Report

Meeting objective: Réseau express métropolitain (REM) information meeting

Date and time: June 5, 2019, 6 to 9:45 p.m.

Location: Centre culturel de Pierrefonds, 13850 West Gouin Boulevard

Meeting overview:
- Approximately 300 participants
- About 40 questions asked by the public during the question and answer period
- Seven stakeholders present during the informational meeting and the question and answer period:
    - Virginie Cousineau, Public Affairs Manager, REM project office
    - Jean-Philippe Pelletier, Assistant Director of Project Delivery, REM project office
    - Denis Andlauer, Director of Operations, CDPQ Infra
    - Giovanni Cipolla, Segment Director, NouvLR
    - Simon Charbonneau, Public Affairs and Media Relations Advisor, ARTM
    - Sarah Bensadoun, MTQ Spokesperson
    - Pierre Guillot-Hurtubise, Facilitator

The meeting was divided into two parts:
- Open house with information panels – 6 to 7 p.m.
- Information session, followed by a question and answer period – 7 to 9:45 p.m.

The presentation given during the informational meeting addressed:
- The context of the project
- Work completed, in progress and upcoming in 2019
- Interim public transit mitigation strategy

Questions from the public during the question and answer period were varied, but primarily pertained to:
- Justification of suspending the service on the Deux-Montagnes line
- Details regarding bus shuttles to be implemented within the framework of the mitigation strategy, most relating to projected schedules and routes
- Number of parking spaces and ease of access to the stations by car

A video recording of the information session is available at the following link: https://www.youtube.com/watch?v=opJpT_lQLaA.
The documentation presented during the meeting is available at the following link: https://rem.info/fr/evenements

Lastly, a summary of the questions posed by the public during the question period, as well as the answers provided by the various stakeholders is presented hereunder.

Questions	Answers
In the Kirkland Station sector, there is already quite a bit of traffic. An urban boulevard is planned, but it will be reserved for buses, so cars won't be able to use it. Would it be possible to review the configuration of this future boulevard, in order allow cars to use it as well? Can the REM play a role in this?	The REM plans the station accesses, but has no authority to plan the developments in the neighbourhoods surrounding the stations. The urban boulevard project in Kirkland is controlled by the municipality – it is not under the REM's jurisdiction. This project existed well before the REM.
What studies have you conducted regarding REM stations and parking lots? Several elements could be improved, such as planning pedestrian overpasses, bicycle paths, green corridors, visual integration, helping to protect the shores, etc.	Arrival of a network like the REM could create a very positive ripple effect, as it could represent an opportunity to review neighbourhood development. These urban developments around the station remain under the municipality's authority, not the REM's. As for REM station locations, numerous studies were carried out. In Pierrefonds-Roxboro, the choice was made to keep the stations where they were, since the neighbourhoods have been accustomed to transit services for a number of years. As for the urban integration of the REM stations, we share your concern. We have called upon a committee of experts to study this issue.
The information on your website is not always the same: the number of passengers, the number of train cars, REM frequency, station height. It's confusing. Would it be possible to get the correct information?	Some information was uploaded to the website back in 2016. Since then, some design aspects have evolved. We will correct that. The Roxboro-Pierrefonds and Sunnybrooke stations are elevated. As for train passengers, the normal capacity is 600, with a maximum capacity of up to 780. It's the nuance between these two numbers. As for the number of train cars, there will be four during peak hours and two during off-peak hours. In other words, trains will be longer during peak hours. Frequencies at peak hours: • 5 minutes – Deux-Montagnes line • 10 minutes – Sainte-Anne-de-Bellevue line • 10 minutes – Airport line • 2½ minutes – between Bois-Franc and Rive-Sud Frequencies at off-peak hours:

Questions	Answers
	• 15 minutes – Deux-Montagnes, Sainte-Anne-de-Bellevue and Airport lines • 5 minutes – between Bois-Franc and Rive-Sud To get a better picture, consult the network map on the website's homepage: https://rem.info/en
Elsewhere in the world, Alstom Metropolis type trains have experienced problems: doors don't open, trains forget to stop at stations, and trains running in the wrong direction have caused accidents. How are you going to prevent these problems here?	The REM will use the Metropolis line of cars, manufactured by Alstom. These trains are adapted to take into account local conditions. For example, for the REM, the cars will be designed to take into account the cold, snow and ice. It will also be an automated system, which is much more reliable than the metros with their drivers – much more reliable. When uncertainties arise, the system will simply stop, to prevent incidents.
Regarding the temporary bus shuttles that will connect the Roxboro-Pierrefonds and Sunnybrooke stations with the Côte-Vertu station, will there be a new shuttle, since the 213 line is currently full? **Note*: other people asked questions about the temporary bus shuttles, wanting to know the schedules, routes, as well as the possibility of a shuttle running all the way to the Pointe-Claire station.*	Yes, there will be a shuttle added to the existing 213 line. All other details will be announced in September 2019.
You say that the train service has to be suspended for two years to reconfigure the Western Junction. Yet, the junction with the Mascouche line was built by suspending train service for a couple of weekends. Why is it so long with the REM?	The junction with the Mascouche line was simply a crossing (like an X) with the existing rail line. That allowed the contractor to limit service interruptions. For the Western Junction, it's not a crossing, but rather a track that is joining the existing right-of-way (like a Y). It's two different designs.
You said that there would be no suspension of train service. Why did that change?	From the very beginning, our objective has been to minimize disruptions. However, we eventually had to make a decision that would ensure passenger and worker safety.

Questions	Answers
	We pushed the limits as far as possible, but the reality is that the service has to be suspended – there is no other choice.
Citizens in the Mount Royal and Canora area complained about construction noise from work carried out night and day. Furthermore, the REM is not required to comply with municipal regulations regarding noise. How do you explain this?	The REM is not subject to municipal regulations. However, in the decree, the Ministère de l'Environnement and the Ministère des transports established noise standards that the REM must respect. The REM must implement measures to decrease sound levels as close as possible to the normal ambient noise levels measured before work began. Furthermore, instruments are continuously measuring noise in real-time to verify whether standards are being met: https://www.suivienvironnemental.info/#/noise
Why aren't there public washrooms or cafés in the REM stations?	Stations aren't equipped with washrooms or businesses because with the REM's high frequency, users won't have to wait long at the stations.
You say that you are in negotiations with BIXI and Communauto, but these services aren't currently offered on the West Island. Will they be, eventually?	Yes, the goal is for these services to be offered in Roxboro-Pierrefonds and Sunnybrooke. We are working with the various partners to develop these services in the area. REM commissioning on your branch is scheduled for 2023, so we have time.
Can you guarantee that bus service will be enhanced with the arrival of the REM? For example, bus line 208 runs every 30 minutes during peak hours, which completely negates the benefit of the REM departing every 5 minutes.	The Société de Transport de Montréal (STM) will completely revamp the bus systems, and a public consultation is planned on that subject. You can follow this consultation on their website: http://stm.info/en
It is important to be able to easily access the REM by car, since a significant portion of the population needs a car, such as families and the elderly. The number of parking spaces initially was going to be 2,000, then it was 400, and now, we don't even know anymore. Why isn't it 2,000 spaces anymore?	Initially, the City of Sainte-Anne-de-Bellevue planned for 2000 parking spaces. However, the City asked us to review that, to limit the impact on wetlands and improve traffic flow in the Sainte-Marie Road area. Furthermore, the Kirkland Station was initially going to be at the corner of Saint-Charles Boulevard, with 500 parking spaces. However, at the City's request, we moved the Kirkland

Questions	Answers
Note: other people mentioned the need to easily access the REM stations by car. Some people, especially elderly people, emphasized that they feel isolated and need a vehicle to travel.	Station to the corner of Jean-Yves Street. We are currently in discussion with the adjacent property owner – RioCan – to integrate the REM station into its shopping centre project. At this time, the number of spaces hasn't been defined, since discussions are in progress. We can assure you that there will be parking spaces. We understand that it is a need for the people on the West Island.
Why not build a multi-level parking garage? The current number of spaces is insufficient – why not simply build more?	The more parking spaces we create, the more congestion there will be in the area. It also creates a security issue in residential neighbourhoods. The chosen solution is to preserve the current capacity and add options for accessing the stations other than by car – bus, BIXI, car pooling, etc. We want people to have more options to get to the REM, to avoid using their personal vehicles as much as possible.
In light of the legal proceedings against it, does SNC-Lavalin have any contracts with REM?	The RFP process was governed by best practices. The consortium who won the contract was NouvLR, composed of five companies, one of which is SNC-Lavalin.
The scheduled work times have not been complied with near my house. Work continued at 2 a.m., causing a lot of noise. Furthermore, the telephone number for filing a complaint was not on the work notice.	Normally, the number of filing complaints is on work notices. The number is also on our website and refrigerator magnets we distributed last fall. As for work in Bois-de-Liesse, schedules were complied with, other than certain work that took place earlier in the morning than expected. There is no work at night carried out in that area.
In 2017, we were almost flooded by the Bois-de-Liesse stream. This spring, there was almost no trace of water. Where did the water go? Was it some backfilling that you did?	As we were working in Bois-de-Liesse, we noticed two existing culverts that were clogged, preventing water from flowing. We unclogged them, so now they are working properly.
Could I receive an invitation to be part of the Work group with employers?	Our goal was to work with the major commuter generators. We will take some time to discuss with you.
Have you planned to provide financial	No, we have not planned for any financial

Questions	Answers
assistance to compensate employers and businesses who will suffer from decreased revenue around the stations?	compensation. Instead, we intend to work proactively to maintain businesses' accesses and visibility, and to minimize impacts as much as possible.
Will the REM extend all the way to Dorval? We're told that the possibility was studied, but what has come of it? I would really like for that extension to happen.	That project requires a commitment from the federal government, as well as the creation of an intermodal hub with exo, VIA Rail, the STM and the Airport. We have to take into account the interest of each partner. There is a possibility, and the federal government is currently studying this question.
What will the actual size of the elevated Roxboro-Pierrefonds Station be? It will be located near people who live in a quiet neighbourhood. The station is going to ruin our quality of life.	As for the elevation, the requirement is to meet a minimum clearance of 5.3 metres above the road. As for the REM structure, it will be approximately 3 metres tall. Regarding the length of the REM's elevated segment at the Pierrefonds-Roxboro Station, the elevated structure will begin around 11th Avenue and run to Des Sources Boulevard, so approximately 1.5 km. We don't have the exact calculation. The Roxboro-Pierrefonds Station will be to the right of the current park-and-ride lot and bus loop. Exact measurements remain to be seen; the station design has not quite reached that stage yet.
Noise generated at greater heights spreads very quickly. I'm afraid that the REM is going to be noisy.	In 2016, ambient noise studies were conducted; those results are available on our website. In the next year, NouvLR will create a new sound model for the entire Deux-Montagnes line. Furthermore, the decree requires us to implement mitigation measures in the event that the REM's sound levels make too great of an impact.
I am concerned that there will be criminal activity under the REM's elevated structure. How do you plan to ensure security beneath the tracks?	Our desire is for the REM's infrastructures to be extremely secure. There will be surveillance inside our stations. 95% of the space inside REM stations will be covered by surveillance cameras. Furthermore, an intervention protocol is planned with municipal authorities and

Questions	Answers
	emergency services.
Why do municipalities only have 10 days to react to the REM's demands?	We have been working closely with the cities where each REM station will be located since 2016, in order to deal with as many elements that could impact urban integration as possible. A collaboration framework was established with the City of Montréal. With certain project aspects, this framework did indeed provide for 10 days to review documents. However, that doesn't account for all of the discussions we have had continuously with the cities since 2016.
Regarding suspension of Deux-Montagnes train service, large companies like Hydro-Québec and Desjardins were called upon to offer teleworking or to modify work schedules. However, I haven't heard of the federal government's involvement in this endeavour, even though it has numerous offices and employees downtown. Was the federal government approached at all about this?	Yes, in fact, we are in discussions with major companies and the Government of Québec in this regard. As for the federal government, we have taken note of this suggestion.
There should be a better relationship between people on the REM project. How can I help you create those connections?	There are already several channels of communication on the REM, including the Neighbourhood Committees, on which citizens have a seat. These committees have helped identify concrete paths for improvement on our construction sites.
At 11th Avenue, I see some risks with the schools and children in the area. Will it still be possible to travel through there?	The REM structure will be elevated in that area, and the current grade crossing will be eliminated. 11th Avenue will run beneath the REM's elevated structure. Thus, children will no longer have to cross the existing railroad, which will eliminate this risk.
You say that there will be more buses during REM work, but I doubt that is really going to happen. Has the increased number of buses actually been budgeted?	The mitigation strategy is an extremely important aspect to the Ministère des transports, who has allocated a $190-million budget for it. The goal is for the service to be efficient. This is a concern shared by all partners involved.

Presentation begins at 7 p.m.

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

Réseau express métropolitain

Informational meeting
Pierrefonds-Roxboro

June 5, 2019

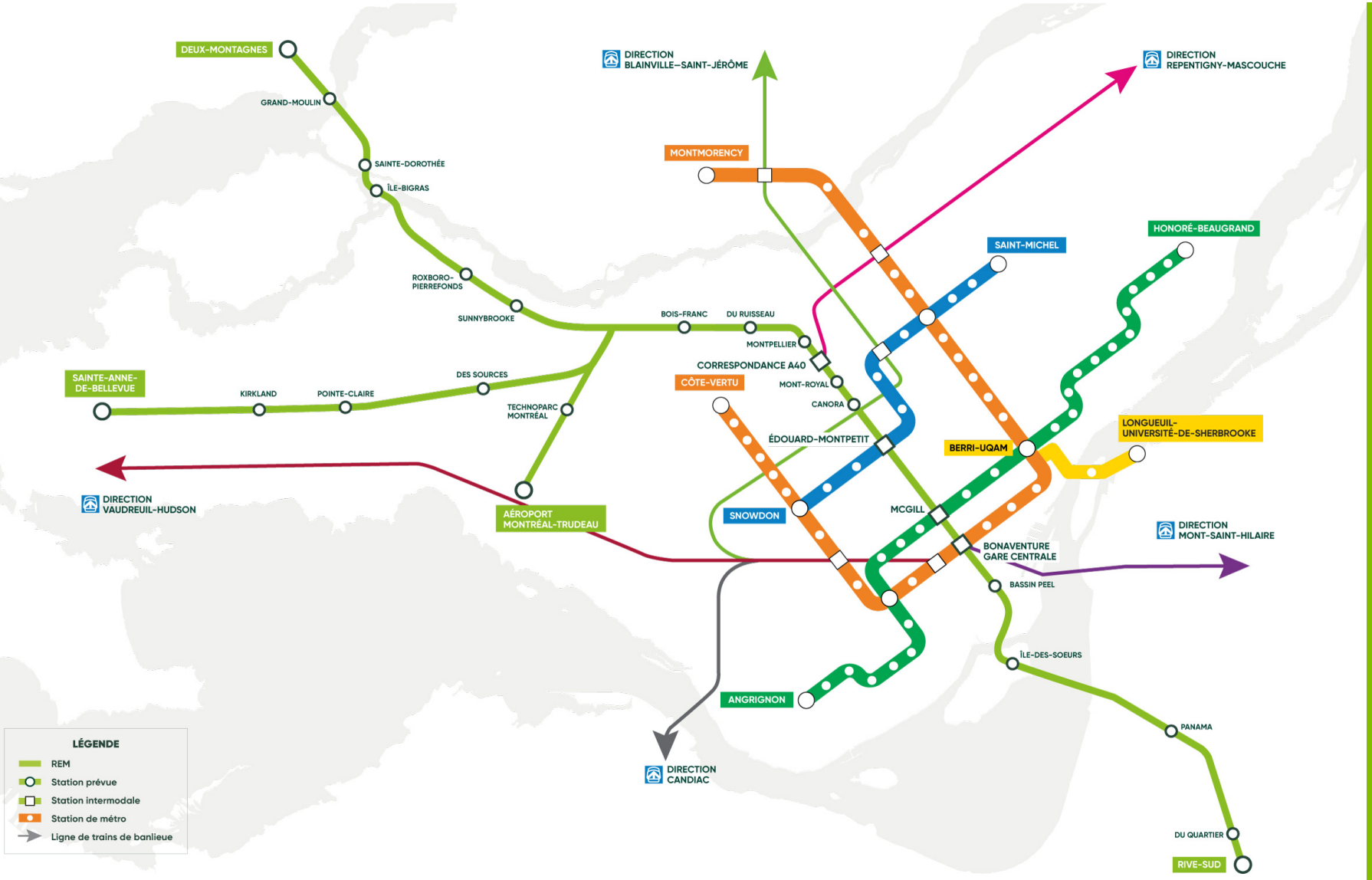
Réseau
express
métropolitain

Agenda

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

Arrival of the REM in Pierrefonds-Roxboro

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 2023

2 elevated stations
Des Sources
Roxboro-Pierrefonds station
West Gouin
Pierrefonds-Roxboro
11th avenue
West Gouin blvd.
Sunnybrooke
Sunnybrooke station
Alexander
Chemin du Bord-de-l'Eau
Rivière-des-Prairies
13
Boulevard des Sources
Des Sources Boulevard
Rue Fredmir
Autoroute Chomedey
Route Transcanadienne
Dollard-des-Ormeaux
Saint-Laurent
To allow the elimination of grade crossings
Elevated route
Maintained road access

Frequency, travel time and capacity

+ Fast

Roxboro-Pierrefonds – Gare Centrale: **23 minutes**
Sunnybrooke – Gare Centrale: **21 minutes**
Roxboro-Pierrefonds – Airport: **18 minutes**
Sunnybrooke – Rive-Sud: **37 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 m

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

4 cars during peak hours — 80 m — 6 h/day

REM rail 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 cars

Stations accessible by various means

1400 parking spaces

120 bicycle racks

15 kiss-and-ride lanes

6 bus platforms (more stops on streets)

MOBILITÉ MONTRÉAL

ARTM Autorité régionale de transport métropolitain

exo stm RTL Agglomération de Longueuil STL

BIXI netlift CAR2GO VÉLO QUÉBEC communauto

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 areas at entrances
- Users will be able to move about safely
- Street furniture

Indoor area

- Platforms inside an enclosed, climate-controlled building
- Platform screen doors to maximize reliability and safety
- Universal accessibility
- WiFi throughout the network

Performing the work

Roles and responsibilities

Réseau express métropolitain

Project office

NouvLR

- Engineering, procurement and construction of the infrastructures

GROUPE PMM

- Rolling stock, systems, and operation and maintenance services

Project Integration

City of Montréal

Mobilité Montréal committees	**Work impact management committees**	**Coordination committees – government departments, municipalities and partners**	**Coordination committees – ARTM and transit authorities**

More than 20 work planning and monitoring committees

Work strategy

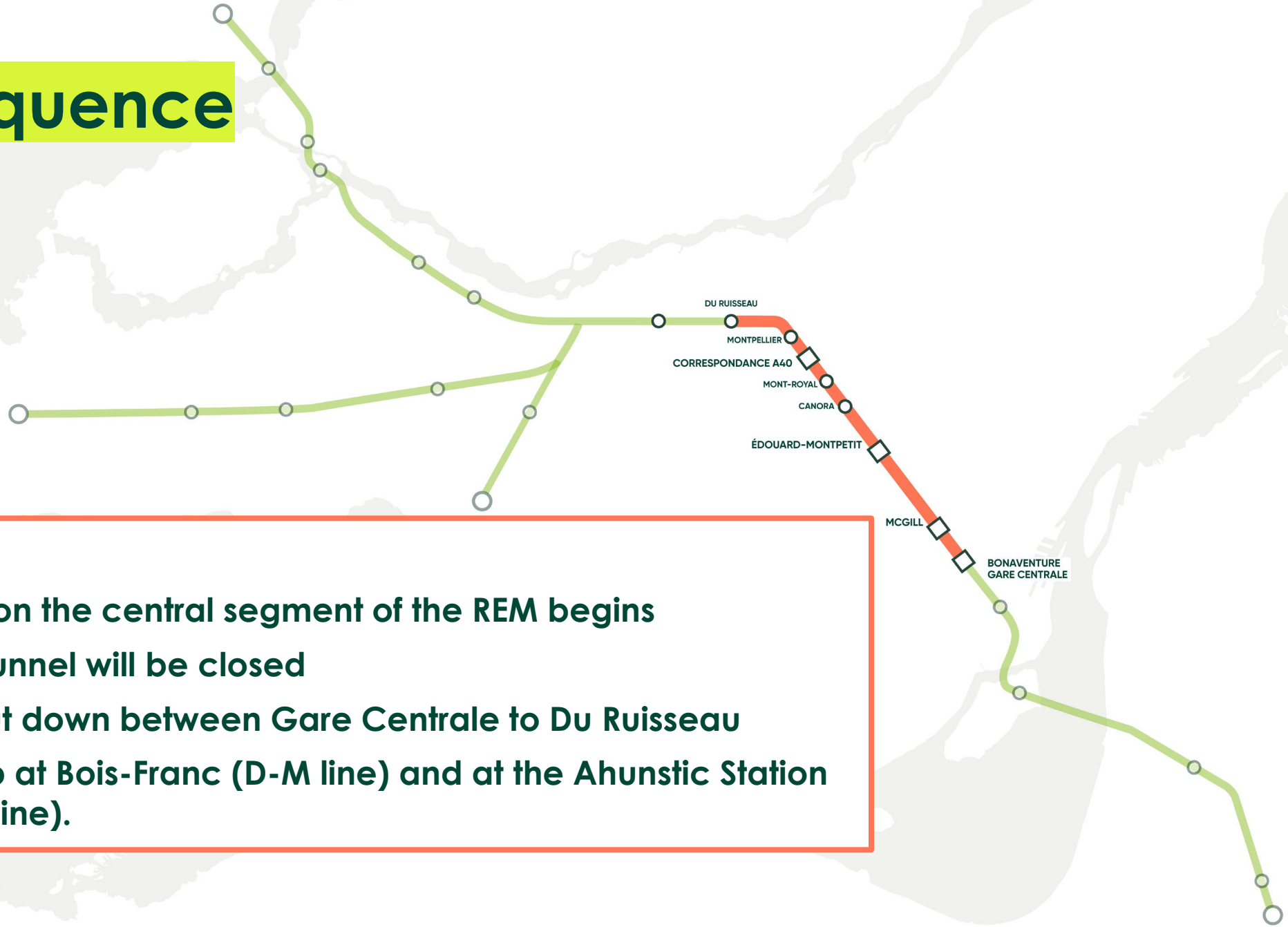
DESIGN – ENGINEERING

PROCUREMENT

CONSTRUCTION

- Relocation of public utilities
- Construction of station foundations
- Construction of infrastructures
- Architectural renderings

Work sequence



Early 2020

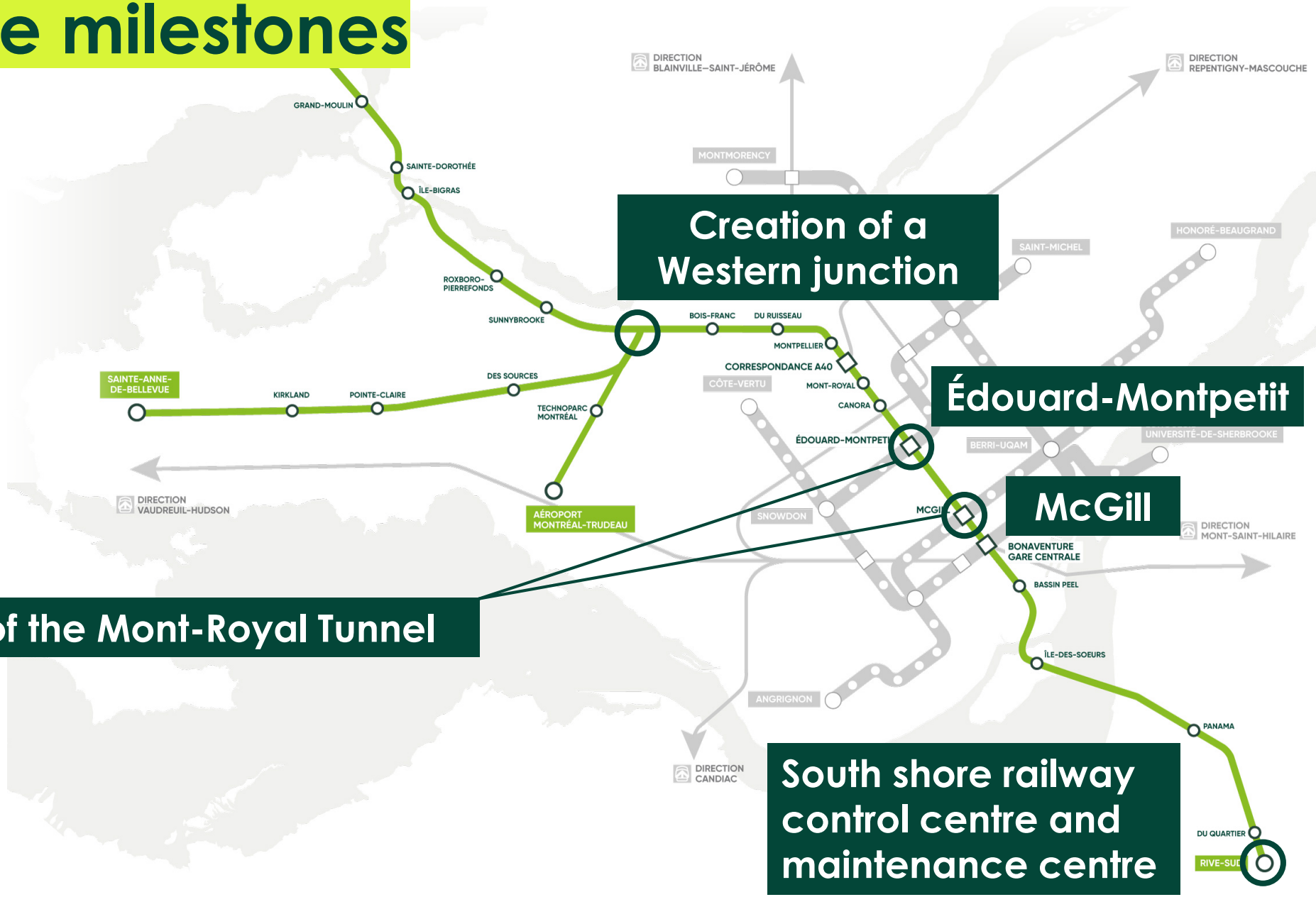
Construction on the central segment of the REM begins

Mont-Royal Tunnel will be closed

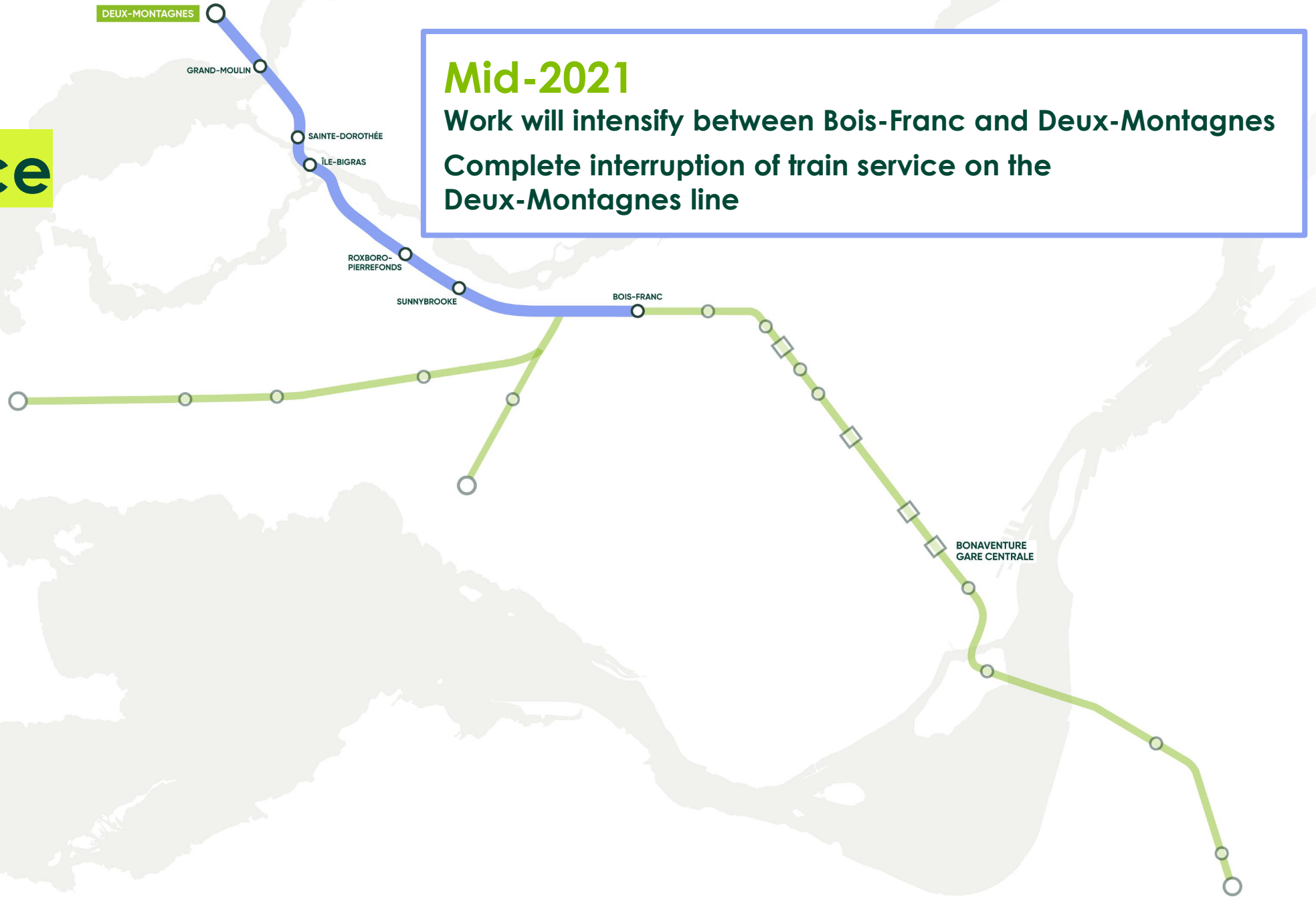
Service to shut down between Gare Centrale to Du Ruisseau

Trains will stop at Bois-Franc (D-M line) and at the Ahunstic Station (Mascouche line).

Immovable milestones



Work sequence

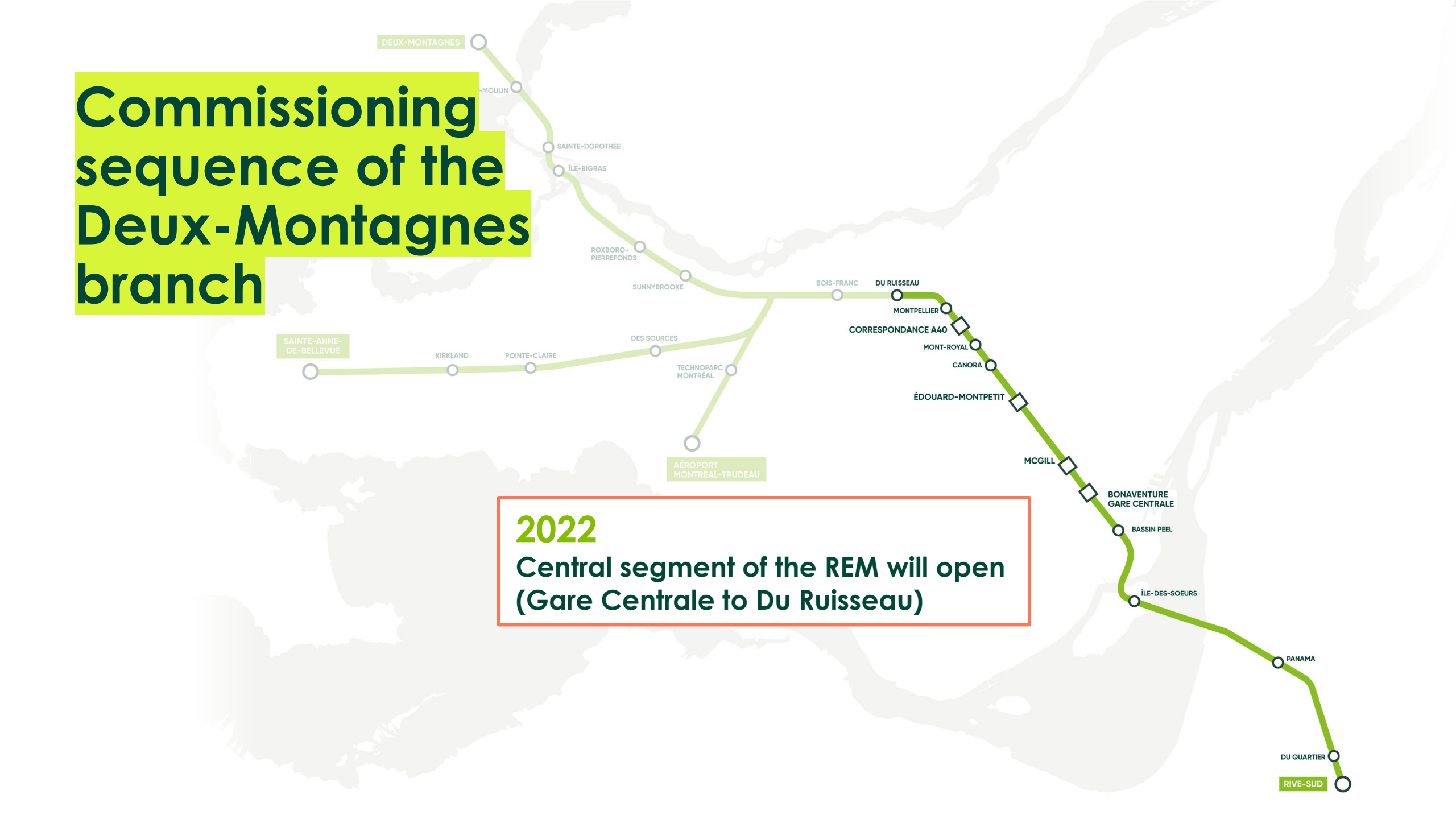


Mid-2021

Work will intensify between Bois-Franc and Deux-Montagnes

Complete interruption of train service on the Deux-Montagnes line

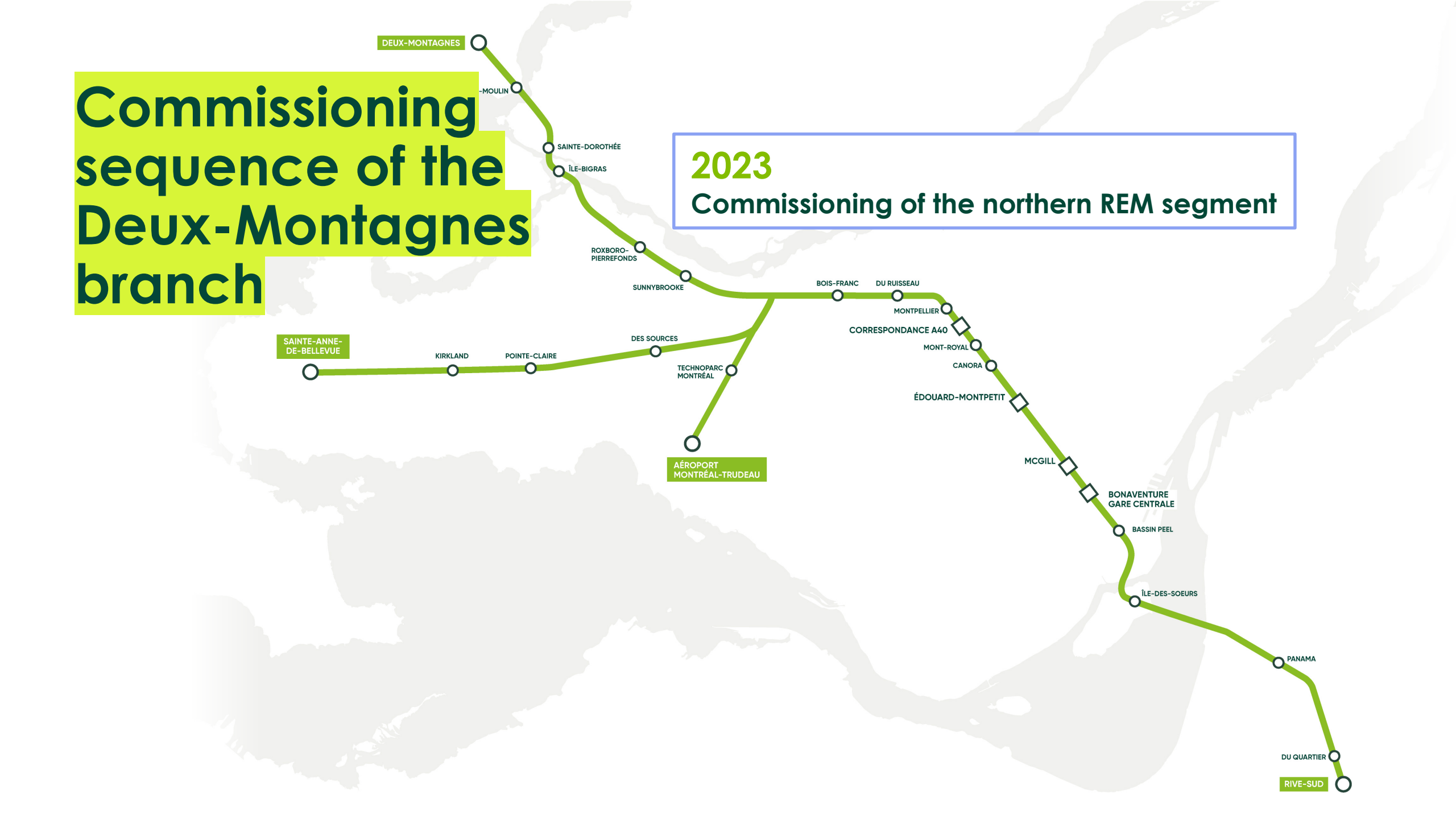
Commissioning sequence of the Deux-Montagnes branch



2022

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

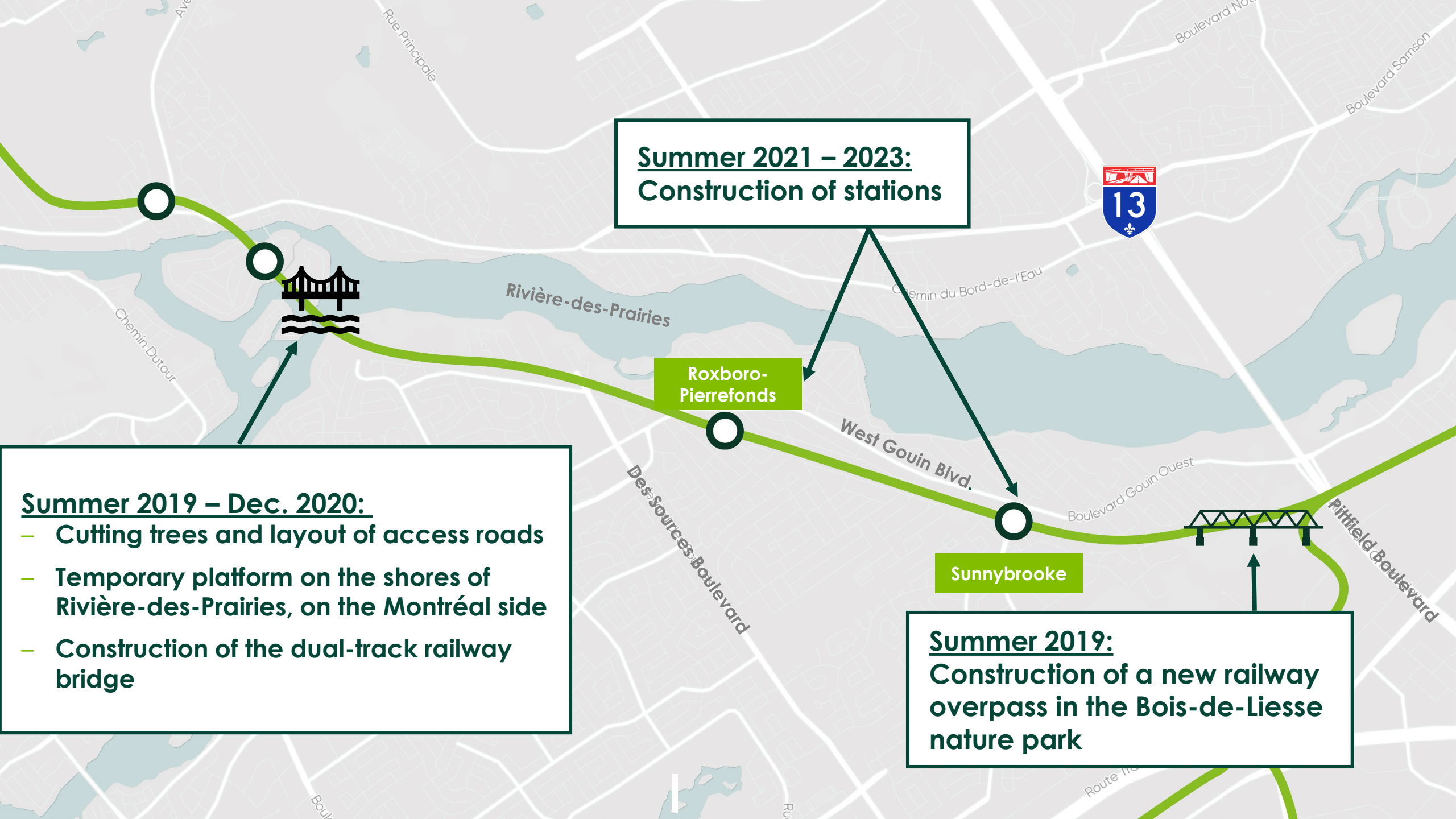
Commissioning sequence of the Deux-Montagnes branch



2023

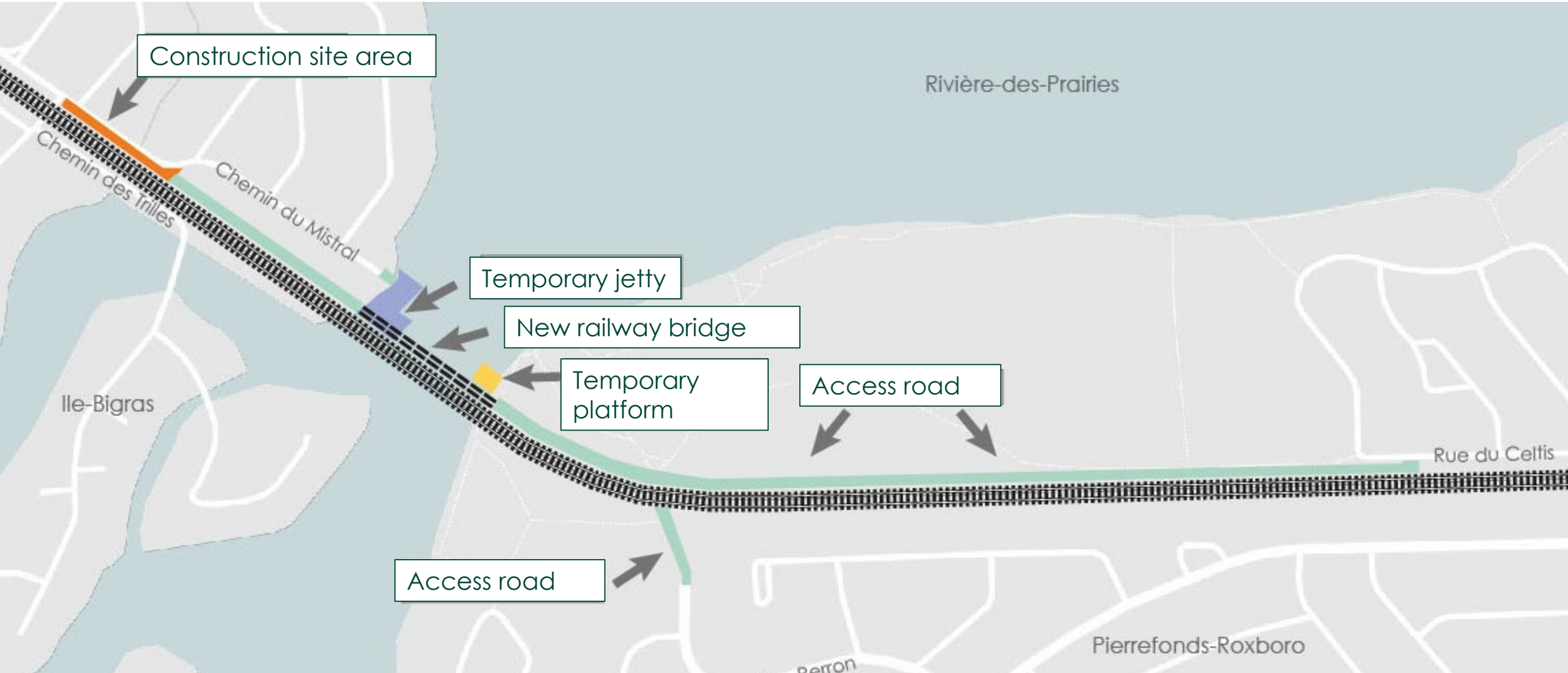
Commissioning of the northern REM segment

Upcoming work in 2019


Summer 2021 – 2023:
Construction of stations
Rivière-des-Prairies
Chemin du Bord-de-l'Eau
Chemin Dutour
Roxboro-Pierrefonds
West Gouin Blvd.
Des Sources Boulevard
Boulevard Gouin Ouest
Sunnybrooke
Pittfield Boulevard
Boulevard Samson
13
Summer 2019 – Dec. 2020:
– Cutting trees and layout of access roads
– Temporary platform on the shores of Rivière-des-Prairies, on the Montréal side
– Construction of the dual-track railway bridge
Summer 2019:
Construction of a new railway overpass in the Bois-de-Liesse nature park

Rivière-des-Prairies

Montréal – Île Bigras sector – Work scheduled to begin summer 2019 to December 2020



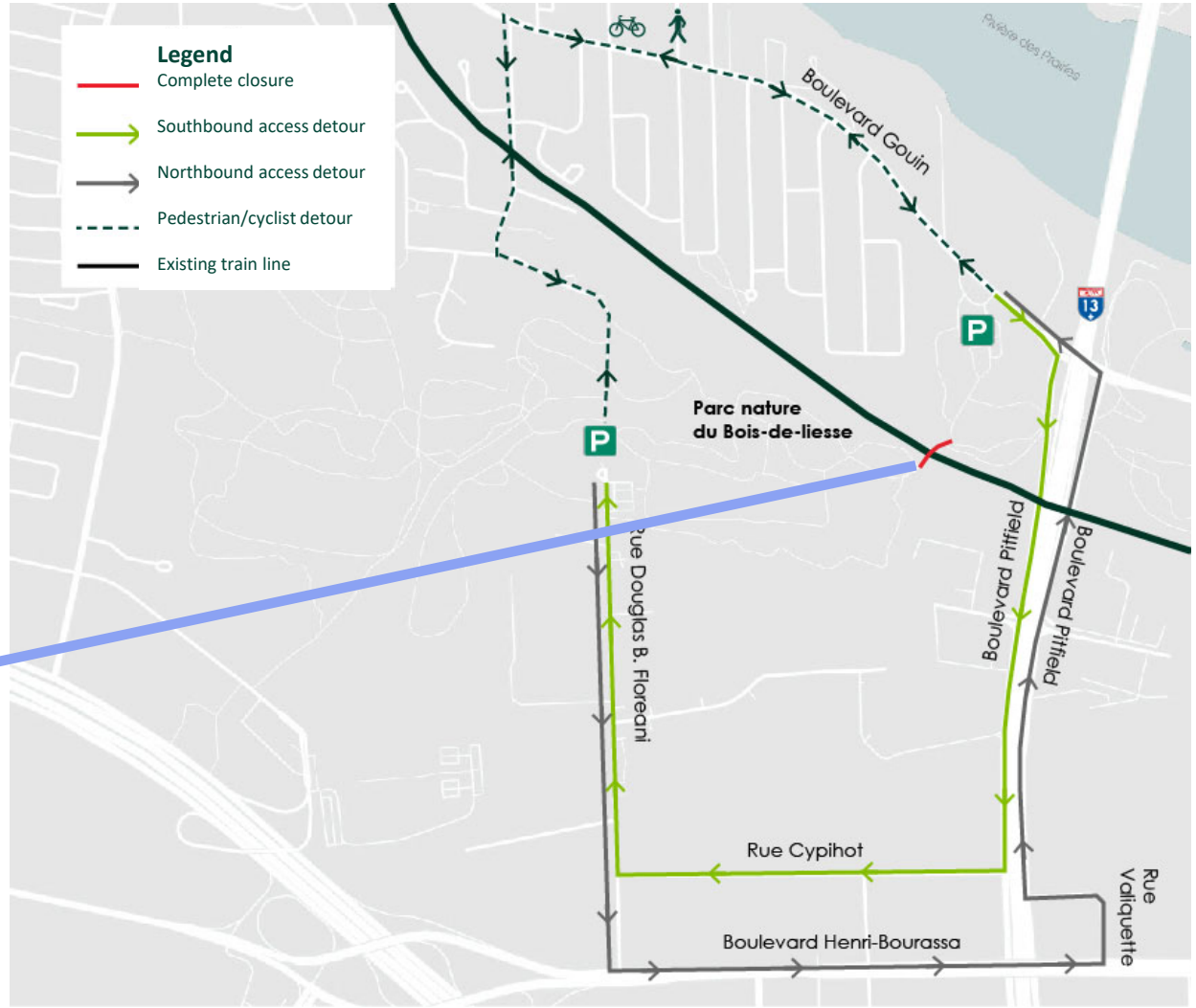
Impacts and mitigation measures

Impacts	Examples of mitigation measures
Cutting of trees	– Reforestation where deforestation took place
Noise, vibration and dust	– White noise vehicles, when possible – Acoustic screens – Dust control and sprayers – Seismographs (vibration measurements) – Noise and air quality measuring stations
Trucking and hindrances	– Trucking routes discussed in collaboration with the City and borough – Traffic Management Plan – Flaggers – Adapted signage

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



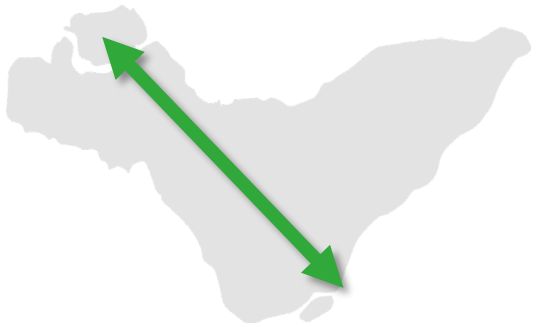
Réseau express métropolitain

ARTM Autorité régionale de transport métropolitain

MITIGATION STRATEGY

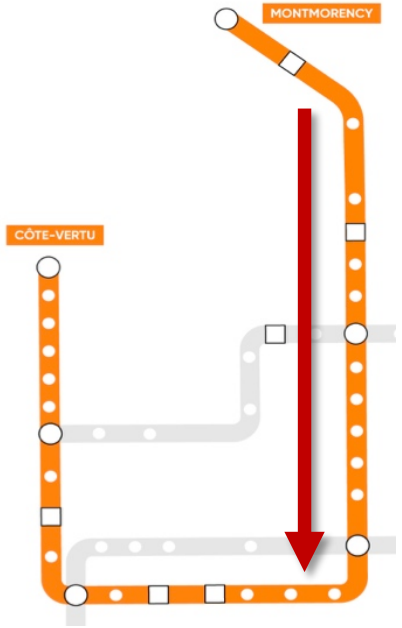
Québec

MAJOR CHALLENGES



Irreplaceable diagonal

Mount Royal – an obstacle to circumvent



Metro's Orange line (east branch)

Road congestion

MAIN METROPOLITAN COLLABORATION POINTS

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

Shuttles
Rail

Improvement
of existing service
and bus shuttles

Priority bus
measures

Orange*, green
and blue lines

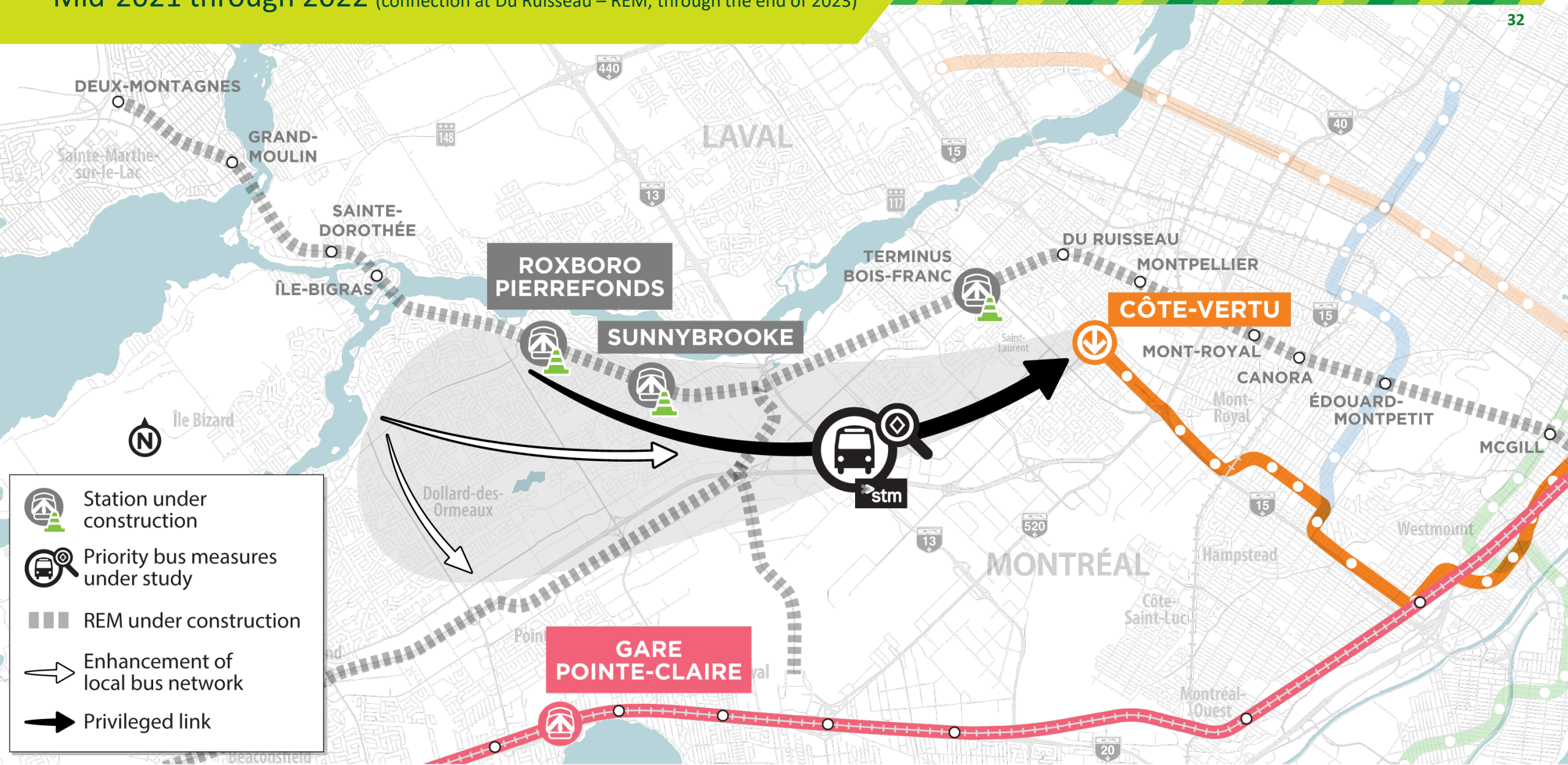
** West branch*

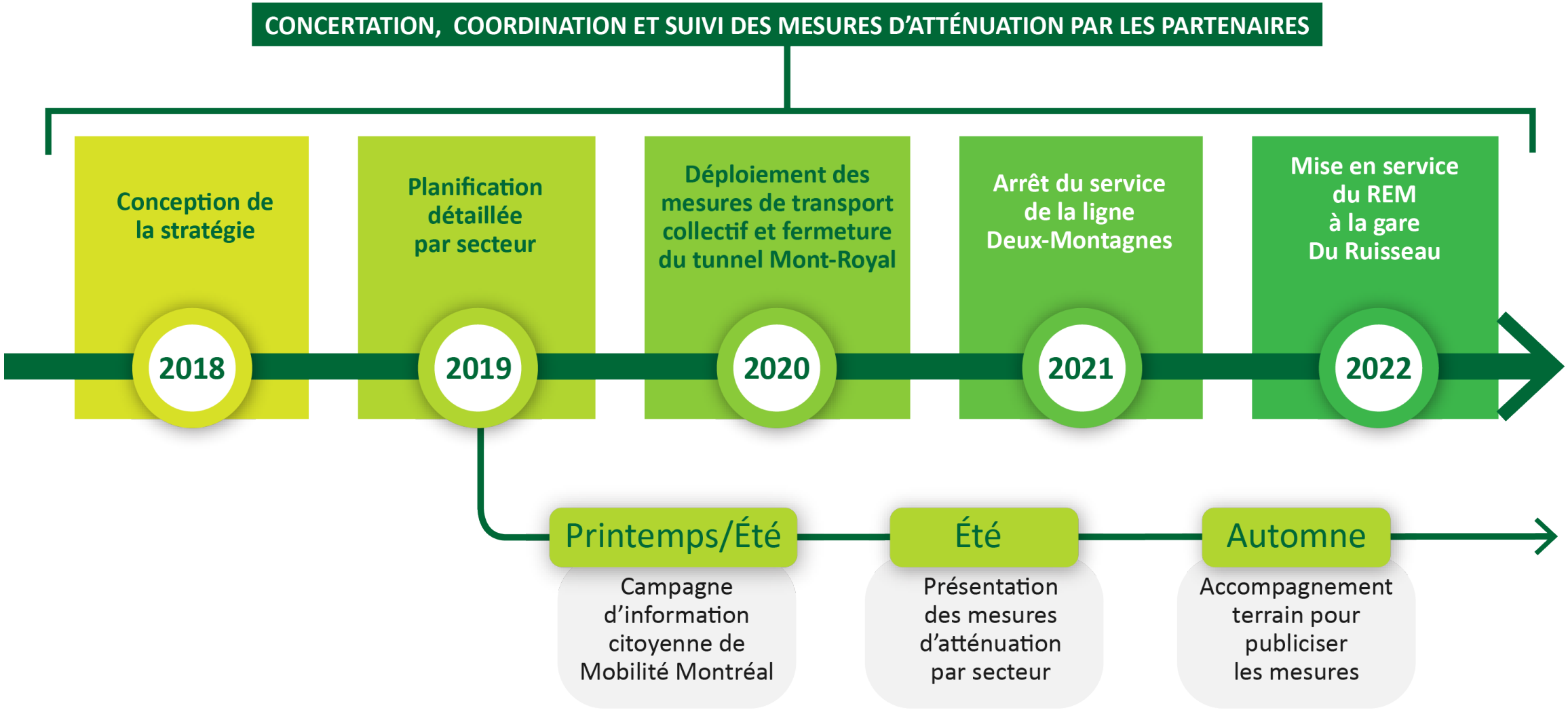
ROXBORO/SUNNYBROOKE SECTOR

2020 to mid-2021

ROXBORO/SUNNYBROOKE SECTOR

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




CONCERTATION, COORDINATION ET SUIVI DES MESURES D'ATTÉNUATION PAR LES PARTENAIRES
Conception de la stratégie
2018
Planification détaillée par secteur
2019
Déploiement des mesures de transport collectif et fermeture du tunnel Mont-Royal
2020
Arrêt du service de la ligne Deux-Montagnes
2021
Mise en service du REM à la gare Du Ruisseau
2022
Printemps/Été
Campagne d'information citoyenne de Mobilité Montréal
Été
Présentation des mesures d'atténuation par secteur
Automne
Accompagnement terrain pour publiciser les mesures

Question & answer period

Réseau
express
métropolitain

REMgrandmtl

REMgrandmtl

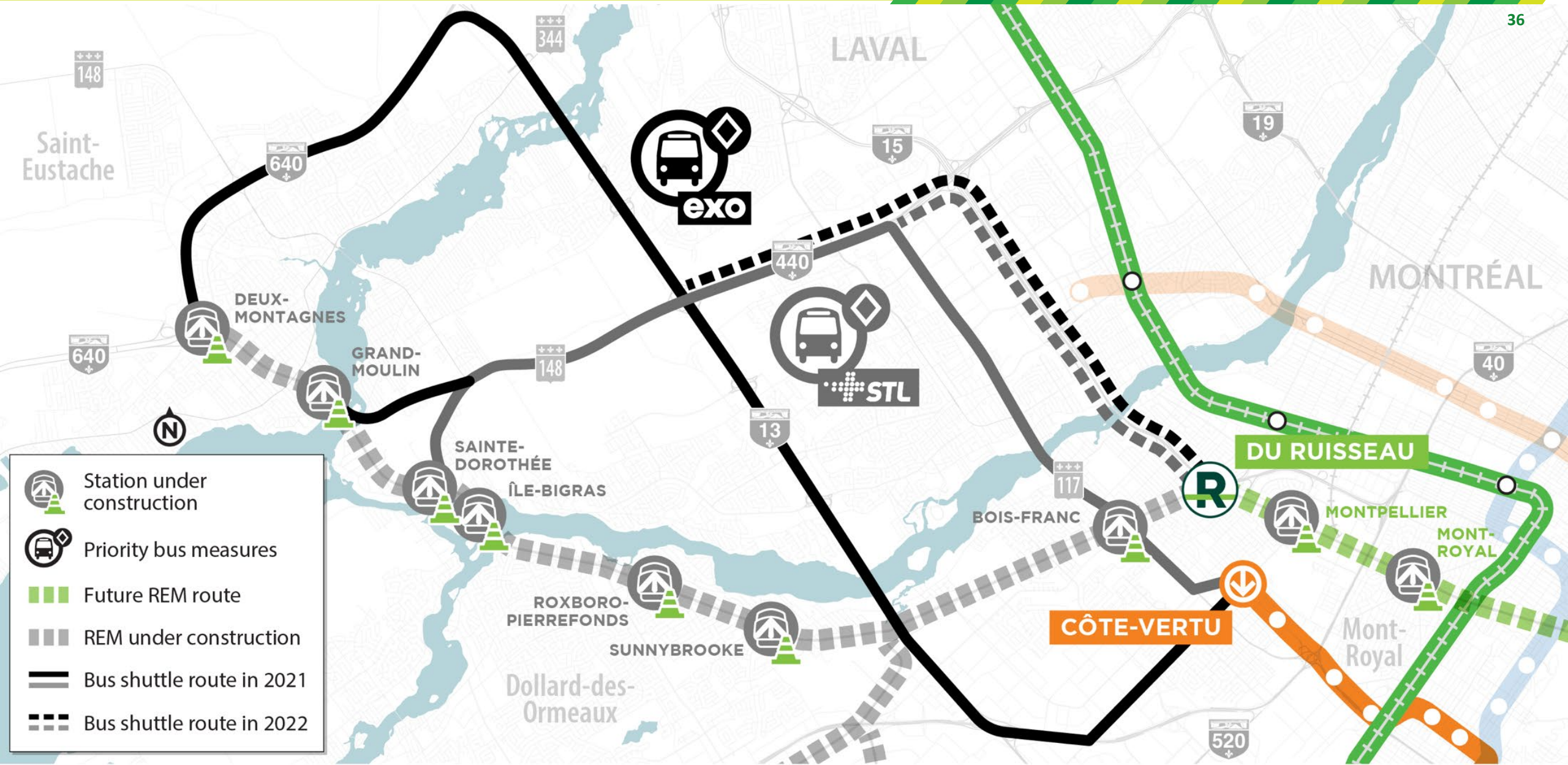
1 833 rem-info
(1 833 736-4636)

Info@rem.info

rem.info/en

NORTH SHORE

Mid-2021 to 2022
(connection to REM at Du Ruisseau until end of 2023)



Reliability and efficiency

A high-frequency metro

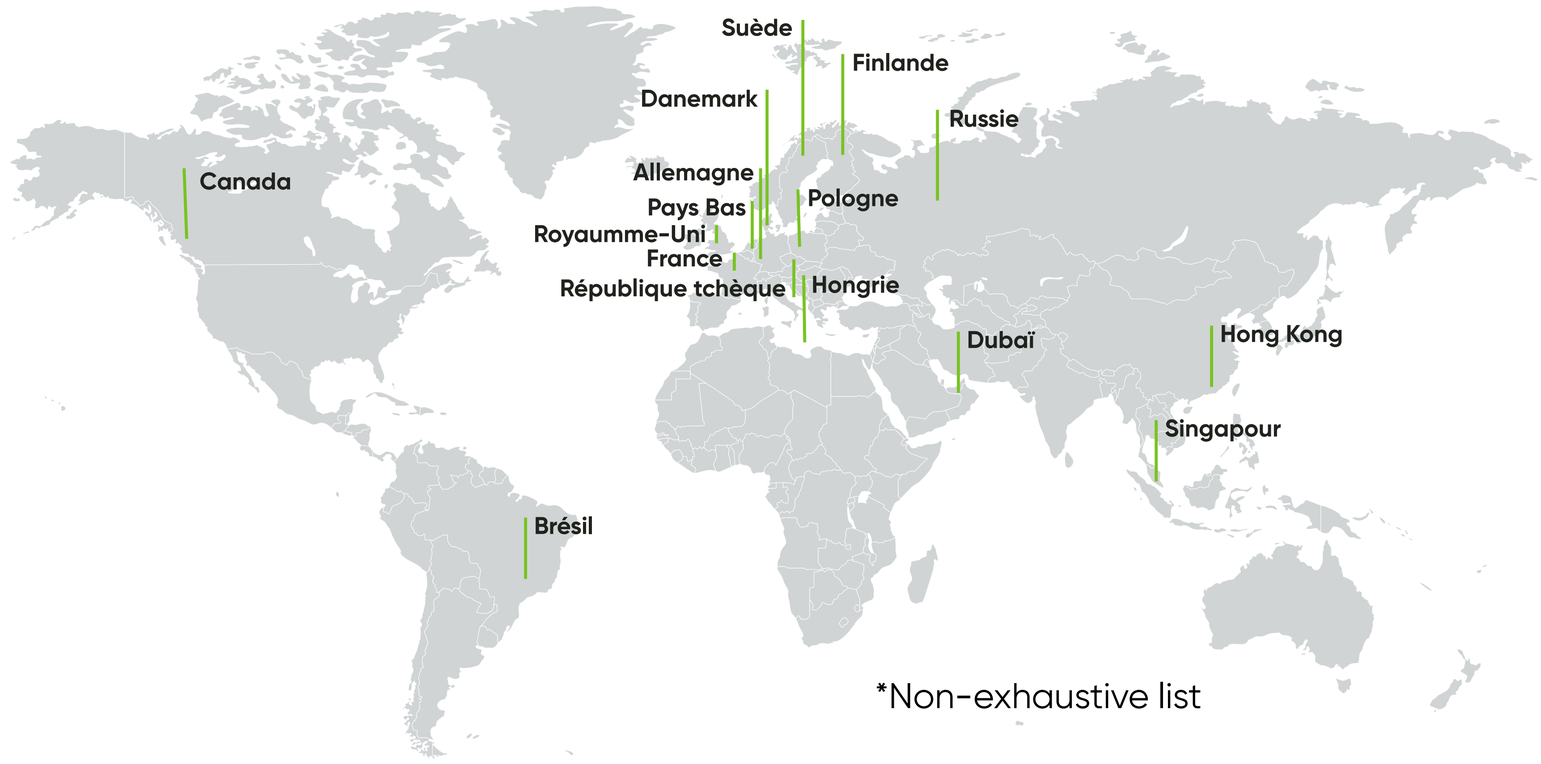
A system designed to tackle Québec winters

Winter climate testing phase prior to commissioning in one of the best climatic chambers

Security

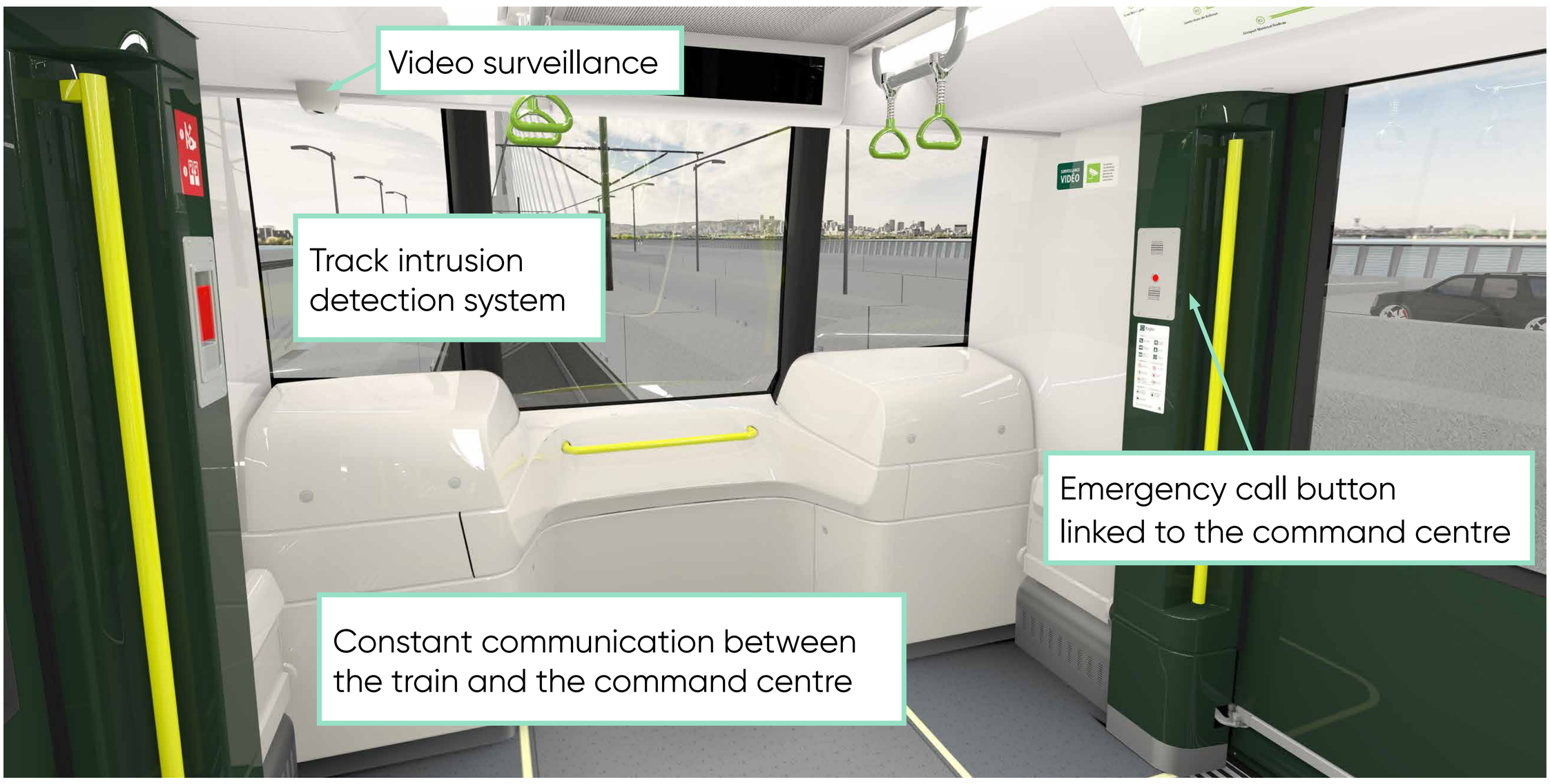
Automation and command centre

Automated metros have shown high levels of resilience and average reliability rates in excess of 99%



*Non-exhaustive list

Technology that has been proven in several countries across the globe



Platform screen doors

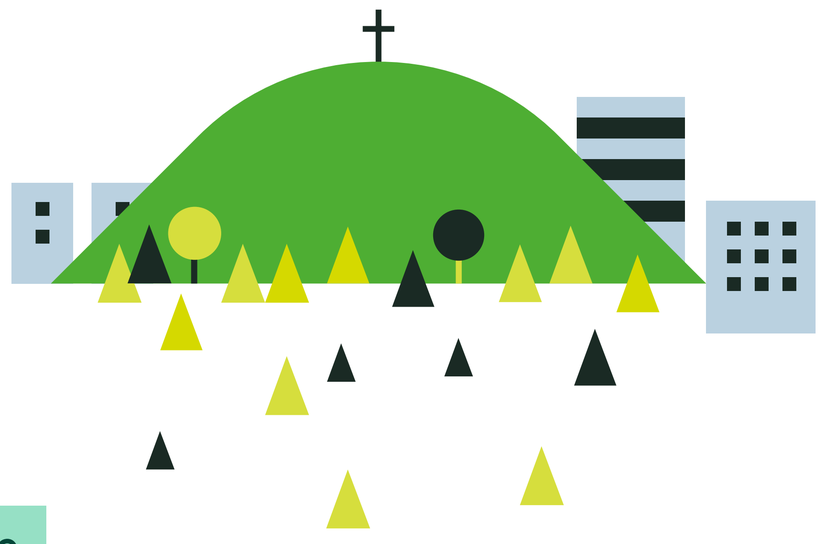
In addition to protecting users, the platform screen doors significantly increase the reliability rate

- Prevents passengers from falling on the tracks and reduces the risk of accidents
- Allows for better insulation of stations as the temperature and ventilation can be more effectively monitored
- Reduces the energy consumption of the REM network
- Prevents the piston effect caused by the movement of trains (the air stream felt by passengers that can knock them off balance)
- Allows for fluid entry and exit of passengers

Passenger cabin

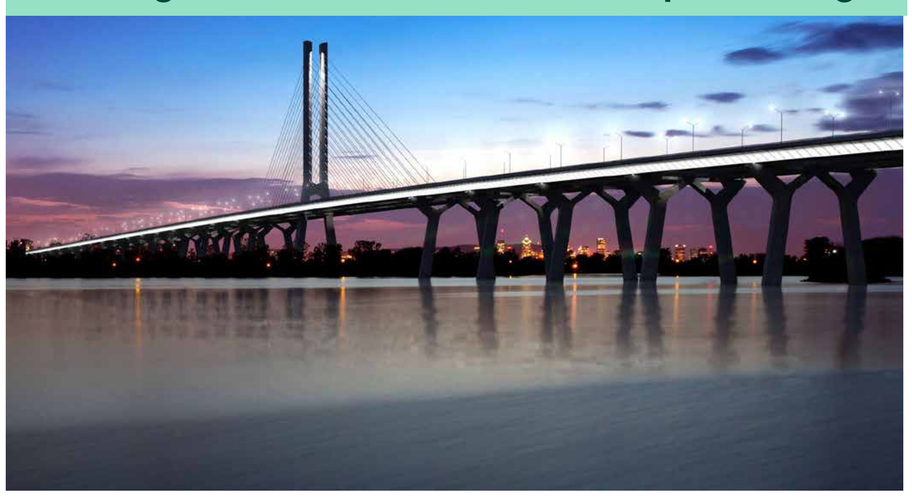
Wraparound window at the front: a unique passenger experience

Griffintown



View of downtown Montréal

Crossing over the Samuel-De Champlain Bridge



Breathtaking views of Greater Montréal

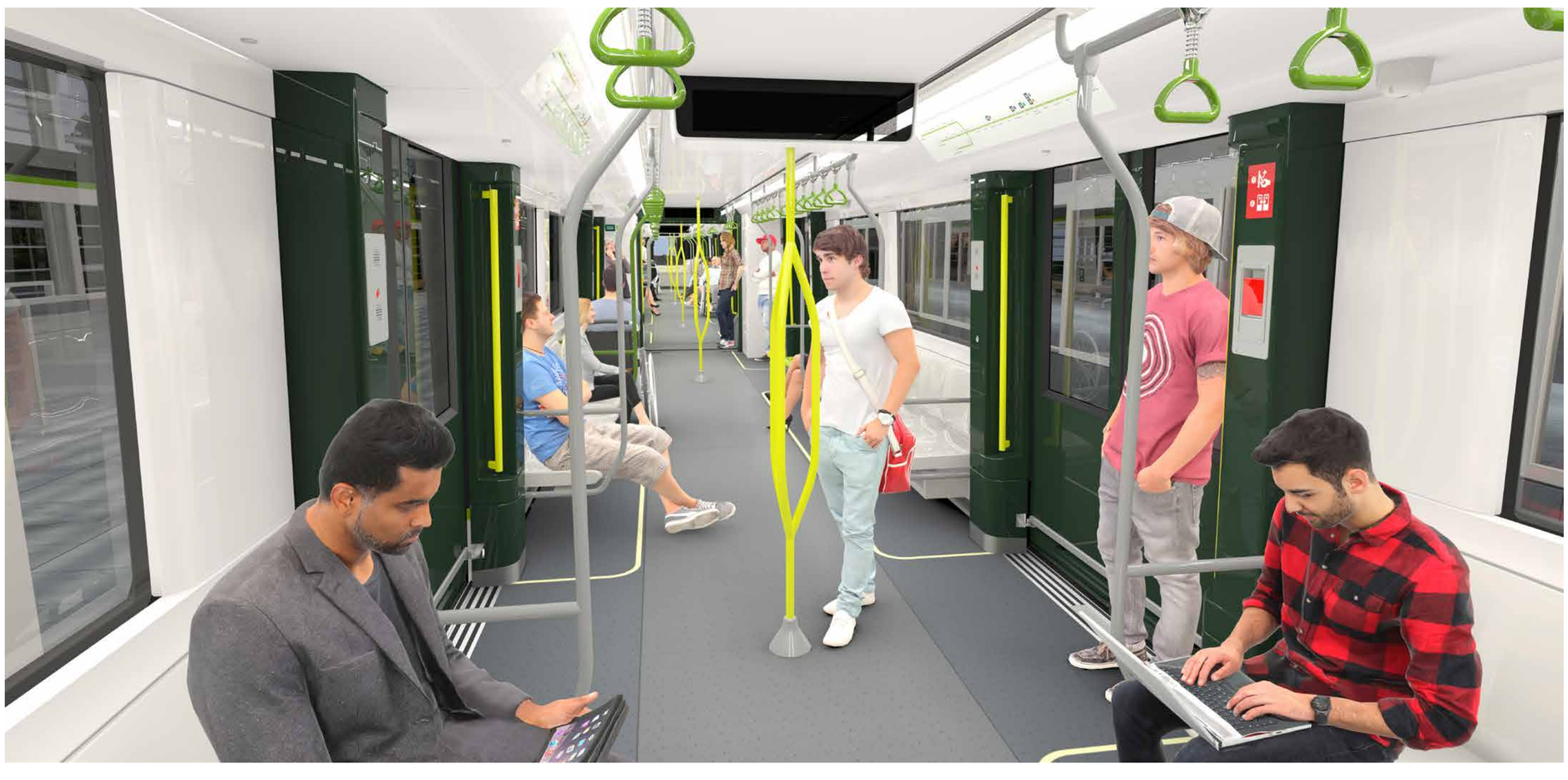
Bridge crossings on the North Shore

Services and comfort

Wi-Fi

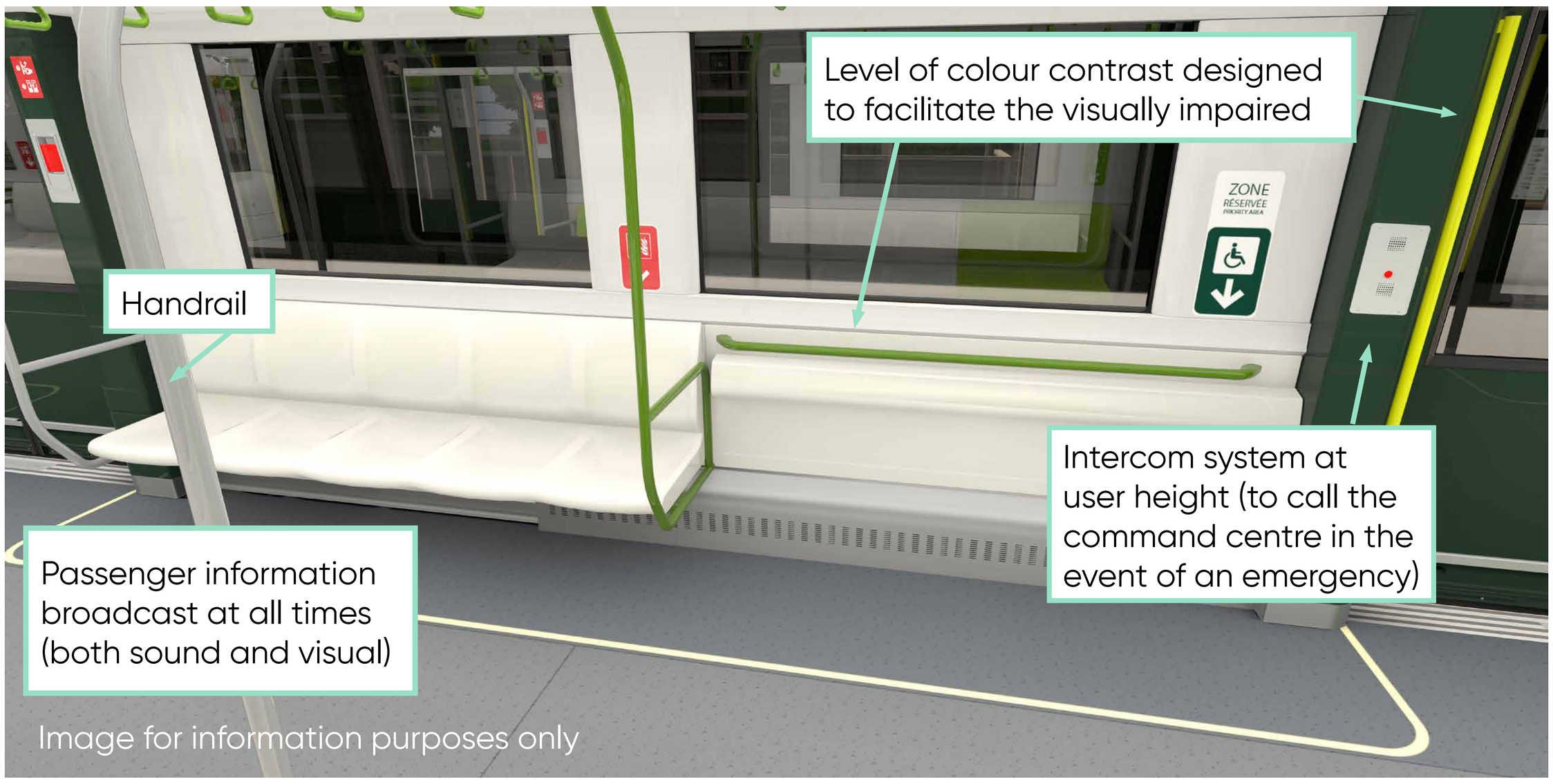
Heated floors and air conditioning

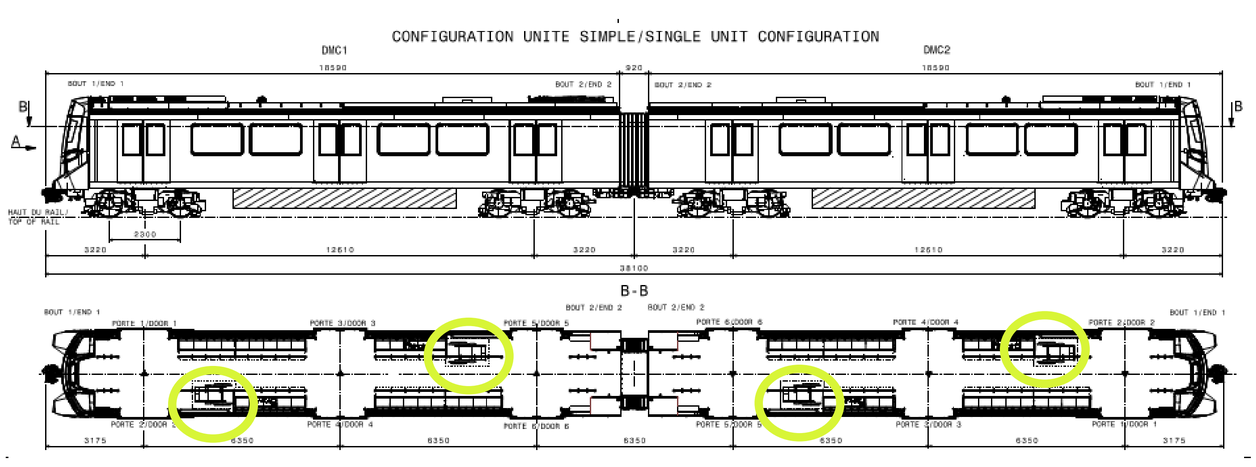
Abundant lighting



Accessibility and passenger movement

Universal access





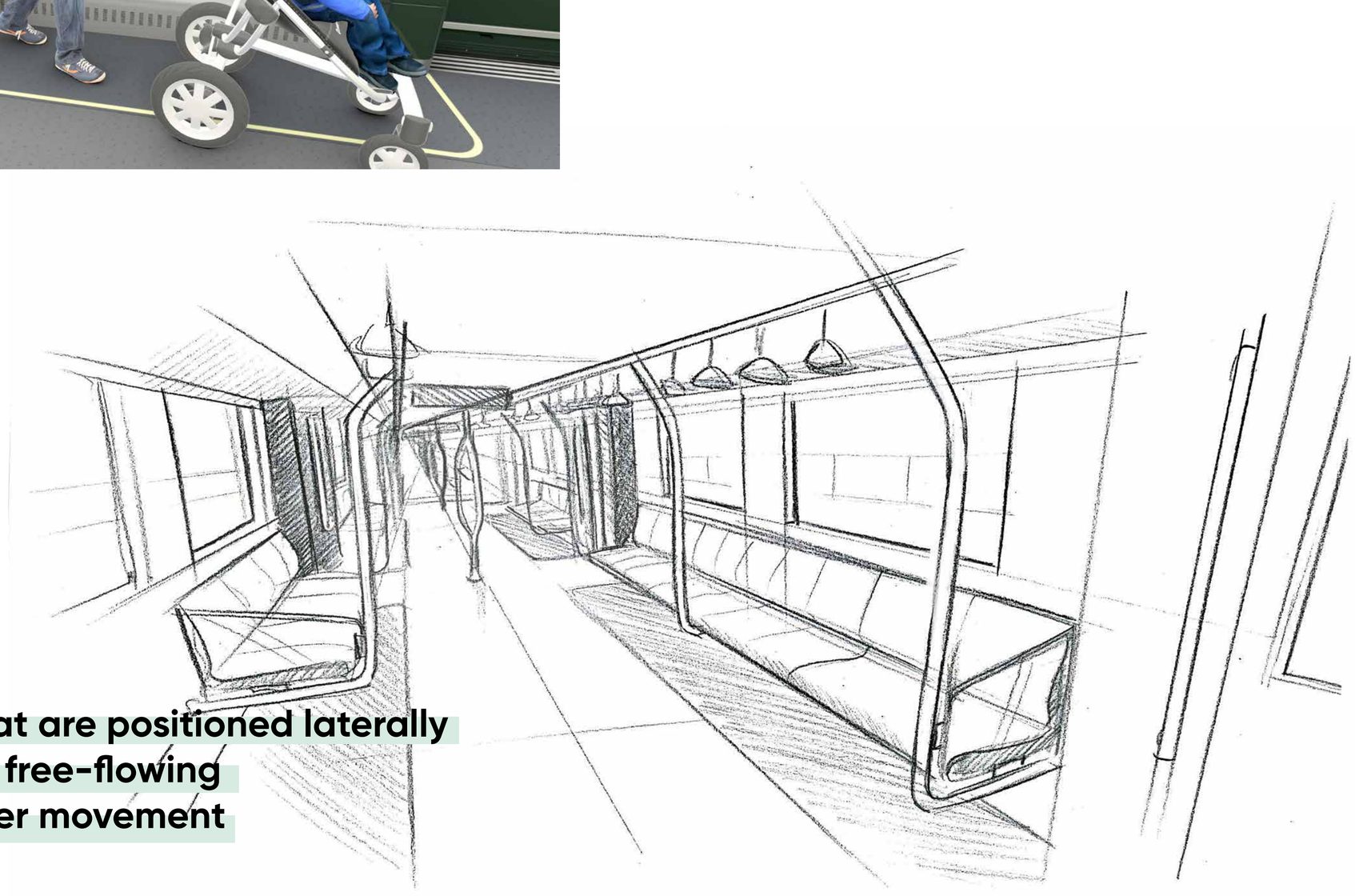
4 reserved spaces per off-peak hours departure
8 reserved spaces per peak hours departure

Universal access required from the outset and consultations aimed at making adjustments to address specific needs

Free-flowing passenger movement

Reserved space for:

- Families with strollers
- Cyclists with bicycles
- Commuters with luggage



Seats that are positioned laterally allow for free-flowing passenger movement

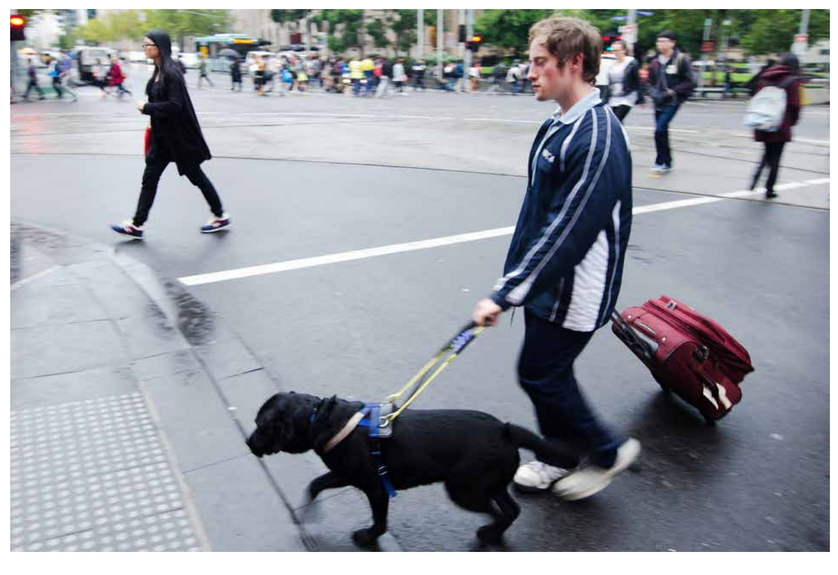
Signage and soundscape

Audible signals

An audible signal when doors open and close and when the train departs from or arrives at a station, for example

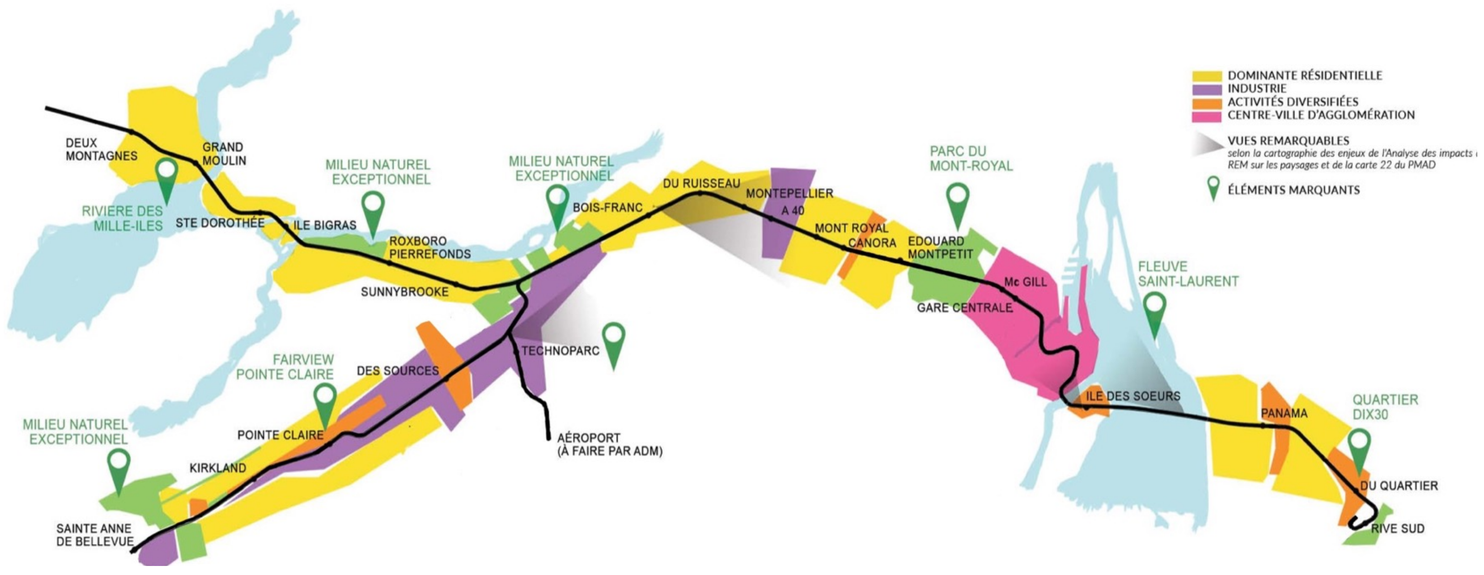
A characteristic and audible voice announces passenger information

Sounds facilitate the movement and traffic of **all users**, including the visually impaired



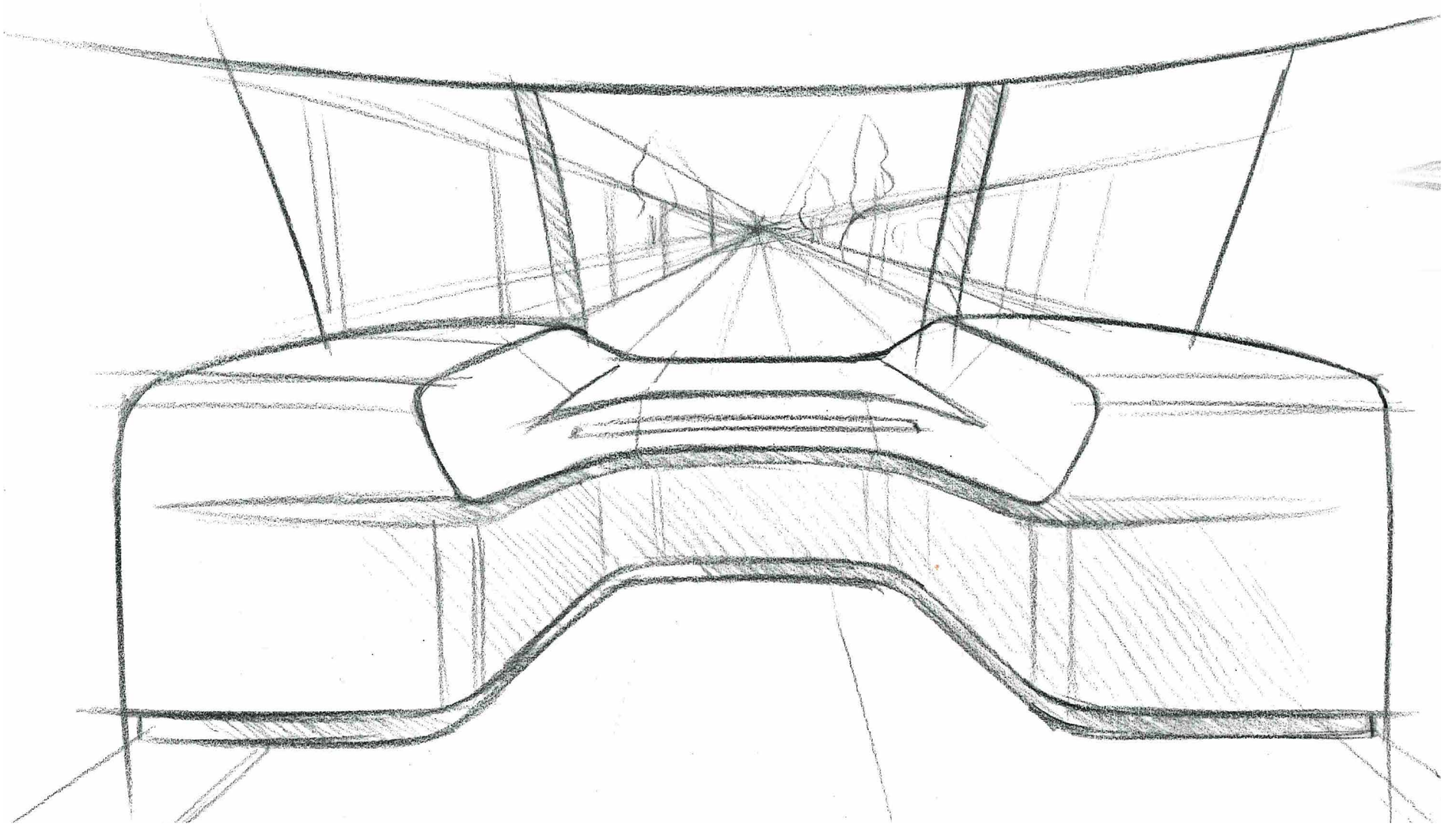
Soundscape

In addition to providing audible signals, how can sound enhance the user experience and highlight the surrounding landscape



A user experience that can:

- Change over time (seasons, special events, time of the day, etc.)
- Highlight the impressive views offered by REM routes
- Enhance the user experience and create a sense of well-being



26 integrated and enclosed stations

Enclosed stations

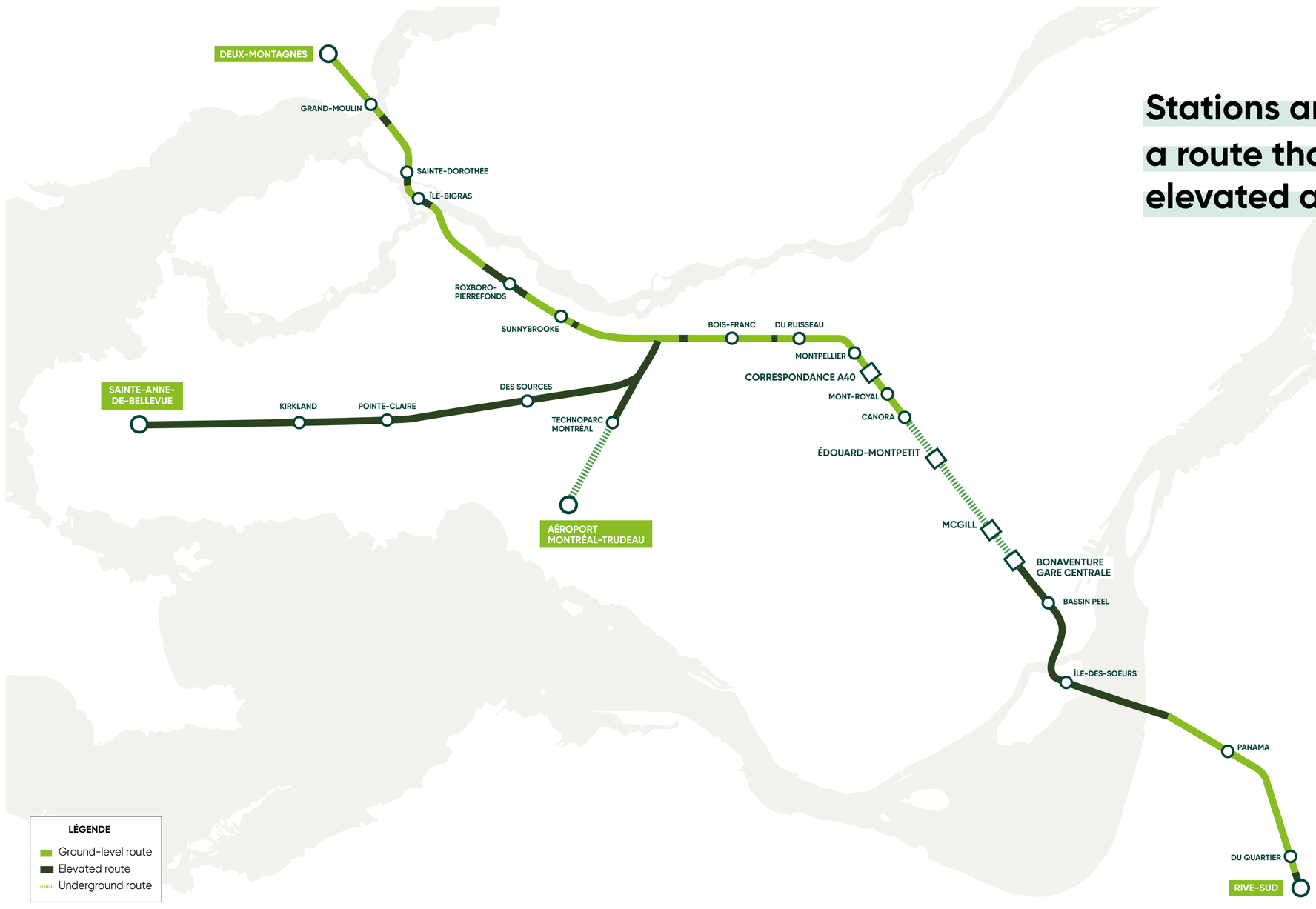
REM stations will be inside enclosed and sheltered buildings. Passengers will be protected from inclement weather while they wait on the platform

Sheltered stations

Wi-Fi

Platforms are 80 m long

Categorization



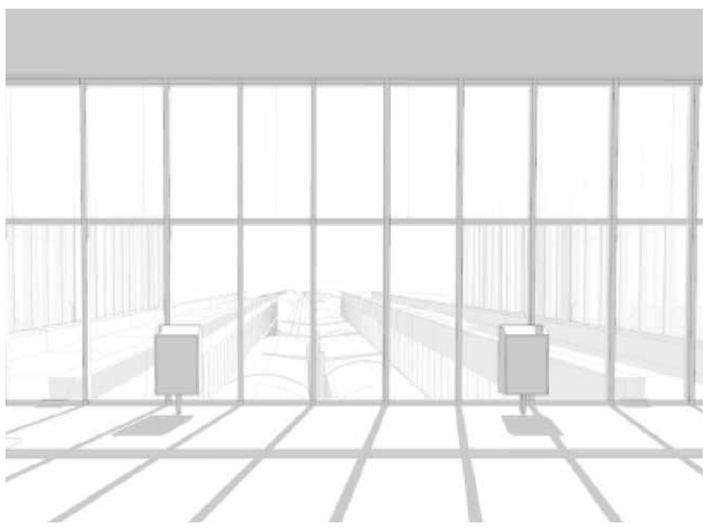
Stations are integrated into a route that is ground level, elevated and underground

Removal of existing level crossings along the Deux-Montagnes lines, for optimal security.

Architecture

Materials and design principles

Glass

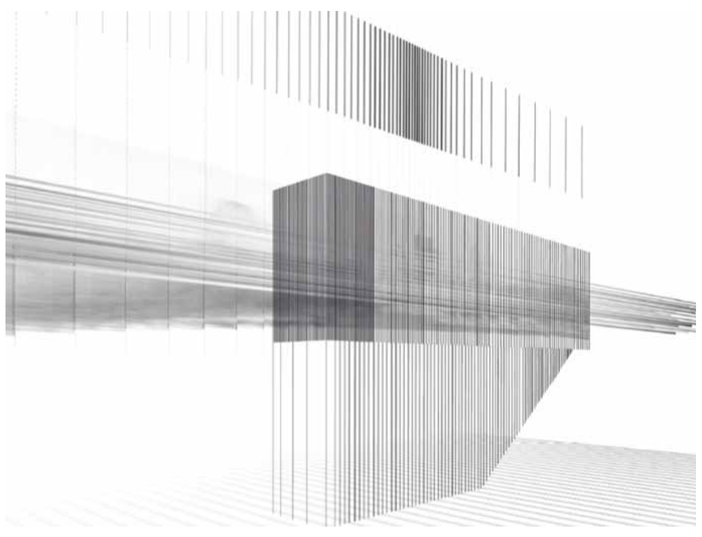


In order to let in as much natural light as possible and for increased safety, the stations are transparent (the concept of seeing and being seen). Fritted glass is used to filter the light.

Wood

Wood is used on station ceilings to provide warmth in the space. This material is used throughout the building and is an integral part of the architectural concept.

Movement



The expression of movement is a theme that is interpreted in a different way in each station. The use of horizontal and vertical lines serves to express movement in the stations.

Colour strategy

So as to represent the passenger's journey, each branch of the network may be identified by a particular colour that would be visible in the stations, furniture and vegetation.

Coloured surfaces will be visible throughout the stations (tiles, for the most part)

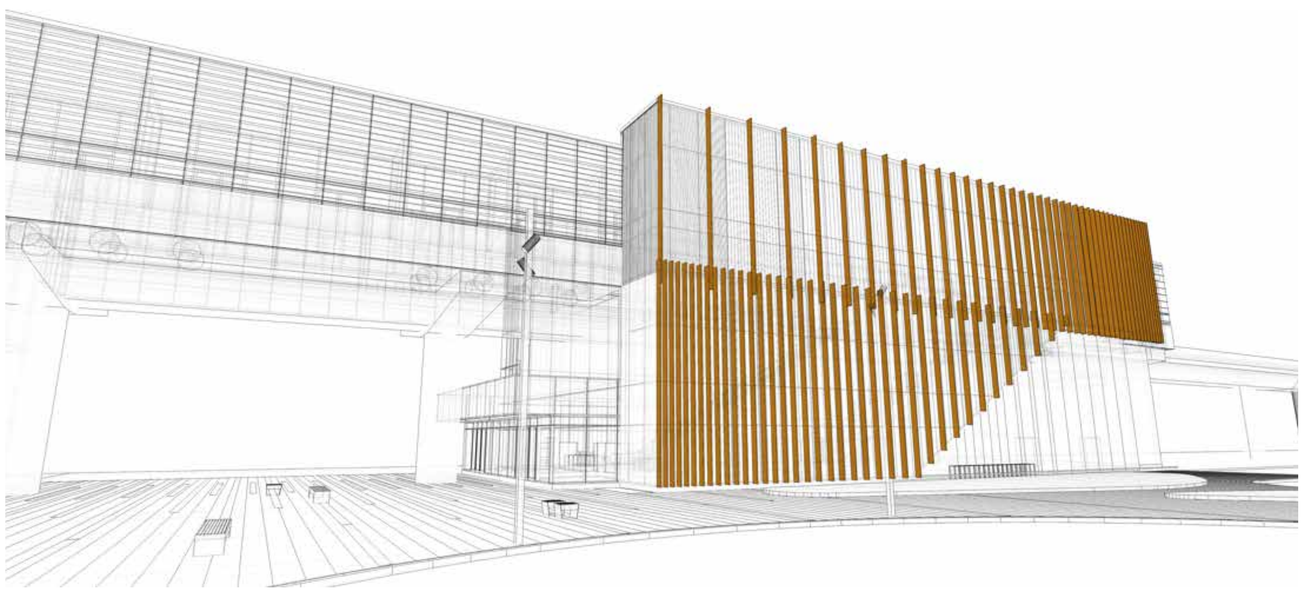
Architecture

Signature stations

Vertical screens will be used to integrate the stations into their surroundings while highlighting their distinctive characteristics. This will facilitate:

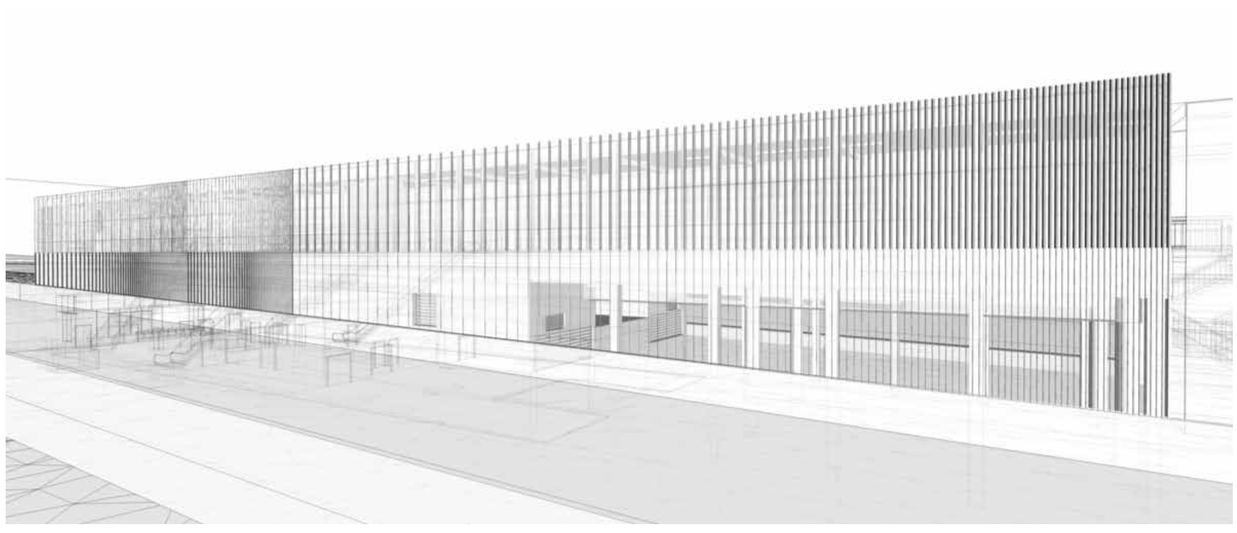
1. The creation of a filter for the light
2. The creation of depth perception effects that align with the architectural language
3. The creation of movement that passengers can see while the train is in motion
4. Better integration of the stations into the neighourhoods

Deux-Montagnes



The station will be integrated through the addition of a screen of vertical slats that recall the wood inside the station and the surrounding natural landscape

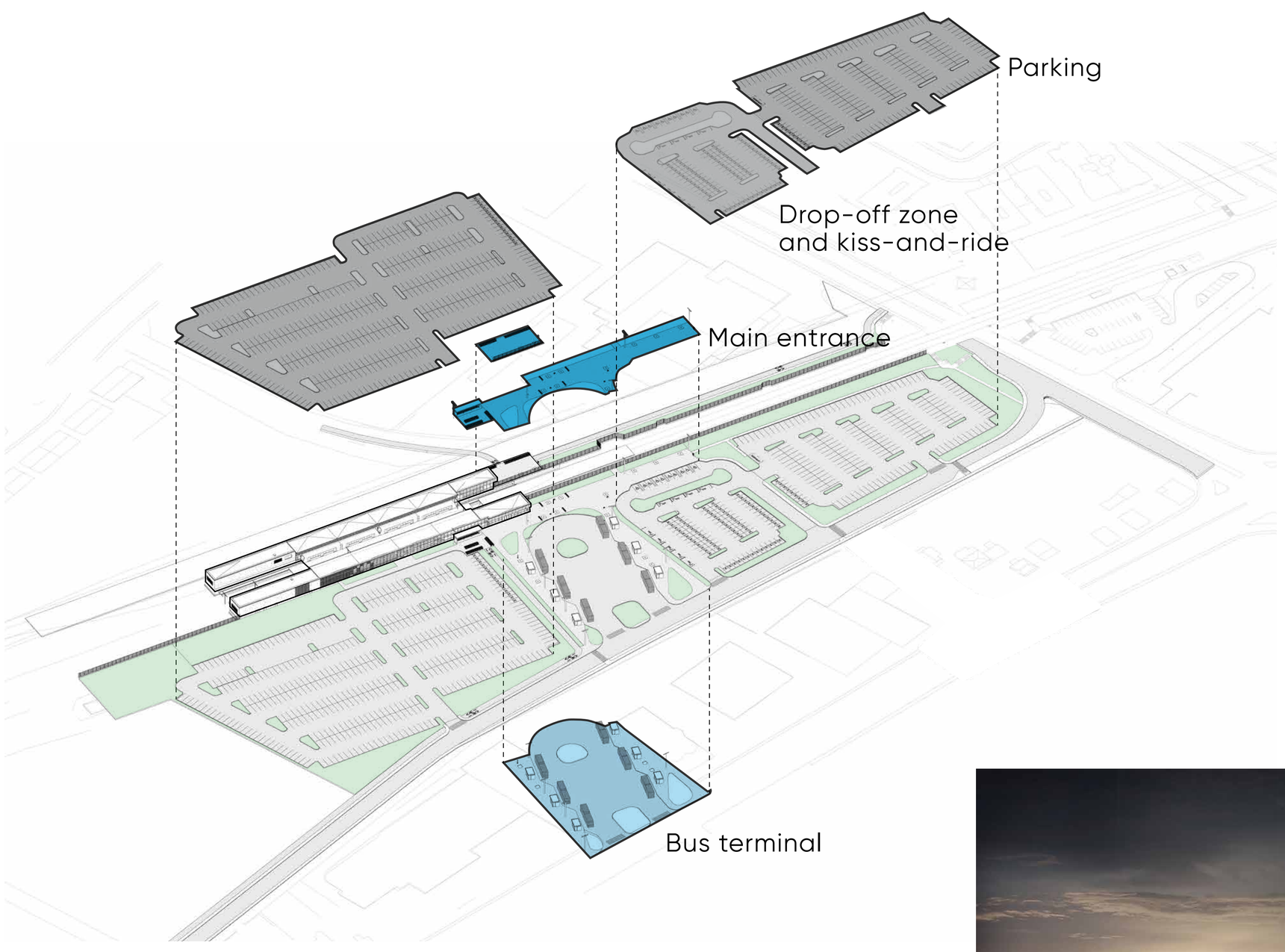
Île-des-Sœurs



In a nod to the transit corridor of the new Samuel-De Champlain Bridge, cables will be used to create a screen that is reminiscent of the bridge's cables

Onsite amenities and user routes

The onsite zones



Across the entire network:

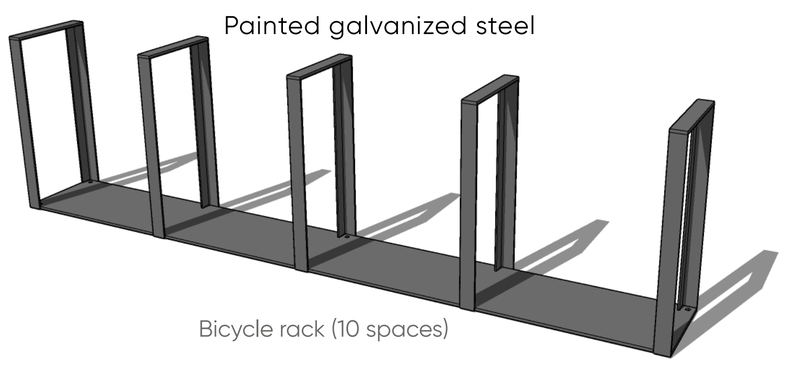
Bus platforms:
105 platforms

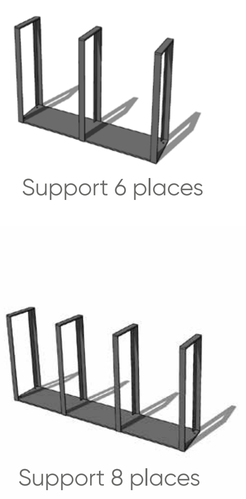
Parking:
± 9500 spaces

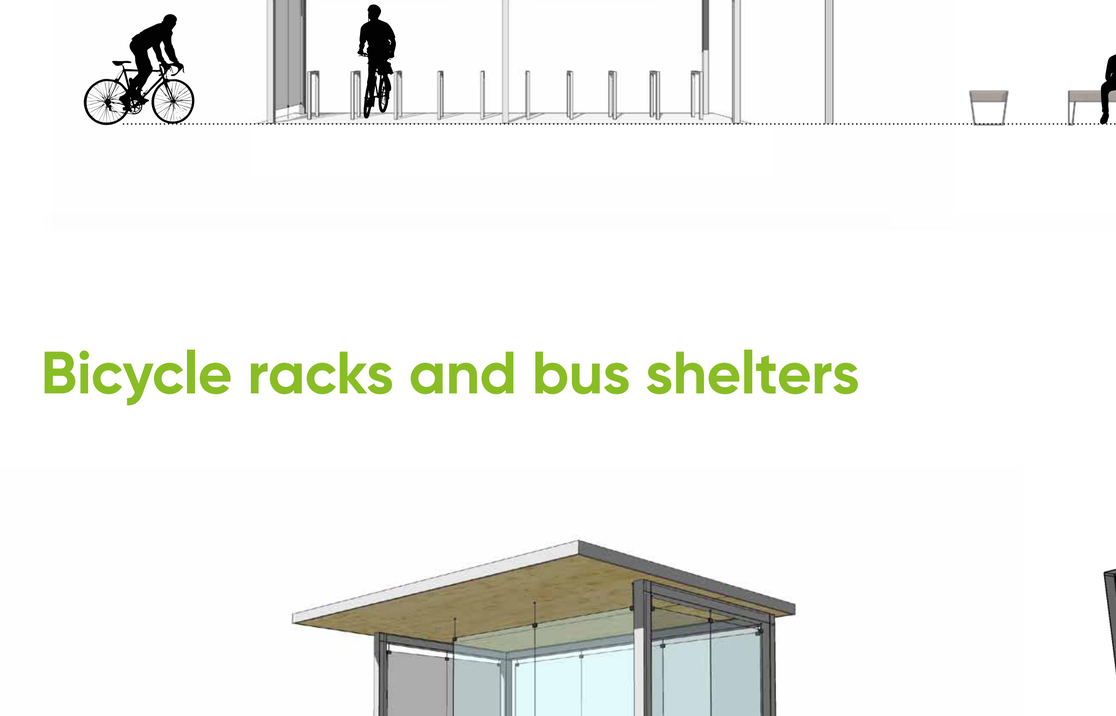
Bicycle racks:
± 1400 racks

User routes

Bicycle racks and bus shelters



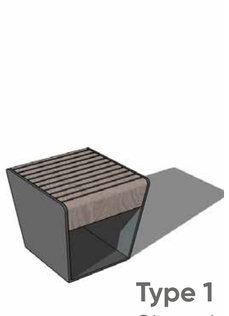




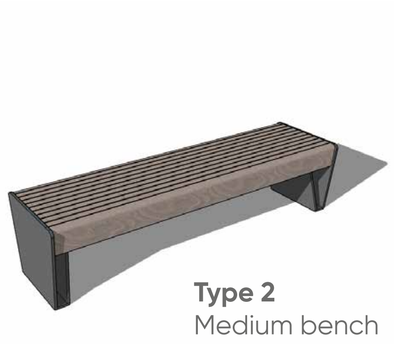
The use of wood and glass in the bus shelters and bicycle rack zones is reminiscent of the station architecture

Onsite amenities and user routes (cont'd)

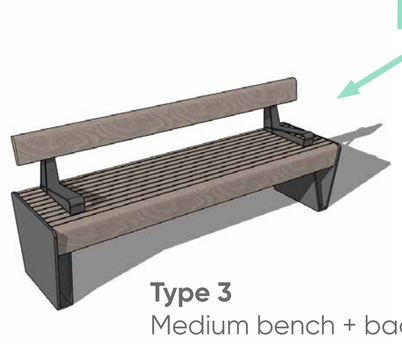
Furniture



Type 1
Short bench

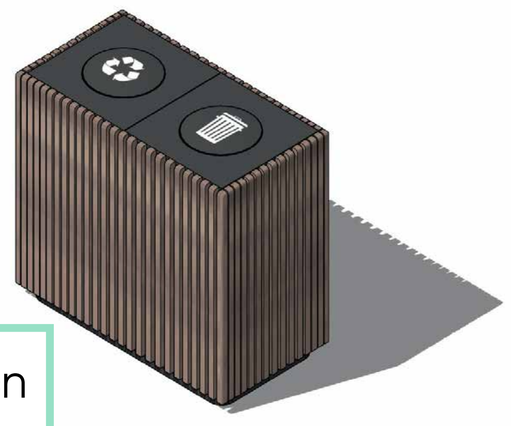


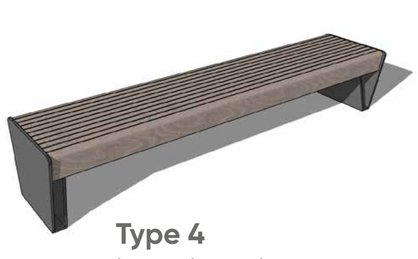
Type 2
Medium bench



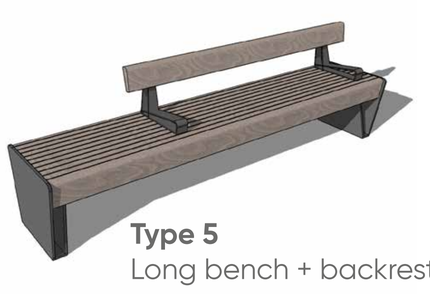
Type 3
Medium bench + backrest

Lines (reminiscent of the stations)





Type 4
Long bench

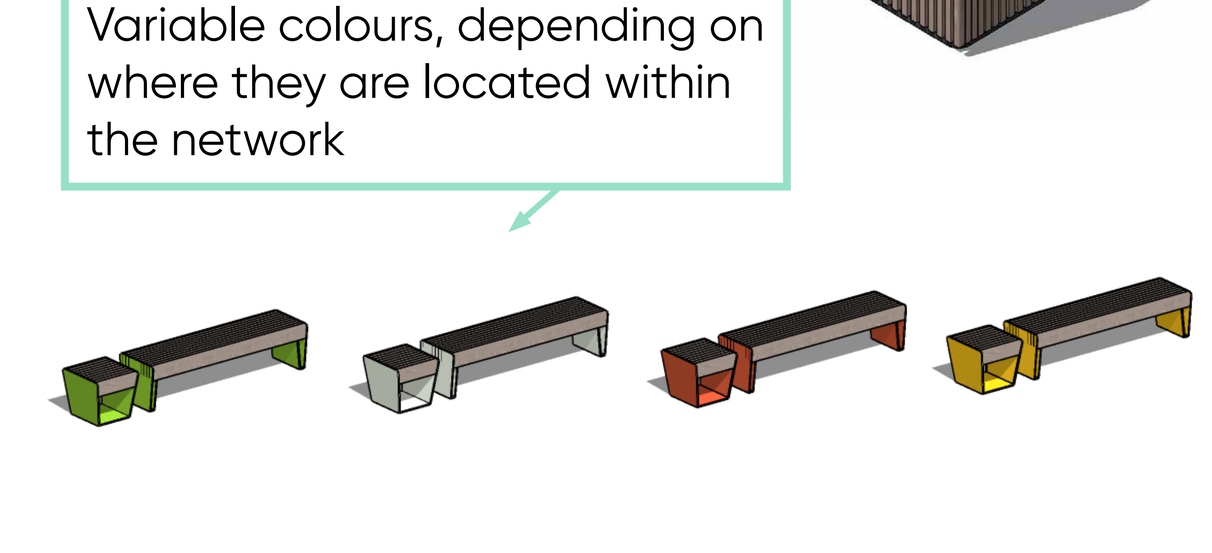


Type 5
Long bench + backrest

Variable colours, depending on where they are located within the network

Vegetation

Vegetation of various colours and varieties will be planted on the station sites. The choice will be influenced by the colour strategy of the architectural charter



Placement of the vegetation:

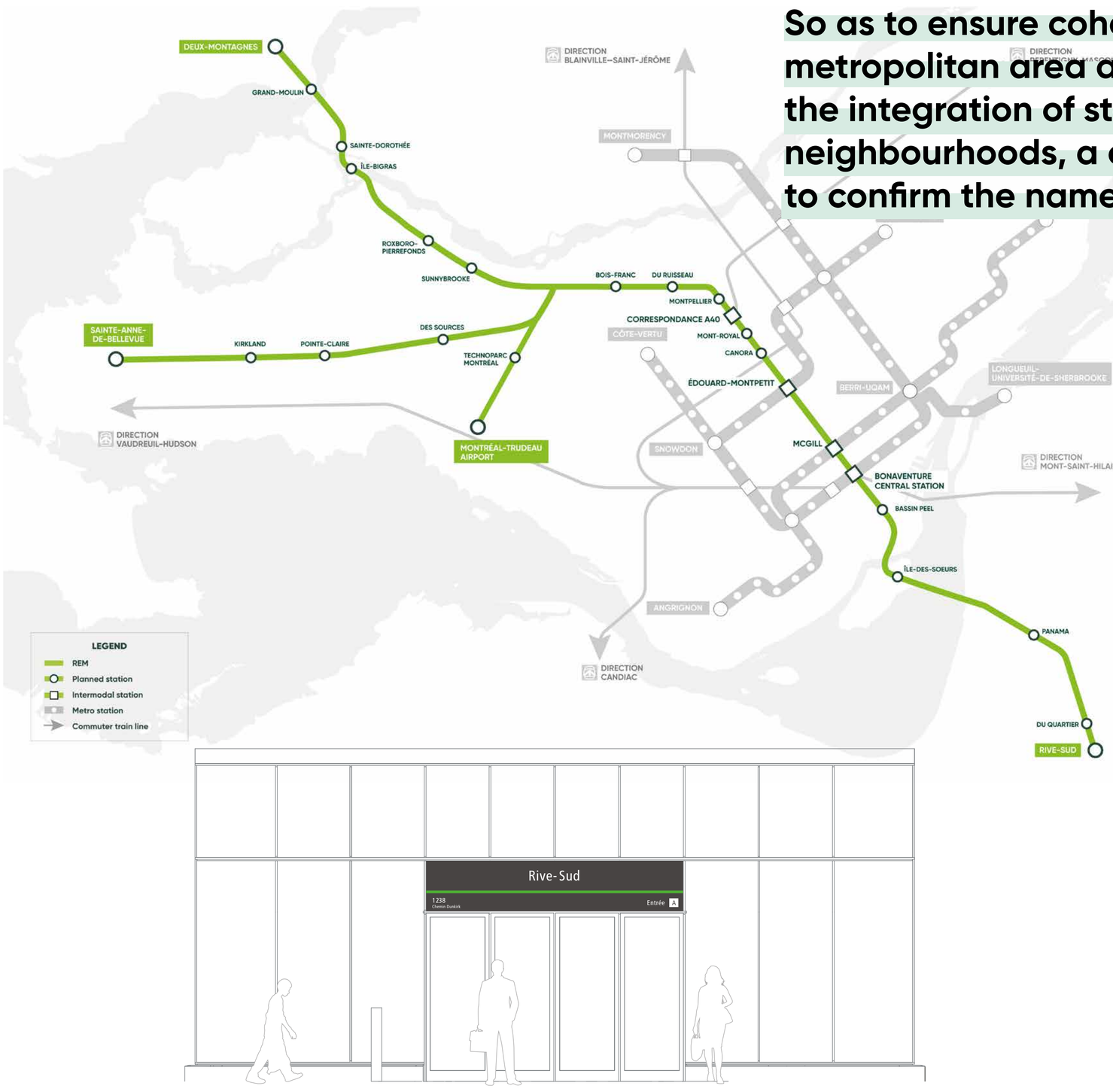
- Main entrance
- Between the site and the tracks
- Parking zone and pedestrian walkway

Minimizing heat islands in the parking zone

Accessibility and passenger movement

Universal access

Toponyms and signage



So as to ensure coherence across the Montréal metropolitan area and in order to facilitate the integration of stations into REM-serviced neighbourhoods, a consultation will be carried out to confirm the names of the stations.

Station
Canora

1238
Chemin Dunkirk

Consultation is underway with partners and citizens to ensure that REM signage is integrated into that of the metro, bus and commuter train networks

Summer 2019 – December 2020: Construction of railway bridge RDP1 – a dual-track bridge

Summer 2021 to 2023: construction of the Roxboro-Pierrefonds and Sunnybrooke stations

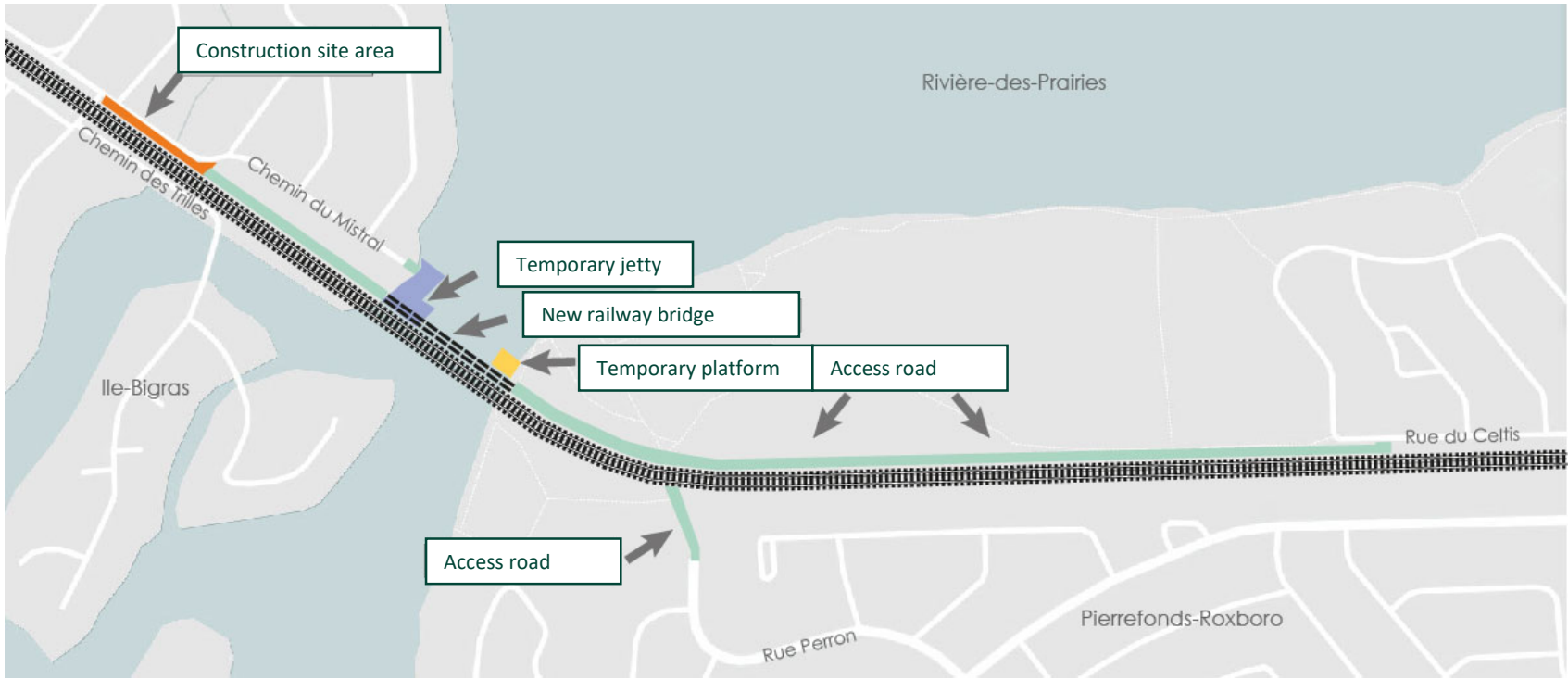
Chemin du Bord-de-l'Eau
Roxboro-Pierrefonds
Rivière-des-Prairies
13
West Gouin Blvd.
Boulevard Gouin Ouest
Pierrefonds-Roxboro
Des Sources Boulevard
11th Avenue
Autoroute Chomedey
Sunnybrooke
Rue Fredmir
Dollard-des Ormeaux
Route Transcanadienne
Saint-Lawrence
Elevated route

Rivière-des-Prairies

Montréal-Île Bigras sector

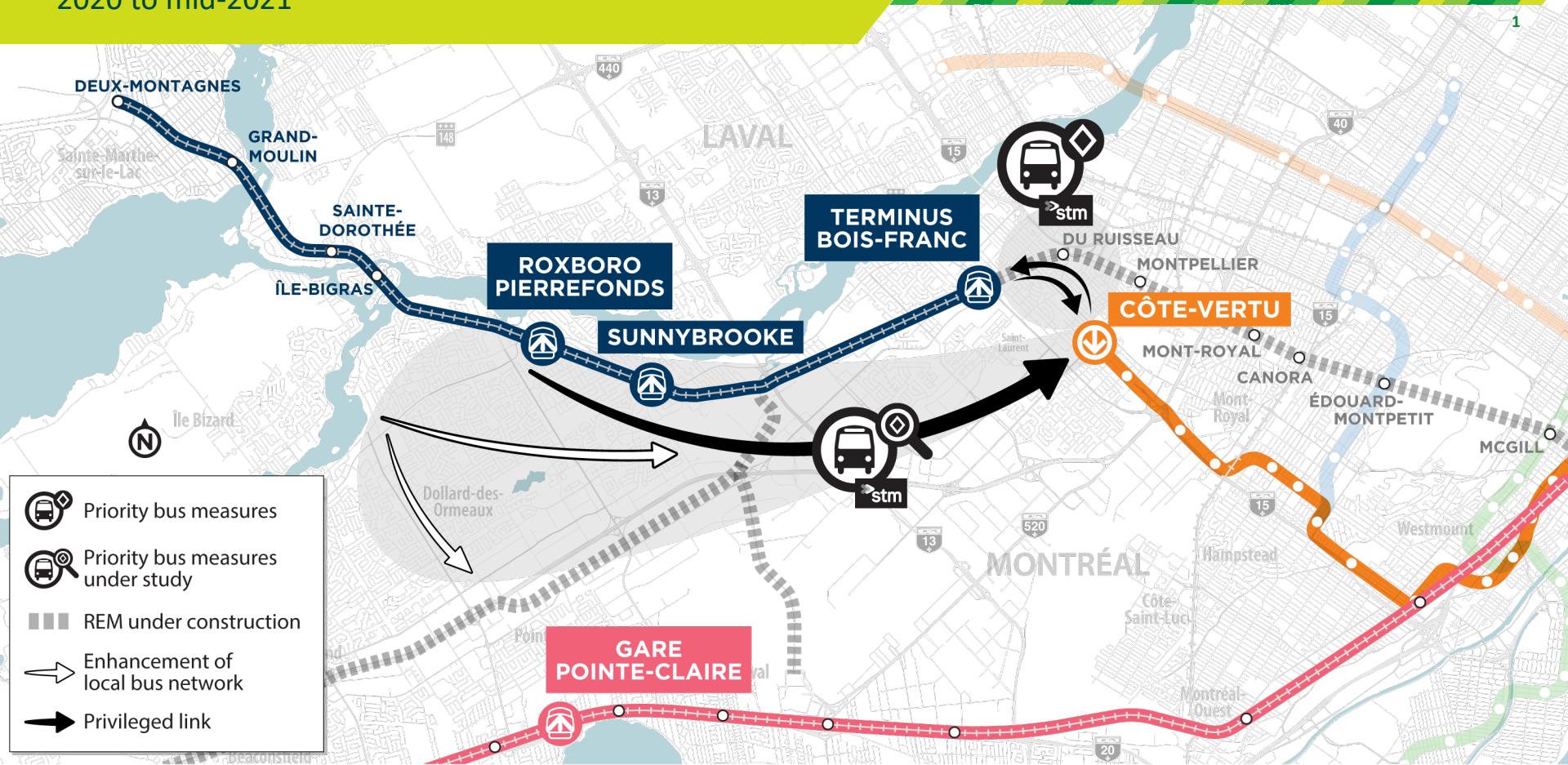
Work scheduled to begin in July 2019

- **New, dual-track REM railway bridge**, adjacent to the existing bridge between Montréal and Ile-Bigras
- **Preparatory work** on the north and south sides of the Rivière-des-Prairies bridge



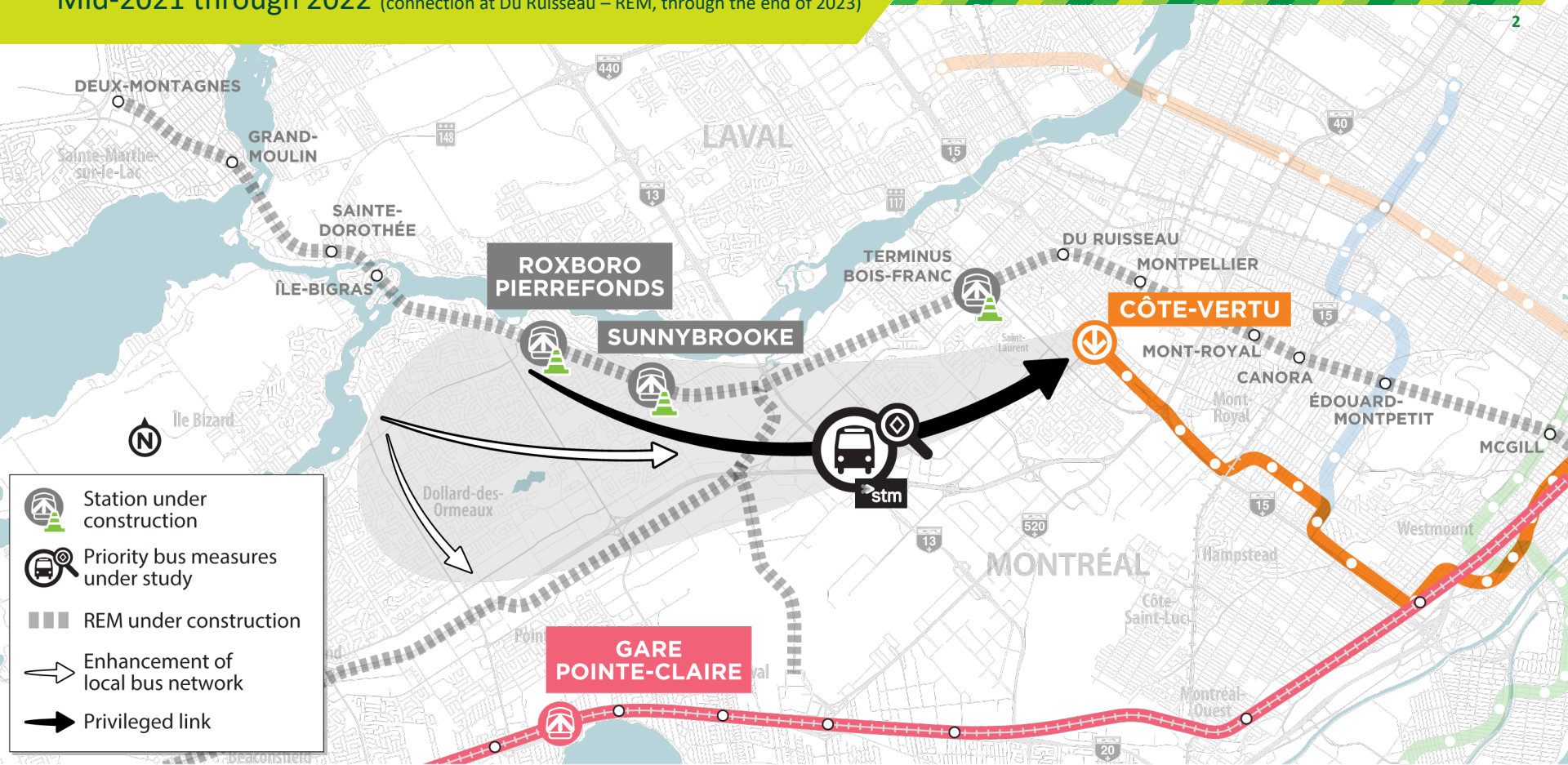
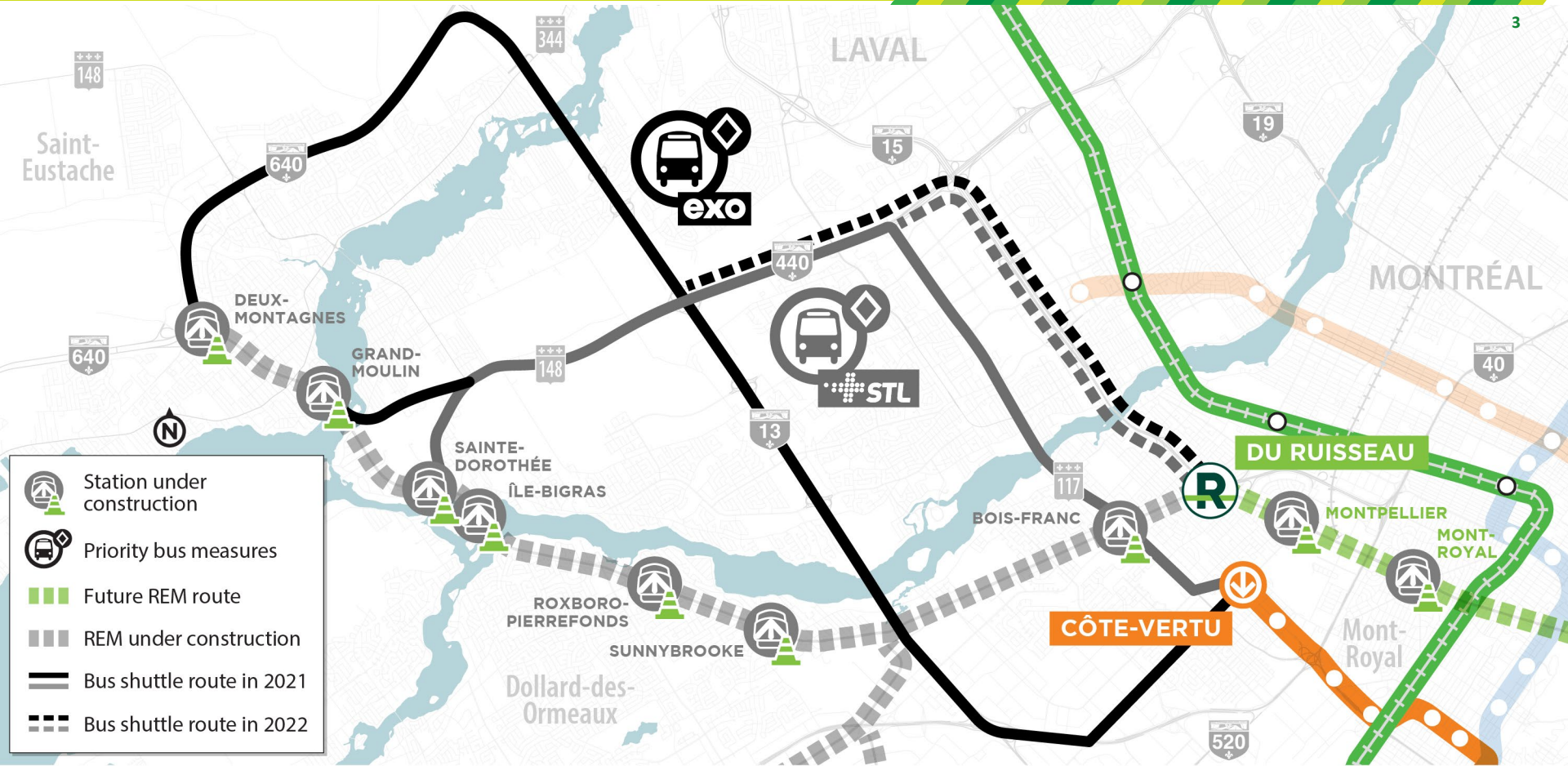
ROXBORO/SUNNYBROOKE SECTOR

2020 to mid-2021



ROXBORO/SUNNYBROOKE SECTOR

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



NORTH SHORE SECTOR