

Presentation begins at 7 p.m.

If you have any questions
about the project please
visit rem.info/en





Réseau express métropolitain

Informational meeting
Laval

2019-06-10

Réseau
express
métropolitain



Agenda

- The REM arrives in Laval
- Work strategy
- Upcoming work in 2019
- Interim public transit mitigation strategy
- Question & answer period



The REM arrives in Laval

Réseau express métropolitain



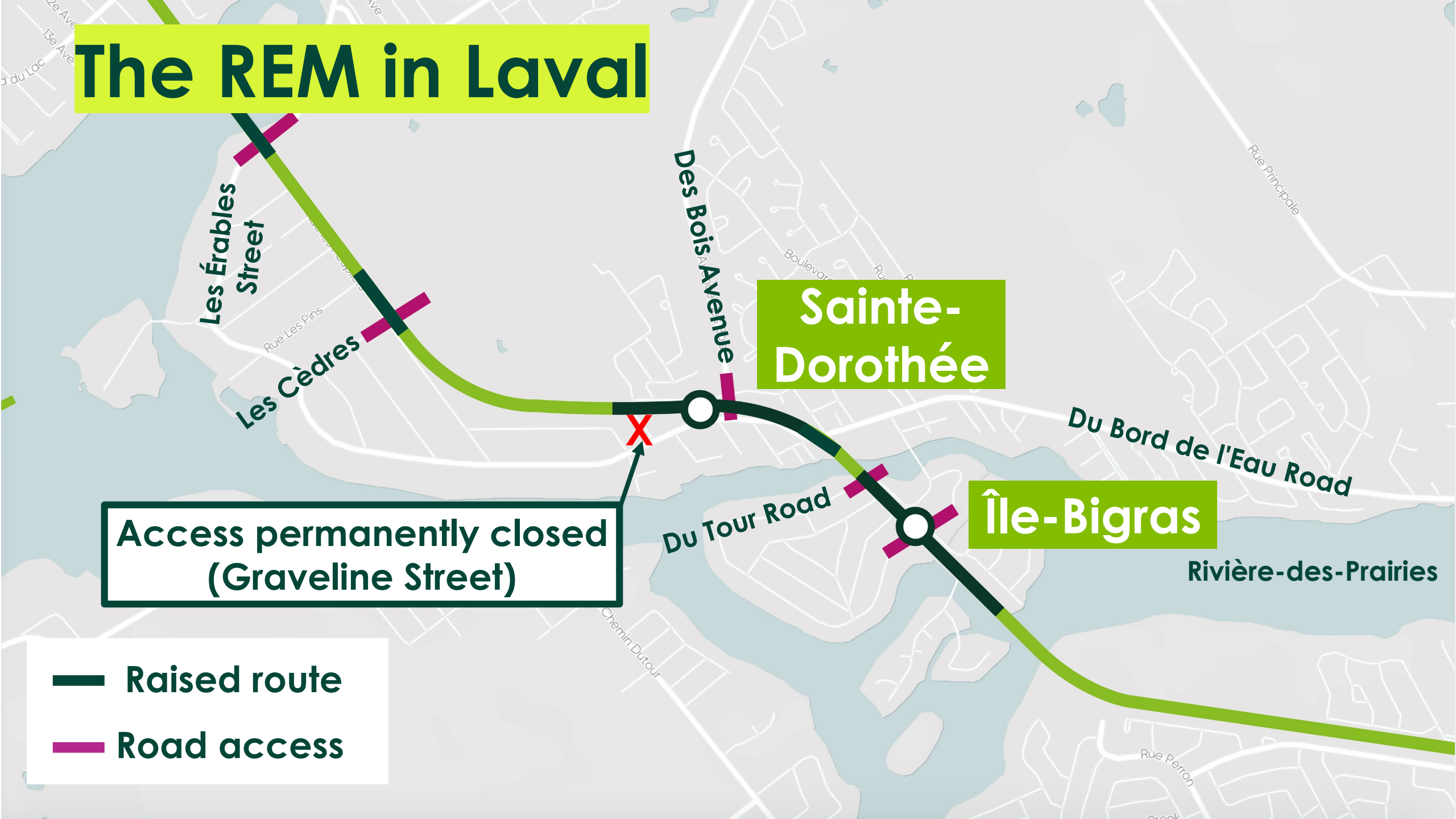
Largest public transit project in Québec in the last 50 years

Light rail
100% electric
and automated

26 stations, 67 km

Commissioning in
2023

The REM in Laval



Frequency, travel time and capacity



+ Fast

Île-Bigras – Gare Centrale: 26 minutes
Sainte-Dorothée – Gare Centrale: 28 minutes
Île-Bigras – Airport: 19 minutes
Sainte-Dorothée – South Shore: 44 minutes

+ Frequent

20% more frequent
5 minutes during peak hours
15 minutes during off-peak hours

+ Large capacity

2.5 times more people during peak hours (42,120 people)
Nearly 7000 seats during peak hours
(MR-90 = 8100 seats)

The REM: quieter technology



Current exo trains – 300 metres



2 cars during off-peak hours — 40 metres — 14 hours/day



4 cars during peak hours — 80 metres — 6 hours/day

REM cars

- Weight: 180 tons
- No train whistles at station arrival or grade crossing alarms
- Electric brakes
- Welded rails with rubber pads across the entire network



REM stations and rail car

Stations accessible by various means



1000 parking spaces
65 bicycle racks
5 kiss-and-ride lanes
6 bus platforms
(more stops on
streets)



**MOBILITÉ
MONTREAL**

ARTM

Autorité régionale
de transport métropolitain

exo

stm

RTL
Agglomération
de Longueuil

STL

bixi

netlift

**CAR
2GO**

VQ
Vélo Québec

Communauto

An architectural rendering of a modern building facade. The building features a prominent glass curtain wall that reflects the surrounding environment. Interspersed within the glass are vertical wooden slats of varying heights, creating a rhythmic pattern. The building is situated in an urban environment with people walking on a sidewalk in the foreground and trees with autumn foliage in the background. The sky is a soft, hazy blue.

Architectural renderings



Lines to mimic
movement

Glass for its
transparency and
natural light

Wood for its warmth
and as a hallmark

Station facilities



Outdoor area

- Landscaped for biodiversity
- Public spaces
- Safe circulation
- Street furniture



Indoor area

- Indoor platforms – enclosed, climate-controlled building
- Platform screen doors for increased safety
- Universal accessibility
- WiFi throughout the network



O Work execution

Roles and responsibilities



Réseau
express
métropolitain



Project office



NouvLR

– Construction



GRUPE
PMM

– Rolling stock and
operations

Project integration

City of Montréal

Mobilité Montréal
committees

Work impact
management
committees

Coordination with
government
departments,
municipalities and
partners

Coordination
committees – ARTM
and
transit authorities

More than 20 work planning and monitoring committees

Work strategy

DESIGN – ENGINEERING

PROCUREMENT

CONSTRUCTION

Relocation of
public utilities



Station
foundations



Construction
of
infrastructures



Architectural
renderings

Vital milestones

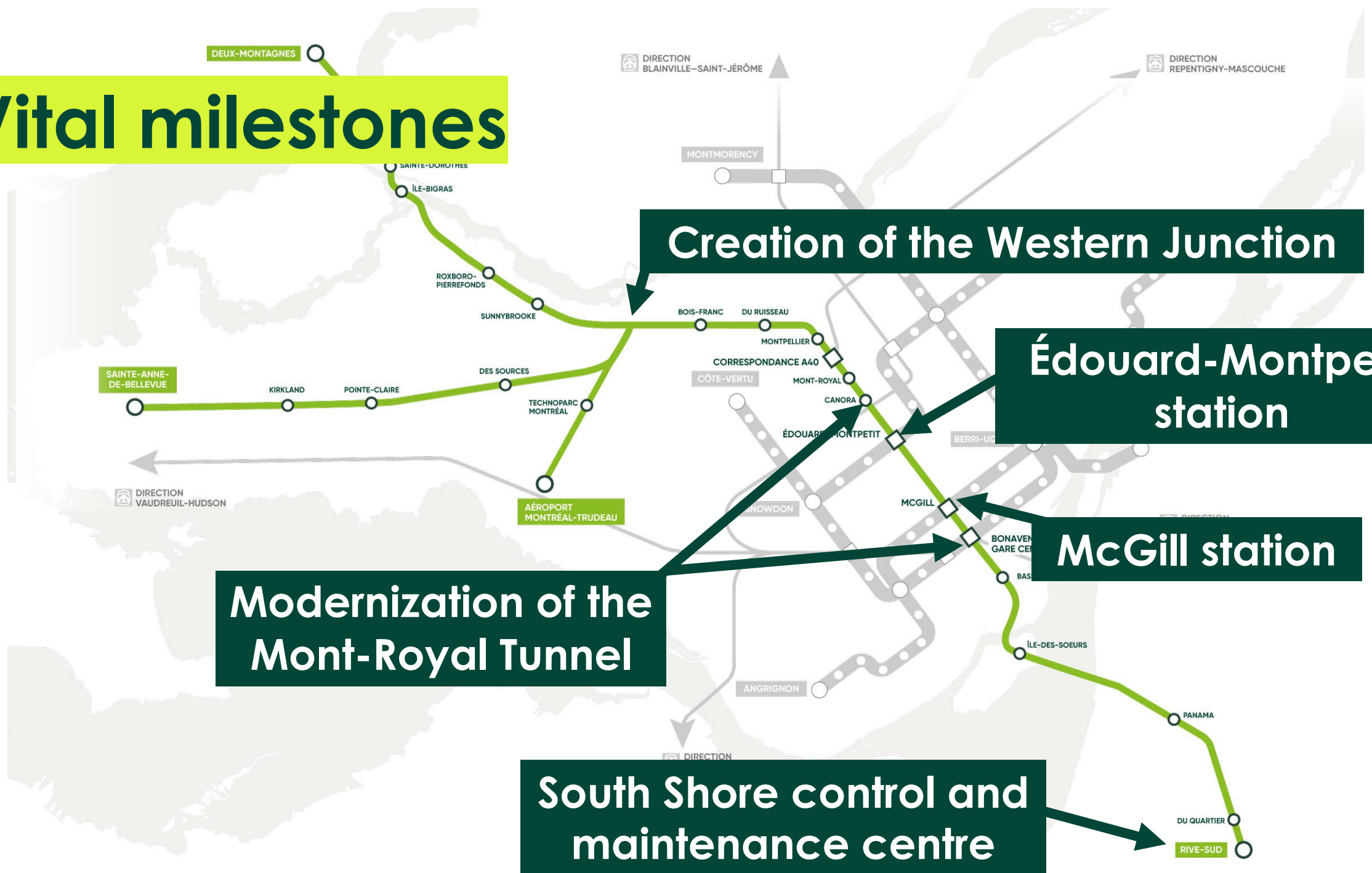
Creation of the Western Junction

Édouard-Montpetit station

McGill station

Modernization of the Mont-Royal Tunnel

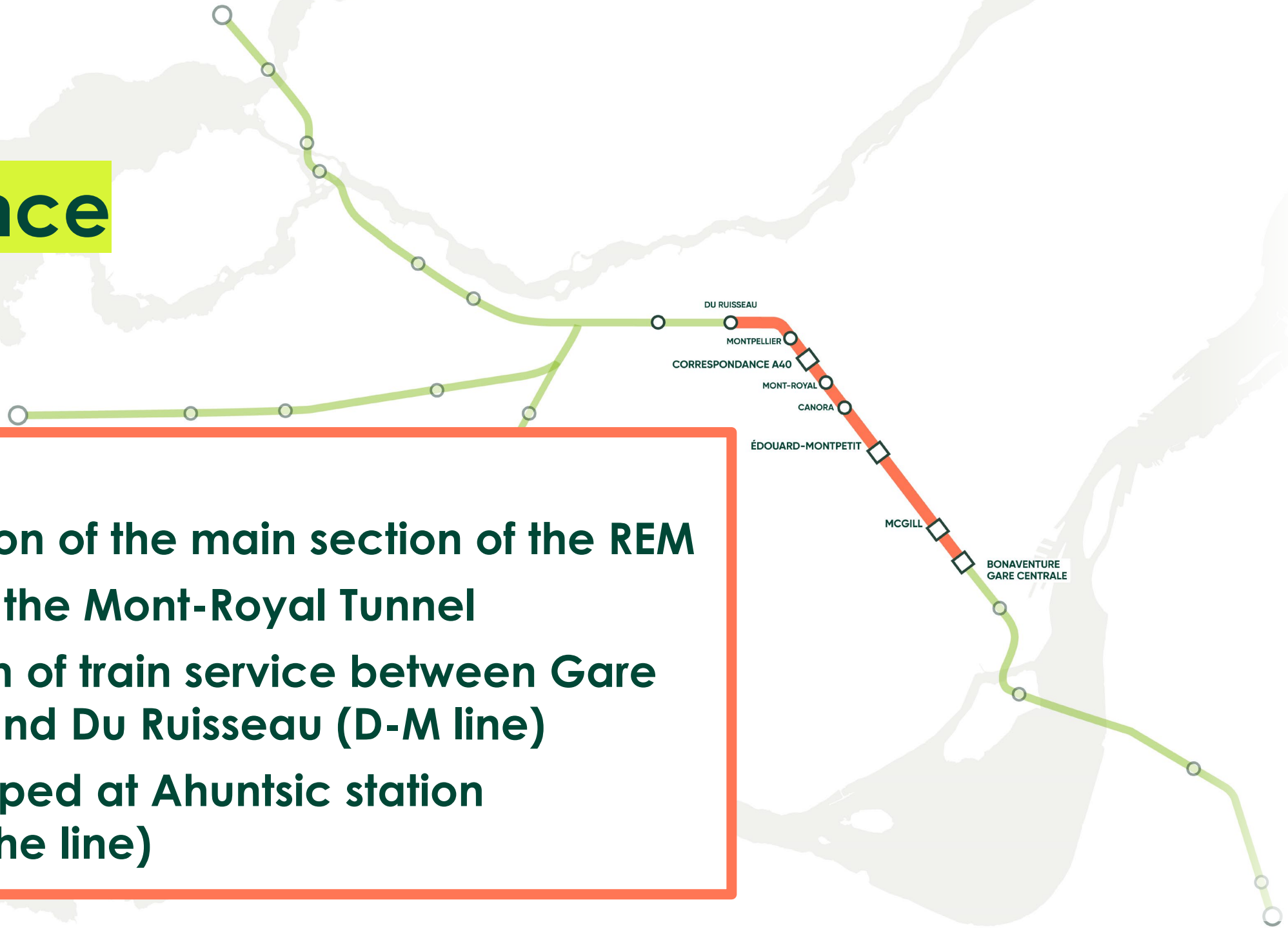
South Shore control and maintenance centre



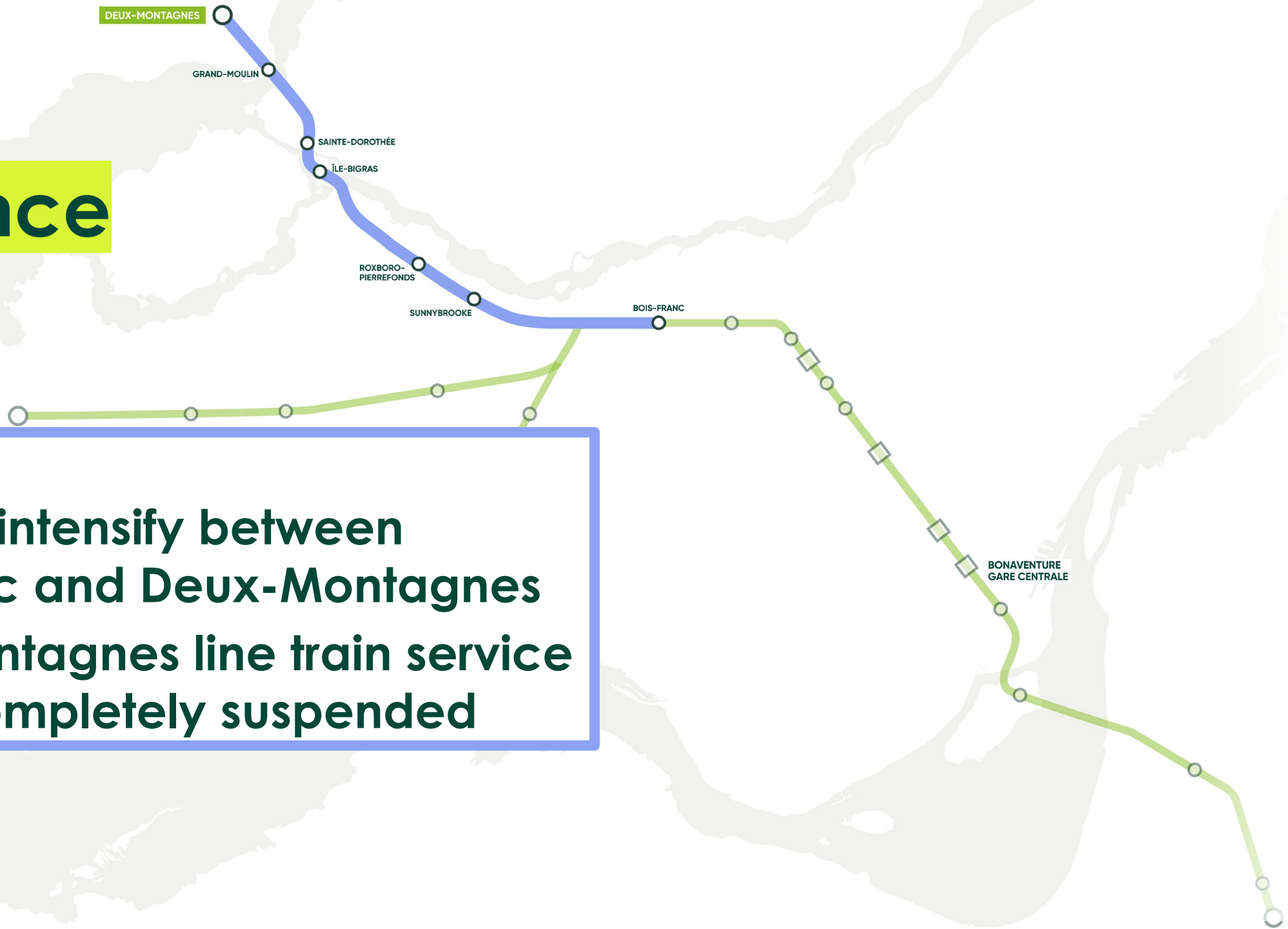
Work sequence

Early 2020

- Construction of the main section of the REM
- Closure of the Mont-Royal Tunnel
- Suspension of train service between Gare Centrale and Du Ruisseau (D-M line)
- Trains stopped at Ahuntsic station (Mascouche line)



Work sequence



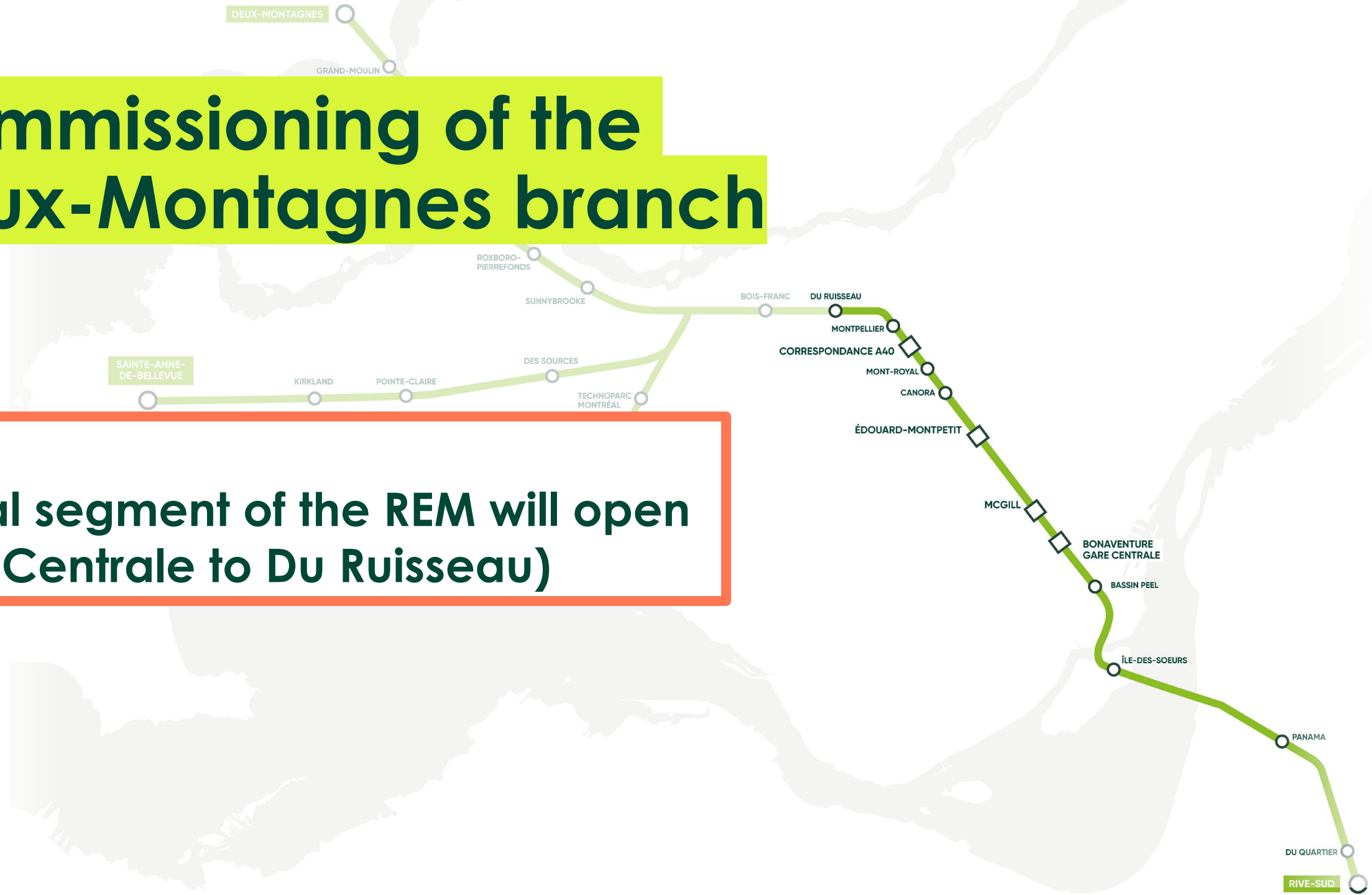
Mid-2021

- Work will intensify between Bois-Franc and Deux-Montagnes
- Deux-Montagnes line train service will be completely suspended

Commissioning of the Deux-Montagnes branch

2022

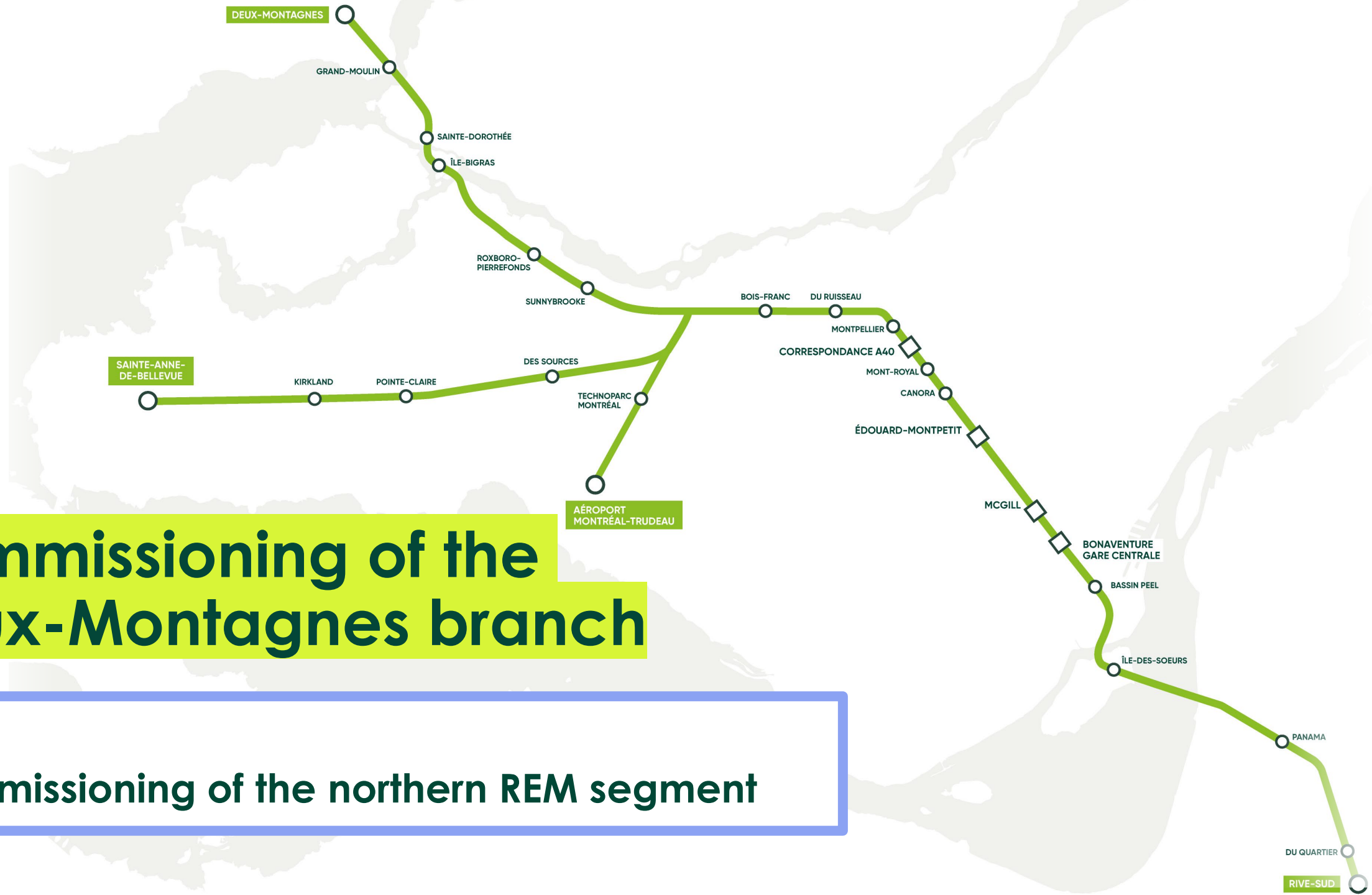
Central segment of the REM will open
(Gare Centrale to Du Ruisseau)



Commissioning of the Deux-Montagnes branch

2023

Commissioning of the northern REM segment





Upcoming work in 2019

Summer 2019 – Dec. 2020:

- Cutting of trees and construction of access roads
- Construction of a temporary jetty and dock
- New REM dual-track railway bridge

Sainte-Dorothée

Île Bigras

Du Tour Road

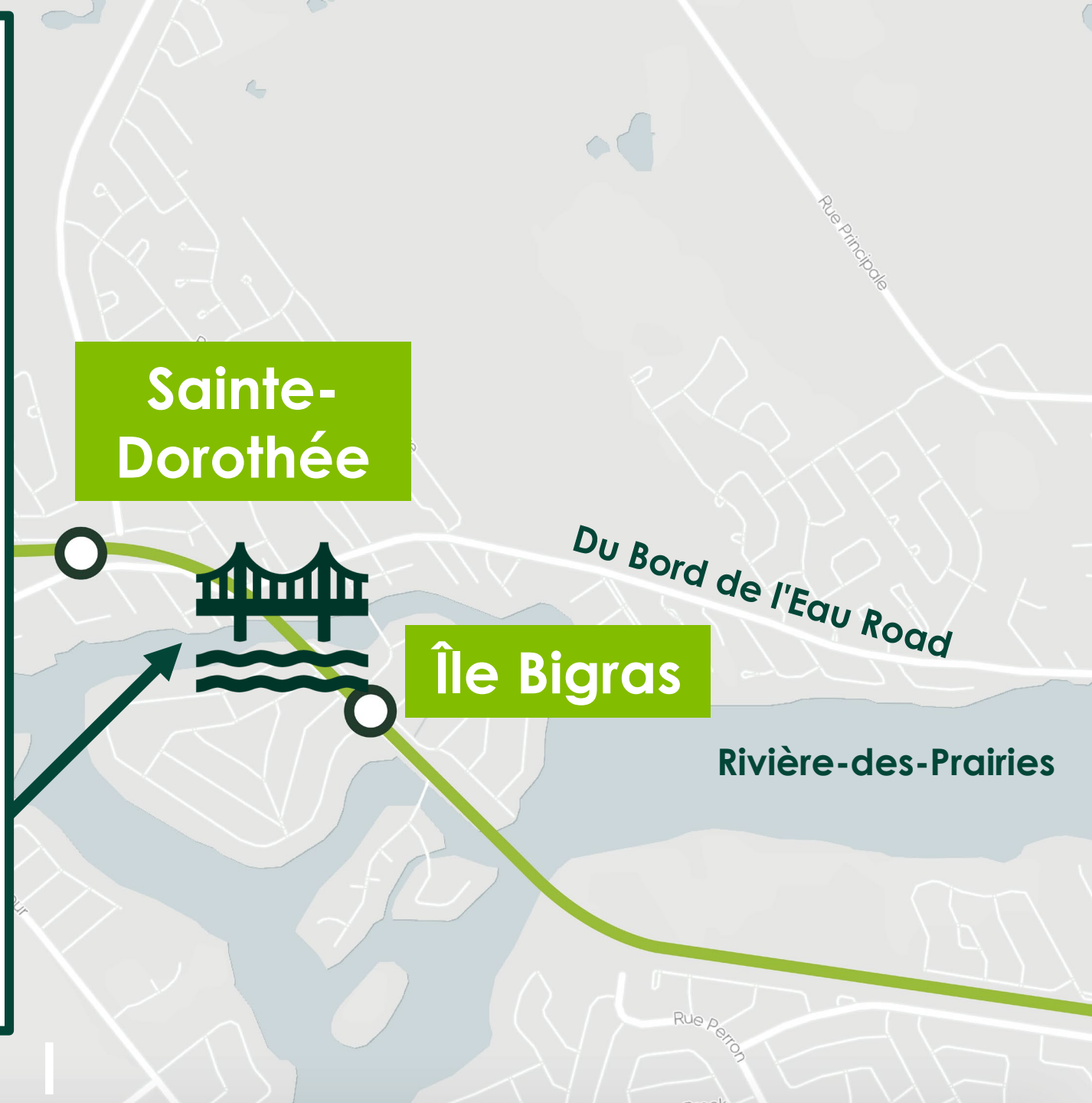
Du Bord de l'Eau Road

Rivière-des-Prairies



Summer 2019 – Dec. 2020:

- Cutting of trees and construction of access roads
- Construction of temporary jetties
- New single-track railway bridge to double the existing bridge
- Repair of the existing bridge





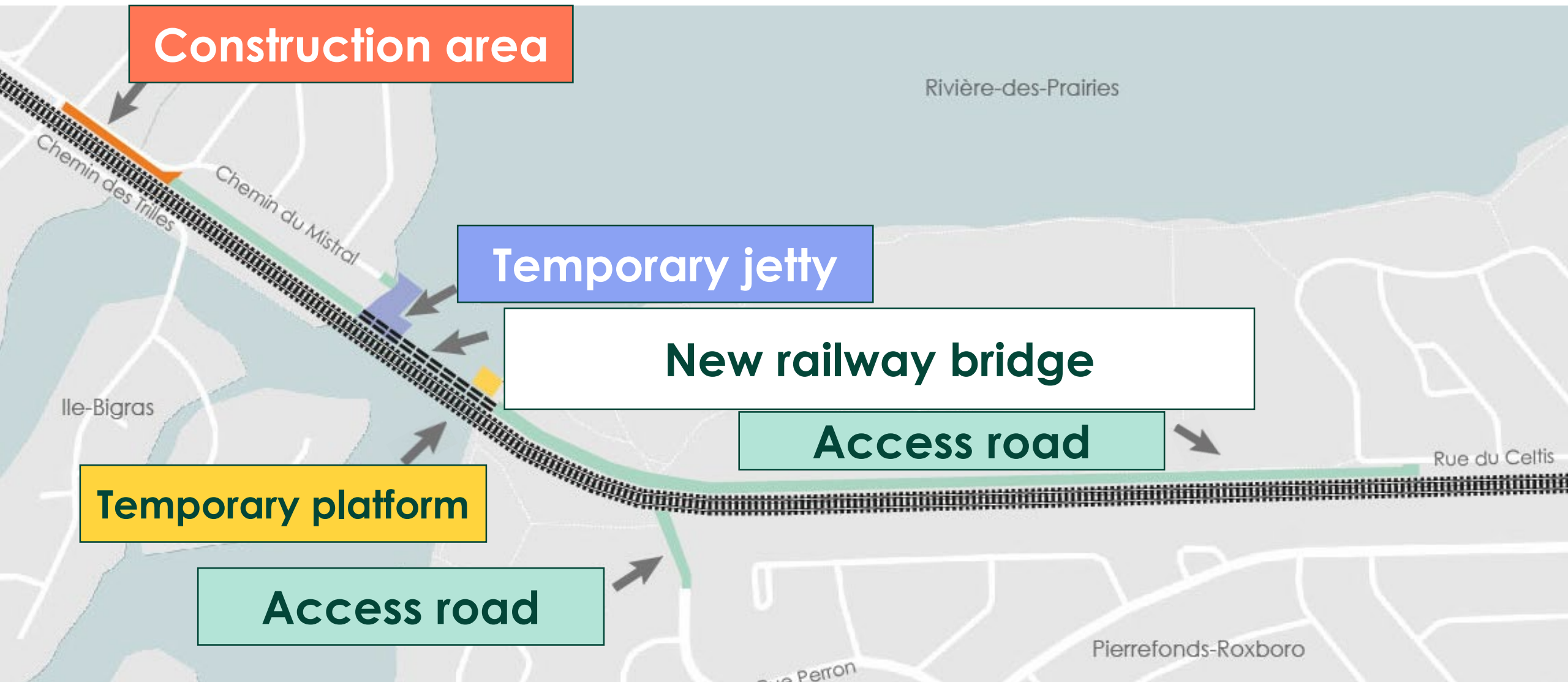
Summer 2021 – 2023:

- Station construction
- Structure construction:
 - Du Bord de l'Eau Road
 - Des Bois Avenue
 - Les Cèdres Street
 - Mille-Îles River bridge

Rivière-des-Prairies



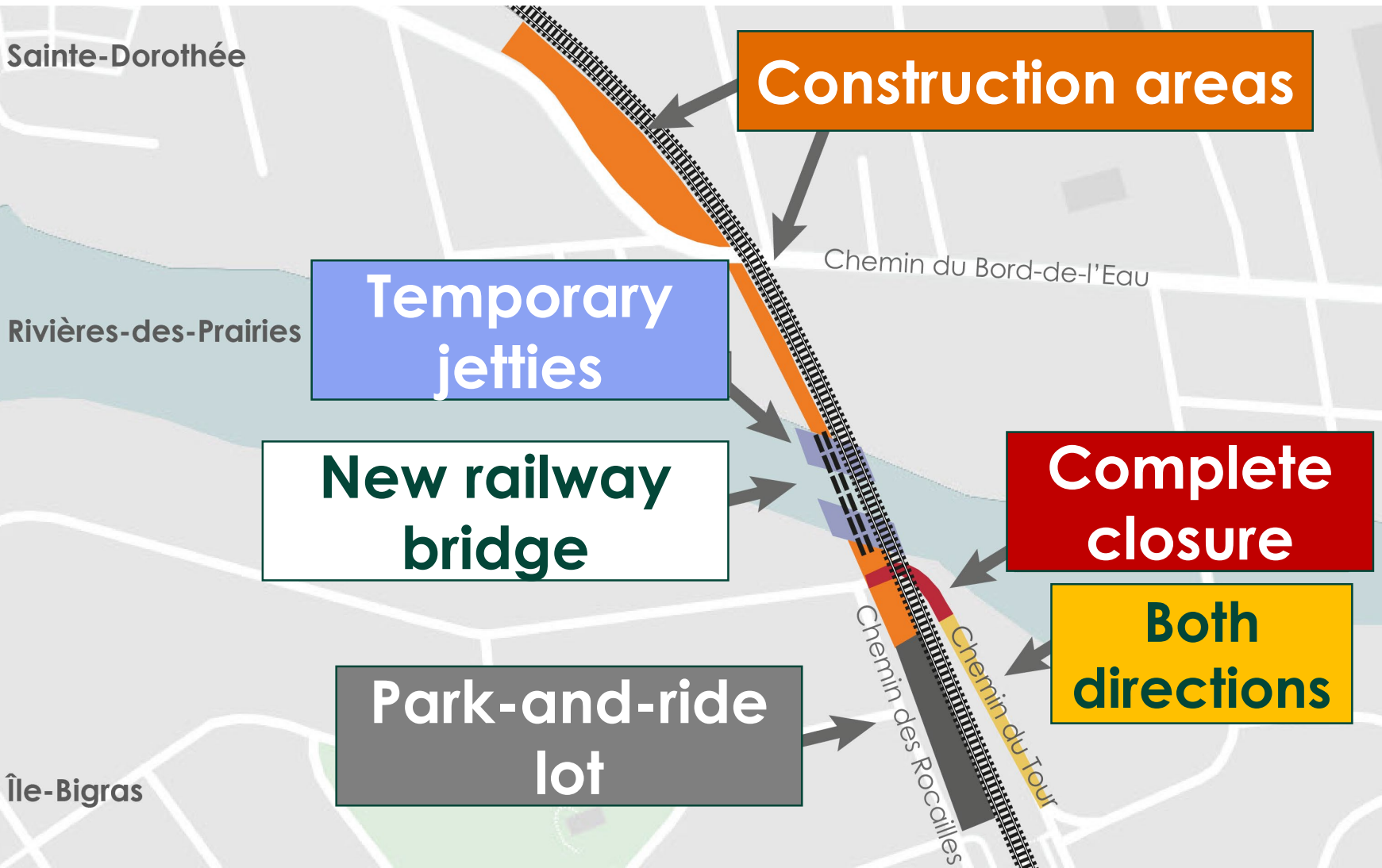
Montréal – Ile Bigras sector – Work scheduled for **summer 2019** to **December 2020**



Rivière-des-Prairies



Île Bigras – Sainte-Dorothée sector – Work scheduled from summer 2019 to December 2020



- New single-track bridge to double the existing bridge
- Repair of the existing bridge
- Park-and-ride lot will be maintained
- Preparatory work

Impacts and mitigation measures



Impacts	Examples of mitigation measures
Tree planting	<ul style="list-style-type: none">– Reforestation where deforestation took place
Noise, vibration and dust	<ul style="list-style-type: none">– White noise backup alarms, whenever possible– Acoustic screens– Dust control and sprayers– Seismographs (vibration measurements)– Noise and air quality measuring stations
Rail, road and cyclist hindrances	<ul style="list-style-type: none">– Traffic management plan– Flaggers– Adapted signage
Truck route	<ul style="list-style-type: none">– Trucking routes discussed with the City

Deux-Montagnes



2019-2021: Work scheduled

- Geotechnical campaigns
- Relocation of public utilities

Summer 2021: Work scheduled

- Repair and doubling of tracks on railway bridge over Mille Îles River
- Ground-level route
- Engineering structures
- Station construction

St-Eustache – Temporary exo maintenance centre





Réseau
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ARTM

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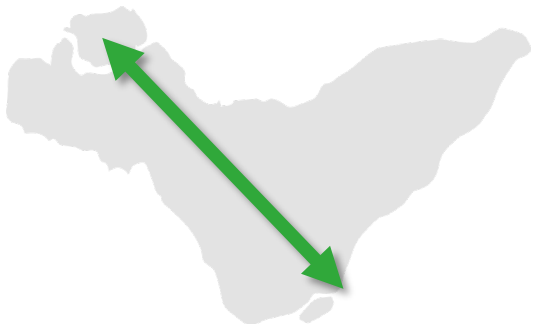
INTERIM PUBLIC TRANSIT MITIGATION STRATEGY

June 10, 2019

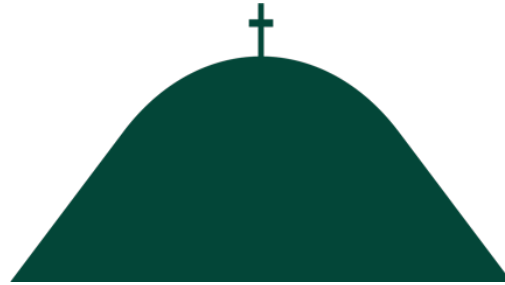
MAJOR CHALLENGES

BACKGROUND

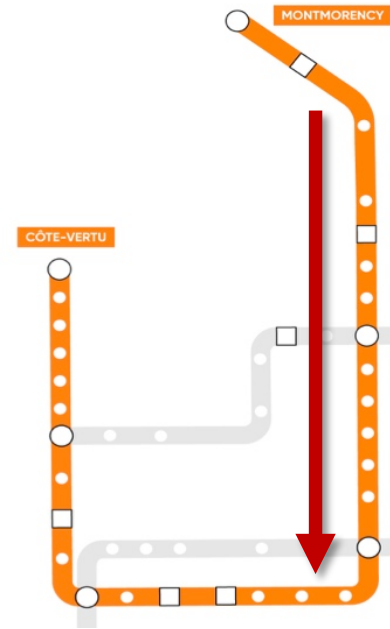
32



Irreplaceable
diagonal



Mount Royal –
an obstacle
to circumvent



Metro's
Orange line
(east branch)



Road
congestion

MAIN METROPOLITAN COLLABORATION POINTS

INTERIM NETWORK

33

**Highway
network
and priority
bus measures**

**Work group
with users**

**Steering
committee –
North Shore
and Laval**

**Municipalities
and local
networks**

**Public transit
stakeholders**

FOUR PILLARS OF THE NEW INTERIM NETWORK

INTERIM NETWORK

34



Shuttles
Rail



Improvement
of existing
service and bus
shuttles



Priority bus
measures



Orange*,
green
and blue lines

** West branch*

WEST ISLAND AND NORTH SHORE SECTOR 2020 to mid-2021

MEASURES BY SECTOR

35

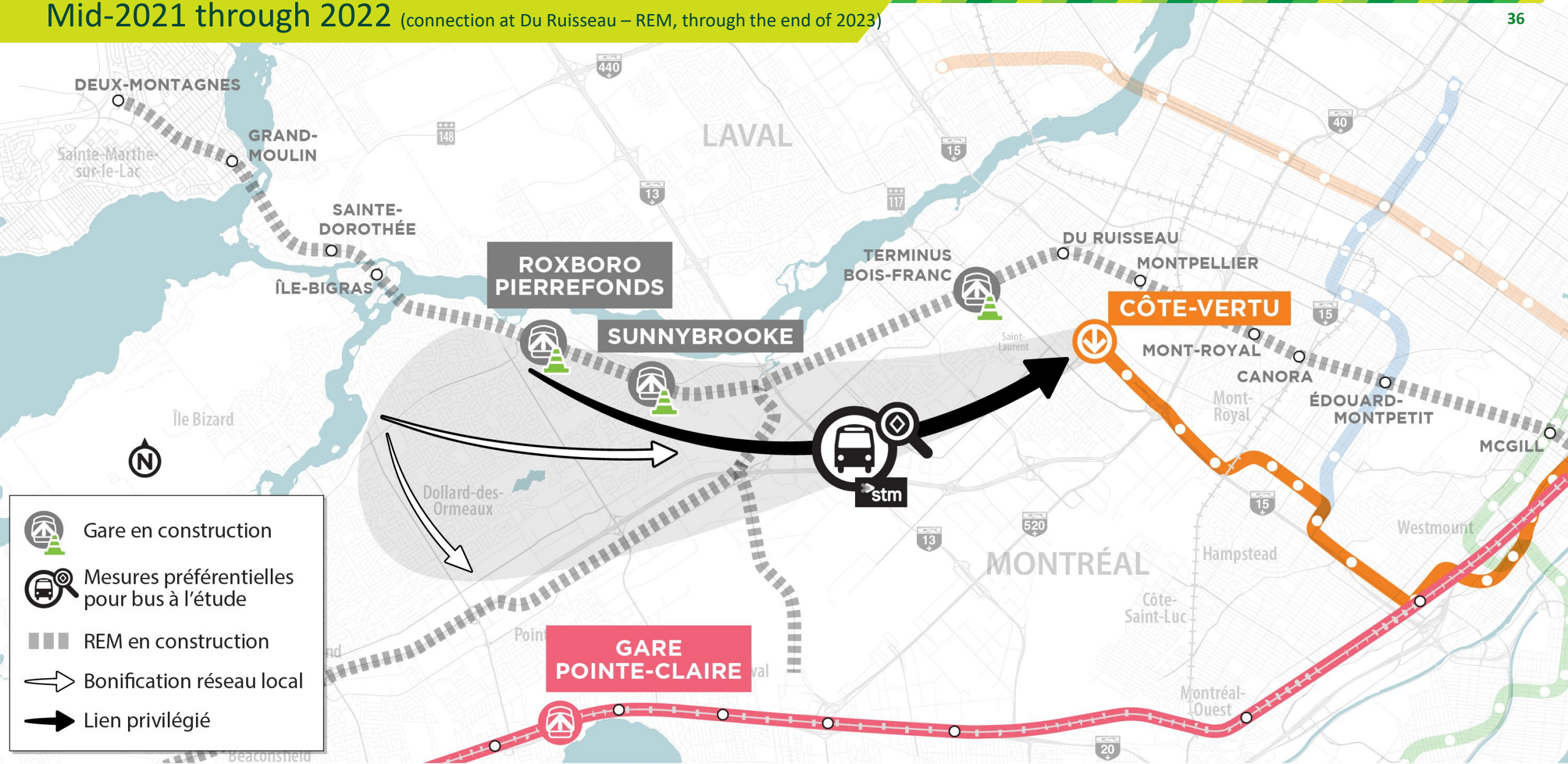


WEST ISLAND AND NORTH SHORE SECTOR

MEASURES BY SECTOR

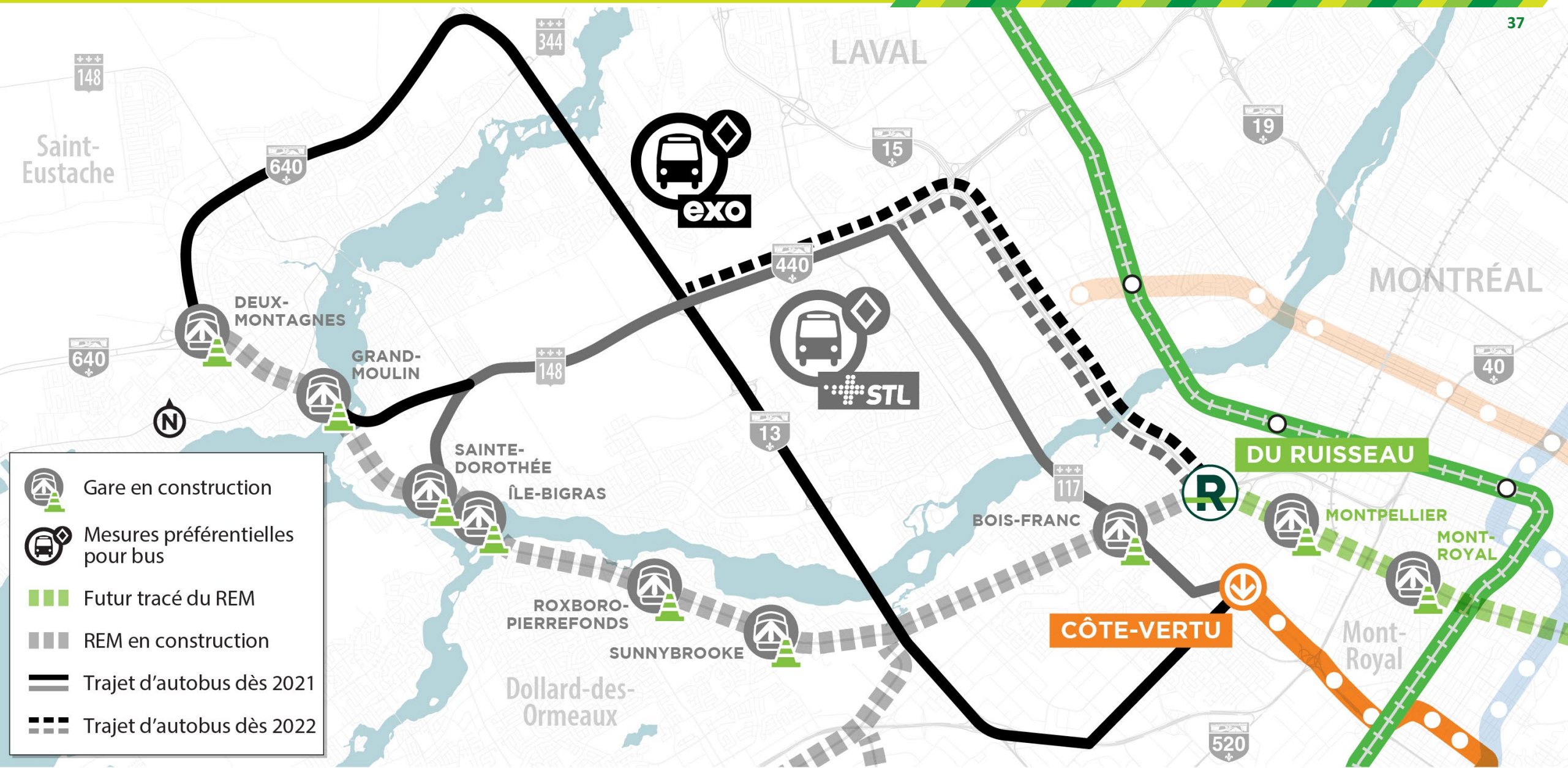
Mid-2021 through 2022 (connection at Du Ruisseau – REM, through the end of 2023)

36

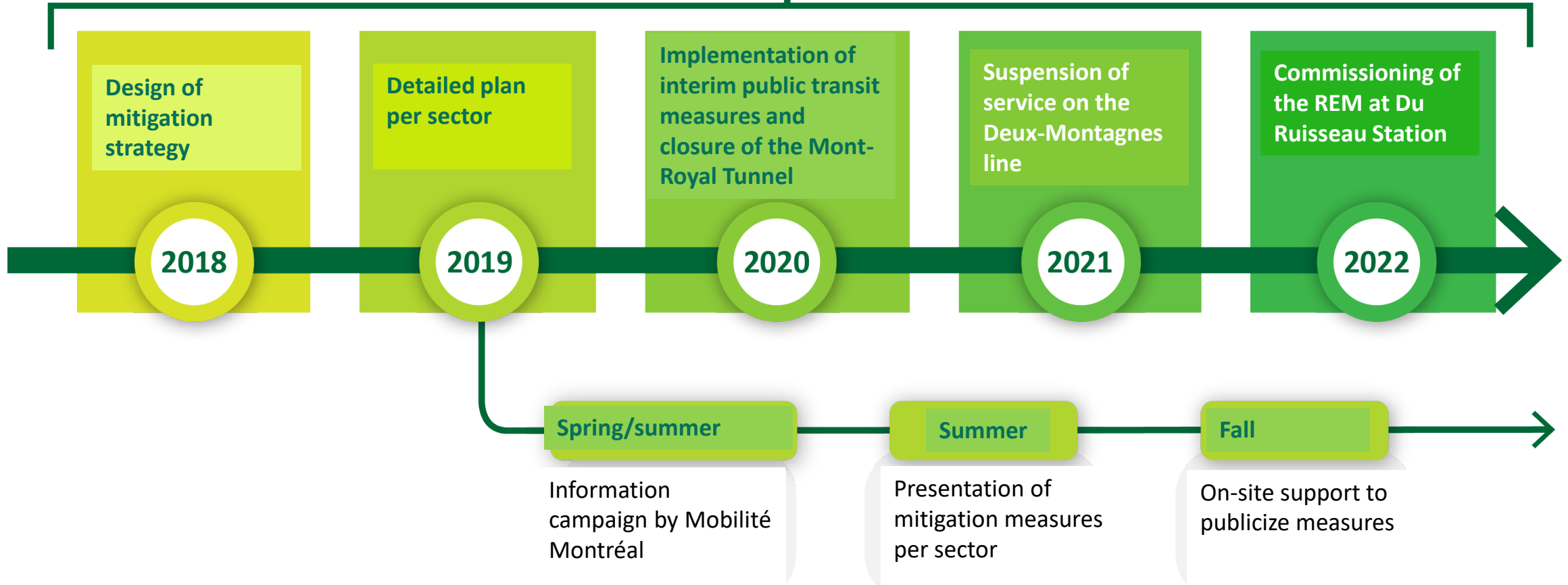


NORTH SHORE SECTOR

MEASURES BY SECTOR



COOPERATION, COORDINATION AND MONITORING OF MITIGATION MEASURES BY THE PARTNERS





Question & answer period

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REMgrandmtl



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