

Canora – Mont-Royal neighbourhood committee

Minutes – Meeting 5

Date: October 29, 2019, 6:30 p.m. to 9:30 p.m.

Location: Annunciation Parish, 75 Roosevelt Avenue, Town of Mount Royal

Committee members	
M. Trudeau	Resident
L. Debout	Resident
C. Lambert	Resident
P. Saint-Louis	Resident
D. Noisy	Resident, owner of the Pizzaiolle
I. Tardif	Town of Mount Royal, Director of Technical Services
J. Leduc	Côte-des-Neiges-Notre-Dame-de-Grâce borough, Public Works
S. Thompson	City of Montréal, REM Project Manager
M.E. Vlad-Sabie	Mont-Royal high school, Vice-Principal
M. Bisson	Marguerite-Bourgeoys school board, Health and Safety Coordinator
J.P. Pelletier	REM, Assistant Director, Coordination
É. Boivin	REM, Assistant Director, Environment
M. Vallière	REM, Advisor, Community Relations
D. Barrett	NouvLR, Manager, Community and Stakeholder Engagement
G. Cipolla	NouvLR, Segment Director
M. Prudhomme	NouvLR, Traffic Manager
P. Guillot-Hurtubise	Facilitator

About 60 neighbourhood residents, other than those on the committee, were also present.

Agenda

- Welcome and presentation of the agenda
- Status of the situation since the last committee meeting
- Status of current and future work
- Question & answer period
- Conclusion

1- Welcome and presentation of the agenda

Pierre Guillot-Hurtubise, Committee Facilitator

As facilitator of the proceedings, Mr. Guillot-Hurtubise reminded those present that this was a meeting of the neighbourhood committee and not a public information session.

The purpose of this committee is to discuss the work taking place, its impacts, and mitigation measures, and to follow up on the principal complaints. It also aims to understand and respond to residents' concerns, with a view to good neighbourliness. Presentations will be given by REM and NouvLR representatives at these committee meetings.

Mr. Guillot-Hurtubise stated that the committee's meetings are held in French and that there would be a discussion period after the presentation, first with members of the committee, and then with observers from the public. Outstanding questions will be addressed at the next meeting.

Mr. Guillot-Hurtubise welcomed a new member, Mr. Saint-Louis, a resident. He asked all committee members to take turns introducing themselves and then presented the agenda.

2- Status since the last committee meeting (see slides 3 to 20 of the presentation)

Jean-Philippe Pelletier, REM; Myriam Vallière, REM; David Barrett, NouvLR

Mr. Pelletier began by explaining that there had been several discussions regarding traffic management during the Cornwall bridge construction. These discussions with the Town of Mount Royal (TMR), the REM, NouvLR and the City of Montréal made it possible to optimize the schedule and reduce the duration of the work, thus improving traffic during the winter. Tonight's presentation would provide more details on this subject.

Ms. Vallière continued with a review of the community discussion activities carried out since the last neighbourhood committee meeting. She also presented a summary of the complaints received, most of which were related to the noise of the work, and explained the approach of the REM operations work group, whose work has been ongoing since last May.

Ms. Vallière then confirmed that, following the agreement with TMR, there were no longer any plans to build a permanent footbridge at Lazard and Jasper streets, which would be replaced by a new public square linking Cornwall and Graham. A temporary footbridge will be installed north of the actual crossing, to allow pedestrians to cross safely during the work, and would be removed once the work is completed.

Ms. Vallière then reviewed the other follow-ups resulting from the committee's last meeting.

The City of Montréal then provided an update on the mobility study at the intersection of Wilderton, Bates, Jean-Talon and Canora. This study was ongoing and would lead to recommendations for upgrading the intersection.

The City of Montréal also mentioned that it wanted to go ahead with a sidewalk on the west side of Canora Road. To do this, the parking lot on the opposite side (east side) would have to be removed.

Mr. Barrett continued with the environmental monitoring results for air quality and sound levels. All the data are available online at www.suivienvironnemental.info/#/. Here is a summary of the results presented to the neighbourhood committee:

- Air quality:
 - Mont-Royal station: no exceedance of the standard between June and October
 - Canora station: an exceedance on October 26 due to a mechanical shovel operating a few metres from the measuring station, influencing the measurement reading
- Sound level monitoring:
 - Canora station east: 10 target exceedance events, due to work that had to be done before the noise barrier was installed, as well as pile driving for a short period of time on June 29
 - Mont-Royal station east: no exceedance of targets

Follow-up: Present the results of the mobility study at Wilderton, Bates, Jean-Talon and Canora intersection once it has been completed.

3- Status of current and future work (slides 15 to 108)

Giovanni Cipolla, NouvLR; Mathieu Prudhomme, NouvLR

Mr. Cipolla presented photos of the work done since the last neighbourhood committee meeting, which included in particular:

- Construction of the noise barrier
- Building of access ramps to the Canora and Mont-Royal station construction sites
- The foundation work for the two stations (drainage, pile drilling, formwork and concreting of the foundation slabs, wall of the future stations)

He then presented the partial obstacles already in place on the Jean-Talon and Cornwall bridges, followed by the construction sites' footprint from November onwards (see the maps in the attached presentation, slides 28 to 35). Here is the information about the Jean-Talon and Cornwall bridges:

- Jean-Talon bridge:
 - Work in two phases to maintain two lanes of traffic at all times, one in each direction (east and west), while two lanes will be closed
 - Two-year period (work on the north side in 2020, and on the south side in 2021)
- Cornwall bridge:
 - Optimized working method, allowing the complete closure of the bridge to be postponed to April 2020
 - Maintaining an open lane during the winter until April 2020

- Complete closure of the bridge from April, when demolition and reconstruction will begin, until November
- During this eight-month period, traffic will be detoured to Graham bridge, which will be open in both directions
- Planned detour for pedestrians also during this period
- Reopening of the new bridge in November 2020

Mr. Cipolla indicated that following the analysis of the traffic management plans, although the emergency services' response times were in compliance, it was nevertheless decided to maintain a link at the Lazard grade crossing specifically for emergency services in order to address certain concerns. Snow removal work at the two stations was also agreed to with the various officials (City of Montréal, TMR and NouvLR).

Mr. Cipolla concluded by presenting the work planned starting in January 2020, from the suspension of train service on the Deux-Montagnes line between the Du Ruisseau station and Central Station:

- At the stations:
 - Removal of the catenary system
 - Demobilization of installations in the middle of the railway track
 - Installation of steel structures
 - Installation of the roof and outer shell of the stations
 - Start of indoor work once the stations are closed
- Inside the Mont-Royal Tunnel:
 - Transport of materials from the tunnel by rail to be placed at the Correspondence A40 industrial site (work between 6 a.m. and 8 p.m.)

4- Question & answer period

Pierre Guillot-Hurtubise, Committee Facilitator

Mr. Guillot-Hurtubise took questions from the committee, and then from the floor.

Question(s) from citizens	Answers
<p>A citizen circulated a petition to TMR containing questions, which collected more than 1,500 signatures.</p> <p>Can the author of this petition take the floor to ask the questions contained therein on behalf of the 1,500 people who signed?</p>	<p>Facilitator – Yes, with the agreement of the members.</p> <p>Thereafter, the committee members will be given the floor again to resume the normal course of the meeting.</p>
<p>The town hall of TMR had mentioned that the demolition of the Cornwall bridge could not be postponed, which is what initiated the petition.</p>	<p>REM – In fact, the work was not postponed; rather, it was optimized, reducing the time to rebuild over an eight-month period from April to November.</p>

We learned that the demolition of the bridge will be postponed until April 2020, proof that we can accomplish things by working together. Let's hope that Glenmount residents will enjoy the same consideration.

Here are three questions that remain:

In addition, two of the three bridges crossing the railway track are at the end of their useful life and must be rebuilt anyway. With train service stopped, the impact is less than if the train had been in service, since the work can be done more quickly.

1. What are the results of the traffic study related to the demolition of the Cornwall and Jean-Talon bridges?

Is it possible to have a copy of the report?

It is disappointing not to be able to consult the report, because it would help us to understand your decisions.

NouvLR – This study was produced by a specialized firm. Sixteen intersections were modelled with morning and afternoon counts. Traffic will look like the already difficult current situation:

- Westbound: two lanes maintained (same number of lanes as now)
- Eastbound: three lanes maintained (compared to five currently open lanes)

REM – The reports are working documents that remain confidential between the REM, NouvLR and TMR. These documents are reviewed and approved by TMR, and the information is then disseminated via our Works info.

2. Has the REM team evaluated the *accelerated bridge construction (ABC)* technique?

NouvLR – The bridge to be rebuilt will be in the same location as the current bridge. Existing bridge foundations that conflict with the new foundations will need to be demolished. Accelerated methods (ABC) assume that it is possible to prepare the new foundations in advance. In this case, it is not possible.

NouvLR is familiar with these methods and is even using them for some REM structures elsewhere on the route. This method was looked at for Cornwall, but cannot be used in this case.

REM – Accelerated methods are applicable for bridges with relatively simple structures. In this case, the clearance between the track and the bridge is extremely small, multiplying the number of support structures required, and thus reducing the effectiveness of accelerated methods.

3. Is a closure simulation planned to measure the actual impact of the work on Cornwall and Jean-Talon, including emergency service transportation times?

REM – No simulation is planned. Traffic management plans are prepared by NouvLR, then presented to the REM team and the relevant authorities including the emergency services that review and approve these

<p>It is worth using artificial intelligence technologies to understand the impacts.</p>	<p>plans. These discussions with all partners also continue after the plans are submitted to find ongoing solutions.</p> <p>NouvLR – The Weigh-Tronix Metric system is not currently used in Montréal. This system works less well in saturated arteries, where there are so many pedestrians. That being said, we monitor travel times from Google data.</p>
<p>The petition is not an individual initiative, but a collective one. Citizens can contribute to the project. It would be beneficial to be more transparent.</p>	<p>REM – We have a community relations office. You are always welcome to contact us to share your concerns, which are relayed to the REM and NouvLR teams, in order to get back to you with answers and solutions.</p>
<p>Since confidential working documents are given to the Town of Mount Royal, does it have permission to share these documents with residents, or is it related to confidentiality?</p>	<p>REM – Under the REM project, partners such as the Town of Mount Royal are also subject to confidentiality agreements.</p>
<p>I would like to know more about the materials that will come out of the mountain.</p> <p>How long will this work take? What types of materials will come out and how?</p>	<p>NouvLR – The materials excavated from the tunnel will be put into cars and transported by rail, not truck, to avoid contributing to road congestion.</p> <p>The cars leaving the tunnel will go to the Correspondence A40 station sector, an industrial area, where they can be emptied without disturbing anyone.</p> <p>The two main materials to be produced are ballast (bed of stones or gravel) and rock. The materials will be reused for other purposes in the project.</p> <p>This work will be carried out over several months, during variable hours, between 6 a.m. and 8 p.m.</p> <p>Follow-up: Specify the schedule and frequency of the trains that will be carrying the excavated materials.</p>
<p>Will the same trains also be used to transport construction materials?</p>	<p>NouvLR – Yes, we will use the train to get equipment in and out. The choice to use rail cars is intended to avoid contributing to traffic congestion. These are fairly short convoys.</p>

<p>An open rubber tile on Lazard crossing caused an accident for a cyclist.</p> <p>I tried to notify someone from REM on the spot, opposite the convenience store, without success. I called the Town of Mount Royal, and it took 15 days to get it fixed. The REM's response is too slow.</p>	<p>NouvLR – The onsite infrastructure belongs to exo and not to NouvLR, so the situation was not brought to our attention.</p> <p>REM – There is a channel to reach REM and NouvLR people: the community relations office. That's why this office was set up. We invite you to use this channel in such situations.</p> <p>By email: info@rem.info</p> <p>By phone: 1-833-rem-info (736-4636)</p>
<p>How will pedestrians be able to reach the 92 bus stop during the rebuilding of the Jean-Talon bridge? Where will students travel?</p>	<p>NouvLR – The bus stop will be moved east. There will be a secure pedestrian corridor at the edge of the obstruction (see the dotted path on slide 41 of the attached presentation).</p> <p>REM – The maps we are showing you tonight will be distributed in the neighbourhood and made available on our website as soon as the final elements are finalized.</p>
<p>A form of anarchy is already present on Cornwall, a bad omen for the future.</p> <p>What is of concern is the period from April to November 2020. Right now, even with a lane open to traffic, the Pizzaiolle is experiencing a significant drop in traffic.</p> <p>Is it possible to consider the possibility of providing alternative bypasses to prevent a bottleneck between the two sides of Town of Mount Royal, which would have a significant impact not only on the Pizzaiolle, but on all businesses in the city centre? Otherwise, it could be Pizzaiolle's death blow.</p> <p>I would like you to consider the possibility that residents be allowed to use the Lazard crossing, not only emergency services and REM work. An east-west traffic link is important in this area.</p>	<p>REM – This is a question that was asked following our discussions with the Town of Mount Royal and residents. Unfortunately, this is not possible.</p> <p>The Lazard Avenue crossing will be used by emergency services on an ad hoc basis, with flaggers onsite, but it will not be open to citizens.</p> <p>This is a construction site; we cannot have car traffic on the site, for users' safety. In addition, trains will continue to operate on the railway track during work in the tunnel, adding to the complexity and safety risk.</p> <p>It would have been good to keep this link, but it is not possible as part of the work for the REM. We therefore reviewed the work schedule, which allowed us to reduce the period the Cornwall bridge will be closed from 12 to 8 months and avoid the winter period.</p>
<p>There is also a rumour that REM and NouvLR do not agree on construction deadlines, suggesting that</p>	<p>REM – For the Cornwall bridge, the duration of the work will be eight months, which does not change. The bridge will be back in service in November 2020.</p>

<p>the work could take four years to complete. This would have a major impact on our business.</p>	<p>Regarding the timetable for the work in the tunnel, it is normal not to fully agree with our consortium (NouvLR). We are working together to find solutions to meet our commitment that the REM will be commissioned in the Mont-Royal Tunnel in early 2022. That remains our timeline.</p>
<p>I would like to come back to the aerial photography for Jean-Talon. Does the orange portion represent the site or a bulk storage area?</p> <p>And from Dunkirk Road to the west, is that a road?</p>	<p>NouvLR – The orange portion represents the construction site, specifically the construction of the foundations.</p> <p>On the Dunkirk Road side, the logistics zone currently in place will remain there. There will be flaggers to allow pedestrians to cross the street and to allow trucks to exit safely on Jean-Talon.</p>
<p>Will snow removal be done continuously in the marked pedestrian corridor?</p> <p>It doesn't appear clearly in the photograph.</p>	<p>NouvLR – It is certain that the pedestrian corridor will be cleared of snow, since it is also the exit from the site for our trucks. This snow removal will be done by NouvLR.</p> <p>Follow-up: photograph on slide 32 adjusted to clarify that snow removal from the pedestrian corridor will be done by NouvLR.</p>
<p>Does the ballast contain hazardous materials, such as asbestos?</p>	<p>NouvLR – Ballast is a special rockfill that supports the track system.</p> <p>Analyses have been carried out to ensure that there are no contaminants such as asbestos and to ensure the safety of employees working in the tunnel. The result is negative: no asbestos present.</p>
<p>Concerning the results of environmental monitoring (dust and noise), why are there more exceedances at Canora than at Mont-Royal?</p>	<p>REM – Noise targets are not the same at the two locations, as they are based on ambient noise measured before the work. In addition, at Canora, the neighbourhood is more residential, therefore less noisy than at Mont-Royal, and the homes are also closer to the work. This explains why, even if the nature of the work is the same at both sites, the results of environmental monitoring may differ.</p> <p>NouvLR – At Canora, the rock is more on the surface, which has an effect on noise when drilling piles.</p> <p>REM – Regarding dust, there was a one-time exceedance on October 26 at Canora, in which total particulate matter exceeded the target. On that day,</p>

	<p>equipment was working under the measuring station that collected the machine's exhaust gas, which influenced the data.</p>
<p>On the graph on slide 18, why are the dark blue bars always higher than the light blue bars?</p>	<p>NouvLR – On the Dunkirk side (dark blue bars), we use the old pedestrian path as an access road. Maybe that's what can generate more dust in that particular area.</p>
<p>On the map of traffic diversion in Town of Mount Royal, we see that traffic will be sent back to the street in front of Saint-Clément primary school.</p> <p>What are the measures planned for children travelling in the neighbourhood?</p> <p>Have you considered moving traffic one street further?</p> <p>It will also be necessary to re-evaluate the safety patrols and consider the impact of noise on student learning and academic success, especially in April, which is when the ministerial exams take place.</p>	<p>REM – We are in discussions with the school board and schools and are planning a meeting with them to discuss student safety.</p> <p>NouvLR – The traffic management plan must be reviewed and approved by TMR officials. We will certainly work with TMR and put in place the necessary measures. In addition, all scenarios were evaluated. This is a complex area, where it is difficult to plan detours.</p> <p>Follow-up: Discuss safety and noise impact as part of the upcoming meeting with the school board and schools.</p>
<p>REM information is not circulating enough. Yet, there is a lot of information available, for example on YouTube and Twitter, but it is not collected and disseminated enough.</p> <p>We have lost a number of parking spaces in TMR, which are occupied by site workers using their cars. Is it possible to provide a shuttle system for your workers, to give these parking spaces back to the residents and customers of the businesses?</p>	<p>NouvLR – No, there are currently no shuttles. Starting in January, these parking spaces will be occupied by the station's construction equipment, such as the delivery of steel structures.</p>
<p>TMR is a different sector than the others: dead ends, one-way streets, etc.</p> <p>It is important that citizens be able to contribute to traffic studies. You should hold a simulation for a day, with the citizens, to check how users will really react.</p> <p>In your traffic calculations, have you taken into account the current train users who will be using their cars starting in January 2020?</p>	<p>REM – A simulation would require stopping the train for one day, whereas we would rather extend the service as long as possible before the stop in January.</p> <p>In addition, when an obstruction is put in place, it takes several days for people to get used to the new situation. Thus, a one-day simulation would not be representative of how people will adjust after a few days.</p> <p>Traffic studies follow criteria recognized and used by the Ministère des Transports and cities. NouvLR has</p>

	<p>recorded the 16 intersections impacted in order to consider all the elements.</p> <p>Then, when train service stops in January 2020, several measures will be implemented to encourage users to use public transit instead of their cars as much as possible.</p> <p>Finally, agreements have been signed between the STM and some schools to provide bus shuttles for students travelling by train to local schools.</p> <p>NouvLR addition – In traffic studies, a margin of error is always provided.</p>
Will the bus shuttles to Namur and Acadie stations be available before train service stops so that people can get used to them in advance?	Follow-up with STM: <i>Bus shuttles to Namur and Acadie stations will be available from January 6th, when the train service will stop.</i>
Could you speed up the construction of bridge work with teams working 24 hours a day?	NouvLR – No, that isn't possible due to the presence of nearby homes and the noise caused by the work. The noise level to be respected at night is much lower than during the day.
Can you please remove your construction trailers from the bridges?	<p>REM – Trailers are parked on the bridge to free up parking space for downtown businesses.</p> <p>NouvLR: There is also a distance to be respected between the trailers and the site; it is not allowed to leave the trailers outside the site area.</p>
<p>One of REM's main attractions is that it will take 12 minutes between TMR and the airport. However, I received information that the drop-off areas may be removed from the plans of the Canora station, whereas there were supposed to be three. This will cause a traffic issue.</p> <p>Where will taxis be able to park to drop off people at REM stations? One possible solution would be to widen the Jean-Talon bridge to create a drop-off area.</p>	<p>Follow-up: <i>For now, the drop-off areas have been removed from the plans for both stations, at the behest of the City.</i></p> <p>REM – Concerning the Jean-Talon bridge, it is planned that the rebuilt bridge will be wider than the existing one, at the request of City of Montréal. This space will be used as a bicycle path, not a drop-off area.</p>
Last fall, the governing boards of the Francophone primary schools in TMR raised concerns about the	REM – The footbridge will not be universally accessible, as it is a temporary and therefore smaller structure.

impact of the work on the safety of schoolchildren, particularly on the Lazard footbridge.

You indicated that there would not be a permanent footbridge, but rather a temporary structure during the work. Our concerns remain regarding the height, elevation and accessibility of this temporary footbridge. Will it be accessible to schoolchildren on bikes and mothers with strollers?

In addition, since emergency vehicles will be allowed to use the level crossing, could it also be allowed for schoolchildren, with crossing guards onsite?

The temporary footbridge is part of an agreement with TMR. Its exact location has not yet been determined, as details are being finalized with NouvLR and TMR.

We do not yet know the exact height, but it will have to be sufficient for a train and trucks to travel underneath.

With regard to the level crossing, we want to avoid mixing regular traffic with the fleet of NouvLR trucks and the passage of the train, insofar as possible, for safety reasons. We can make an exception for emergency vehicles, but we do not want children to be going through on a regular basis.

Follow-up: Present the plans for the temporary footbridge once they are finalized.

The temporary footbridge will be demolished when the Cornwall bridge reopens, but this will significantly lengthen the route for student pedestrians on the west side.

REM – Yes, the distance will be longer. This is part of the agreement with TMR, including the development of the dalle park.

There is a need to plan safe routes for primary school students who walk or cycle to school, and to check the impact on bus schedules.

This fall, an REM person told me that primary schools would be met with. You mentioned an upcoming meeting with the school board; I think it would be important to invite the primary schools.

REM – We are in discussions with the school board to plan this meeting. We can follow up on this and get back to you.

Marguerite-Bourgeoys school board – Up to now, primary schools have been mainly informed. There are many topics and questions that concern many partners. For the time being, we are waiting for an upcoming meeting to discuss the impacts and possible solutions.

Follow-up: Verify the participation of primary schools at the upcoming meeting and discussions with the school board.

There are already problems, including delays in school buses that have to cross from east to west. Children get to school either just barely on time or late. We cannot move up the bus schedule because it would be too early for children who board first.

Are there any plans to build special lanes for school buses?

Marguerite-Bourgeoys school board – Yes, STM buses serve the Mont-Royal school. These are shuttles for the school's students only. These buses wait at the back of the school on Glencoe Avenue. We asked the STM for measures to reduce noise, such as turning off bus engines when stopped.

<p>At Mont-Royal high school, I understand that there are STM buses that transport students. These buses add traffic to a residential area.</p> <p>Could these buses park on Laird Boulevard, instead of Glencoe Avenue, which is residential?</p>	<p>Regarding the possibility of parking STM buses on Laird Boulevard, we take note of the question and will get back to you with the answer.</p> <p>Follow-up: Check whether STM buses can park on Laird Boulevard instead of Glencoe Avenue.</p>
<p>With the obstruction on the Jean-Talon bridge, traffic will pass over Brookfield Avenue, which is a residential street.</p> <p>Are there any safety measures in place?</p>	<p>NouvLR – There are no measures planned on Brookfield Avenue. There will be monitoring in the field, and action can be taken if necessary.</p> <p>Once the obstruction is put in place, police officers will patrol the area to ensure that everything is safe, particularly at Laird and Cornwall. NouvLR employees will also patrol the area.</p>
<p>At the end of the work, will Kirkfield Avenue be reopened?</p>	<p>NouvLR – Yes, at the end of the work we will remove the construction area, and all streets will be reopened and rehabilitated.</p> <p>REM – The objective is to reopen Kirkfield after the work to be able to turn onto Jean-Talon, as before the work.</p>
<p>Where will the bike path on the reconstructed Jean-Talon bridge pass? North or south side? Will it move from Kirkfield to Dieppe?</p> <p>Also, if you move the 92 bus stop, pay attention to the fact that there is no sidewalk on the south side of the road.</p>	<p>Côte-des-Neiges–Notre-Dame-de-Grâce borough – The bike path is planned on the north side, within the expanded 6.5-metre-wide corridor. It is planned for the bike path to run on Chambois Street then go north.</p>
<p>You invite people to contact the REM community relations office; it would be nice to put up posters in the area with the phone number to call.</p>	<p>REM – Our telephone line and email are posted in several places: website, Works info, on refrigerator magnets, posters installed on construction sites, etc.</p>
<p>Right now, when I want to learn about the REM, I go to TMR site. There should be a link to REM information on the Côte-des-Neiges borough website.</p>	<p>Côte-des-Neiges–Notre-Dame-de-Grâce borough – The idea is noted and will be reported to our communications team.</p>

	<p>Follow-up: Check whether a link can be added to the Côte-des-Neiges borough website to obtain information on the REM.</p>
<p>Thank you for confirming the wall cladding in the neighbourhood, that's good news.</p> <p>With the closure of the Cornwall bridge, have you considered providing a safe corridor for students at the Lazard crossing at certain times of the day, i.e. morning and late afternoon for periods of 30 minutes?</p>	<p>REM – Unfortunately, this is not possible. We want to avoid children on the construction site at all costs, even for short periods, for their safety.</p> <p>Construction trucks have large blind spots. In the past, we did an exercise where children could get into a truck to see the blind spots.</p> <p>That's why a temporary footbridge will be set up. We will ensure that it is well located, easily accessible, safe, with clearly identified pedestrian paths.</p>
<p>Getting children into the trucks to see the blind spots is very interesting; it could be repeated with the schools in the neighbourhood.</p>	
<p>On Kirkfield Avenue, the pedestrian corridor is not as wide as before. The cohabitation between pedestrians and bicycles is very difficult. In the evening, with the dim light, you don't feel safe.</p> <p>When using Kirkfield Avenue and turning left on Jean-Talon to get to Bates, this area is dangerous. The flaggers are not always there, or are on the phone, or in the cabin. It is not safe for pedestrians. Is it possible to plan measures, for example lines on the ground?</p> <p>Also, at the intersection of Jean-Talon and Canora, the railings stop before Canora; again, this is not safe for pedestrians. What could be done?</p>	<p>NouvLR – Starting November 15, the implementation of a pedestrian corridor will secure the Canora and Jean-Talon intersection. And by November 15, we will look at how to improve the situation.</p> <p>For the other sectors you mentioned, we will check with our teams and get back to you with the answers. We will also follow up with the flaggers to ensure that they are not sitting inside the cabins.</p> <p>Follow-up: Review the measures implemented before and after November 15 at the intersection of Canora and Jean-Talon, as well as the measures at the other locations (Kirkfield Avenue, corner of Kirkfield, Jean-Talon and Bates).</p> <p>Follow-up: Ensure that flaggers remain outside the cabins, not inside.</p>
<p>The Canora and Wilderton area is dangerous, we've been talking about it for a long time. There was supposed to be a reconfiguration, which was postponed due to the REM. There is no traffic light for pedestrians. Is it possible to have pedestrian signals on it?</p>	<p>Côte-des-Neiges–Notre-Dame-de-Grâce – The current mobility study will evaluate scenarios to secure and reconfigure this intersection. Until the study is completed, some measures are possible, such as markings or programming the lights.</p> <p>The City of Montréal has committed to installing pedestrian countdown signals for all traffic lights in Montréal. The schedule is not defined for each</p>

<p>Why is it so difficult to have a crossing signal for pedestrians?</p>	<p>intersection. It would be better to wait for the new geometry of the intersection in question. However, it would be possible to review the programming of the lights.</p> <p>Follow-up: Validate the possibility of using markings or review the programming of the lights at the Canora and Wilderton intersection.</p>
<p>When the bridges are closed, we are all aware that it will be necessary to get used to the new configurations. My experience with the closure of Kirkfield is that it took time to see changes in habits. In addition, I did not see any experts in the field making observations.</p> <p>When you do monitoring once the bridges are closed, will you act quickly if you notice a problem?</p>	<p>NouvLR – The idea is to act as quickly as possible in case of a problem. We will be on the ground the morning of the obstruction, to monitor traffic.</p>
<p>Congratulations on reducing the construction time for the Cornwall bridge.</p> <p>Is it possible to reduce the delays for the Jean-Talon bridge as well?</p>	<p>NouvLR – An option is being analyzed with partners to see if it is possible to reduce construction time. However, at present, the construction period is planned for two years.</p> <p>REM – In the case of Jean-Talon, there is no other bridge right nearby to use, as is the case for Cornwall. That's what saves time for the Cornwall bridge. Since the Jean-Talon bridge is the only link, the work must be carried out in two phases, which extends its duration.</p>
<p>I don't understand why we're allowing such a chaotic state on Cornwall. We cannot rely on drivers' good behaviour.</p>	<p>NouvLR – For offenders who do not follow traffic signals, it is the police who are involved, otherwise the flaggers could be put at risk.</p>

4. Conclusion

The next meeting is scheduled for early 2020; the exact date will be known in the coming weeks. Committee members will be asked to complete an online survey (Doodle) on this topic.

5. Appendices

List of follow-ups

- Confirm the location and final plans for the temporary footbridge (REM).
- Present the results of the mobility study at the intersection of Wilderton, Bates, Jean-Talon and Canora (City of Montréal).
- Specify the schedule and frequency of the trains that will be carrying the materials excavated from the tunnel (REM and NouvLR).
- Discuss safety and noise impact as part of the upcoming meeting with the school board and schools (REM and school board).
- Verify the participation of primary schools at the upcoming meeting and discussions with the school board (REM and school board).
- Check whether STM buses can park on Laird Boulevard instead of Glencoe Avenue (school board).
- Check whether a link can be added to the Côte-des-Neiges borough website to obtain information on the REM (borough).
- Review the measures implemented before and after November 15 at the intersection of Canora and Jean-Talon, as well as the measures at the other locations (Kirkfield Avenue, corner of Kirkfield, Jean-Talon and Bates) (NouvLR).
- Ensure that flaggers remain outside the cabins, not inside (NouvLR).
- Validate the possibility of using markings or review the programming of the lights at the Canora and Wilderton intersection (borough).

Presentation – Canora and Mont-Royal neighbourhood committee meeting, October 29, 2019

(see next page)



Canora and Mont-Royal Neighbourhood Committee

October 29, 2019



- Welcome and presentation of the agenda
- Status of the situation since the last committee meeting
 - Discussions with the community
 - Complaints
 - Follow-up of the last committee meeting (May 2019)
 - Environmental monitoring
- Status of ongoing and upcoming work
- Question & answer period



Updates since the last committee meeting



Discussions with the community

Communication on the project and the work

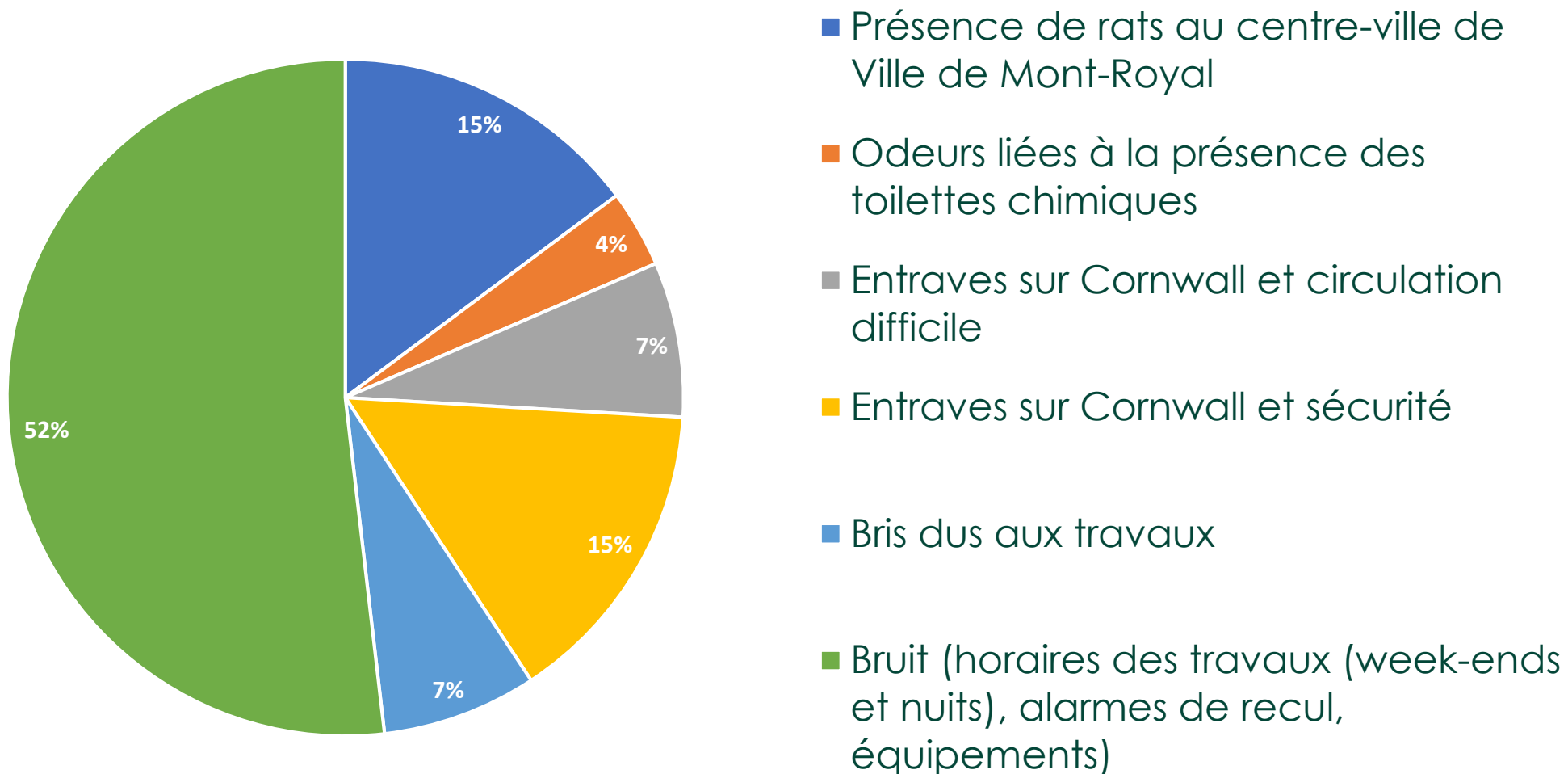
- June 2019:
 - Public meeting in Town of Mount Royal
 - 1st meeting of the REM in operation work group
- July–September 2019: 5 field presences in the sector 's parks (approximately 20 citizens present each time)
- August 2019: Joint TMR–REM announcement for the creation of a public square between Graham and Cornwall bridges (removal of the footbridge at the Lazard-Jasper junction)
- October 2019: Update of Works info
 - General WI – Work in the Canora sector – TMR
 - Specific WI + SMS alert – Work to pour the concrete foundation slab (outside regular hours)

Discussions with the community

Communication related to public transit:

- September 2019: **Announcement of detailed** public transit measures by Mobilité Montréal, the REM and the Québec government
- October 2019: CCMM, REM, MTQ employer event

27 complaints in the last 5 months (since the last committee meeting) (approximately 125 work days)



⇒ **Corrective measures implemented where possible**

Discussions with the community

Summary – Approach of the REM in operation work group

- Group creation meeting and site tour on May 21
- Three-part approach:
 - **Stations:** architectural integration, lighting, traffic, landscaping, etc. **(in progress – 2 work meetings since June)**
 - Noise levels and vibration: previous and operating noise levels, mitigation measures, etc.
 - Health and safety; cars: car technology and attributes, accident prevention, electromagnetic fields, air quality, etc.

Follow-ups from the last committee meeting

8

Ensure the urban integration of the footbridge at the intersection of Lazard/Jasper avenues

Agreement with TMR – New public square

- There are no longer any plans to build a permanent footbridge at the intersection of Lazard/Jasper avenues.



Follow-ups from the last committee meeting

9

Ensure the urban integration of the footbridge at the intersection of Lazard/Jasper avenues

Temporary east–west passage

- There will be a footbridge during the construction period as agreed with the Town of Mount Royal – exact location to be finalized, close to the existing passage.
- This will be a temporary footbridge that will be removed once the work is completed.



For information
purposes

Follow-ups from the last committee meeting

Possibility of setting up coloured banners near REM sites

- Not planned this year, will be planned for 2020 with longer-term mobilization

Make the environmental decree for the REM available on our website

- <https://rem.info/sites/default/files/document/decret-environnement-609-2018.pdf>

ENVIRONNEMENT

16 mai 2018, Tous les secteurs

Décret 609-2018 - Ministère de
l'Environnement et de la Lutte contre
les changements climatiques

 Télécharger

Follow-ups from the last committee meeting

Review the possibility of staying at a hotel during the work

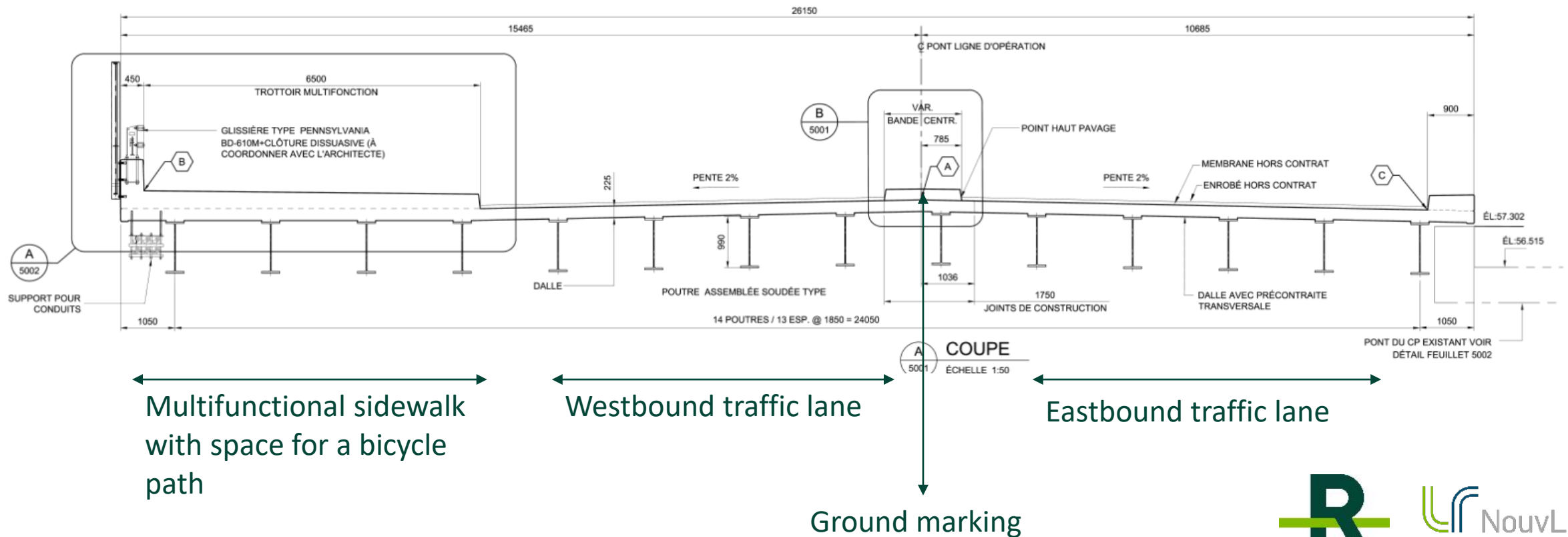
- There are no plans to implement this measure.
- We are counting on the implementation of mitigation measures to reduce the noise impact.

Follow up on the possibilities of respite from work for local residents

- Whenever possible, noisier work is now started at 9 a.m. on weekends.

Follow-ups from the last committee meeting

Present the final concept of the Jean-Talon bridge, including the recommended widths based on development intentions (bike path, bus drop-off areas, etc.)



Follow-ups from the last committee meeting

13

Final concept of the Jean-Talon bridge (continued – mobility study being carried out by the city of Montréal in the Wilderton / Bates / Jean-Talon / Canora intersections sector)

- This mandate is the preliminary preliminary stage, eventually leading to a building project.
- The context of this study is broad, complex and involves several city departments, the boroughs of Côte-des-Neiges–Notre-Dame-de-Grâce, Outremont and Town of Mount Royal.
- **Projects in the study area**
 - Implementation of the REM's Canora station
 - CP's project to upgrade pre-emption at the level crossing on Wilderton Street
 - Upgrading of traffic lights on Wilderton Street at Jean-Talon and Bates intersections and the CP level crossing
 - Repair of the Jean-Talon overpass
 - Study of a bicycle path on Wilderton Avenue and Bates Road

Final concept of the Jean-Talon bridge (continued – mobility study being carried out by the city of Montréal in the Wilderton / Bates / Jean-Talon / Canora intersections sector)

– Guiding principles

- Improve safety and comfort for all modes of transportation, especially pedestrians and cyclists
- Allow optimal street sharing between all modes of travel (walking, cycling, public transit, car)
- Improve accessibility to the sector by bicycle
- Deter transit on the local network
- Maintain acceptable traffic levels

– Progress

- The diagnostic phase has been completed and development scenarios are being drawn up.

Present the city's development vision for the surroundings of future stations (e.g. possibility of a sidewalk on Canora Road) (city of Montréal)

- The borough wishes to move forward with the implementation of a sidewalk on the west side of Canora.
- Anticipated impact: The parking lot on the opposite side, i.e. the east side, will have to be removed.
- REM and NouvLR will have to take this new input into consideration in the design of the Canora/Jean-Talon intersection, as this sidewalk will have to connect to the new configuration.



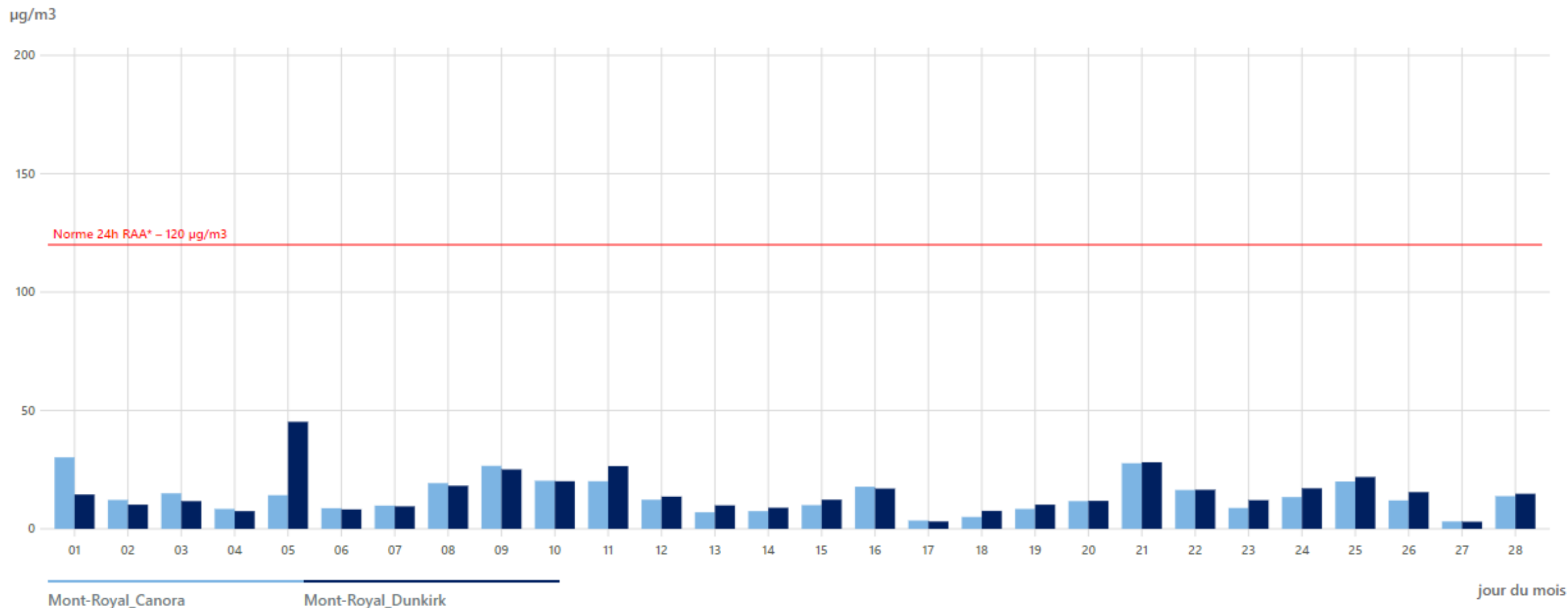
Environmental monitoring



Air quality – Total particles – Mont-Royal

- No exceedance of the standard from June to October
- Air quality: **Result = good**

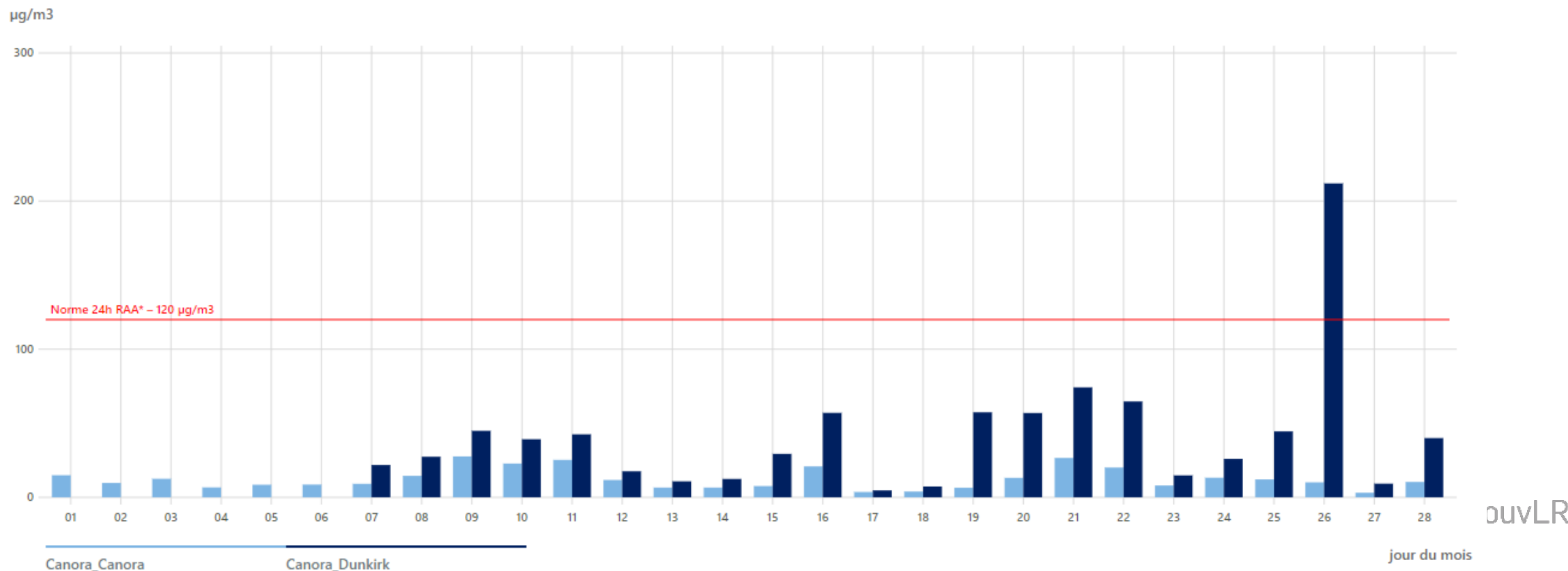
Moyenne journalière - octobre 2019 - particules totales



Air quality – Total particles – Canora

- Only one exceedance of the standard from June to October
 - Site activities during October 26 were concentrated directly under the air quality measurement station. For this reason, this result is not representative of the ambient air quality in the area. The total particulate matter level recorded is mainly from the exhaust gases of the equipment under the measuring station.
- Air quality: **Result = good**

Moyenne journalière - octobre 2019 - particules totales



Exceeding noise targets (day) Canora east

(approximately 125 work days)

58 dBA

Mitigation measures

June 12: Clearing and pruning, construction of the access ramp and the Berlin wall, vibratory pile driving

+13 dBA

Engine off when on standby, noise-absorbing equipment during vibratory pile driving, insulating wall around the compressor during vibro driving*

June 14: Access ramp work and vibratory pile driving

+5 dBA

*Modified working method to limit noise – vibratory driving instead of impact pile driving

June 21: Construction of the acoustic wall

+4 dBA

Engine off during extended standby

June 28: Slope excavation and correction on acoustic wall

+ 5 dBA

Noise barrier and engine off during extended standby

June 29: Restriking of previously vibro-driven piles

+26 dBA

Temporary, short-term impact: noise barrier, acoustic enclosure around the hammer, shock-absorbing material when driving piles

August 7 and 8: Drilling of ties for Berlin wall

+5 dBA

August 15: Excavation and timbering for Berlin walls, Drilling of foundation piles

+6 dBA

Noise barrier, mattress on the drill mast, insulating walls around the compressor, engine off during extended standby

August 16 and 17: Drilling of foundation piles

+10 dBA

Exceeding Mont-Royal east noise targets

(approximately 125 work days)

63 dBA

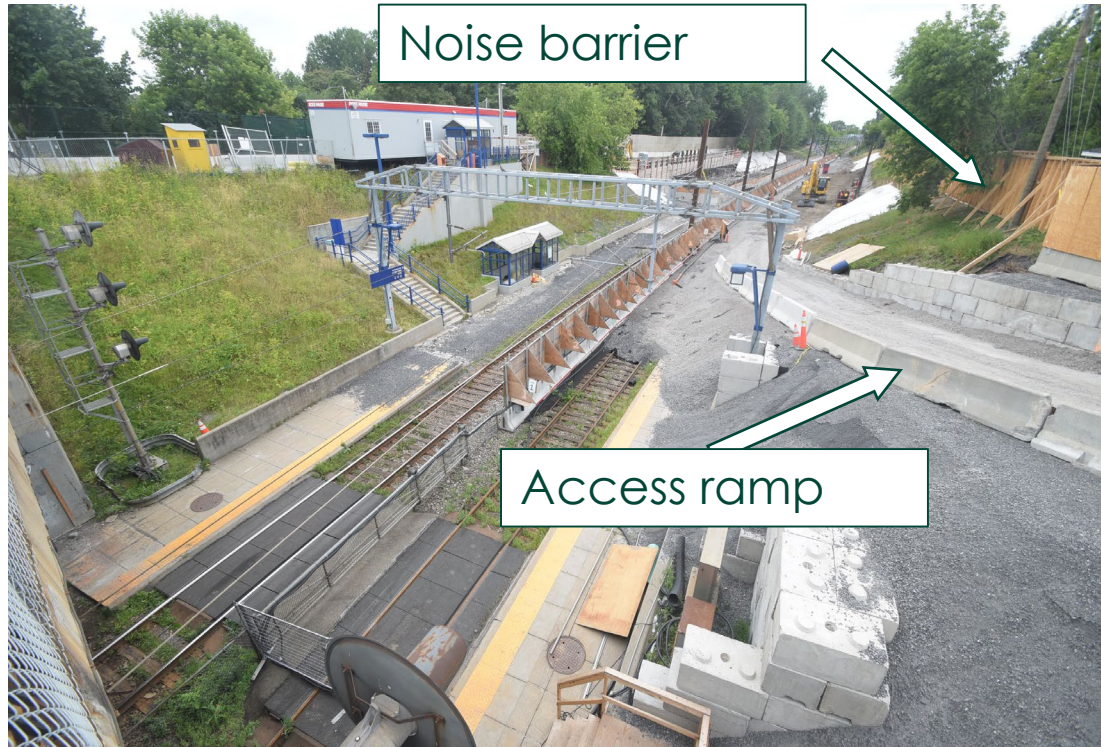
Mitigation measures

No exceedance



Work done this summer





Canora station



Mont-Royal station

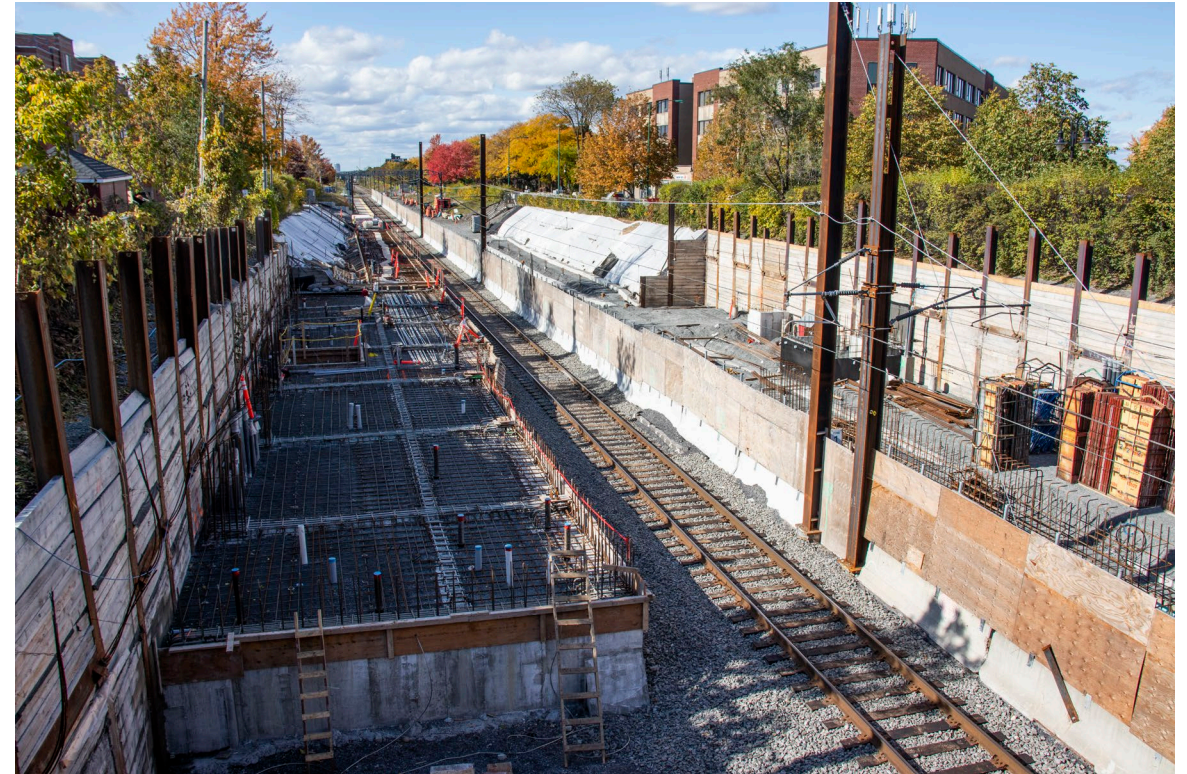


Foundations of the new stations

August to September 2019



**Drilling of foundation piles
Canora east**



**Formwork for the foundation slab
Mont-Royal west**

Foundations of the new stations September to October 2019

Wall of the
new station



Concrete
work on the
foundation
slab

Obstacle on Jean-Talon West

August to October 2019



Mobilization of trailers – Cornwall bridge

August to
October 2019

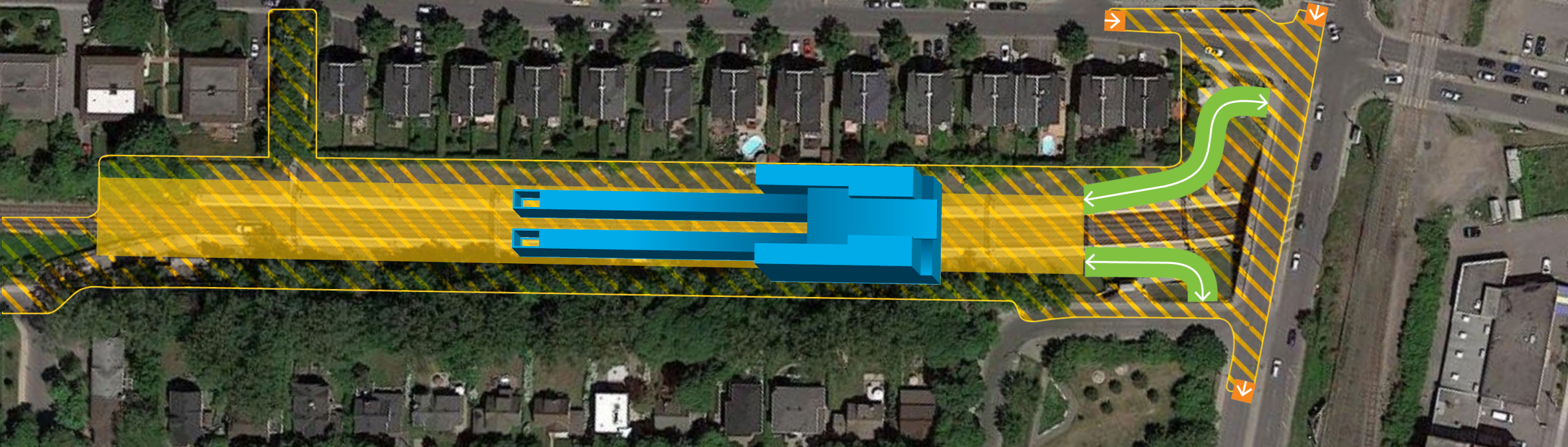


CONSTRUCTION
FOOTPRINT

CANORA STATION

NOVEMBER 2019

- TOTAL FOOTPRINT 
- CIVIL CONSTRUCTION SITE 
- TRUCK ENTRANCE AND EXIT 
- STATION 
- PEDESTRIAN MANAGEMENT 



MONT-ROYAL STATION

UNTIL APRIL 2020

TOTAL FOOTPRINT



CIVIL CONSTRUCTION SITE



TRUCK ENTRANCE AND EXIT



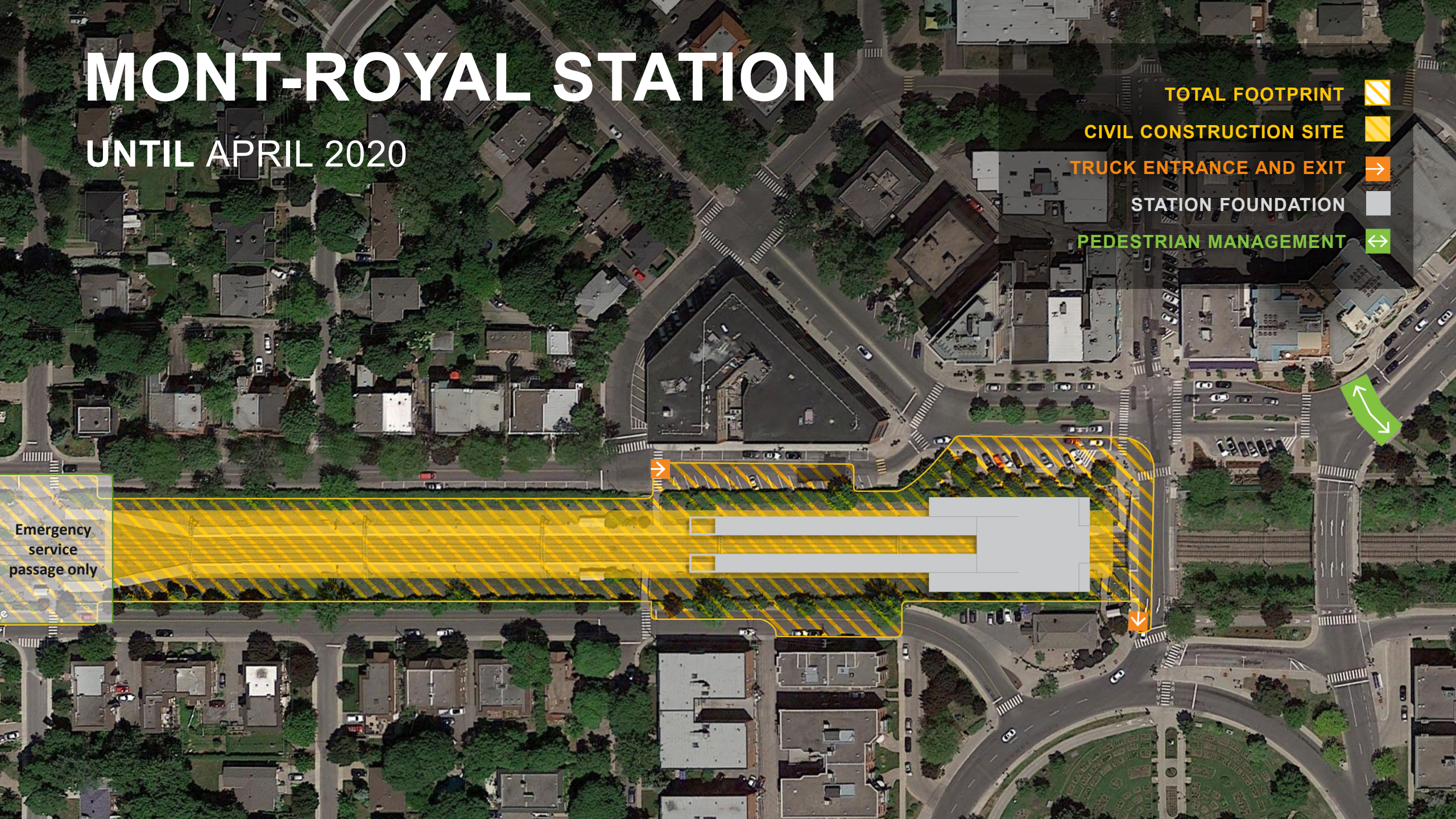
STATION FOUNDATION



PEDESTRIAN MANAGEMENT



Emergency
service
passage only



MONT-ROYAL STATION

APRIL 2020

TOTAL FOOTPRINT



CIVIL CONSTRUCTION SITE



TRUCK ENTRANCE AND EXIT



STATION



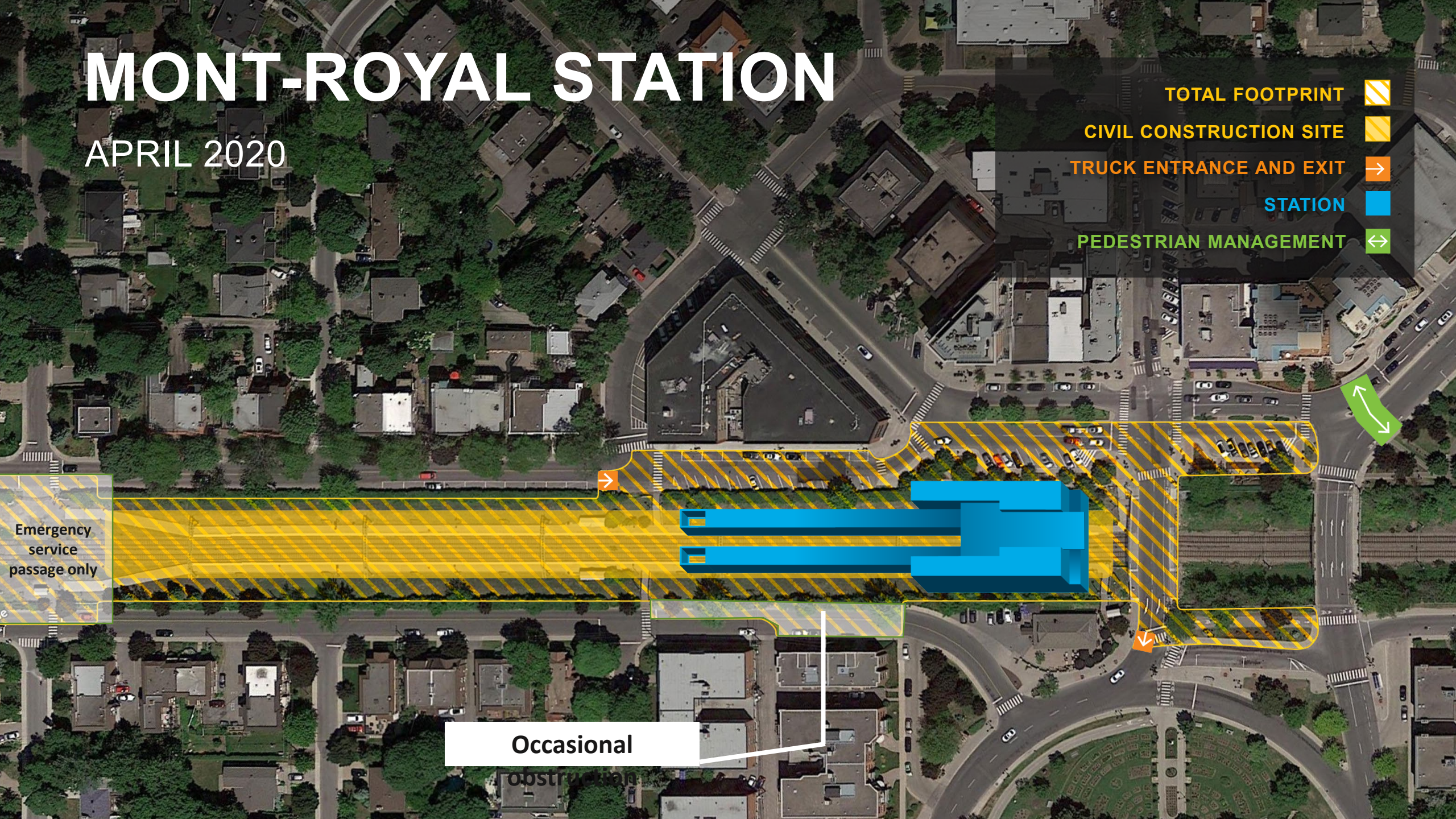
PEDESTRIAN MANAGEMENT



Emergency
service
passage only

Occasional

obstruction



SNOW REMOVAL CANORA STATION

RESPONSIBILITY

CITY OF MONTRÉAL



TOWN OF MOUNT ROYAL



NOUVR



SNOW REMOVAL CANORA STATION

RESPONSIBILITY

CITY OF MONTRÉAL 

TOWN OF MOUNT ROYAL 

NOUCLR 



SNOW REMOVAL MONT-ROYAL STATION

RESPONSIBILITY

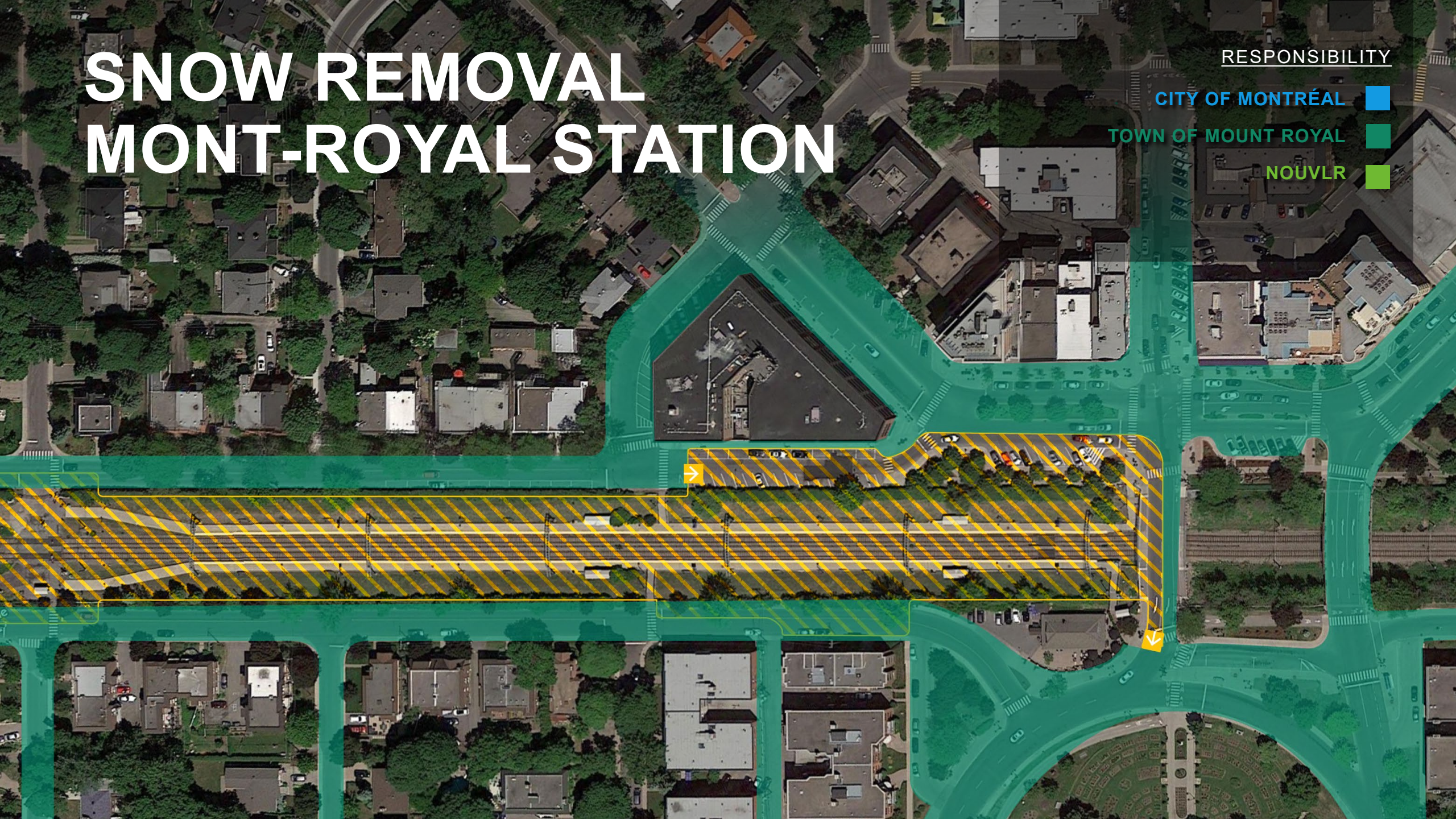
CITY OF MONTRÉAL



TOWN OF MOUNT ROYAL



NOUVR





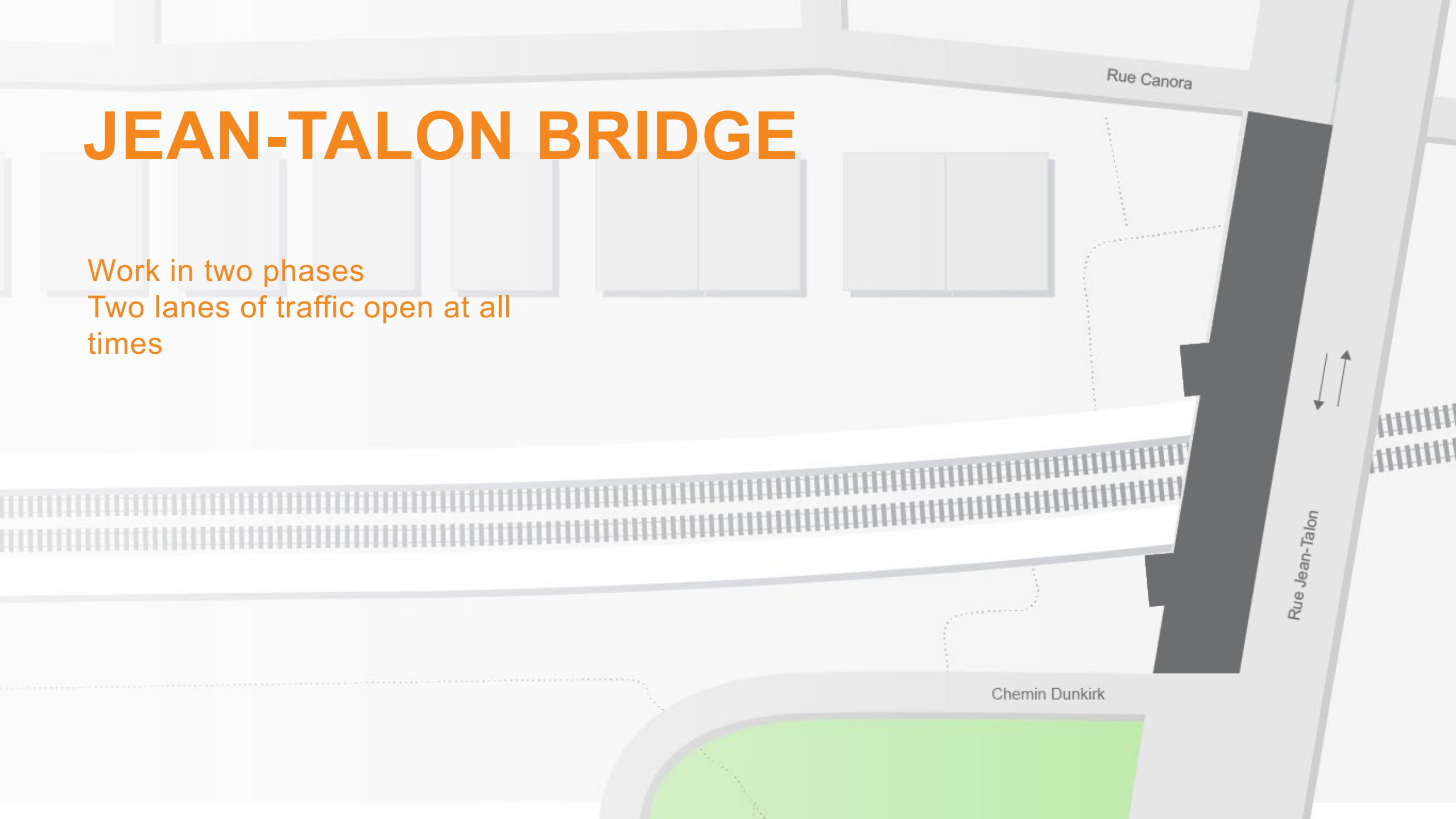
Upcoming work



BRIDGE REBUILDING

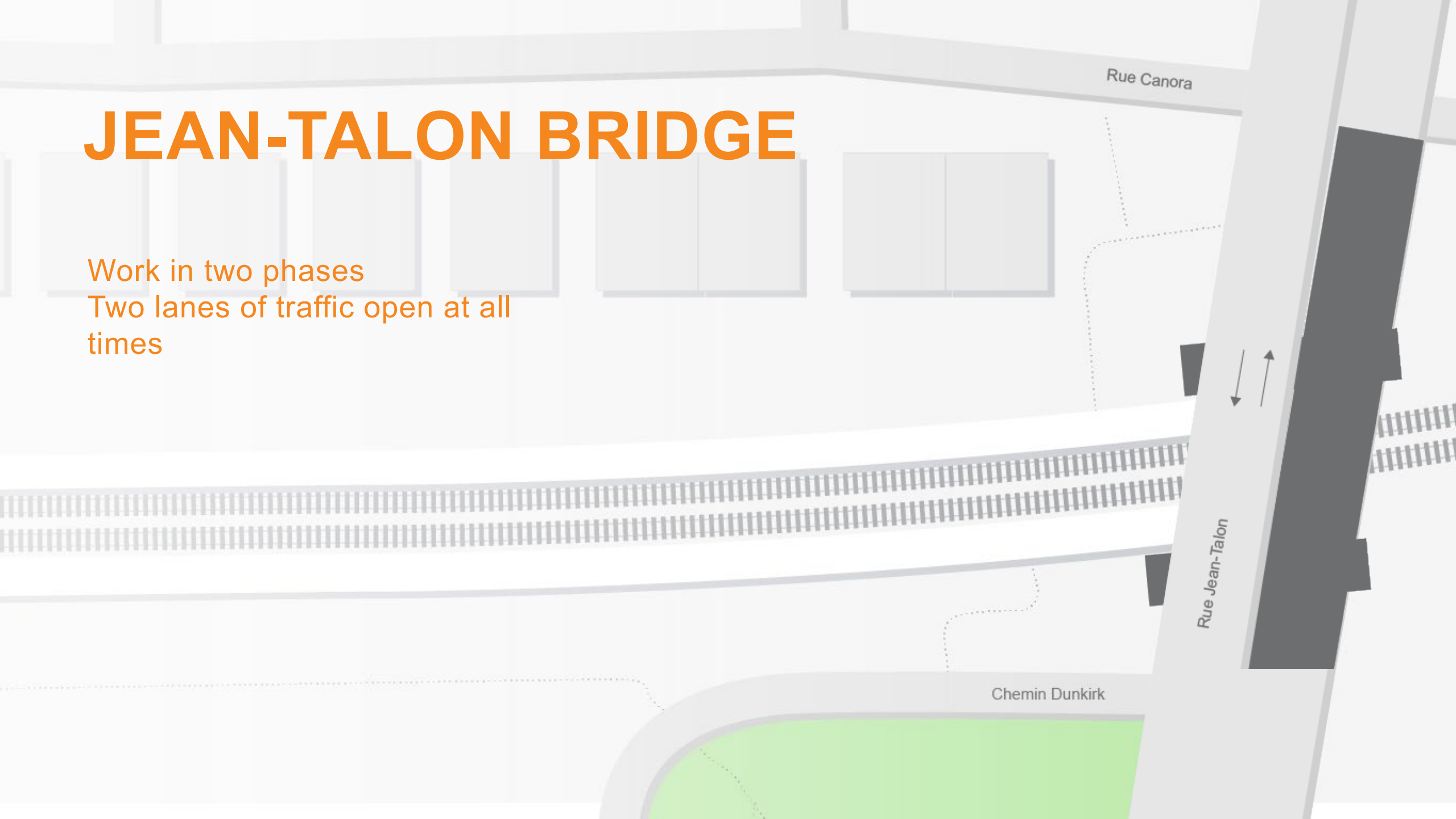
JEAN-TALON BRIDGE

Work in two phases
Two lanes of traffic open at all
times



JEAN-TALON BRIDGE

Work in two phases
Two lanes of traffic open at all
times

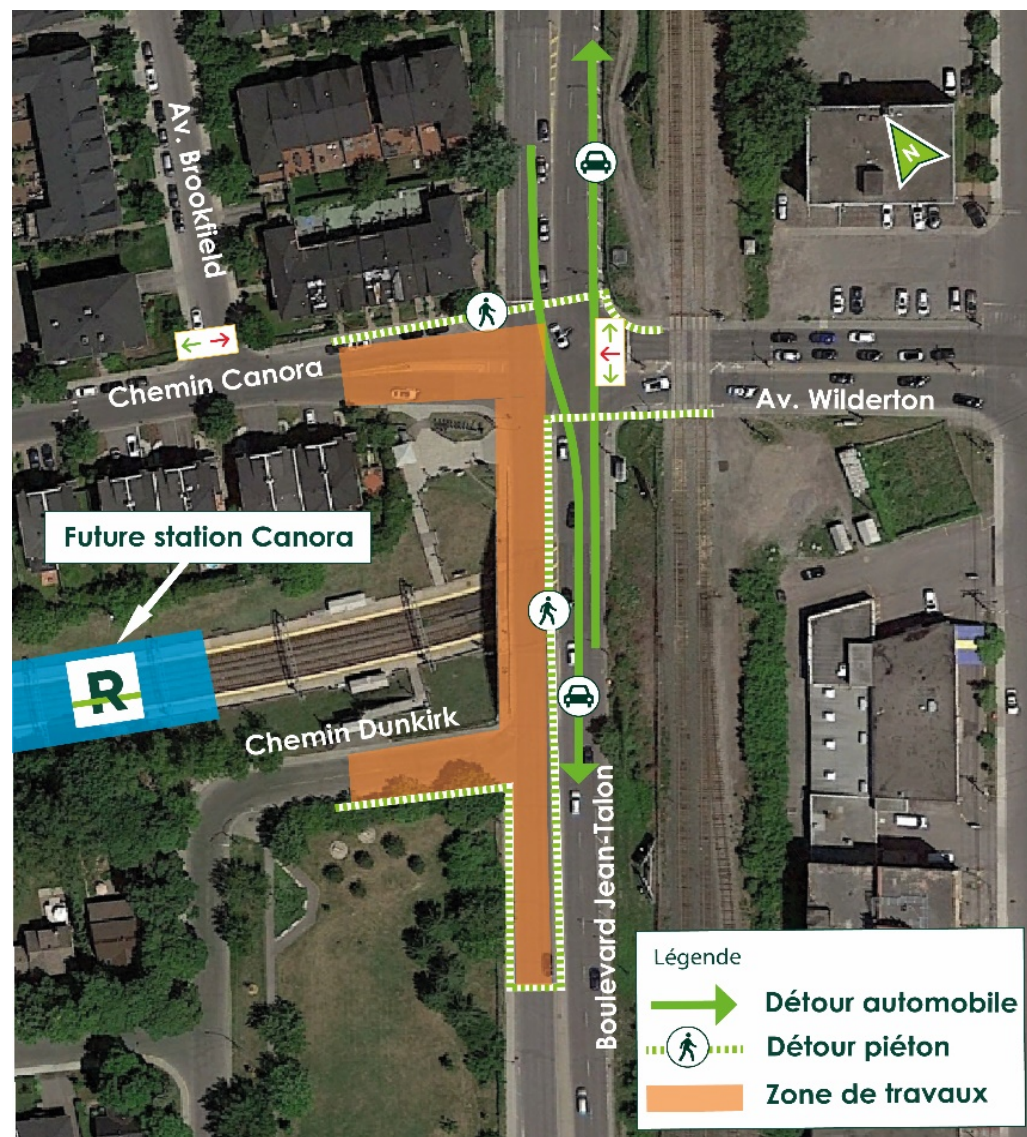


CORNWALL BRIDGE

A schematic diagram of a bridge construction project. A thick yellow vertical bar represents the bridge structure. To its left, a grey area contains a dashed white line forming a rectangular path, with a small grey rectangle at the bottom left. To the right of the yellow bar, a grey area contains a dashed white line forming a rectangular path. A green double-headed vertical arrow is positioned to the right of the yellow bar, spanning the height of the bridge structure. The background is a light grey grid with horizontal and vertical lines.

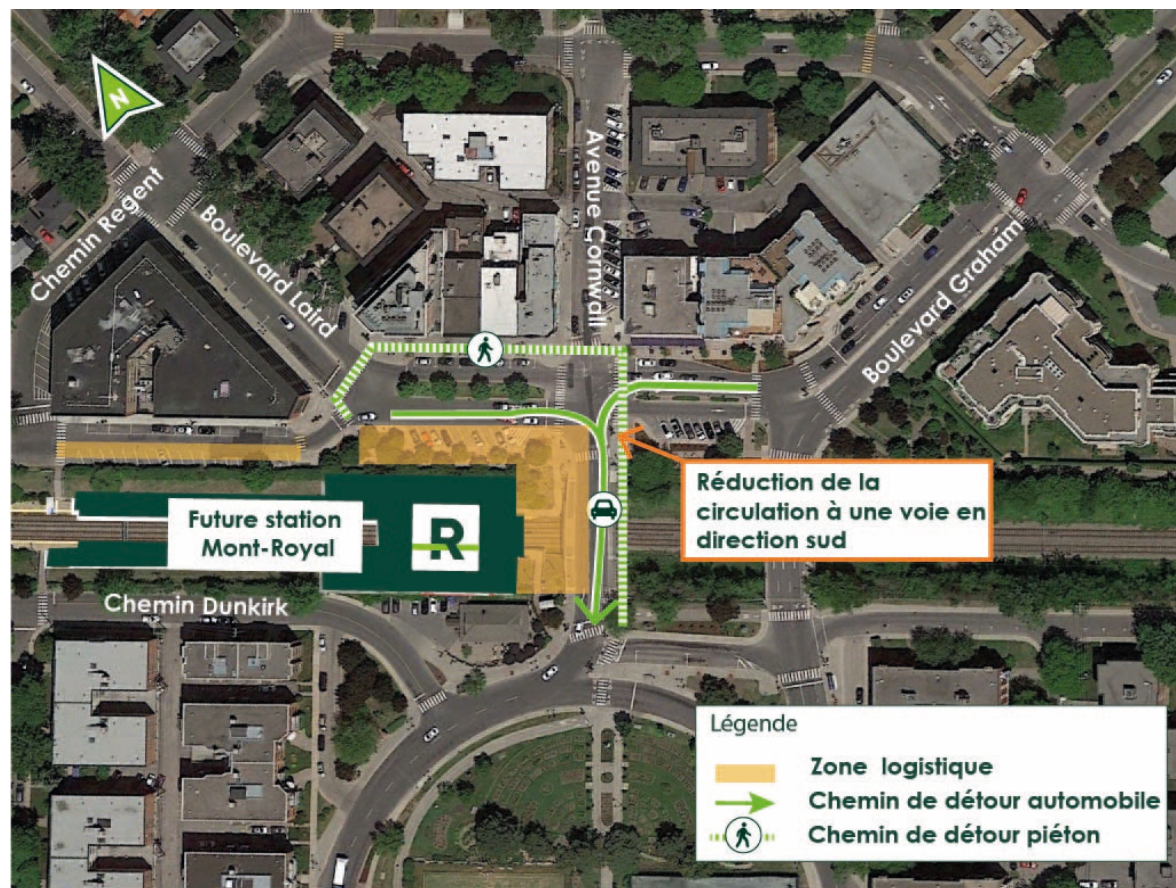
Same sequence of work
In a single phase
Traffic via Laird Boul.

Detour map – Jean-Talon bridge

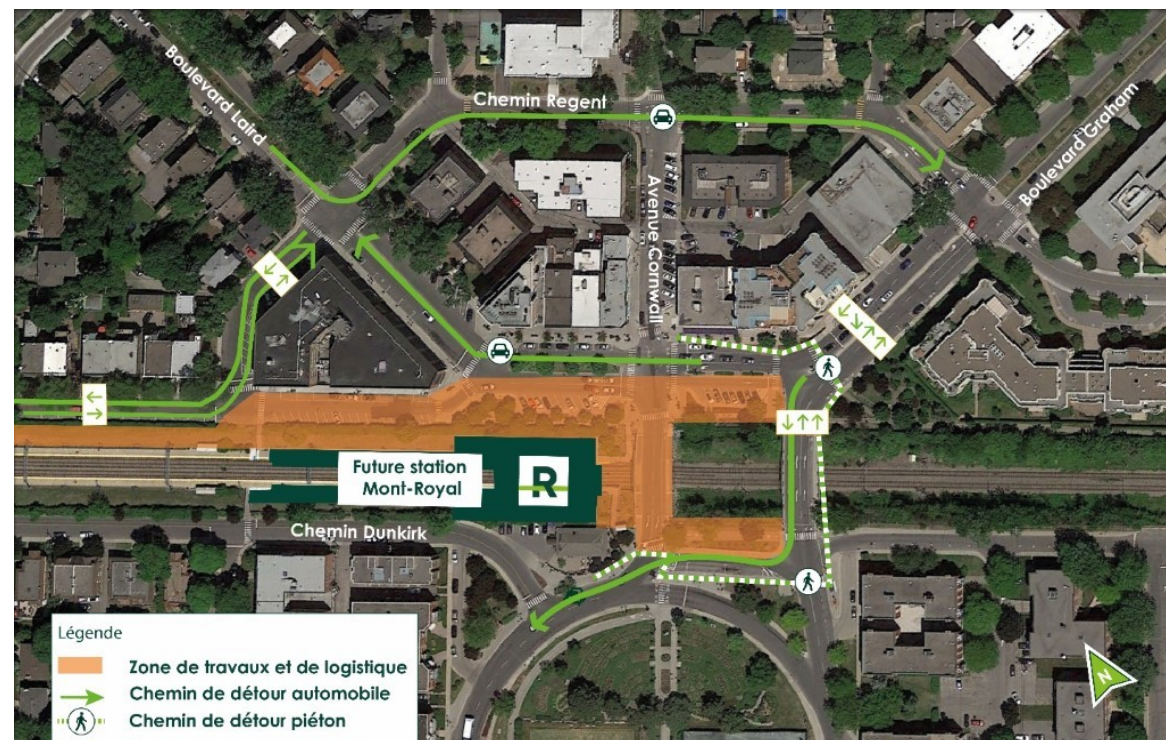


Detour maps – Cornwall bridge

November 2019 to April 2020



April to November 2020



Work from January 2020 onwards

Work planned for the stations

- Erection of steel structures
- Installation of station facings (exterior envelope) and roofs
- Interior work

Excavation work in the Mount Royal Tunnel

- Disposal of excavation materials from the Mount Royal Tunnel at the A40 site
- Work lasting several months
- Transportation of excavation materials by train between 6 a.m. and 8 p.m

3D video of the stations' steel structure





Question & answer period



Thank you!

Next meeting:
Winter 2020 (Doodle)

