



Virtual information meeting on the REM in Deux-Montagnes – Highlights and answers to the remaining questions

Date and time: February 24, 2021, 6:30 to 8:30 p.m.
Location: Online via the icastPro platform

Highlights of the meeting

- 435 participants
- Approximately 250 questions and comments received in writing in advance and during the evening
- Four stakeholders attended the information session and question period:
 - Marie-Michèle Paul, Assistant Director, Community Relations, REM
 - Giovanni Cipolla, Segment Director, NouvLR
 - Jean-Philippe Pelletier, Assistant Director of Project Delivery, Deux-Montagnes Branch, REM
 - Marc Lafortune, Engineer and Highway Manager, CIMA+/Hatch
 - 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 in Deux-Montagnes
- Upcoming work in 2021
- Permanent noise barriers
- Communication tools

Main topics during question period:

- Locations where REM tracks are elevated
- Parking at the stations, particularly the Deux-Montagnes station
- The REM in operation (breakdowns, winter conditions, etc.)

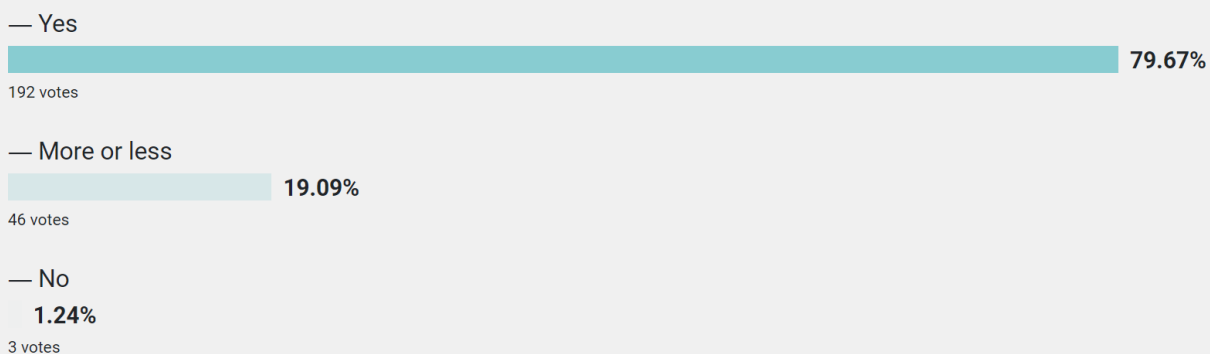
Documentation

The video recording of the information session and the documentation presented during the evening are available at <https://rem.info/en/events/virtual-information-meeting-deux-montagnes>.

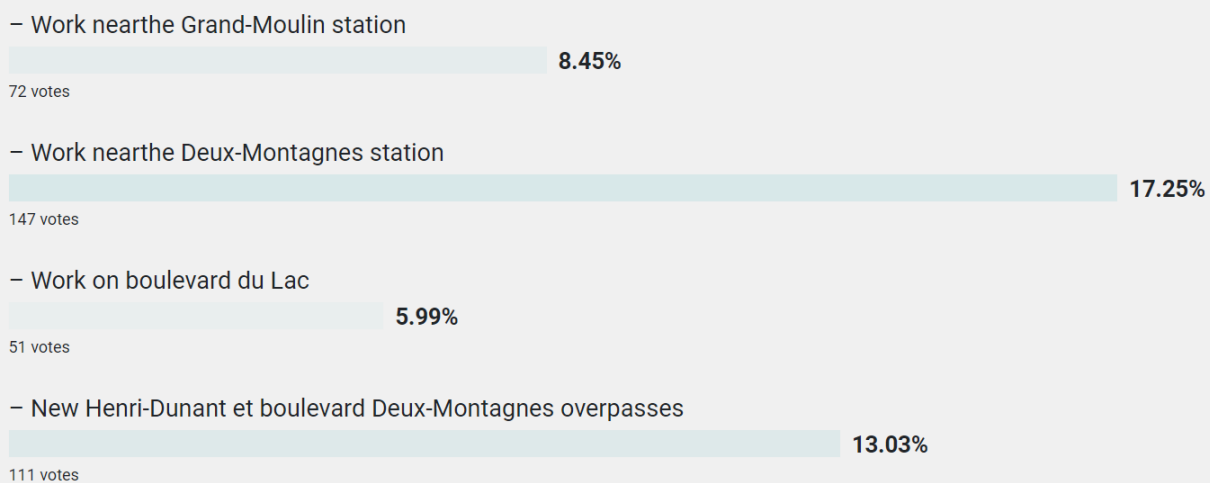
Survey results

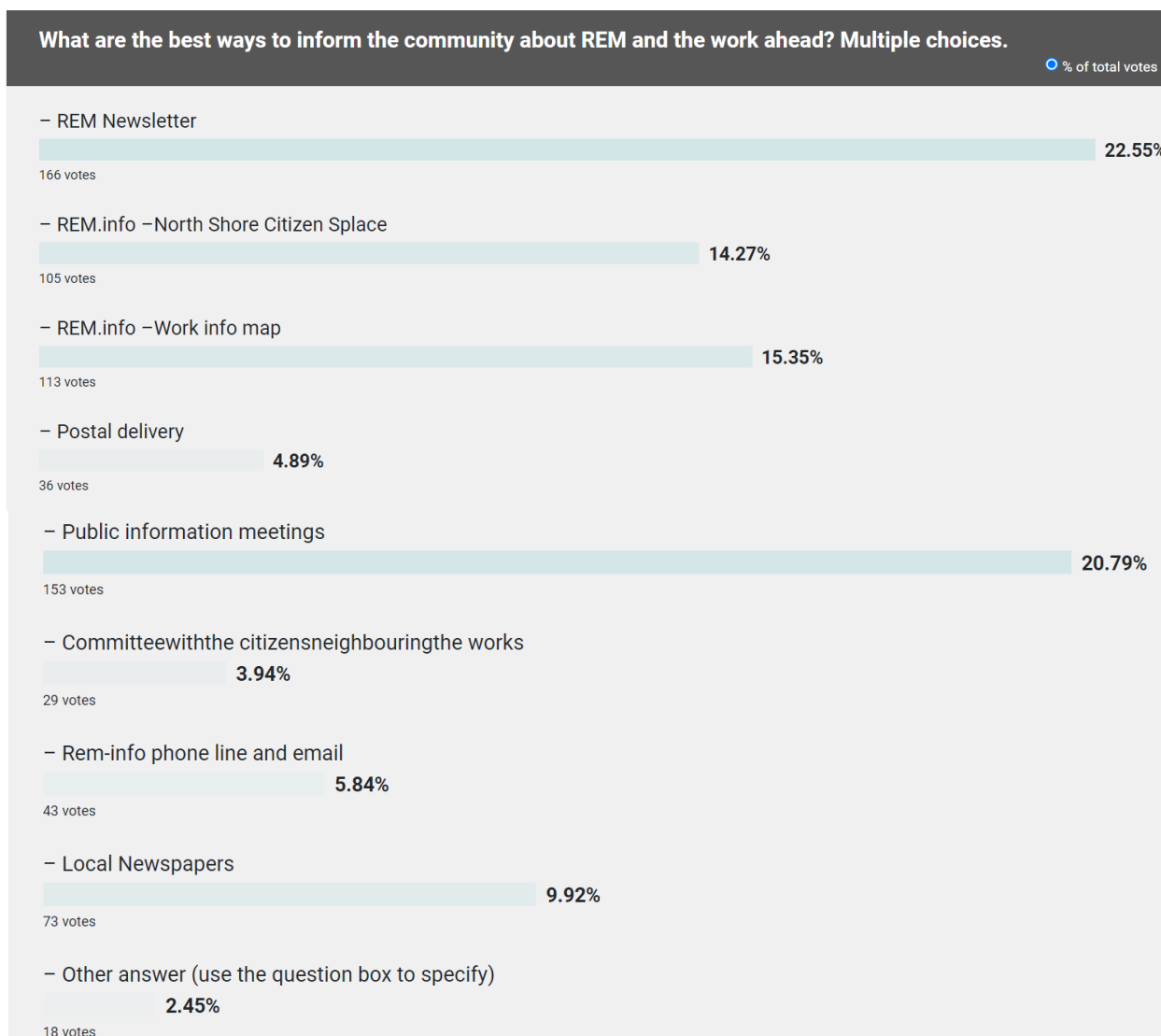
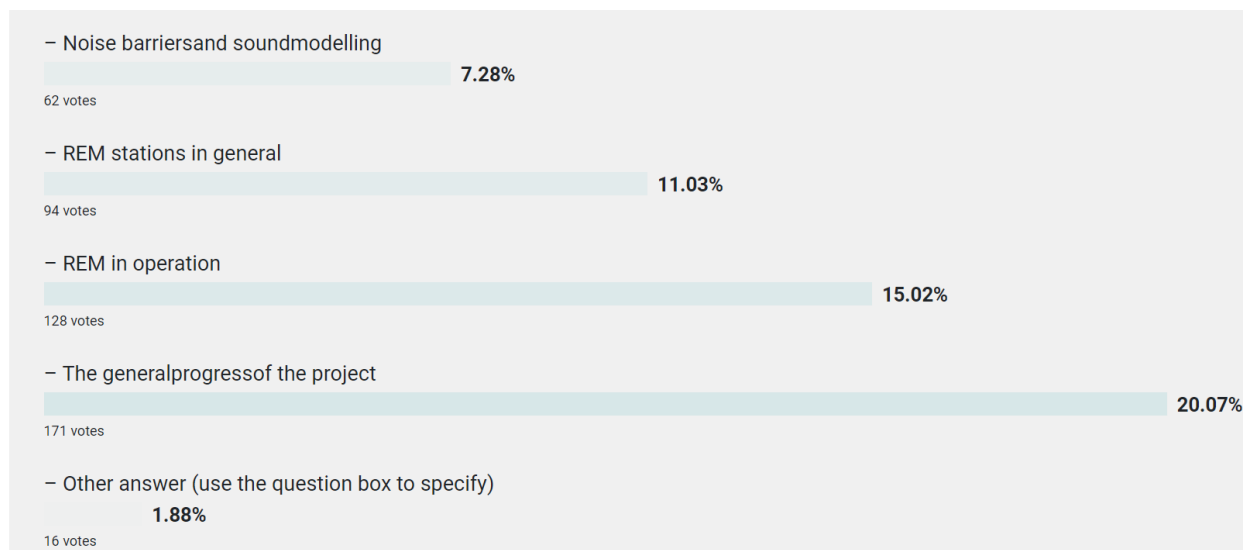
During the evening, the participants were asked three questions. Here are the final results at the end of the voting:

In your opinion, was the information provided on future work clear and complete?



What would you like more information on? Multiple choices.





Regarding the means of informing the community about the REM, several people also suggested social networks, in particular the REM Facebook page.

Written answers to the remaining questions

Many questions were asked during the evening and our team could not answer all of them. Here are our answers to the remaining questions. Note that similar questions have been grouped together for ease of reading.

Grand-Moulin sector

Will the access to Cedar Street still be available, given that the stairs have been removed?

- There will be an access between Cedar Street and Rockland Street, outside the REM right-of-way, to facilitate access to the station.
- The station layout plan illustrates the various accesses around the station. This plan is available on our website: <https://rem.info/en/stations/grand-moulin>.

What will be the height of the new Boulevard du Lac overpass?

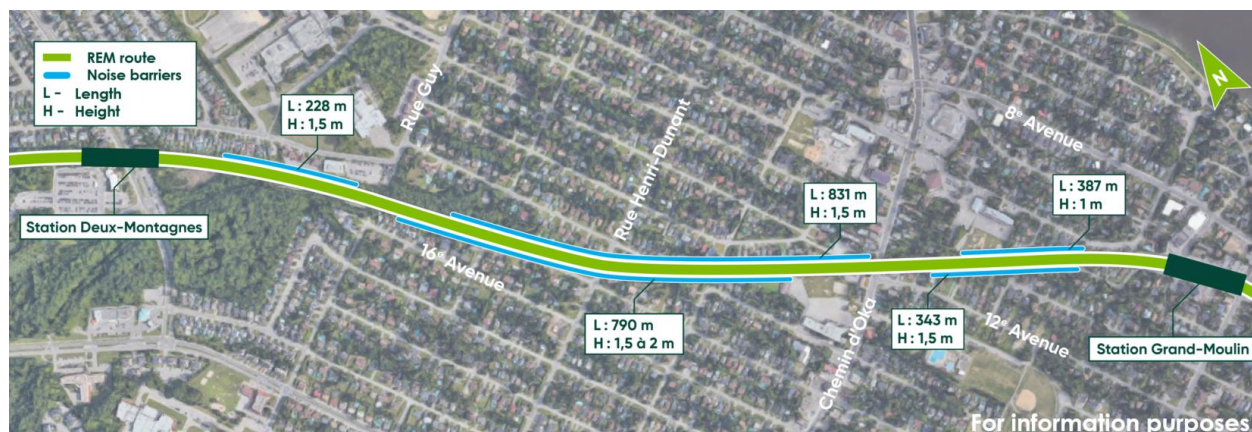
- The maximum height of the new Du Lac Boulevard overpass will be approximately 7.9 metres.
- The figure below shows what this new bridge will look like (for information purposes).



Will there be a noise barrier on the Boulevard du Lac overpass?

- As part of the REM project, there are no plans to install permanent noise barriers on the future Boulevard du Lac overpass.

- Noise barriers will be installed wherever the modelling identified significant sound impacts. To see where the noise barriers will be located in your area, you can visit our new web page dedicated to REM noise in operation: <https://rem.info/en/noise-vibration-operation> (or see the blue route on the map below).



What will the new railway overpass over Chemin Oka look like? How wide will it be?

- The new railway overpass over Chemin Oka will be approximately 9 metres wide. The abutments and support walls on either side of the overpass will have an architectural pattern typical of the REM. In addition, a sidewalk will be built in both directions on Chemin Oka, under the railway overpass.

When you do the work on Chemin Oka, how far will the road be closed?

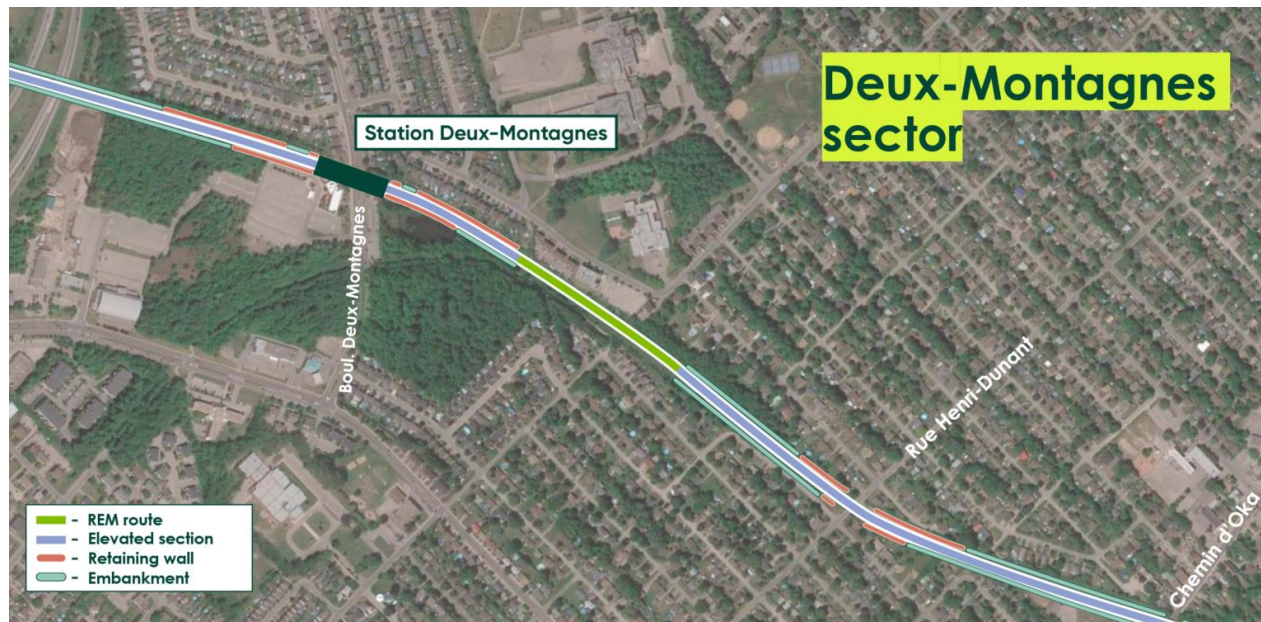
- The next phase of work on Chemin Oka is scheduled for the fall of 2021. Details of traffic obstructions and detours will be shared in advance by sending out a works info.
- To follow the REM project in your sector, you can subscribe to our newsletter (<https://rem.info/en/newsletter>) or consult our website: <https://rem.info/en/works-info>.

Can you improve safety on Chemin Oka? Since the overpass was demolished, the walls are hardly visible and there could be an accident.

- Thank you for this suggestion. Reflectors have been installed on the walls to improve visibility and ensure safety.

Near Du Régent Street, how high will the tracks be, and will there be embankments or walls?

- Since there was already a railway overpass over the Chemin Oka, the REM tracks at this location will remain at approximately the same height as the old railway tracks. As the REM route continues north along Du Régent Street, the tracks will begin to rise gradually to span Henri-Dunant Street. At the highest point above Henri-Dunant Street, the REM tracks will be approximately 7 metres high.
- The elevated tracks will be supported in part by embankments and in part by walls. Here is the map showing the location of the embankments and walls in this area:



Will there be parking spaces reserved for carpoolers at the Grand-Moulin and Deux-Montagnes stations?

- Yes, 23 parking spaces are reserved for carpooling at the Grand-Moulin station, as well as 116 spaces at the Deux-Montagnes station.

Deux-Montagnes

Will the parking lot at the Deux-Montagnes station be expanded? How many parking spaces will be available?

- For all the stations in the Deux-Montagnes branch, our objective is to maintain approximately the same number of parking spaces as before, while encouraging alternatives to car use, whether by bus, on foot, by bicycle or by carpooling.
- At the Deux-Montagnes station, there will be approximately 1,245 parking spaces.

Parking at the Deux-Montagnes station is already insufficient and will be even more so with population growth. Why not increase the number of parking spaces or build a multi-storey car park?

- Our objective is to promote alternatives to car use for accessing REM stations, whether by bus, bicycle carpooling or on foot. For example, 248 bicycle parking spaces will be available at Deux-Montagnes station. Cyclists will be able to access the station via the Route verte bike path, which crosses Deux-Montagnes Boulevard. There will also be five bus platforms nearby to serve neighbouring municipalities on the North Shore. Lastly, 116 parking spaces will be reserved for carpooling. Thus, users will have several options for getting to Deux-Montagnes station. There will also be approximately 1,245 parking spaces available.

At Deux-Montagnes station, will paid parking remain in effect and continue to be managed by Indigo?

- The management of this parking lot shouldn't change during the work for the REM. When the REM is commissioned in 2024, we will take over the management of parking. The details of its use at the opening of the REM are not yet determined.

Will the park-and-ride lot on the side of the bike path remain in place?

- Yes, the park-and-ride lot located east of Deux-Montagnes Boulevard will remain in place.
- The layout plan of the Deux-Montagnes station, showing where the parking lots are located, is available here: <https://rem.info/en/stations/deux-montagnes>.

Will the five bus platforms be sufficient to meet demand in the coming years?

- Ridership studies have been carried out as part of the REM project to anticipate the needs for station access. The number of platforms was determined in consultation with the appropriate transit authorities. The infrastructure is thus planned to meet the anticipated needs in the coming years.

What measures are planned to address the visual impact of the Deux-Montagnes station on nearby residents?

- The Deux-Montagnes station will be given a distinctive visual signature, with an exterior architectural screen made of aluminum blades imitating wood and landscaping that will highlight the surrounding natural environments, particularly the Roger-Lemoine woodland.
- Other measures are also planned to promote the harmonious integration of the Deux-Montagnes station into its environment. For example, fritted glass is used to filter the light coming from the station.

Will the REM tracks be elevated along 16th Avenue?

- In this sector, the REM tracks will rise above Henri-Dunant Street, then gradually descend to the same level as the old tracks around Montclair Street.
- Continuing north, at about the level of Chemin des Anciens, the tracks will rise again to span Deux-Montagnes Boulevard.

Where will the pillars be located near the Deux-Montagnes station?

- Two pillars are planned east of Deux-Montagnes Boulevard. There will also be a pillar in the centre of the boulevard, as well as four pillars on the west side of the boulevard. The Deux-Montagnes station will be installed on these five pillars located in the centre and west of the boulevard.

Will Deux-Montagnes Boulevard be closed to traffic? If so, for how long and what detour will you have to take?

- For the time being, there are no plans to completely close Deux-Montagnes Boulevard to traffic during the upcoming REM work. However, partial roadblocks will be in place. Currently, contraflow traffic is in effect on this boulevard due to the REM work.
- To stay informed about the obstacles in your sector, you can subscribe to our newsletter: <https://rem.info/en/newsletter>.

During construction, what measures will be taken to ensure the safety of pedestrians on Deux-Montagnes Boulevard, considering that there are school routes at this location? Will it still be possible to cross Deux-Montagnes Boulevard on foot during the work?

- It should still be possible to cross Deux-Montagnes Boulevard on foot or by bicycle. For the spring 2021 phase of the work, a walkway has been set up to allow for safe foot and bicycle traffic. In the event of a change, we will notify the community via a works info.
- To follow the REM project in your sector, you can subscribe to our newsletter (<https://rem.info/en/newsletter>) or consult our website: <https://rem.info/en/works-info>.

I think a traffic light should be considered at the corner of Deux-Montagnes Boulevard and the exit of the parking lot. The REM project will increase traffic and the safety of cyclists and pedestrians is important.

- Thank you for your suggestion. This has been passed on to our responsible teams.

Will Deux-Montagnes Boulevard be repaved after the REM work?

- Where interventions are required for the REM project, for example at the old level crossing, these sections of Deux-Montagnes Boulevard will be repaved at the end of the work.

Will there be a pedestrian crossing at Guy Street? A pedestrian link is essential at this location to create a corridor between the two high schools in the area.

- Discussions are underway with the City of Deux-Montagnes regarding the possibility of developing a pedestrian link at this location. At this time, the decision has not yet been confirmed.

Will Hydro-Québec's easement on the Ovila-Forget Street property be used for the work on the REM?

- The work for the REM project is carried out within the construction site limits. The work must not encroach on private property.

Why is the Deux-Montagnes station elevated? Will access to the station be safe for cars, pedestrians and cyclists?

- The Deux-Montagnes station is elevated because of its proximity to Deux-Montagnes Boulevard, which the REM spans on an elevated structure. In addition, the choice of an elevated station makes it possible to preserve the natural environment of the sector.

How can people with reduced mobility access Deux-Montagnes station?

- All REM stations and cars will be universally accessible to facilitate travel for people with reduced mobility. Several elements were considered in the design of the stations. For example, stations are equipped with two-sided elevators to avoid the need for wheelchair users having to turn around to exit the elevator. In addition, the pedestrian routes will be free of obstacles and sudden changes in level.

Between Henri-Dunant Street and Deux-Montagnes Boulevard, which side of the tracks will be widened (the side of the houses or the wooded area)?

- The old tracks have been demolished and the two new tracks for the REM will be built in approximately the same location, a bit closer to the 14th Avenue side.

How far will the REM tracks be elevated on either side of the Henri-Dunant Street level crossing?

- At this location, the REM tracks will gradually rise over approximately 600 metres, including the rise and descent on both sides of Henri-Dunant Street.

Will there be expropriations near the Deux-Montagnes station? On the rendering of the station, there is a home that does not appear.

- No expropriation is planned.
- Please note that the station layout plan is an indicative document, intended to illustrate how the Deux-Montagnes station fits into its environment.

Can you specify the distance in metres between the anti-intrusion fence and the Deux-Montagnes station on the Ovila-Forget Street side?

- The anti-intrusion fence will be installed at the edge of the railway right-of-way, which is located approximately 10 metres behind the rear boundary of the residential lots on Ovila-Forget Street. The existing wooded strip behind these residential lots, which belongs to the City of Deux-Montagnes, will be preserved.

Saint-Eustache sector

Will the level crossing on Industriel Boulevard remain in place or will a railway overpass be built?

- With the arrival of the REM, all the level crossings must be eliminated due to the increased service frequency. A new railway overpass will be built so that the REM can travel over Industriel Boulevard.

Will the planned maintenance centre in Saint-Eustache be in the same location as the one for exo north of Highway 640?

- Yes, the REM maintenance centre is located in the same area as the exo maintenance centre north of Highway 640 and Industriel Boulevard.

Will there be a sidewalk for pedestrians between Deux-Montagnes station and Industriel Boulevard?

- There are no plans to build a sidewalk between the Deux-Montagnes station and Industriel Boulevard as part of the REM project.

Can the signage on Industriel Boulevard indicating that there is a railroad track be removed, so as to improve traffic flow on this boulevard?

- This signage will eventually be removed since this level crossing will be eliminated with the REM'S arrival.

Transitional measures

What are the alternative routes for users in Deux-Montagnes who want to go to downtown Montréal, while waiting for the REM to be put into service?

- For details on the temporary public transportation network during the REM's construction, consult the Mobility Montréal website: <https://mobilitymontreal.gouv.qc.ca/infomobilityrem/mitigation-measures/>.
- You can also use the Chrono application, which includes the temporary network measures. You can download the Chrono application here: <https://chronoapp.quebec/>.

Where will the Grand-Moulin station bus stop be relocated during the Du Lac Boulevard closure?

- To check whether a bus stop is relocated, contact the organization responsible for the bus line in question directly.

Will there be parking at the Grand-Moulin station for temporary transportation during the work?

- For the time being, there is no incentive parking planned at Grand-Moulin station for the temporary measures during the REM's construction. Once the Grand-Moulin station opens, the number of parking spaces will be similar to what it was before, i.e. approximately 320 spaces.

Will you be able to adjust the transitional measures service offer when the pandemic ends and more people return to work downtown? Will there be new buses?

- The transitional measures are coordinated by Mobility Montréal, which brings together all the public transit partners. There is ongoing monitoring of the use of the measures in place. If necessary, adjustments may be made to meet the needs of users until the REM is commissioned in 2024.

Noise, sound modelling and permanent noise barriers

What decibel limits are allowed during construction?

- The noise thresholds to be respected vary according to the type of work performed and the time of day (day, evening and night). To see the noise levels to be respected during the REM's construction, consult our website: <https://rem.info/en/noise-vibration-construction>.

Will there be permanent noise barriers along the route and on the Rivière des Mille-Îles railway bridge?

- There are no plans to install permanent noise barriers on the Rivière des Mille-Îles railway bridge. Noise barriers will be installed wherever the modelling identified significant sound impacts. This takes into account many inputs, including the type of terrain, the elevation of the REM structure, etc. No significant sound impact was noted in connection with the passage of the REM over the railway bridge.
- It should also be noted that the railway bridge will be modernized and the rails will be welded.
- To see where the noise barriers will be located in your area, you can visit our new web page dedicated to REM noise in operation: <https://rem.info/en/noise-vibration-operation>.

How will the REM tracks be cleared of snow with the permanent noise barriers near the tracks?

- The location of the walls takes into account operating and maintenance constraints such as snow removal. Noise barriers will be installed on foundations to prevent damage from snow accumulation and snow removal activities. If necessary, maintenance will be carried out by the REM operator (Groupe PMM).

How many decibels are generated by the REM, without the noise barriers? How many decibels are generated by the REM when stopped?

- Noise from the REM in operation varies according to several factors: ambient noise in the area, topography, REM speed, etc. Noise modelling has been carried out for the REM in operation and takes into account many inputs.
- The sound modelling is available on our website at <https://rem.info/fr/bruit-vibration-operation>. Appendix J of the sound modelling includes the initial noise level, the noise level with the REM in operation and with the addition of noise barriers.
- When the REM is stationary or at low speed, the noise comes from the machinery (engine, ventilation) and the systems in place at the stations (e.g. heating, ventilation and air conditioning). Note that several mitigation measures are incorporated into the design of the stations to limit noise.

Can you compare the noise level of the REM to the old commuter train? Will the noise level be higher or lower, and by how much?

- On the Deux-Montagnes branch, the transition from train to light rail implies changes in terms of noise: no whistle announcing the arrival of the train in the station, removal of level

crossings and alarms warning of the passage of the train. These audible warning mechanisms are no longer required, as the REM will travel on a dedicated track, which will never cross road users. In addition, REM trains will be much shorter than the trains of the former Deux-Montagnes line, making each passage less intrusive and noisy. On the other hand, the REM will run more frequently than the old commuter train.

- The Order in Council establishing the REM's conditions for authorization required that sound modelling of the REM in operation be carried out, using the analysis grid found in the Ministère des Transports du Québec's road noise policy (French only). In accordance with the Order, sound levels were modelled on the basis of a 24-hour cumulative exposure. The modelling took into account all of the factors listed above and several other inputs, in order to establish an overall picture over a full day.
- For more information on the noise of the REM in operation, or to consult the sound modelling, visit our website: <https://rem.info/en/noise-vibration-operation>. In the sound model, you will find the noise levels calculated at the various sensitive receptors along the route.

Why didn't you choose vegetated noise barriers?

- The REM project's noise barrier model is a proven technology that has been used on several other projects. The same type of noise barrier technology is used, for example, on the Evergreen LRT in Vancouver and on Highway 30 in Valleyfield. This model can be integrated into a residential area to ensure tranquility. These noise barriers have features that block and absorb sound to prevent it from bouncing back.
- Since the primary source of noise comes from the interaction between the wheels and the rail, noise barrier walls are generally installed within the REM corridor, near the rails. When the noise wall is installed in close proximity to the noise source, effectiveness is increased and wall height can be decreased. In Deux-Montagnes, the height of the noise barriers varies between 1 and 2 metres.

At the first public meetings, noise barriers did not seem to be under consideration, but they are now planned. Does this mean that the REM will be noisier than originally planned?

- At the time of the previous public meetings, the sound modelling was still in progress and the results were not known. The studies have now been completed and it is these studies that determine where noise barriers are needed. That is why this information is now available.

How will you ensure the peace of mind of people living near the REM?

- The REM technology minimizes noise at the source: 100% electric motor, rubber supports under the track, welded rails along the entire line, etc. In Deux-Montagnes, the transition from the exo train to the REM light rail system also involves changes in terms of noise: removal of whistles announcing the arrival of the train in the station, removal of level crossings and alarms, shorter and lighter trains.
- In addition, sound modelling was carried out to assess the noise of the REM in operation. Noise barriers are installed wherever the modelling identified significant sound impacts along the route.



- To learn more about the noise of the REM in operation, consult our website under the tab “Noise, vibrations and air quality,” or click on this link: <https://rem.info/en/noise-vibration-operation>.

The REM in operation

When is the REM scheduled to begin service in Laval?

- The REM stations in Deux-Montagnes are scheduled to open in the fall of 2024.

Could the work for the REM be completed in 2023 rather than 2024?

- All efforts are being made to optimize the work schedule for the REM. Once the work is completed, a test period of a few months will be required to ensure the REM's optimal and safe commissioning. The REM's commissioning in Deux-Montagnes is therefore planned for 2024.

Are there any other delays anticipated before the commissioning of the REM in Deux-Montagnes? For example, if work is delayed in the Town of Mount Royal sector, will we also be affected in Deux-Montagnes?

- The mandatory halt of construction in 2020 due to the pandemic has had an impact on the overall project schedule. A rigorous evaluation was done with our experts to present a new adjusted schedule. We do not anticipate any additional impact on the schedule. The Deux-Montagnes branch is still scheduled for commissioning in 2024.
- To find out more, check out the news on our website: <https://rem.info/en/news/2020-schedule>.

What will be the maximum speed of the REM in the Deux-Montagnes area?

- On the entire network, the REM's average speed will be 51 km/h while the top speed will be 100 km/h. Peak speeds may be reached at a few locations on the network, such as on the Samuel-De Champlain Bridge and in the West Island. In curves, the speed will be reduced.

Will it be possible to go to Brossard from Deux-Montagnes with the REM?

- Absolutely, you will be able to reach any REM station, regardless of your home station.
- If a user boards at Deux-Montagnes, they will take the REM towards Montréal and the South Shore. No connection will be required to go to Brossard.

How much will a REM ticket cost?

- The Autorité régionale de transport métropolitain (ARTM) is responsible for setting the fare schedule for all transit networks in the greater Montréal area. This evaluation is underway on their side. We will have more details on the type of subscription once their analysis is complete.

- Our intention remains for rates to be comparable to what is currently paid for an equivalent distance.

How will the tickets for the REM be managed? Will it be possible to easily reload transit fares at home or with our cell phones?

- The ARTM is the body responsible for determining the fare schedule. We will have more details on the type and terms of subscriptions, including how to reload transit fares, when the ARTM has completed its analysis.

What happens if an REM car breaks down? This sometimes happened with the Deux-Montagnes commuter train.

- The future operator of the REM (Groupe PMM) is responsible for providing an emergency plan that covers various potential situations, including electrical failures.
- The REM's power supply uses several connections to the Hydro-Québec network. Thus, a breakdown at a single location would not cause the REM cars to stop, since the rest of the network would come to the rescue. If, despite everything, an REM car breaks down, the teams' interventions will allow passengers to be taken to the nearest station.

What measures are planned for people with reduced mobility in the event of an emergency evacuation of the REM?

- The future operator of the REM (Groupe PMM) is responsible for providing a plan of measures that will cover this type of emergency situation. If an REM car breaks down, the teams' interventions will allow passengers to be taken to the nearest station. Specific measures for people with reduced mobility are still being developed by our teams in collaboration with Groupe PMM.

In the event of a major power outage, will there be generators and will the elevators still work in the REM stations?

- At this time, we do not have the answer to that question. Our teams are still working on this type of situation. Our goal is to ensure the safety of REM users at all times.

How many standing spaces and seats will be available in REM cars? Is it equivalent to the seating capacity of the old commuter train? Could you add more seats to make the cars more comfortable?

- One REM car contains 32 seats and can hold 120 people standing, for a total capacity of 152 people. During off-peak periods, the trains will be composed of two cars (64 seats and 240 people standing). At peak times, the trains will consist of four cars (128 seats and 480 people standing).
- In total, the number of seats on the Deux-Montagnes line is down slightly compared to the old commuter train (about 15% fewer seats). That said, the REM offers several advantages in terms of user comfort. The REM rail car configuration is better designed for when users remain standing; there is more space to move around, as well as access for those with reduced mobility (universal access). The addition of Wi-Fi, air-conditioned and heated cars,



large windows, and improved lighting, and increased service reliability and safety are other examples of the benefits of the REM for Deux-Montagnes users.

If there are not enough users during off-peak periods, are you going to reduce the frequency of the REM?

- The frequency of the REM can be adjusted as needed. That said, ridership studies have been carried out and the frequency of REM is planned to meet anticipated needs.

Are there toilets in the REM stations and cars?

- There are no toilets in the stations or the REM cars. With a passage frequency of five minutes during rush hour in Deux-Montagnes, you won't have to wait long for an REM car to arrive to take you to your destination.

Are there vending machines in the REM stations?

- There are no plans to install vending machines in REM stations at this time.

Will there be guards or security cameras in the REM cars?

- Yes, there will be camera surveillance coverage on all REM sites, including in the cars, as well as communication means to reach the surveillance unit at the control centre directly.

What happens if someone gets sick inside an REM car, considering that the REM will be automated and driverless?

- Although the REM is an automated network, there will be identified employees in the network who will be in direct contact with the control centre, as well as safety inspectors. In addition, there will be means of communication in the REM cars to reach the monitoring unit at the control centre. If necessary, assistance will be dispatched to the site by the control centre or station management personnel.

How will winter conditions affect the REM's operation (snow, ice, freezing rain)? Winter could cause operational problems with the old commuter train.

- REM cars were designed to operate in extreme winter conditions (cars designed to withstand the weight of snow, heated floors and doorsills, heated windscreen, double-glazing, ice protection equipment, etc.).
- In addition, tests were carried out on the REM cars in a climate chamber, and extreme weather conditions were simulated in this laboratory. Before the first segment of the REM is commissioned on the South Shore in 2022, the network will also be tested during all four seasons, under a variety of real climatic conditions.

How many REM cars will be in service on the Deux-Montagnes branch?



- On the Deux-Montagnes branch, the frequency of the REM will be 5 minutes during peak hours and 15 minutes during off-peak hours. Thus, the number of cars in operation will depend on the time of day.
- It should also be considered that the number of cars will vary from four cars in peak periods to two cars in off-peak periods.

What time will the first REM car pass through Deux-Montagnes in the morning?

- The REM will run 20 hours a day, between 5 a.m. and 1 a.m. The exact schedule will be available eventually.

Is there only one control centre (the one located on the South Shore)? What happens if the control centre fails?

- The main control centre is indeed located on the South Shore. All equipment is redundant, i.e. if it fails, a second set of identical equipment takes over. Additional measures are in place to maintain service in the event of a major failure at the control centre.

Is the REM connected to the blue and green lines of the Montréal metro?

- The REM will be connected with the metro's blue line (Édouard-Montpetit station) as well as with the green and orange lines (McGill station and Central Station respectively).

How many stops will there be to get to downtown on the REM?

- It depends on your final destination in the city centre. For a passenger boarding at Deux-Montagnes station to go to Central Station, there will be 13 intermediate stops. The estimated time for this route is 34 minutes.

Will the REM go to the airport as originally planned?

- Absolutely. In 2021, an agreement was reached by the stakeholders, confirming the funding for the construction of the YUL-Aéroport-Montréal-Trudeau station. We will be working with Aéroports de Montréal (ADM) for the commissioning of this station, which is scheduled for late 2024.

What could be the impact of REM on electro-sensitive people?

- We use certified technologies that are recognized for their quality and compliance with applicable standards. These technologies are used in the subways of many major cities around the world.

General questions

How far will the REM tracks be elevated in Deux-Montagnes?

- To see the locations where the REM tracks will be elevated, consult pages 10 and 13 of the presentation: <https://rem.info/en/events/virtual-information-meeting-deux-montagnes>.

Can the elevation of the REM tracks cause gagging for users, or problems in winter with snow and ice?

- These elements were taken into account in the design of the REM route. In addition, the elevations of the REM tracks will be gradual (no steep slopes) in order to respect maximum slopes.

Do you have any images of the vegetated embankments?

- At this time, we do not have images of the vegetated embankments. The seeding will be composed of a mixture specific to the Deux-Montagnes branch, where blue will be the dominant colour. This means that there will be blue flowering or blue foliage species in the seeding mix.

What are the authorized and scheduled times for REM work (days and hours)?

- The time frame primarily involves work between 7:00 a.m. and 7:00 p.m. The mobilization and demobilization of work sites may require some activity before or after this time, including the arrival of workers at the work sites. That said, the noisiest activities are concentrated between 7 a.m. and 7 p.m.

How high will the fence be and what does it look like?

- The new anti-intrusion fence is 2.4 metres high, will be black, with posts spaced 2.4 metres apart, and is 50 millimetres wide by 150 millimetres long (see an image of the anti-intrusion fence below).



Will bike parking be secured to prevent theft?

- This suggestion has been passed on to the responsible teams.

What species of trees will be replanted?



- We haven't yet received this information. The reforestation plan will be discussed with the City of Deux-Montagnes.

When will you order rolling stock to increase the REM's frequency?

- For the time being, the rolling stock ordered meets the anticipated needs according to our ridership studies. Additional rolling stock can be ordered if necessary, should the REM's frequency need to be increased. Note that the network allows for an increase in the frequency of the REM in the future, depending on ridership.

Will a neighbourhood committee be created in Deux-Montagnes?

- In the short term, there are no plans to create a neighbourhood committee, especially in the context of the pandemic.
- That said, several channels are already in place for staying informed about the REM work and communicating with our Community Relations team: by telephone or email (1 833 736-4636 or info@rem.info), subscribing to our newsletters (<https://rem.info/infolettre>), consulting our works info (<https://rem.info/en/works-info>), and participating in public meetings.
- In addition, when there are specific issues, we can organize virtual neighbourhood meetings. For example, in 2021, a neighbourhood meeting was held with the people who live near the micro-blasting at the Grand-Moulin station.

If the work causes cracks in our home, is there a prescriptive period for compensation?

- Inspections are proposed for properties near the construction sites, both at the beginning and at the end of the work. If you find any damage related to the work at the end of the inspection, please contact us and we can refer you to a claims process.

Does CDPQ plan to invest in residential projects around the REM stations?

- No, CDPQ Infra is not involved in residential development.