

# Presentation begins at 7 p.m.

If you have any  
questions about the  
project please visit  
[rem.info/en](http://rem.info/en)







# Réseau express métropolitain

Informational meeting  
Saint-Laurent / Ahuntsic-  
Cartierville

May 14, 2019

Réseau  
express  
métropolitain



# Agenda

- Arrival of the REM in Saint-Laurent and Ahuntsic – Cartierville
- Work completed, in progress and upcoming
- Interim public transit mitigation strategy
- Question & answer period



# Arrival of the REM in Saint-Laurent and Ahuntsic – Cartierville



# Réseau express métropolitain



**Largest public transit project in Quebec in the last 50 years**

**Light rail**  
100% electric and automated

**26 stations, 67 km**

**Commissioning in 2022**

**5 stations**

**Living environments**

**Businesses**

**Du Ruisseau  
(ground level)**

**Montpellier  
(ground level)**

**Bois-Franc  
(ground level)**

**A40  
(ground level)**

**Major parks**



**Stores**



**Educational institutions**



**Industries**

**Technoparc  
(underground)**

**servicing strategic  
areas**





- + Fast
- + Frequent
- + Destinations
- + Opportunities



Bois-Franc – Central station: **16 minutes**  
Du Ruisseau – Central station: **14 minutes**  
Montpellier – Central station: **12 minutes**  
Technoparc – Central station: **23 minutes**  
A40 – Central station: **10 minutes**

# Safer neighbourhoods

Elimination  
of grade  
crossings  
and raising of  
railway tracks



Des Sources

West Gouin

11<sup>th</sup> Avenue

Sunnybrooke

Alexander

Toupin

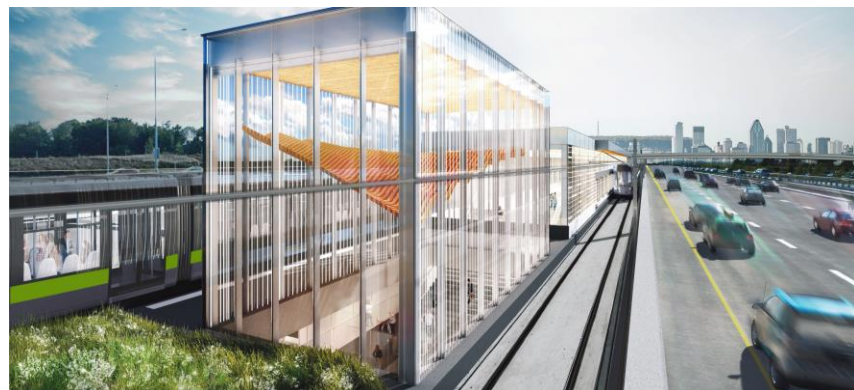
O'Brien





# Contributions to sustainable development

## Increased use of public transit



## Improved quality of life



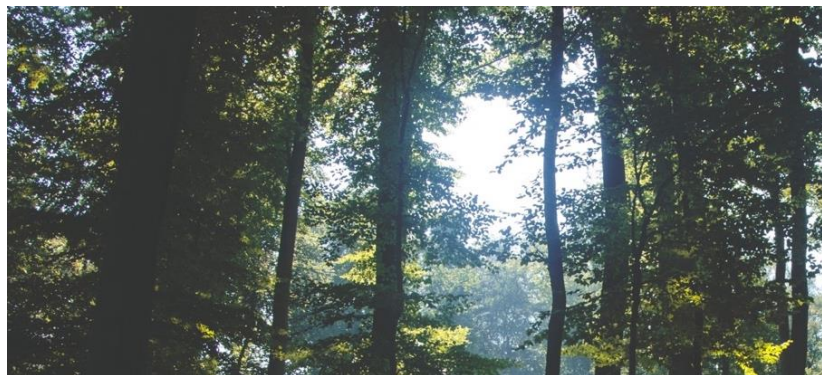
## Preservation of wetlands



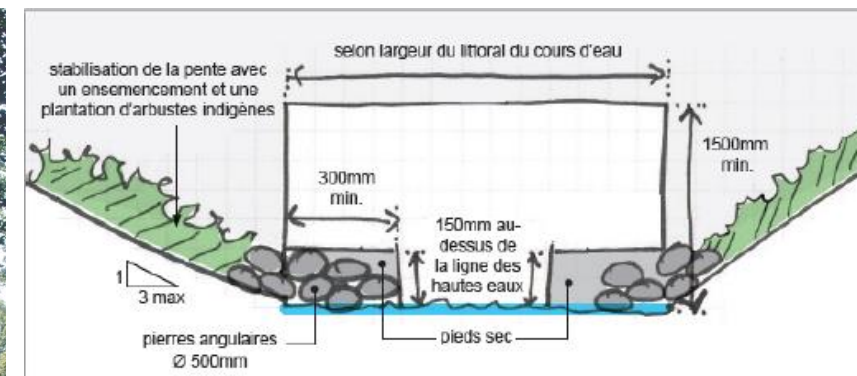
## Reduction in GHGs



## Planting of 250,000 trees



## Implementation of wildlife crossings





# REM stations and rail car



# Stations accessible by various means



**1800** parking  
spaces

**280** bicycle racks

**28** kiss-and-ride lanes

**7** bus platforms  
(more stops on streets)



Autorité régionale  
de transport métropolitain





An architectural rendering of a modern building facade. The building features a combination of glass and wood. The upper portion has a grid of glass panels, while the lower portion is clad in vertical wood slats. The building is multi-storied, and the ground floor appears to be a public space with large glass windows. People are shown walking on the sidewalk in front of the building, and a tree with red leaves is visible on the right. The sky is a soft, hazy blue.

# Architecture



Lines to mimic  
**movement**

Glass for its  
**transparency** and  
natural light

Wood for its **warmth**  
and as a hallmark



# Du Ruisseau Station



Outdoor area

- Safe, yet non-invasive lighting
- Platform screen doors to maximize reliability and safety
- Universal accessibility



Indoor area



# Technoparc Station



- Landscaped for biodiversity (tree grates, shrubs, perennials, grass)
- Public areas at entrances
- Safe pathways for users
- Street furniture

- Enclosed, climate-controlled buildings
- WiFi across the entire network





© ALSTOM SA 2019. Design&Styling | METROPOLIS™



**Performing the work**



# Work strategy

- Construction takes place simultaneously at multiple sites to optimize the project

**DESIGN – ENGINEERING**

**PROCUREMENT**

**CONSTRUCTION**

Relocation of  
public utilities



Construction  
of station  
foundations

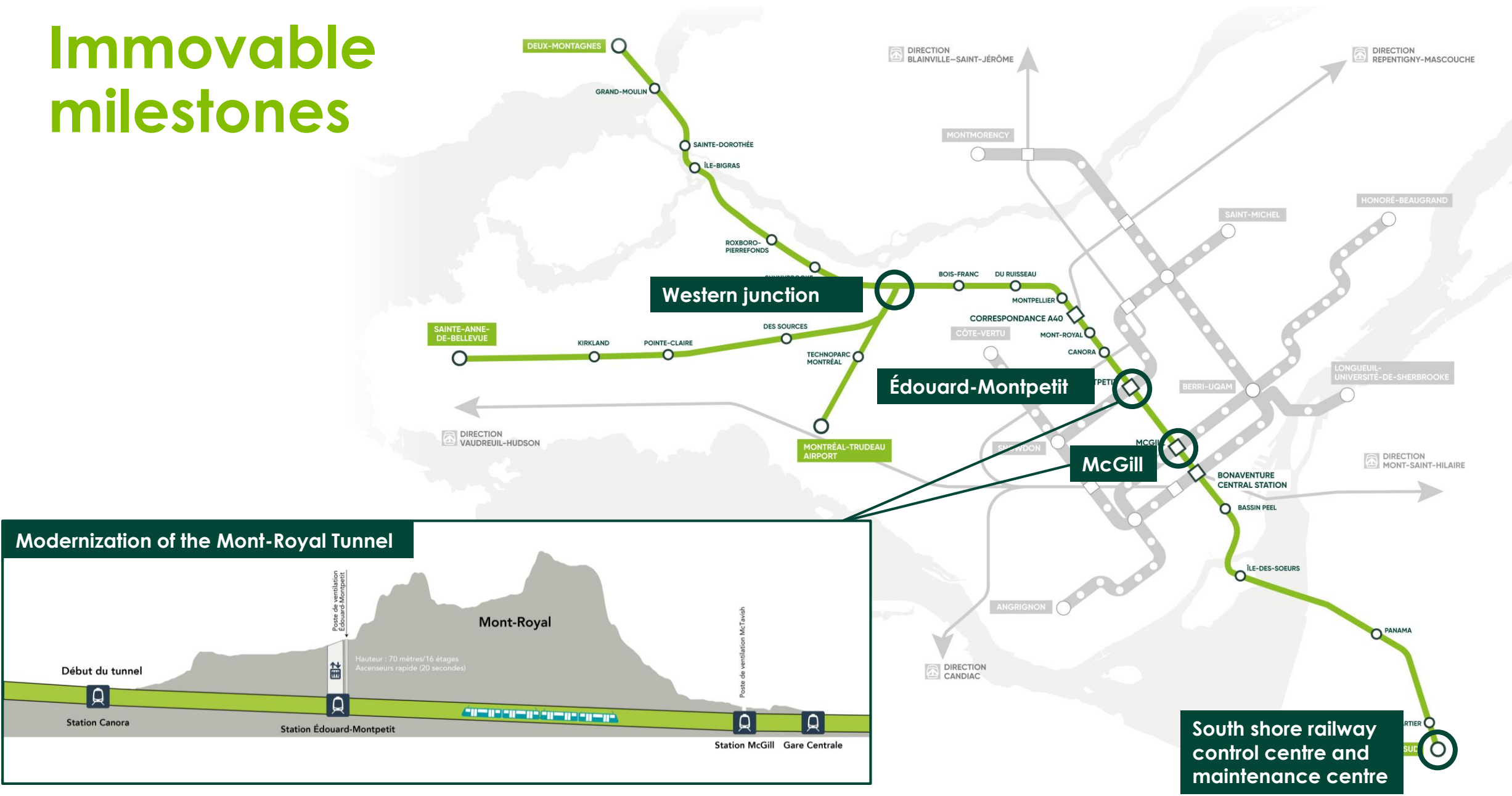


Construction  
of  
infrastructures



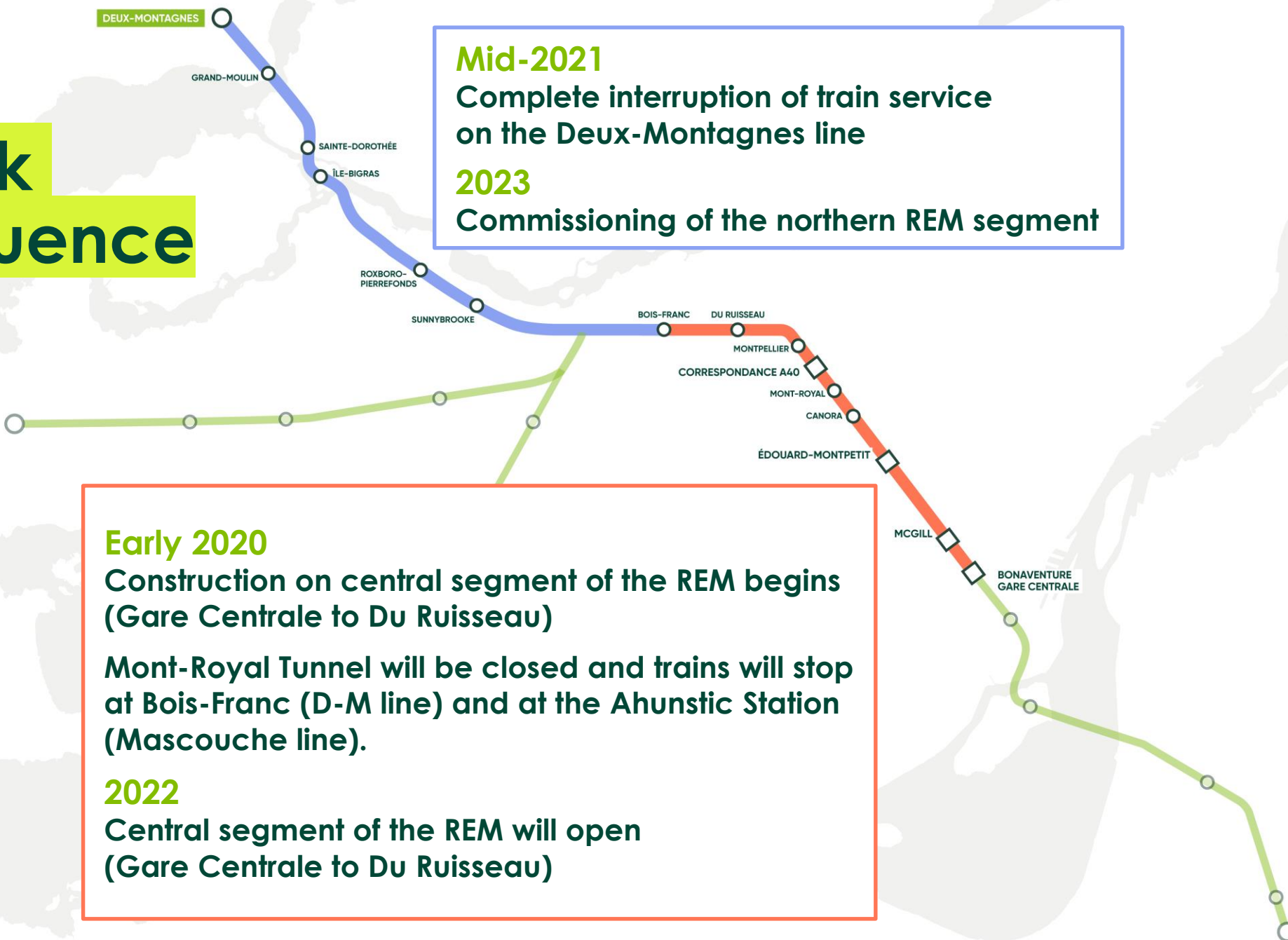
Architectural  
renderings

# Immovable milestones

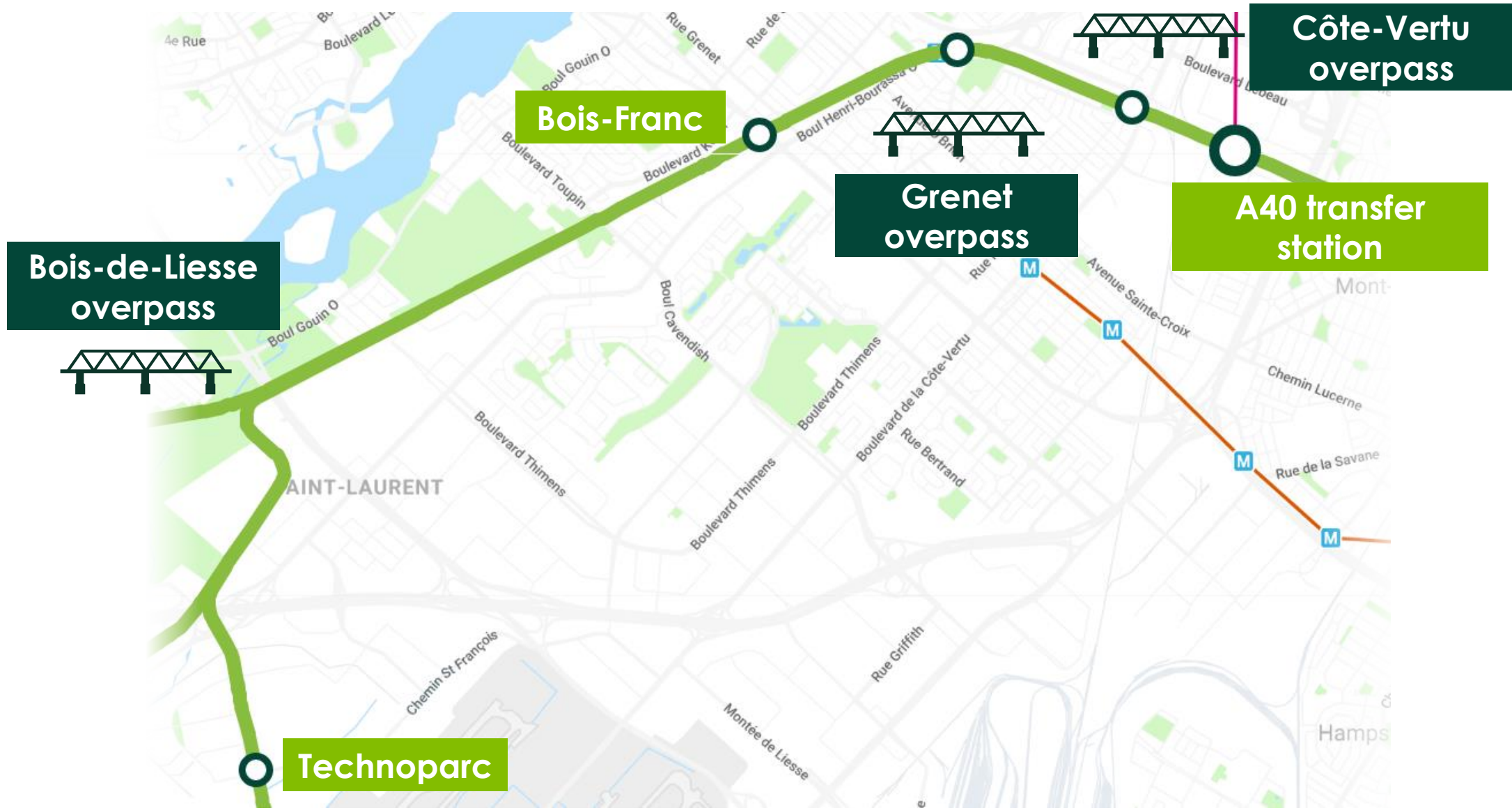




# Work sequence



# Work in Saint-Laurent and Ahuntsic-C.



# A40 Transfer Station

## Work expected in 2019:

beginning in May, in an industrial sector:

- Construction of the new garage at the **end of the Mascouche Line**
- Construction of foundations for the new transfer station

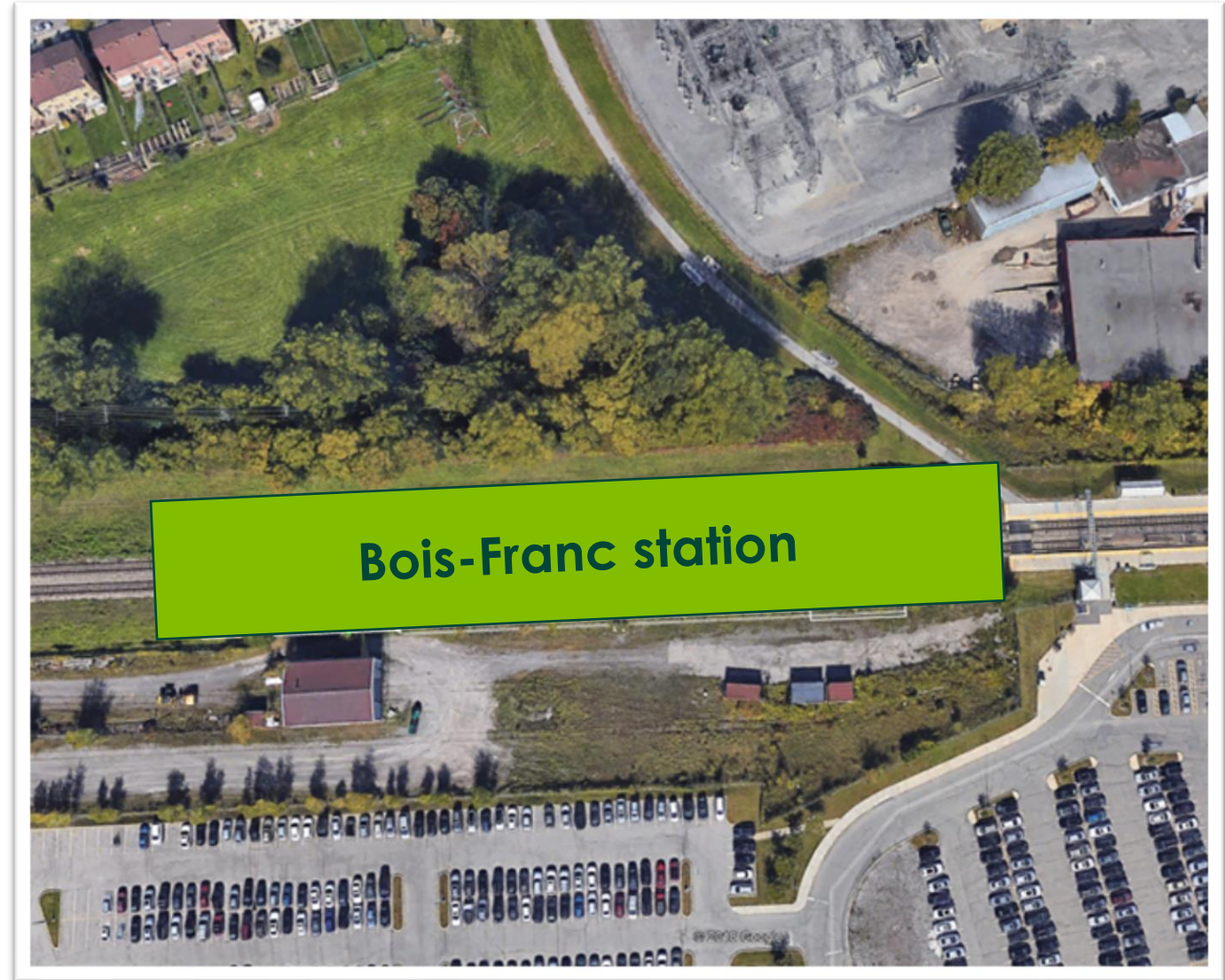




# Bois-Franc Station

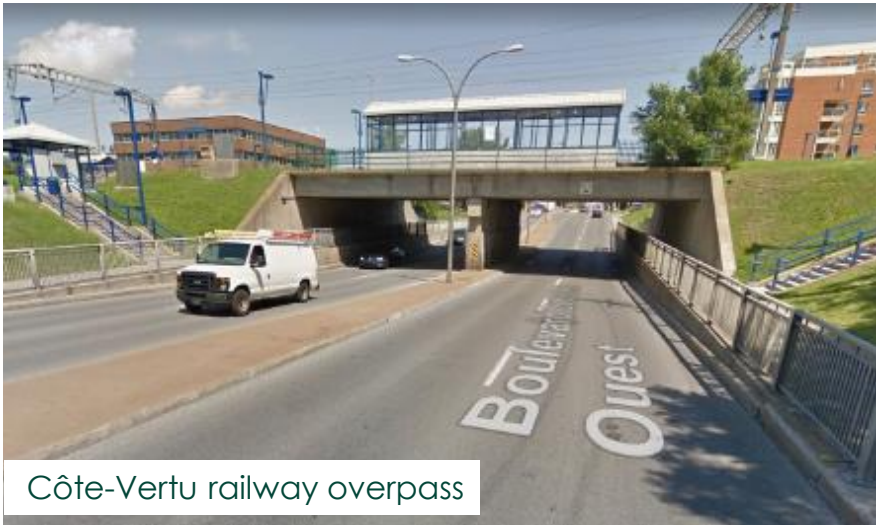
## Work planned for 2019:

- Relocation of the catenary
- Construction of the station foundations
- Implementation of interim measures in preparation for the service interruption scheduled for January 2020



# Rehabilitation of existing railway overpasses

## Viaduc Côte-Vertu



Work planned for May to November 2019:

- Repair work beneath the existing railway overpasses next to Côte-Vertu Boulevard
- No impact is expected on train service
- Traffic hindrances to be expected
- Relocation of utilities from September to November

# Rehabilitation of existing railway overpasses

## Viaduc Grenet



Work planned for May to August 2019:

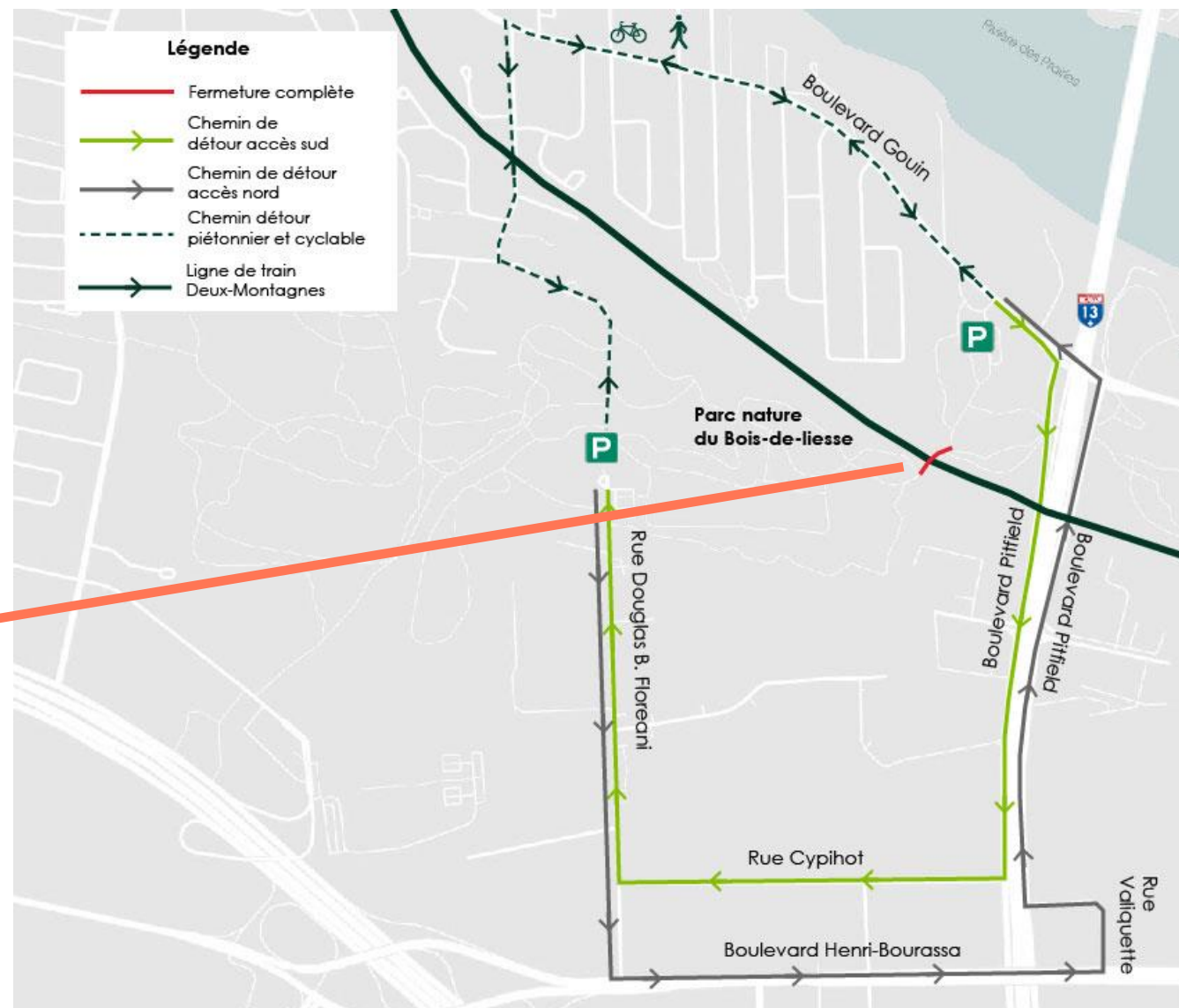
- Repair work beneath the existing railway overpasses next to Grenet Boulevard (lower sections)
- No impact is expected on train service
- Traffic hindrances to be expected



# Bois-de-Liesse Nature Park

Work planned from May to October 2019:

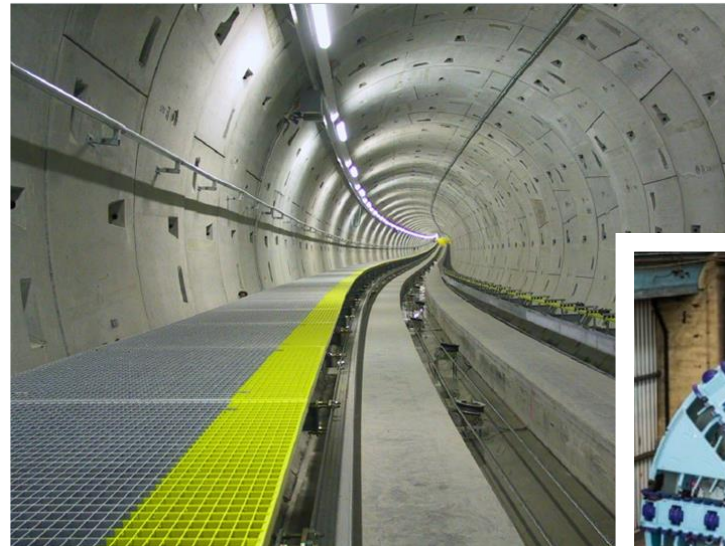
- **Construction of a new railway overpass** over the pedestrian and bike path
- **Summer 2019:** long-term closure of the pedestrian and bike path



# Technoparc Station

## Work planned for 2019:

- Relocation of public utilities
- Construction of the covered trench for the future Technoparc Station, as well as the portal for the tunnel boring machine
- Mobilization of the tunnel boring machine (summer 2019) and start of tunnel boring (fall 2019)
- **No impact** on wetlands





# Impacts and mitigation measures

Impacts	Mitigation measures
<b>Noise, vibration and dust</b>	<ul style="list-style-type: none"> <li>– Acoustic screens</li> <li>– Dust control and sprayers</li> <li>– Seismographs</li> <li>– Environmental measurement stations</li> </ul>
<b>Hindrances (rail, road and cycling) and trucking</b>	<ul style="list-style-type: none"> <li>– Interim (public transit) network</li> <li>– Traffic management plan</li> <li>– Flaggers</li> <li>– Adapted signage</li> <li>– Enclosed logistics zones</li> </ul>
<b>Tree planting</b>	<ul style="list-style-type: none"> <li>– Inventory of trees and flora species</li> <li>– At-risk plant species and trees will be relocated</li> <li>– Commercial valuation of quality trees</li> <li>– 250,000 trees will be planted during REM construction</li> </ul>



Commissioning  
planned for:

**2022 :**

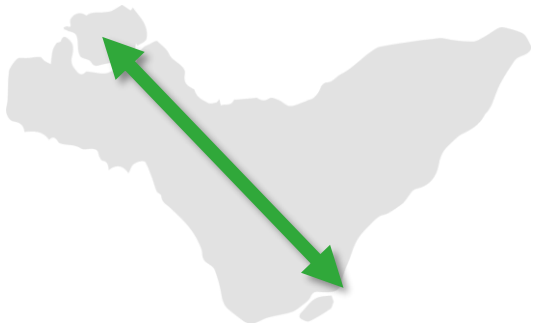
Central station to  
Du Ruisseau station

**2023 :**

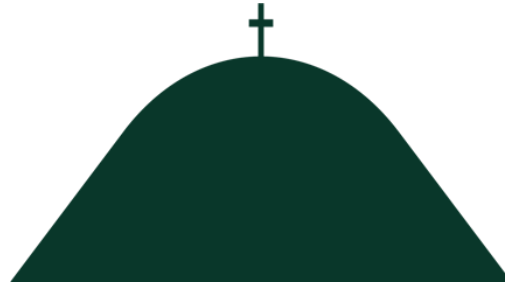
Du Ruisseau to Deux-  
Montagnes stations



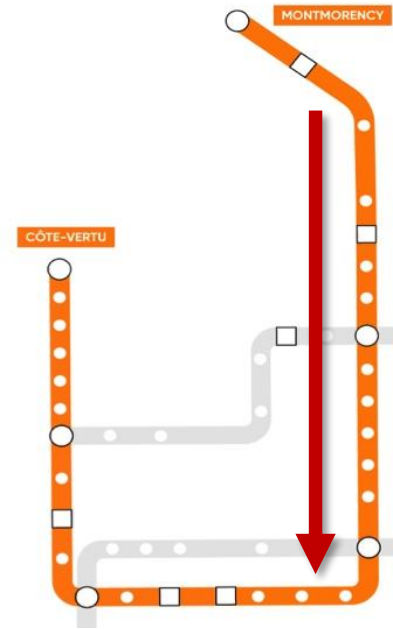
# MITIGATION STRATEGY



Irreplaceable  
diagonal



Mount Royal –  
an obstacle  
to circumvent



Metro's  
Orange line (east  
branch)



Road congestion



**Highway  
network  
and priority bus  
measures**

**Work group  
with users**

**Steering  
committee –  
North Shore  
and Laval**

**Municipalities  
and local  
networks**

**Public transit  
stakeholders**



Shuttles  
Rail



Improvement  
of existing service  
and bus shuttles



Priority bus  
measures



Orange\*, green  
and blue lines

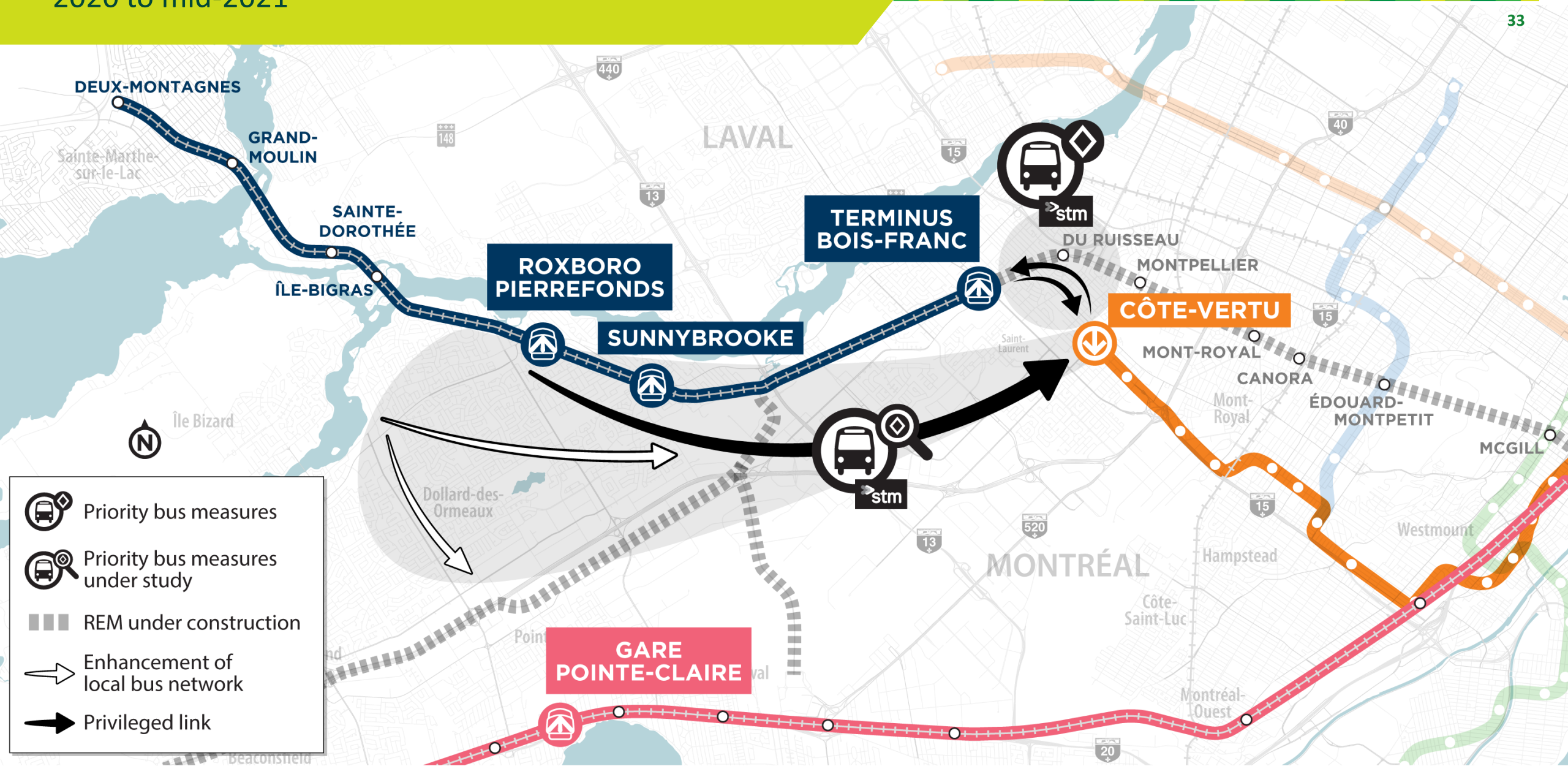
*\* West branch*



# ROXBORO/SUNNYBROOKE SECTOR

2020 to mid-2021

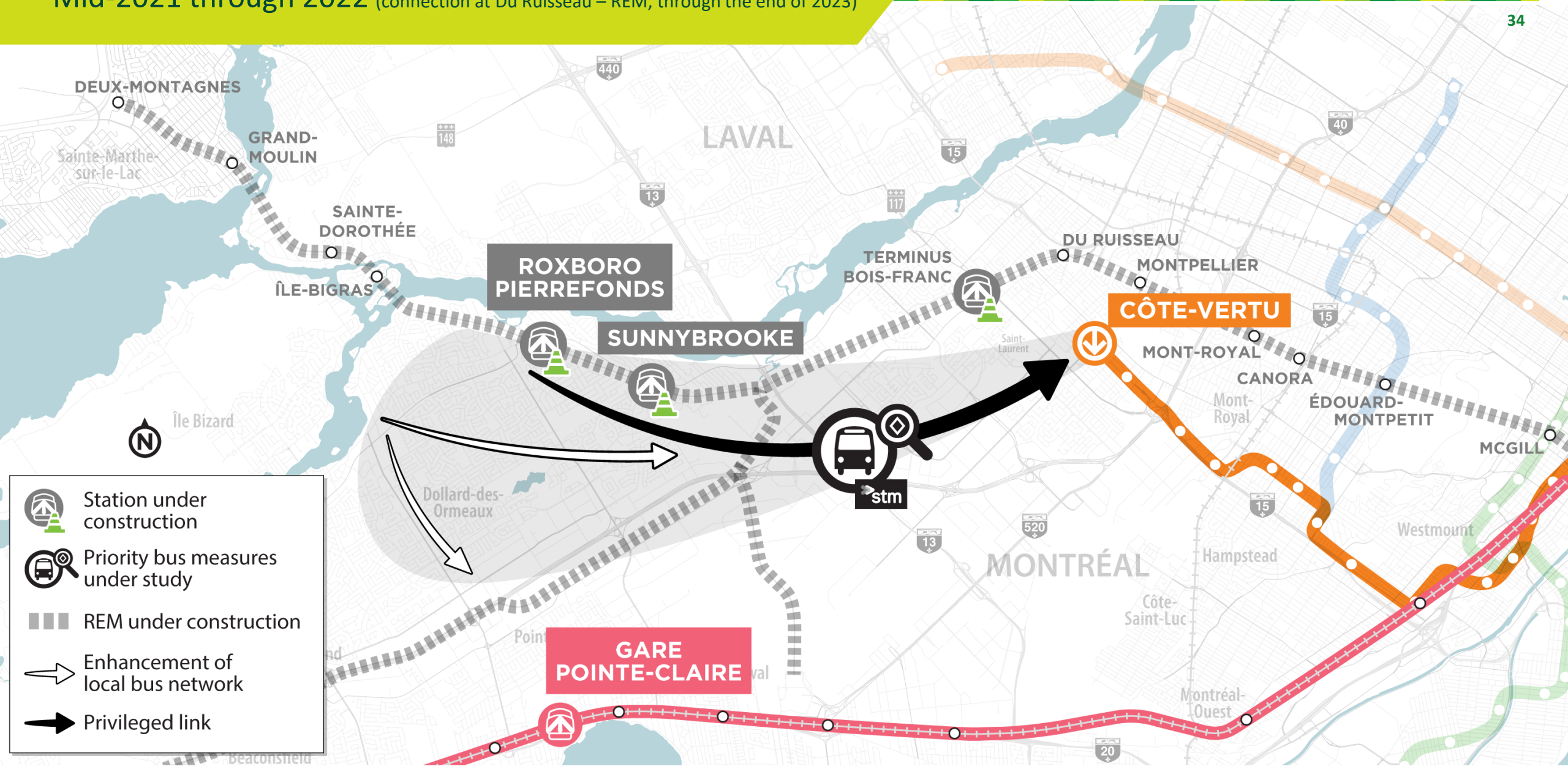
MEASURES BY SECTOR



# ROXBORO/SUNNYBROOKE SECTOR

MEASURES BY SECTOR

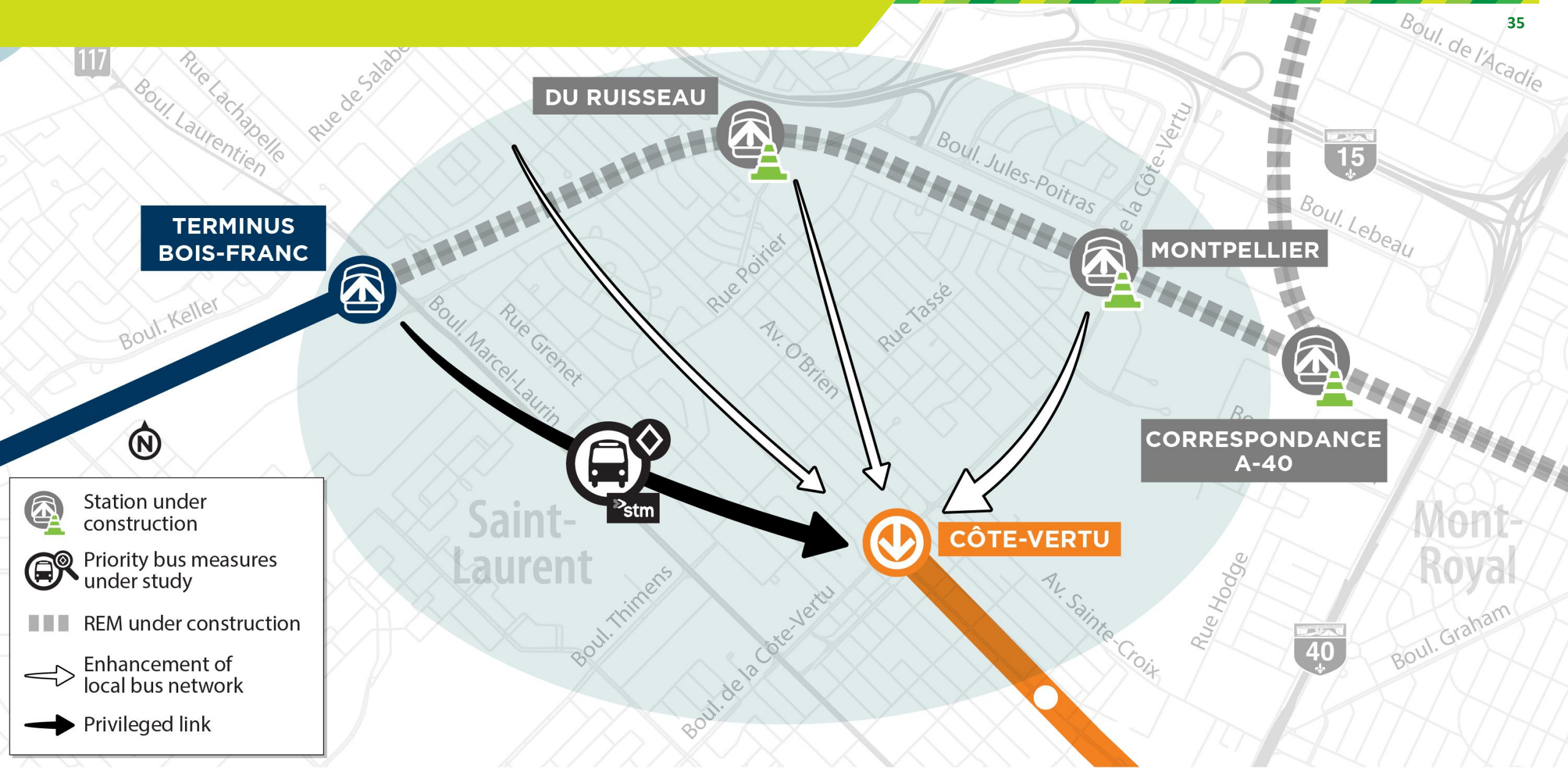
Mid-2021 through 2022 (connection at Du Ruisseau – REM, through the end of 2023)



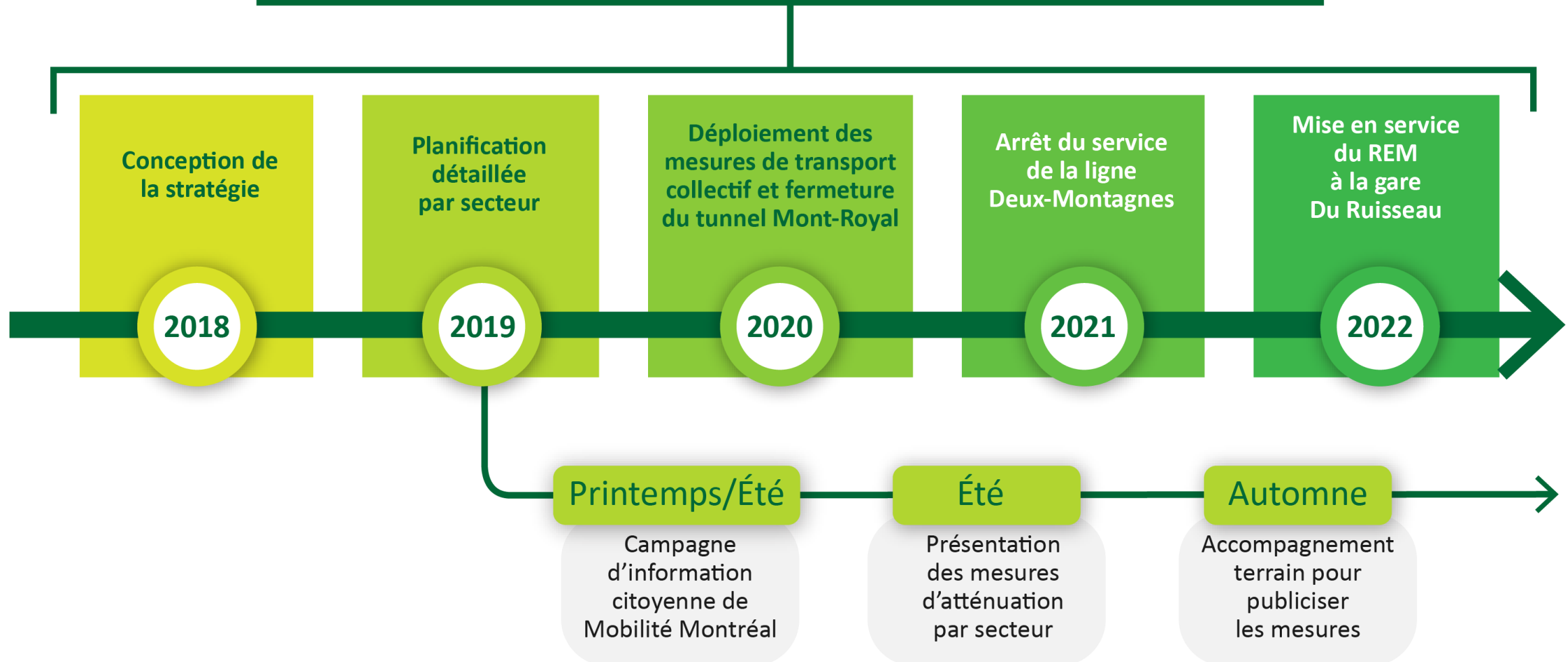


# CÔTE-VERTU SECTOR

## MEASURES BY SECTOR



## CONCERTATION, COORDINATION ET SUIVI DES MESURES D'ATTÉNUATION PAR LES PARTENAIRES







# Question & answer period

# Réseau express métropolitain

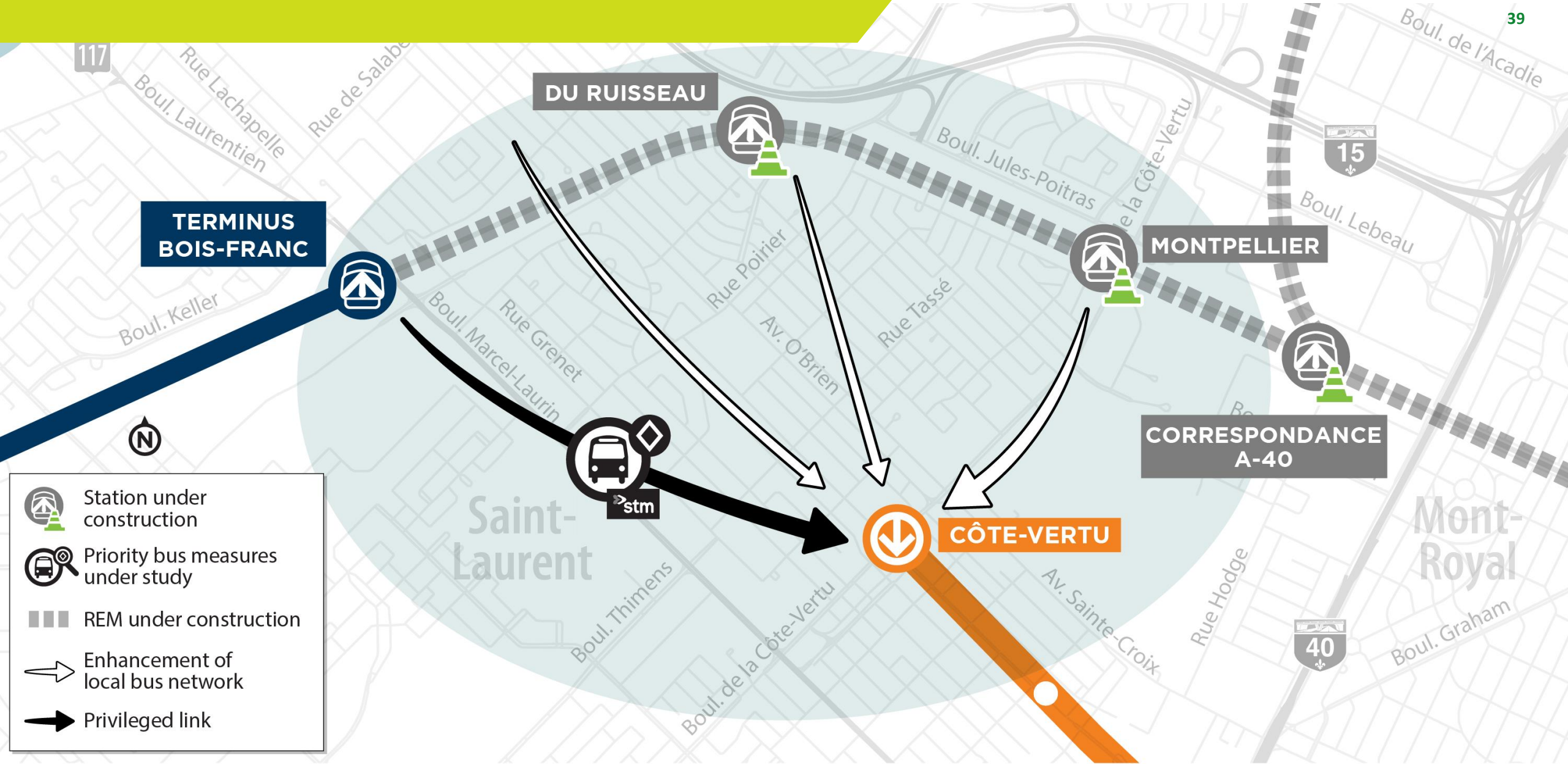


**Largest public transit project in Québec in the last 50 years**

**Light rail**  
100% electric and automated

**26 stations, 67 km**

**Commissioning in 2023**





Réseau  
express  
métropolitain



REMgrandmtl



REMgrandmtl



1 833 rem-info  
(1 833 736-4636)



Info@rem.info

rem.info/e  
n

