studied, and whether it actually resolves the Level F failure before implementation proceeds?
27. You want to reroute people onto Thornhill??? Do you know how small the streets are, that masses of cars will be rerouted to?? Are you ok with kids getting killed on Thornhill?
28. When cars are rerouted in a way that adds minutes to their commute, they will JUST DRIVE FASTER. You will be liable for even more danger to the children of Westmount.
29. Many of us are concerned about firetrucks having to make the narrow turn onto Kensington to go SOUTH... is that a compromise?
30. It seems questions from residents directly affected by these changes are not being answered here. When will my question be answered? Specifically, what is the plan for residents on Thornhill who will lose their current exit route and be forced onto a narrow section that cannot safely handle additional traffic?
31. Cedar is a superhighway!! People blast down at crazy speeds because it is one way!! Where is your evidence for this??

Consolidated responses

The questions raised regarding the data, analyses, modelling assumptions, and evidence-based decision-making are a normal part of reviewing proposed traffic safety changes at the neighbourhood level.

It is correct that the available data does not necessarily indicate a high concentration of reported collisions on that specific segment. However, the project is not based solely on historical collision records. The approach also considers observed operational issues, particularly during school drop-off and pick-up periods, conflict points between vehicles, pedestrians and cyclists, and known risk factors such as narrow roadway width, constrained visibility, and driver behaviour.

In this context, the objective is preventive rather than reactive, aiming to reduce conditions that can lead to incidents before they occur.

With respect to collision data, analyses typically include all reported incidents regardless of time of day or user group. While school-hour conditions are a key concern, it is recognized that aggregated data may not always isolate school-specific patterns, and this is one of the limitations inherent in available datasets.

Regarding the modelling approach and its limitations, traffic simulation tools cannot fully reproduce all real-world conditions, particularly on narrow residential streets with informal yielding behaviour and dynamic drop-off patterns. Assumptions and simplifications are often used to allow comparisons between scenarios.

For this reason, modelling results are one input among several, and are interpreted alongside field observations, academic research results, engineering judgment, and established practices. They are not used in isolation to justify decisions.

Level of Service (LOS) at the Argyle/Sherbrooke intersection is expected to decrease for certain turning movements and mostly limited to short morning and afternoon windows. Mitigation measures are required and proposed. These aspects are part of the implementation and monitoring phase, during which performance can be validated and adjusted as needed. The same will apply if unintended effects emerge on neighbouring streets. These network-level impacts are considered in the analysis and remain a key focus of post-implementation monitoring. It is also important to note that after a short adjustment period, drivers adapt to the new configuration. Many communities have seen this pattern: initial adjustments lead to lasting improvements in traffic flow and safety.

The data sources used by the City are relevant but no dataset is fully exhaustive, and some elements can always be refined or updated. This is why the project is approached as an adaptive process, with commitments to collect additional data following implementation, validate assumptions with real-world conditions and refine measures where necessary.

In summary, the proposal is based on a combination of available data, observed conditions, and professional judgment, recognizing the inherent limitations of each source. The City's approach is to implement measures in a way that can be monitored, validated, and adjusted, while continuing to address emerging concerns.

Parking, Property Value and Residential Quality of Live

1. Je vous remercie d'avoir étudié sérieusement et clairement ces problèmes de stationnement. Vivant sur le côté Ouest d'Argyle depuis plus de 30 ans, je comprends bien la situation. Le sens unique me semble en effet probablement un mal nécessaire. Je demeure par contre encore inquiet de la réduction de places de stationnement sur Argyle. La vaste majorité des maisons sur Argyle Ouest n'a aucune place de stationnement ni accès aux cours arrière. Un accès direct à notre porte de façade demeure important et prioritaire. Vous indiquez que la chicane n'affectera pas le stationnement mais j'ai du mal à visualiser comment cela n'impactera pas le nombre total de places dans toute la rue. Au lieu de mettre des chicanes, ne peut-on pas rajouter un second dos d'âne qui n'a pas d'impact sur le stationnement ? Aussi, ne pouvons-nous pas encourager le « dépôt » et « cueillette » des étudiants sans stationnement (stop and go) avec l'aide de brigadiers, comme c'est le cas dans plusieurs écoles du quartier ?
2. Will the City adjust the property values of the streets impacted?
3. We hear a lot of information about house value decreasing in a one way street. Was this taken into consideration for Argyle residents and others? Will you compensate them (for instance lower their municipal taxes)?
4. We hear a lot of information about house value decreasing in a one way street. Was this taken into consideration for Argyle residents and others? Will you compensate them (for instance lower their municipal taxes)?
5. It's that why Grosvenor and Lansdown have lower municipal values.

Consolidated response

The selected design is the one that maximizes the number of available on-street parking spaces. The objective is to preserve, to the greatest extent possible, residents' ability to park close to their homes, especially on sections where on-street parking is essential. The conversion to one-way streets helps with parking as there is less clearance needed at corners, so some spots can be added. Parking lanes stay in place (they also help protect pedestrians) and winter parking gets easier as the alternate-side restriction on Argyle can be removed. While some localized adjustments may be required due to safety features, the overall approach is explicitly designed to optimize parking supply, not reduce it.

For traffic calming measures (chicanes, speed humps, etc.), different options have been assessed based on their effectiveness in reducing vehicle speeds, improving visibility and pedestrian safety, accounting for the grades on the street and organizing traffic movements in a constrained street environment. The City is prioritizing measures that provide consistent, self-enforcing safety benefits throughout the day, with less reliance on active supervision or compliance at specific times.

With respect to property values, research actually suggests that less traffic often means higher property values. Studies show an inverse relationship between traffic volume and home values. Calmer, quieter streets are more desirable to buyers. Further, reduced through traffic improves neighbourhood appeal. At the same time, property values are shaped by a range of factors, so comparisons between specific streets should be made with caution.

Project Rationale, Safety Objectives and Vulnerable Users

1. This sounds like a place conceived by environmentalists looking to reduce the use of cars. Are you not concerned that your proposed measures will result in people having to drive more to arrive at their desired location?
2. (a) How can you adopt as valid the conclusions of a survey with such an outrageously low response rate, knowing full well the statistical likelihood that response rates will vary depending on whether a respondent is satisfied or dissatisfied with the status quo? (b) Why are you virtue signalling regarding greenhouse gas reductions when, to the extent that any reductions are achieved, such reductions will be essentially caused by the city bullying its residents into driving less?
3. I believe your assessment is wrong for Argyle that these measures are made to help safety for school children at Selwyn. Less than 10% of kids walk to school, parents all drive their kids so Argyle will live the same problems.
4. How many cars do you think will be removed from the road due to these measures? I can tell you: zero. Where is the evidence proving that you will be saving the environment by making three blocks one-way?
5. Why are residents being penalized for the terrible decision to allow 13 schools in such a tiny neighbourhood?
6. There are no children in the streets at night!! What children are you saving by making a street one-way at 11 pm??

7. Stop pleading about protecting the most vulnerable Mr. Shamie. It's ridiculous. It doesn't come across as sincere.
8. Your reply above: "Children can be dropped off on the passenger side (safer)". Is the city of Westmount not aware that cars have doors on both sides?
9. The unsuccessful and widely mocked "War on Cars" brought disgrace to Valerie Plante's failed administration, why does the current Westmount city council want the same fate?

Consolidated response

The proposal is not intended to discourage driving or force behavioural change, nor is it based on a target to reduce the number of vehicles on the road. The primary objective is to improve safety, reduce conflicts, and create a more predictable traffic environment, particularly in an area where multiple schools generate complex traffic patterns.

While environmental considerations are part of broader municipal responsibilities, the measures proposed here are not justified by expected reductions in emissions or traffic volumes. In fact, the City recognizes that most trips will continue to occur, and that some residents may experience modest changes in routes or travel patterns. The focus is therefore on how traffic moves, rather than on how much traffic there is.

School-related traffic is limited in time, and peak pressures happen primarily during drop-off and pick-up periods. However, the design approach aims to simplify and stabilize traffic patterns throughout the day, including off-peak periods when vehicle speeds can increase and road conditions can become less predictable. The objective is to always ensure that the street functions safely and consistently, not only during peak school hours.

Regarding survey results and community input, the City uses this information alongside field observations, technical analyses, best practices and established safety principles to determine appropriate measures.

With respect to concerns that the problem is driven by school-related traffic and that residents are being disproportionately impacted, the City acknowledges that any change to circulation can affect daily routines. The intent is not to penalize residents but rather to balance local accessibility with overall safety, reduce pressure points created by concentrated school traffic and improve conditions for all users, including residents, pedestrian.

School Operations, Drop-Off Behaviour and Enforcement

1. How do you solve the problem with the parents themselves who double and triple park when dropping off their kids? No matter how many one ways you do it won't change unless they change their behaviour.
2. How do you solve the problem with the parents themselves who double and triple park when dropping off their kids? No matter how many one ways you do it won't change unless they change their behaviour.
3. How will this change the behaviour of parents who double and triple park and cause the major problem. All the one ways will not solve that.
4. The 3 schools adjacent to Argyle have very different profiles. Akiva (grade school - kids driven @90%) with staggered drop-off/pick-up schedules and security guard & staff to facilitate.
5. How come the City and the School have not done more to mitigate the issues on Argyle? If there has indeed been a safety issue, how come there is no crossing guard at the intersection of Argyle and St. Antoine? How come there is never any presence of public security or police?
6. I'm a resident at 421 Argyle, directly in front of Selwyn. While your study speaks to safety, you do not speak about the very poor behavior of Selwyn house parents that park for long periods of time just to go mingle, and even park in front or in my driveway. They are very strong contributors to the lack of safety. We all feel that the Argyle situation is driven to satisfy Selwyn and in no way will solve traffic. The situation at The Study was dealt with very well with clear staff handling drop-off and pick-up, this is where the true problem lies. Selwyn needs to really take their responsibility and disable parents from parking for long periods of time.
7. École Int' high school - 560 students who 90% take bus/métro to school. Selwyn House - 560 students (grade school 90% driven to school) with very little guidelines for drop-off and pick-up. Many parents park their car on Argyle, get out and walk kids to school. Other private school such as The Study has: Security guards, staff, grades 10 & 11 kids (community work) & volunteer parents participate during drop-off & pick-up prioritizing safety first. Parents remain in their car. Girls are picked up from or walked to parent's car. Parent drives off.
8. Have cross-guards at Argyle & Côte St-Antoine during Selwyn House morning drop-off and afternoon pick-up. Distribution of "Permit parking tags" given to residents only. No infrastructure expenditure required by the city (no Chicanes – no construction & annual maintenance).
9. During the school engagement and collaboration phase, was there any discussion with Selwyn House on how it might modify its pick up and drop off

process to alleviate some of the problems noted at the intersection of Argyle and Cote St Antoine?

10. What measures were taken by the City to ensure that, prior to undertaking this complex project, each school has taken responsibility for the safety of its own students, through the roll-out of school-managed and supervised staggered drop-offs? Enrolment at Selwyn House has increased significantly over the last five-years with an added influx of Grade 12 students who drive their own cars. However, there is no evidence that the school has taken any steps to mitigate the increased risks to its own students of this expanded population.
11. Did you also survey the school bus drivers who are being forced to navigate through this labyrinth you are creating? We should all see a FORMAL reply from them to this proposal without edit. I'm certain they will have trouble on the radius of these corners.
12. (a) Why do you think the proposed solution will work while previous solutions have failed? (b) If there aren't enough police and public security to monitor all 13 schools at the same time, why not consider randomly intervening at 2-3 different schools daily throughout the school year? (c) Why not encourage schools to encourage car-pooling? (d) Why don't schools have volunteers to escort children to and from cars so that cars move along more quickly? (e) When cars block residents' driveways or partially block sidewalks, why is there no deterrent, e.g. fines? (f) If Metcalfe is made one-way north, the quiet street of Springfield will have much more traffic when drivers want to get back to Sherbrooke rather than go up to Côte Saint-Antoine. Also since Metcalfe is a fire truck route, trucks will now have to make a sharp turn south on to Kensington.
13. It seems obvious to everyone that in the morning, the "10 minute parking" on Argyle and CSA is a major cause of the congestion, as people go in and out and clog what should be a no stopping, purely drop-off zone. There is parental pleasure in dropping and walking kids to school, but this contributes greatly to the clogging and commotion. We believe it should be drop off only with school students/staff overseeing the last 20 feet to school doorsteps.
14. ECS did not circulate the survey to its parents until last week because the city didn't advise ECS. ECS didn't know about this survey / plan until a parent asked about it. How can this be acceptable since you keep referencing ECS?
15. We understand that the City is of the view that making Argyle one-way will improve children safety by solving the congestion mainly caused by Selwyn's pick up and drop off. We live in close proximity to the school and observe parents patterns and behaviors everyday and we respectfully disagree. We have concluded that without serious enforcement to police bad behaviors, the problem will likely continue, and might even worsen. Has the City formally requested Selwyn House to implement operational drop-off/pick-up management?

16. Why, oh why, are private school parents not asked to volunteer to facilitate drop off and pick up? That could be MOST helpful for moving things along more efficiently in drop off time and movement of traffic.
17. Why not have Argyle 1 way Monday to Friday only between drop-off (7:30 to 9am) and again between pick-up (2:30 to 4pm)?
18. I live on Argyle across from Selwyn House. I am in and out of my home during peak hours and I have never seen a policeman, cadet or public security. My driveway has been blocked on numerous occasions over the years. I have never seen any enforcement. I have never seen any traffic monitor or crossing guards.
19. Ville de Westmount replied above "Turn restrictions at peak hours: not respected and hard to enforce", so why will that be different for one way signage? It's equally as hard to enforce without a police officer actively giving tickets. How do you reconcile this inconsistency in your reply?
20. Has there been a discussion to remove parking and stopping in front of Selwyn so cars just pull up to drop off like the Study and other schools are doing? Staggered drop off times.
21. Any plans or campaign to encourage, motivate, kids to walk to school, take a public or school bus? Walking to school is known to improve kids moods, and let them engage with the neighborhood.
22. Je suis en accord général avec la proposition, mais avez-vous examiné l'option additionnelle de ne pas permettre le stationnement de "10 minutes" pour le "drop-off" matinal afin d'éviter la congestion générale, ainsi que les entrées et sorties diverses reliées à de tels stationnements, mais plutôt de laisser les enfants sortir/entrer simplement sans arrêts prolongés ?
23. Nobody is going to stop driving. They will just drive on all the other streets. You're just moving the problem around. Perhaps Westmount Security should enforce ticketing of illegally parked construction, landscaping and delivery trucks, and enforce its occupancy permits for blocking the street.
24. Has the city considered adding a crossing guard at Argyle and St Antoine?
25. Outside Selwyn on Argyle, have you considered prohibiting truck deliveries during drop off. Sysco park their truck in the drop off zone at 8am.
26. Why is it not possible to implement park & stride and school supervised drop-offs and other targeted measures (stop signs, speed bumps, radars), and assess the impact of those measures, before undertaking such a complex and costly restructuring of Argyle?

Consolidated response

Many of the challenges observed on Argyle, particularly during school drop-off and pick-up, are closely linked to driver behaviour, including double-parking, extended stopping, and non-compliance with existing rules. These concerns are well understood and have been consistently raised by residents.

The proposed measures are therefore not intended as a standalone solution, but rather as one component of a broader approach aimed at improving safety and reducing conflicts on the street. The rationale behind the proposed configuration is to create a clearer and more structured traffic environment. Experience shows that simpler and more legible traffic layouts tend to support better compliance, even if they do not eliminate all inappropriate behaviours.

Limited enforcement has contributed to ongoing frustrations, and this is an area where improvements are being considered. In parallel, the role of schools themselves is critical. The City works in collaboration with school administrations and continues to encourage the adoption of best practices for drop-off and pick-up, including "park and stride", staggered schedules to reduce peak congestion, staff or volunteer presence to guide student movement safely and clear internal policies discouraging prolonged parking or unsafe behaviour.

Some schools already implement these practices effectively, while others may have opportunities to strengthen their approach. Ongoing dialogue with schools is an important part of the solution.

The City agrees that driver behaviour is a central factor. Unlike enforcement, which is intermittent, design is constant: it influences every driver every time they use the street. By creating self-enforcing streets, municipalities can lower speeds and improve safety while also making roads more welcoming and accessible for all users.

Consultation, Transparency and Decision-Making Process

1. On what basis has the city bureaucracy appointed itself as entitled to inconvenience the majority of the city's residents in order to "protect" what it has self-servingly characterized as "the most vulnerable"? This is ridiculous. We live in a representative democracy not a benevolent dictatorship and I expect council to meaningfully consult residents before they make these kinds of changes which

were never campaigned on by ANYONE, but which are being put in place by unaccountable bureaucrats.
2. You seem to have engaged with schools and students, including conducting focus groups. Why was there no consultation or focus groups of residents who, with all due respect, are most impacted by this.
3. It has been assumed that the residents of Argyle would prefer to keep parking on both sides of the street in favour of a 1-way. But you didn't ask any of the residents of Argyle. How come residents were not consulted?
4. A survey that dilutes the issue is not a direct and HONEST consultation with the taxpayers and people that live on the street. Vous nous mettez devant un fait accompli et ceci est absolument inacceptable. Ceci n'est pas la fin de cette histoire.
5. Why were we as residents never asked for our input?
6. Can you please confirm that you will consult meaningfully with the residents of Argyle BEFORE proceeding with this project? The opportunity to discuss the studies in details which was not done tonight would be valuable in conjunction with the residents daily living experiences on the street.
7. Surrounding residents were never involved in this plan. Terrible process for voting homeowners who pay taxes to fund all this.
8. Everyone seemed to be consulted except the residents on the street? How does the mayor accept that?
9. Why are we the residents not going to be consulted afterwards?
10. Why does the public not have access to any Traffic and Advisory Committee meetings in 2026 when all these discussions were ongoing and decisions were being made? The mayor took months to make the nominations and what ensued is that the residents were not given transparency about this project that directly affects us.
11. Couldn't you do one or more pilot projects, instead of implementing all of these changes, and consult with residents?
12. Speaking of democratic representation, did you run with full disclosure on this project?
13. The February 2026 General Council meeting where this project was presented has not yet had its minutes published. Can the city confirm what was presented, whether a formal vote was taken, and what authority was granted to proceed with implementation?

Consolidated Response

As in all municipal matters, proposals are developed based on technical analysis and community input and are reviewed and decided upon by the elected Council, within the framework of their mandate to act in the public interest. Early project stages included consultation through the survey on safety and traffic concerns. Additionally, workshops with schools also offered valuable feedback. This input

helped shape a proposal based on best practices and documented needs. The City acknowledges that broader surveys and general consultations do not always capture the depth of concerns of directly affected residents, and that this can lead to a perception that decisions are being advanced prematurely. In response to these concerns, the City is committed to continuing and strengthening engagement, ensuring clearer communication and including resident feedback into the post-implementation monitoring.

On the question of transparency and governance, this project was reviewed and approved by City Council at several project steps:

- January 2026: Approved as part of the City's capital works program
- February 3, 2026: FCM funding application
- February 17, 2026: General Committee of Council meeting
- March 17, 2026: General Committee of Council meeting

Feedback received relates as much to the process as to the proposal itself. The City acknowledges that engagement with directly affected residents must be strengthened throughout the implementation and monitoring phase.

Format of the information session, visibility of Q&A sessions, and communications

1. Can you please repost the response to your icebreaker?
2. How many exact complaints were made to initiate this? Were they all residents in the direct school areas?
3. How many people are viewing this presentation? Excluding council members.
4. How is this interactive if you only show questions you wish to display?
5. The connection is poor now.
6. Number of complaints reply was not answering the question. How many exact complaints were made to initiate this expenditure of funds and time?
7. How come my questions aren't being posted?
8. Those consultations referred to schools safety and made no mention of changes to street traffic and 40% of respondents were not residents of Westmount. I attended the City Council meeting last week and asked/begged the Mayor to change this information session to a true two-way dialogue. Why did the City refuse to conduct such an interactive session? This format does not encourage a meaningful dialogue.

9. Enfin, un détecteur de vitesse pourrait être un rappel de la zone scolaire. Merci beaucoup.
10. We are not all seeing the same Q&A, which is very concerning. Please release all questions and answers.
11. Do you realize how enraging it is for residents who are opposed to this to hear about all your nonsense regarding colour choices and painting on streets. Talk about being tone deaf!
12. No they are not. I am home with my spouse and they are seeing different questions than I am. Please release all questions to everyone.
13. When will another open and interactive public meeting be held by the City of Westmount?
14. I only see 19 questions, where are the other ones?
15. It was noted that some of the questions posed in this forum were not posted. Is this correct? Was there an edit for certain questions that were eliminated?
16. This is a joke!!! You are selecting questions that you want to answer, not the ones we want answered. We already know the stated objectives of this project.
17. You seem to be using AI to answer your questions. Is that why you decided to do this meeting on Zoom?
18. You're not tracking. You're filtering. This Administration does not believe in transparency and should be ashamed.
19. You meet on-site with residents daily? Not on Argyle.
20. We are not seeing all the questions. Will you publish them all, with replies?
21. Thank you for this informative and well-researched session. Many questions have been answered.

Consolidated Response

The objective of the public information session was to enable a structured exchange with as many participants as possible. Questions answered in writing were made visible to all attendees. Questions answered live were also shared with all participants. All other questions were recorded and are being addressed in this consolidated response document.

In the interest of transparency, the City is making all questions available in this document. The recording of the public information session is also available for replay on the city project page. The virtual public information session was attended throughout by 66 participants.

Regarding questions about the exact number of complaints or requests that led to this initiative, it is important to note that the project is not based solely on a specific

complaint count. The City has received concerns over time from parents, residents, and schools regarding safety issues in the area. These concerns were reviewed and confirmed, which led to the development of proposed measures.

The results from the introductory "icebreaker" question show a strong representation of residents: Residents: 98% — Organizations or associations: 5%

Finally, the City acknowledges that several participants would have preferred a more fully interactive, two-way dialogue in real time. The virtual information session was proposed to maximize participation and accessibility. This format allows for wider reach and better tracking of discussions. The City is open and will continue to listen. Residents have many avenues to engage with their elected officials and the administration, including direct correspondence, Council meetings and question period. That is an important part of a healthy democratic environment.

Other questions

1. Where’s the mayor?
2. How many residents in total?
3. Very disappointing the Mayor didn't feel it was important that he be on.
4. In the incidents you just described, are you suggesting that the drivers and not the cyclists were at fault?
5. Can you respond to my question please?
6. You have obviously already contracted with the workers to begin all these changes, so why bother lying to residents about surveys and feedback? Almost ZERO of the residents of these areas knew about these proposed changes
7. Westmount's indrastructure should be the City's priority.
8. There is on parking spot on Clarke , that causes all kinds of issues On the west side. Just before St. Paul. Blocks traffic
9. Mr. Auger is impossible to follow. His responses are not responsive.
10. When did you try any of these "other" measures?
11. Changes were made in front of Marinopolous to « ease traffic ». Those changes were then undone because the experts made obvious mistakes. Result ...cost for nothing.
12. Arrogance.
13. How will a chicayne address the question asked?

14. Line painting, really??!! Fun? For who? Are you kidding us?

Consolidated Response

All comments and questions have been recorded and are being taken into consideration as part of the overall review process. The City values the engagement shown by residents and acknowledges the importance of ensuring that all voices are heard respectfully.