

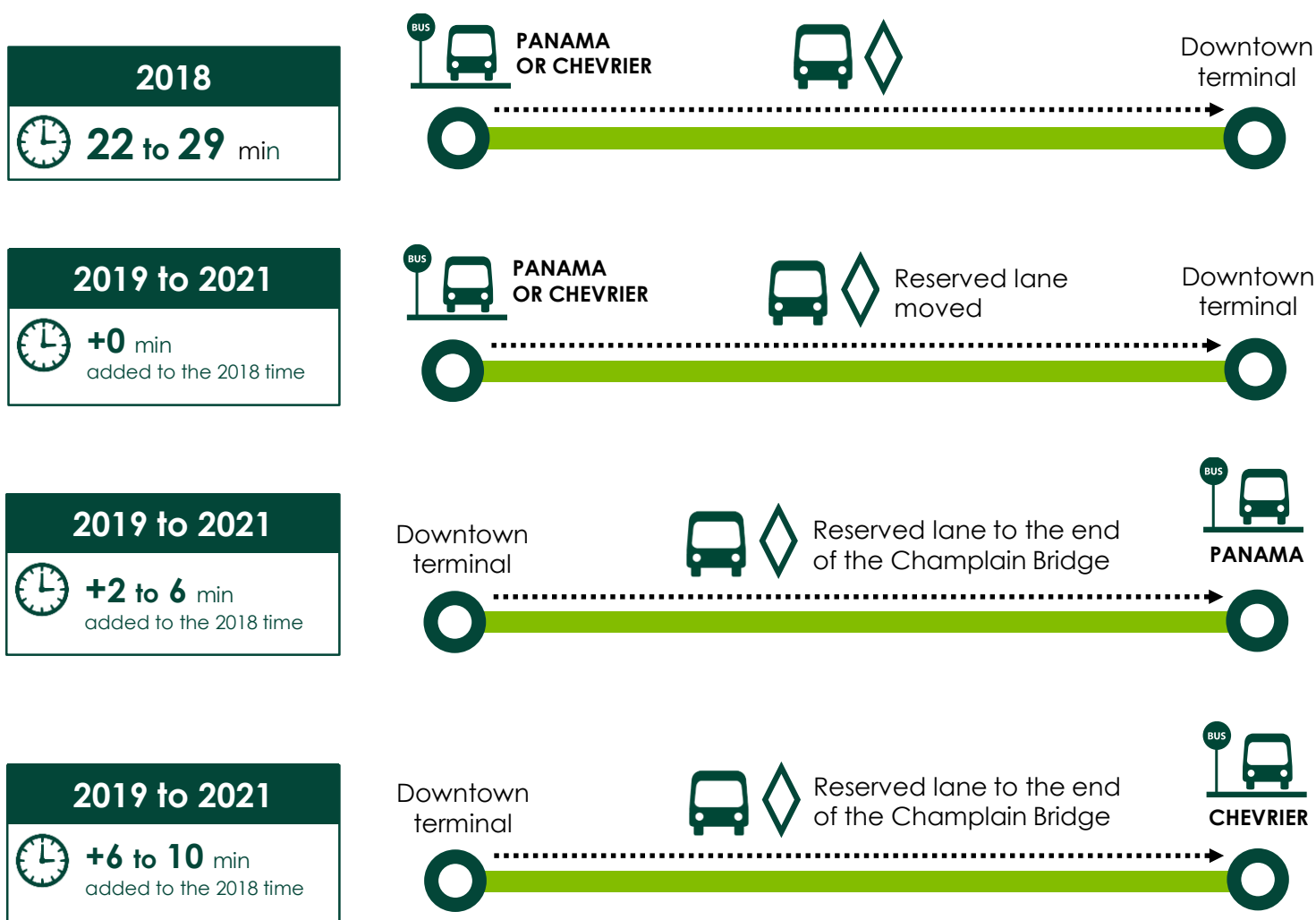
# Réseau express métropolitain construction

The largest public transit project in Quebec in the past 50 years

## South Shore sector

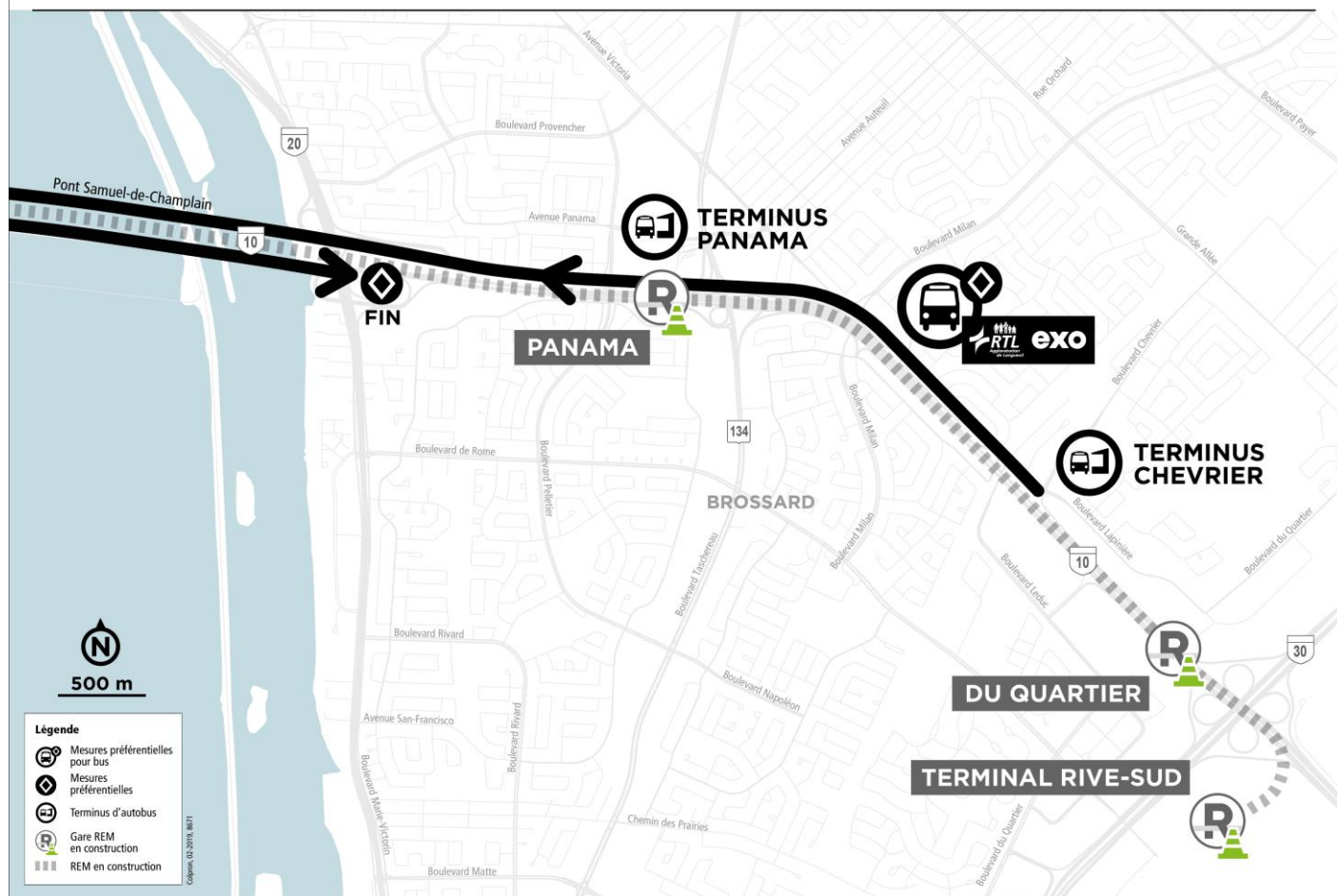
The arrival of an automated, light rail transit system on the South Shore will significantly increase public transit capacity between downtown Montréal and the South Shore, facilitate connections with other transit networks including three métro connections, and offer a quicker route on a daily basis. Completing the Réseau express métropolitain (REM) in your area will require major construction work in the coming years. **During that time, a reserved bus lane will be maintained at all times, but its location will be shifted around, according to construction needs.**

Here are the specific measures taken and estimated travel times:



### SECTEUR RIVE-SUD : 2019 à 2021

**SECTEUR RIVE SUD : 2019 & 2021**  
(Navette autobus - Mesures préférentielles pour bus)



Please visit [rem.info](https://rem.info) to monitor the different work phases and measures implemented.

Follow work progress at: [rem.info](https://rem.info)



Download the Chrono application to help you travel more efficiently throughout each phase of the project

Visit the transit companies' websites for specific measures

# Réseau express métropolitain construction

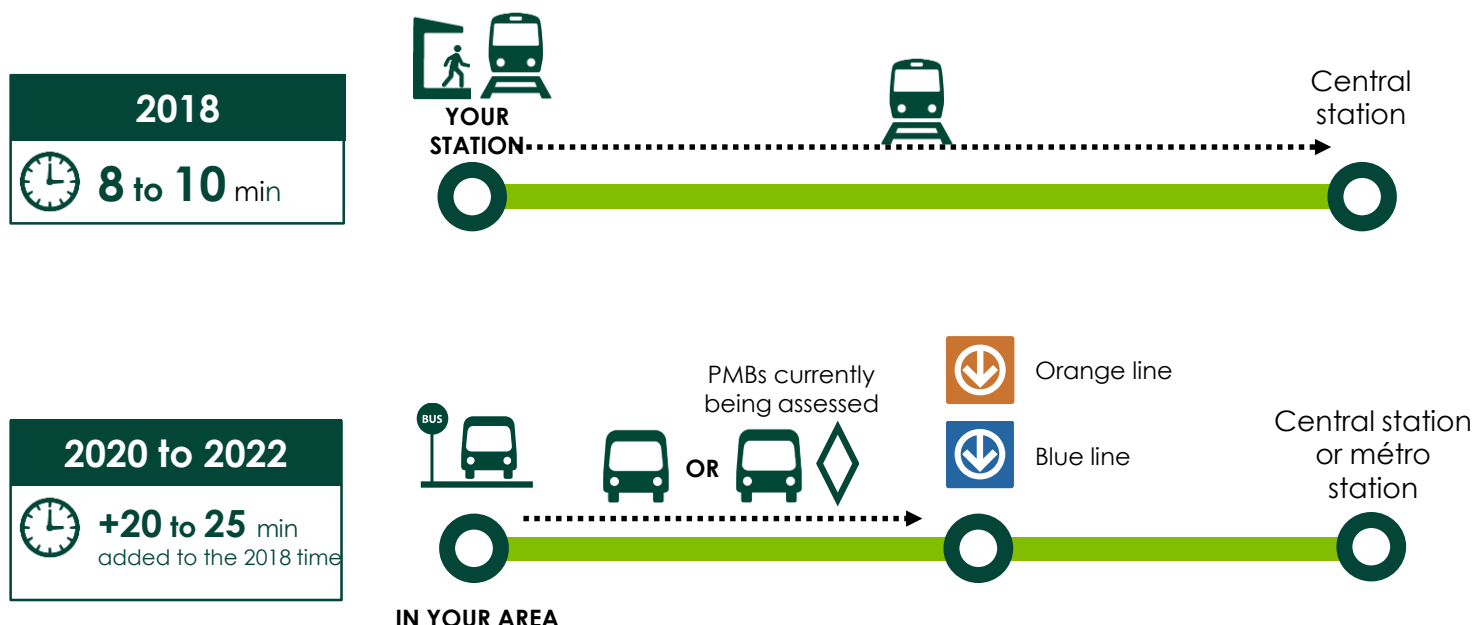
The largest public transit project in Quebec in the past 50 years

## Canora/Mont-Royal area

Transforming the Deux-Montagnes line into an automated, light rail system will significantly increase the line's capacity, multiply the number of connections with other networks – including three métro connections – and offer a quicker route on a daily basis. Completing the Réseau express métropolitain (REM) in your area will require major construction work in the coming years. **During this time, public transit options will be maintained at all times.**

Here are the specific measures taken and estimated travel times:

- **Early 2020** – Closure of the Mont-Royal tunnel (train service interruption at Bois-Franc)
  - Enhancement of existing bus service on the Montréal métro's Blue and Orange lines
  - Shuttle buses with preferential measures for buses (reserved lane, priority traffic lights, etc. under study) between the stations and various métro stations
- **2022** – Commissioning of the REM



Various technical experts are still being consulted regarding optimization of travel times, which are based on implementing the PMBs currently being assessed.

## SECTEUR MONT-ROYAL / CANORA : 2020 à 2022



The specific measures presented are intended to offer reliable service with the least number of transfers possible, and a travel time that is competitive with travelling by car.

All of the details regarding these measures (bus stop locations, frequency, precise routes and arrival/departure times) will be presented in the fall of 2019.

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# Réseau express métropolitain construction

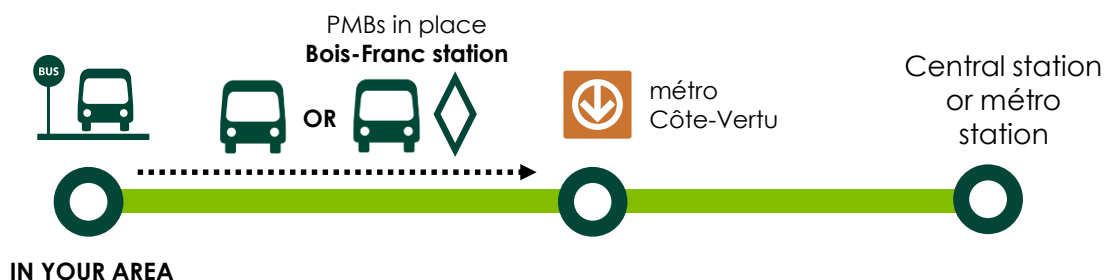
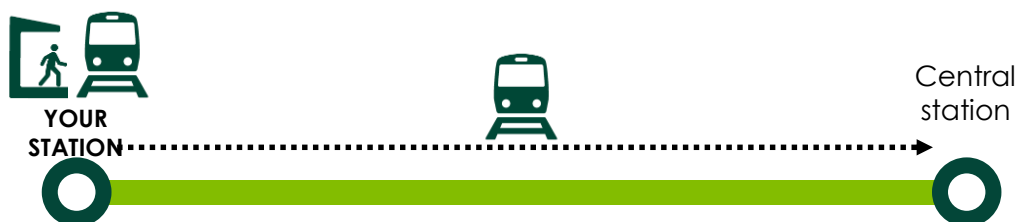
The largest public transit project in Quebec in the past 50 years

## Côte-Vertu area (Bois-Franc, Du Ruisseau and Montpellier stations)

Transforming the Deux-Montagnes line into an automated, light rail system will significantly increase the line's capacity, multiply the number of connections with other networks – including three métro connections – and offer a quicker route on a daily basis. Completing the Réseau express métropolitain (REM) in your area will require major construction work in the coming years. **During this time, public transit options will be maintained at all times.**

Here are the specific measures taken and estimated travel times:

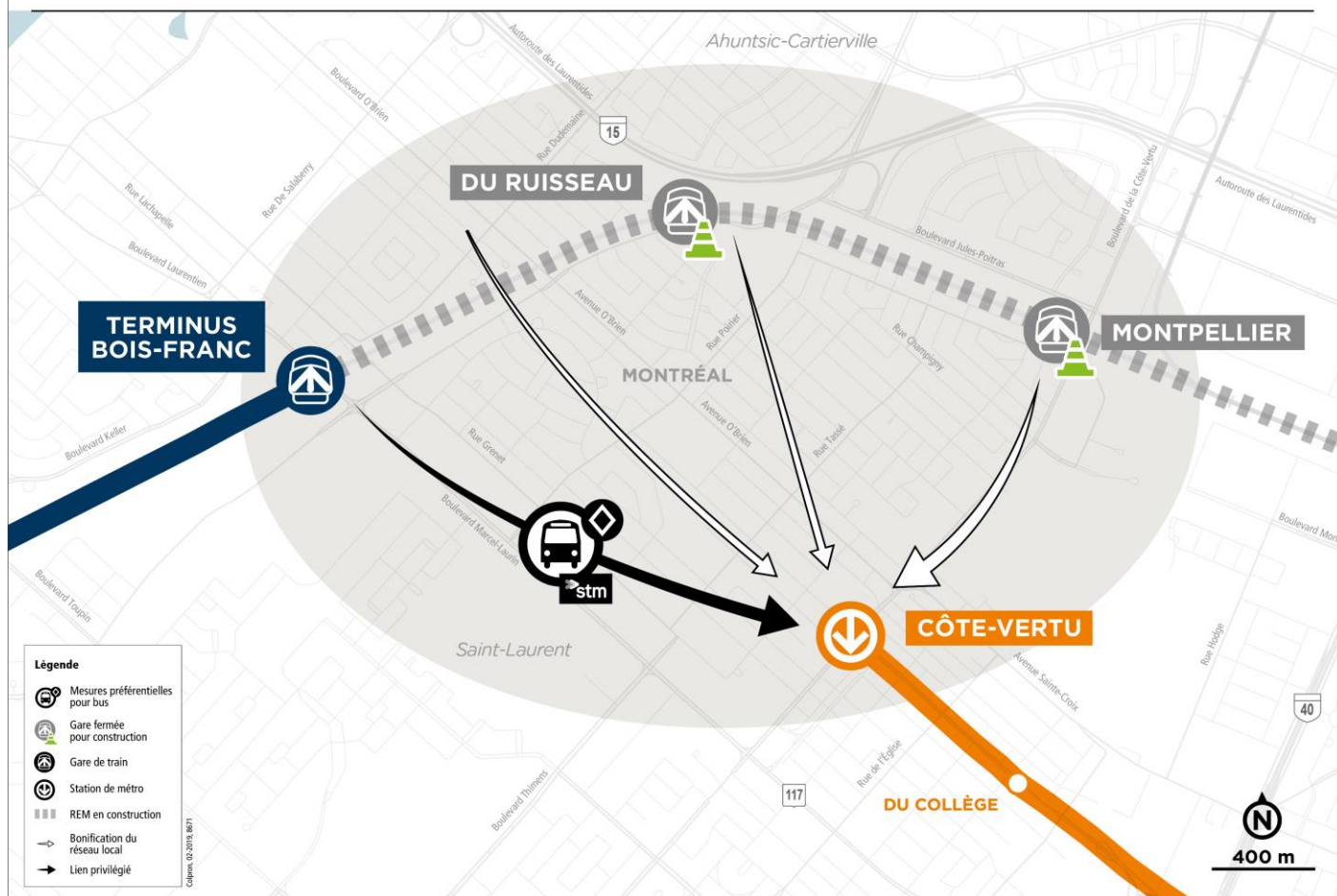
- **Early 2020** – Closure of the Mont-Royal tunnel (train service interruption at Bois-Franc)
  - Enhancement of existing bus service
  - Setting up of shuttle buses between the stations and Côte-Vertu métro station
  - Shuttle buses with preferential measures by bus (reserved lane, priority traffic lights, etc. in place) from the Bois-Franc station to the Côte-Vertu station
- **2022** – Commissioning of the REM



Various technical experts are still being consulted regarding optimization of travel times, which are based on implementing the PMBs currently being assessed.



## SECTEUR CÔTE-VERTU : 2020 à 2022



The specific measures presented are intended to offer reliable service with the least number of transfers possible, and a travel time that is competitive with travelling by car.

All of the details regarding these measures (bus stop locations, frequency, precise routes and arrival/departure times) will be presented in the fall of 2019.

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# Réseau express métropolitain construction

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## Mascouche Line area

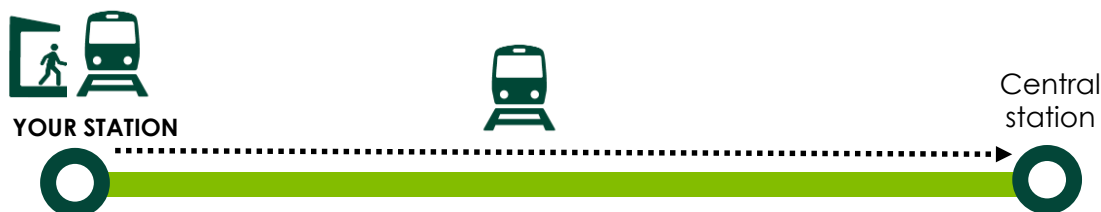
Transforming the Deux-Montagnes line into an automated, light rail system will connect the Mascouche Line to a new expanded transit system that will include three connections to Montréal's métro system. The new transfer station was designed to offer direct, efficient and fluid transfers to facilitate integration of both transit networks. Completing the Réseau express métropolitain (REM) will require major construction work in the coming years. **During this time, public transit options will be maintained at all times.**

### Specific measures taken and estimated travel times:

- **Early 2020 – Closure of the Mont-Royal tunnel (train service interruption at Ahuntsic)**
  - Maintenance of train service for users whose destination is between the Mascouche and Ahuntsic stations
  - Enhancement of existing bus service at stations on the Island of Montréal and the Green line
  - Shuttle buses with preferential measures for buses (reserved lane, priority traffic lights, etc.) between the Mascouche, Terrebonne and Repentigny stations to the Radisson station on the Green line
- **2022 – Commissioning of the REM**

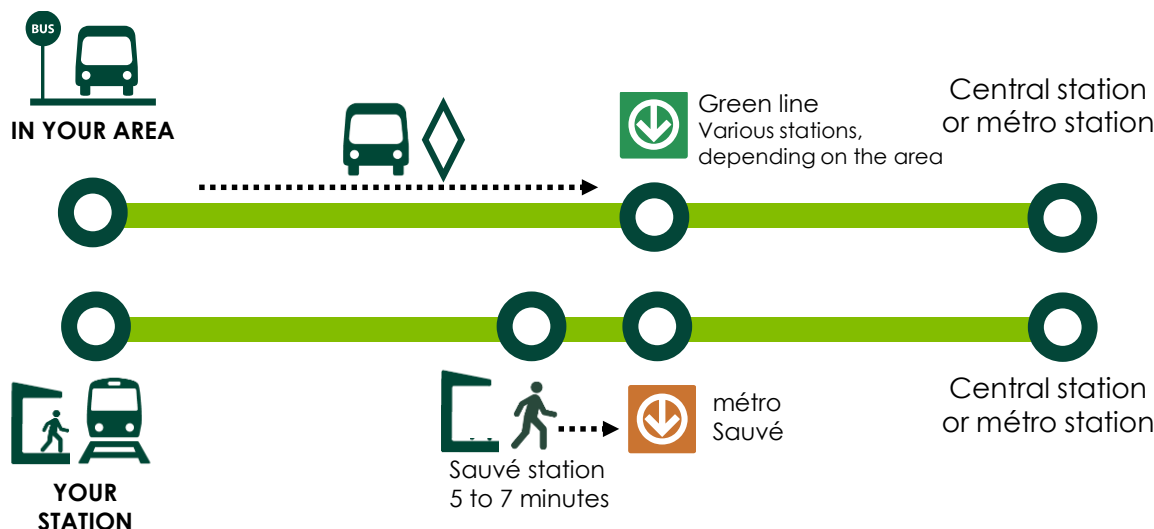
2018

Varies by station



2020 to 2022

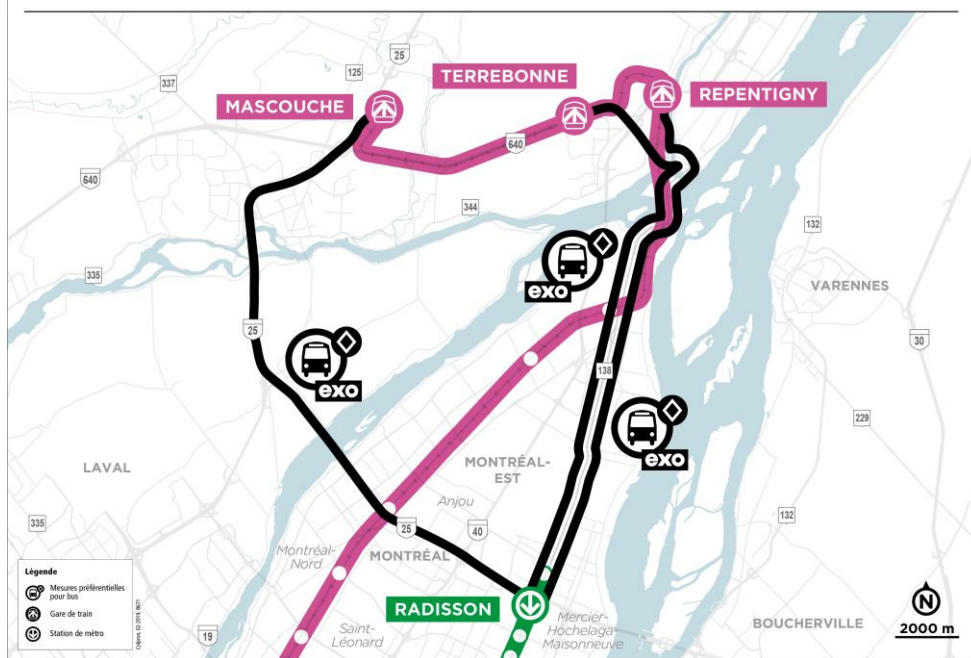
+10 to 15 min  
to the 2018 time, varies by station



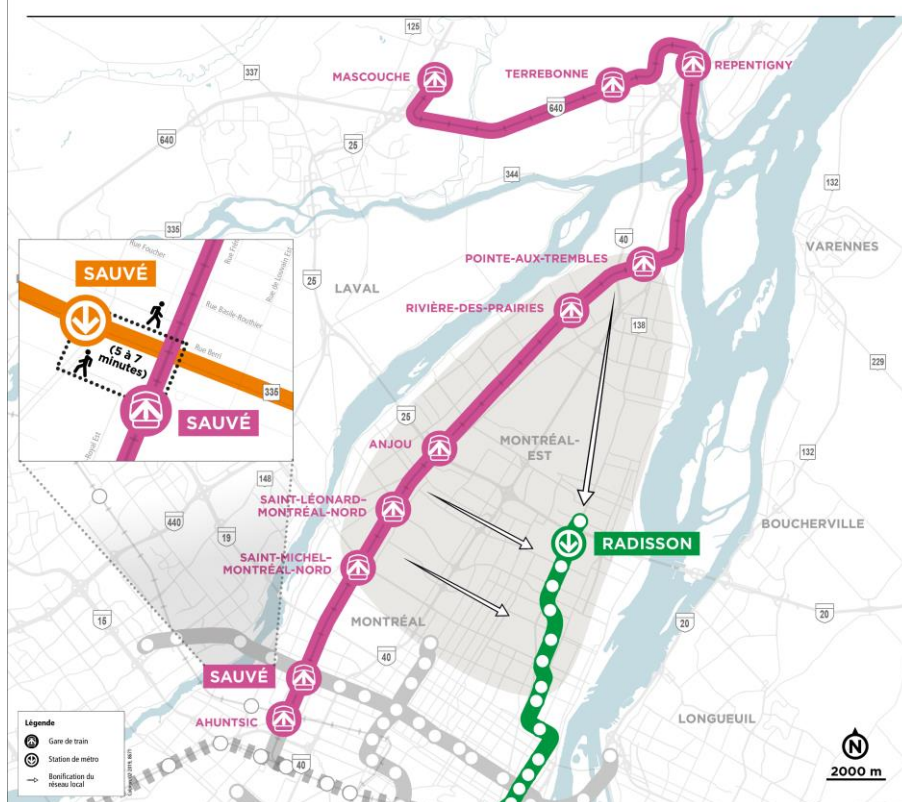
Various technical experts are still being consulted regarding optimization of travel times, which are based on implementing the PMBs currently being assessed.

## SECTEUR MASCOUCHE : 2020 à 2022

(Navette autobus - Mesures préférentielles pour bus)



## SECTEUR MASCOUCHE - Île de Montréal et Couronne Nord : 2020 à 2022



The specific measures presented are intended to offer reliable service with the least number of transfers possible, and a travel time that is competitive with travelling by car.

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# Réseau express métropolitain construction

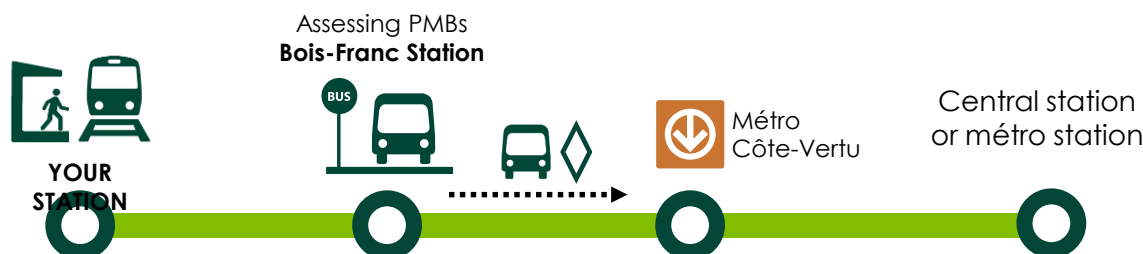
The largest public transit project in Quebec in the past 50 years

## Roxboro/Sunnybrooke area

Transforming the Deux-Montagnes line into an automated, light rail system will significantly increase the line's capacity, multiply the number of connections with other networks – including three métro connections – and offer a quicker route on a daily basis. Completing the Réseau express métropolitain (REM) in your area will require major construction work in the coming years. **During this time, public transit options will be maintained at all times.**

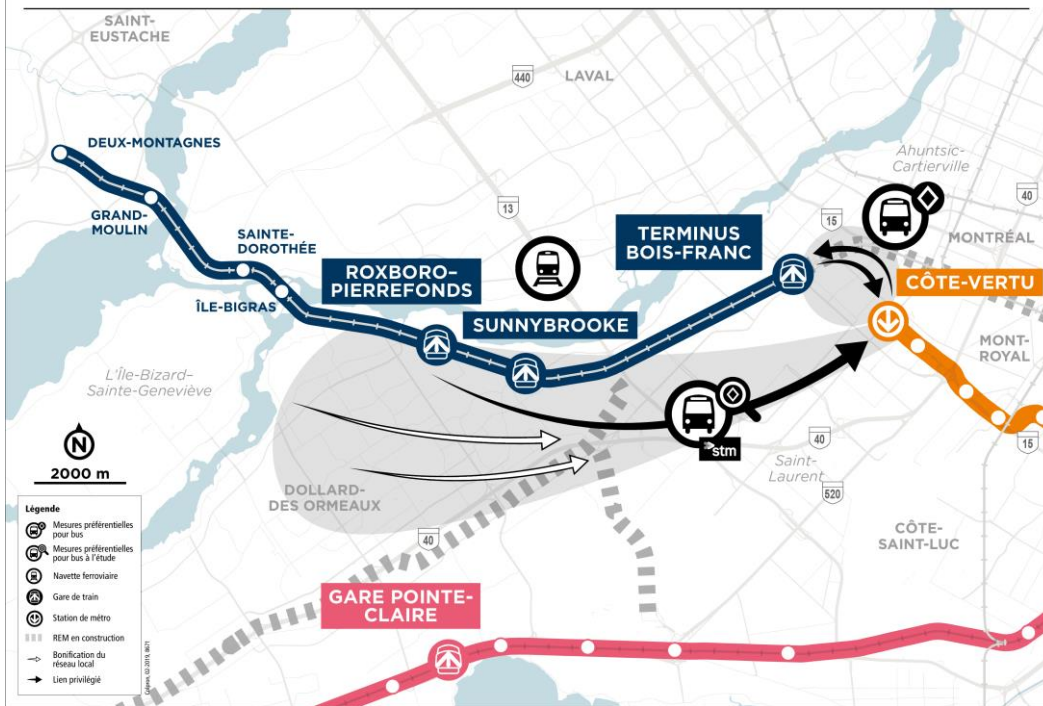
Here are the specific measures taken and estimated travel times:

- **Early 2020** – Closure of the Mont-Royal tunnel (train service interruption at Bois-Franc)
  - Rail shuttles maintained to the Bois-Franc station, and connection by shuttle bus with preferential measures for buses (e.g.: reserved lane, priority traffic lights, etc. in place) to the Côte-Vertu station
  - Shuttle buses with preferential measures for buses (reserved lane, priority traffic lights, etc. under study), directly to the Côte-Vertu métro station
- **Mid-2021** – Closure of the Deux-Montagnes line (complete service interruption)
  - Shuttle buses with preferential measures for buses (reserved lane, priority traffic lights, etc. under study), directly to the Côte-Vertu métro station, and then beginning in 2022 to the REM's Du Ruisseau station
- **Late 2023** – Commissioning of the REM

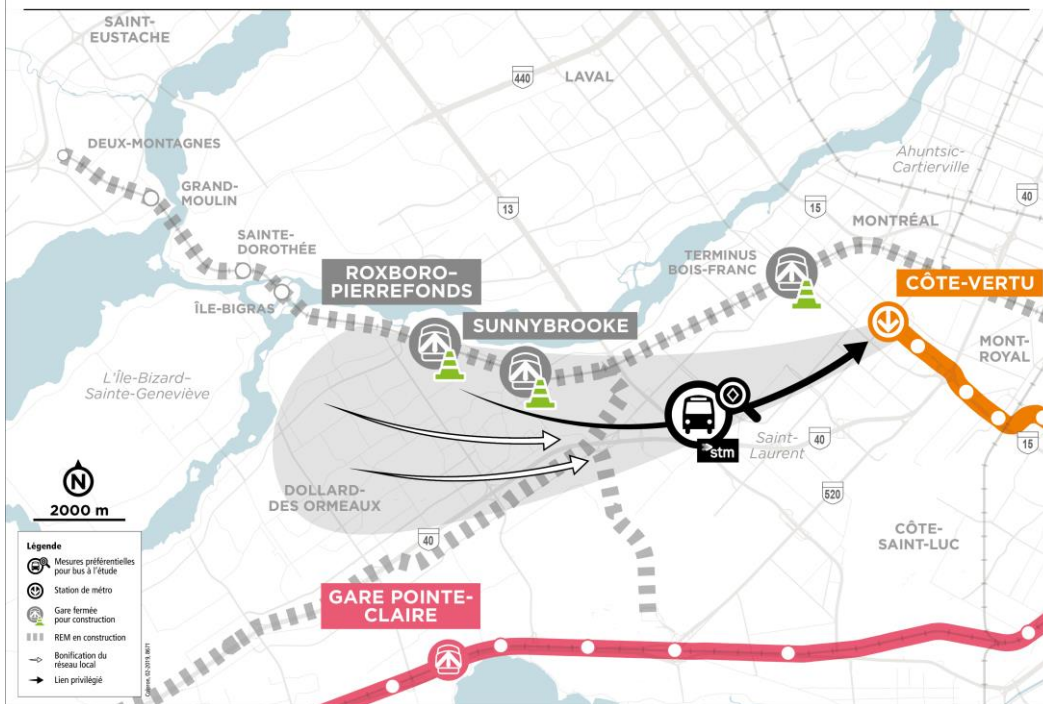


Various technical experts are still being consulted regarding optimization of travel times, which are based on implementing the PMBs currently being assessed.

## SECTEUR ROXBORO / SUNNYBROOKE : 2020 à mi-2021 (Navettes autobus ou navettes ferroviaires)



## SECTEUR ROXBORO / SUNNYBROOKE : mi-2021 à fin 2023 (Navettes autobus)



The specific measures presented are intended to offer reliable service with the least number of transfers possible, and a travel time that is competitive with travelling by car.

All of the details regarding these measures (bus stop locations, frequency, precise routes and arrival/departure times) will be presented in the fall of 2019.

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# Réseau express métropolitain construction

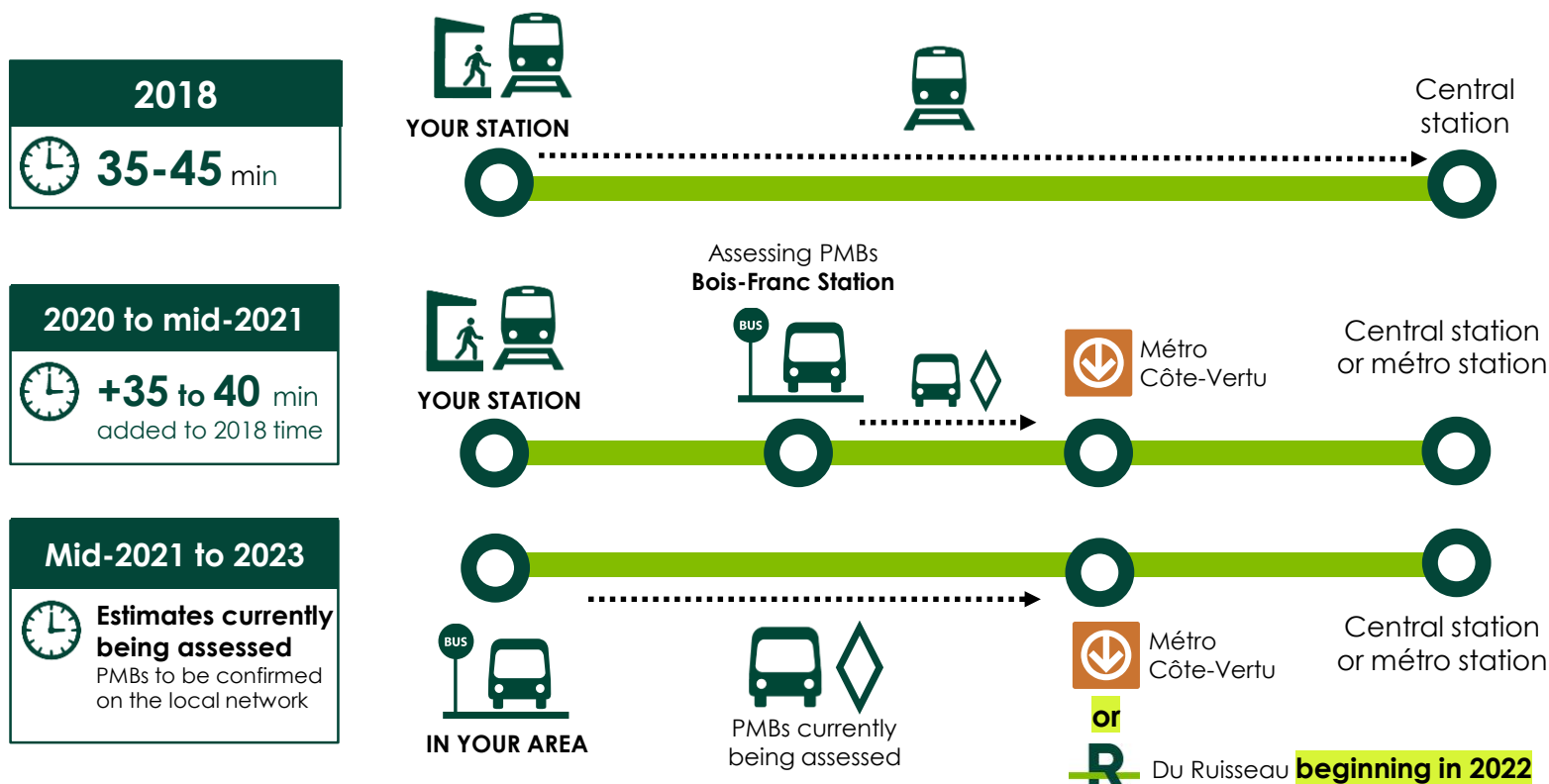
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## Deux-Montagnes/Laval area

Transforming the Deux-Montagnes line into an automated, light rail system will significantly increase the line's capacity, multiply the number of connections with other networks – including three métro connections – and offer a quicker route on a daily basis. Completing the Réseau express métropolitain (REM) in your area will require major construction work in the coming years. **During this time, public transit options will be maintained at all times.**

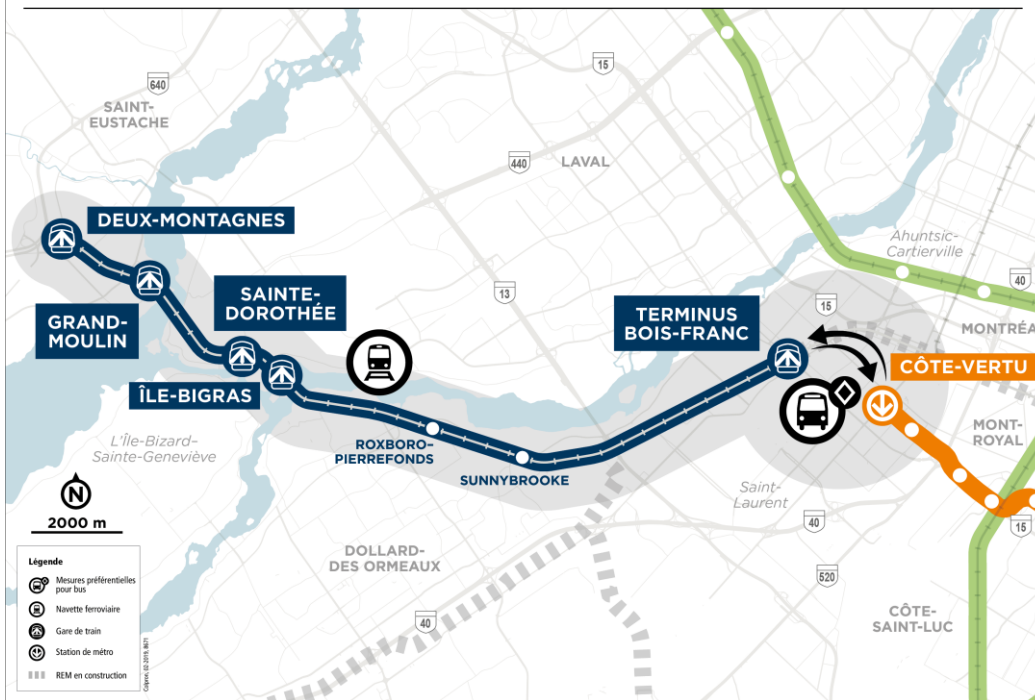
Here are the specific measures taken and estimated travel times:

- **Early 2020** – Closure of the Mont-Royal tunnel (train service interruption at Bois-Franc)
  - Rail shuttles maintained to the Bois-Franc station, and connection by shuttle bus with preferential measures for buses (e.g.: reserved lane, priority traffic lights, etc. in place) to the Côte-Vertu station
- **Mid-2021** – Closure of the Deux-Montagnes line (complete service interruption)
  - Shuttle buses with preferential measures for buses (reserved lane, priority traffic lights, etc. under study), directly to the Côte-Vertu métro station, and then beginning in 2022 to the REM's Du Ruisseau station
- **Late 2023** – Commissioning of the REM

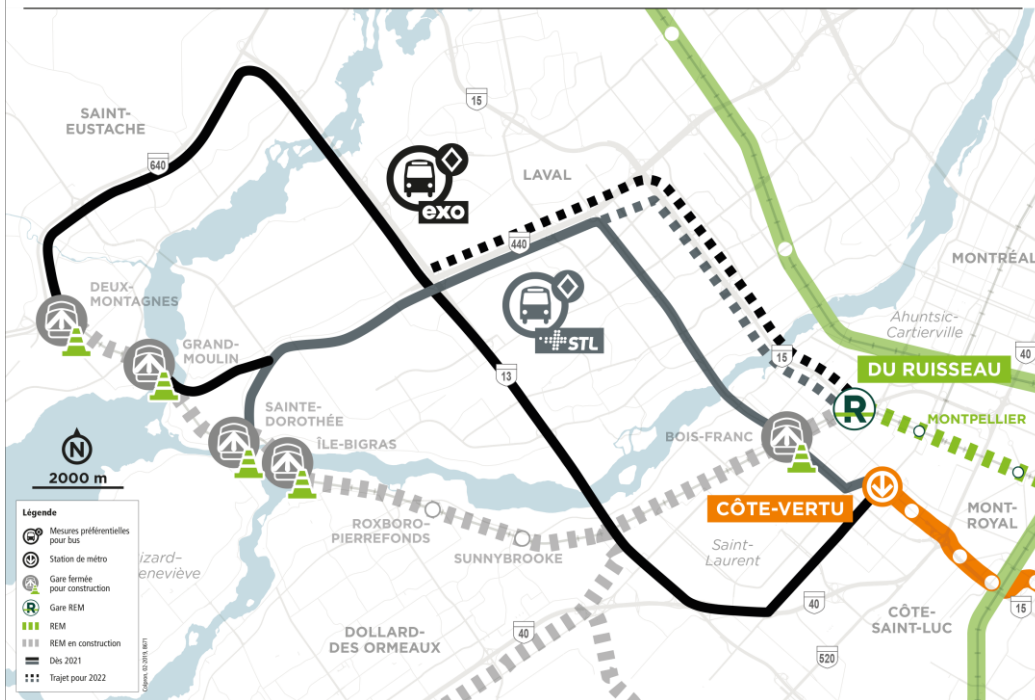


Various technical experts are still being consulted regarding optimization of travel times, which are based on implementing the PMBs currently being assessed.

**SECTEUR DEUX-MONTAGNES / LAVAL : 2020 à mi-2021**  
(Navettes ferroviaires)



**SECTEUR DEUX-MONTAGNES / LAVAL : mi-2021 à fin 2023**  
(Navette autobus - Mesures préférentielles pour bus)



The specific measures presented are intended to offer reliable service with the least number of transfers possible, and a travel time that is competitive with travelling by car.

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