




REM DE L'EST  
FACT SHEET

# Mercier-Hochelaga- Maisonneuve



# 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>



# 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 IN MERCIER-HOCHELAGA-MAISONNEUVE

In the Mercier-Hochelaga-Maisonneuve sector, the REM de l'Est will be elevated on the north side of Notre-Dame Street, near L'Assomption, on Souigny and in the centre of Sherbrooke Street.



## Why light rail metro?

Three modes were analyzed for the REM de l'Est: tramway, tram-train and light rail metro. The light 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.*



### Connexions

- REM
- Montréal métro
- Commuter trains
- SRB Pie-IX
- Aerial route
- Underground route
- Stations
- Intermodal stations
- Potential station

# STATIONS

In the **Hochelaga-Maisonneuve** sector, the REM route will be elevated on the north side of East Notre-Dame Street, from about D'Iberville Street to Assumption Boulevard. Two types of stations will be located along Notre-Dame: stations in the centre of the street and others built alongside it. Stations located alongside East Notre-Dame Street will feature an entrance and platforms in the same location, with direct access via stairs and elevators. The stations located in the middle of the street 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 metro by a footbridge. Passengers will access the elevated platforms via stairs and elevators on either side of the track.

In the **East Sherbrooke Street** sector, the REM route will be elevated, down the middle of the street. The stations will be designed to be in the centre of the street, minimizing the encroachment on the ground and leveraging innovative concepts to provide a distinctive and iconic character to the Réseau express métropolitain de l'Est de Montréal.

They will feature an entrance on the side of the street where tickets can be purchased and ticket validation terminals 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 either side of the track.



### *Why an elevated route on the north side of East Notre-Dame?*

The elevated route along East Notre-Dame Street will provide more accessible stations for users and will not affect the bike path or the green lane, which will remain usable. This option also allows the City of Montréal to carry out its project to upgrade the street to an urban boulevard.

Building an elevated route and stations is not recommended on the south side or in the middle of Notre Dame Street due to the major conflicts it would create with municipal services and utilities.

### *Why an elevated guideway on Sherbrooke?*

In order to avoid the creation of two 500-metre long impermeable transition zones to enter and exit the tunnel to the east and west of the Tétéaultville neighbourhood on Sherbrooke Street East, an elevated structure was preferred.

In addition, in a context of heavy density such as on Sherbrooke Street East, engineering studies conducted to date recommend that the overhead structure be built in the center of the roadway with the piers at the level of the central medians.

This design maintains the north-south fluidity, minimizes the impact on the roadway's layout as well as on the pedestrian and bicycle paths, and considerably reduces the amount of expropriation.

Eight stations are planned in this sector: Dufresne, Davidson, Pie-IX, Saint-Clément, L'Assomption, Haig, Honoré-Beaugrand and Contrecoeur.

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

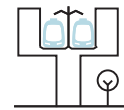
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## Dufresne

On Notre-Dame Street, at Dufresne Street. The Dufresne station is planned in the center of the roadway with a entrance on the side.



**Connections available**  
to local bus lines.



Elevated station

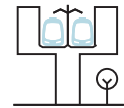
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## Davidson

On the northeast corner of the Davidson Street and East Notre-Dame Street intersection



**Connections available**  
to local bus lines.



Elevated station

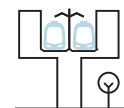
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## Pie-IX Sud

At the intersection of Pie-IX and East Notre-Dame streets



**Connections available**  
to local bus lines and the  
Pie-IX BRT.



Elevated station

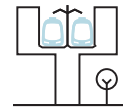
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## Saint-Clément

At the intersection of Viau and Notre-Dame East streets



**Connections available**  
to local bus lines.



Elevated station

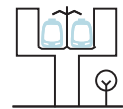
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## Assomption

The station is located at the intersection of boulevard de l'Assomption and rue de Marseille.



**Connections available**  
to the Assomption metro station on the green line and to local bus lines.



Elevated station

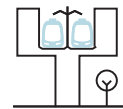
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## Haig

The station is located at the intersection of Souigny Avenue and Haig Street.



**Connections available**  
to local bus lines.



Elevated station

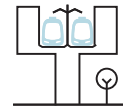
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## Honoré-Beaugrand

The station will be located at the intersection of Honoré-Beaugrand Street and East Sherbrooke Street. The station will have two entrances, one on either side of Sherbrooke Street, both connected to the existing metro stations and bus terminals.



**Connections available**  
to the metro green line and existing bus terminals (local bus lines).



Elevated station



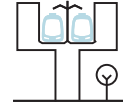
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## Contrecoeur

It is located on the northeast quadrant of the intersection of Contrecoeur and Sherbrooke Street East. The station's platforms are located east of the intersection.



**Connections available**  
to local bus lines.



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
Contrecoeur ↔ Maisonneuve-Rosement Hospital	30 min.	<b>25 min.</b>	<b>15%</b>
Pie-IX Station ↔ Ruisseau-de-Montigny Nature Park	50 min.	<b>25 min.</b>	<b>50%</b>
Contrecoeur ↔ Cégep Marie-Victorin	40 min.	<b>30 min</b>	<b>25%</b>

### *Discovering the area*

Merchants in Tétéreaultville, like those on Promenade Ontario, will be able to take advantage of the increased traffic generated by the REM de l'Est. Users will also be able to visit the *Centre de recherche de l'Institut universitaire en santé mentale de Montréal* and explore targeted attractions in the Faubourgs neighborhood.

# ANTICIPATED PROJECT IMPACTS ON THE SECTOR

## *A regulatory framework governing disturbances*

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**

Morgan Park is adjacent to the REM de l'Est route. The *Ministère de la culture et des communications* filed a notice of intent in March 2021 to give the Maisonneuve site, including Morgan Park, a heritage classification. CDPQ Infra will work with its engineering and architectural teams to avoid Morgan Park.

## **Archaeology**

The archaeological potential evaluation conducted in 2020 identified a few areas with archaeological potential along East Sherbrooke. 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