

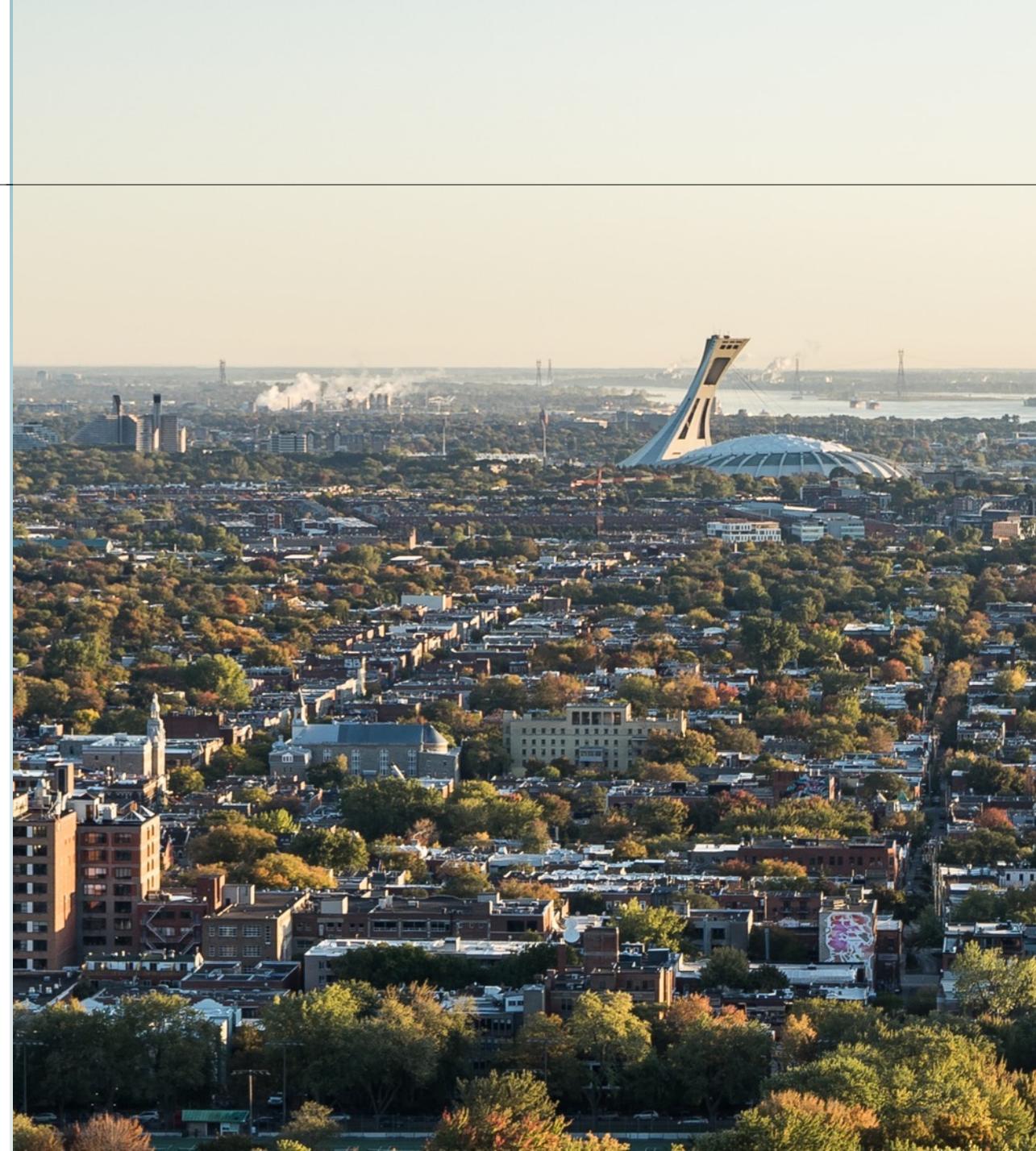
# A new public transit network for the East end of Montréal

Information session

**REM DE L'EST | MAY 2021**

Filiale de la Caisse de dépôt et placement du Québec | [cdpqinfra.com](http://cdpqinfra.com)

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# Agenda

## 1 The CDPQ Infra model

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## 2 Analysis and reference project

PHASE 1 - Mobility analysis

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PHASE 2 - Multi-criteria analysis of preliminary scenarios

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PHASE 3 - Analysis of the stakes

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Proposed solution

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## 3 Integration

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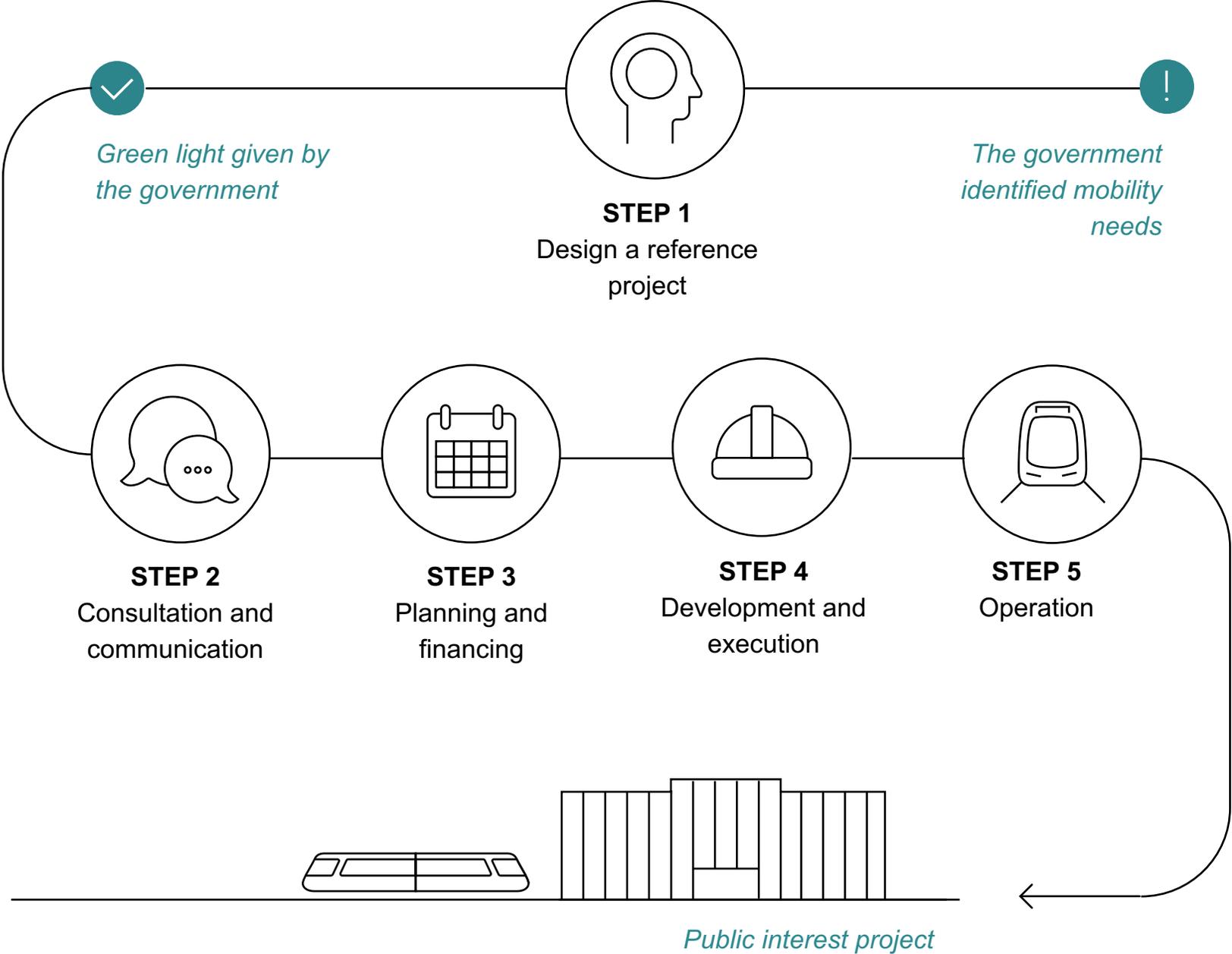
## 4 The next steps

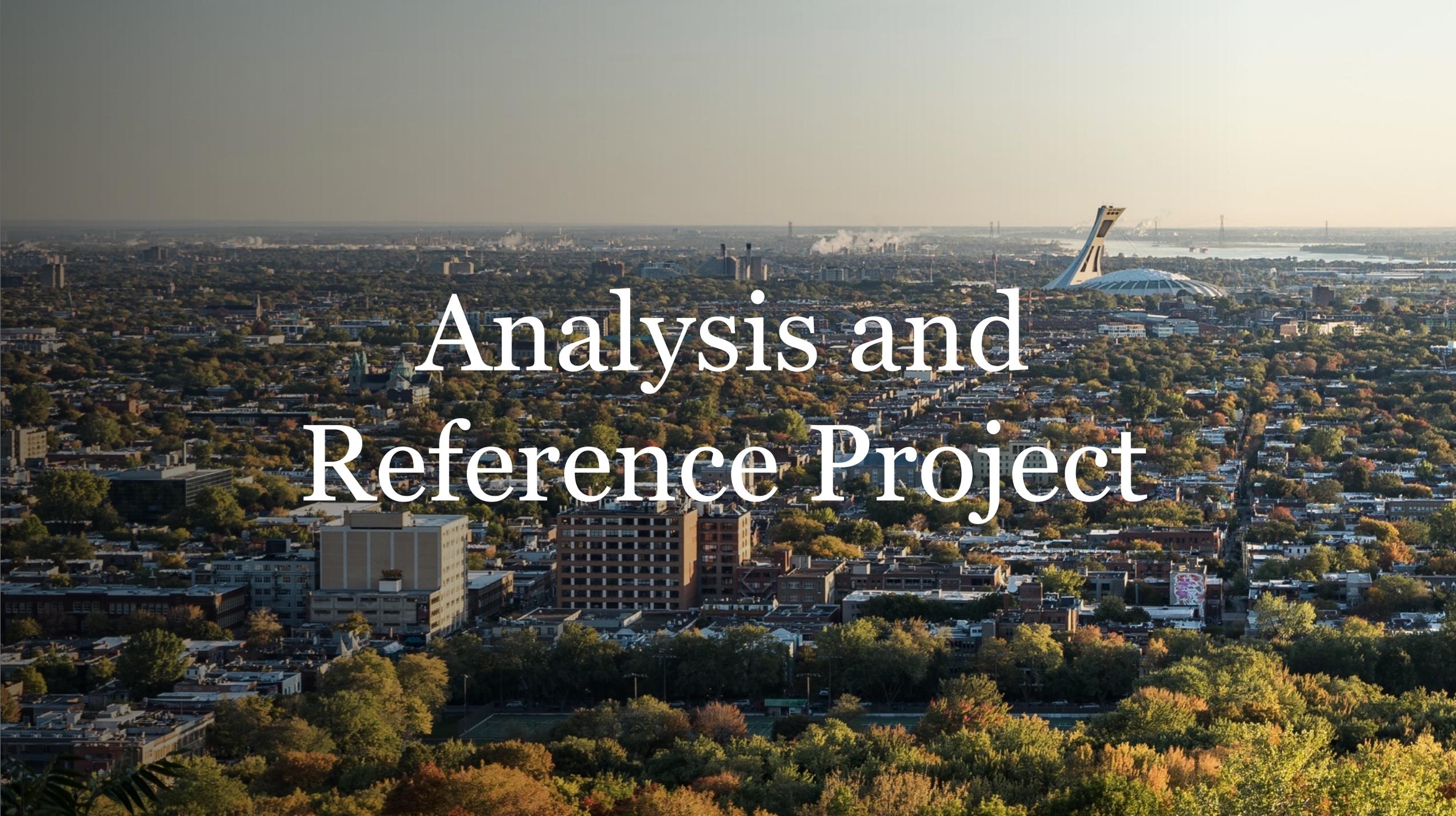


# The CDPOQ Infra Model

# An innovative model unveiled in 2015

CDPQ Infra is one of the few organizations in the world with the financial capacity and technical expertise required to carry out public transit infrastructure projects.



An aerial photograph of a city, likely Montreal, showing a dense urban landscape with numerous buildings and trees. In the background, the distinctive white, curved structure of the Olympic Stadium is visible. The sky is clear and bright, suggesting a sunny day. The text "Analysis and Reference Project" is overlaid in the center of the image in a white, serif font.

# Analysis and Reference Project

# Input considered in selecting the solution



**PRELIMINARY PHASE**  
Territory diagnosis



**PHASE 1**  
Mobility analysis

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Identification of mobility needs



**PHASE 2**  
Multi-criteria analysis of preliminary scenarios

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Identification of potential routes



**PHASE 3**  
Analysis of the stakes

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Identification of reference solution



**RESULT**  
Reference project proposal

The data analysis and the choice of the solution are studied **with our partners.**

# PHASE 1

## Mobility analysis

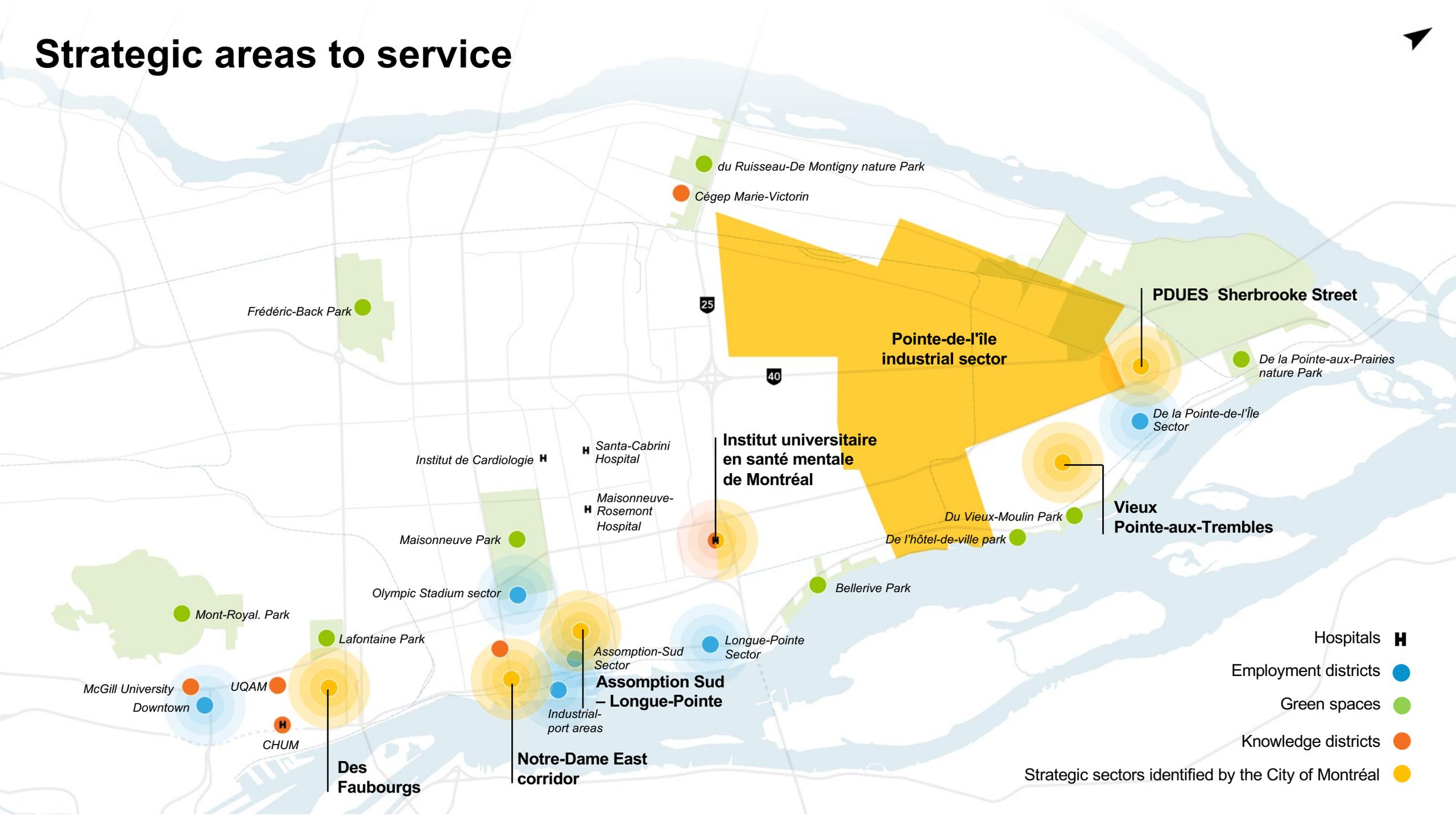
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### Objective:

**Identification of mobility needs**

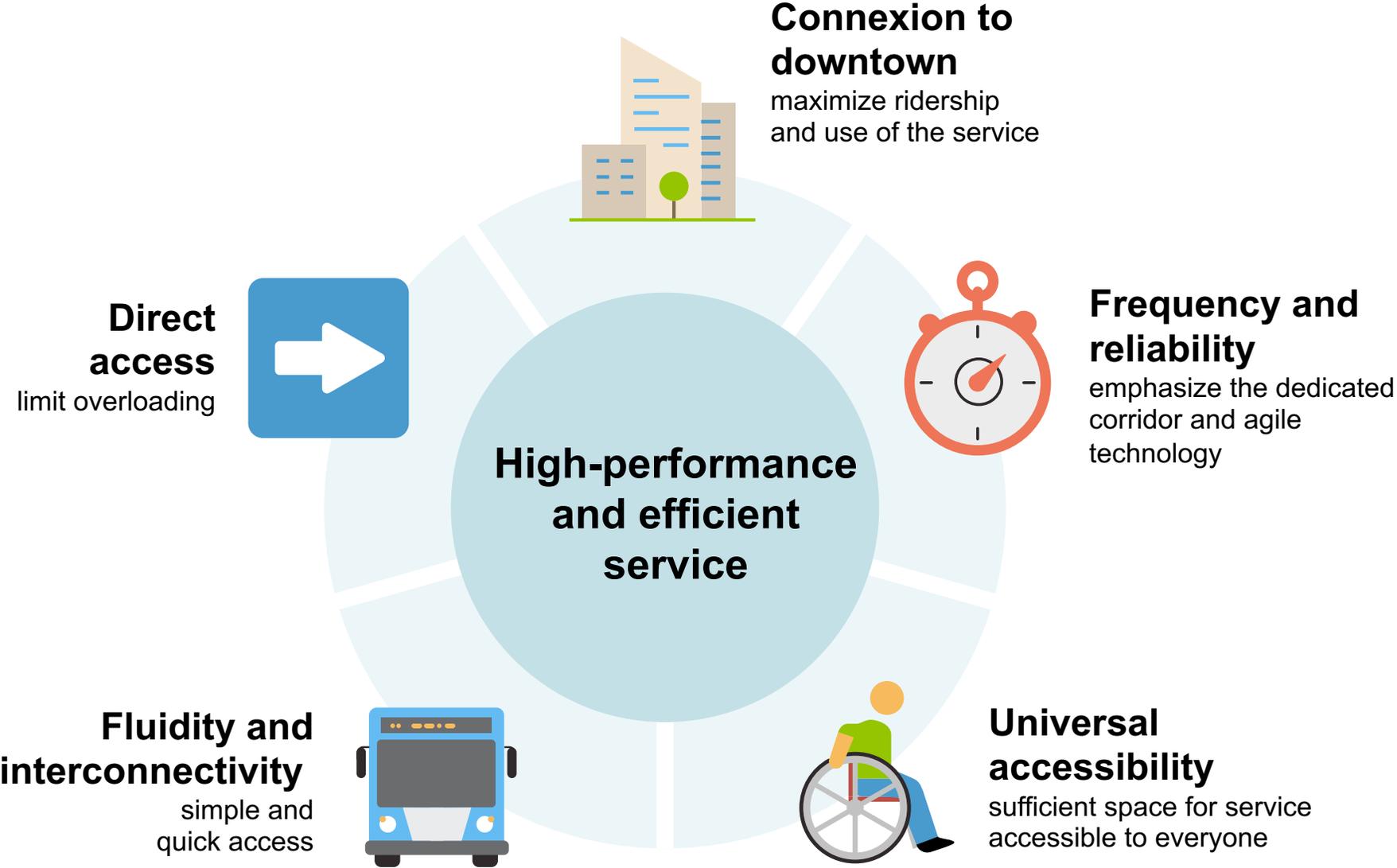


# Strategic areas to service



- Hospitals **H**
- Employment districts ●
- Green spaces ●
- Knowledge districts ●
- Strategic sectors identified by the City of Montréal ●

# Principles for promoting use of public transit



# **PHASE 2**

**Multi-criteria  
analysis of  
preliminary  
scenarios**

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**Objective:**

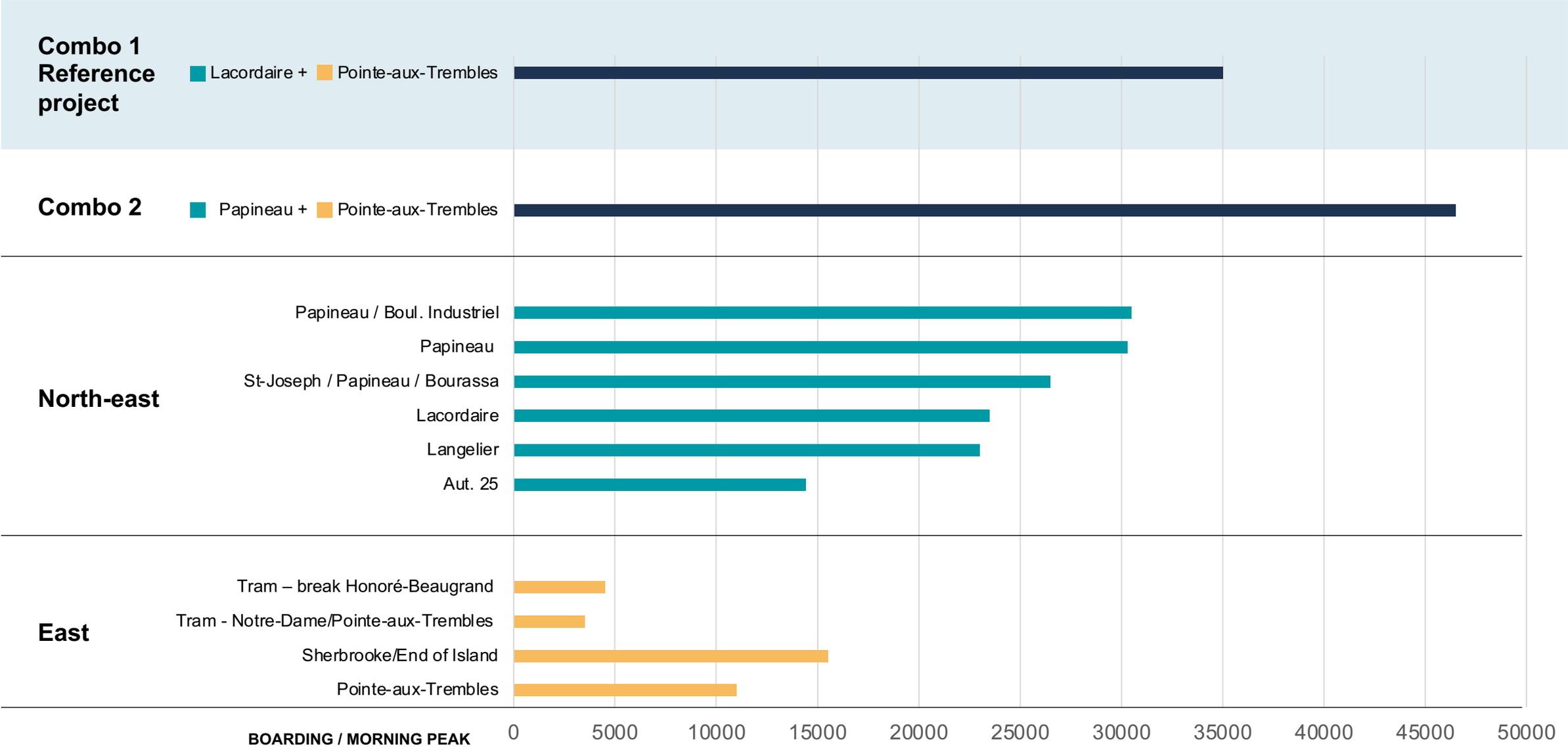
**Identification of potential routes**



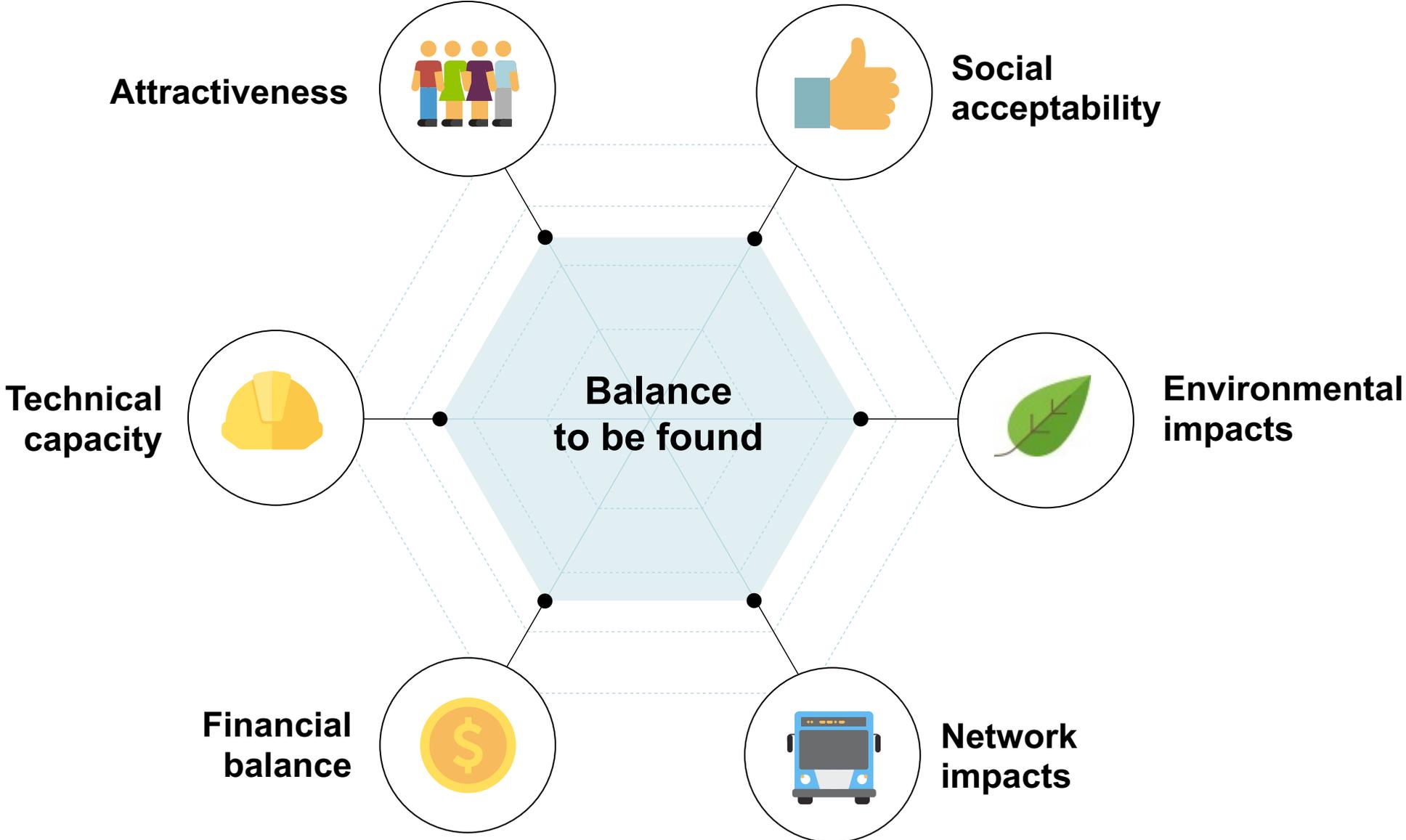
# Travel corridors studied



# Ridership – preliminary studies



# Multi-criteria analysis of preliminary scenarios and analysis of the stakes



# **PHASE 3**

Analysis of the  
stakes

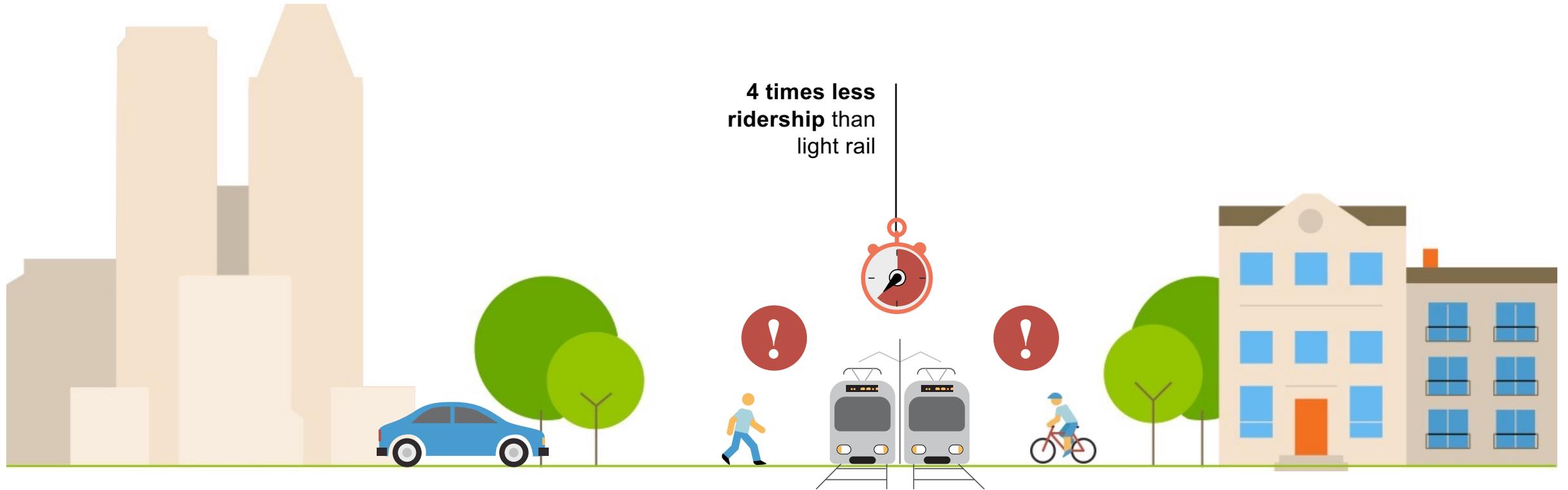
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**Objective:**

**Identification of the mode  
and the type of insertion**



# Tramway



Non-competitive travel time:  
**20 km/h**



Frequency of passage:  
**3.5 to 4 minutes**

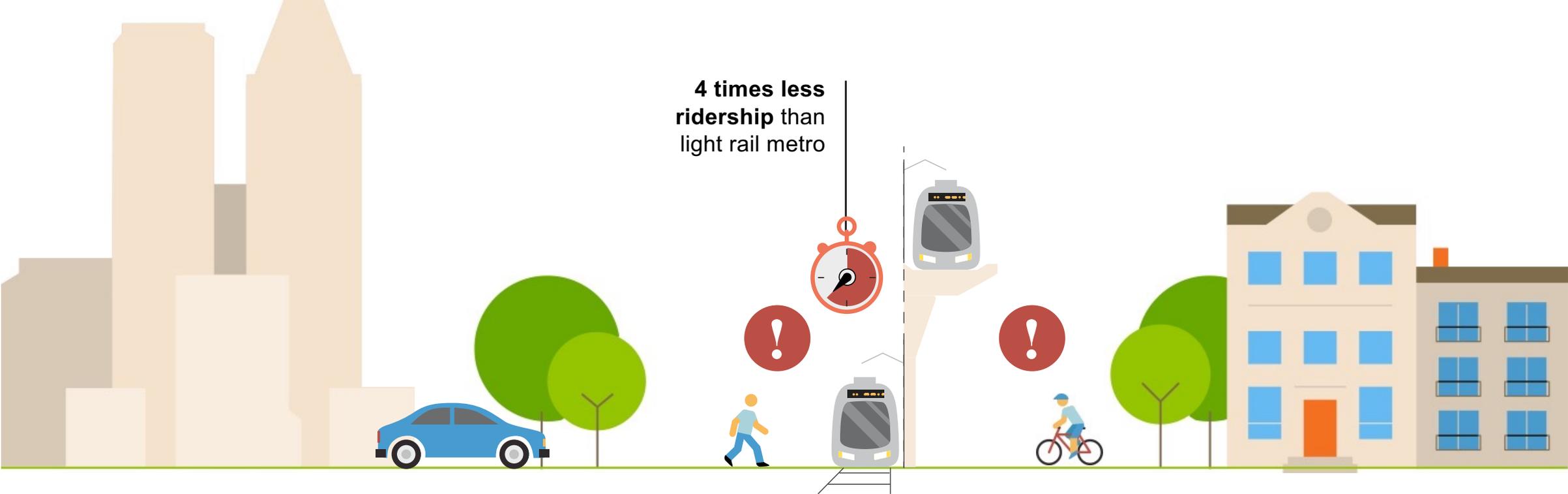


**Major limitation to ridership capacity:**  
insufficient to meet demand



**Not very flexible**  
to changing needs

# Tram-train



Average travel time, depending on type of route



Frequency of passage equivalent to the tramway when at ground level  
**3.5 to 4 minutes**

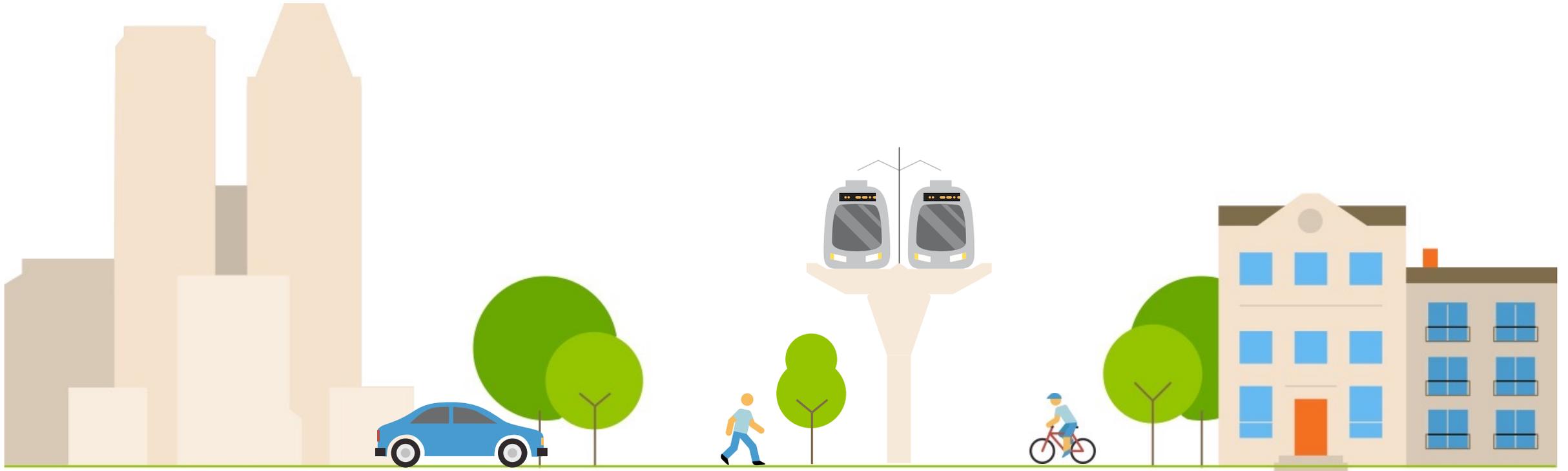


**Ridership: insufficient** to meet demand



**Not very flexible** to changing needs

# Light rail metro



Competitive travel time:  
**40-45 km/h**



Frequency of passage:  
**up to every 90 seconds**



**Ridership: sufficient**  
to meet demand



**Flexible evolution**  
over time

# RESULT

Reference project

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**Objective:**

**Maximize the satisfaction of all  
the criteria analyzed**



# REM de l'Est reference route

7 days/week

Schedule synchronized with the Montréal metro

2 to 4 min.

frequency during rush hours

100%

electric and automated

\$10 B

total estimated project cost

32 km

of dedicated tracks:  
8 km underground and 24 km elevated

23 stations

universally accessible

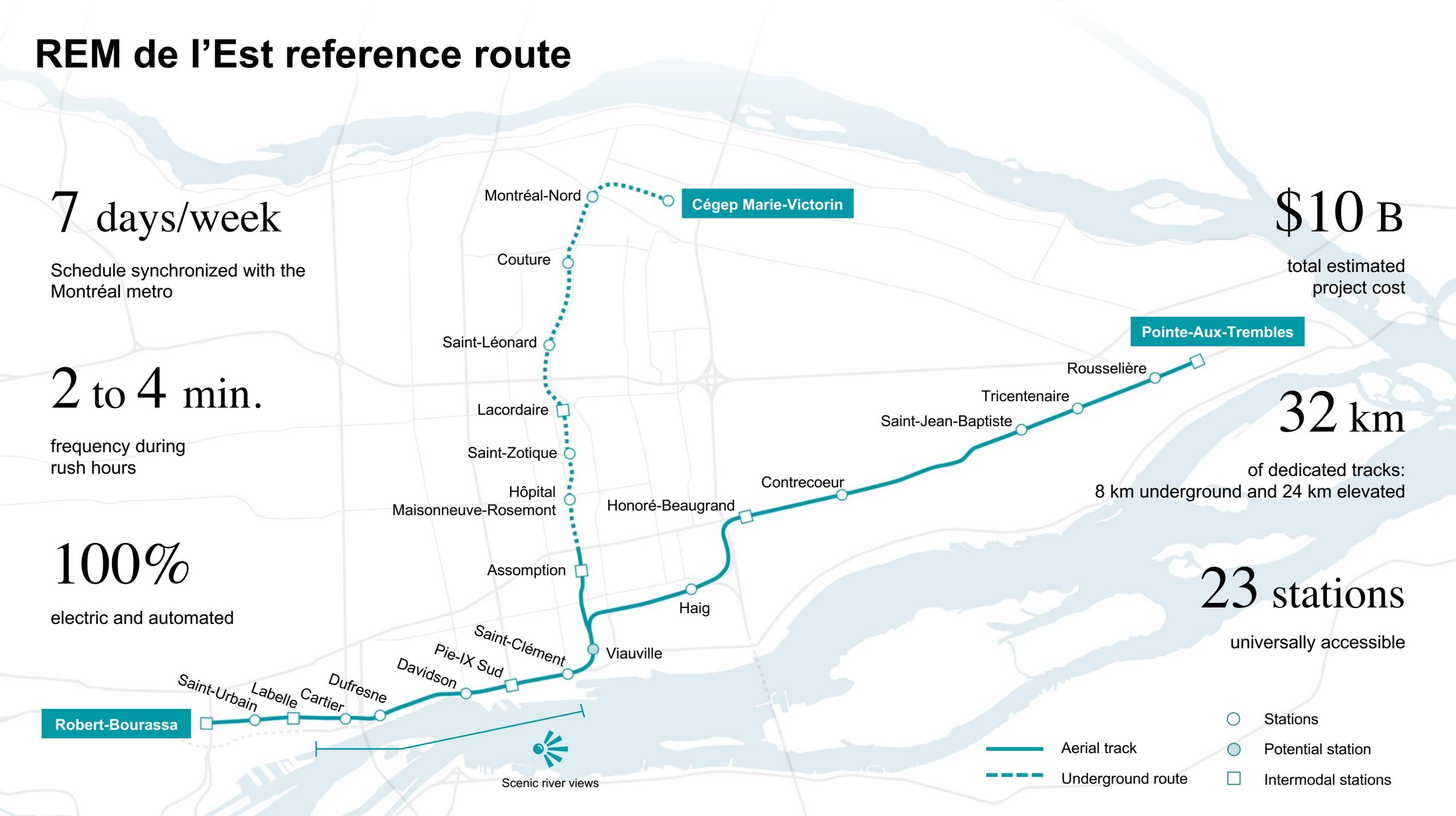
Robert-Bourassa

Cégep Marie-Victorin

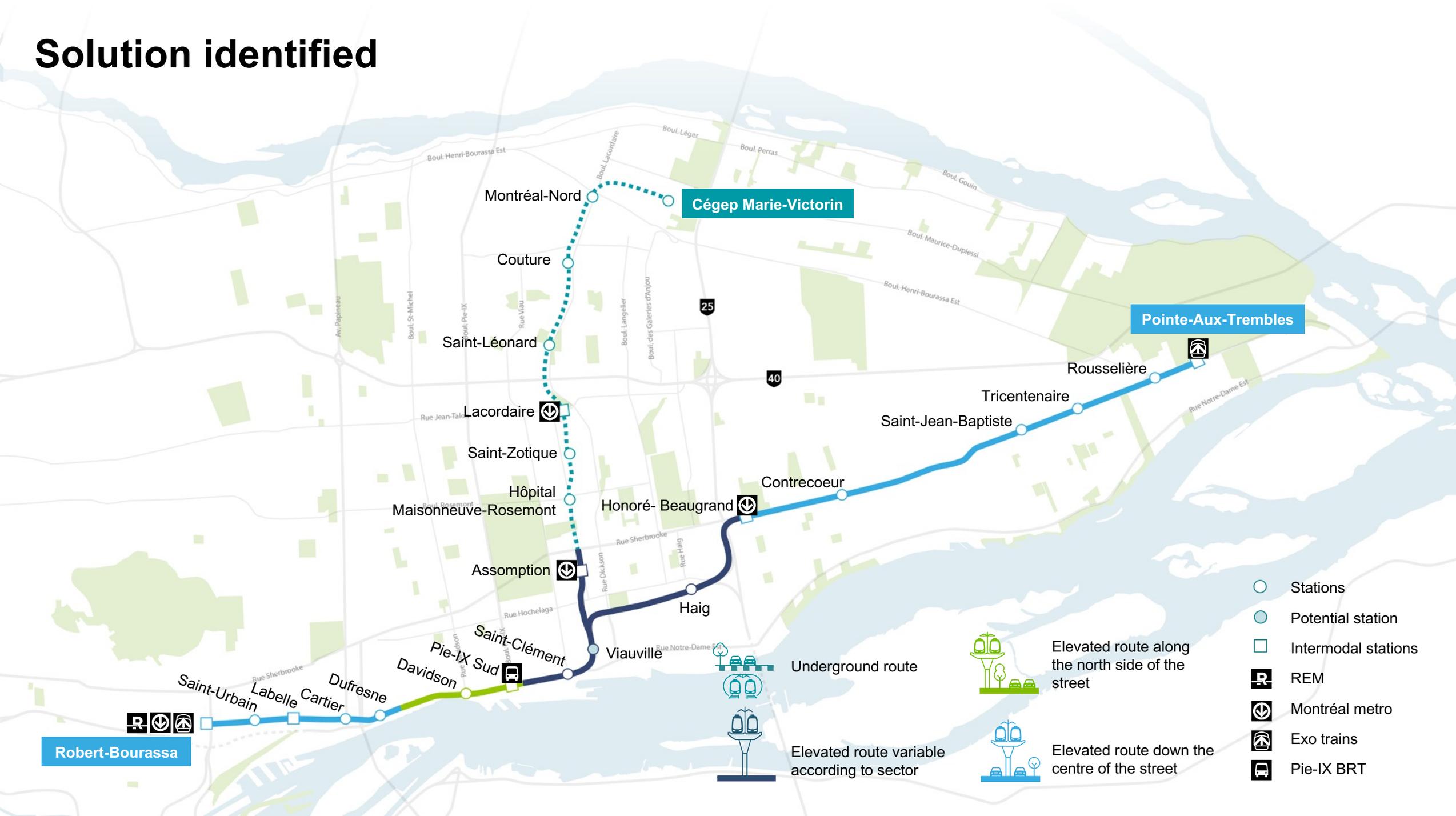
Pointe-Aux-Trembles

Scenic river views

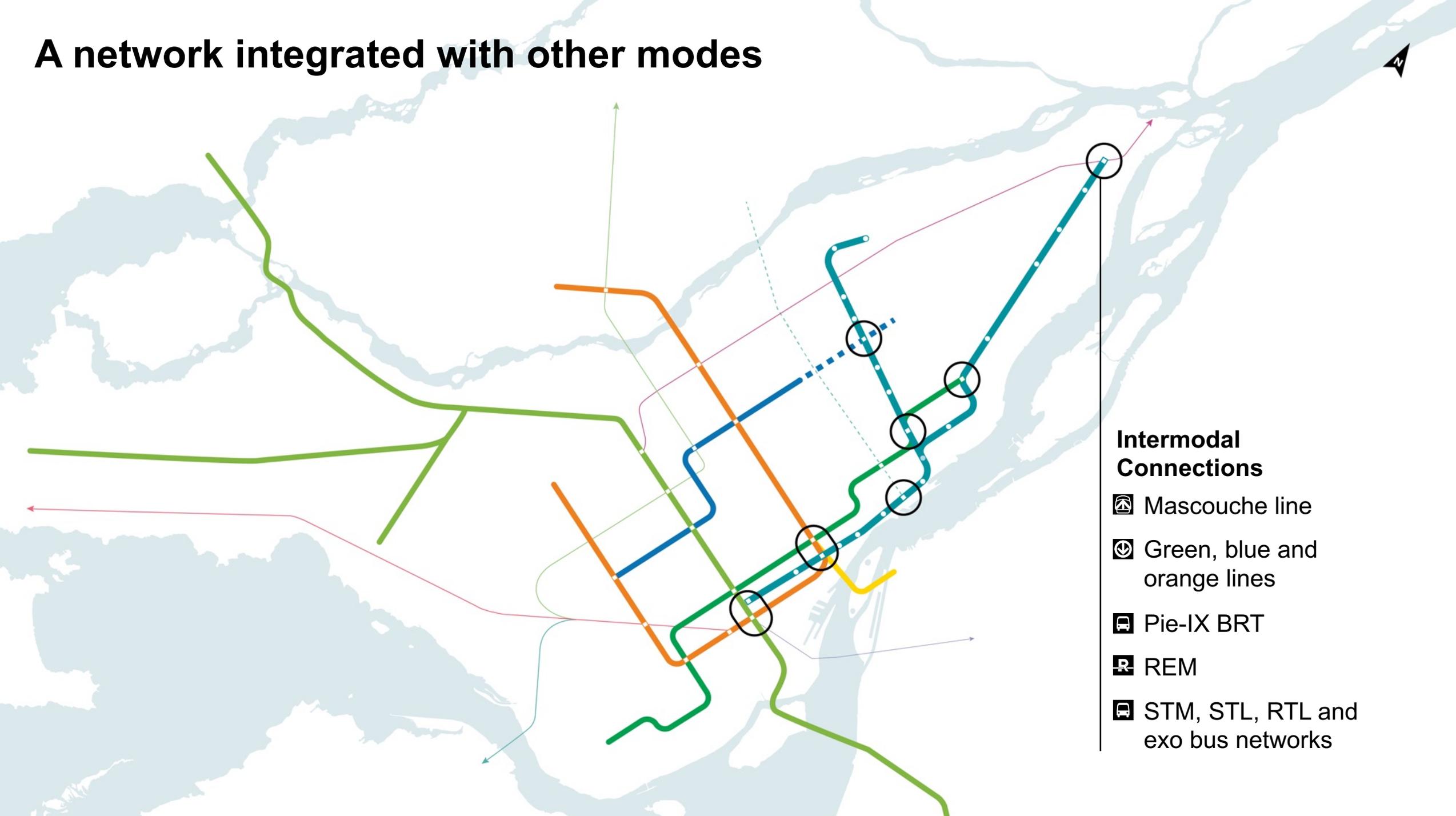
- Aerial track
- - - Underground route
- Stations
- Potential station
- Intermodal stations



# Solution identified



# A network integrated with other modes



## Intermodal Connections

-  Mascouche line
-  Green, blue and orange lines
-  Pie-IX BRT
-  REM
-  STM, STL, RTL and exo bus networks

# Importance of offering an attractive solution

## TARGETED OBJECTIVES WITH THE REM DE L'EST

	Current situation	with the REM de l'Est	% time savings compared to the current situation
<b>Pointe-aux-Trembles ↔ downtown</b>	45 to 60 minutes	<b>25 min</b>	45 to 60%
<b>Pointe-aux-Trembles ↔ Maisonneuve-Rosemont Hospital</b>	55 minutes	<b>35 min</b>	35%
<b>Pointe-aux-Trembles ↔ Port of Montréal</b>	55 to 70 minutes	<b>30 min</b>	45 to 60%
<b>Pointe-aux-Trembles ↔ Les Faubourgs</b>	65 minutes	<b>30 min</b>	55%
<b>Mercier-Est ↔ Université de Montréal</b>	35 to 55 minutes	<b>30 min</b>	15 to 45%
<b>Cégep Marie-Victorin ↔ downtown</b>	55 to 70 minutes	<b>30 min</b>	45 to 60%

# Mobility benefits

- **Reduces traffic congestion** associated with “solo cars”
- **Doubles the coverage of the metro network** in Montréal East (x 2.5)
- Services destinations **other than just downtown**
- Offers **frequent and reliable** service

BY 2044

**133,000**

users per day

**380** million

passenger-km per year

**165** million

vehicle-km

# Environment benefits

- Encourages **modal transfer** from “solo car” to public transit
- Acts as an important vector for **rehabilitating contaminated brownfields** in the East end of Montréal
- Contributes to **improving the overall environmental balance** of the East end of Montréal
- Includes a **GHG offset strategy** during the construction phase

IN OPERATION

35,000

tons of GHG prevented  
per year

# Economy benefits



- Serves the **industrial parks**, including the Port of Montréal and the **recreational and tourist area** of the Olympic district
- Leverages **development** in the industrial sectors of Pointe-de-l'Île and L'Assomption Sud – Longue-Pointe
- Contributes to **revitalizing the commercial arteries**
- Improves workforce **recruitment and retention**
- Services **27 million square feet of vacant land** conducive to redevelopment

## DURING CONSTRUCTION

+ 6.3 B \$

contributed to  
Québec's GDP

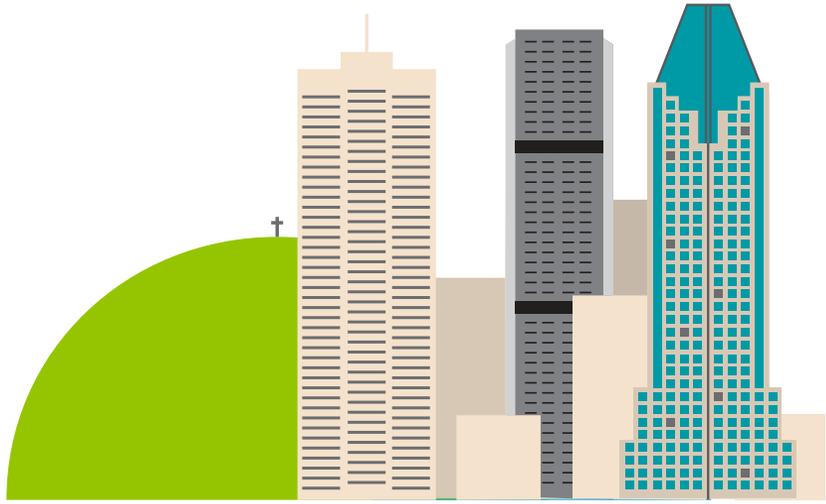
+ 60,000

direct and indirect jobs

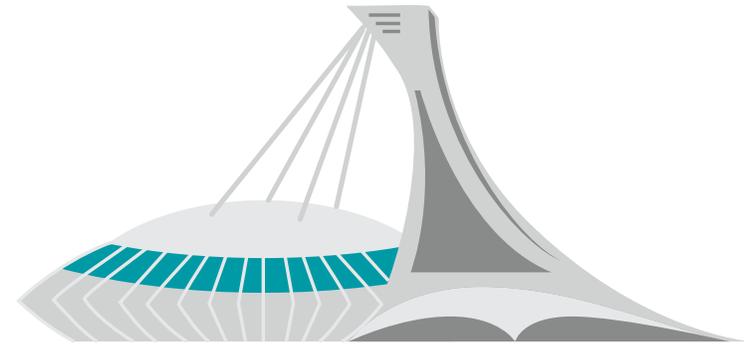
# Integration



# Distinguishing Montreal



Design of elevated structures and stations with a **modern and symbolic signature for Montreal**, similar to other large metropolises around the world



A design that **adapts to the identifying characteristics** of each segment.

# Multidisciplinary expert committee



**Maud Cohen,**  
*Committee Chair,  
President and  
Executive Director,  
CHU Sainte-Justine  
Foundation*



**Ken  
Greenberg,**  
*urban designer,  
professor, author*



**Paula  
Negron,**  
*Ph.D., Associate  
Professor, Université  
de Montréal*



**Christian  
Savard,**  
*Executive Director,  
Vivre en ville*



**Stéphanie  
Trudeau,**  
*Executive Vice  
President, Québec  
at Énergir*



**Éric  
Gauthier,**  
*Architect, FABG*



**Christian  
Yaccarini,**  
*President and CEO,  
Société  
développement  
Angus*



**Jean-Paul  
Viguié,**  
*Architect, President and  
Founder of VIGUIER*



**Luc Gagnon,**  
*Director of the  
Service de  
l'urbanisme et de la  
mobilité, Ville de  
Montréal*



**Rose  
Lyndsay  
Daudier,**  
*Executive Director,  
Fusion jeunesse*



**Mouna  
Andraos,**  
*Co-founder of Daily  
tous les jours*



**Éric  
Millette,**  
*Architectural Conservation  
and Integration Consultant,  
CONTEXTURE*



**Monique  
Simard,**  
*Producer and cultural  
manager*



**Marie Elaine  
Farley,**  
*President and Chief  
Executive Officer,  
Chambre de la  
sécurité financière*



**Frédéric  
Bouthillette,**  
*Assistant Deputy Minister for Strategic  
Public Transit and Rail Projects,  
Ministère des Transports*

# Multidisciplinary expert committee

Upstream development of guidelines through a concerted approach, led by experts, for the architectural, urban and landscape integration of the network.



## Vision

Inspired by best practices around the world, ensure the design and architecture of the REM de l'Est integrates seamlessly with its surroundings



## Mandate

Participate in developing the architectural design guidelines that will be imposed on the consortiums during the request for proposals process.

Provide recommendations to the CDPQ Infra design team on the architectural quality of the network and its urban integration prior to the design stage.

# Renowned architectural firm: Lemay

**lemay**

known for its transdisciplinary and sustainable projects in Québec and internationally, was selected to develop, together with the committee of experts, the architectural charter and prescriptive guidelines that will govern the integration of the REM de l'Est.

**Recent projects that have been honoured with various awards and recognitions:**



Redevelopment of Place Vauquelin  
in Vieux Montréal



Restoration of  
the Grand Théâtre



Bellechasse  
Transportation Center



Frédéric-Back Park

A group of business professionals are gathered around a table in a meeting room. In the foreground, a woman with her hair in a bun, wearing a light-colored sleeveless top and blue jeans, is pointing at a document on the table. The document features a colorful bar chart and a line graph. Other people are seated around the table, some looking at the document and others looking towards the woman. The background shows a modern office environment with large windows and a whiteboard. The text "The Next Steps" is overlaid in the center of the image in a white, serif font.

# The Next Steps

# Project phases



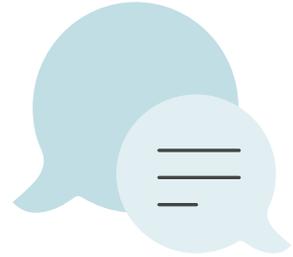
*Public announcement of the reference project*

*Decree and Certificate of Authorization*

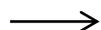
# The Next Steps



**Themed  
webinars**



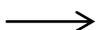
**Public  
consultations**



**Online  
interactive  
platform**



**Detailed  
documentation**



[cdpqinfra.com/myrem](https://cdpqinfra.com/myrem)



For a  
large  
integrated  
network

