

# Information meeting about the REM in Saint-Laurent and Ahuntsic-Cartierville

📍 **Montpellier, Du Ruisseau and Bois-Franc stations**

## Highlights and additional information

**Date and time:** December 3, 2020, 6:30 p.m. to 8 p.m.

**Location:** Online via the icastPro platform

### Highlights of the meeting

- Close to 200 participants
- Nearly 100 questions received beforehand and asked during the evening
- 6 stakeholders attended the information session and question period:
  - o Marie-Michèle Paul, Assistant Director, Public Affairs and Community Relations, REM
  - o Giovanni Cipolla, Deux-Montagnes Segment Director, NouvLR
  - o Mario Beausoleil, Operations Manager, REM
  - o Christian Ducharme, Director, Engineering, REM
  - o Chantal Bolduc, Assistant Director, Engineering, REM
  - o Pierre Guillot-Hurtubise, Facilitator

### **Meeting agenda:**

- Presentation on the REM and the work in the Montpellier, Du Ruisseau and Bois-Franc stations sector
- 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's Montpellier, Du Ruisseau and Bois-Franc stations
- Ongoing work and work in 2021

**Main topics during question period:**

- The construction of the Toupin and O'Brien railway overpasses
- Access to the stations
- Planned amenities (e.g. washrooms or commercial spaces, pedestrian tunnel, etc.)
- Station commissioning schedule
- Questions regarding REM operations (e.g. car capacity, power supply, winter operations, operating noise, etc.)
- Rates

You will find all relevant documentation here: <https://rem.info/en/events/online-information-meeting-saint-laurent-and-ahuntsic-cartierville>

**Additional information and questions asked during the public meeting:**

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

**Transitional measures put in place by Mobilty Montréal**

- For any questions or additional information on the transitional measures put in place by Mobilty Montréal, please visit the Mobilty Montréal website: <https://mobilitymontreal.gouv.qc.ca/infomobilityrem/>

**Will buses be added when the REM arrives in the area?**

- The STM is currently reviewing its bus network throughout the island of Montréal in preparation for the REM's arrival.
- The redesign will be in effect when the REM is commissioned in the sector.

**Ville Saint-Laurent is planning a school and community hub at the corner of Jules-Poitras Street and Henri-Bourassa Blvd. (near Highway 15). Will there be a pedestrian walkway between the Du Ruisseau station and this project, via the REM railway bridge?**

- It is recommended to use the pedestrian walkway at the intersection of Henri-Bourassa / Jules-Poitras to access the Du Ruisseau station parking lot.
- Access will also be possible via the sidewalk on Henri-Bourassa Boulevard to the station's entrance directly on Henri-Bourassa Boulevard.

**Will there still be "Express" shuttles, between the future YUL-ADM station and downtown? If so, which stations will be served by this express shuttle? Will Bois-Franc be part of it?**

- This is still under analysis in order to evaluate the benefits for network users, since current travel times are already fast and the service is already high frequency.
- The REM will provide a reliable, traffic-free and fast service to the city centre in under 30 minutes.

***Below is the PowerPoint presentation from the meeting.***

**Presentation begins at 6:30 p.m.**

**If you have any questions about  
the project, visit [rem.info/en](http://rem.info/en)**



Bois-Franc Station



# Réseau express métropolitain

Informational meeting –  
Saint-Laurent / Ahuntsic-  
Cartierville

December 3, 2020

Réseau  
express  
métropolitain



# Agenda



- Background
- Montpellier, Du Ruisseau and Bois-Franc stations
- Ongoing and upcoming work
- Question period



# Background

# Réseau express métropolitain



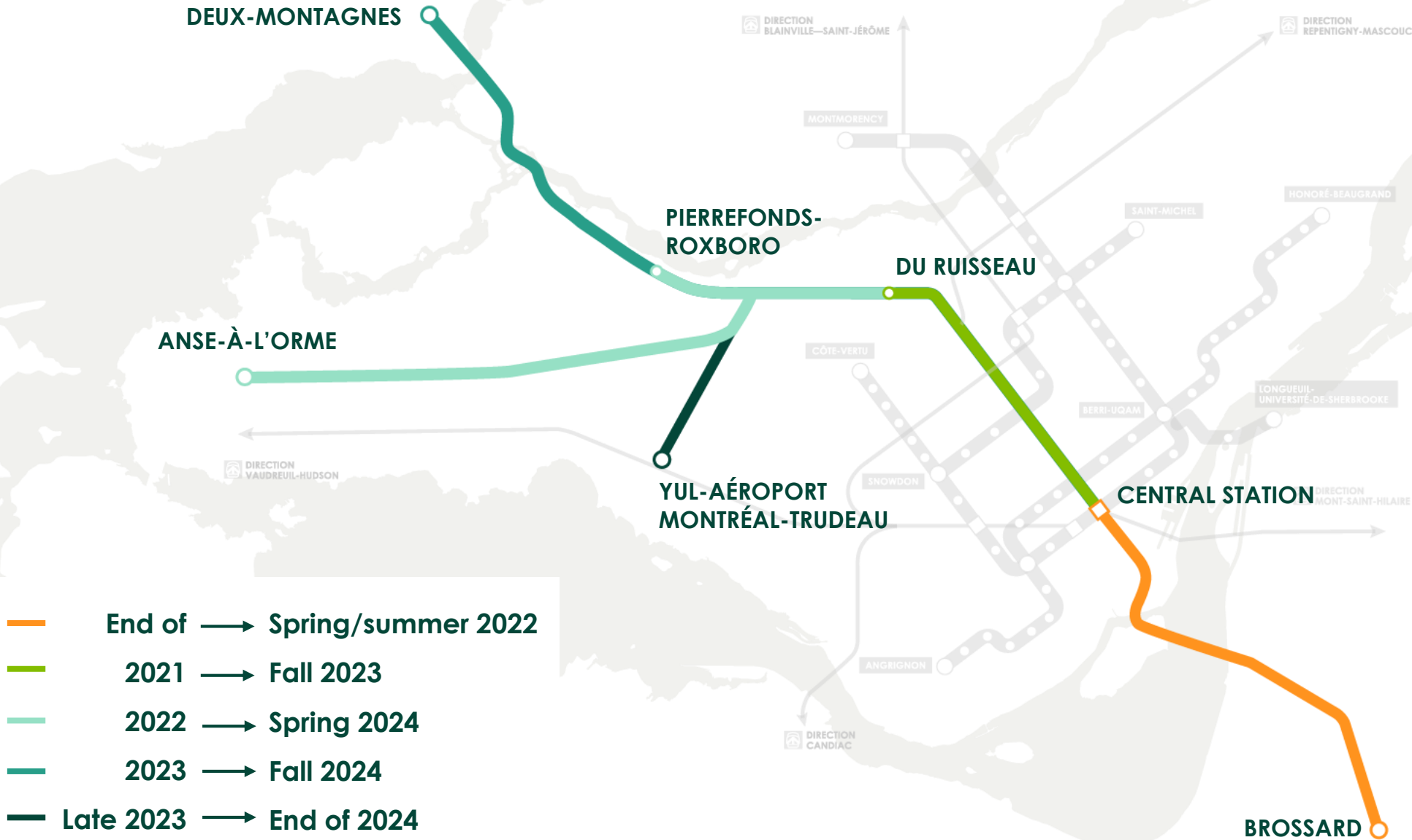
Largest public transit project in Québec in the last 50 years

Light rail  
100% electric  
and automated

26 stations, 67 km

# Updated project schedule

COVID-19-related impact and Challenges in the Mont-Royal Tunnel





# The first cars unveiled!





# Montpellier, Du Ruisseau and Bois-Franc stations

# Architectural principles



Lines mimicking **movement**

**Glass** for its transparency and natural light

**Wood** for its warmth and as a hallmark



BOULEVARD JULES-POITRAS

Montpellier station

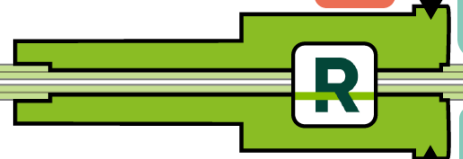
BOULEVARD DE LA CÔTE-VERTUE

RUE COUVRETTE

RUE MUIR

RUE ROCHON

RUE ROBERTSON



PEDESTRIAN ACCESS ONLY



# Montpellier station



For information  
purposes only

# Du Ruisseau station

MULTIPURPOSE PATH FOR PEDESTRIANS AND BICYCLISTS BENEATH RAILWAY TRACK



# Du Ruisseau station



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purposes only

# Du Ruisseau station

du Ruisseau

du Ruisseau

Centre-ville →

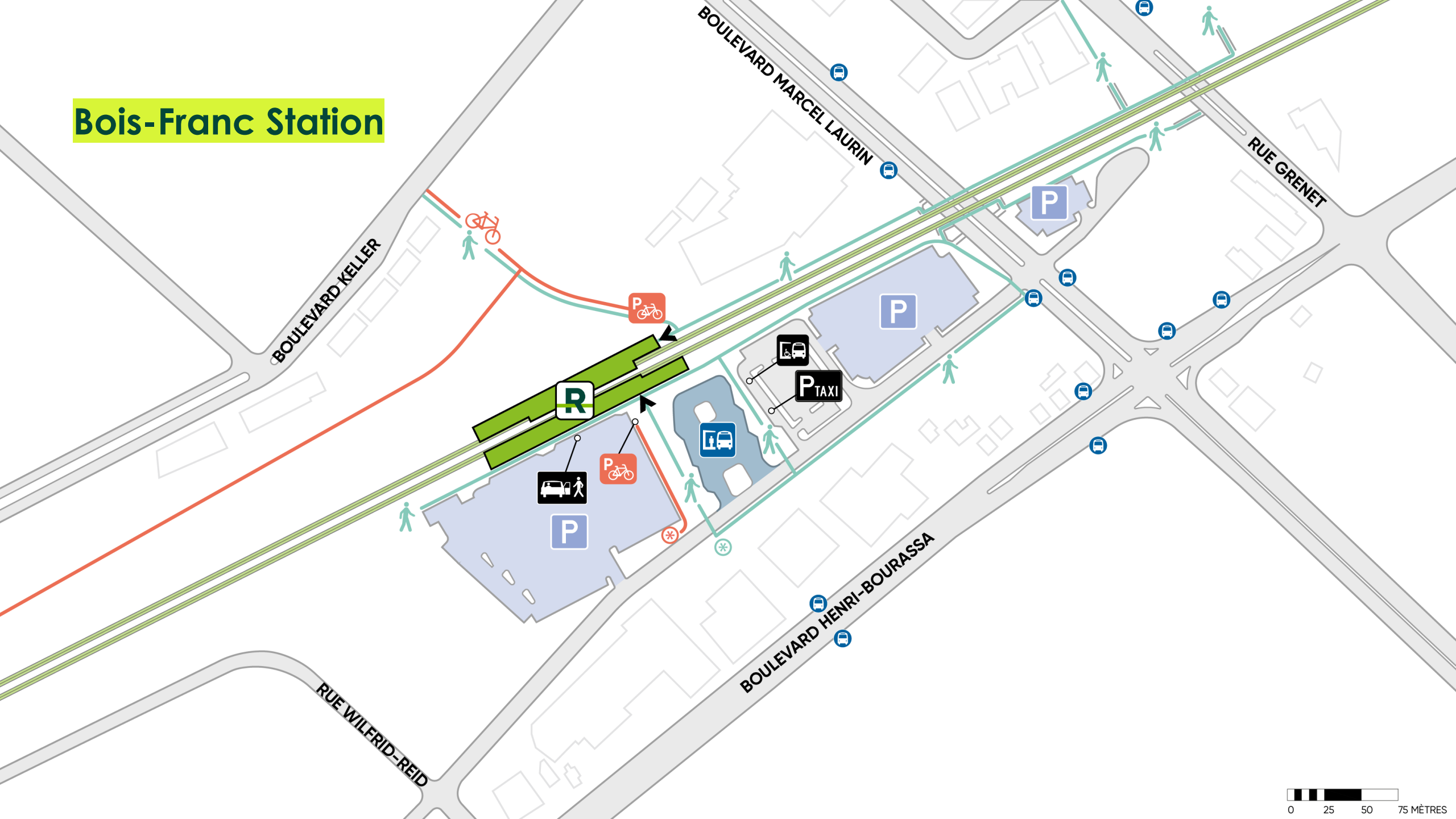
Centre-ville → R

Informations		
Direction	(Départ / Arrivée)	
Centre-ville	13:30	1
Centre-ville	13:35	1
Centre-ville	13:40	2

For information purposes only



# Bois-Franc Station



# Bois-Franc Station



For information  
purposes only

# Bois-Franc Station



For information  
purposes only



# Ongoing and upcoming work

*Montpellier, Du Ruisseau and Bois-Franc stations*

# Construction sites to watch in this sector



Du Ruisseau station

O'Brien

Bois-Franc Station

Montpellier station

Work along the right-of-way

Toupin

# Montpellier station



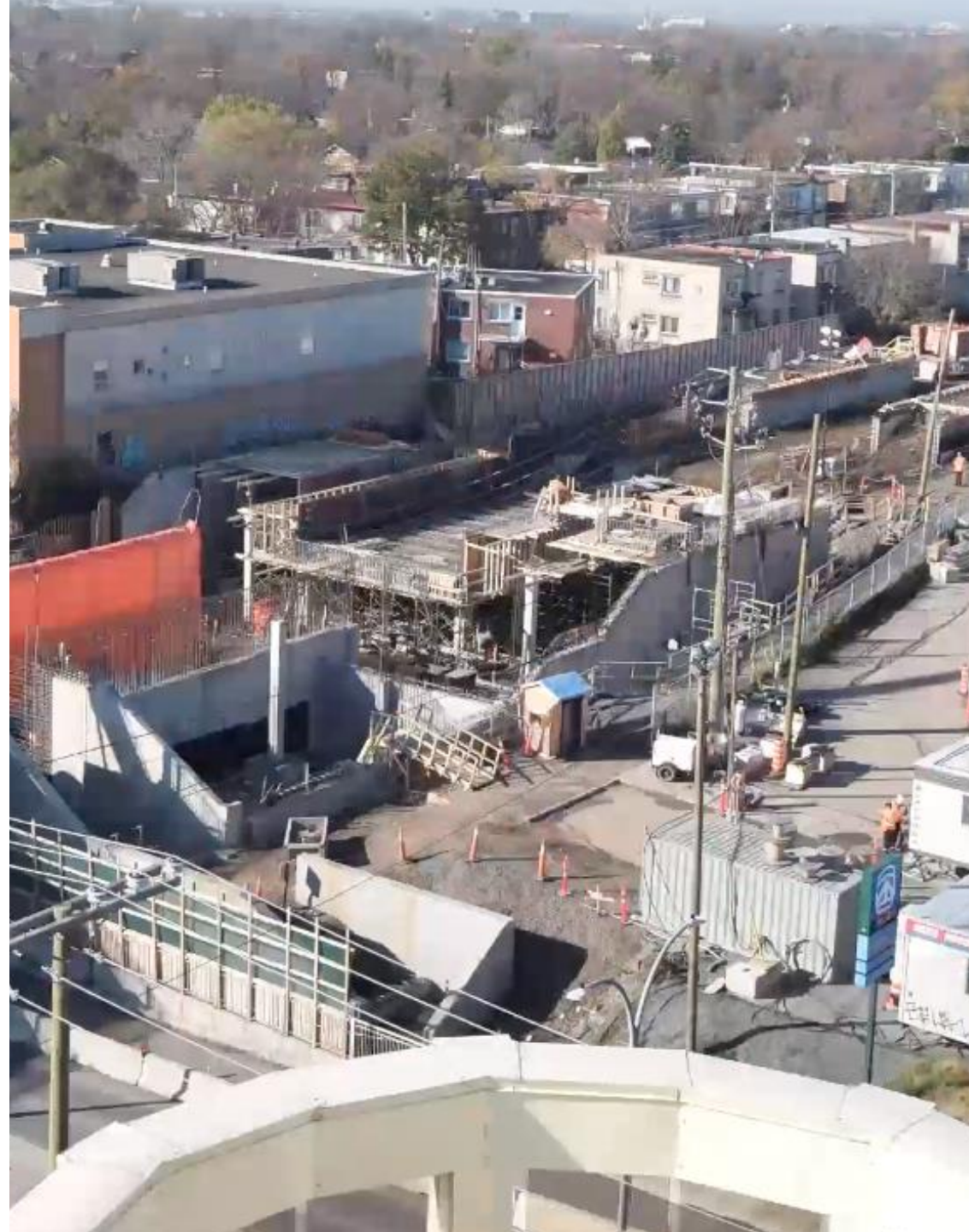
Time lapse video showing work progress at  
Montpellier station

# Montpellier station

## Upcoming work in 2021

- Erection of the steel structure for the station and platforms
- Construction of the roof and installation of exterior cladding
- Electrical and mechanical work
- **Beginning in the spring:** work inside the station

**Traffic impact:** none



# Du Ruisseau station

## Upcoming work in 2021

- Erection of the steel structure for the station and platforms
- Construction of the roof and installation of exterior cladding
- Electrical and mechanical work
- **Beginning in the summer:** work inside the station

**Traffic impact:** closure of one segment of the right lane on Henri-Bourassa Boulevard





# Bois-Franc Station

## Upcoming work in 2021

- Finishing of interior and exterior work
- Work in the future station parking lot: Construction of the new bus terminal, permanent kiss-and-ride lane, etc.
- Reconfiguration of road access from Marcel-Laurin
- Construction of the quay-to-dock passage

**Traffic impact:** Occasional traffic pattern disruptions on Marcel-Laurin Boulevard for the reconstruction of the intersection



# Work in the railway right-of-way

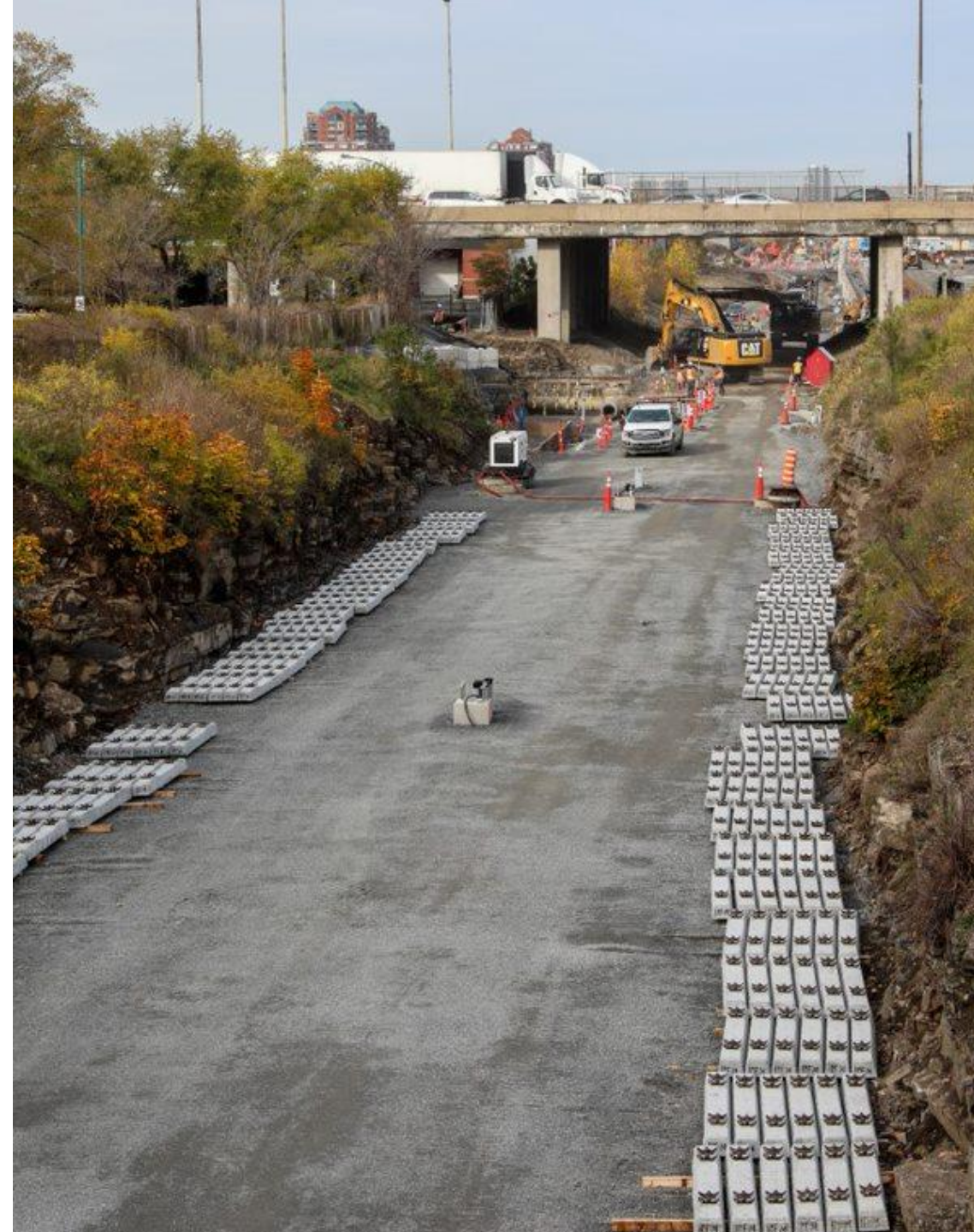
## Beginning January 2021

*Between Côte-de-Liesse and Du Ruisseau stations*

- Laying of REM rails

*Beginning at the Du Ruisseau station to the North*

- Dismantling of catenaries and tracks
- Drilling of catenary bases. etc.
- Doubling of tracks beginning at the Bois-Franc Station



# Rehabilitation of Grenet and Marcel-Laurin railway overpasses



Bois-Franc Station

Marcel-Laurin  
overpass

Grenet  
overpas  
s

- **Work:** work on the deck (above the bridge)
- **Duration of the work:** beginning in the spring, for about three months
- **Traffic pattern disruption:** occasional disruptions for certain work
- **Special circumstance:** to maintain mobility in the sector, work will be done in phases

# Safer neighbourhoods

Toupin

O'Brien

Elimination  
of grade  
crossings  
and raising of  
railway tracks



# Grade crossing conversions

*O'Brien and Toupin*

## Upcoming work in 2021

- Preparation and construction of railway overpasses

**Duration of the work:** beginning in the spring of 2021, for about eight months

### Traffic impact:

- Occasional traffic disruptions
- Some complete closures possible in coordination with the relevant authorities



O'Brien Overpass –  
for information purposes only

# Grade crossing conversions

*O'Brien and Toupin*

Stage 1 – Relocation of public utilities

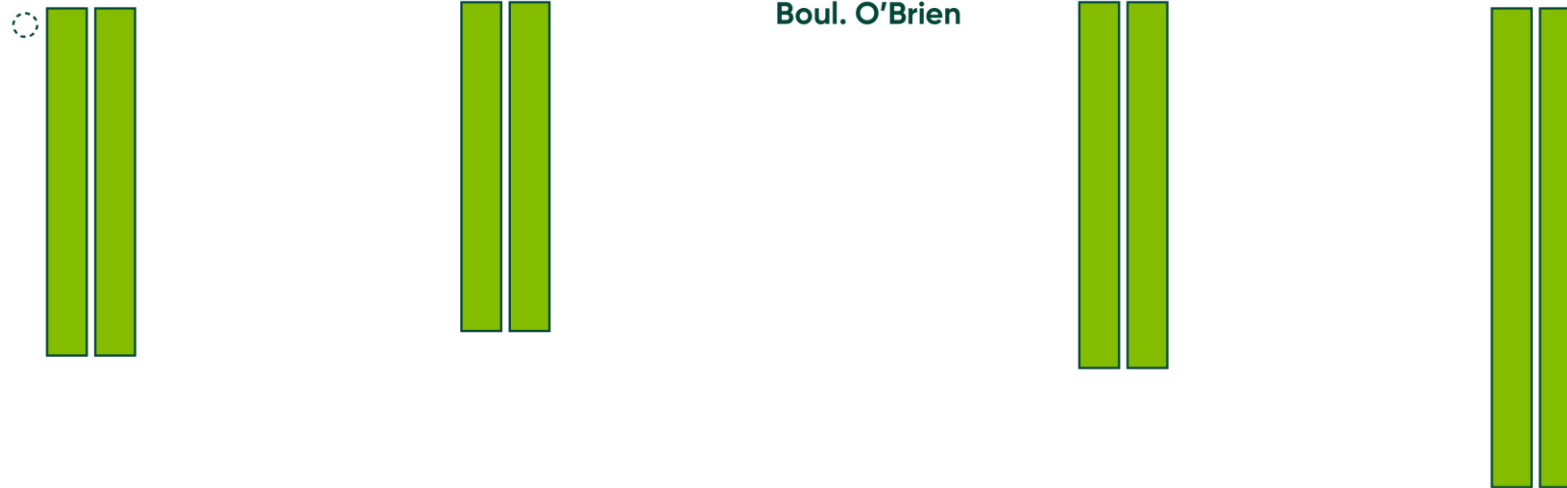


Boul. O'Brien

# Grade crossing conversions

O'Brien and Toupin

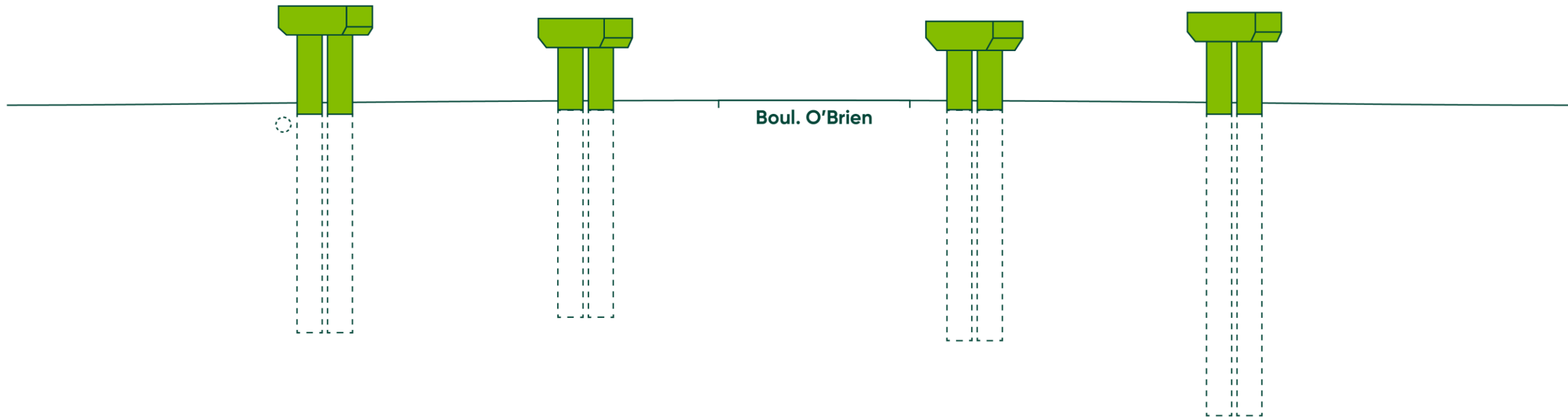
Stage 2 – Construction of caisson piles



# Grade crossing conversions

O'Brien and Toupin

Stage 3 – Construction of columns and pierheads

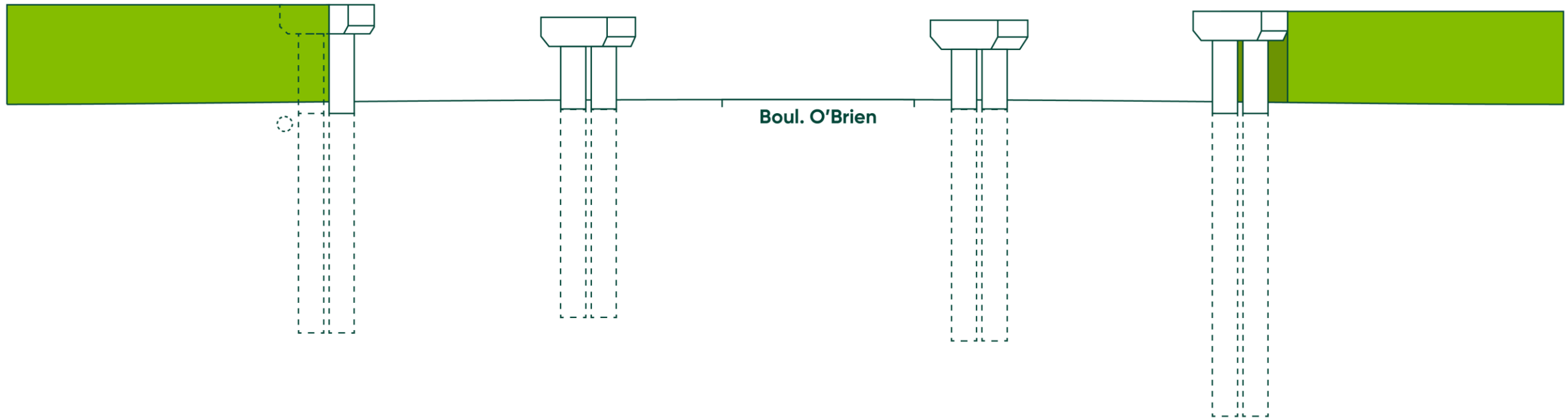




# Grade crossing conversions

O'Brien and Toupin

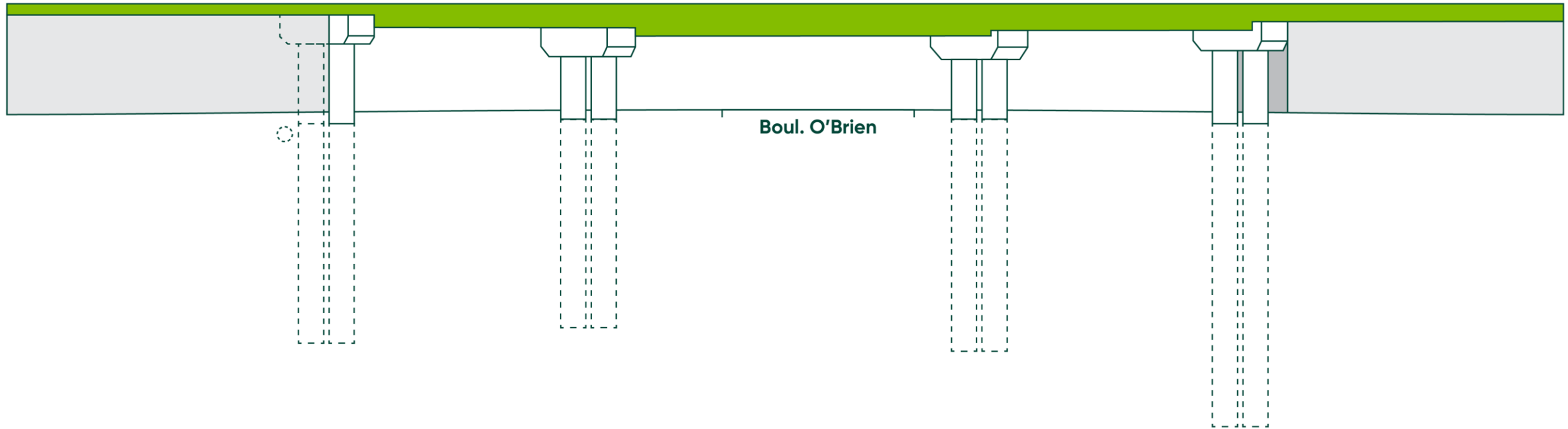
Stage 4 – Construction of retaining walls and restoration of roadway



# Grade crossing conversions

O'Brien and Toupin

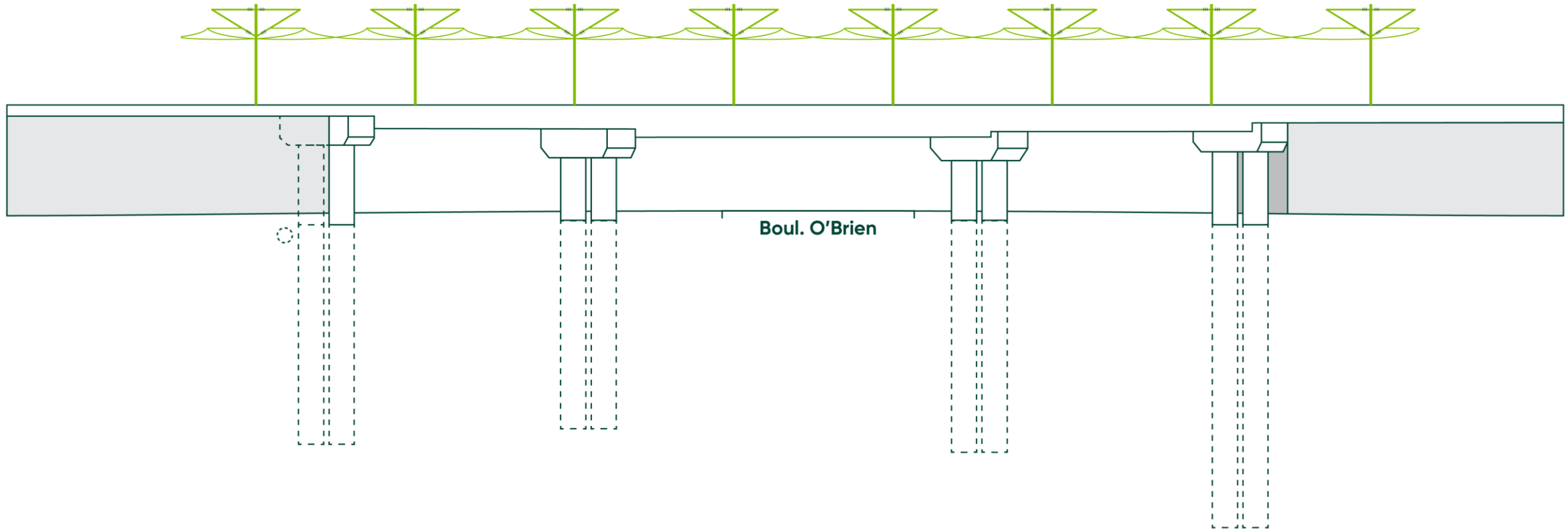
## Stage 5 – Bridge deck installation



# Grade crossing conversions

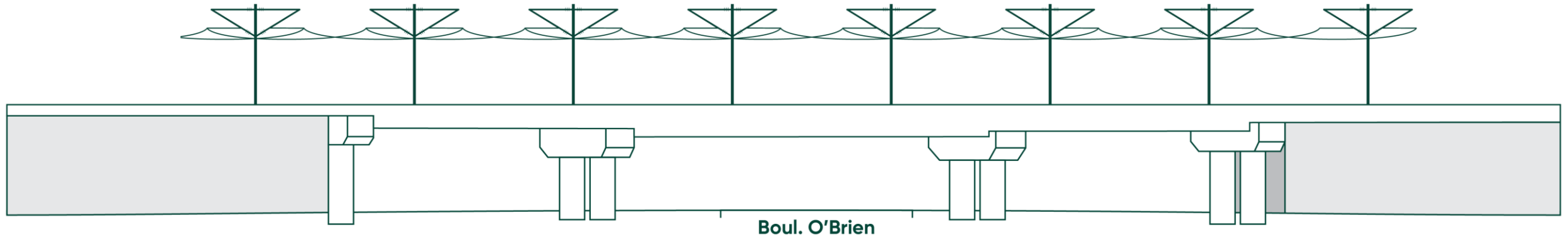
O'Brien and Toupin

## Stage 6 – Installation of REM rails



# Grade crossing conversions

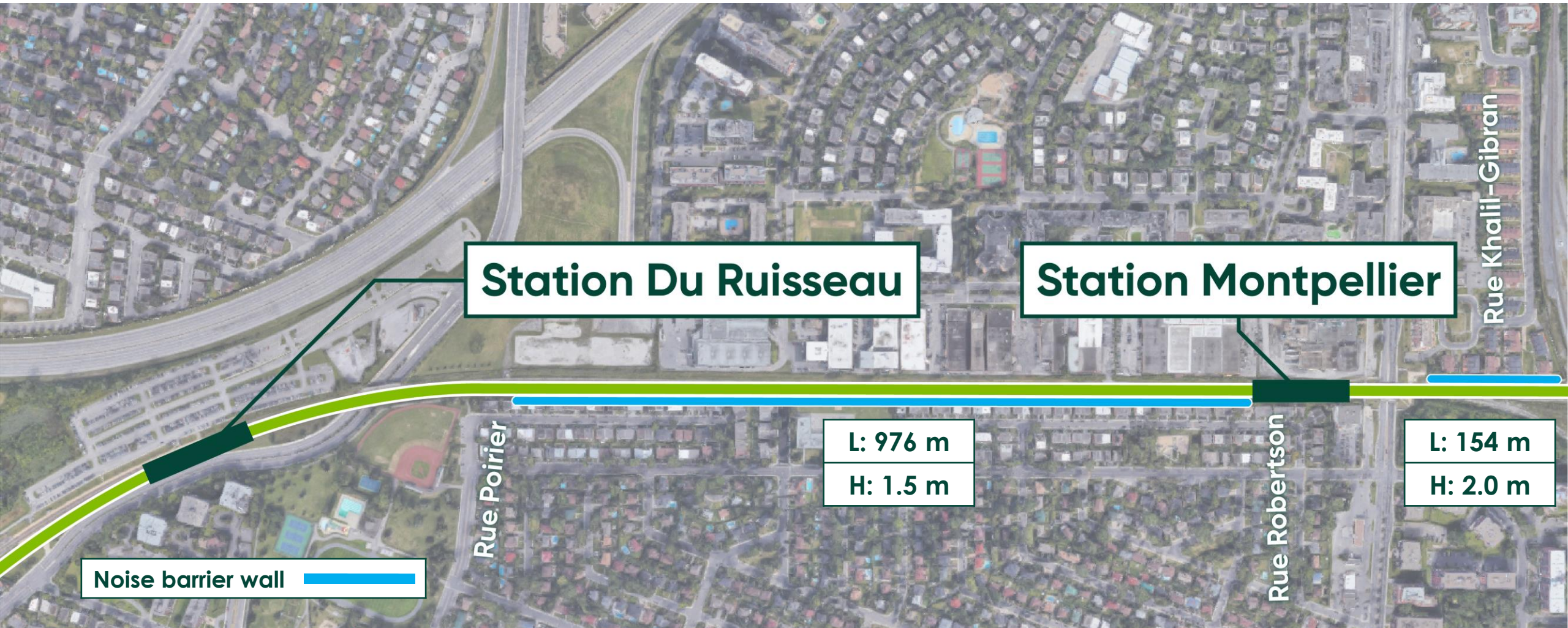
*O'Brien and Toupin*



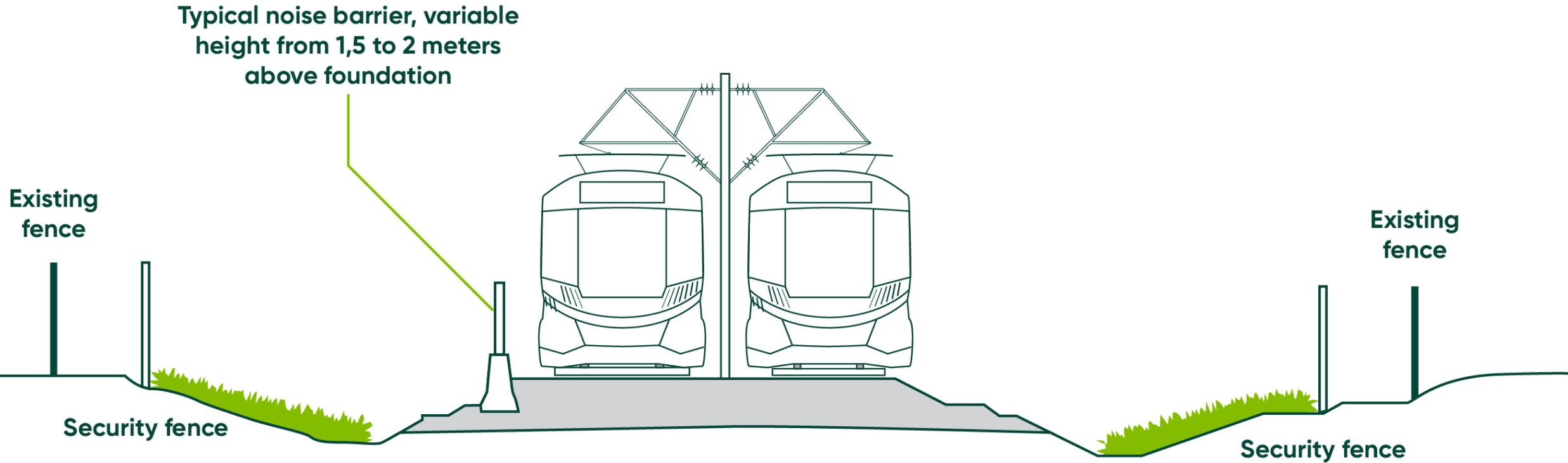
# Noise barrier wall locations



- Locations determined using conservative assumptions



# Cross-section



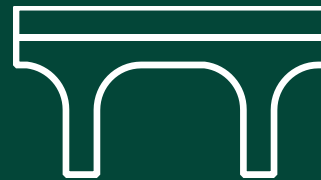
For information purposes only

# Upcoming work in 2021



**3**

ENCLOSED STATIONS



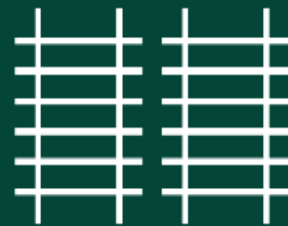
**2**

RAILWAY OVERPASSES



**4**

BRIDGE WORK




CONTINUATION OF WORK IN RAILWAY RIGHT-OF-WAY

Réseau  
express  
métropolitain

 rem\_metro

 REM – Réseau express métropolitain

 REMgrandmtl

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

 Info@rem.info

[rem.info/en](http://rem.info/en)

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**Question period**

# Questions received in advance



## Development

1. At the **Montpellier Station**, has the additional pedestrian/bicycle/bus/car/taxi traffic resulting from the new REM station been taken into consideration and will the Muir/Côte-Vertu intersection be redeveloped: businesses/lanes/traffic lights/turning priorities etc.?
2. Would it be possible to tell us what the height of the **Du Ruisseau Station** will be? And where the ticket office will be located?
3. Has the tunnel for pedestrians and cyclists at Dutrisac been confirmed at the **Du Ruisseau station**?
4. The **Bois-Franc Station** site plan says “Connection to Henri-Bourassa Boulevard still under study,” with a reference point just south of the bus loop and entrance to the station. Has that finally been confirmed?

# Questions received in advance



## Development

5. At the **Bois-Franc Station**, what factors favoured the option of a side-platform station, rather than a centre-platform station for connections between the various branches?
6. Will the Du Ruisseau Station architecture absorb Henri-Bourassa's traffic noise, rather than reflect it toward the homes along Dutrisac and Du Ruisseau crescent?
7. Although you mention that the REM will be quieter than the current electric train on the Deux-Montagnes line, why are you unable to give us in decibels the noise made by the two-car and four-car trains?

# Questions received in advance



## *The REM in operation*

8. How much will an REM pass cost? Will the REM increase the current price of our monthly passes?

9. My question is about parking in Bois-Franc, will it remain the same? Or is it going to be modified to paid parking?

10. Will the Bois-Franc Station be connected to the metro's orange line in the next 5 years ?

# Questions received in advance

*The REM in operation*



11. Would it be possible to open the Bois-Franc Station at the same time as the Du Ruisseau Station?

12. Is the fencing sufficient to keep people out of the right-of-way?

13. Will people living along the railway right-of-way be able to hear the REM communication system?

# Questions received in advance

*The REM under construction*



## 14. Questions about construction of the O'Brien and Toupin railway overpasses


- When will work begin?
- How long will the work take?
- Will the streets always be accessible (pedestrians, bicycles, cars) while work is carried out?

Réseau  
express  
métropolitain

 rem\_metro

 REM – Réseau express métropolitain

 REMgrandmtl

 1 833 rem-info  
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**Fréquent**  
**Destinations**  
**Opportunités**

2 min 30 en heure de pointe  
 5 min en hors pointe

10 min en heure de pointe  
 15 min en hors pointe

5 min en heure de pointe  
 15 min en hors pointe

Bois-Franc – Gare Centrale : **16 minutes**  
 Du Ruisseau – Gare Centrale : **14 minutes**  
 Montpellier – Gare Centrale : **12 minutes**  
 Marie-Curie – Gare Centrale : **23 minutes**  
 Côte-de-Liesse – Gare Centrale : **10 minutes**