



Réseau express métropolitain

Brossard information meeting

January 31, 2019

Réseau
express
métropolitain



Agenda

- Background
- Completed and upcoming work until summer 2019
- To watch until summer 2019
- Next steps



O Background

The story behind the REM



Saturated buses



A historic opportunity

Réseau express métropolitain



Largest public transit project in Québec in the last 50 years

Light rail
100% electric and automated

26 stations, 67 km

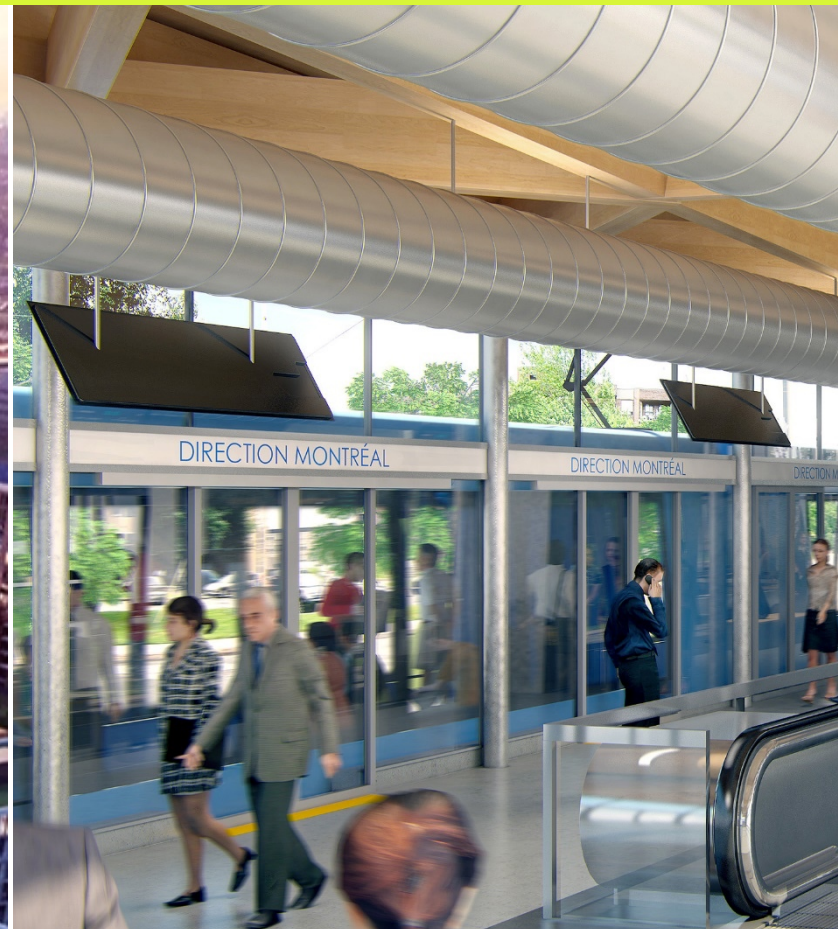
Commissioning in Brossard in 2021

A new metro line on the South Shore



Arrival of a strategic network

Solar Uniquartier project



New service offer



Multiplication of destinations and three connections with the metro

Stations aligned with a development vision



The image shows a stylized map of a transit system. A thick green line represents the transit route, starting from the left, passing through the Panama station, curving downwards and to the right through the Rive-Sud station, and then curving further to the Du Quartier station. Each station is marked with a white circle on the green line. The background is a light gray map with white lines representing roads and a blue area on the left representing water.

Panama

Maintaining
a **balanced hub**
for Brossard

Du Quartier

A station on a
human scale

Rive-Sud

A station with a
regional vocation

Rive-Sud station

DIX30

Du Quartier station

Maintenance
centre

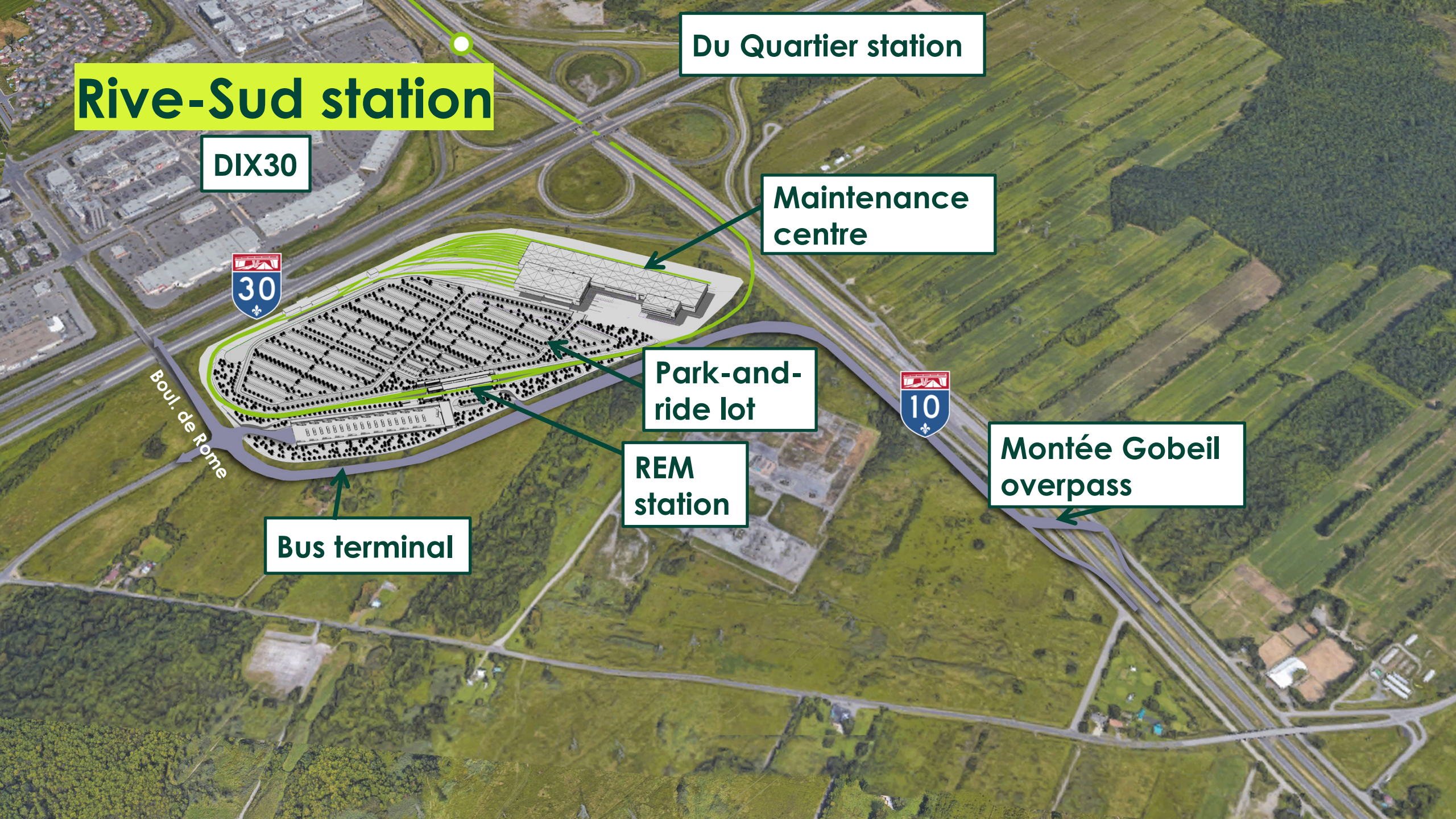
Park-and-
ride lot

REM
station

Bus terminal

Montée Gobeil
overpass

Boul. de Rome



Rive-Sud station



Du Quartier station

Du Quartier station

Du Quartier overpass
(under construction)

Solar Uniquartier
(under construction)



Du Quartier station



Panama Station

Park-and-ride lot

Bus terminal

Panama station



Panama station





Work done in 2018

Work done in 2018



Extension and widening of Rome Blvd.



A-10 elevated structure pillars



Drainage works and Du Quartier station foundations

Drainage works



Station foundations



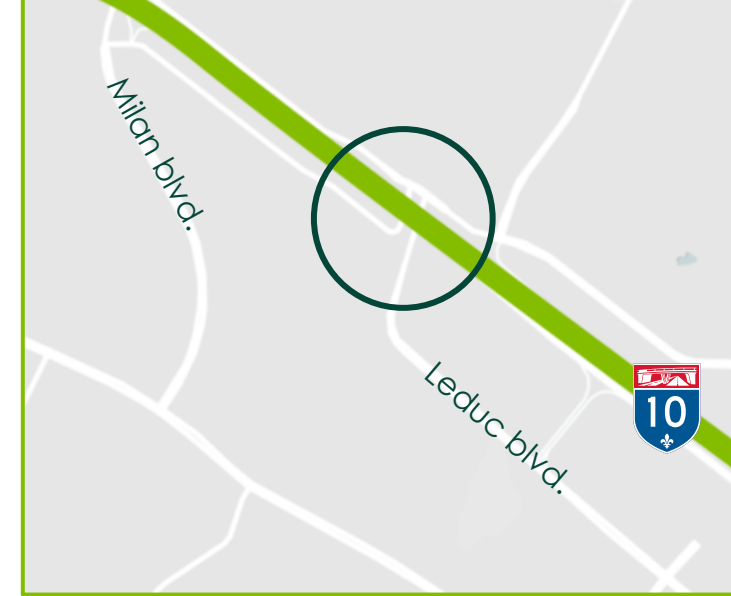
Malo elevated structure Chevrier access ramp (preparatory work)



Malo av.



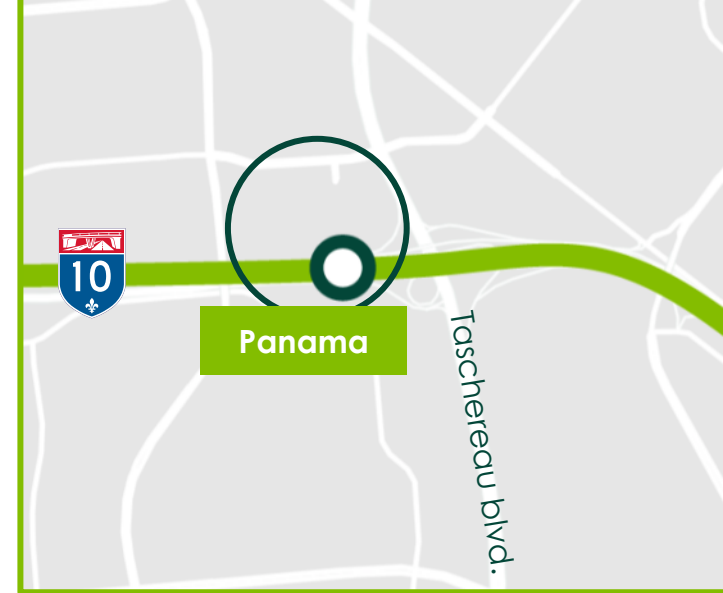
Chevrier acces ramp



Reconfiguration of Taschereau ramp (reserved bus lane)



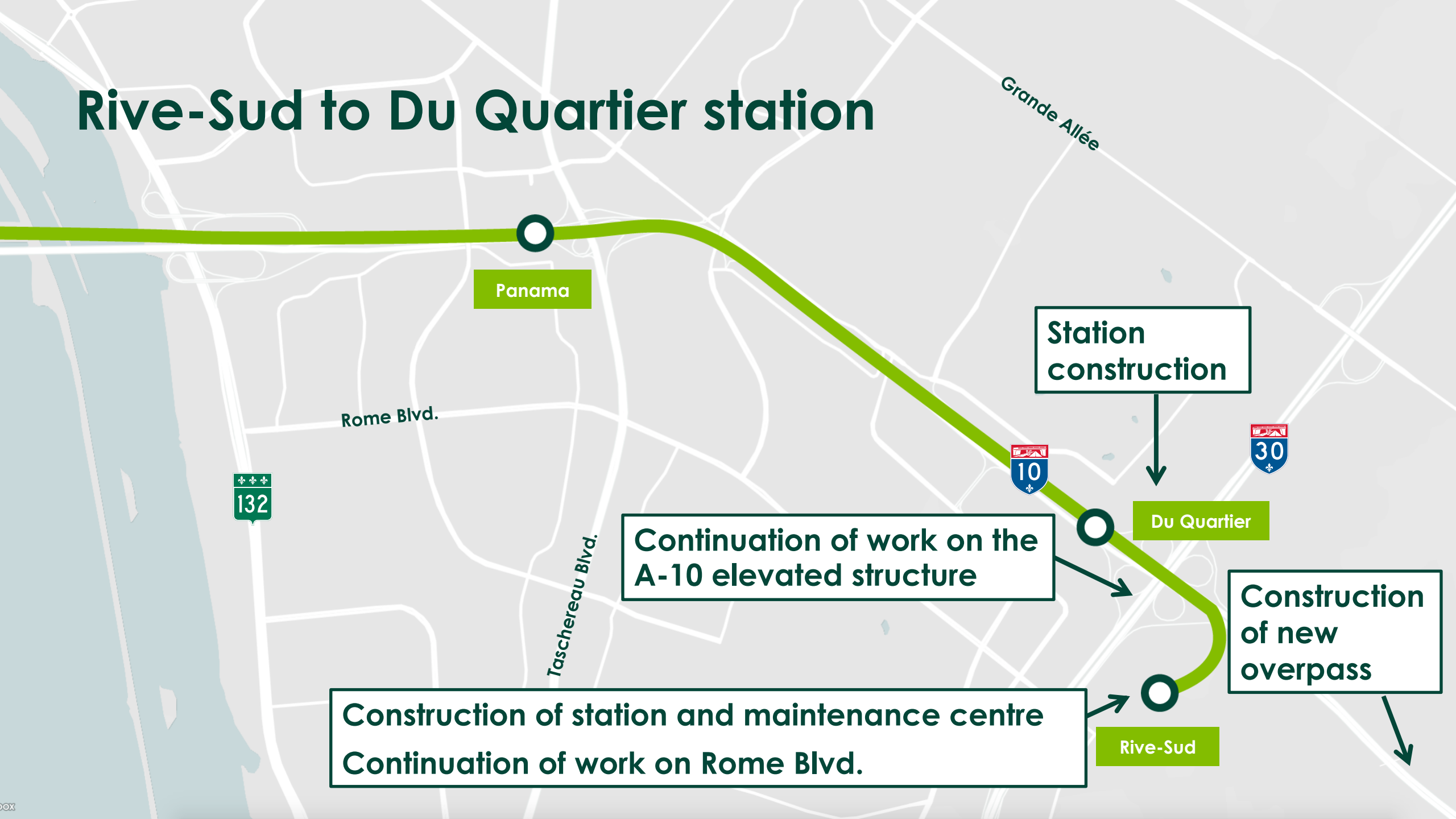
Temporary parking lot and terminal (preparatory work)





**Upcoming work until
summer 2019**

Rive-Sud to Du Quartier station



Panama

Rome Blvd.

132

Taschereau Blvd.

Continuation of work on the
A-10 elevated structure

Station
construction

Du Quartier

Construction
of new
overpass

Construction of station and maintenance centre
Continuation of work on Rome Blvd.

Rive-Sud

Du Quartier to Panama station

Construction of parking lot,
temporary terminals, and
new accesses

Grande Allée

Malo-Leduc elevated
structure

Closing and backfilling of
Chevrier tunnel

Foundations of the railway
up to Panama

Panama

Rome Blvd.

132

Taschereau Blvd.

Configuration work to
reroute the reserved lanes
on A-10 West, between
Chevrier and Panama

10

30

Du Quartier

Rive-Sud



**To watch until
summer 2019**

Major construction sites to follow

- **First REM stations** are visible
- **Elevated structure** beams and deck
- **Beginning of rail installation,** in anticipation of the first traffic tests in late 2020



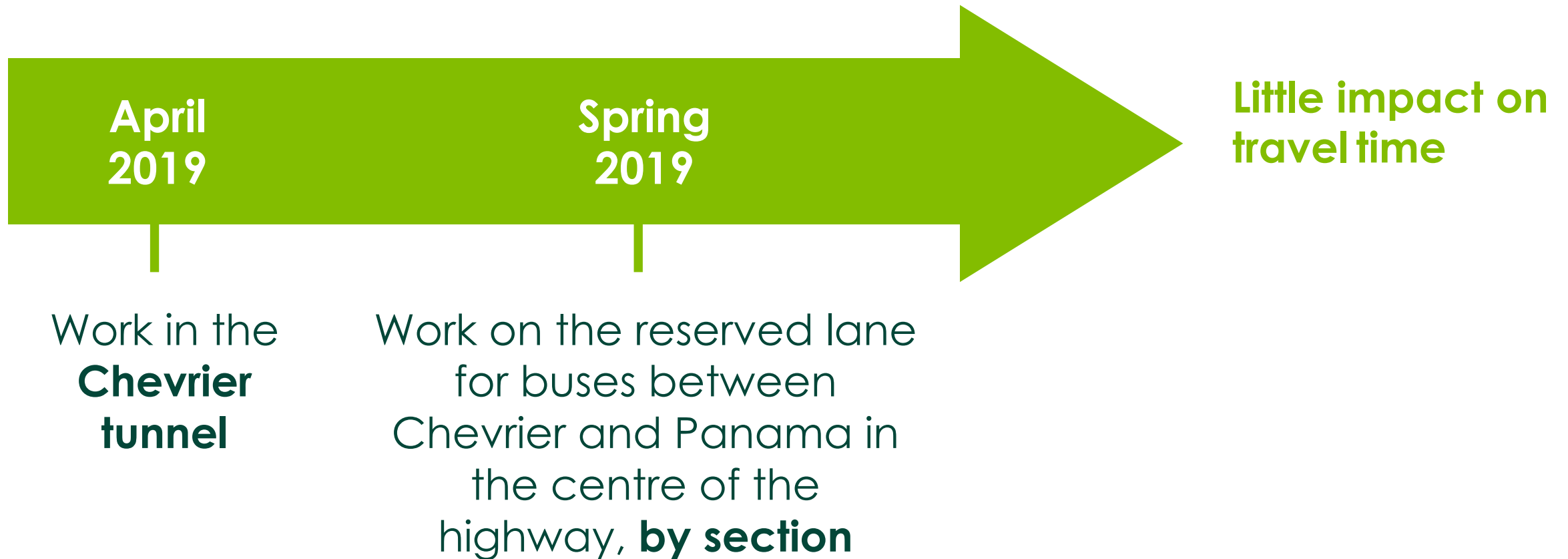
Public transit

- The REM will run down the middle of Highway 10, where the reserved lanes are currently located
- Starting in spring 2019: beginning of REM work in the central portion of the highway
- **Relocation of reserved bus lanes**

**Objective: Ensure efficient service in both directions
for the entire duration of the work**

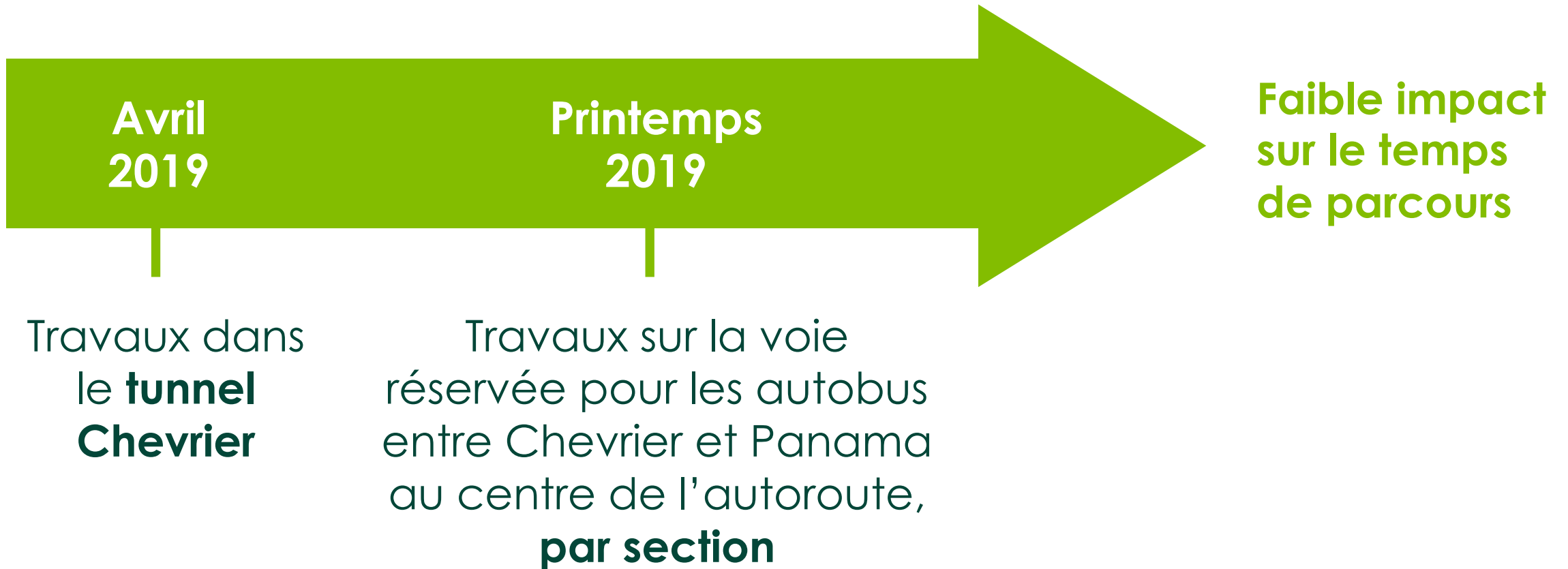
Public transit

Main milestones to come until summer:



Transport collectif

Principaux jalons à venir jusqu'à l'été :





Panama terminal – current situation



Work area

Spaces available:
approximately 1,200 spaces



Panama terminal – April 2019



Closing
of approximately
50 spaces

Work area

Spaces available:
approximately 1,150 spaces

Panama terminal – summer 2019



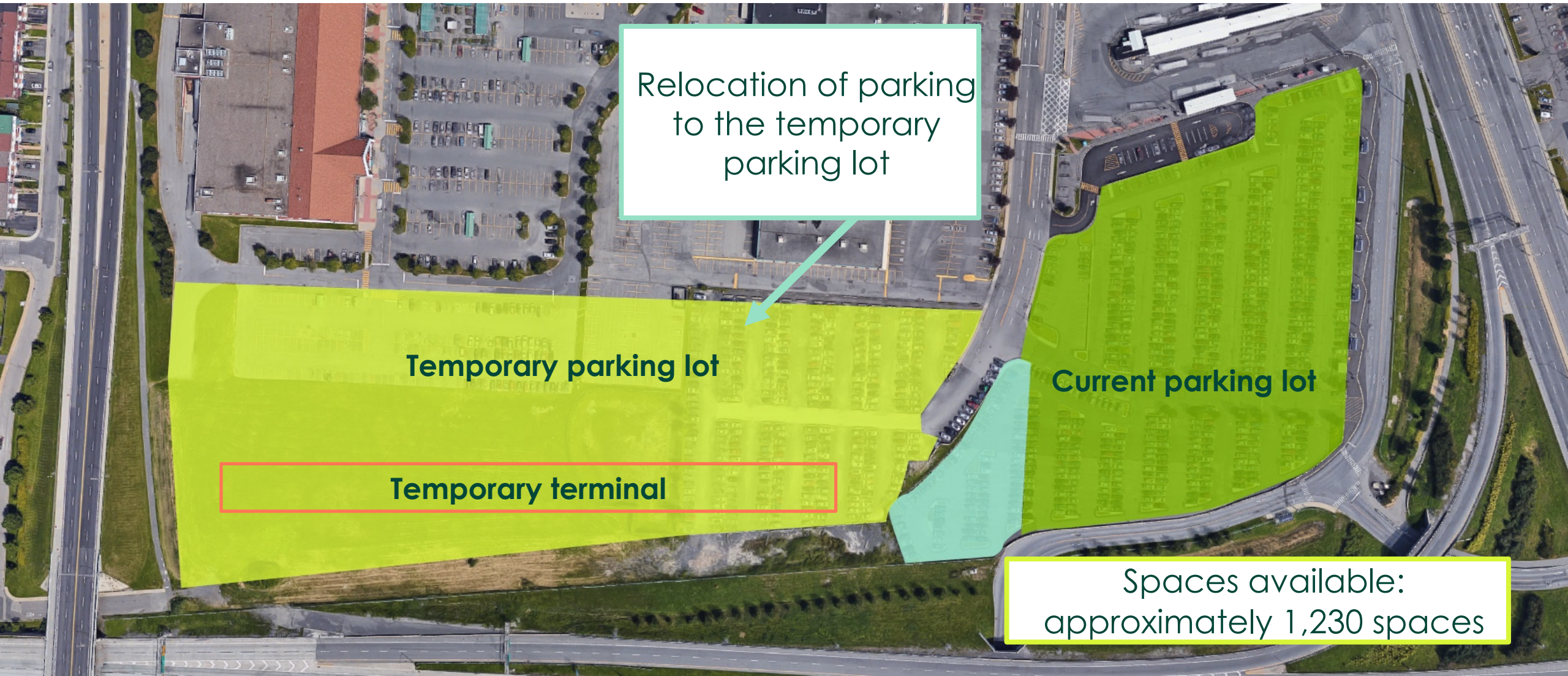
Relocation of parking to the temporary parking lot

Temporary bus terminal parking lot

Work area

Spaces available:
approximately 1,230 spaces

Panama terminal – summer 2019



Relocation of parking
to the temporary
parking lot

Temporary parking lot

Current parking lot

Temporary terminal

Spaces available:
approximately 1,230 spaces

Next steps

- Ongoing communications
- Information meeting in summer 2019

A new metro line on the South Shore



Panama to
Édouard-Montpetit



17 min.



Du Quartier
to the airport



43 min.



Terminal station
to McGill



19 min.

As an indication

A network that brings Greater Montréal closer





O Question & answer period

Réseau
express
métropolitain

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Report

Meeting objective: Réseau express métropolitain (REM) information meeting

Date and time: January 31, 2019, 6 to 9 p.m.

Location: Centre socioculturel Alphonse-Lepage, Brossard

The meeting in brief:

- Over 300 participants
- 23 questions asked by the public during the question period
- 3 stakeholders from the REM project office and NouvLR consortium, responsible for the construction work, during the information session
 - Virginie Cousineau, Public Affairs Manager, REM project office
 - Denis Andlauer, Director of Operations, CDPQ Infra
 - Samir Dekhili, Senior Project Engineer, Brossard team, NouvLR
- 1 facilitator: Pierre Tessier

The meeting took place in two parts:

- Open house with information panels – 6 to 7 p.m.
- Information session, followed by a question period – 7 to 9 p.m.

The documentation presented during the evening is available at the following link:

https://rem.info/sites/default/files/2019-02/Brossard%20information%20meeting_20190131_EN.pdf

A video of the meeting filmed by the City of Brossard is here:

<https://rem.info/en/events/brossard-information-meeting>.

The questions raised by the public during the question period, as well as the answers provided by the REM project and NouvLR consortium team are as follows:

Questions	Answers
The new Champlain Bridge will be in service before the REM. Will there still be a reserved bus lane?	Yes, when the bridge opens to traffic, there will be a reserved bus lane on the shoulder.
What will happen if a train breaks down?	The REM is an automated service, with no driver. In the event of a breakdown, the next train will "push" the train to the station. If this intervention doesn't work, the next train can still avoid the disabled train because the REM is on dual tracks along its entire route. Moreover, in the event of a power failure, the network is powered by two stations, one on the South Shore and the other in Montréal, to ensure

Questions	Answers
	redundancy. Each station can power the entire REM.
Will there be special fares for people age 65 and over?	The fare schedule will be determined by the Autorité régionale de transport métropolitain (ARTM). There are currently 700 fares, and the goal is to review and simplify the fare schedule. REM fares will be added to it, and the ARTM will hold consultations. The information will be communicated before the REM is commissioned.
There will be 200 spaces at Panama and right now, there are 1,500. When the REM enters service, how many parking spaces will be available at Panama?	Once the REM is commissioned, there will be 3,200 parking spaces across the South Shore, i.e., 3,000 parking spaces at the Rive-Sud terminal station and approximately 200 spaces at the Panama station. The goal is to increase the public transit offer by bus to REM stations, so as to limit traffic on the local network.
You say that you will keep the same number of parking spaces, but there is a risk that all the spaces will already have been taken by people from outside Brossard. This is not viable for Brossard residents, especially if bus service is not good. You are not allowing the network to grow.	Thank you for your comment; we have taken due note.
There is no specific information on access to Panama station, while this has been well specified for the other stations. It won't be very convenient to have a long walk between the terminal and the station.	The objective is to have buses be as close as possible to the future station. Traffic areas will be well marked to ensure pedestrian safety. A terminal of 30 bus platforms will be built at Panama to promote access to the REM via public transit. It will be largest bus terminal in the Montréal area.
Will the Chevrier parking lot stay open after the REM is commissioned?	The C sector (Chevrier) will be served by the Du Quartier station about 1 km away, or by the Panama station, with a bus system serving REM stations. All C sector users will be able to go to either station. The future of the Chevrier terminal is in the hands of the ARTM, which owns this infrastructure.
Will Montée Gobeil be paved or will it remain a gravel road?	The purpose of the overpass is to create an access ramp from Highway 10. The objective is not to have drivers use Montée Gobeil.

Questions	Answers
What coordination are you doing with the RTL? We have to make sure that the liaison is smooth, especially during off-peak hours, because service is not currently very good.	We have been holding regular meetings since fall 2015 with transportation authorities and relevant stakeholders, like the towns. These meetings allow us to identify needs, the number of lines required and volumes for bus platforms; carry out traffic assessments, etc. to have the best portrait possible and define the best solutions.
Since the Chevrier parking lot will be closed, have you assessed the possibility of offering a shuttle service to get to the REM?	The RTL will review its service for connecting the C sector to the two closest REM stations (Du Quartier and Panama) and thereby offer efficient service to these stations. The RTL will hold a public consultation to better define needs.
Have you taken into account the usage projections of the line for getting to the airport? There is a real traffic problem for getting to the airport; have you provided for long-term parking?	The objective of the park-and-ride lot is not to offer long-term parking spaces, but rather spaces for users who travel on the REM network on a daily basis. Monitoring will be done.
We are worried about the number of parking lots planned for the Brossard sector. Have you provided for increasing the number of parking lots if traffic is greater than expected? Do you have options for increasing service?	We understand your concerns in this area. For now, we are focusing on improving bus service to facilitate access to the stations. In 20 or 30 years, we may not necessarily be using cars in the same way, and the focus will be on improving living environments. The more parking lots there are, the more demand for them there is, which adds to road congestion. This topic is discussed with your elected representatives.
For parents with young children to pick up from daycare, the car is still the most convenient option. If there is no longer any parking at Chevrier, how will we manage our commutes? Travel times and frequency of changes will be increased for people with reduced mobility. Buses using the reserved bus lane will have to go through Brossard, which will increase noise and pollution in our town.	The Chevrier terminal land is owned by the ARTM, which will reflect on the site's future vocation in collaboration with the City of Brossard. The City of Brossard has identified this site as being a transit-oriented development (TOD). There will be public transit; a reflection is currently underway to determine which type of services will be offered.
Panama station will not be covered between the time the buses stop and the REM starts, why not? Between 1 and 5 a.m., there will not be any public transit?	The purpose of the space between the bus terminal and Panama station is to set up a public space, which is not covered. It will not be very far to walk.

Questions	Answers
	The REM must close for network maintenance between 1 and 5 a.m. We use the same schedules as the Montréal metro.
If the REM is a success, will the parking at Panama always be full and do you have some leeway on this?	Today, it would be possible to meet Brossard's needs with a frequency of a train every four minutes. But in anticipation of the REM's success, the capacity was increased by 60%, i.e., one car every 2.5 minutes. This frequency largely meets needs. Should demand grow beyond this in the future, the frequency could be increased to 90 seconds. It would then be possible to serve 24,000 people an hour, which is the number of users in the Brossard sector every three hours.
What analysis has been done on the noise of the REM in operation?	<p>The sound levels of the REM in operation were analyzed as part of the BAPE requirements. No impact is expected for the Brossard sector, as the REM will run down the middle of the highway. The REM is a light rail system, with cars four times lighter than those of commuter trains.</p> <p>As part of the environmental decree, we have the obligation to track the situation and implement mitigation measures if significant impacts are noted.</p>
Will there be a surveillance system in the network?	Yes, there will be mobile employees on the network. In addition, a surveillance system with smart cameras connected to the control centre will be installed.
For the REM's Panama station, will there be businesses at the platform level (like in Longueuil)?	No, this has not been planned for the REM stations. The stations will not have a direct commercial vocation, but businesses will probably set up shop around the stations.
How long will the doors stay open to allow us to get on the train?	In the other networks, train doors stay open from 12 to 18 seconds on average. It is possible that the stops will be a little longer at very busy stations like Panama, Central Station and Édouard-Montpetit.

Questions	Answers
In the event of crime, under which jurisdiction is the REM?	The network is big. Usually, the police force for each sector would have authority. It should be the RCMP for the Champlain Bridge, as this is a federal jurisdiction. However, we are currently working on coordinating the response of a single police force on the entire line.
In the event of emergency medical evaluations, what accesses will there be on the Champlain Bridge?	As regards evacuations, we are currently drawing up emergency response plans for this type of situation. A joint plan will be developed with the Champlain Bridge in order to manage all the types of potential evacuations.
Will the REM be similar to Paris' RER?	The RER is more like a commuter train. It has 18 cars, while the REM will have 4 cars. The REM is a smaller, lighter system, more like Vancouver's SkyTrain.