

Report

Meeting objective:	Réseau express métropolitain (REM) information meeting
Date and time :	September 26, 2019, 6 p.m. to 8:30 p.m.
Location :	Veteran's Hall, 141 Grand-Moulin Street, Deux-Montagnes

Meeting overview:

- Approximately 300 participants
- Seven stakeholders present during the informational meeting and the question and answer period:
 - Virginie Cousineau, Public Affairs Manager, Projet REM office
 - o Jean-Philippe Pelletier, Assistant Director of Project Delivery, Projet REM office
 - o Giovanni Cipolla, Segment Director, NouvLR
 - o Philippe Dubé, Assistant director, 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 9:30 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 major impact caused by the work of the REM on the daily lives of the citizens of Deux-Montagnes, particularly families
- Details of public transportation measures, including improvements to local bus services during the phases of service interruption on the Deux-Montagnes and Mascouche lines
- Fare measures offered to users
- The need for employers to contribute to the implementation of solutions to soften working conditions to cope with the phases of service interruption

A video recording of the information session is available at the following link: <u>https://www.youtube.com/watch?v=mg8yqtPo15A&t=64s</u> The documentation presented during the meeting is available at the following link: <u>https://rem.info/fr/evenements</u>

Lastly, the powerpoint presentation and information panels is presented hereunder.

Presentation begins at 7 p.m.

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



Réseau express métropolitain

Information meeting – Deux-Montagnes

2019-09-26

Réseau express métropolitain



Ordre du jour

- The REM arrives in Deux-Montagnes
- Work execution
- Interim public transit mitigation measures
- Question and answer period



The REM arrives in Deux-Montagnes



Réseau express métropolitain



New technology providing a fast, frequent and reliable service from 2023

Deux-Montagnes line : More than 100 000 additional trips in both directions during rush hours

3 transfers to the metro

Travel time cut by about 20 minutes in both directions for northern areas

Frequency, travel time and capacity



Grand-Moulin – Gare Centrale : 31 minutes Deux-Montagnes – Gare Centrale : 33 minutes Grand-Moulin – Airport : 24 minutes Deux-Montagnes – South Shore : 49 minutes

+ 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 equivalent of a metro line

RIUF SUN

F776 5









O Work execution

Roles and responsibilities



Réseau express métropolitain Project office			NouvLR	- Co co	onception and onstruction	
		PMM - Rolling stock and operation		olling stock nd operations		
Project integration						
City of Deux-Montagnes						
Mobilité Montréal committees	Work in manage comm	npact ement ittees	Coordination with government departments, municipalities and partners		Coordination committees – ARTM and transit authorities	

More than 20 work planning and monitoring committees



Modernizing the Mont-Royal tunnel





*Cross-section illustration showing the work to be performed on the entire length (5 km) of the Mont-Royal tunnel

Upcoming work: Deux-Montagnes

2019-2021: Work scheduled

 Geotechnical surveys and relocation of public utilities

Summer 2021: Work scheduled

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









Autorité régionale de transport métropolitain

TEMPORARY NETWORK

CLOSED STATIONS

JANUARY 2020



CLOSED STATIONS

MID-2021



FOUR PILLARS OF THE NEW TEMPORARY NETWORK

ANNOUNCEMENT OF FEBRUARY 28, 2019









(17)

Rail shuttle Improvement of current service and bus shuttles Preferential measures for buses Green and blue lines, and west branch of the orange line







CITIES

18









METROPOLITAN PARTNERS



19





Québec 🕈 🛣

TEMPORARY NETWORK IN 2020 FOR EACH AREA

DEUX-MONTAGNES AREA







CÔTE-VERTU AREA





DEUX-MONTAGNES AREA



DEUX-MONTAGNES AREA





CENTER MONTRÉAL AREA

TEMPORARY NETWORK IN 2020



DEUX-MONTAGNES AREA



TRAVEL TIME

27

FARE MEASURES IMPLEMENTED UNTIL COMPLETION OF THE REM



DEUX-MONTAGNES LINE

- FREE rail shuttle Deux-Montagnes/Bois-Franc
- FREE shuttle 964 Bois-Franc/Côte-Vertu
- Current users*: *annual subscription* **– 4** months free as of January 2020
- Monthly pass fare: (



*Users benefitting fare discounts as of September 8th



DEUX-MONTAGNES LINE

Stations	Passes	Current fares with a 30% discount*	Fares as of January 2020 (4 months free with the yearly subscription)	Difference
Canora	TRAIN 1	Monthly: \$59.50	Monthly: \$86.50	Yearly: +\$38
Mont-Royal		Yearly: \$654	Yearly: \$692	
Montpellier				
Du Ruisseau	TRAIN 2	Monthly: \$69	Monthly: \$86.50	Yearly: -\$67
Bois-Franc		Yearly: \$759	Yearly: \$692	
Sunnybrooke				
Roxboro-Pierrefonds				
Île-Bigras	TRAIN 3	Monthly: \$84	Monthly: \$86.50	Yearly: -\$232
Sainte-Dorothée		Yearly: \$924	Yearly: \$692	
Grand-Moulin	TRAIN 5	Monthly: \$103	Monthly: \$86.50	Yearly: -\$441
Deux-Montagnes		Yearly: \$1,133	Yearly: \$692	

*The 12th month is free with the OPUS+ subscription



DEUX-MONTAGNES LINE

Stations	Passes	Current fares with a 30% discount*	Fares as of January 2020 (4 months free with the yearly subscription)	Difference
Canora Mont-Royal Montpellier	TRAM 1	Monthly: \$86.50 Yearly: \$951	Monthly: \$86.50 Yearly: \$692	Yearly: -\$259
Du Ruisseau Bois-Franc Sunnybrooke Roxboro-Pierrefonds	TRAM 2	Monthly: \$86.50 Yearly: \$951.50	Monthly: \$86.50 Yearly: \$692	Yearly: -\$259
Île-Bigras Sainte-Dorothée	TRAM 3	Monthly: \$98.70 Yearly: \$1,086	Monthly: \$86.50 Yearly: \$692	Yearly: -\$394
Grand-Moulin Deux-Montagnes	TRAM 5	Monthly: \$121 Yearly: \$1,331	Monthly: \$86.50 Yearly: \$692	Yearly: -\$639
Laurentides area	TRAM 6	Monthly: \$146 Yearly: \$1,609	Monthly: \$86.50 Yearly: \$692	Yearly: -\$917

*The 12th month is free with the OPUS+ subscription.

NEXT STEPS

PREFERENTIAL MEASURES FOR BUSES

LAVAL / NORTH SHORE / WEST ISLAND



MAJOR TRIP GENERATORS









Event in cooperation with

- Chamber of Commerce of Metropolitan Montreal
- Gouvernement du Québec
- ≻ REM
- Objectives
 - Meet with 200 big businesses
 - Share good practices

CUSTOMER COMMUNICATION







Autorité régionale de transport métropolitain

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Public information sessions

- Deux-Montagnes: September 26
- > Other upcoming events

Advertising in stations

- Deux-Montagnes line
- Mascouche line
- Field crew: REM travel info
- Route planner:
- Mobility Montreal website:
 Mobility

Chrono









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Reliability and efficiency

A high-frequency metro





4 cars during peak hours

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



Constant communication between the train and the command centre

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







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











Accessibility and passenger movement

Universal access



Intercom system at user height (to call the command centre in the event of an emergency)

Passenger information broadcast at all times (both sound and visual)

Image for information purposes only



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

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

Free-flowing passenger movement





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









Categorization

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







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





Architecture

Materials and design principles

Glass





Wood





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 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:

The creation of a 2 1 filter for the light

The creation of 3 depth perception

The creation of movement that

4 Better integration of the stations into

effects that align with the architectural language

passengers can see while the train is in motion

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



User routes



Bicycle racks and bus shelters









Wood Painted galvanized steel Frosted glass panel

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)



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



Glass elevator shafts located beside the stairs are visible from a distance

Window glazing adapted so as to ensure that information is easy to read at all times



Toponyms and signage







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



R

The REM: quieter technology



Current exo trains – 300 metres

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

 hours/day

 4 cars during off-peak hours — 80 metres — 6

 REM cars

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