

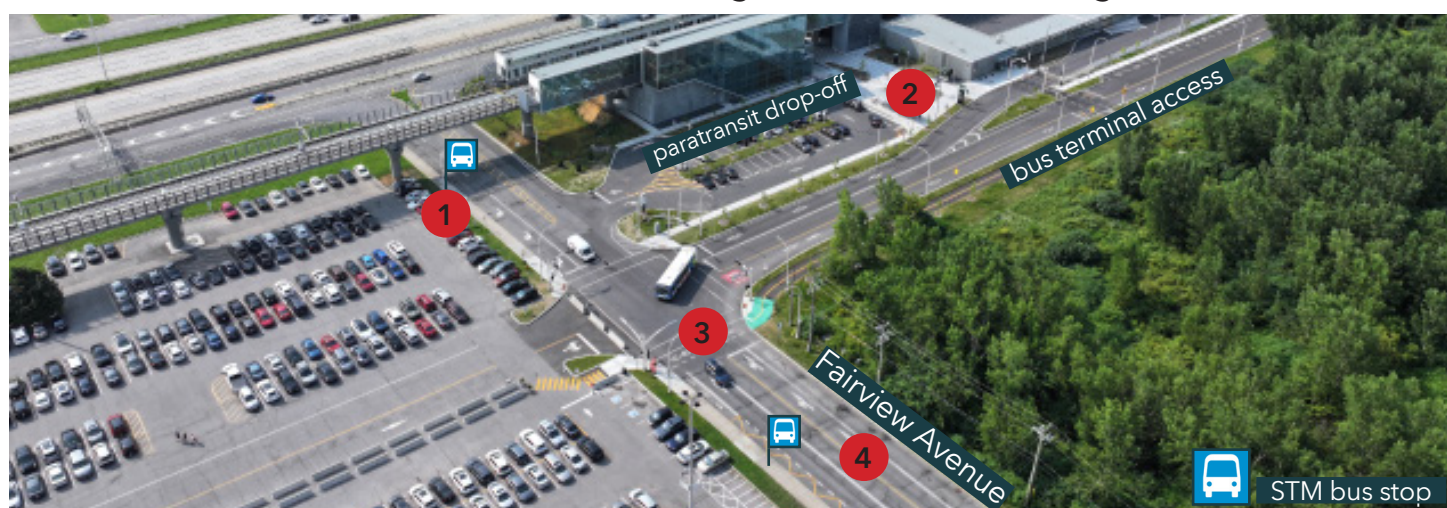
Fairview-Pointe-Claire REM station: An assessment of safety and access conditions

The Issue

The Fairview-Pointe-Claire REM station, opened in May 2026, is a light rail transit station in the West Island of Montreal. The station is directly connected to a bus terminal serving several STM bus routes. To assess how the station's design and surrounding infrastructure influence passenger behaviour, videos of the area at various times of day are recorded and analyzed. The observations reveal several instances of unsafe behaviour that appear to be influenced by the station's design.

Findings

The station's current access design creates four recurring conflicts



1 Bus transfers

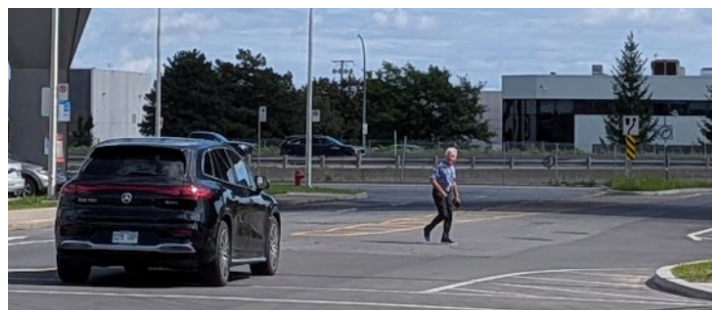
2 Passenger drop-off/
circulation

3 Intersection setup

4 Cycling access

1. Bus-REM transfers

- Two STM bus stops are currently located across of Fairview Avenue from the station, forcing passengers to cross the street when transferring to or from the REM.
- Despite a pedestrian crosswalk nearby, the location of the bus stops leads to observed mid-block crossings by passengers. In an observed cycle (105s), 8 out of 19 pedestrians crossed mid-block.
- A sidewalk that abruptly ends near the southwest corner of Fairview Avenue falsely indicates a path for passengers crossing towards the bus stops.



Figures 2 and 3: Bus passengers crossing mid-block

Findings

2. Passenger dropoff area

- The paratransit drop-off area is commonly used by motorists dropping off passengers, as the designated drop-off area lacks signage and is less convenient to access, requiring a longer detour (Figure 5). Exiting passengers also often cut through the drop-off parking lot.

3. Intersection operations

- Pedestrians currently have to wait for a dedicated pedestrian scramble. The long cycle time (105s) appears to lead many pedestrians to cross during the vehicle crossing phase. In the AM peak, some cycle phases see 6 of 12 pedestrians (50%) cross without a light.

4. Cycling access

- The bicycle lane on Fairview Avenue abruptly ends just north of the station without access to a cycling network (Figure 7). Moreover, the southbound cycling lane is shared by cyclists and buses and is in poor condition, with potholes crowding the entire cyclable width at certain locations.



Figure 6: Current cycling access configuration

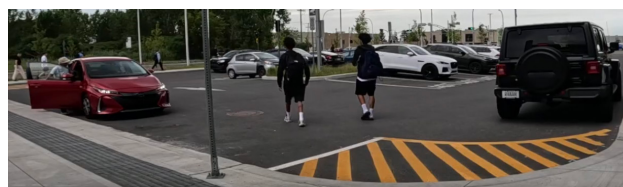


Figure 4: Paratransit drop-off being used to drop off passengers

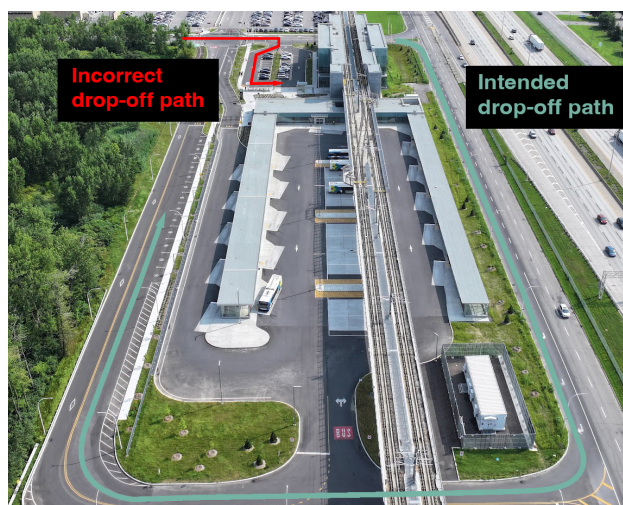


Figure 5: Current passenger drop-off configuration



Figure 7: Fairview Avenue cycling lane ending abruptly north of the station

Policy Recommendations

- » **Move all streetside bus stops into the bus terminal** to reduce mid-block crossings of Fairview Avenue and to improve the waiting experience.
- » **Convert the current paratransit and employee parking area into a general passenger drop-off area with clear signage.** Employee and bus driver parking should be relocated.
- » **Update pedestrian signal timing at the intersection to reduce cycle length and minimize pedestrian waiting times.** This should reduce the incentive to cross during the vehicle phase, to de-incentivize illegal pedestrian crossings.
- » **Extend the existing bike lane on Fairview Avenue** to connect the REM station and bus terminal to existing cycling networks.