

Report

Meeting objective:	Réseau express métropolitain (REM) information meeting
Date and time:	June 19, 2018, 6 p.m. to 8:30 p.m.
Location:	<i>Our Lady of the Annunciation Parish church, 75 Roosevelt Avenue, Mont-Royal</i>

Meeting overview:

- Approximately 35 participants
- About 15 questions asked by the public during the question and answer period
- Seven stakeholders present during the informational meeting and the question and answer period:
 - o Virginie Cousineau, Public Affairs Manager, Projet REM office
 - o Jean-Philippe Pelletier, Assistant Director of Project Delivery, Projet REM office
 - o Denis Andlauer, Manager, Operations, Projet REM office
 - o Giovanni Cipolla, Segment Director, NouvLR
 - o Simon Charbonneau, Public Affairs and Media Relations Advisor, ARTM
 - o Caroline Larose, MTQ Spokesperson
 - o 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 8:30 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:

- The possibility of burying the rails between Jean-Talon and Ville Mont-Royal
- Creation of an elevated walkway over Lazard Avenue
- Details regarding shuttle buses when the Deux-Montagnes line is no longer operational

A video recording of the information session is available at the following link:

<https://www.youtube.com/watch?v=gZAq6TpgfJs&t=166s>.

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

<https://rem.info/en/events>

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
Would it be possible to build a station on the tracks along Jean-Talon Street (Saint-Jérôme line), providing direct access to downtown?	<p>This track does not belong to the transit companies and must be shared with the <i>Canadian Pacific Railway (CP)</i>, among others. That limits the possibility of REM trains travelling there with high frequency.</p> <p>Therefore, it is not possible to develop a station at that location.</p>
You have been promising the sound impact study for the last 12 months, but it still isn't available. Do you have any news about it?	The study is underway; to ensure that it is as close to reality as possible, it takes a certain amount of time. We expect to be able to publish it by the end of 2019.
What will happen with the grade crossing on Lazard Avenue?	The grade crossing will be removed. An elevated walkway to cross the tracks is planned. Our objective is that the walkway would blend well with the urban environment and that it be universally accessible.
<p>Why did you reject the idea of burying the tracks between Jean-Talon and downtown Mont-Royal? It is a residential sector and the REM will block the view.</p> <p><i>A few people expressed their disappointment that the burying option was refused.</i></p>	<p>Covering the railway tracks is not part of the REM's reference project.</p> <p>However, several works are underway to ensure harmonious integration of the REM in your sector. Measures will be implemented to limit noise, for example, by welding and cushioning the tracks.</p> <p>Furthermore, the REM remains 100% within the current railway right-of-way. As for the height, only a portion of the station will rise to approximately two stories high to allow users to cross the railway tracks from inside the station.</p>
Will the vacant space between the Jean-Talon bridge and Canora station be closed off after operating hours to prevent vandalism?	The space will not be completely closed off, but people will not access the REM at this location.
<p>With the new bus routes and greater traffic, my fear is that there will be new facilities affecting the area.</p> <p>What guarantee do we have that there won't be significant changes?</p>	<p>Within the context of the REM project, there will not be any park-and-ride lots at the Canora and Mont-Royal stations, nor will there be a bus terminal.</p> <p>The concept remains the same as the one currently in place, with bus stops in the street and kiss-and-ride lanes.</p> <p>Furthermore, the Société de Transport de Montréal (STM) has promised to consult citizens regarding the changes planned when the REM</p>

Questions	Answers
	arrives in the various sectors.
<p>As for the walkway over Lazard Avenue, the City of Mount Royal has refused the plan proposed by REM to build a walkway 10 metres or about three stories high.</p> <p>The citizens don't want it. Several children cross at that location, as well as seniors and cyclists. The REM's plan is unacceptable.</p>	<p>We are in the midst of discussions with the City of Mont-Royal regarding the Lazard walkway.</p> <p>We have also received citizen's comments and concerns from the sector's Neighbourhood committee.</p>
<p>You state that the Deux-Montagnes line will not be in operation for two years, starting in January 2020. Does this mean that the REM will be operational starting in January 2022?</p>	<p>Yes, our objective is for the REM to be operational at the beginning of 2022 in your sector, up to the REM's Du Ruisseau Station.</p>
<p>There were three power failures that last few days that lasted approximately 20 to 30 minutes, in the sector east of the railway tracks. Were these failures a result of the work on the REM?</p>	<p>The failures were not due to work on the REM.</p> <p>If it happens again, contact us and we will conduct the necessary verifications.</p>
<p>Is there a plan to redirect traffic during the works?</p>	<p>When our work hinders traffic, we must submit a traffic management plan to the city, who is the relevant authority within the territory.</p> <p>In your sector, management plans resulting from the reconstruction of the Cornwall and Jean-Talon bridges are currently being discussed with the Cities of Mount Royal and Montréal.</p> <p>Once they are ratified, the plans will be presented do the Neighbourhood committee meeting in your sector, which is open to everyone.</p>
<p>Already buses are full.</p> <p>When the Deux-Montagnes line will no longer be in operation, well there be new reserved bus lanes?</p>	<p>Certain bus routes will be enhanced.</p> <p>In addition, there will be two new high-frequency shuttles linking your sector with the Namur station on the orange line (north-south direction) and the Acadie station on the blue line (east-west direction).</p>
<p>Why will the bus shuttle go to Namur rather than De la Savane? The Namur station has heavy traffic, while De la Savane has less.</p> <p>Reserved bus lanes as well as additional bicycle parking will have to be provided at the</p>	<p>The Namur station is favoured because of the work that is planned at De la Savane.</p> <p>Reserved bus lanes and bicycle infrastructures are elements that will be taken into consideration.</p>

Questions	Answers
Namur station.	
You were supposed to evaluate the possibility of having a REM station near Highway 40.	An intermodal station is planned at the intersection of Highway 40 and Côte-de-Liesse (exactly between Stinson and Deslauriers Roads, at Hodge Road – link to interactive map: https://rem.info/en#map), which will allow correspondence with exo's Mascouche line, which will no longer be able to use the tunnel once the REM is put into operation.

Presentation begins at 7 p.m.

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





Réseau express métropolitain

Information session
Town of Mount-Royal | Côte-des-
Neiges-Notre-Dame-de-Grâce

June 19, 2019

Réseau
express
métropolitain



Agenda

- The REM arrives in Town of Mount-Royal and Côte-des-Neiges-Notre-Dame-de-Grâce
- Work strategy
- Upcoming work in 2019
- Interim public transit mitigation strategy
- Question and answer period



**Arrival of the REM
in Town of Mount-
Royal | Côte-des-
Neiges-Notre-Dame-
de-Grâce**

Le 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

Mont-Royal

Businesses

Parks and
gardens

Residential
neighbourhoods

Learning
institutions

Canora

servicing
strategic areas

Frequency, travail time and capacity



+ Fast

Canora – Gare Centrale : 7 minutes
Mont-Royal – Gare Centrale : 8 minutes
Canora – Aéroport : 18 minutes
Mont-Royal – Rive-Sud : 24 minutes

+ Frequent

20% more frequent
2,5 minutes during peak hours
5 minutes during off-peak hours

+ Large capacity

2,5 fois plus de personnes en pointe
(42 120 personnes)
Près de 7000 places assises en pointe
(MR-90 = 8100 places assises)

The REM: quieter technology



Current exo trains – 300 m



2 cars during off-peak hours — 40 mètres — 14 h/jour



4 cars during peak hours — 80 mètres — 6 h/jour

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



160 bicycle racks

7 kiss-and-ride
lanes

Bus 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 large glass curtain wall on the left side, which is partially covered by a series of vertical wooden slats of varying heights. The slats are arranged in a way that creates a rhythmic pattern and allows natural light to filter through. The building is situated in an urban environment with people walking on the sidewalk in the foreground. 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

Stations facilities



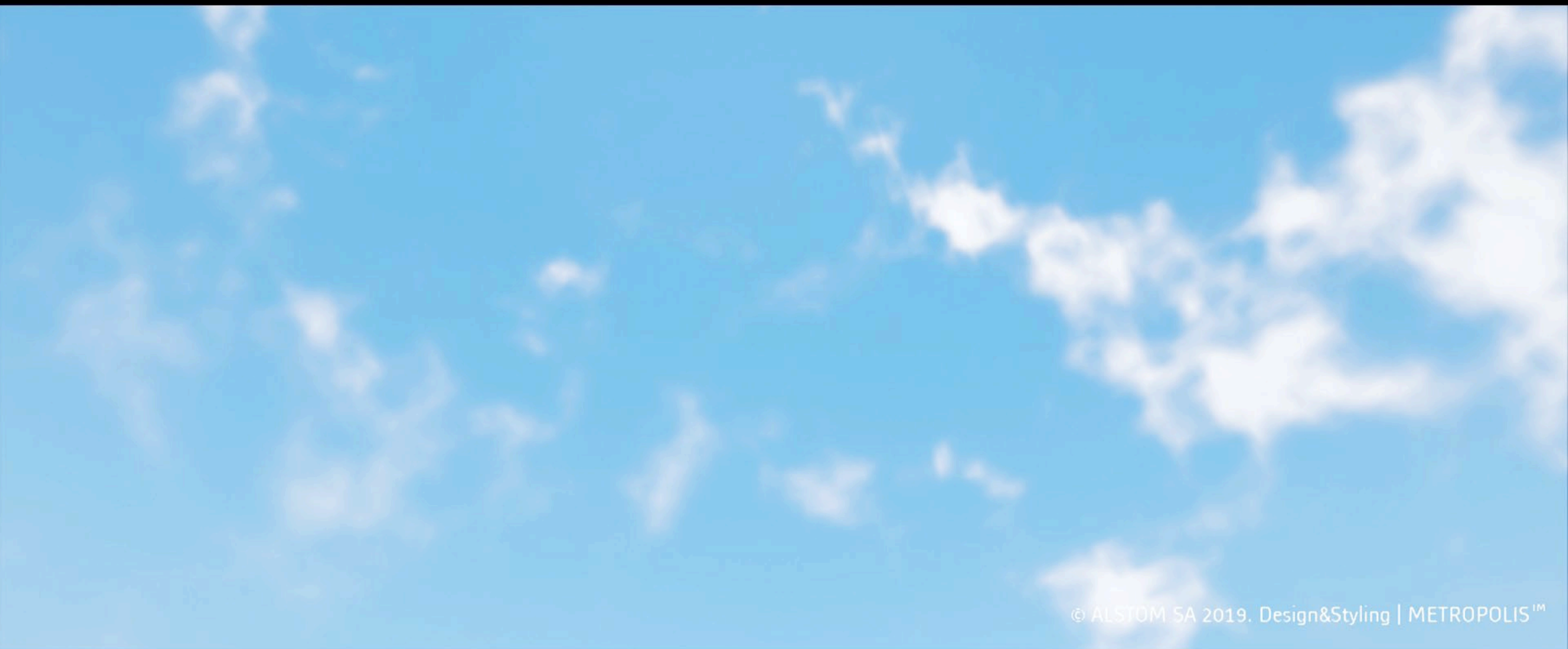
Outdoor area

- 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 door to maximize safety
- Universal accessibility
- Wifi throughout the network



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Community relations

Neighbourhood committee

- 4 public meetings – open to all
- Additional mitigation measures put in place following recommendations made by citizen members.

Work group – REM integration

- Group creation meeting on May 21st
- First meeting held on June 18th (sites visit)
- Situation update during neighbourhood committee meetings



Performing the work

Roles and responsibilities



Réseau
express
métropolitain



Project office



- Engineering, procurement and construction of the infrastructures



- 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

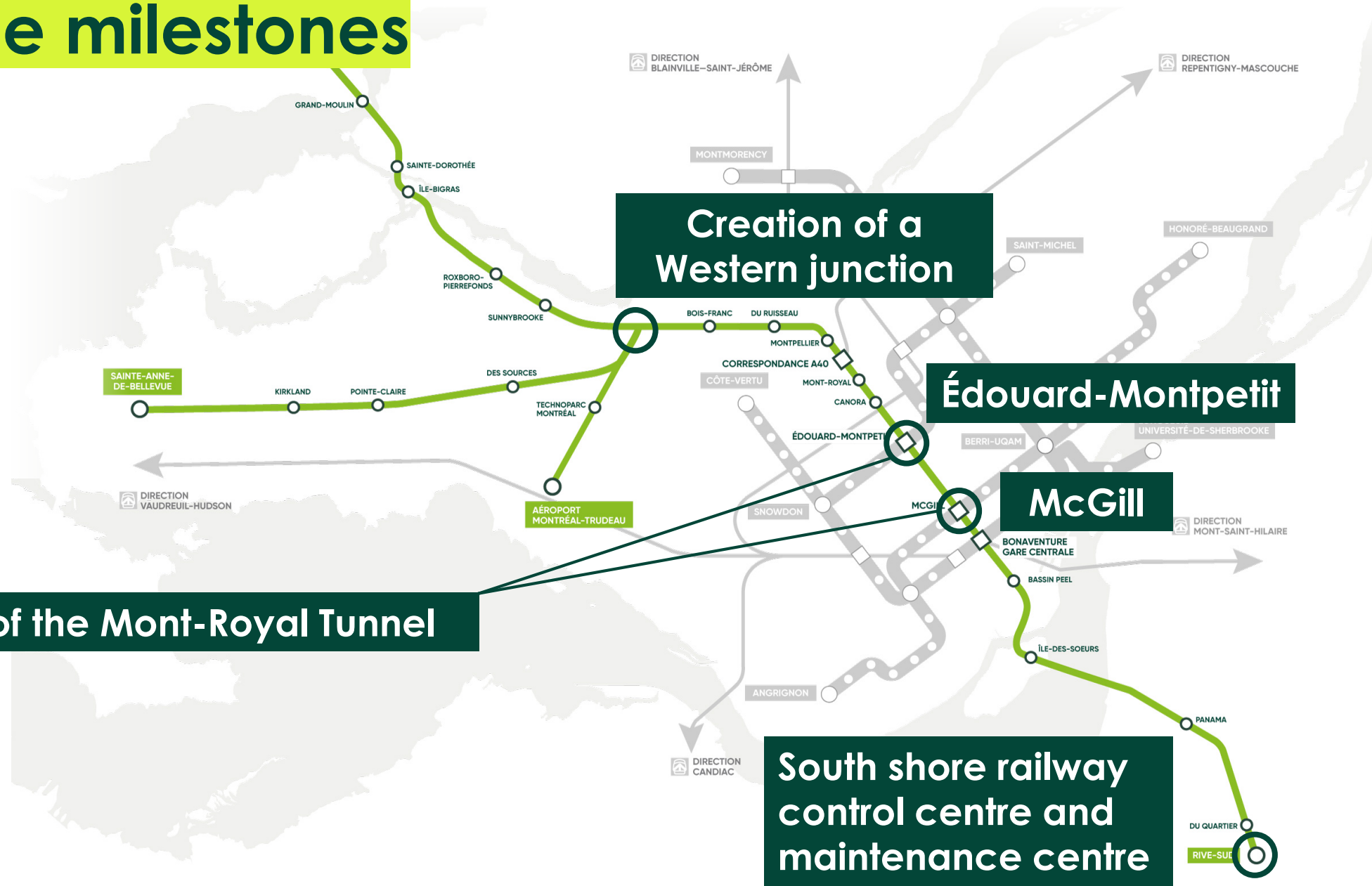


Construction of
infrastructures



Architectural
renderings

Immovable milestones



Modernization of the Mont-Royal Tunnel

South shore railway
control centre and
maintenance centre

Work sequence

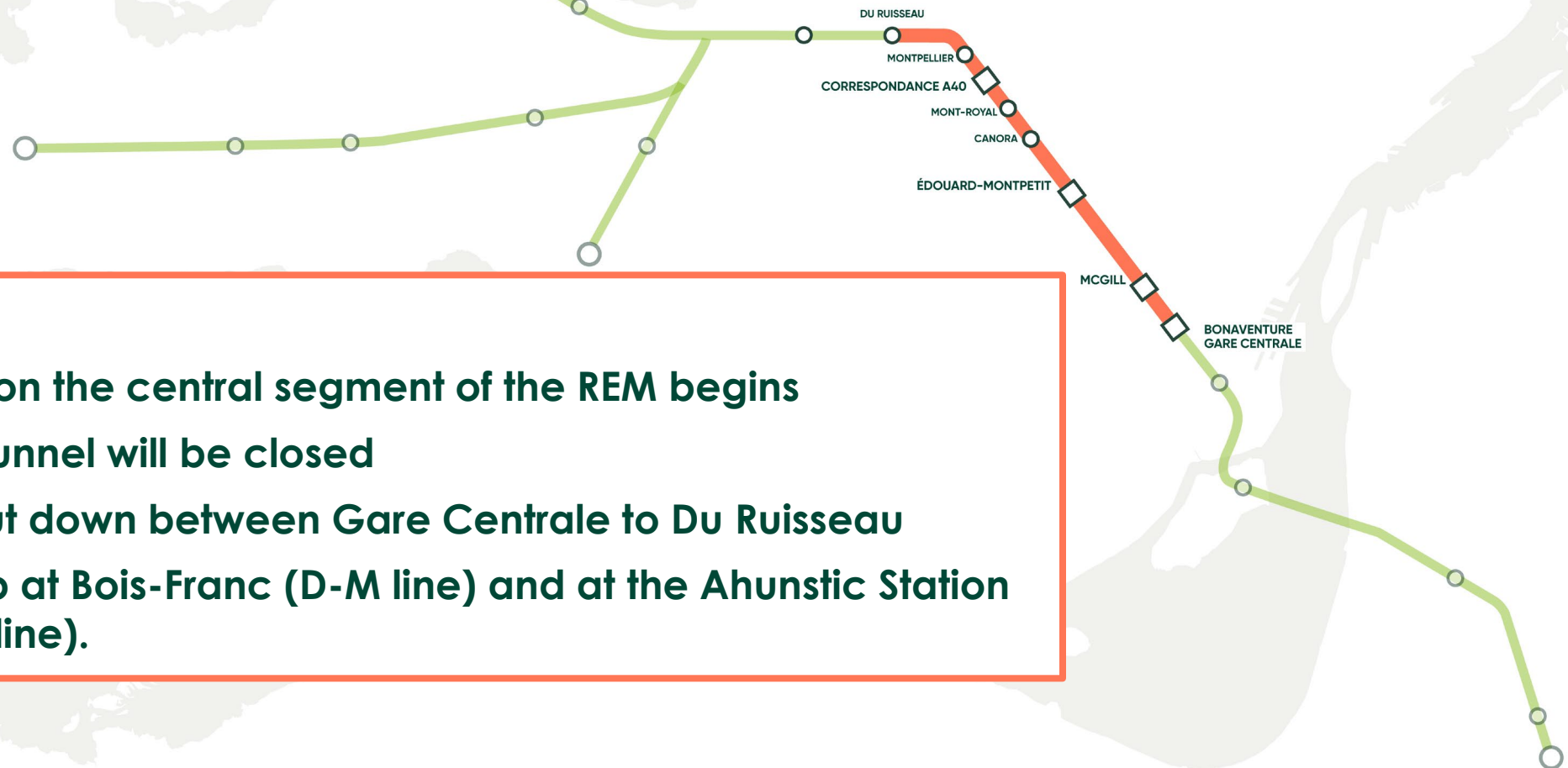
Early 2020

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

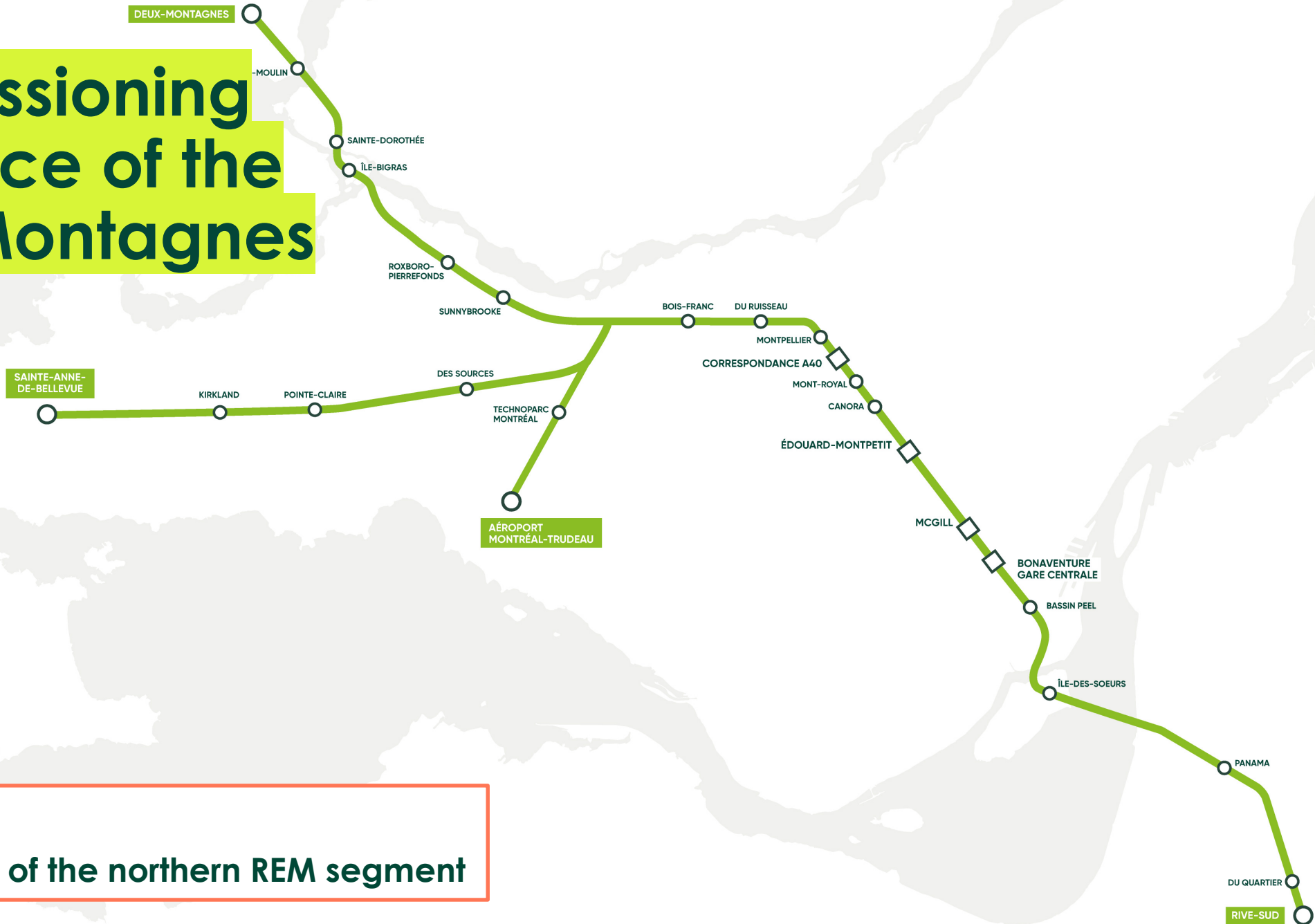
Trains will stop at Bois-Franc (D-M line) and at the Ahunstic Station (Mascouche line).



Commissioning sequence of the Deux-Montagnes branch



Commissioning sequence of the Deux-Montagnes branch



2023

Commissioning of the northern REM segment



Upcoming work in 2019

Upcoming work

Mont-Royal

Cornwall bridge
replacement (2020)

Completion of the
foundation work,
on the west side (2019)

Start of foundation work,
on the east side (2019)

Canora

Jean-Talon bridge
replacement (2020)

Graham Boulevard

Jean-Talon W. St.

Work schedule

- **Transfer of power supply**

- **Safe isolation of**
of train track

Summer
2018

Work schedule

•
Transfer of
power supply

• Safe isolation of
of train track

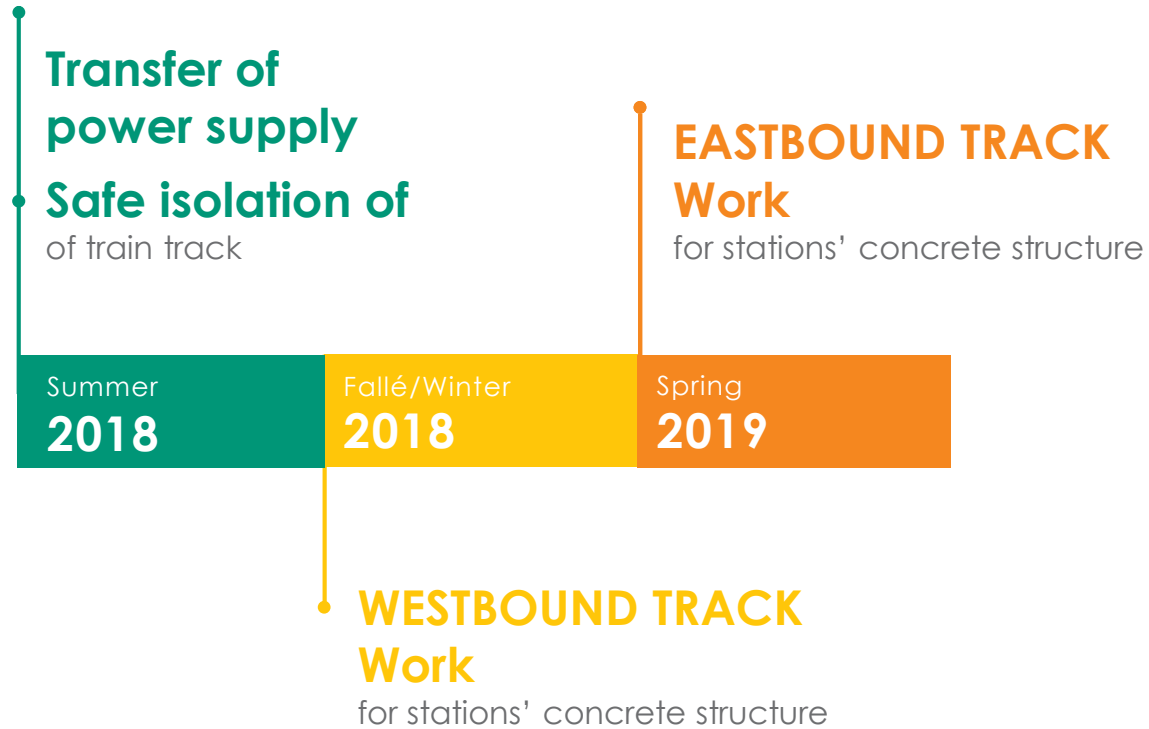
Summer
2018

Fallé/Winter
2018

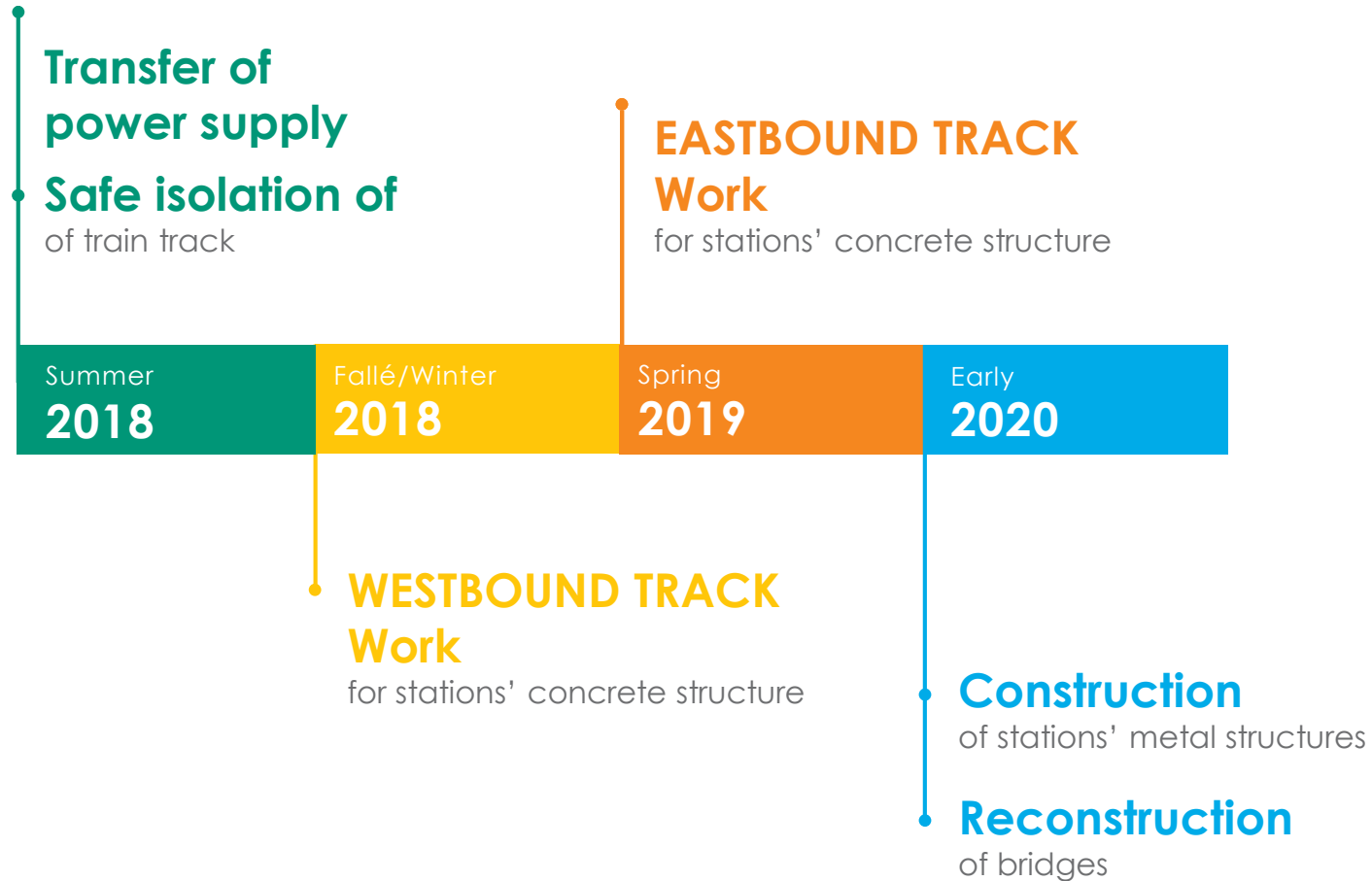
• **WESTBOUND TRACK
Work**

for stations' concrete structure

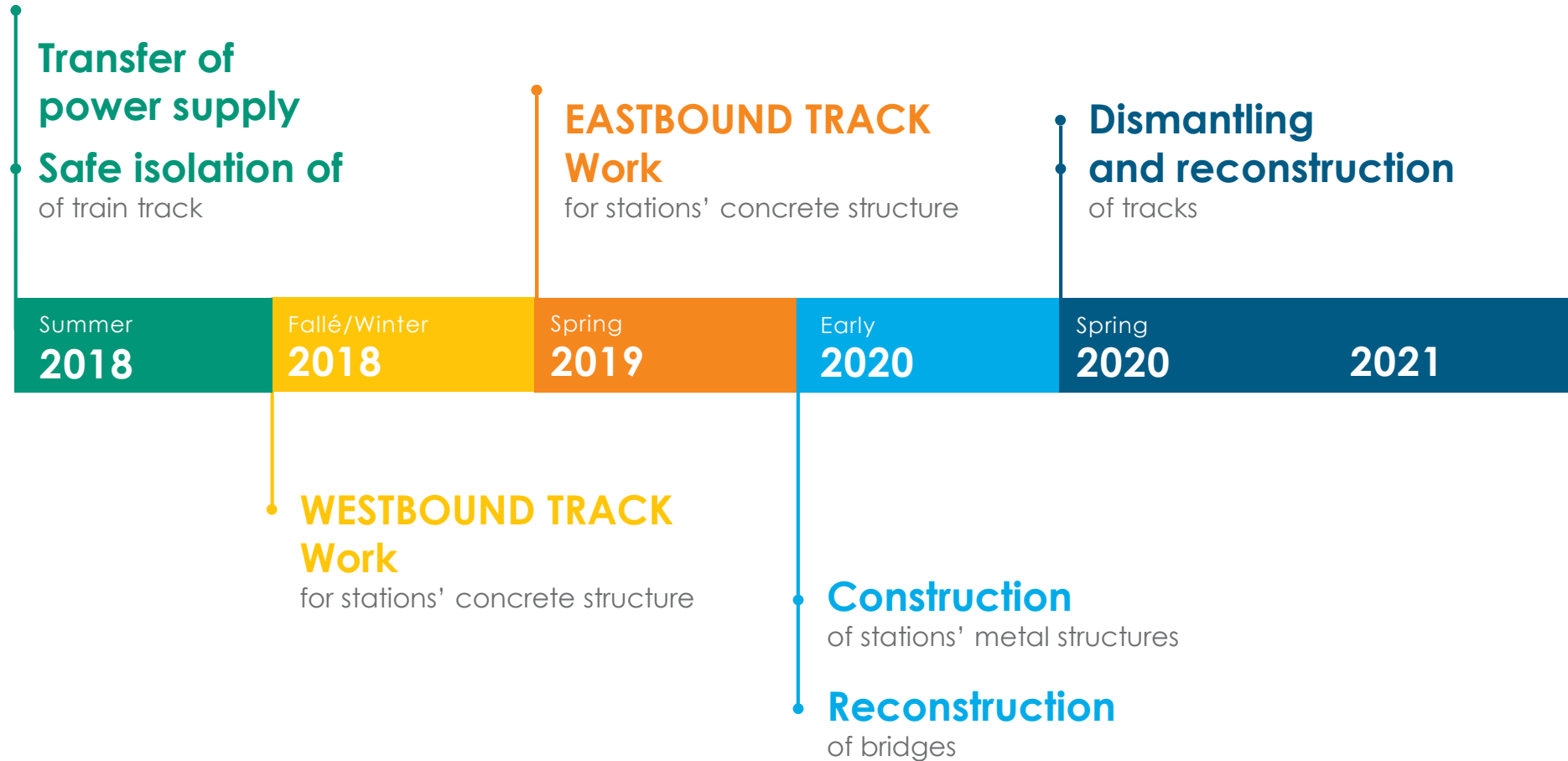
Work schedule



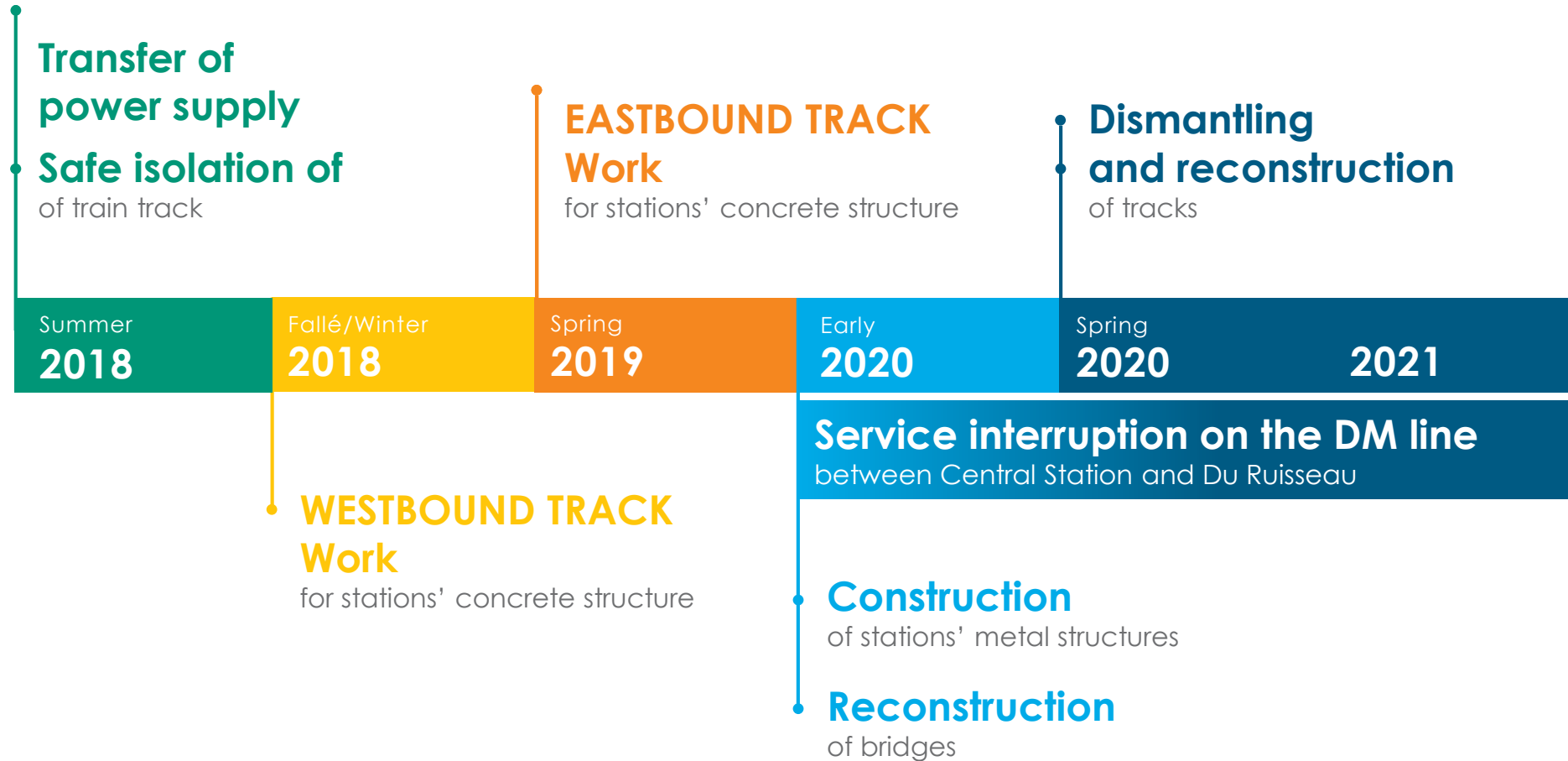
Work schedule



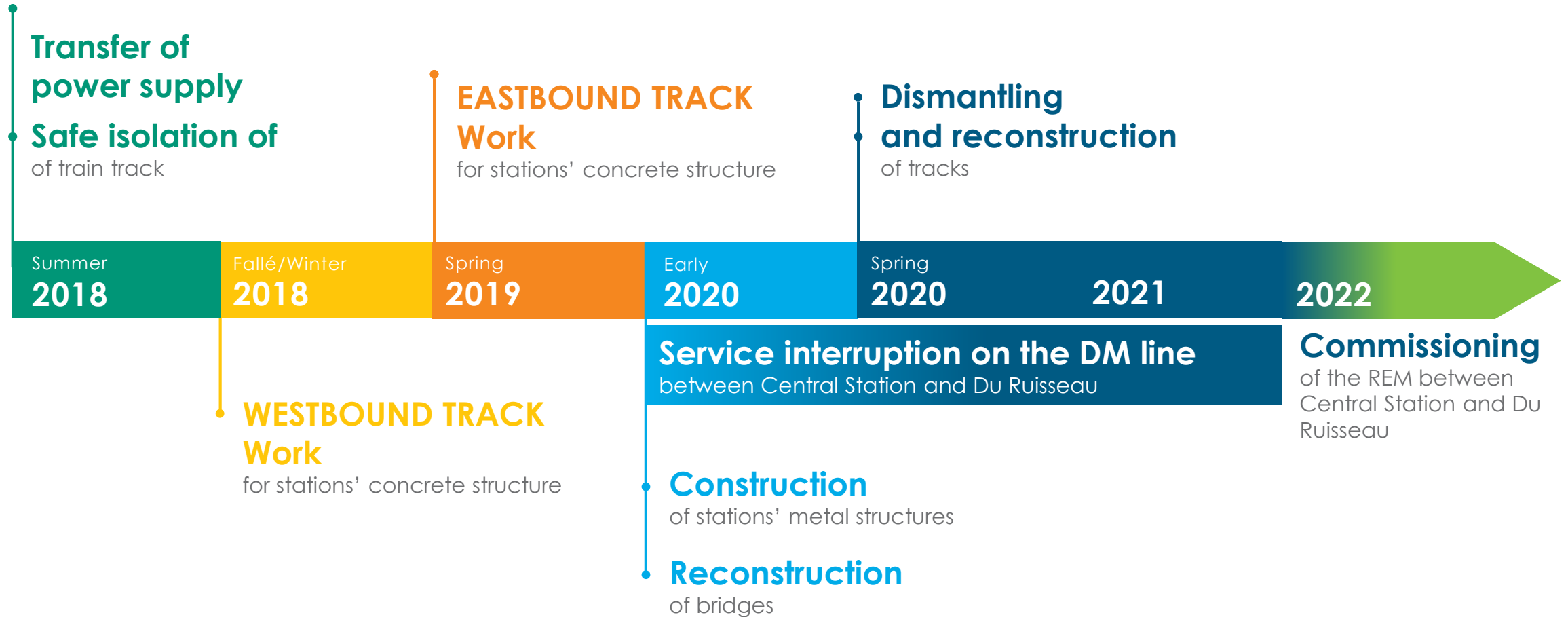
Work schedule



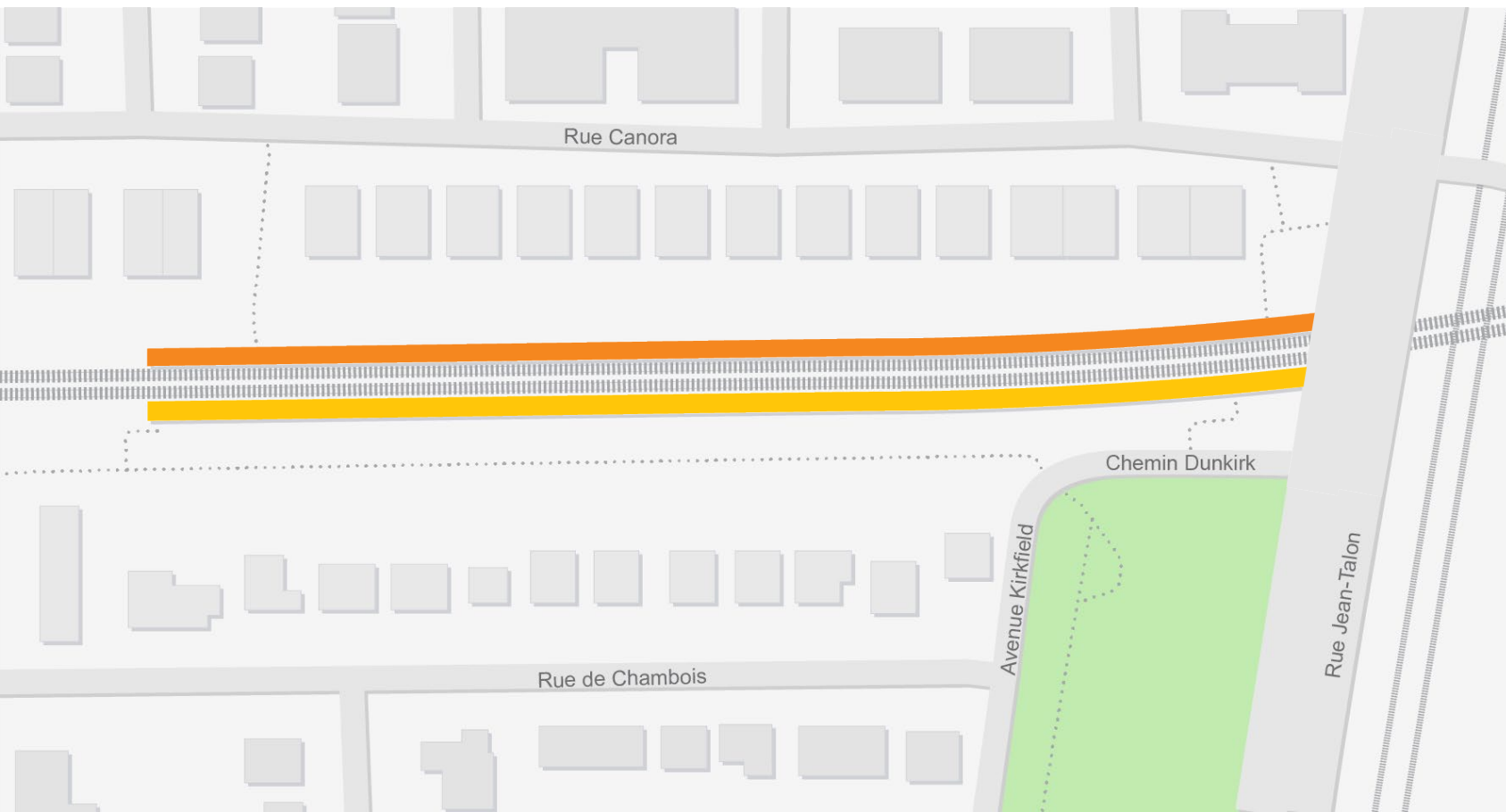
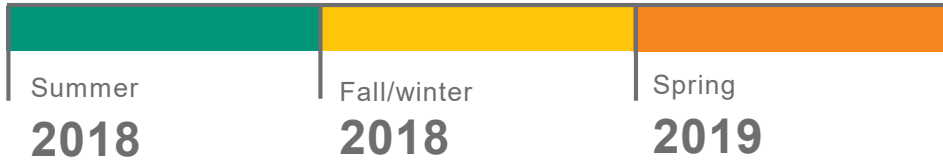
Work schedule



Work schedule



Structure – eastbound track



CONTINUATION OF WORK

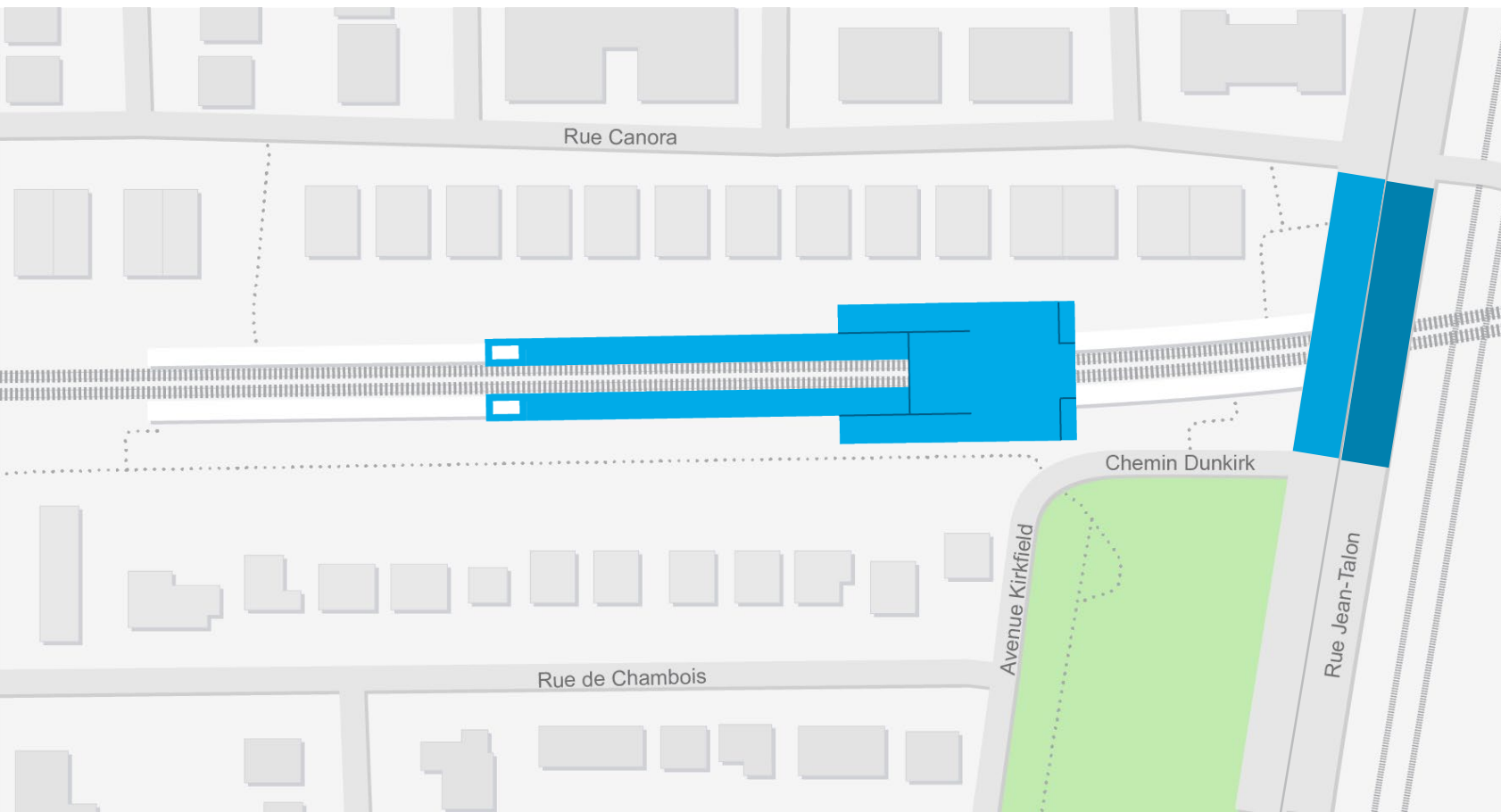
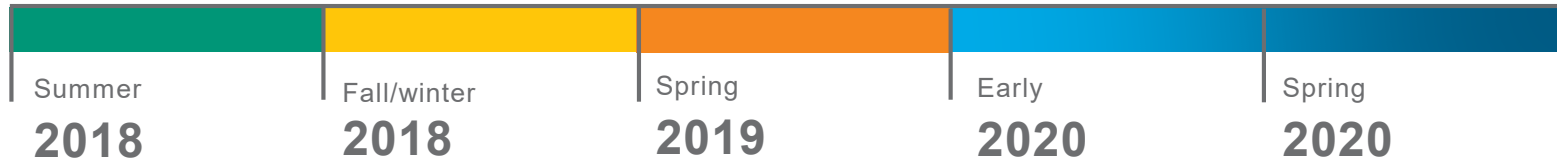
of WESTbound track
stations' concrete structure

WORK

of EASTbound track
stations' concrete structure

- Removal of rails
- Retaining wall
- Demolition of structures
- Excavation
- Foundations pile driving
- Erection of the station structure

Bridges and stations



RECONSTRUCTION

of Jean-Talon (■ phase 1 and ■ phase 2) and Cornwall (phase 1 only) bridges

CONSTRUCTION

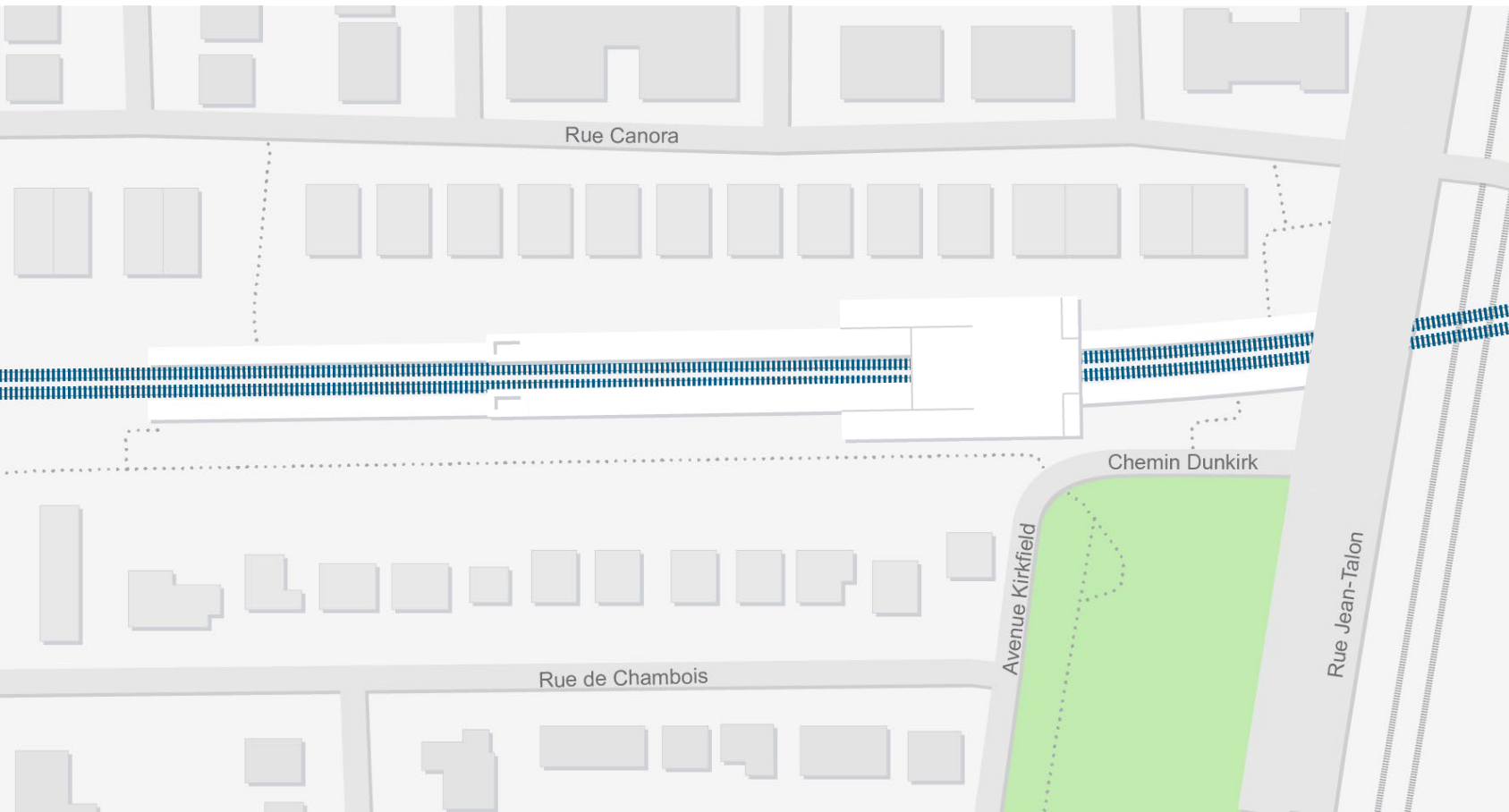
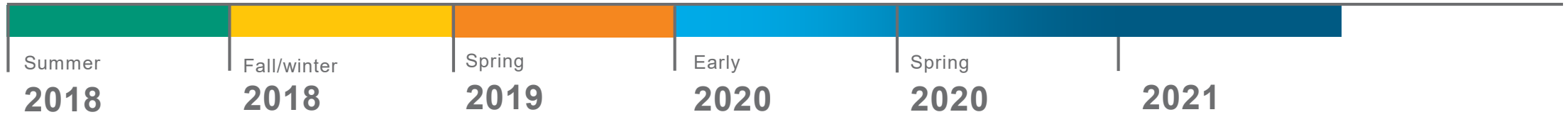
of stations' metal structures

SERVICE INTERRUPTION

on the Deux-Montagnes line



New tracks



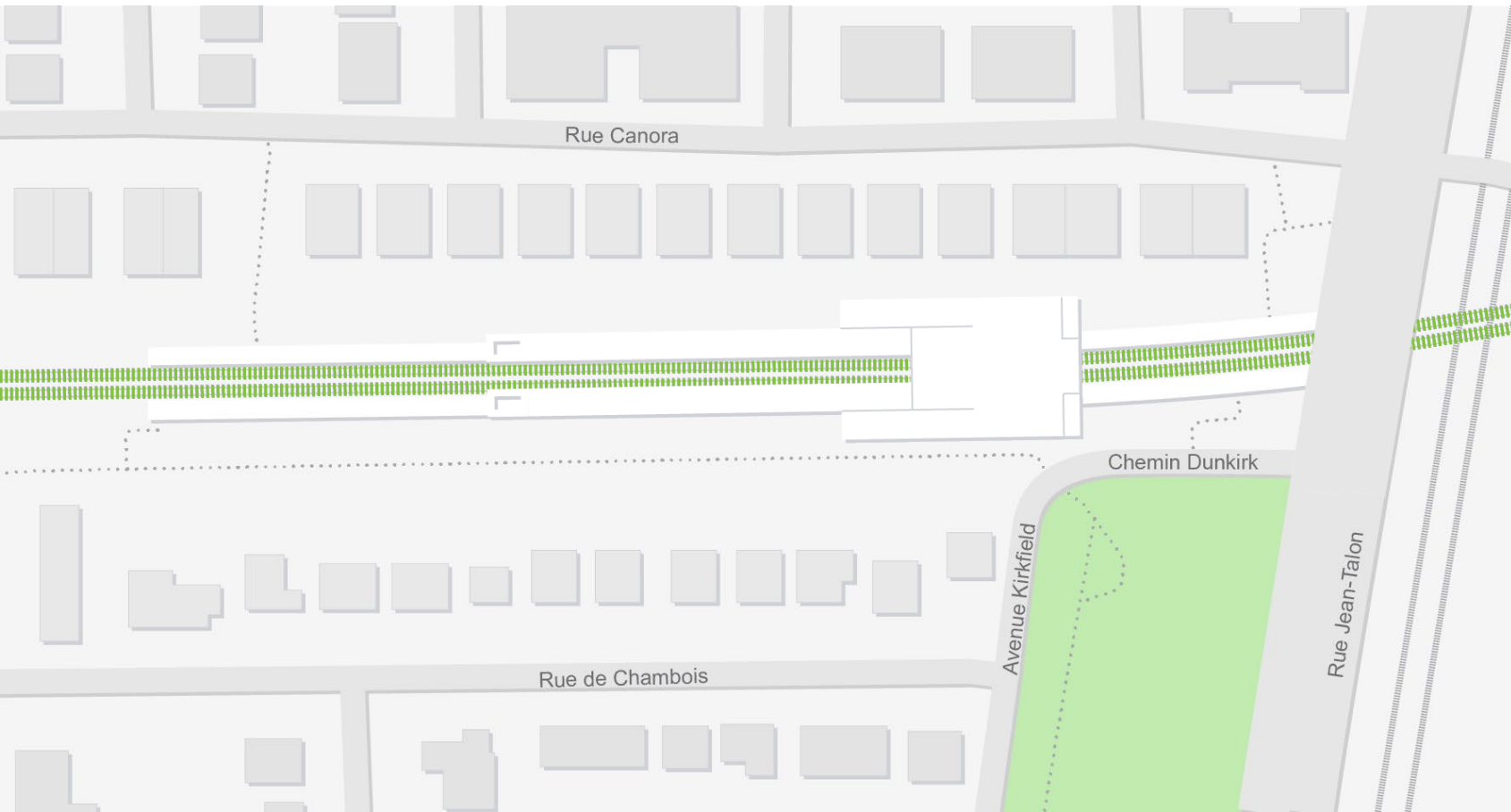
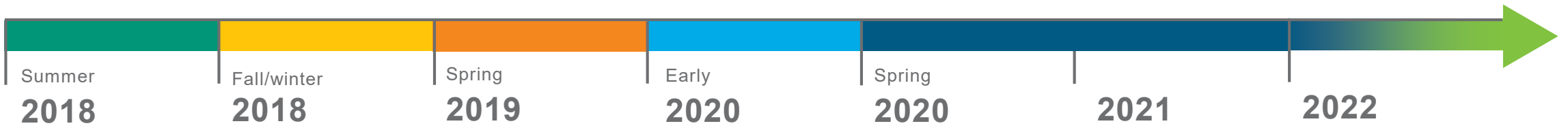
**DISMANTLING
AND
RECONSTRUCTION**
of tracks

SERVICE INTERRUPTION

on the Deux-Montagnes line



End of work



COMMISSIONING OF REM



Construction
footprint

Canora station

Until November 2019

TOTAL FOOTPRINT



CIVIL WORK



TRUCK ENTRIES AND EXITS



STATION FOUNDATION



ACCESS RAMP



Canora station

Starting November 2019

TOTAL FOOTPRINT



CIVIL WORK



TRUCK ENTRIES AND EXITS



STATION



ACCESS RAMP



Mont-Royal station

Until november 2019

TOTAL FOOTPRINT



CIVIL WORK



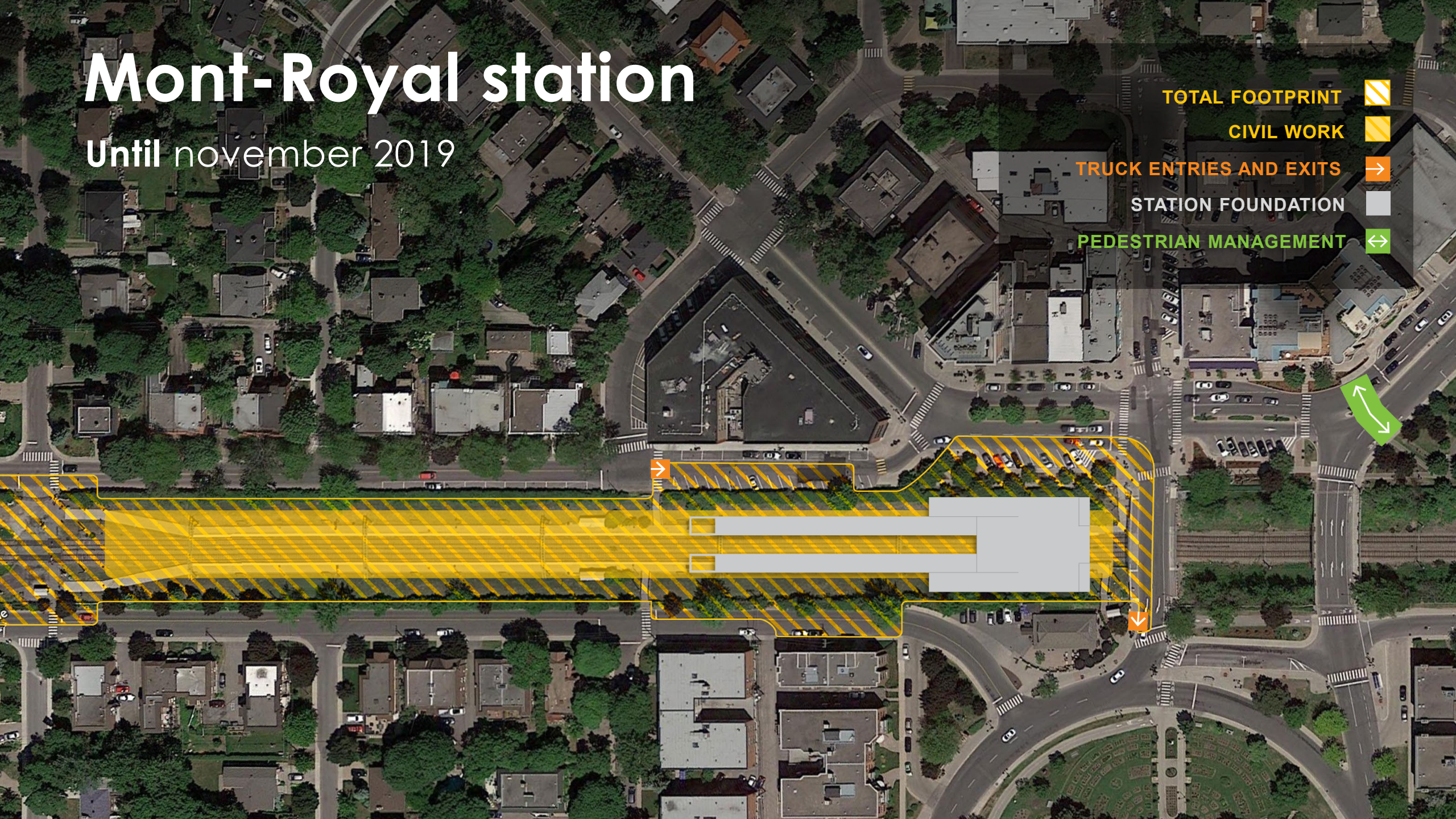
TRUCK ENTRIES AND EXITS



STATION FOUNDATION

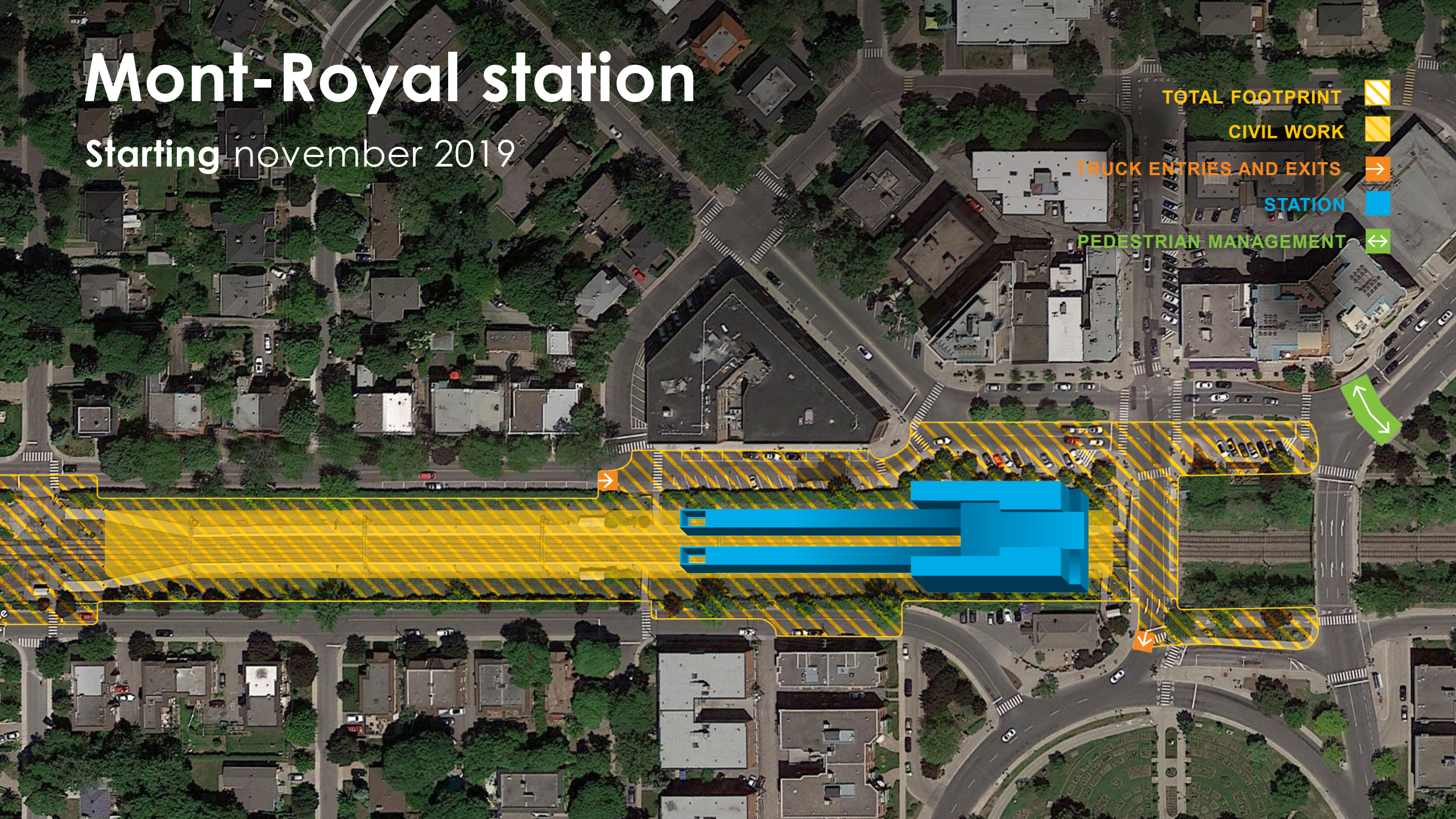


PEDESTRIAN MANAGEMENT



Mont-Royal station

Starting november 2019



TOTAL FOOTPRINT



CIVIL WORK



TRUCK ENTRIES AND EXITS



STATION



PEDESTRIAN MANAGEMENT



Mitigation measures - noise



Acoustic box
installed around a
compressor



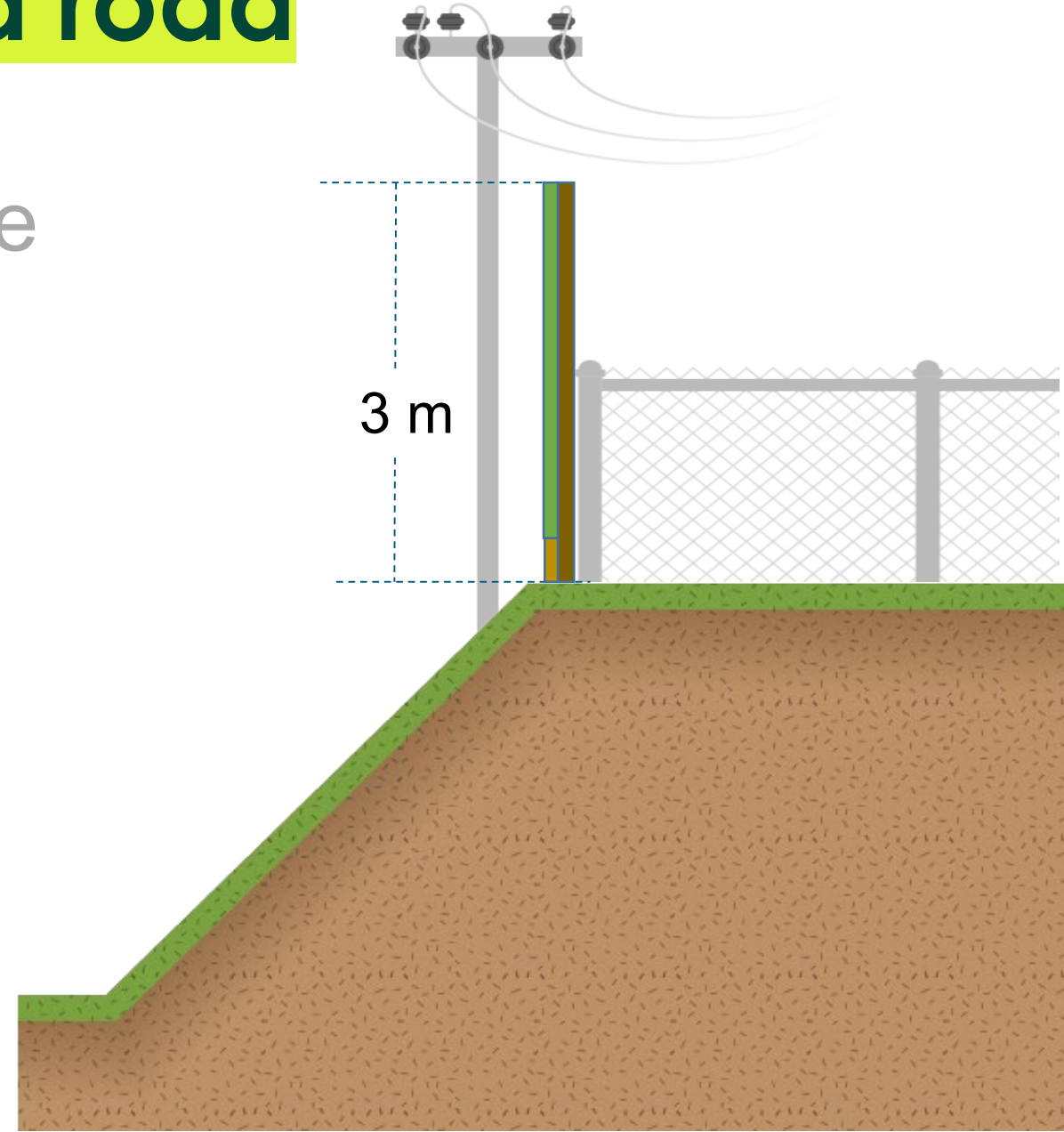
Acoustic box
around hammer du
virbo-sinking of piles



Installation of acoustic
mattresses around
equipment and short term
activities

Acoustic wall – Canora road

Wood lattes fixed to exo fence



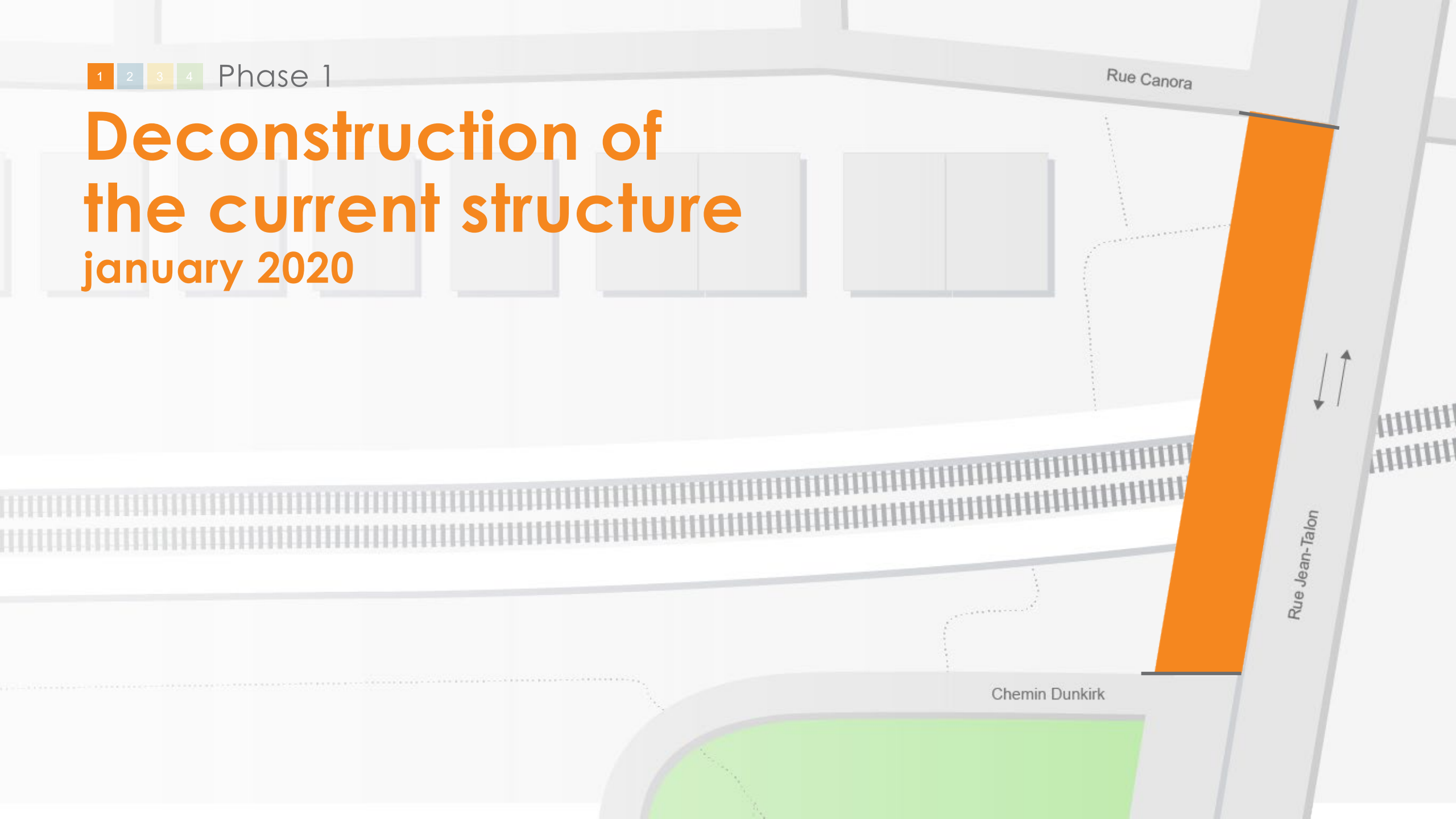
Bridge

Foundations
and structures

1 2 3 4 Phase 1

Deconstruction of the current structure

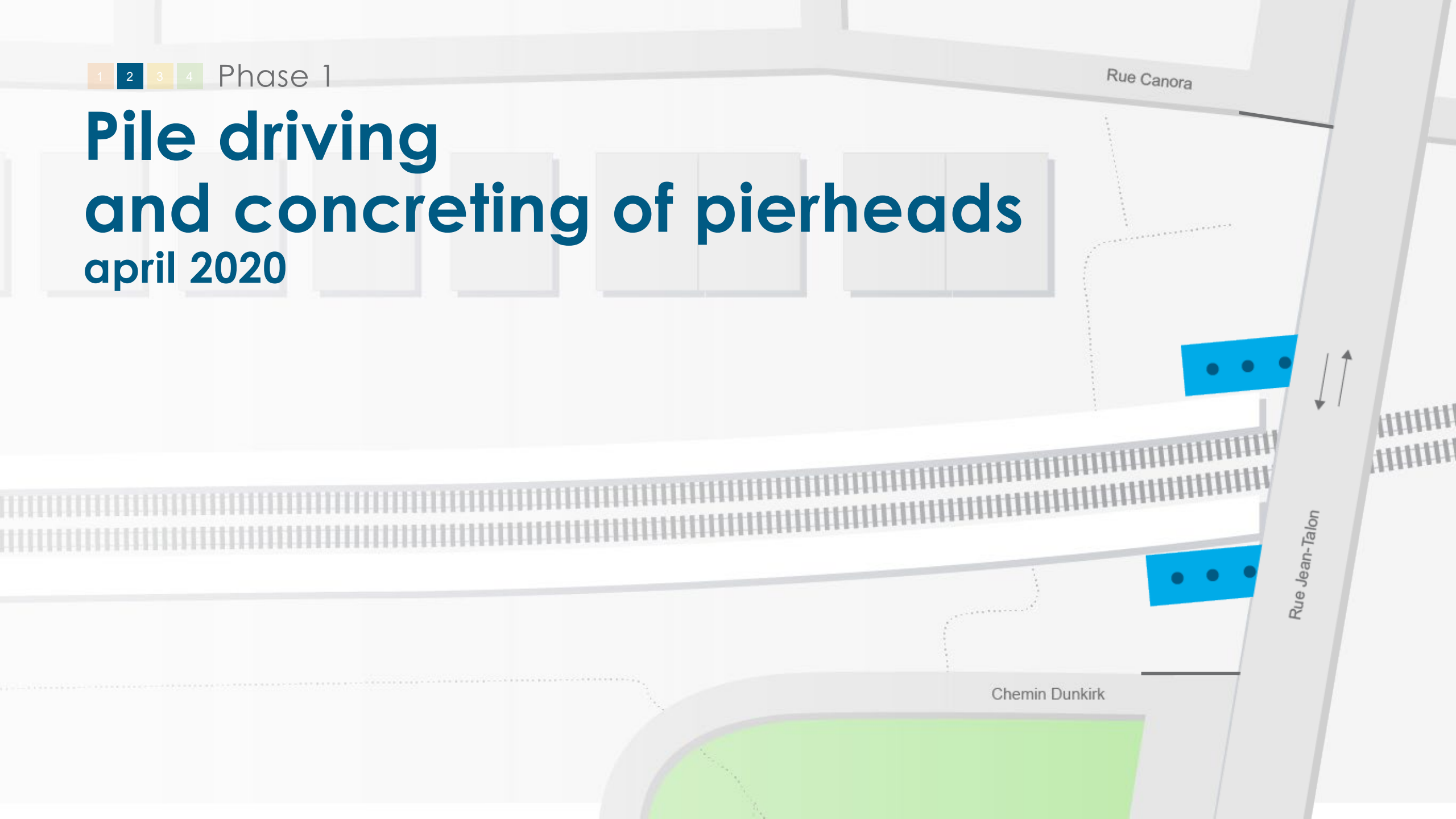
january 2020



1 2 3 4 Phase 1

Pile driving and concreting of pierheads

april 2020



1 2 3 4 Phase 1

Installation of steel beams

july 2020



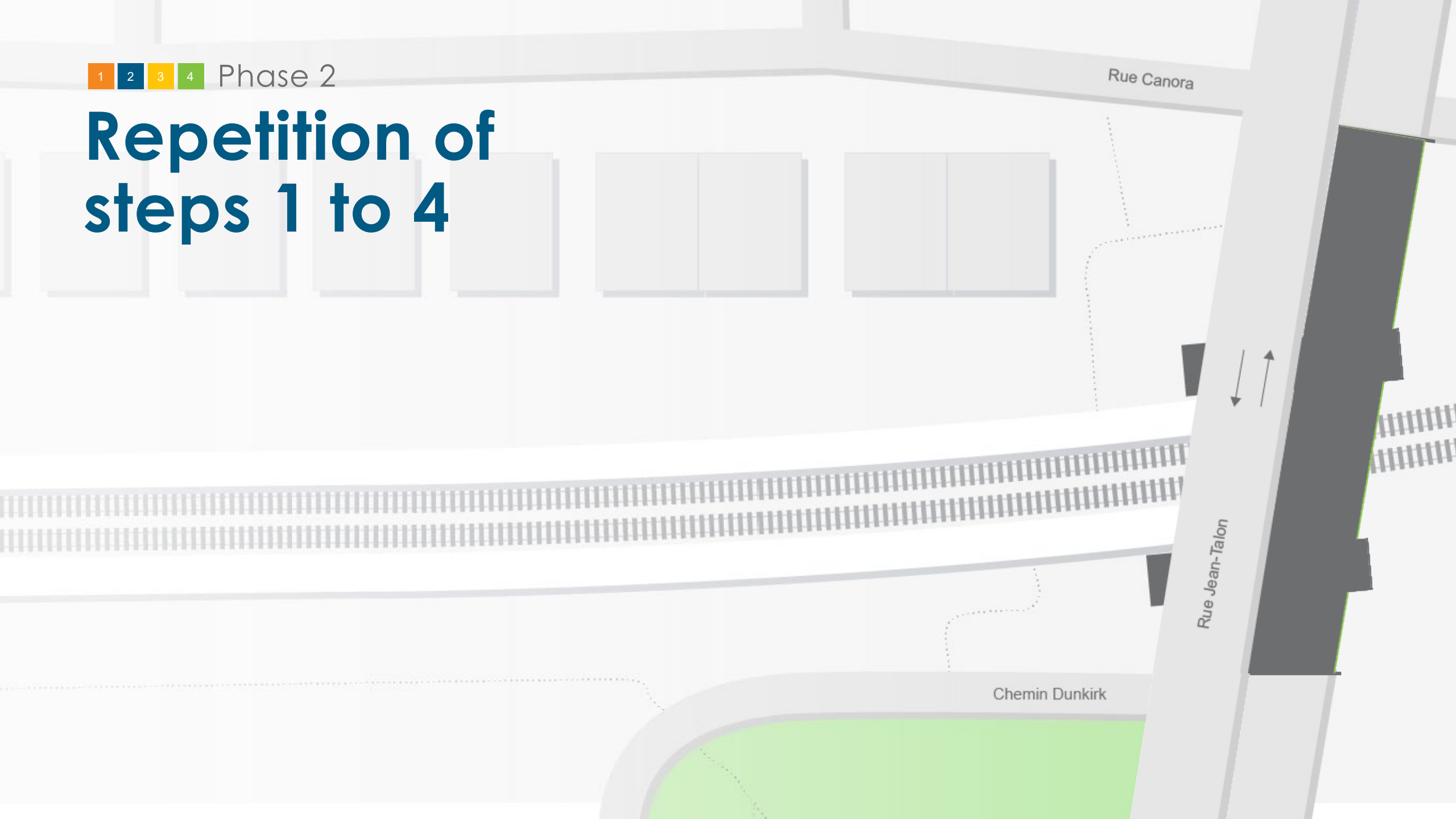
1 2 3 4 Phase 1

Deck covering august 2020



1 2 3 4 Phase 2

Repetition of steps 1 to 4



Cornwall bridge

Same work sequence
Single phase
Circulation on Laird blvd.

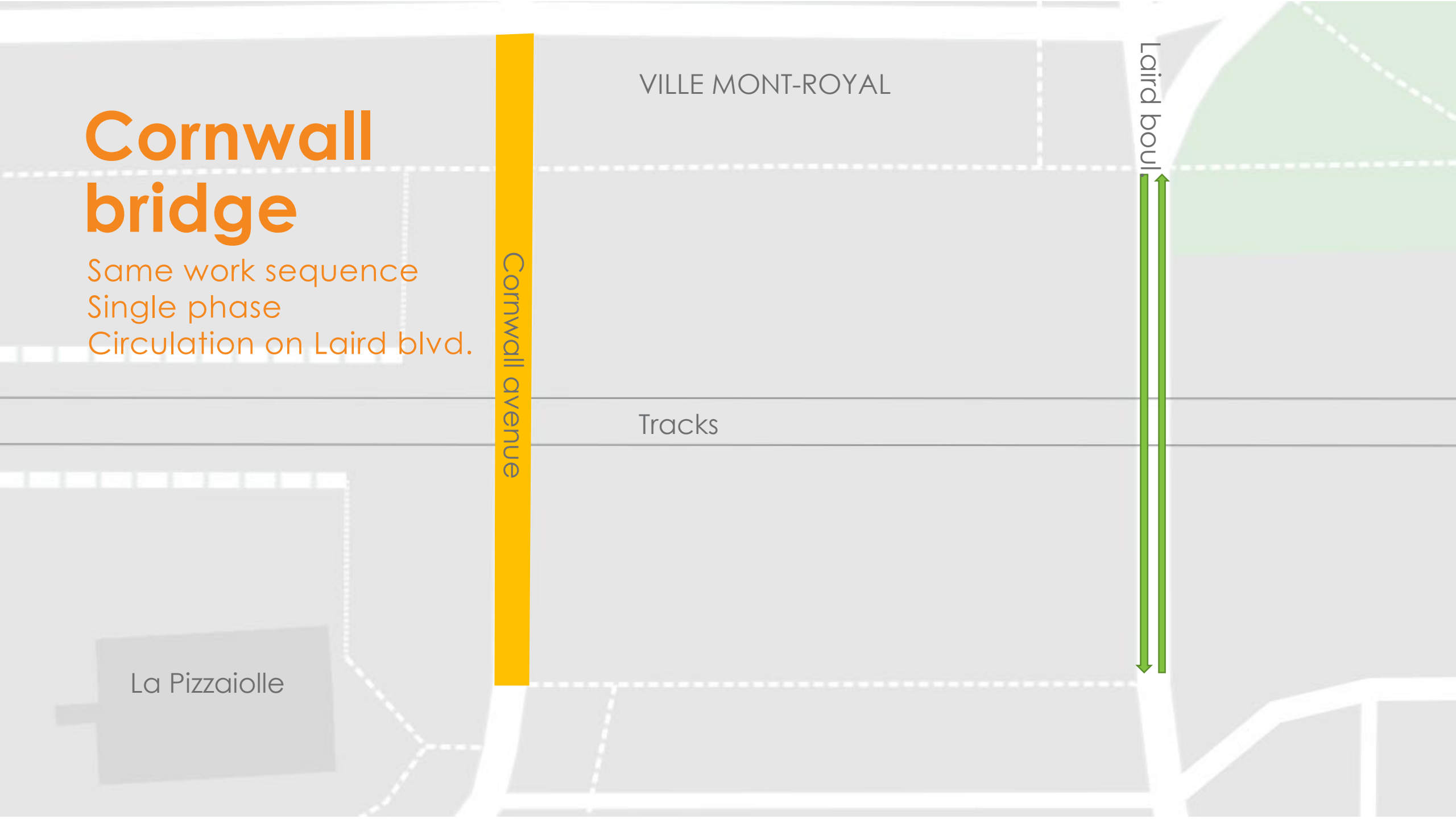
Cornwall avenue

VILLE MONT-ROYAL

Tracks

Laird boul

La Pizzaiolle





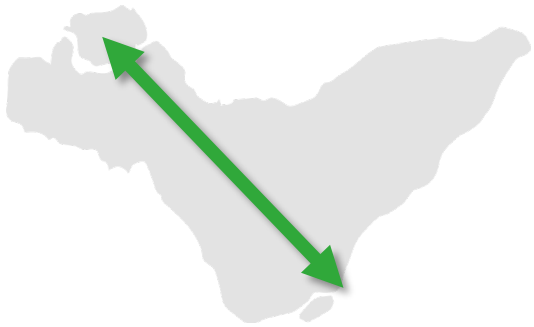
Réseau
express
métropolitain



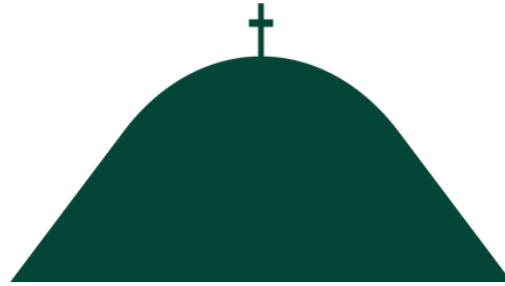
ARTM

Autorité régionale
de transport métropolitain

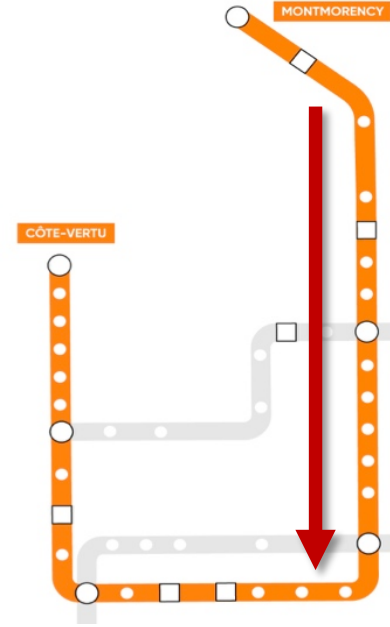
MITIGATION STRATEGY



Irreplaceable
diagonal



Mount Royal –
an obstacle
to circumvent



Metro's
Orange line (east
branch)



Road congestion

MAIN METROPOLITAN COLLABORATION POINTS

INTERIM NETWORK

51

**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*

MONT-ROYAL-CANORA

2020-2022

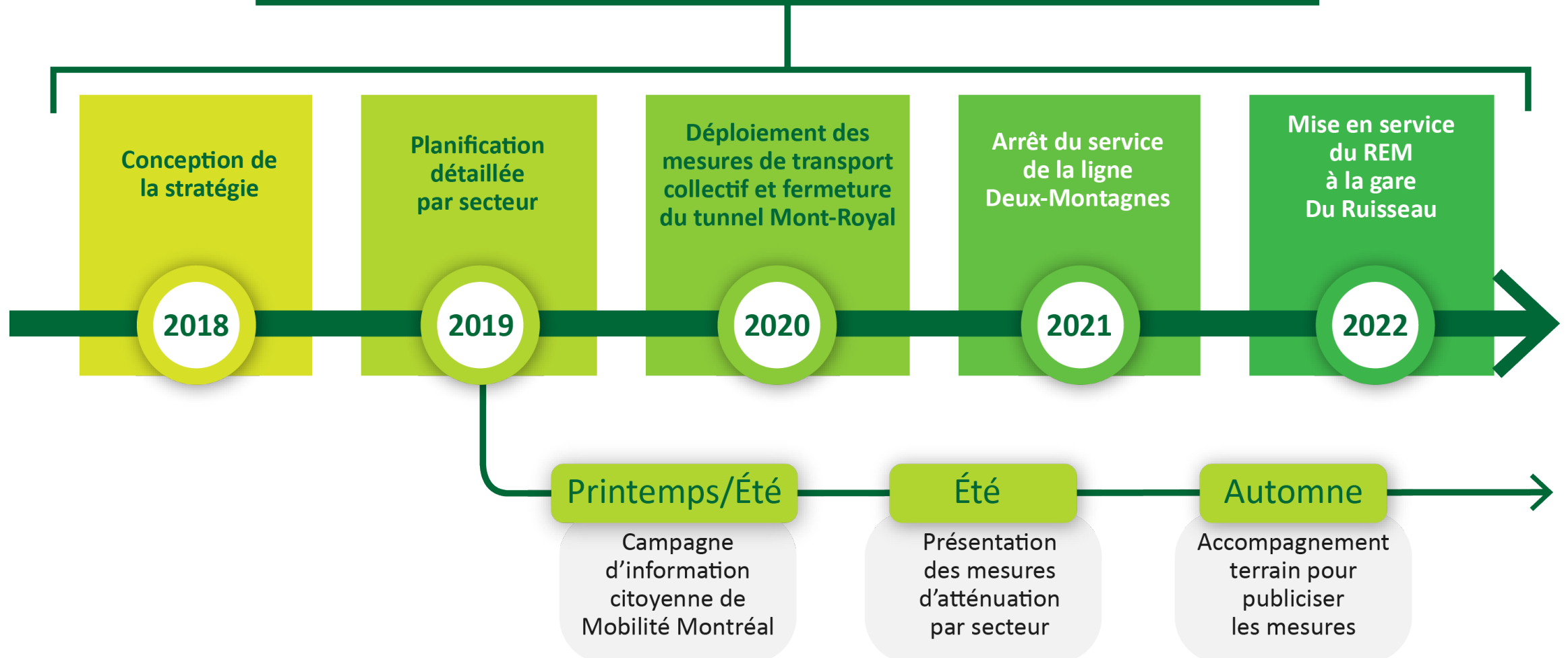


MONT-ROYAL-CANORA

2022
REM service at Du Ruisseau



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





O Questions

Le Réseau express métropolitain



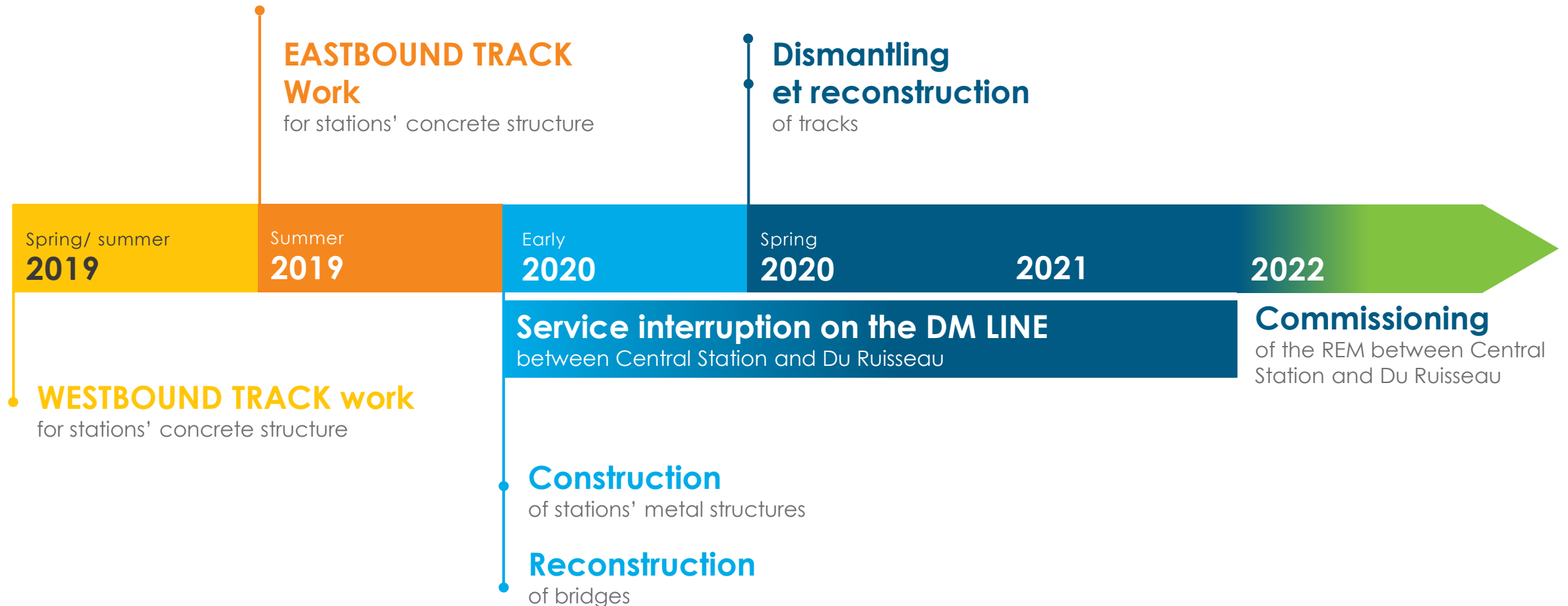
Le plus grand projet
de transport collectif
des 50 dernières
années au Québec

Métro léger
100 % électrique
et automatisé

26 stations, 67 km

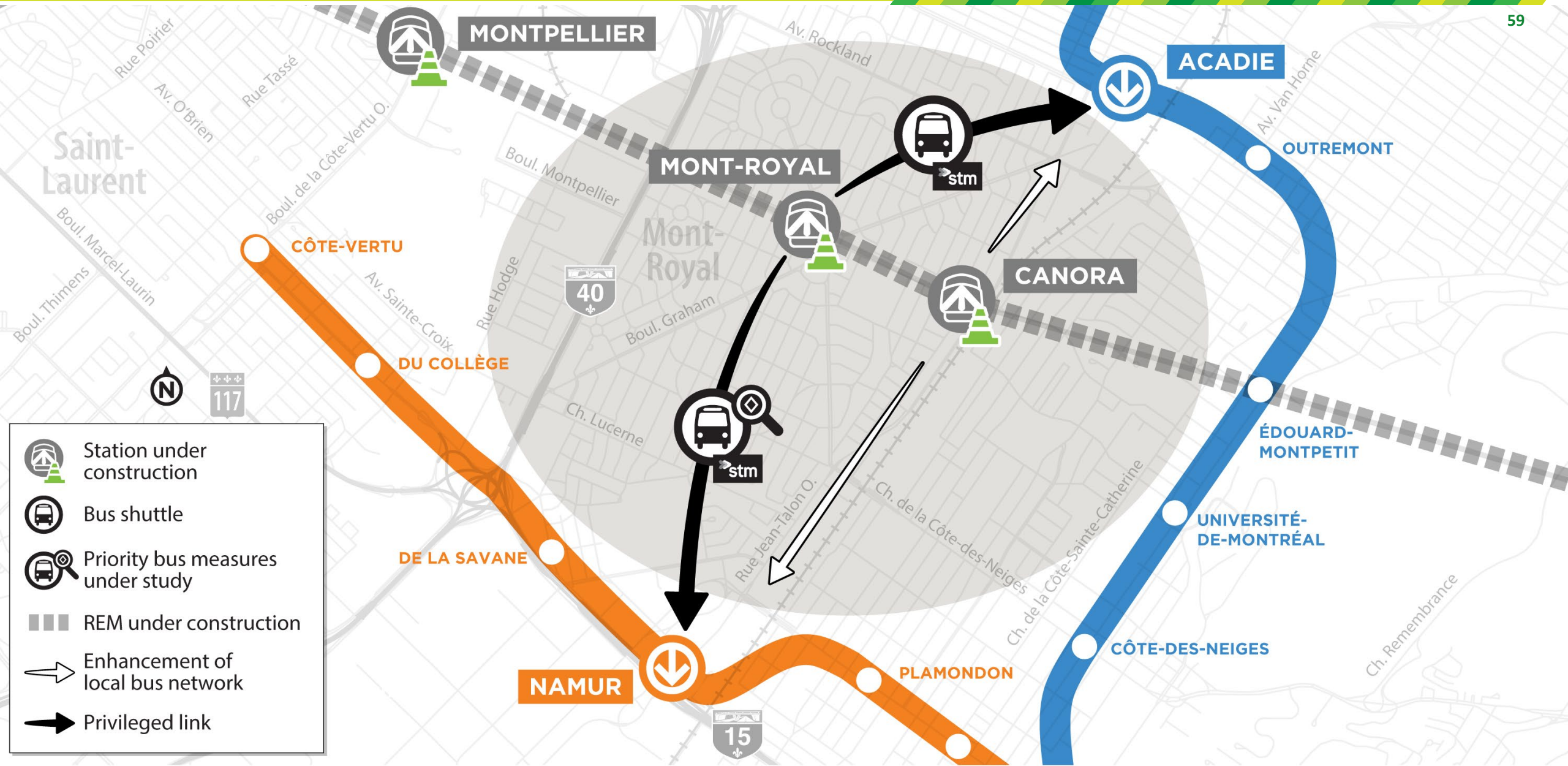
En service en 2023

Work schedule



MONT-ROYAL-CANORA

2020 to 2022
(REM service at Du Ruisseau)



Réseau
express
métropolitain



REMgrandmtl



REMgrandmtl



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



info@rem.info

rem.info



Reliability and efficiency

A high-frequency metro



A system designed to tackle Québec winters



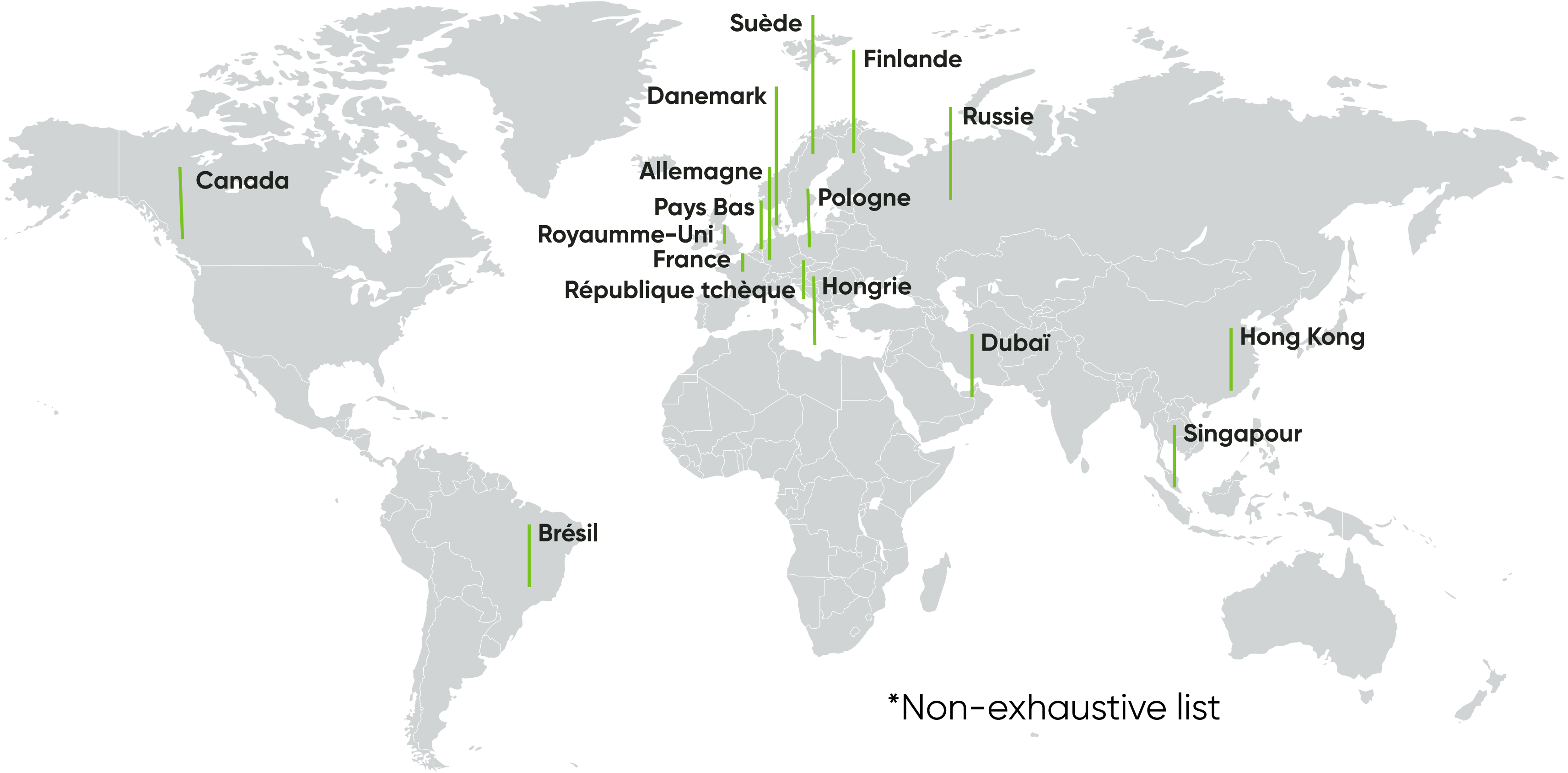
Winter climate testing phase prior to commissioning in one of the best climatic chambers



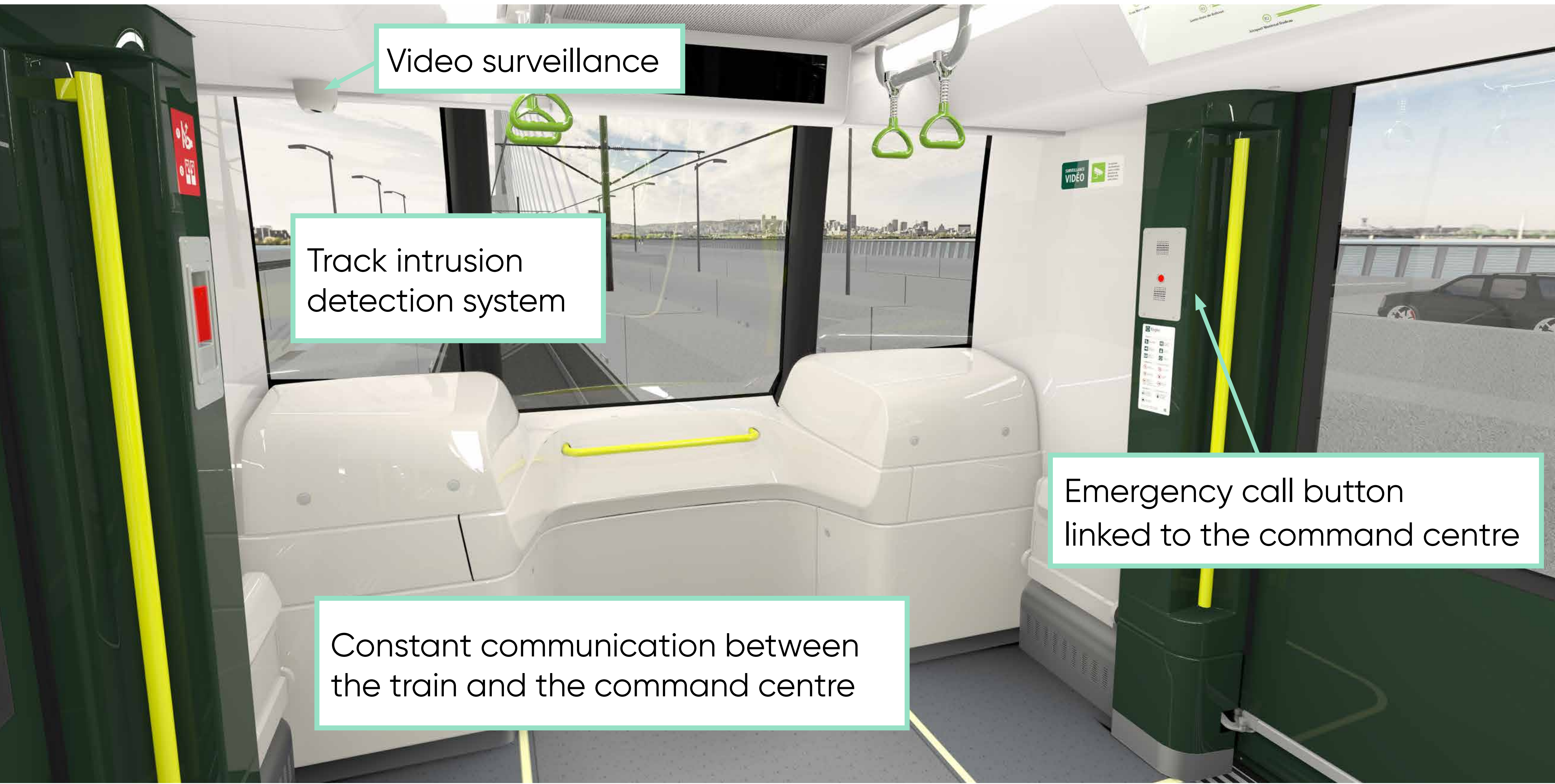
Security

Automation and command centre

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



Technology that has been proven in several countries across the globe



Platform screen doors

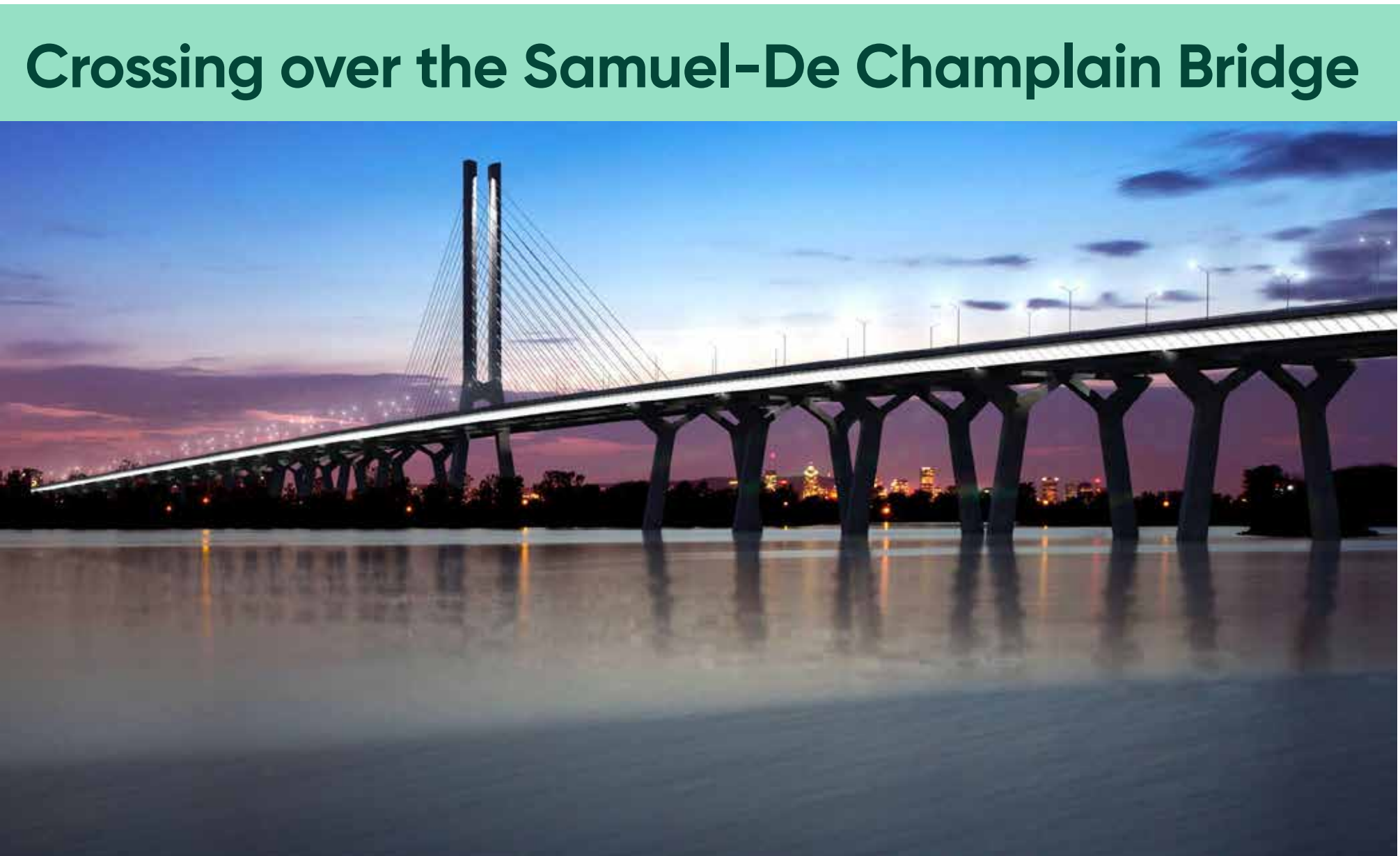
In addition to protecting users, the platform screen doors significantly increase the reliability rate

- 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



Breathtaking views of Greater Montréal

Services and comfort



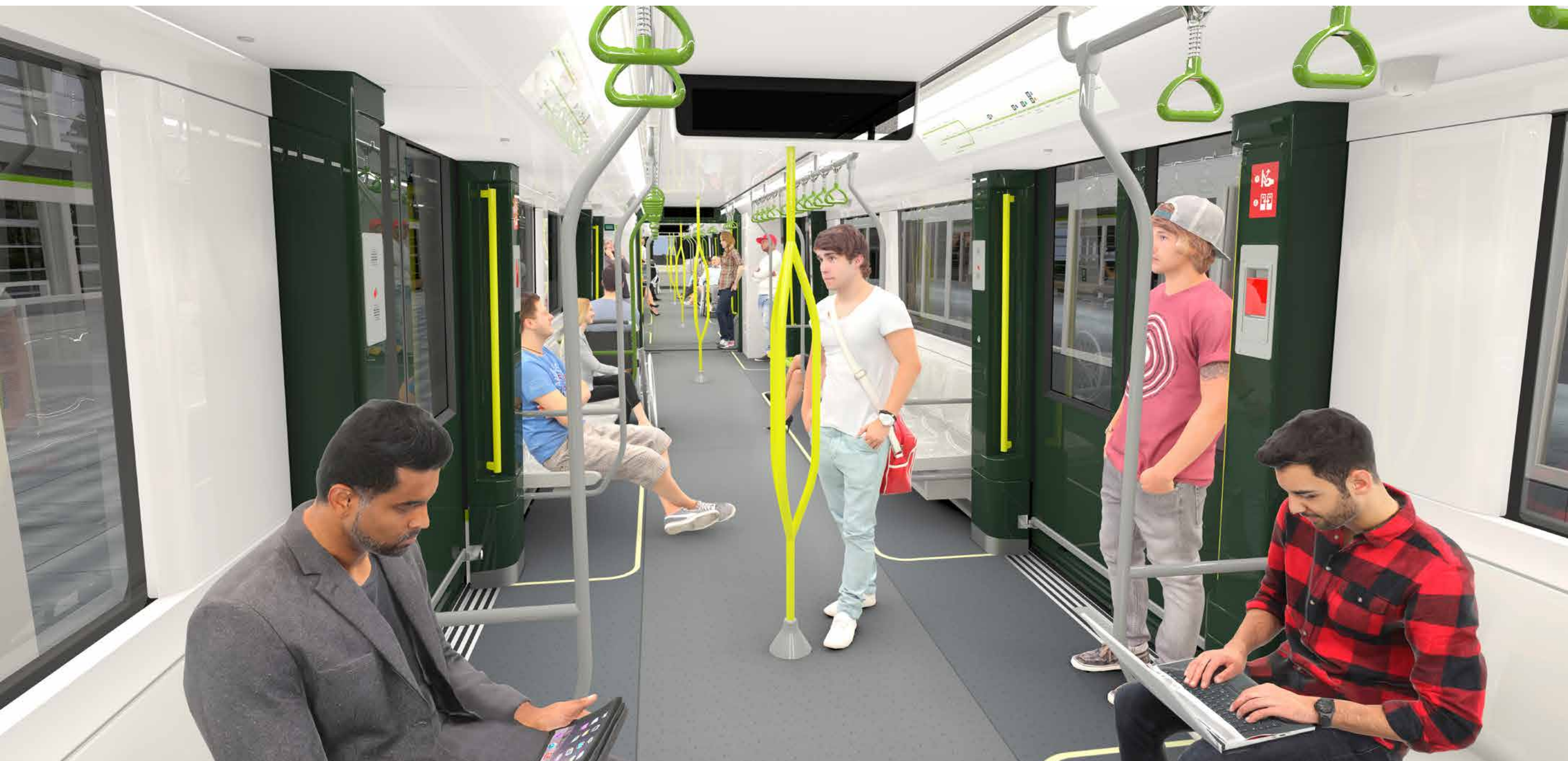
Wi-Fi



Heated floors and air conditioning

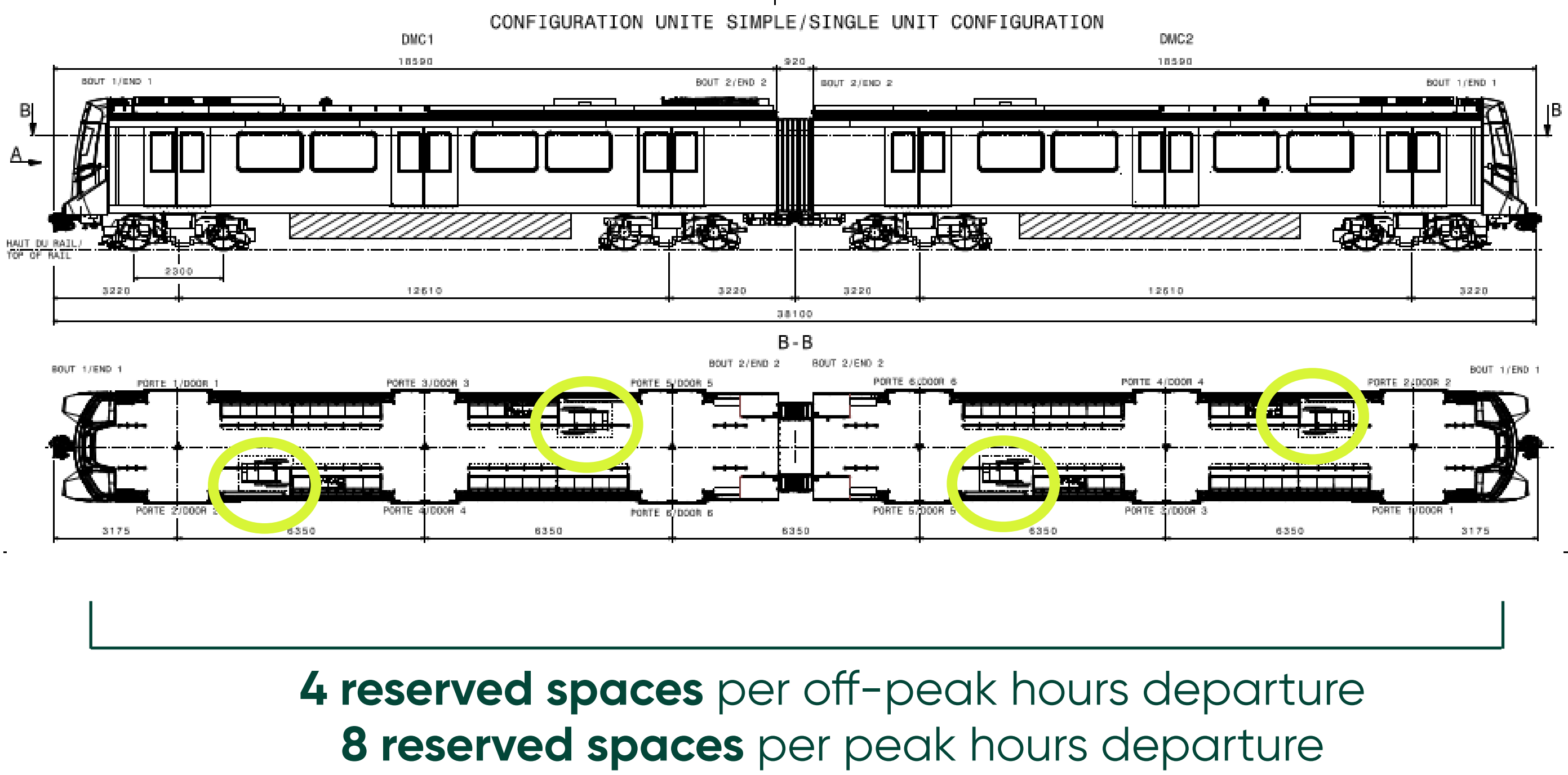
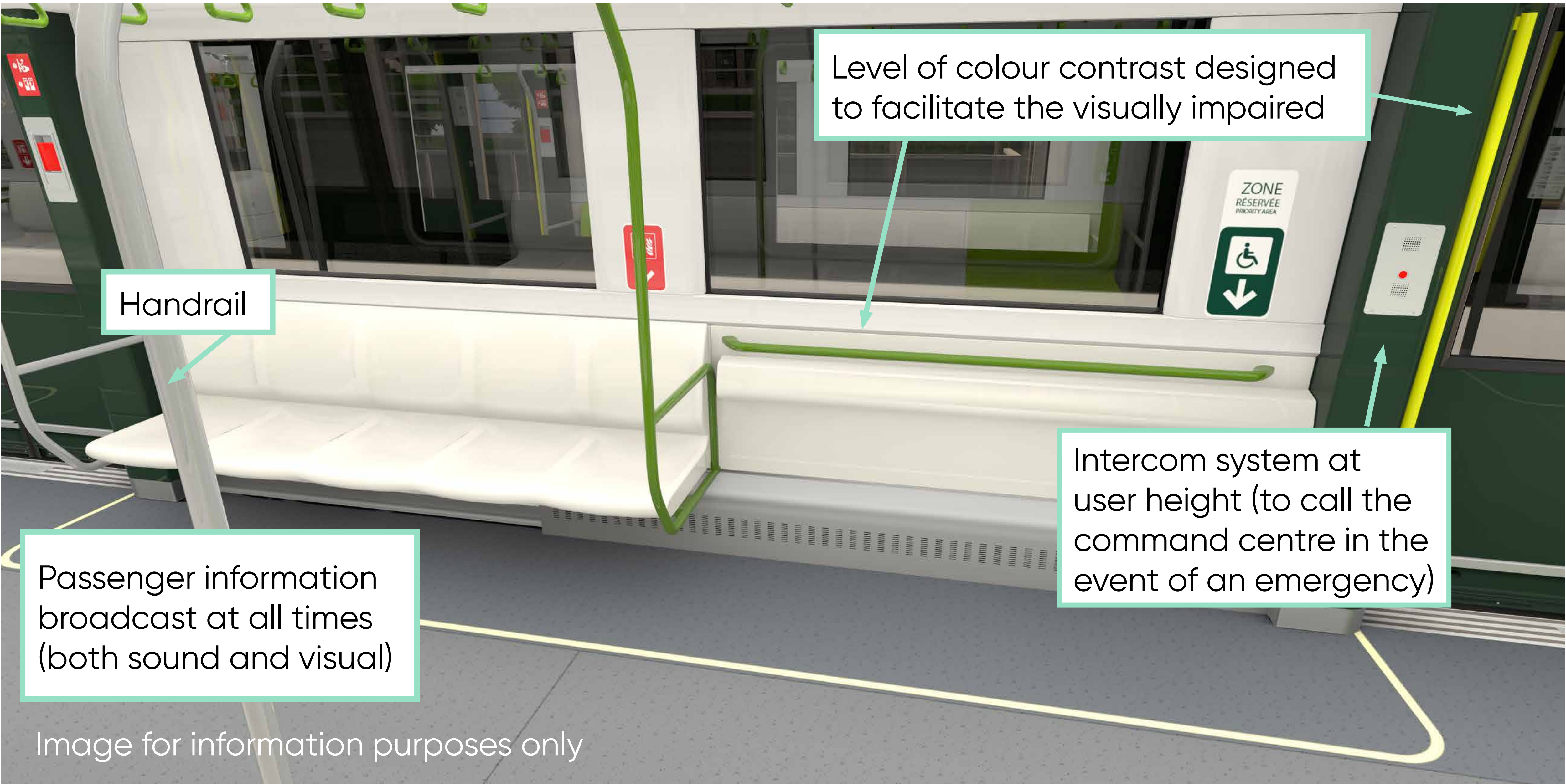


Abundant lighting



Accessibility and passenger movement

Universal access



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

Free-flowing passenger movement



Reserved space for:



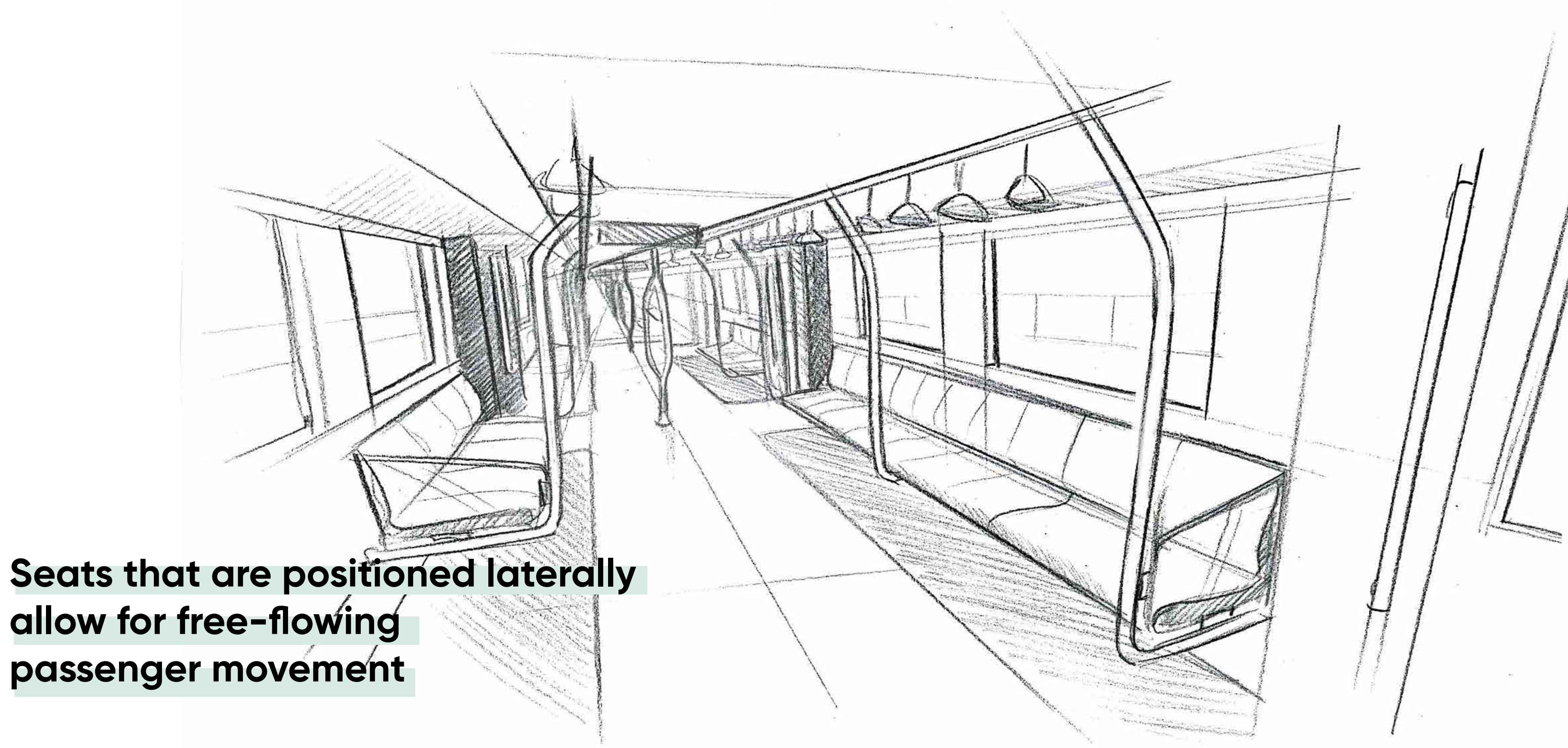
Families with strollers



Cyclists with bicycles

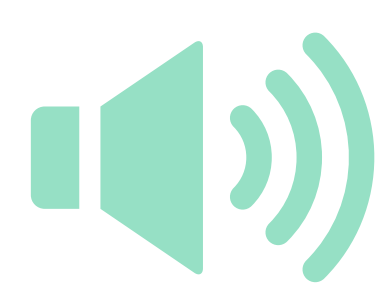


Commuters with luggage



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

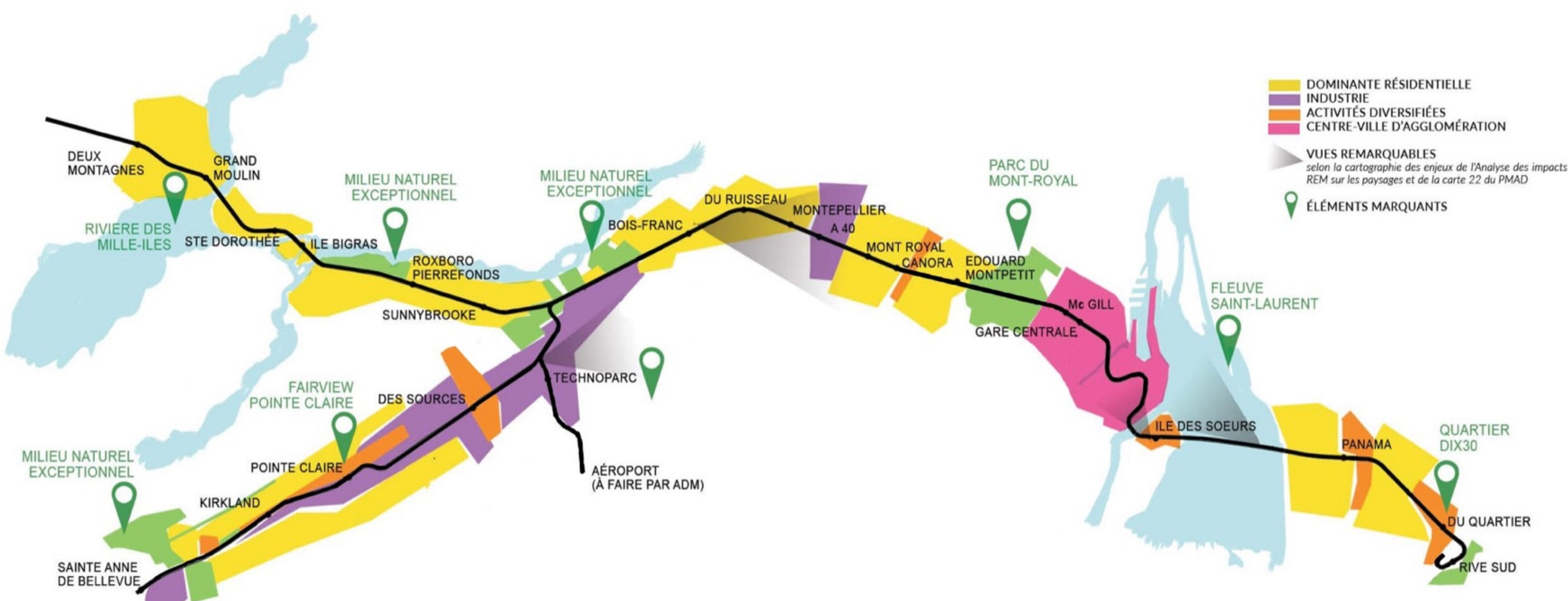


Sounds facilitate the movement and traffic of **all users**, including the visually impaired



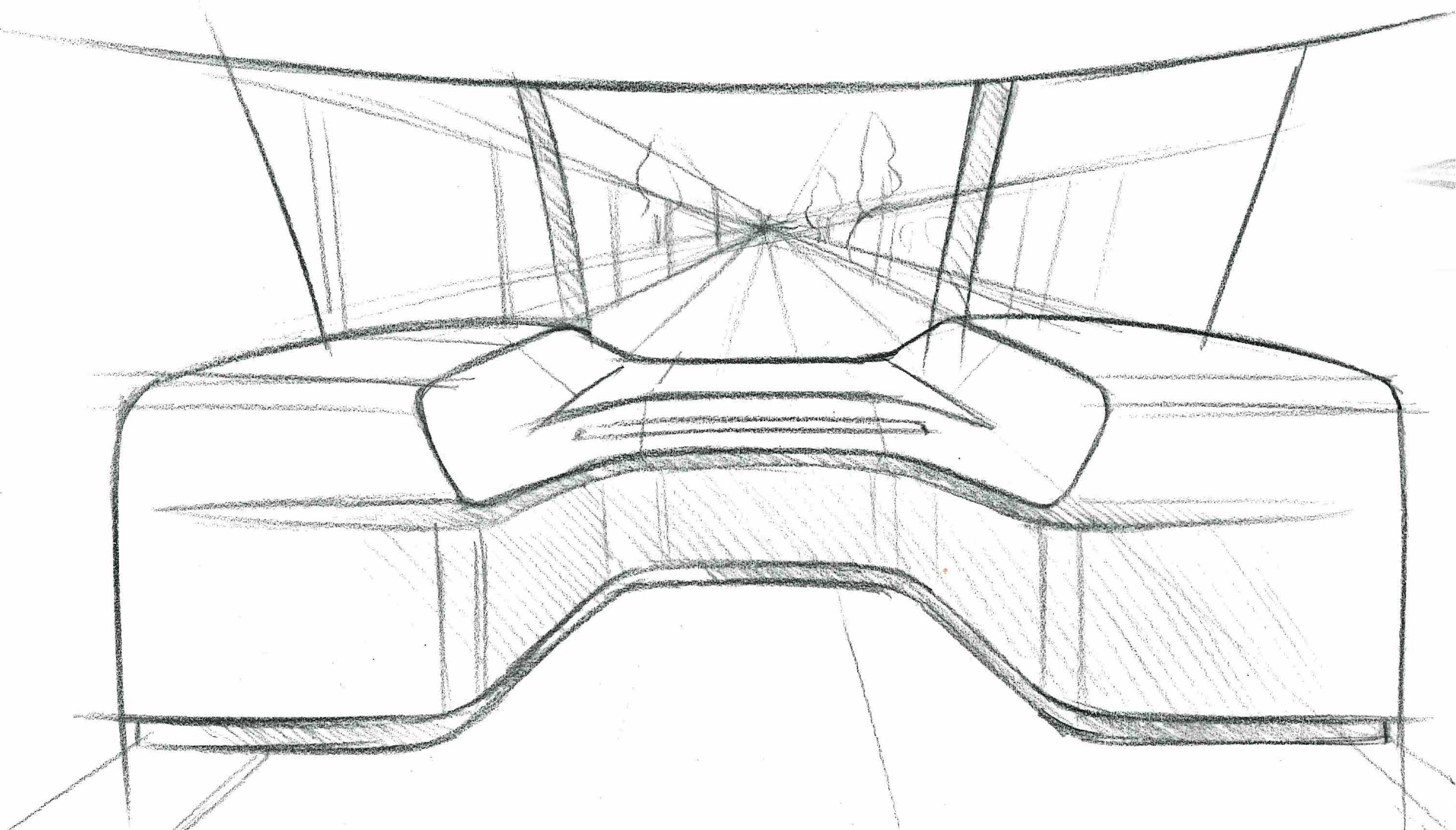
Soundscape

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

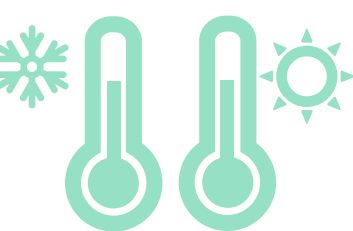


26 integrated and enclosed stations

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

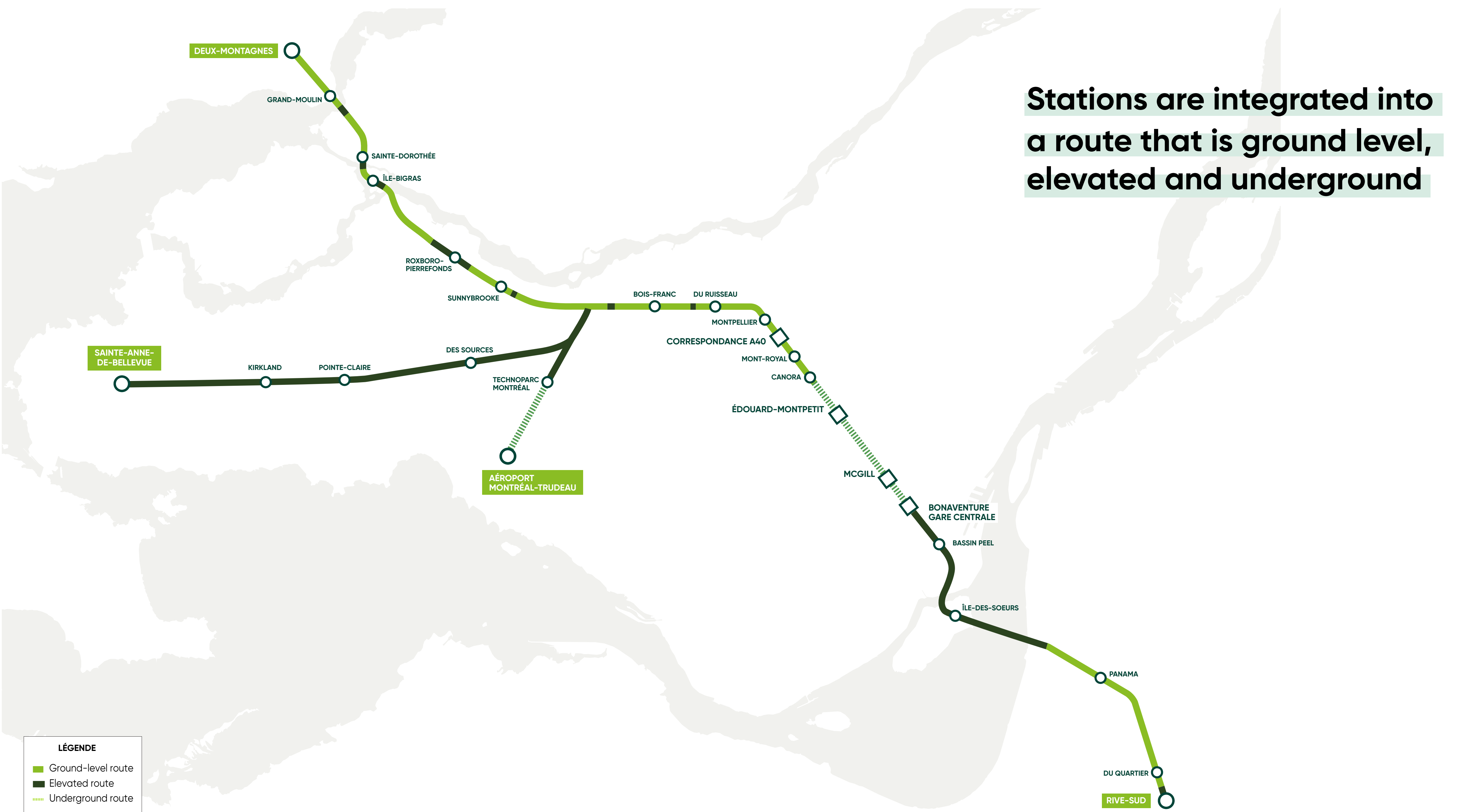


Wi-Fi

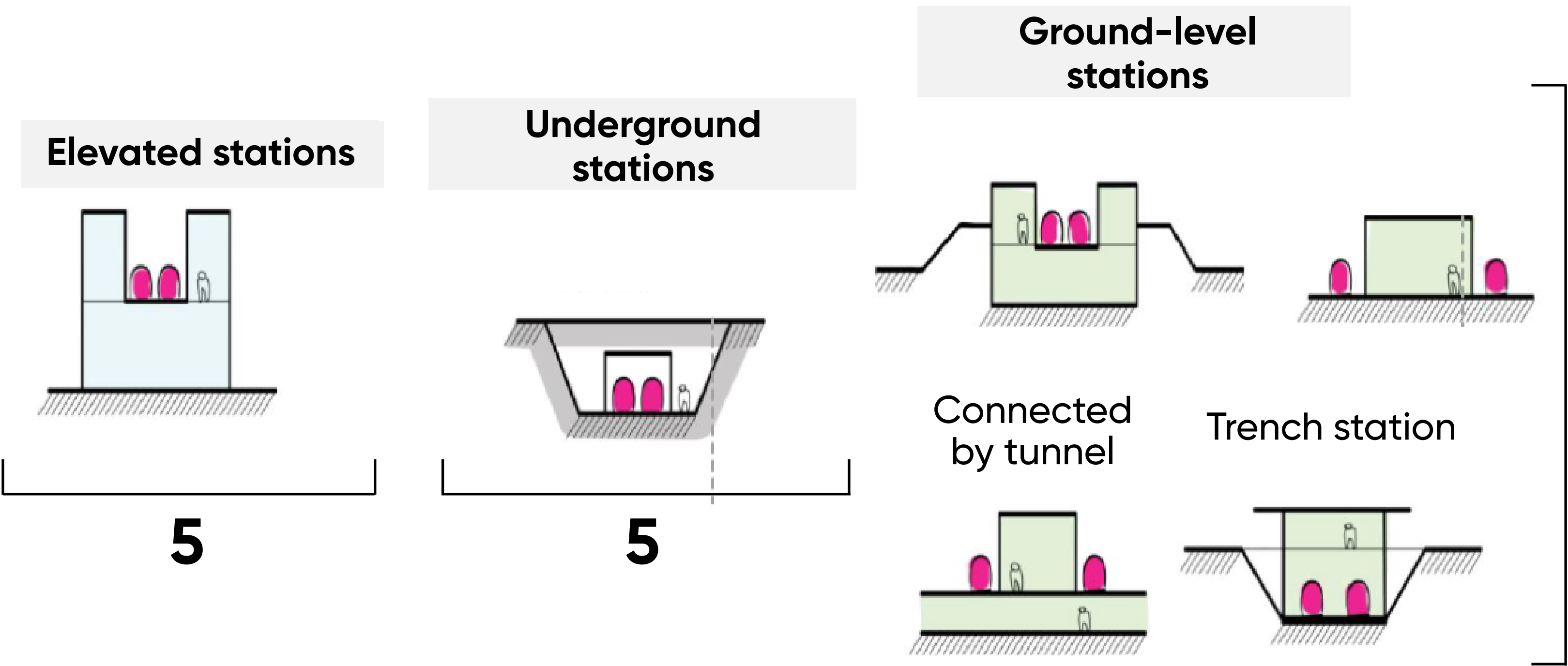


Platforms are 80 m long

Categorization



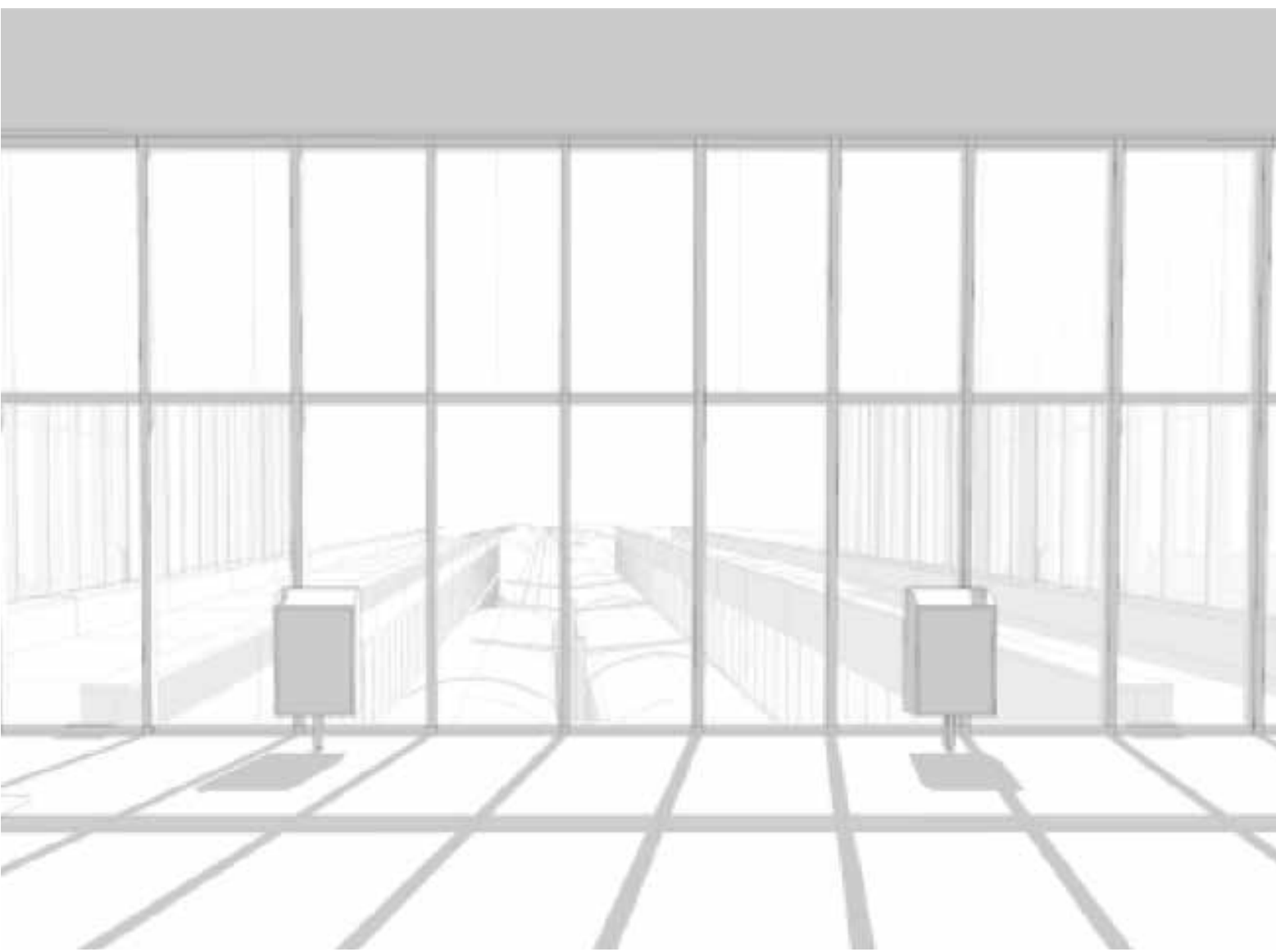
Removal of existing level crossings along the Deux-Montagnes lines, for optimal security.



Architecture

Materials and design principles

Glass



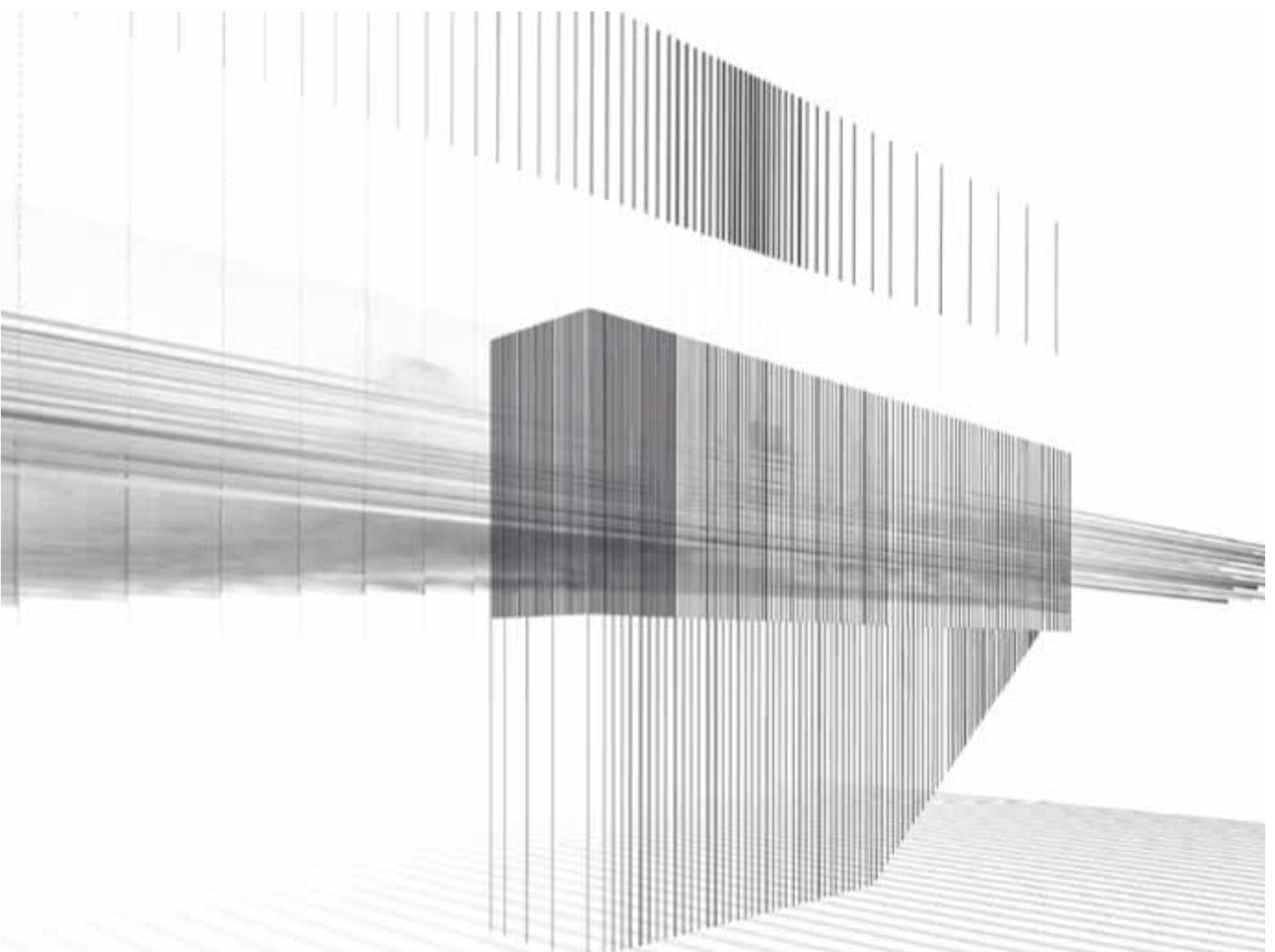
In order to let in as much natural light as possible and for increased safety, the stations are transparent (the concept of seeing and being seen). Fritted glass is used to filter the light.

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.

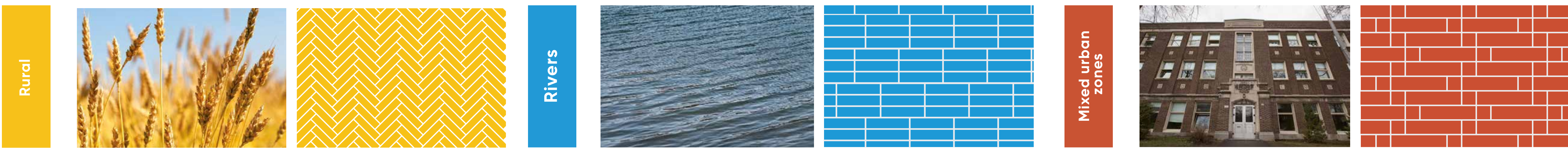
Movement



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

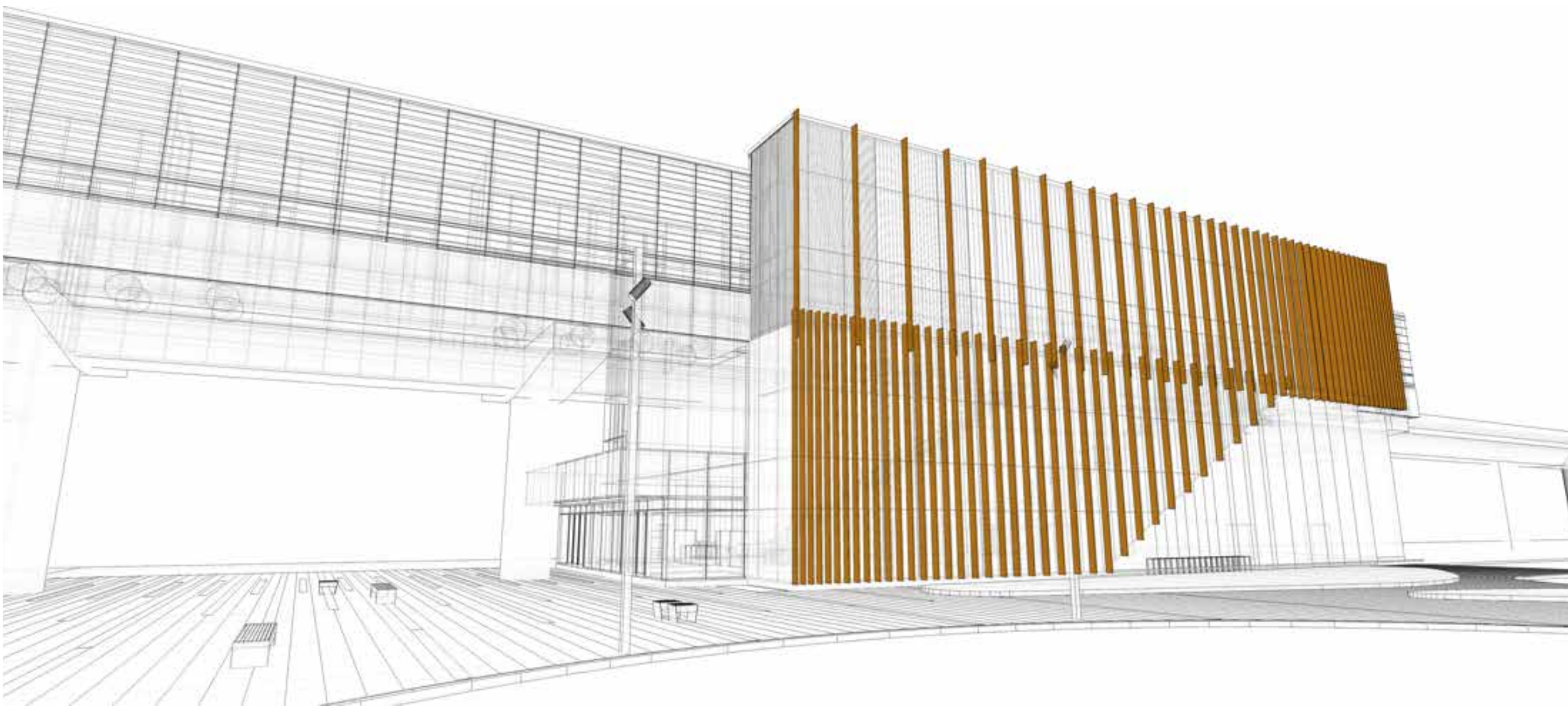
The creation of a filter for the light
- 2

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 neighbourhoods

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

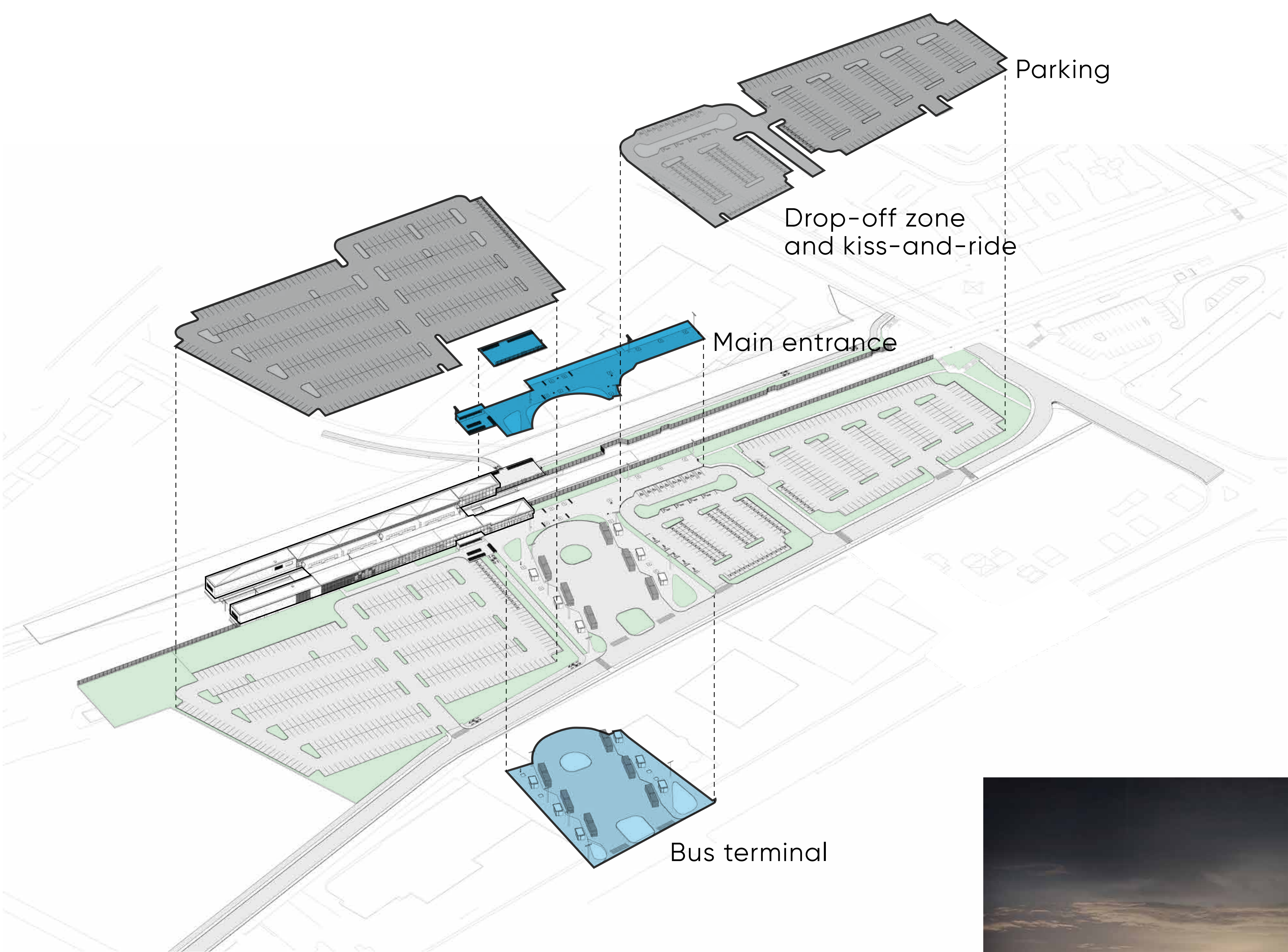


In a nod to the transit corridor of the new Samuel-De Champlain Bridge, cables will be used to create a screen that is reminiscent of the bridge's cables



Onsite amenities and user routes

The onsite zones



Across the entire network:



Bus platforms:
105 platforms



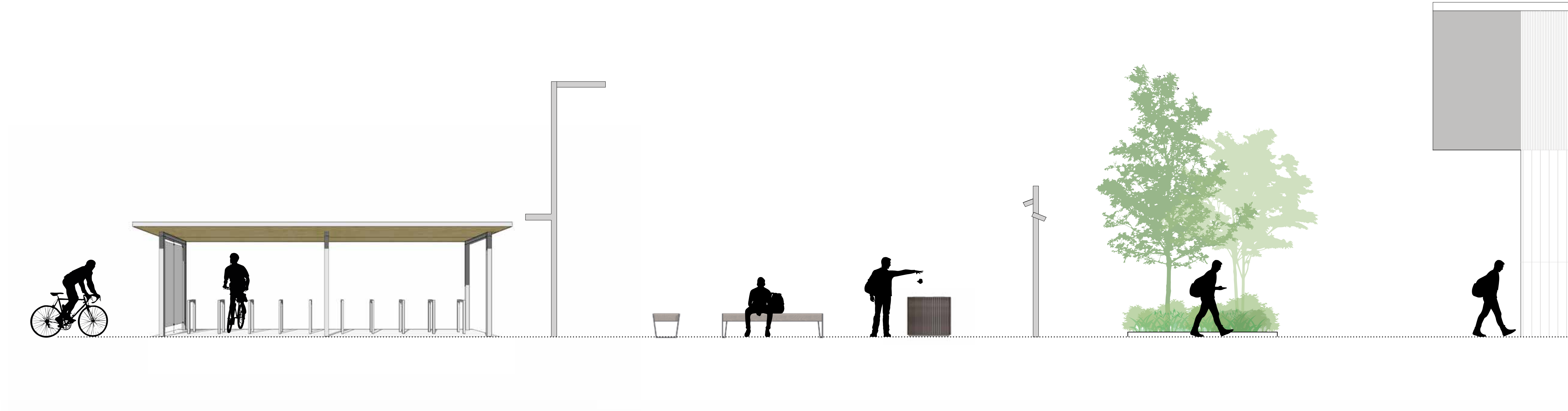
Parking:
± 9500 spaces



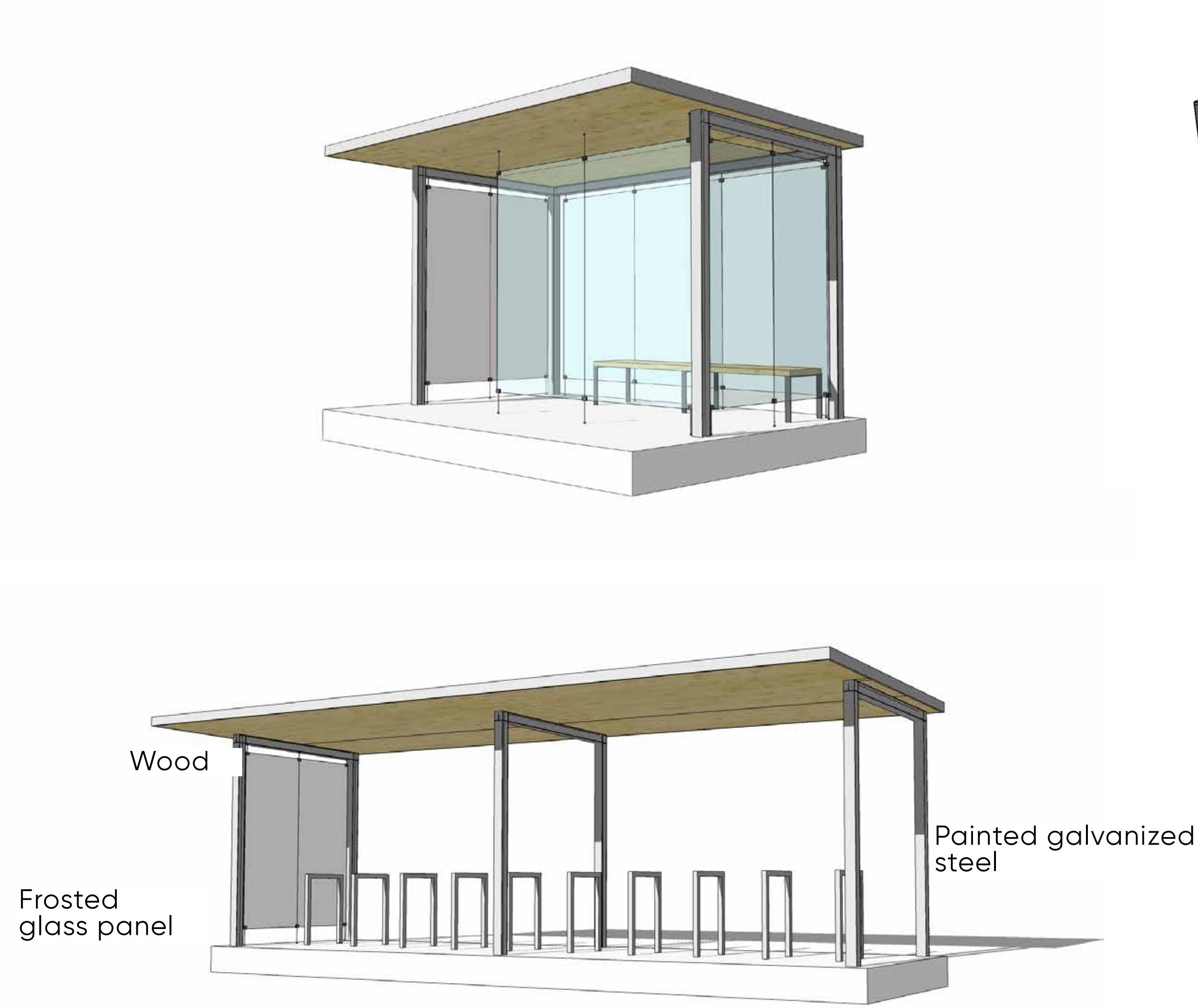
Bicycle racks:
± 1400 racks



User routes



Bicycle racks and bus shelters

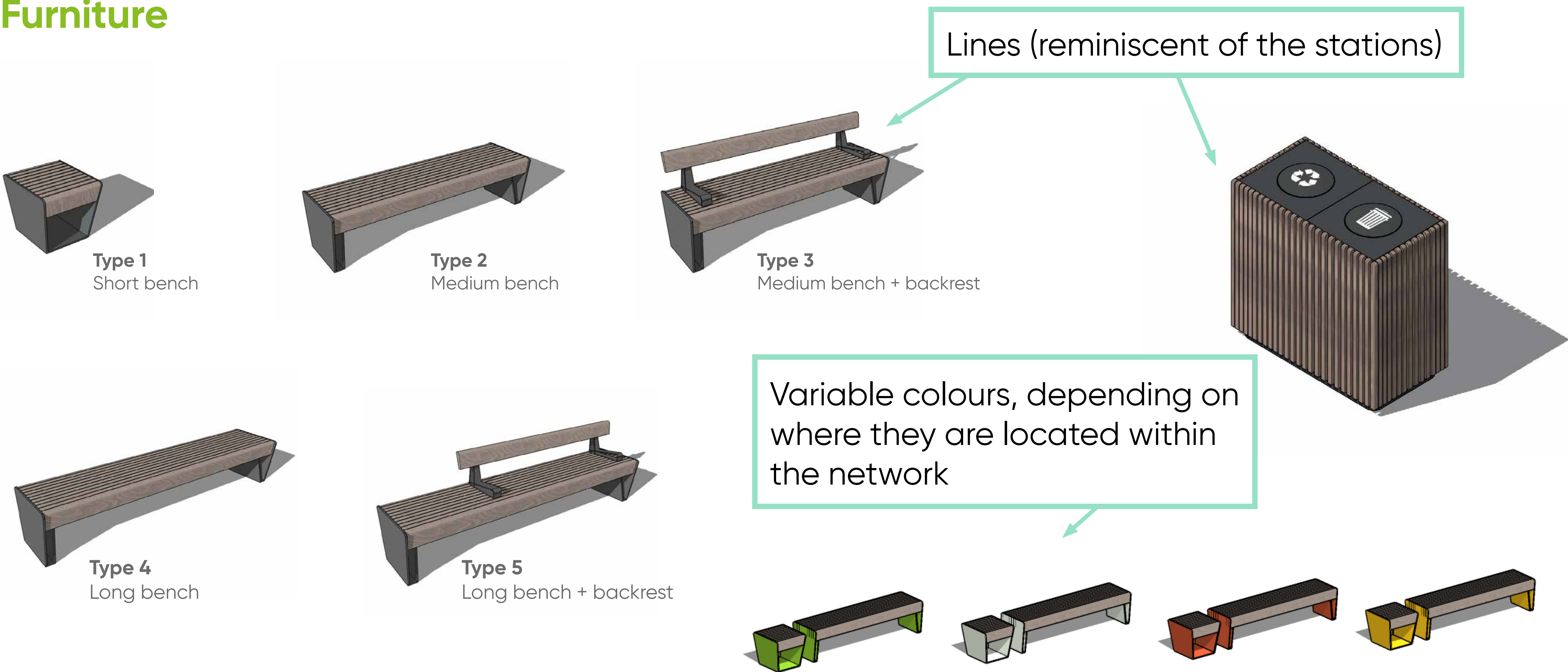


The use of wood and glass in the bus shelters and bicycle rack zones is reminiscent of the station architecture



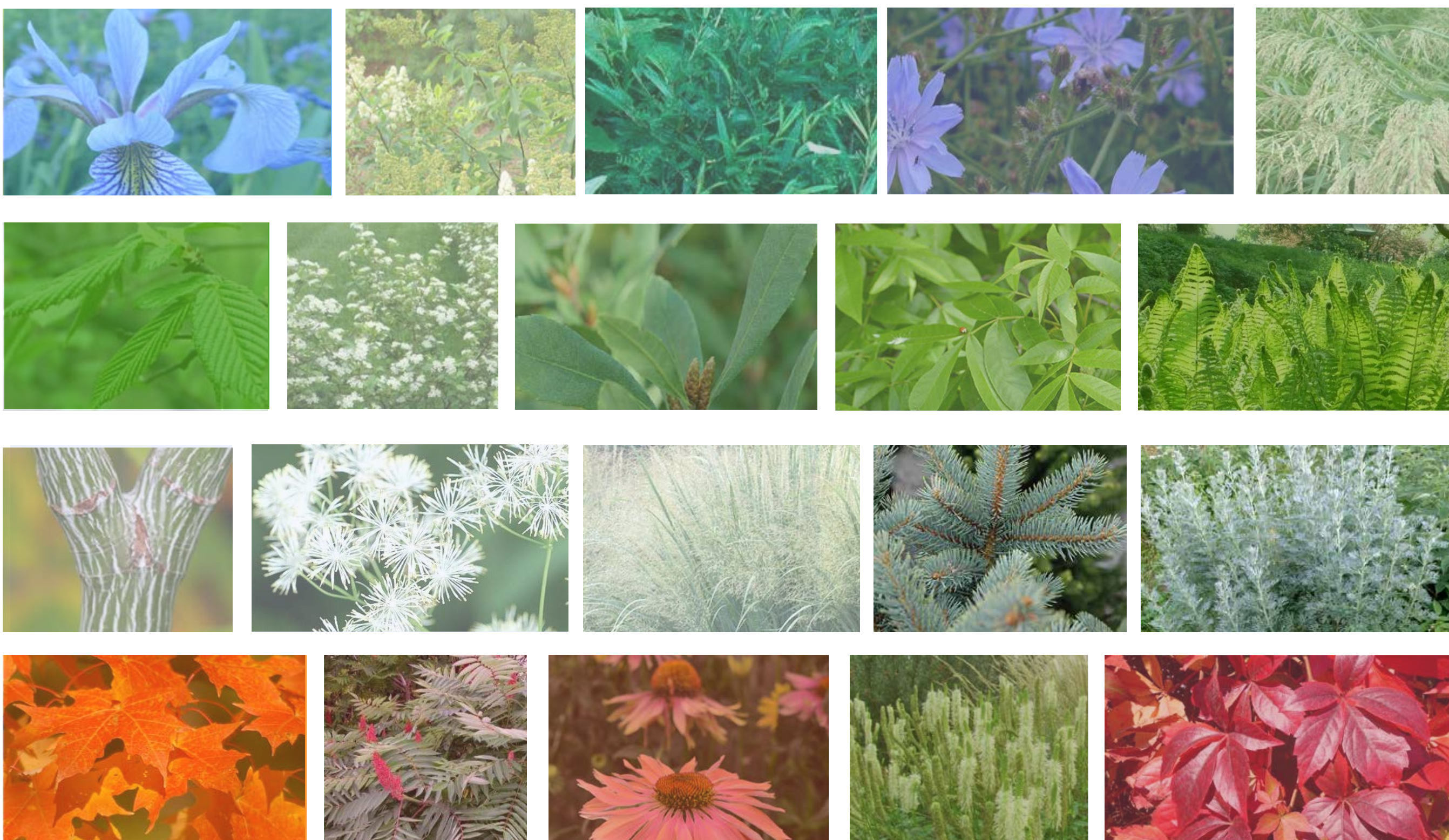
Onsite amenities and user routes (cont'd)

Furniture



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:

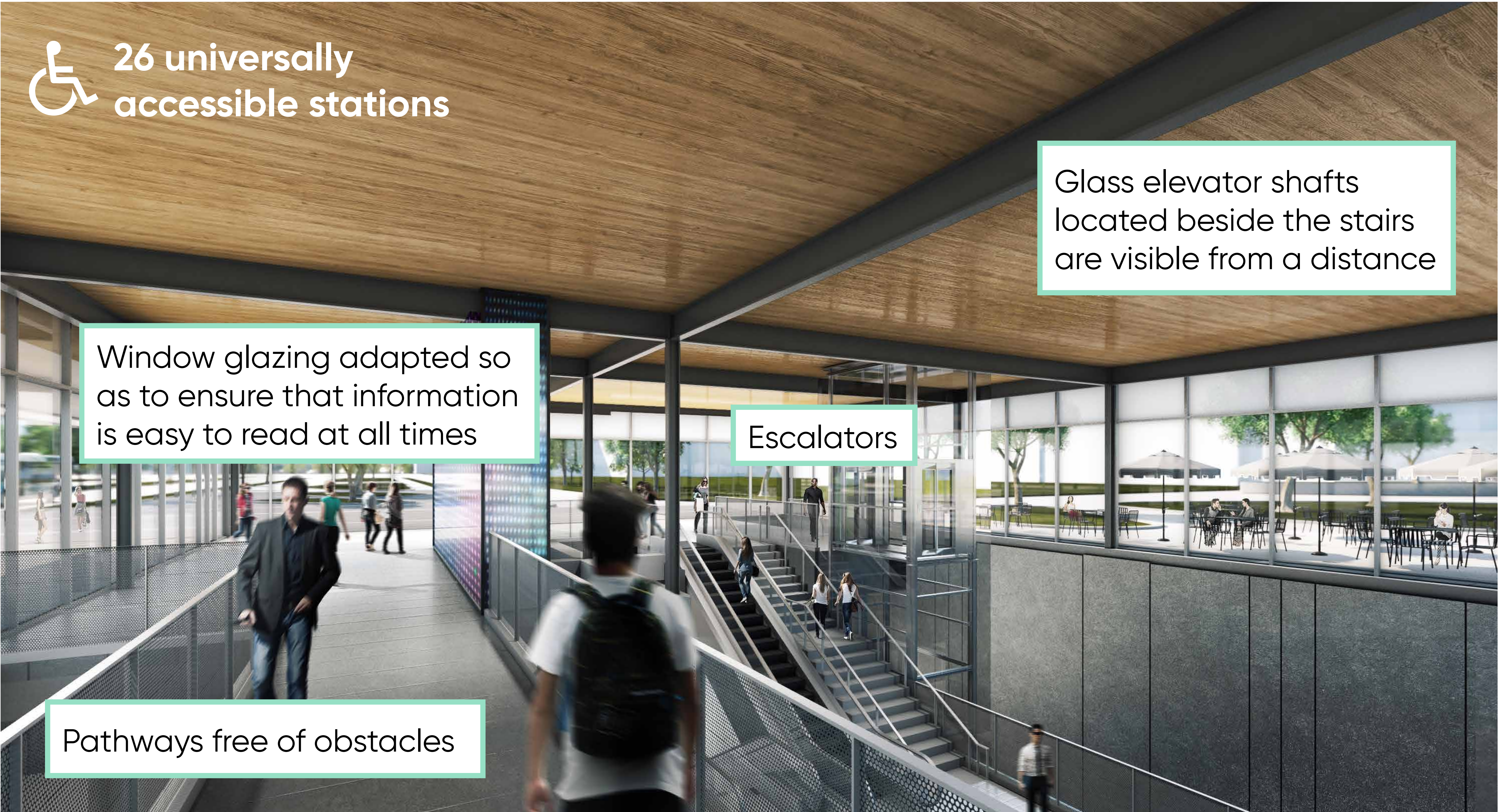
- Main entrance
- Between the site and the tracks
- Parking zone and pedestrian walkway

Minimizing heat islands in the parking zone

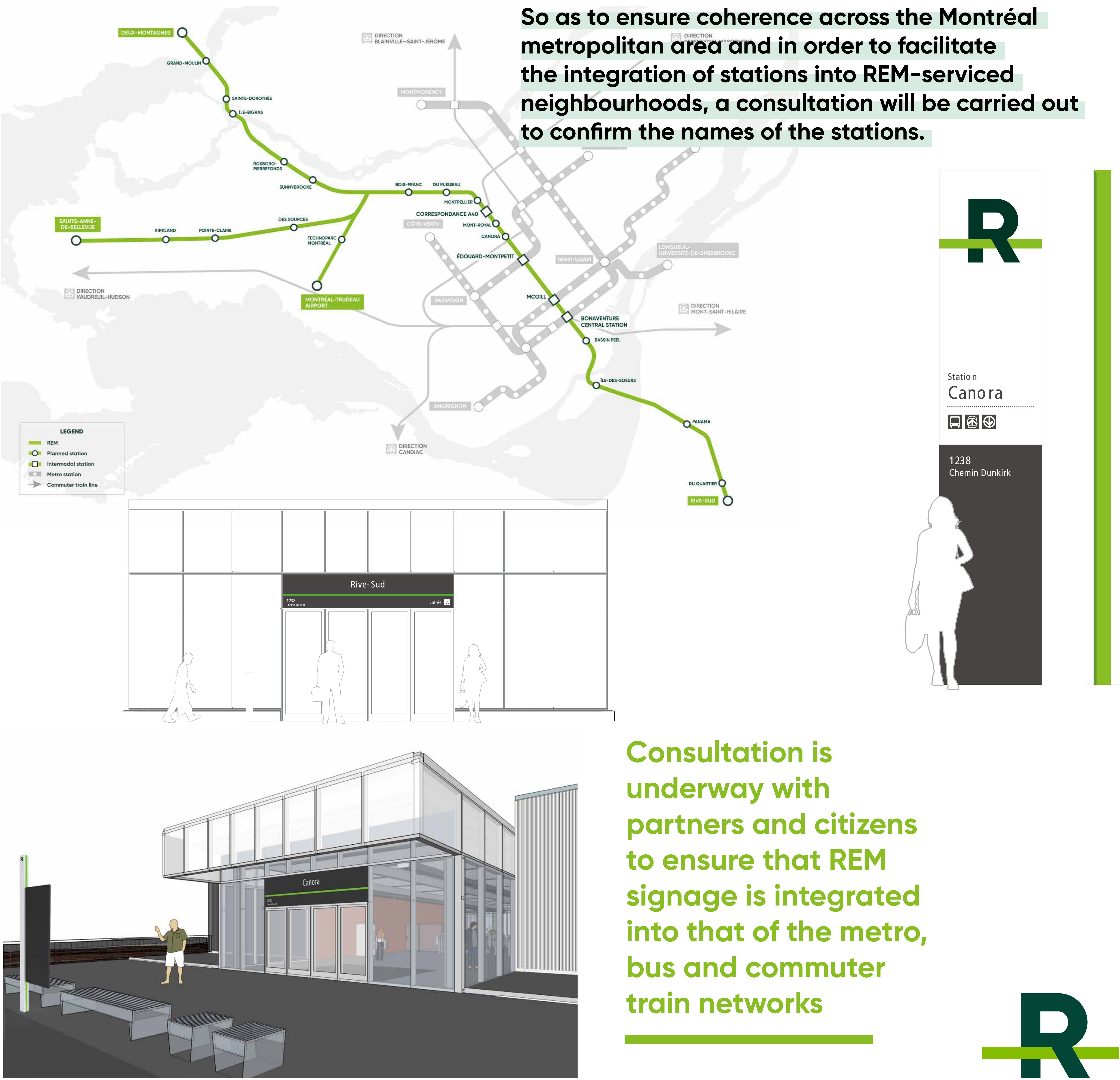


Accessibility and passenger movement

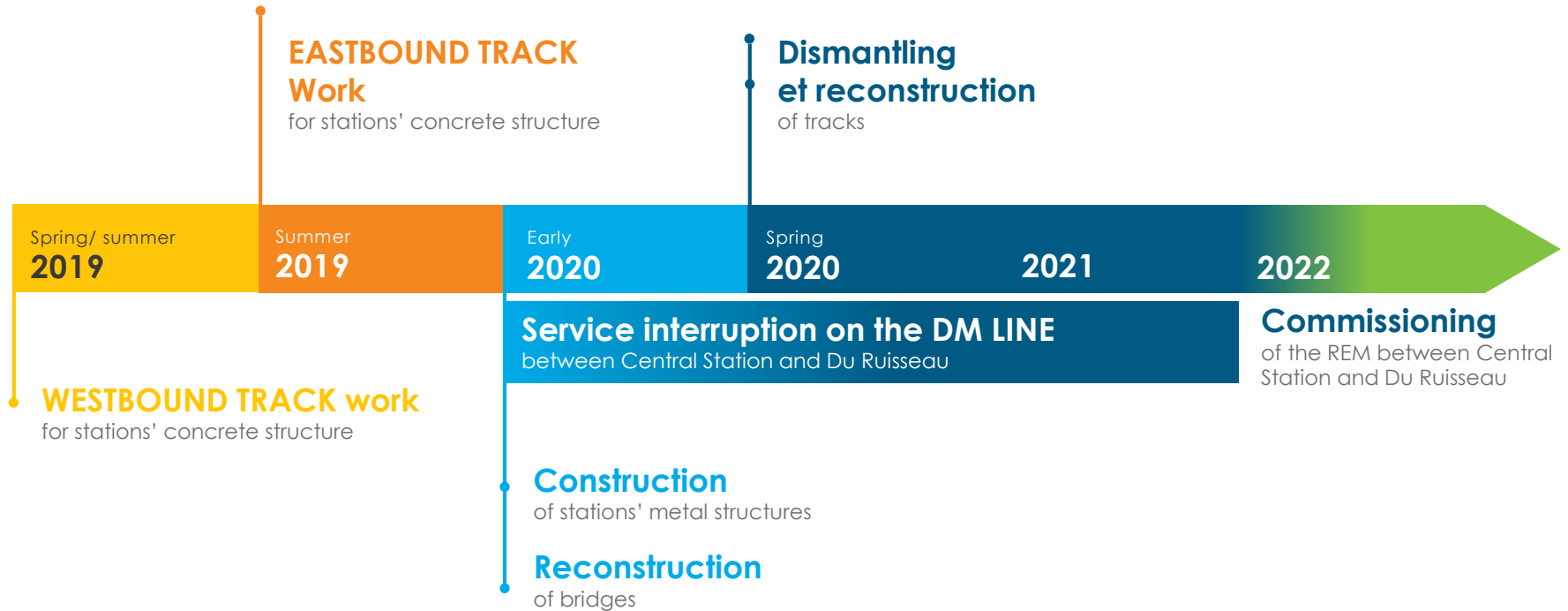
Universal access

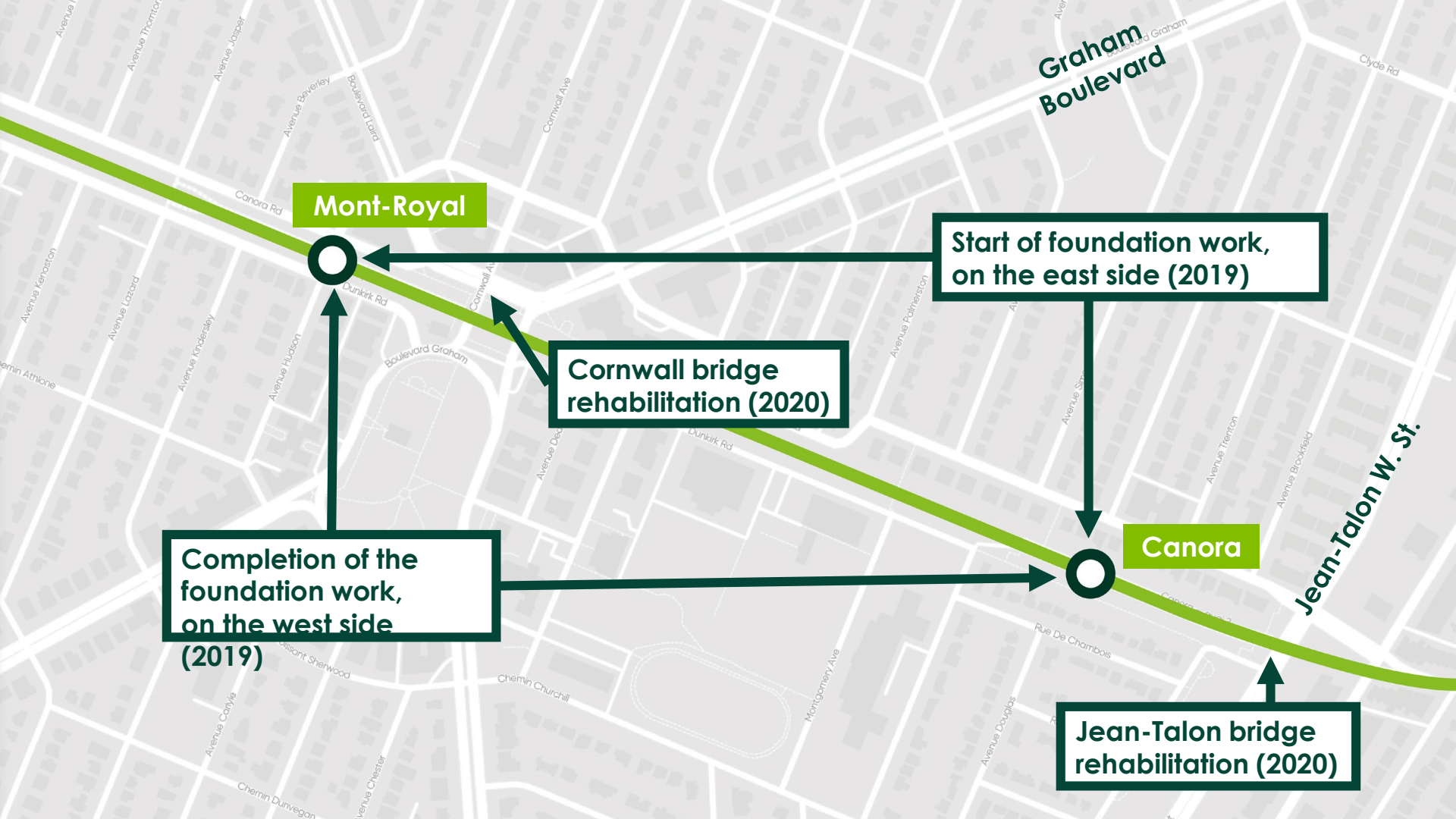


Toponyms and signage



Work schedule





Canora station footprint

Until november
2019

TOTAL FOOTPRINT
CIVIL WORK
TRUCK ENTRIES AND EXITS
STATION FOUNDATION
ACCESS RAMP

From november
2019

TOTAL FOOTPRINT
CIVIL WORK
TRUCK ENTRIES AND EXITS
STATION
ACCESS RAMP

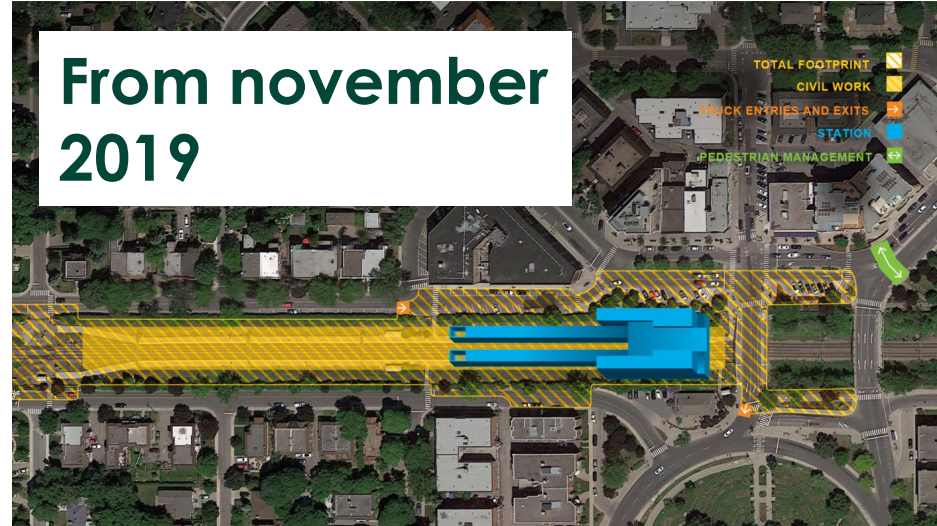
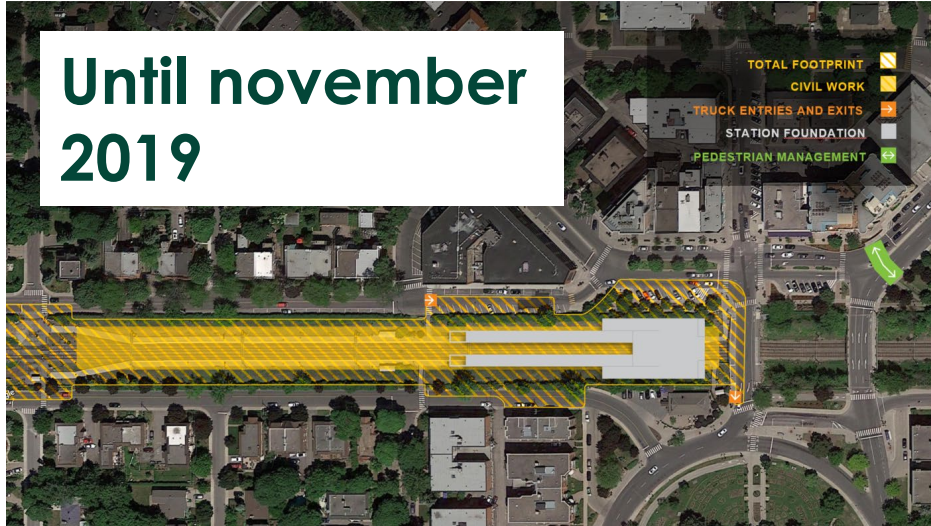
Mont-Royal station footprint

Until november
2019

TOTAL FOOTPRINT
CIVIL WORK
TRUCK ENTRIES AND EXITS
STATION FOUNDATION
PEDESTRIAN MANAGEMENT

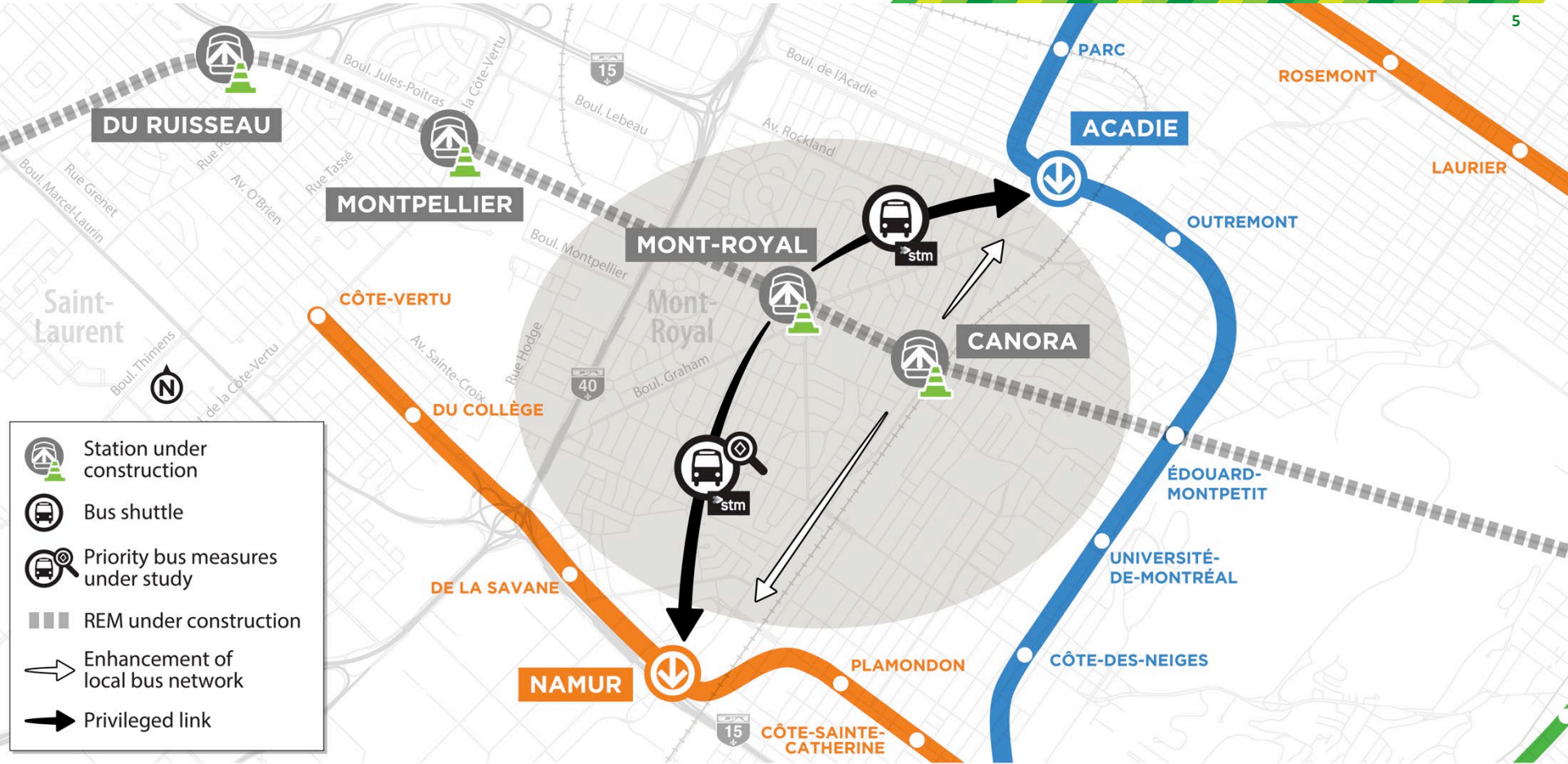
From november
2019

TOTAL FOOTPRINT
CIVIL WORK
TRUCK ENTRIES AND EXITS
STATION
PEDESTRIAN MANAGEMENT



MONT-ROYAL-CANORA

2020-2022



MONT-ROYAL–CANORA

2022
REM service at Du Ruisseau

