

REM DE L'EST
FACT SHEET

Ville-Marie (Downtown)



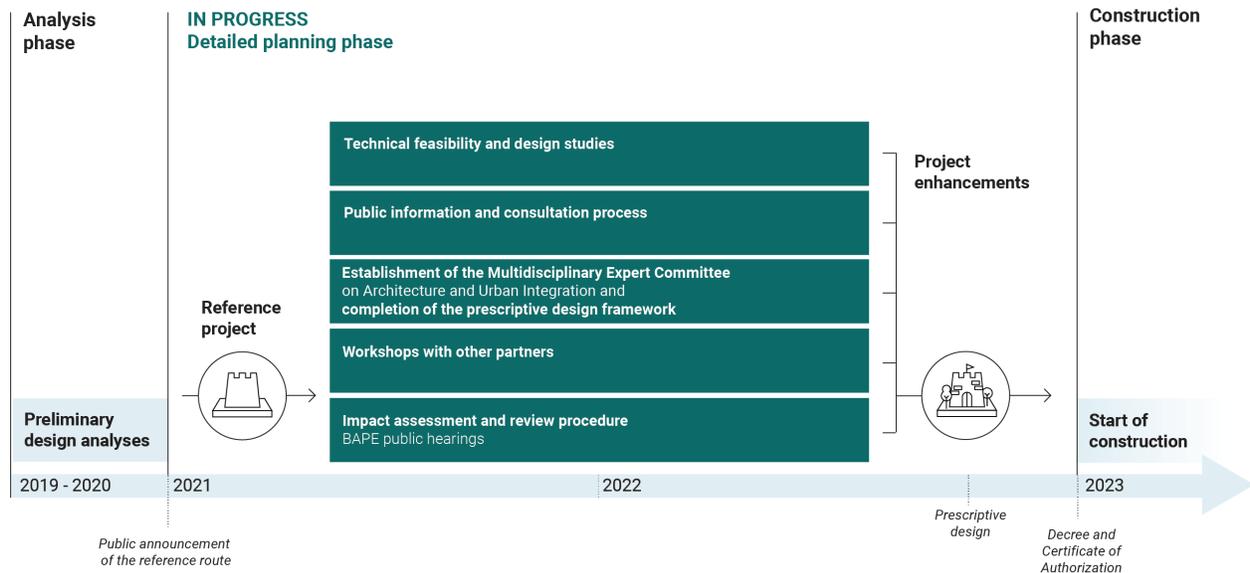
REM DE L'EST

The REM de l'Est is a public transit project that will connect the east and northeast to downtown Montréal by providing reliable and frequent service to create new, fast and comfortable connections between residents and neighbourhoods. The REM de l'Est is a fully automated electric light rail metro system, consisting of 23 new stations and 32 km of new, dedicated public transit corridors with both elevated and underground route segments.

<p>7:00 7:02 7:04</p> <p>2 to 4 min frequency during rush hours</p>	 <p>7 days/week</p>	 <p>7 intermodal stations</p>	 <p>23 universally accessible stations</p>
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SUMMARY OF PROJECT PROGRESS



After 18 months of study and analysis, the REM de l'Est reference project was publicly announced in December 2020, marking the beginning of the project's **detailed planning phase**.

This phase involves detailing and enhancing the project using input from citizens, stakeholders, CDPQ Infra's public transit, engineering and architectural experts, as well as from the multidisciplinary committee of experts for the urban and architectural integration of the REM de l'Est.

Detailed project planning will continue throughout 2021 and 2022 and may include optimizations subsequent to the Bureau d'audiences publiques en environnement (BAPE) public hearings.

REM DE L'EST DOWNTOWN

In the downtown Montréal area, the REM de l'Est will be elevated along René-Lévesque Boulevard between De Lorimier Avenue and Robert-Bourassa Boulevard at the terminal station.

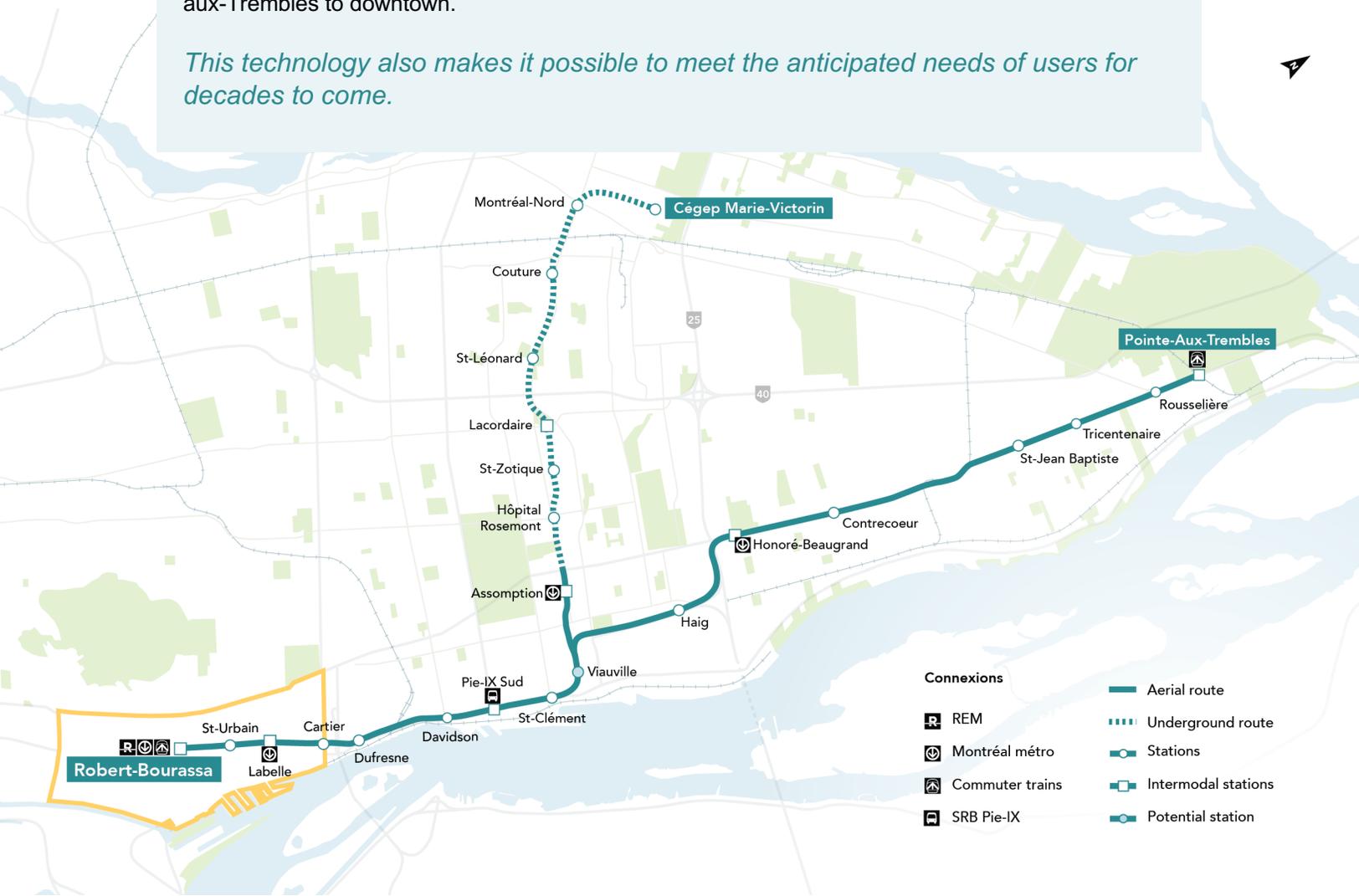


Why light rail?

Three modes were analyzed for the REM de l'Est: tramway, tram-train and light rail metro. The light rail metro, which runs on a dedicated corridor, was selected because of its high commercial speed and flexibility, which promotes the attractiveness of the network and maximizes the transfer between car and public transit. In addition, among the modes studied, light rail is the only one that has the capacity to meet the mobility needs of the people of the East. In fact, in the central section, the light rail system can accommodate up to 12,000 passengers per hour, while the streetcar and tram-train can only accommodate 5,100. This capacity is divided by two in each of the branches that feed the central section. The light rail system can run up to one train every 90 seconds without any risk of traffic disruption. The tramway and tram-train, on the other hand, can only pass every 3.5 minutes in the central corridor and every 7 minutes on the branches.

Similarly, the light rail allows high speed travel up to 45 km/h, while the tramway is limited to a speed between 17 and 25 km/h and the tram-train has to vary its speed according to the insertion. This greatly affects travel times, with the streetcar mode requiring nearly an hour to travel from Pointe-aux-Trembles to downtown.

This technology also makes it possible to meet the anticipated needs of users for decades to come.



STATIONS

The fundamental character of the stations justifies the care with which they will be designed. The design assumptions are as follows:

- Focus on active transportation access, particularly from pedestrian and bicycle paths.
- Encourage the use of public transit.
- Provide universal accessibility to system users.

In addition to these general principles, there is also the desire to promote a user-friendly, functional design that is consistent with the development in current neighbourhoods.

Stations on René-Lévesque will be designed to be in the middle of the street, to limit encroachment.

They will feature an entrance on the side of the street where tickets can be purchased and access gates will be located. The entrance will then be connected to the light rail by a footbridge. Passengers will access the elevated platforms via stairs and elevators on both sides of the track.

Why an elevated route downtown?

Several underground scenarios were studied for the REM de l'Est in downtown Montréal. These scenarios had to take into account the existing underground infrastructure of the downtown area, including the structural integrity of the Montréal metro tunnels (yellow and orange lines), as well as the diameter and age of various City of Montréal water and sewer mains. These scenarios also evaluated the structural integrity of the foundations of surrounding downtown buildings, as well as construction with single- or twin-tube tunnels. The high risks each scenario presented justified setting them aside.

An elevated route in the downtown area limits the network's footprint, minimizes the impact on roadway development and maintains existing pedestrian, bicycle and automobile routes. Furthermore, to ensure a successful urban and architectural integration worthy of the world's greatest metropolises, a multidisciplinary expert committee composed of independent members will be set up.



Four stations are planned in the area: Cartier, Labelle, St-Urbain and Robert-Bourassa.

These stations will be universally accessible and equipped with platform screen doors, elevators and escalators. WiFi will also be available across the entire network.

Clearance required:

5,3 metres

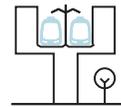
40-metre
platforms

Cartier

The entrance will be located on the southeast corner of the Papineau Avenue and René-Lévesque Boulevard intersection. The station's platforms will be located between Papineau Avenue and Cartier Street.



Connections available
to local bus lines.



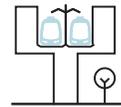
Elevated station

Labelle

The entrance will be located on the southeast corner of the Saint-Hubert Street and René-Lévesque Boulevard intersection. The station's platforms will be located between Saint-Hubert and Saint-Christophe streets.



Connections available
to local bus lines and the
orange metro line via the
street.



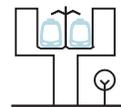
Elevated station

St-Urbain

The entrance will be located on the southeast corner of the Saint-Laurent Street and René-Lévesque Boulevard intersection. Station platforms will be located along Saint-Dominique Street.



Connections available
to local bus lines.



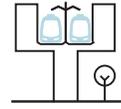
Elevated station

Robert-Bourassa

East of the Robert-Bourassa and René-Lévesque intersection.



Connections available to the REM, the Mascouche and Saint-Hilaire commuter train lines and the orange and green metro lines via the Réso. Connections to local and intercity bus lines will also be available.



Elevated station

PROJECT BENEFITS FOR THE SECTOR

A new public transit option for communities

The project will provide a new public transit option that will open up neighbourhoods, generate greater fluidity, reduce congestion and improve access to health, education, employment and leisure hubs.

	Current situation with PT	With REM de l'Est	% of time savings compared to the current situation with PT
Downtown ↔ Heart Institute	55 min.	35 min.	35%
Downtown ↔ Cégep Marie-Victorin	60 min.	30 min.	50%
Downtown ↔ Pointe-aux-Trembles Station	70 min.	30 min	55%

Discovering the area

Running the REM de l'Est down the middle of René-Lévesque provides service to the economic, cultural and knowledge core of Montréal. More specifically, users will be within a few blocks of major commercial arteries such as Sainte-Catherine and will be able to enjoy the attractions of destination neighbourhoods such as the Village. In addition, the REM de l'Est provides access to McGill University, UQAM and the *Centre Hospitalier Universitaire de Montréal (CHUM)*.

ANTICIPATED PROJECT IMPACTS ON THE SECTOR

A regulatory framework governing disturbance

The project will be governed by an Order in Council and an environmental certificate of authorization, with requirements set by government authorities for the construction and operating periods.

During the construction phase, the project will be subject to specific noise, vibration and air quality thresholds. Environmental experts will implement mitigation measures to minimize project noise impact on surrounding residents.

Similarly, during the operating phase, strict noise and vibration requirements will be applied by government authorities to ensure that the project does not significantly impact the environments involved. Where appropriate, mitigation measures will be considered in the detailed engineering phase. Environmental monitoring will also take place during the operating phase.

Visual impact

The elevated structure and elevated stations will alter the visual environment and the urban fabric. CDPQ Infra will expend a considerable amount of effort in architectural and urban planning to ensure the elevated structure's architectural signature becomes iconic for Montréal. Integrating new stations will provide an opportunity to create new living environments in the neighbourhoods served.

Fauna and flora

As the project is primarily in a highly urbanized area, impact on the natural environment will be limited. However, the planned approach will be to prevent impacts. If necessary, measures will be implemented to mitigate or compensate for the impacts.

Heritage

The route touches the end of three protected heritage building areas in the René-Lévesque Boulevard sector, identified in the Quebec Cultural Heritage Register, namely:

- William-Dow House Protection Area
- Monument-National Protection Area
- Église de la Mission-Catholique-Chinoise-du-Saint-Esprit Protection Area

Special care will be taken in these areas during the design phase to ensure harmonious and coherent urban integration with the environment, in accordance with the requirements set out by the *Ministère de la Culture et des Communications*.

The project's impact on the cultural heritage of René-Lévesque Boulevard will also be analyzed.

Archaeology

The archaeological potential evaluation conducted in 2020 identified a few areas with archaeological potential along René-Lévesque Boulevard and three (3) known archaeological sites. CDPQ Infra has committed to conducting archaeological inventories in each of these zones prior to construction work, in accordance with the rules stipulated by the *Ministère de la culture et des communications*.



STAY INFORMED

- > [Click here](#) Technical sheet – Project presentation
- > [Click here](#) Project presentation
- > [Click here](#) Presentation video
- > [Click here](#) Public consultations