




**REM DE L'EST**  
**FACT SHEET**

# Rivière-des-Prairies – Pointe-aux-Trembles and Ville de Montréal-Est



# 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><b>2 to 4 min</b> frequency during rush hours</p>	 <p><b>7 days/week</b></p>	 <p><b>7 intermodal stations</b></p>	 <p><b>23 universally accessible stations</b></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 IN RIVIÈRE-DES-PRAIRIES – POINTE-AUX-TREMBLES AND VILLE DE MONTRÉAL-EST

In the sector that links Rivière-des-Prairies – Pointe-aux-Trembles and the Ville de Montréal-Est, the REM de l'Est route will be elevated down the centre of Sherbrooke Street, from Georges-V Avenue to the Pointes-aux-Trembles Station.

## 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.*



# 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.

There will be two types of stations along the Sherbrooke segment in the Rivière-des-Prairies – Pointe-aux-Trembles and Montréal-Est sector: stations built in the middle of the street, and others built alongside it.

The stations located in the centre of the street will minimize encroachment and leverage innovative concepts to provide a distinctive and iconic character to the REM de l'Est. 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 metro by a footbridge. Passengers will access the elevated platforms via stairs and elevators on either side of the track.

Stations located alongside Sherbrooke Street will feature an entrance and platforms in the same location, with direct access via stairs and elevators.

## *Why an elevated route on Sherbrooke Street?*

In a context of density such as is the case on East Sherbrooke Street, engineering studies conducted to date recommend that the elevated structure be built in the centre of the roadway, with the pillars in the medians. The only exception is the Pointe-aux-Trembles stations, where the REM de l'Est will run alongside the street.

*This design maintains north-south fluidity, minimizes impact on road layout and pedestrian and bicycle paths, and significantly reduces the amount of property that needs to be expropriated.*



Four stations are planned: Saint-Jean-Baptiste, Tricentenaire, Rousselière, Pointe-aux-Trembles.

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

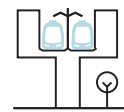
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## Saint-Jean-Baptiste

At the corner of Saint-Jean-Baptiste Boulevard and East Sherbrooke Street.



**Connections available** to local and regional bus lines.



Elevated station

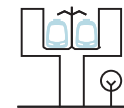
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## Tricentenaire

The entrance will be located on the southeast corner of East Sherbrooke Street and Tricentenaire Boulevard intersection. Station platforms will be located on the east side of the intersection.



**Connections available** to local and regional bus lines.



Elevated station

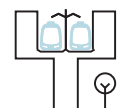
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## Rousselière

At the intersection of East Sherbrooke Street and East Henri-Bourassa Boulevard.



**Connections available** to local and regional bus lines.



Elevated station

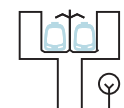
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## Pointe-aux-Trembles

On East Sherbrooke Street, at 57<sup>th</sup> Avenue.



**Connections available** to local and intercity bus lines. A connection will also be available to the Mascouche commuter train line.



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. The REM de l'Est will also be an incentive for decontaminating the industrial wastelands in Montréal East.

	Current situation with PT	With REM de l'Est	% of time savings compared to the current situation with PT
Pointe-aux-Trembles ↔ Downtown	55 min.	<b>30 min.</b>	<b>45%</b>
Pointe-aux-Trembles ↔ Maisonneuve-Rosemont Hospital	55 min.	<b>35 min.</b>	<b>35%</b>
Pointe-aux-Trembles ↔ Port of Montréal	60 min.	<b>35 min</b>	<b>40%</b>
Pointe-aux-Trembles ↔ Les Faubourgs	65 min.	<b>30 min</b>	<b>55%</b>

### *Discovering the area*

Running the REM de l'Est through the Rivière des-Prairies – Pointe-aux-Trembles and Montréal-Est sector will provide service to the industrial Pointe-de-l'île sector that has been targeted by an economic development plan, as well as the commercial and community sector of Vieux-Pointe-aux-Trembles. Travellers will also be able to take advantage of this network to explore the Pointe-aux-Prairies Nature Park.

# 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**

No anticipated impact on heritage assets in the sector.

## **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*.





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