



Information meeting about the REM on Nuns' Island – Highlights and answers to questions

Date and time: November 23, 2020, 6.30 to 8 pm

Location: Online via the icastPro platform

Highlights of the meeting

- Close to 200 participants
- Nearly a hundred questions received beforehand and asked during the evening
- Four stakeholders attended the information session and question period:
 - Isabelle Lachance, Community Relations Advisor, REM
 - Xavier De Nettancourt, South Shore Manager, NouvLR
 - Mario Beausoleil, Operations Manager, REM
 - Pierre Guillot-Hurtubise, Facilitator

Meeting agenda:

- Presentation on the REM and the work
- Question period: answers to questions submitted beforehand and those asked by participants during the evening (through a question module).

Content of the presentation:

- Background
- The REM on Nuns' Island
- Ongoing work and work in 2021

Main topics during question period:

- Access to the station (e.g. redesigning the bus network, sufficient bike racks, active transportation options such as BIXI and Communauto)
- Safety all around the station (signage at intersections, co-existence between cyclists and pedestrians)
- Amenities (e.g. washrooms or commercial spaces, pedestrian tunnel, etc.)
- Startup schedule for the station and the South Shore branch
- REM operations (e.g. car capacity, power supply, operating noise, etc.)

- Prices

The video recording of the information session is available at: <https://youtu.be/N4C8qou1tmk>

The documentation presented during the meeting is available at:
<https://rem.info/en/events/online-information-meeting-ile-des-soeurs>

You will find the PowerPoint presented at the meeting below.

Written responses

Many questions were asked during the evening and our team could not answer all of them. Here are our answers to all those other questions:

Are you thinking of having a very efficient service from the southern tip to the REM station compared to the time it takes now by bus? (It takes 20 minutes to get from the southern tip to the island exit, which is too long).

- As we said during the meeting, the STM is reviewing its bus network on Nuns' Island so as to align it with the arrival of the REM. The STM is currently analyzing and confirming the different scenarios for the Nuns' Island sector.
- We do not have details about anticipated travel times from the southern tip to the REM station at this point.
- The redesign will be in effect when the station opens, scheduled for spring-summer 2022.

When do you expect to complete the traffic and signage analyses, and do you plan to consult with Nuns' Island residents after doing the analyses to address their concerns?

- Traffic analyses and associated plans are underway.
- We expect them to be ready in the first half of 2021.
- No consultation is planned on this subject. The goal of these technical analyses is to determine the appropriate measures for safe access to the stations.

You seem to want to greatly slow down the Nuns' Island car exit to Autoroute 15 North. Aren't you afraid of generating monster traffic jams?

- We are studying traffic and designing ways to have everyone (pedestrians, cyclists, drivers) move around the station as smoothly and safely as possible.
- The Claude-Robutel traffic circle is being turned into a T-junction to ensure safe access to the station, since we expect a greater flow of pedestrians that cannot be absorbed by a traffic circle. Maintaining the smooth flow of car traffic will also be a part of this reconfiguration.

Will there be a work of art as part of the "1% artistic" program?

- The REM is subject to the 1% program of the Ministère de la culture.

- The REM is currently working out its artistic program with the Ministère de la culture to determine where the works will be located. We will be able to give out more details on this program next year.

What will the noise level be?

- Modelling is underway to assess the noise levels during REM operations. Noise barriers will be installed if significant impacts are noted.
- REM essentially uses quieter technology than current trains. Several sources of noise like friction and the squeaking of wheels/rails are much lower.
- Since the Île-des-Sœurs station is located in the middle of the highway, where ambient noise is already higher, we do not expect any significant impacts. Modelling will provide an accurate picture.

How can you "design" a 21st century station without a convenience store, coffee shop, toilets and indoor/heated bus shelters? Wouldn't it be a perfect opportunity to allow local people to start businesses and make the customer-user experience more enjoyable by providing basic services for a province as northern and winter-bound as Quebec?

- REM stations have been designed first and foremost to meet the needs of public transit users. These are transit areas.
- With the utility areas needed for REM operations, the length of the platforms and the universal accessibility requirements, the stations already take up a great deal of space.
- There will be heated spaces at bus terminals such as Panama, Brossard and Fairview-Pointe-Claire.
- We do not expect to heat the bus shelters. The public transit network will be redesigned to provide fast and frequent access to stations.

How many bikes per rack?

- We expect users will be able to park two bikes per rack.

What does your traffic study reveal in terms of vehicle traffic at the drop-off point? Wouldn't a second drop-off on the north side lighten the traffic around the station?

- The number of drop-off spaces was based on anticipated and expected ridership data for the station.
- All infrastructure other than that for pedestrians and cyclists will be within the REM grounds, which are south of the station. There is no space to the north within the site boundaries.

Are there any developments regarding access to the Panama Station from Rue Tisserand?

- The Ville de Brossard and its mobility partners are studying an alternative scenario for sector T access to the Panama station.
- We are waiting for a revised scenario from the city.



Réseau express métropolitain

Information meeting on
Nuns' Island

November 23, 2020

Réseau
express
métropolitain



Agenda

- Background
- The REM on Nuns' Island
- Current and upcoming work
- Question and answer period

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O Background

Réseau express métropolitain



Largest public transit project in Québec in the last 50 years

Light rail
100% electric
and automated

26 stations, 67 km

Updated schedule – COVID-19 impact and issues in the Mount Royal Tunnel



DEUX-MONTAGNES

ANSE-À-L'ORME

YUL-AÉROPORT
MONTRÉAL-TRUDEAU

DU RUISSEAU

CENTRAL STATION

BROSSARD

DIRECTION
BLAINVILLE-SAINTE-JÉRÔME

MONTMORENCY

DIRECTION
REPENTIGNY-MASCOUCHE

SAINTE-MICHEL

HONORE-BEAUGRAND

CÔTE-VERMOREL

DIRECTION
VAUDREUIL-HUDSON

ARNDSON

BEKRI-UDAM

LONGUEUIL-UNIVERSITÉ DE MONTREAL

ARNDSON

ANGINGNON

DIRECTION
CANDIAC

SAINT-HILAIRE

Spring/summer 2022

Fall 2023

Spring 2024

Fall 2024

End of 2024

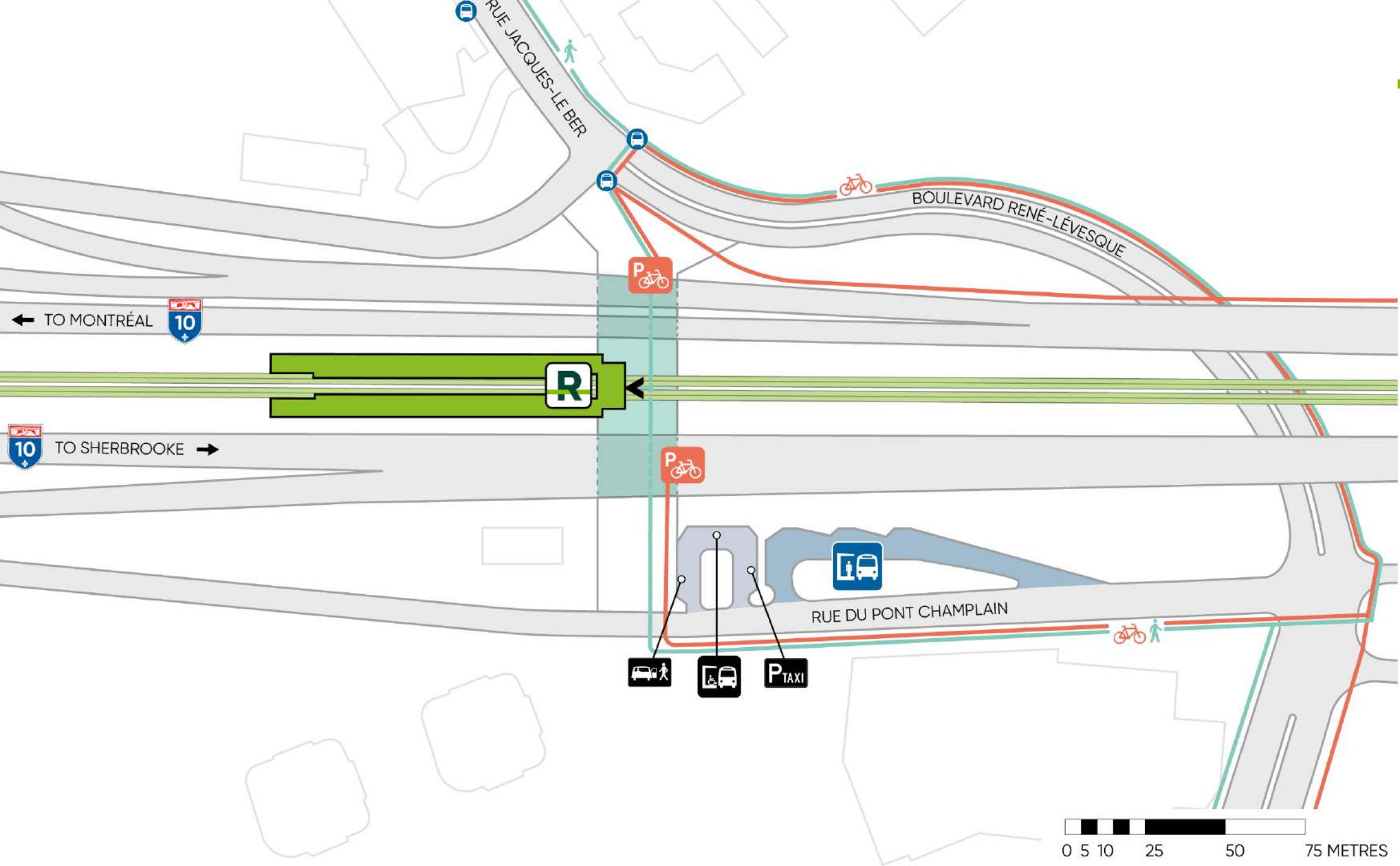


The first cars unveiled!





The REM on Nuns' Island





Architectural principles



Lines mimicking **movement**

Glass for its transparency and natural light

Wood for its warmth and as a hallmark



For information only



For information only



For information only



For information only



For information only



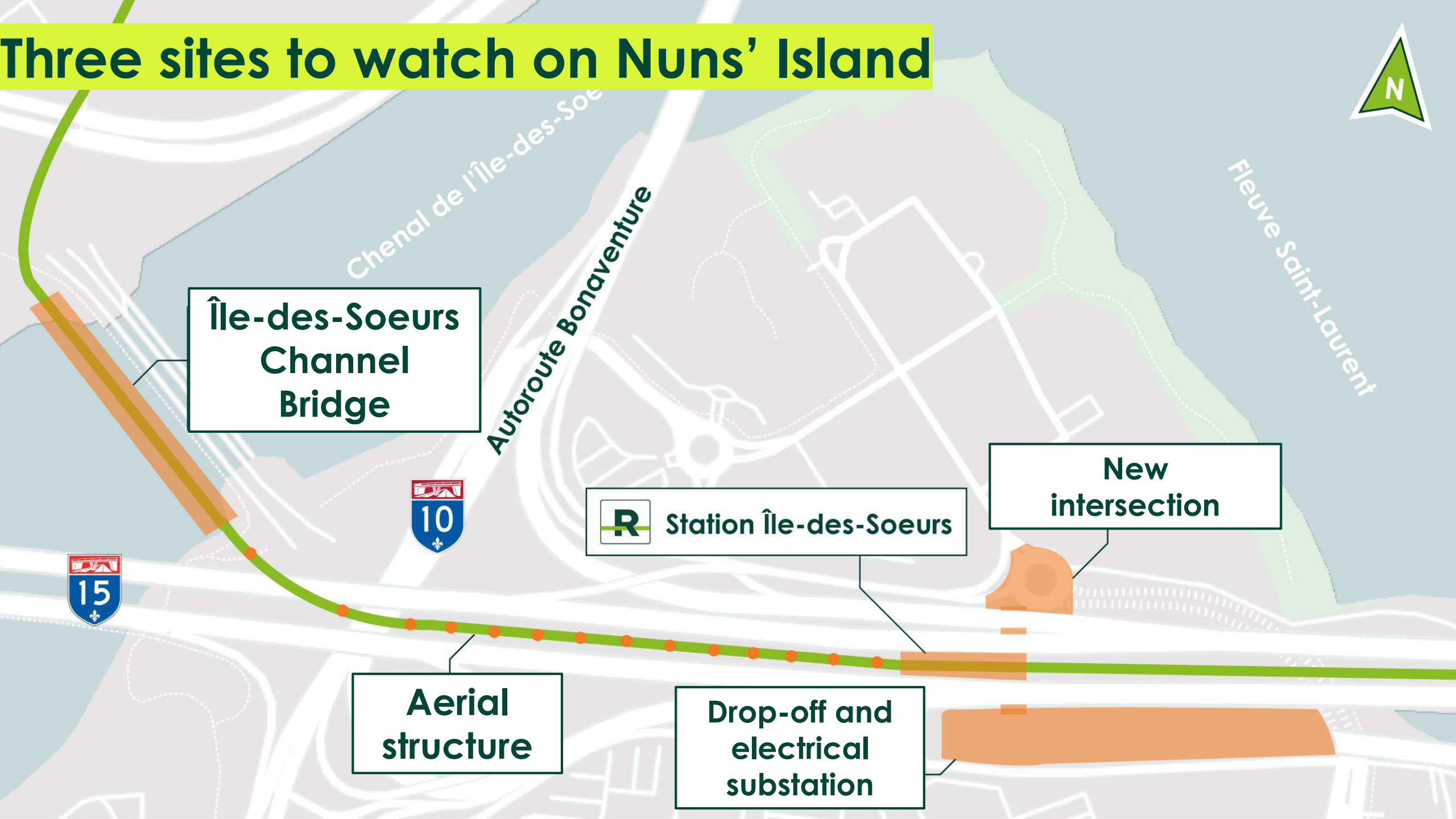
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Current and upcoming work

Three sites to watch on Nuns' Island



Île-des-Soeurs
Channel
Bridge

Autoroute Bonaventure



R Station Île-des-Soeurs

New
intersection



Aerial
structure

Drop-off and
electrical
substation



Fleuve Saint-Laurent

Work completed



Île-des-Sœurs Channel Bridge:

- Construction of the 4 pillars

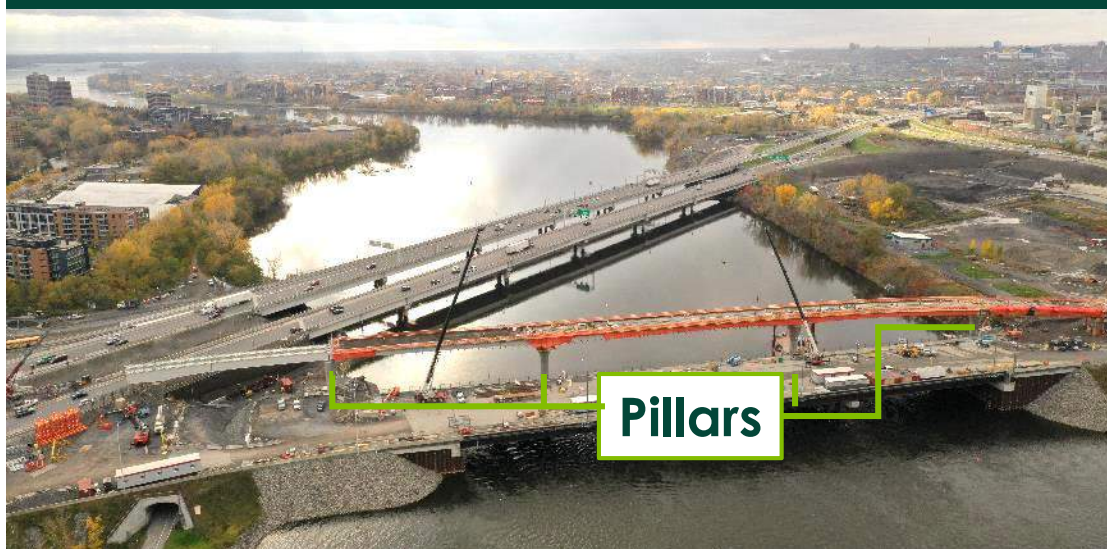
Elevated structure:

- Construction of the 14 pillars

Île-des-Sœurs Station:

- Construction and concrete work on station foundations

Île-des-Sœurs Channel bridge



Île-des-Sœurs Station





Bird's-eye view of construction sites

Shot in October 2020

Upcoming work – 2020



Île-des-Sœurs Channel Bridge:

- Finish work on the deck

Elevated structure:

- Installation of final girders and deck
 - Connection to the elevated structure on Montréal side

Île-des-Sœurs Station:

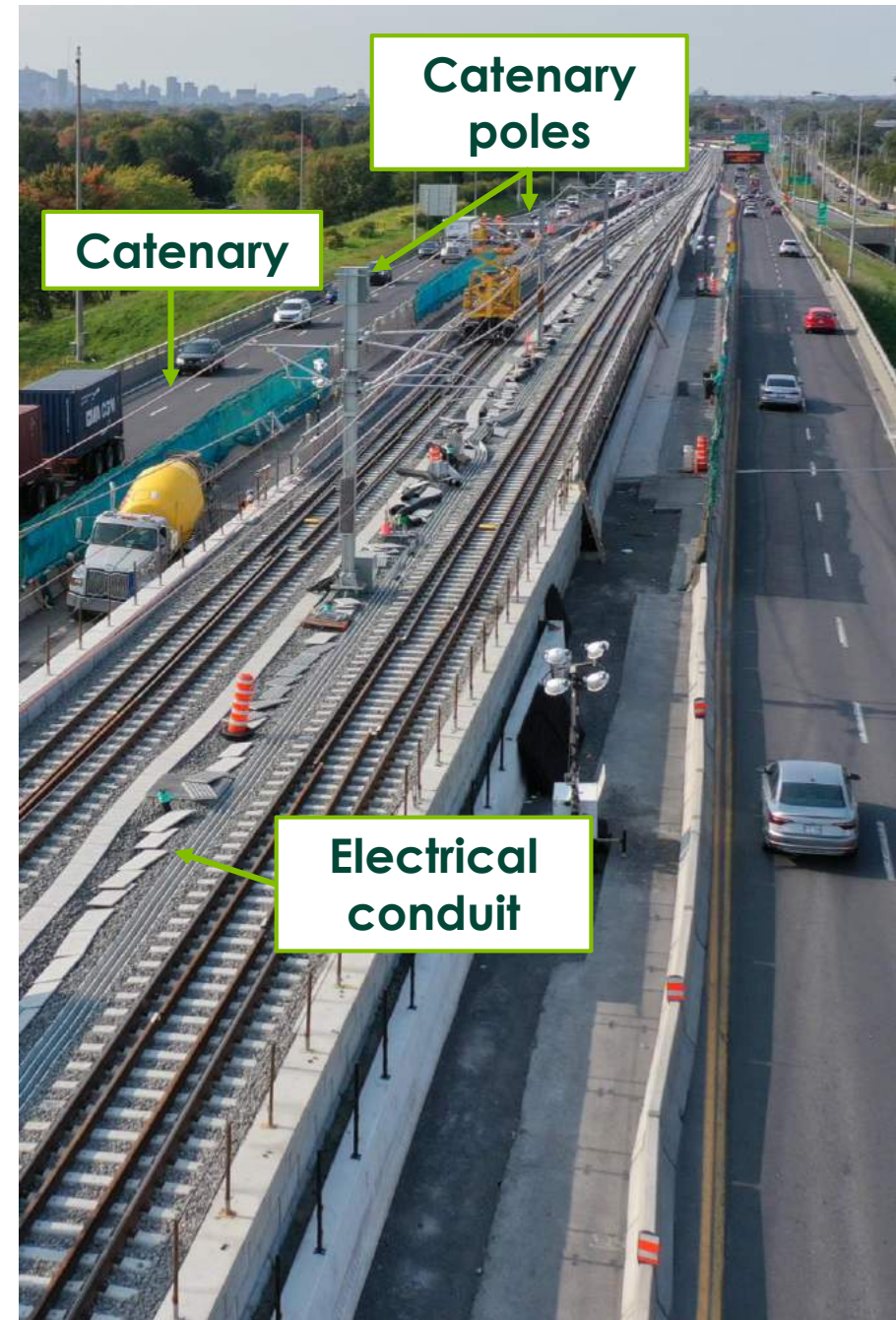
- Finish work on foundations



Upcoming work – 2021

Elevated structure:

- Installation of tracks and related infrastructures (poles, cables and electrical system)



Upcoming work – 2021



Île-des-Sœurs Station:

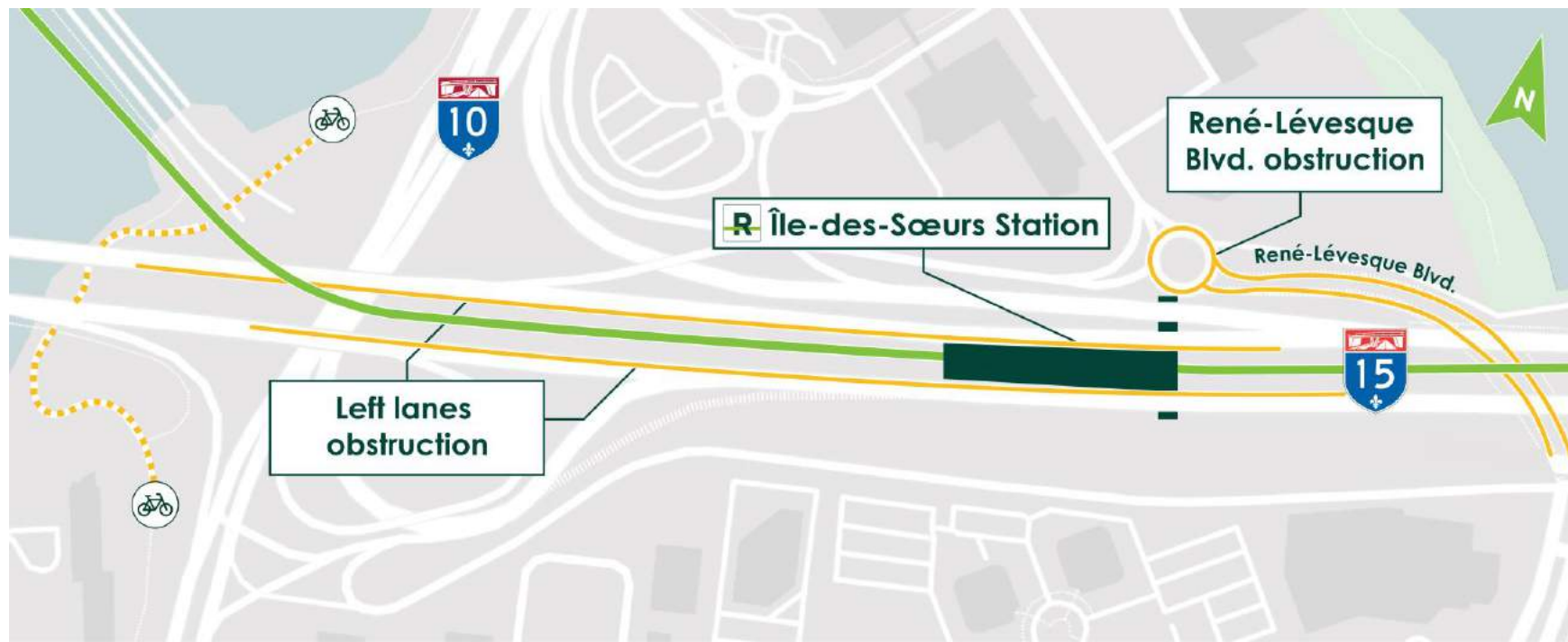
- Station and electrical substation construction continues
 - Steel structure, envelope and interior work
- Station access work
 - Claude-Robutel roundabout and south drop-off
- Connection to public utilities (water, sewer)



Anticipated impacts in 2021 – Mobility



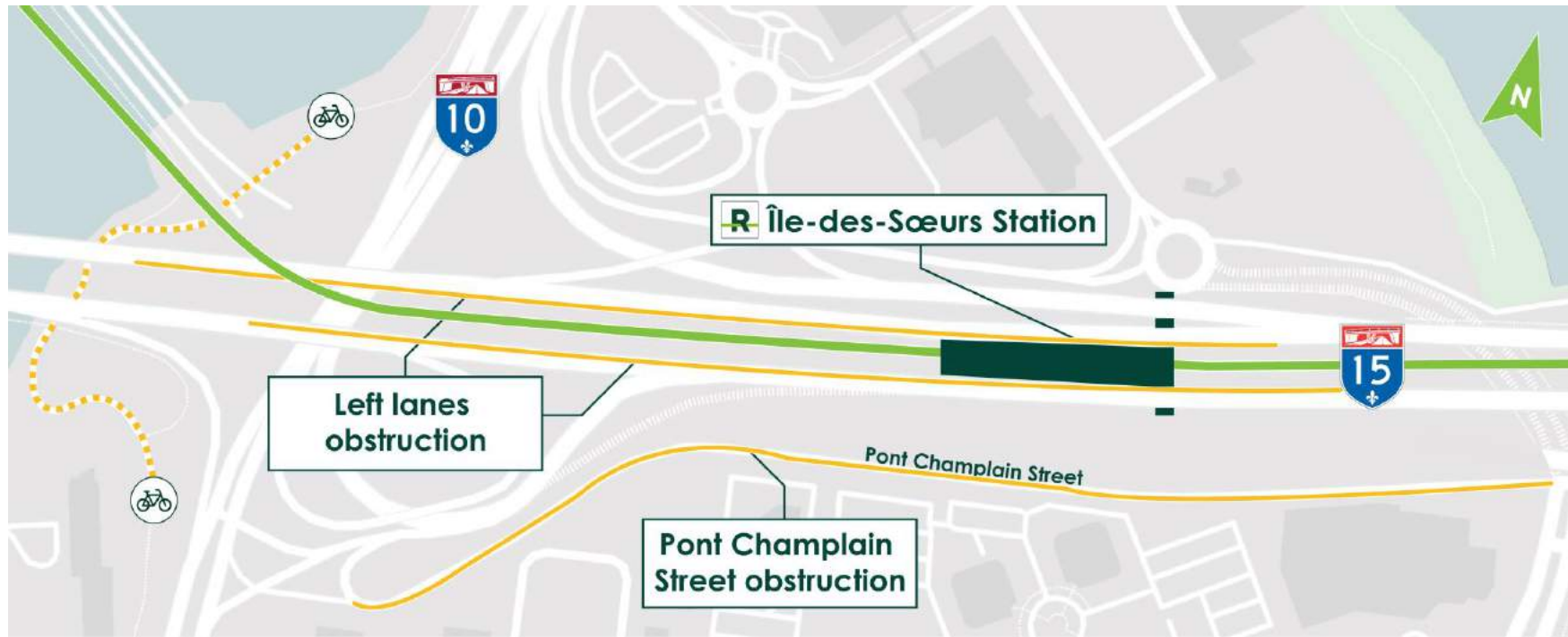
- Highway 15: one lane closure maintained in both directions
- Claude-Robutel roundabout: closure of one segment of René-Lévesque Blvd. for about 2 months (spring 2021)
- Champlain Bridge Street: closed for about 2 months (spring 2021 – not at the same time as René-Lévesque Blvd.)



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Anticipated impacts through the end of 2020 –

Mobility

- Occasional traffic pattern disruptions to install the deck over Highway 15 North and Île-des-Sœurs Blvd. **through the end of 2020**
- Weekend work planned from December 4 through 7:
 - Major traffic pattern disruptions on Highway 15 North, Île-des-Sœurs Blvd. and Bonaventure Expressway



Within the range of REM



Île-des-Sœurs
to Gare
Centrale



6 min.



Île-des-Sœurs to
Édouard-Montpetit



10 min.



Île-des-Sœurs
to the Airport




30 min.

(approx)

Réseau
express
métropolitain

 REMgrandmtl

 REMgrandmtl

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(1-833-736-4636)

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Question & Answer period