

STRATEGY: TRANSITIONAL MITIGATION NETWORK

WORK PROGRESS

A decorative graphic at the bottom of the slide, consisting of a series of parallel diagonal stripes in shades of yellow, light green, and dark green, extending from the right side towards the center.



The REM will provide rapid, frequent and reliable service

+100,000 additional trips on the Deux-Montagnes line in both directions during rush hour

Three connections with the métro

Time savings of nearly ± 20 minutes in comparison with current time in each direction

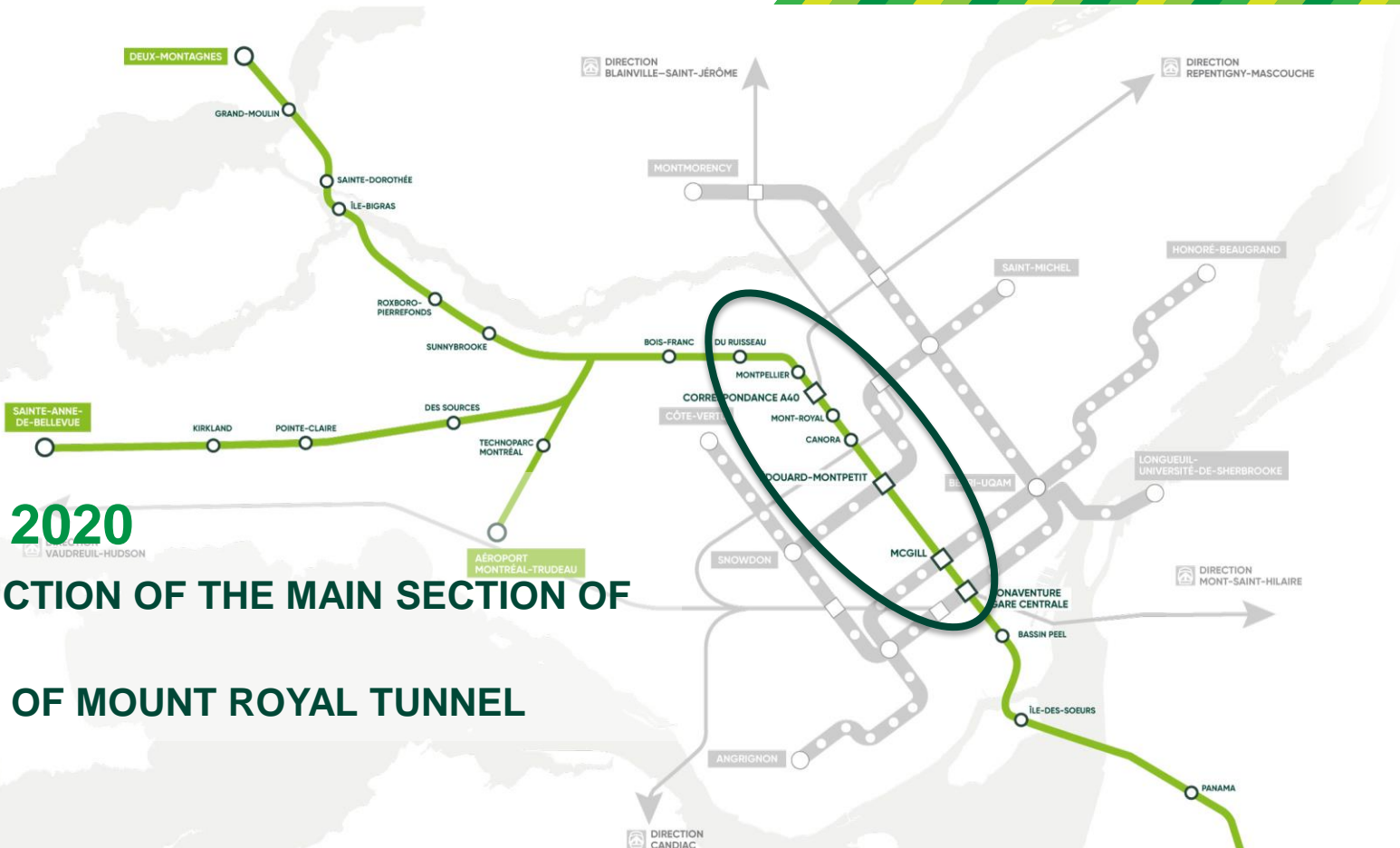
TIME SAVINGS AFTER COMMISSIONING (IN EACH DIRECTION)

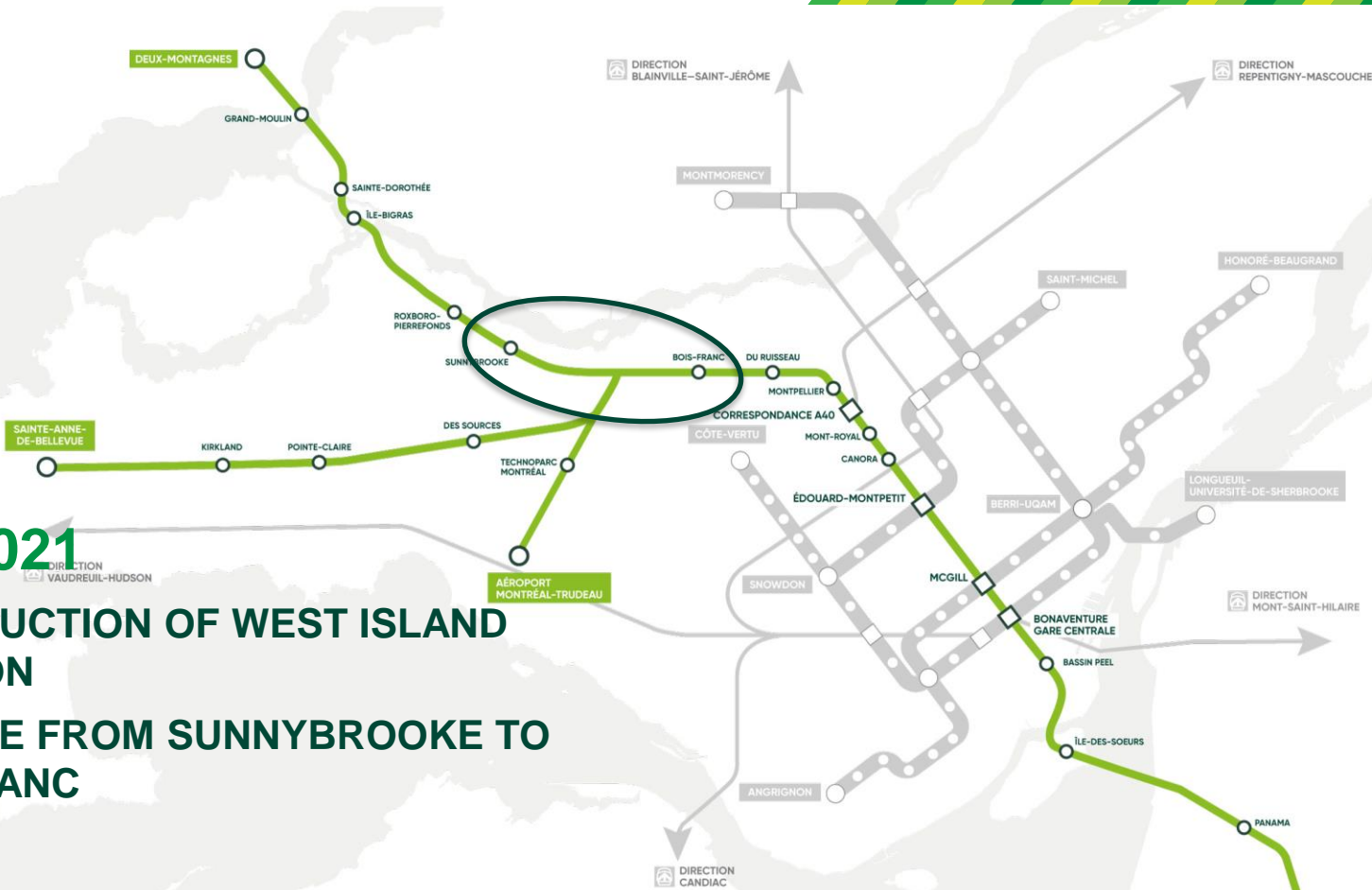
SCENARIO – DESTINATION DOWNTOWN



EARLY 2020

**CONSTRUCTION OF THE MAIN SECTION OF
THE REM
CLOSURE OF MOUNT ROYAL TUNNEL**

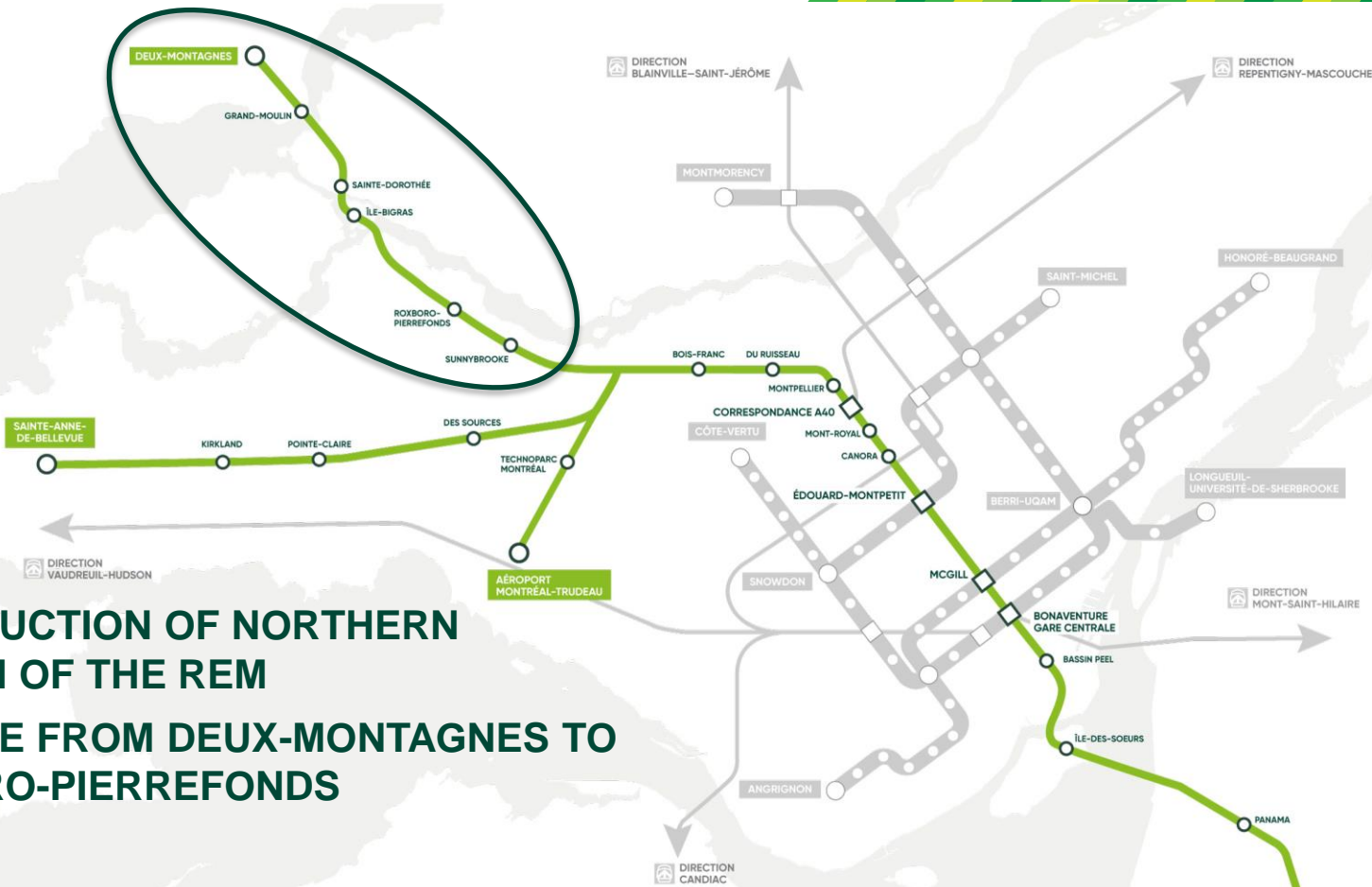




MID-2021

**CONSTRUCTION OF WEST ISLAND
JUNCTION**

**CLOSURE FROM SUNNYBROOKE TO
BOIS-FRANC**



2022

**CONSTRUCTION OF NORTHERN
SECTION OF THE REM
CLOSURE FROM DEUX-MONTAGNES TO
ROXBORO-PIERREFONDS**

MAIN SECTION AND DEUX-MONTAGNES BRANCH



SOUTH SHORE BRANCH



PRINCIPAL PHASES

South Shore/ Champlain Bridge	2019-2021	Potential impact on travel time
	2021	Opening of the REM

PRINCIPAL PHASES

Deux-Montagnes line	January 2020	Trains stopped at Bois-Franc
	July 2021	Trains stopped completely
	2022	Opening of main section of the REM to Du Ruisseau
	End of 2023	Complete opening of the REM

PRINCIPAL PHASES

Mascouche Line	January 2020	Trains stopped at Ahuntsic station
	2022	Connection to Correspondance A40 station

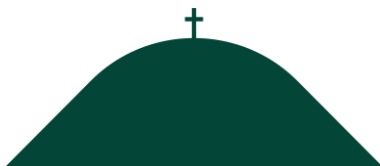
TRANSITIONAL NETWORK
TO BE PUT IN PLACE



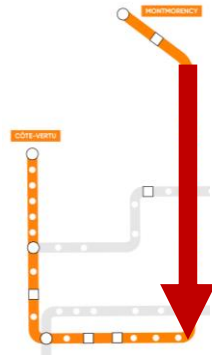
MAJOR CHALLENGES



Diagonal hard
to compete



Mount royal –
an obstacle to
circumvent



Orange line
(East branch)



Road
congestion

STEPS TOWARD THE IMPLEMENTATION OF THE TRANSITIONAL MEASURES

2018

Design of mitigation strategy

2019

Detailed plan for measures

2020

Measures in place and continuous monitoring

MAIN METROPOLITAN COLLABORATION POINTS

**Highway
network and
PMB**

**User work
group**

**Pilotage
Office -
North Shore
and Laval**

**Municipalities
and local
networks**

**Non-public
transit
solutions**

HIGHWAY NETWORK AND PMB

- Close coordination among the ARTM, the MTQ and partners
- Many preferential measures for buses (PMB) assessed to be put in place on the highway network:
 - Highways A-13, A-15, A-25, A-40, A-440, A-640
- Partner cooperation through Mobilité Montréal
 - Coordination of construction sites on preferred highways

WORK GROUP FOR USERS

- Creation of a work group to discuss proposed solutions and identify user expectations:
 - Have the most predictable and most reliable service possible
 - Shortest possible travel time to compete with cars, despite the loss of the direct route under Mount Royal and congestion of the highway network
 - The fewest possible changes during the various phases

PILOTAGE OFFICE – NORTH SHORE AND LAVAL

- Planning mitigation measures
- Follow-up of the realization and deployment
- Communication with local population

MUNICIPALITIES AND LOCAL NETWORKS

- Close collaboration with the municipalities to coordinate the measures and establishment of dedicated lanes:
 - Avoid residential neighbourhoods, schools and municipal construction sites when possible
 - Use the strengths of the local bus network and improve the service
 - Add preferred links to optimize transfers
 - Maximize the use of preferential measures for buses (PMB)

NON-PUBLIC TRANSIT

- Analyse complementary car-pooling measures to make them more attractive
- Initiatives with major employers:
 - smoothing out rush hour
 - flexible work schedules
 - telecommuting, etc.

FOUR PILLARS OF THE NEW TRANSITIONAL NETWORK



RAIL
SHUTTLES



BUS
SHUTTLES AND
SERVICE
ENHANCEMENT



PREFERENTIAL
MEASURES FOR
BUSES

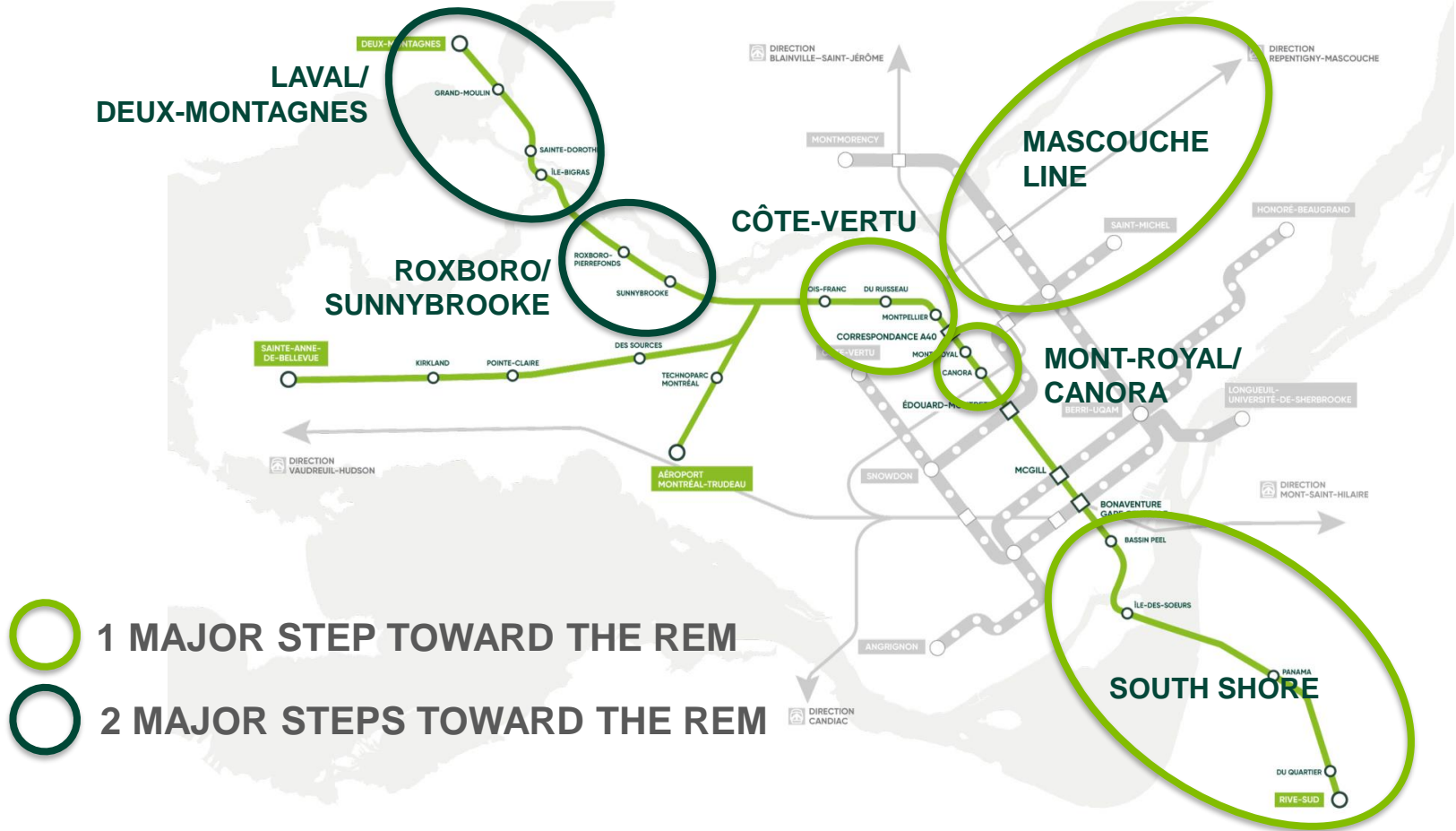


ORANGE,*
GREEN
AND BLUE
LINES

* WEST BRANCH

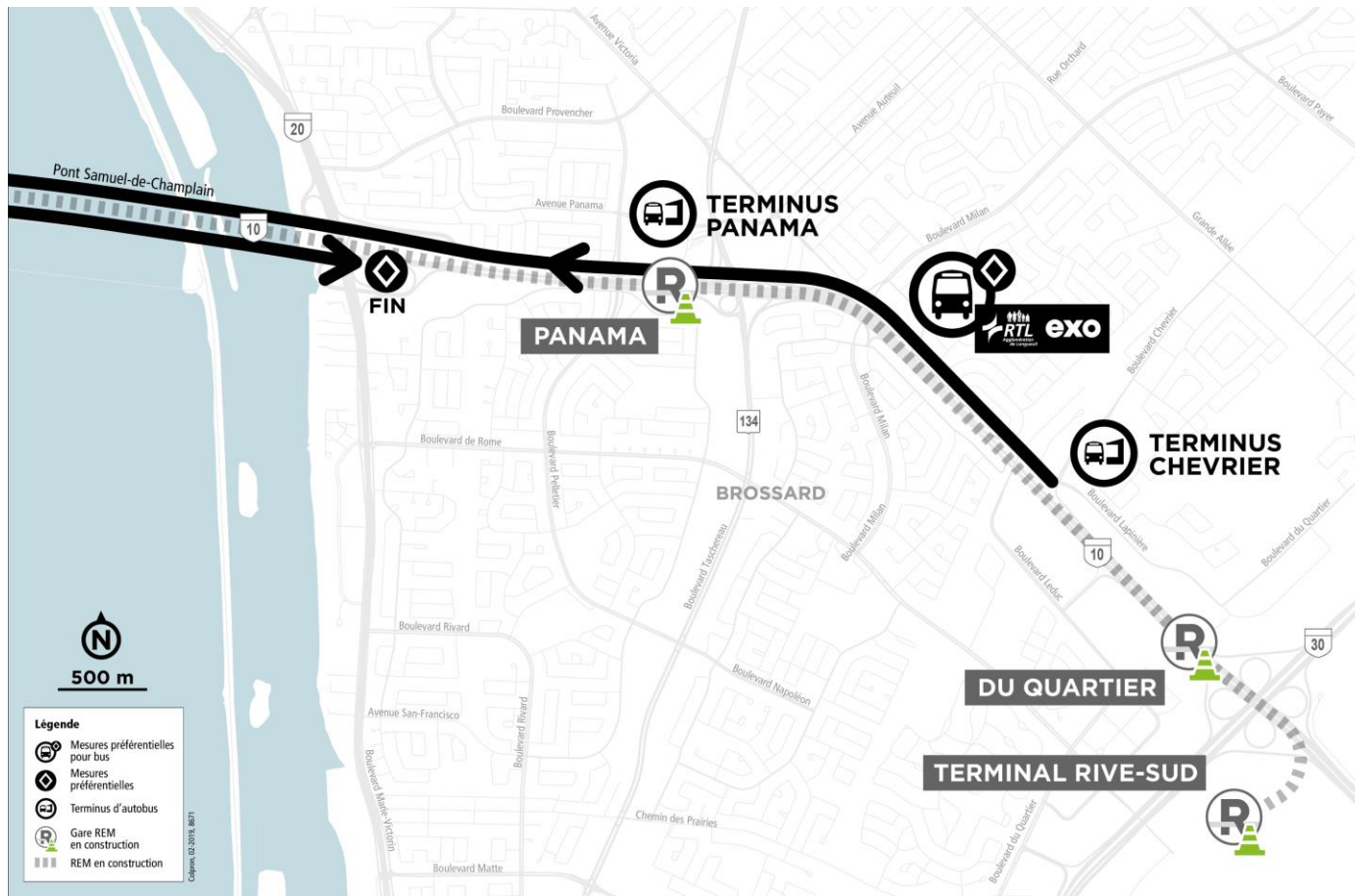
The background features a dark green horizontal band at the top. Below it, a diagonal line separates a medium green area from a white area. At the bottom, there are three repeating chevron-like patterns in yellow, light green, and dark green.

STRATEGIES FOR EACH SECTOR



SOUTH SHORE SECTOR 2019 to 2021

MEASURES BY SECTOR



SOUTH SHORE SECTOR

2019 to 2021

MEASURES BY SECTOR

2018

 **22 to 29** min



2019 to 2021

 **+0** min
to the 2018 time



2019 to 2021

 **+2 to 6** min
to the 2018 time



2019 to 2021

 **+6 to 10** min
to the 2018 time



MONT-ROYAL/CANORA SECTOR

2020 to 2022

MEASURES BY SECTOR



MONT-ROYAL/CANORA SECTOR

MEASURES BY SECTOR

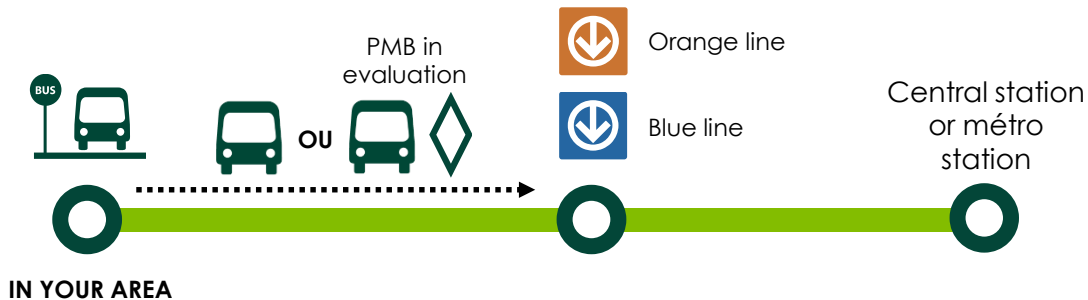
2018

 8 to 10 min



2020 to 2022

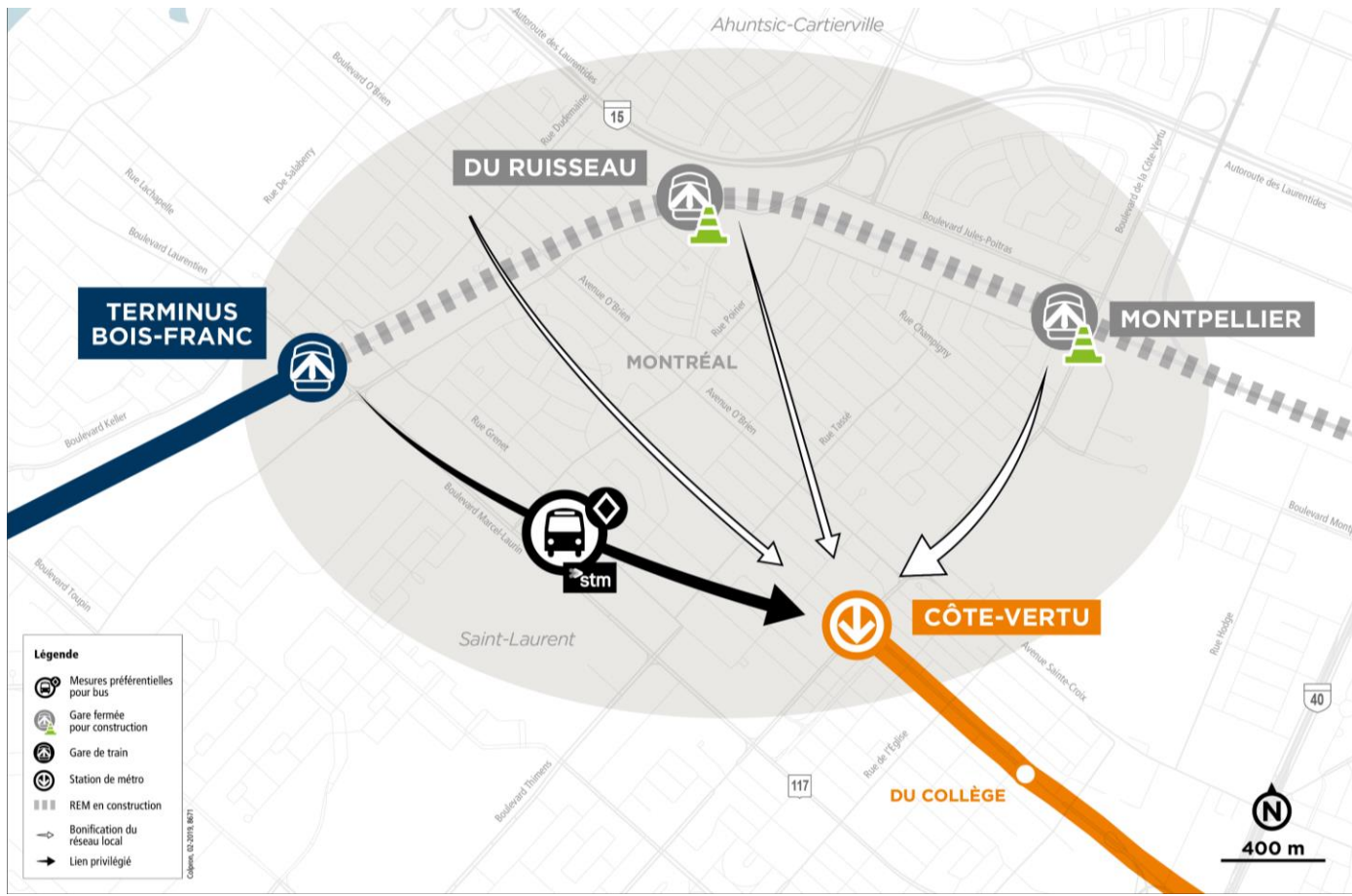
 +20 to 25 min
to 2018 time



CÔTE-VERTU SECTOR

2020 to 2022 - BOIS-FRANC, DU RUISSEAU AND MONTPELLIER

MEASURES BY SECTOR



CÔTE-VERTU SECTOR

2020 à 2022 - BOIS-FRANC, DU RUISSEAU AND MONTPELLIER

MEASURES BY SECTOR

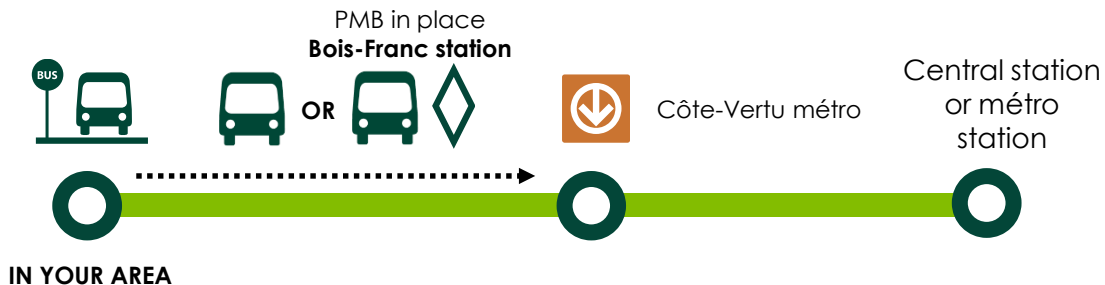
2018

15 to 20 min



2020 to 2022

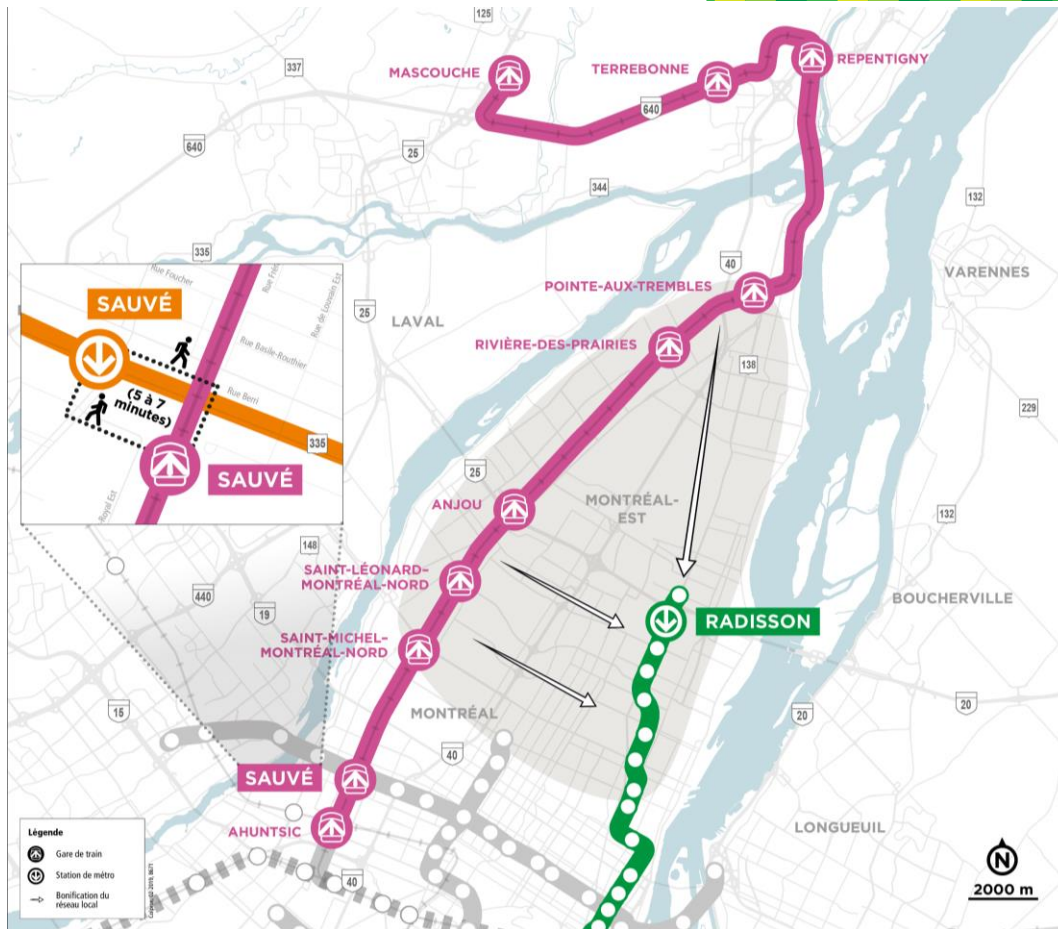
+20 to 25 min
to 2018 time



MASCOUCHE LINE SECTOR

2020 to 2022

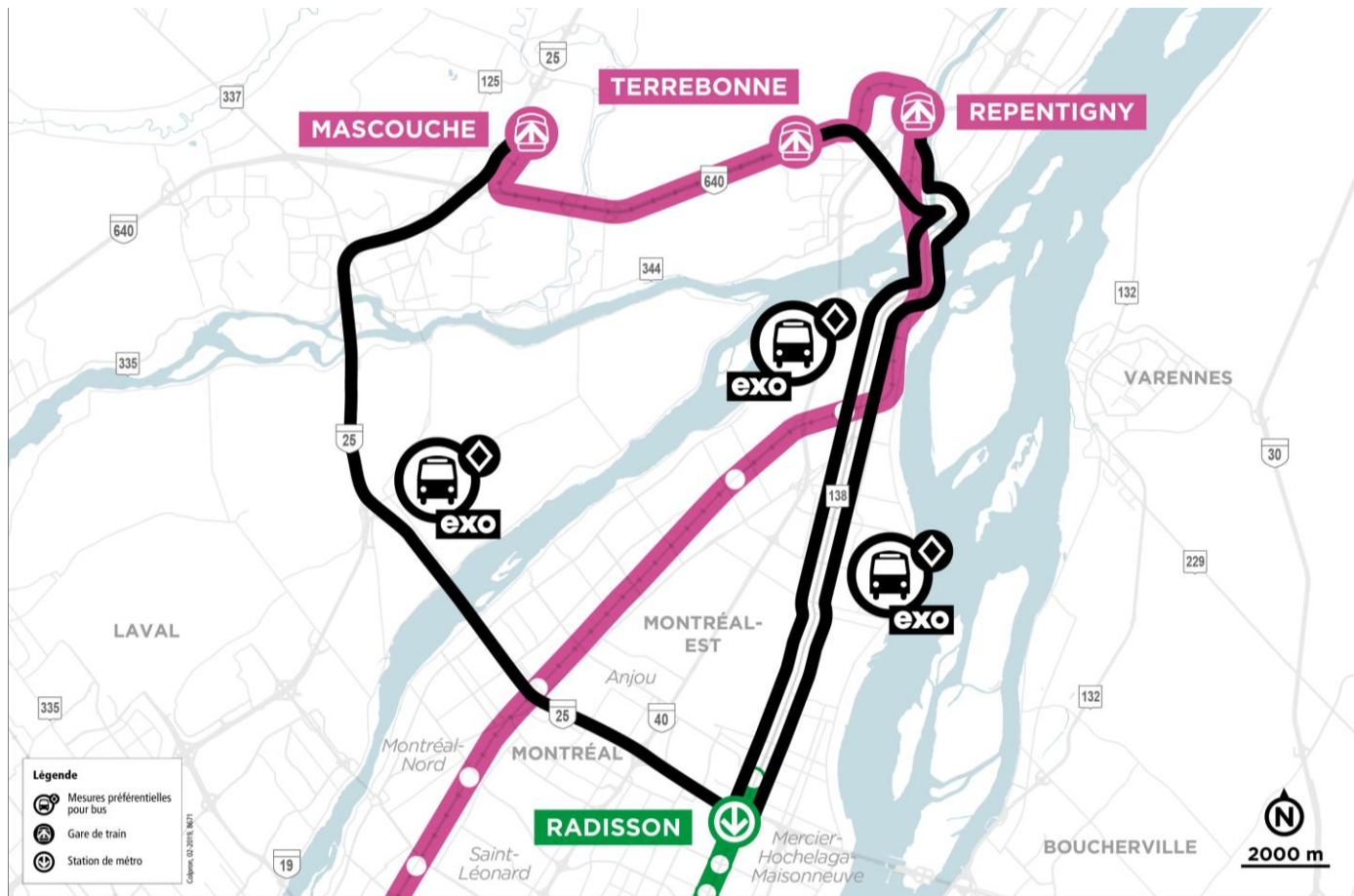
MEASURES BY SECTOR



MASCOUCHE LINE SECTOR

2020 to 2022

MESURES PAR SECTEUR



MASCOUCHE LINE SECTOR

2020 à 2022

MEASURES BY SECTOR

2018



Varies by station



2020 to 2022



+10-15 min
To 2018 time



Option 1
Recommended



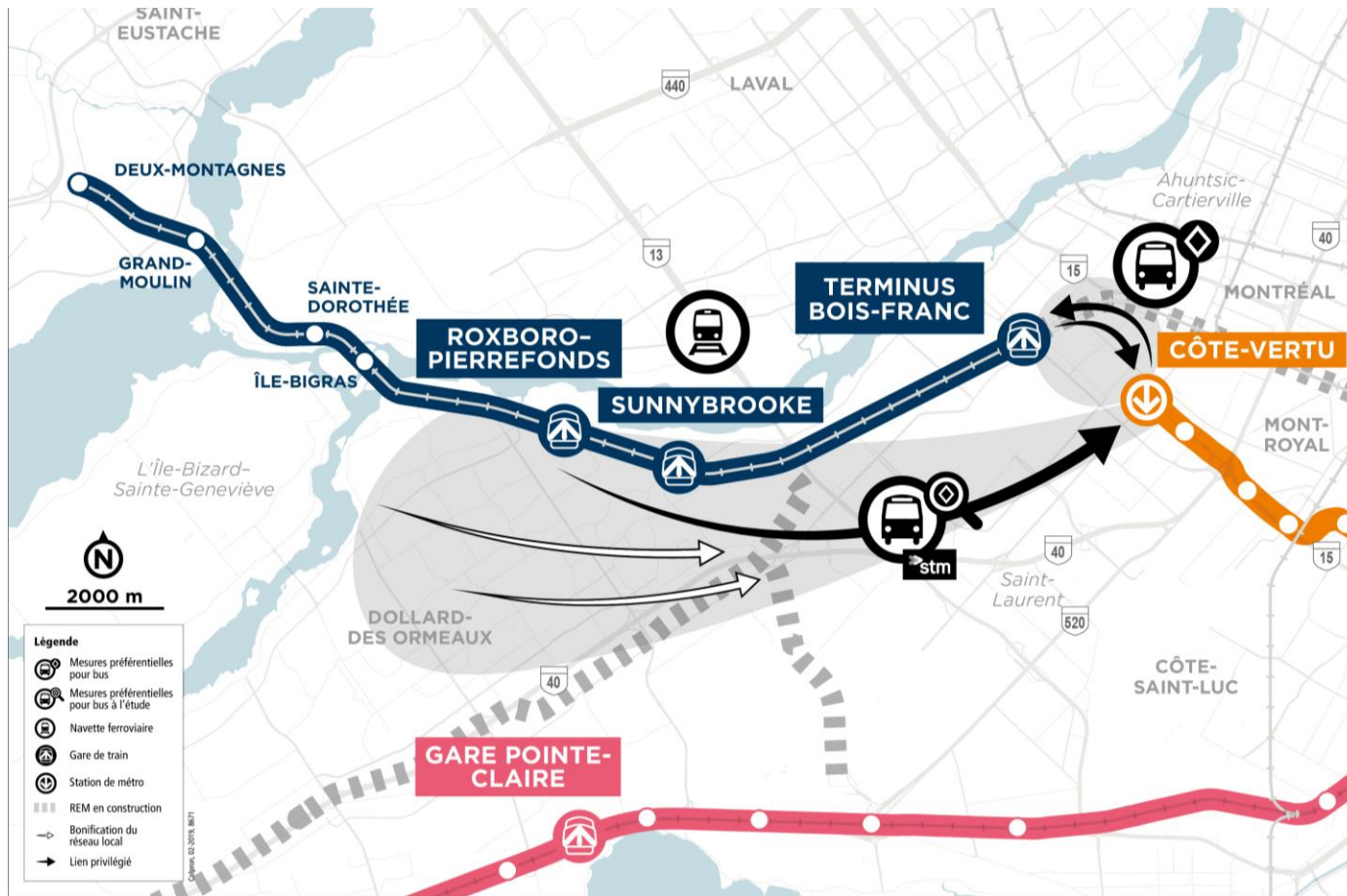
Option 2



ROXBORO/SUNNYBROOKE SECTOR

2020 to mid-2021

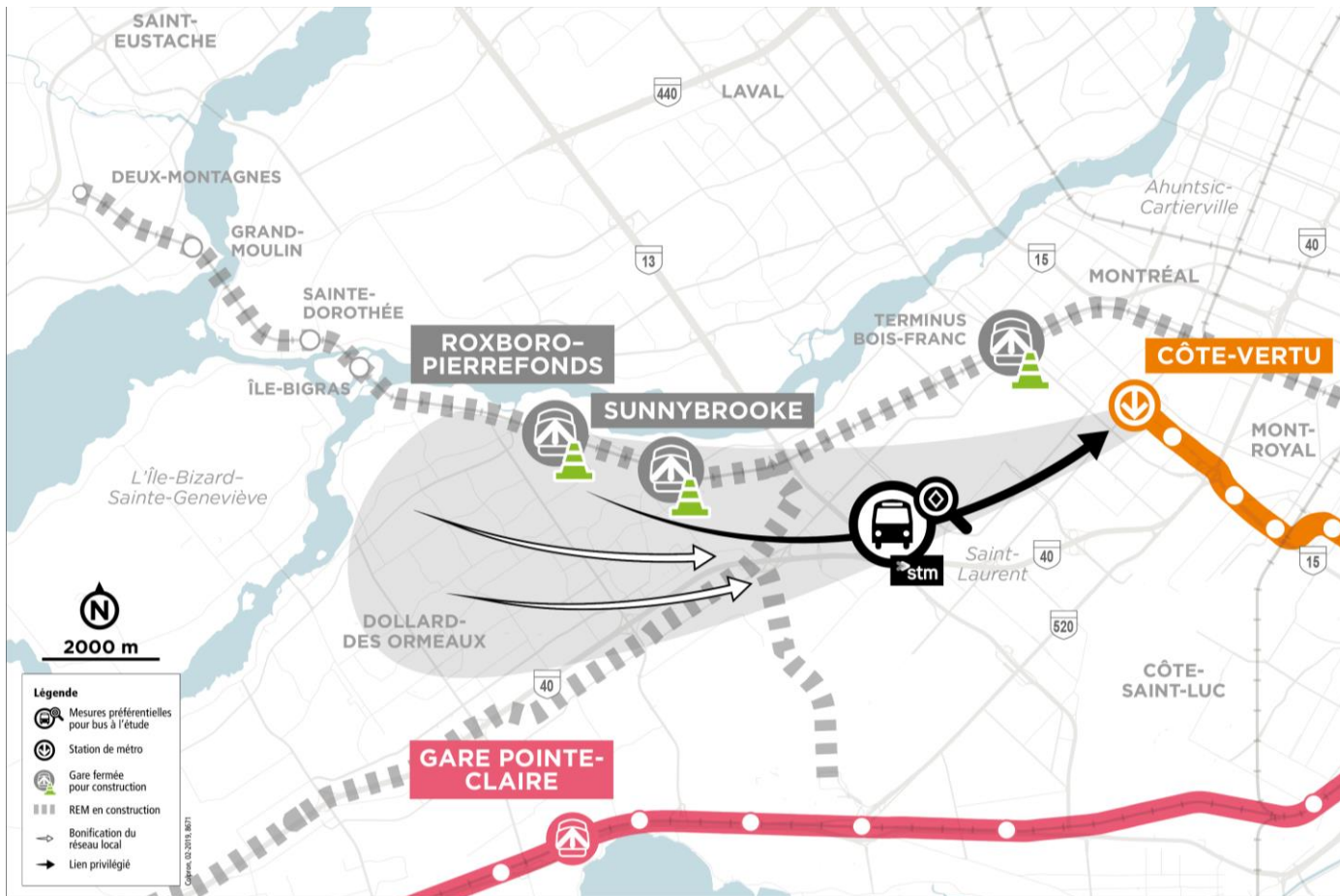
MEASURES BY SECTOR



ROXBORO/SUNNYBROOKE SECTOR

MESURES PAR SECTEUR

Mid-2021 à 2022 (connection to Du Ruisseau - REM, until the end of 2023)



ROXBORO/SUNNYBROOKE SECTOR

2020 to the end of 2023

MEASURES BY SECTOR

2018

 25-30 min



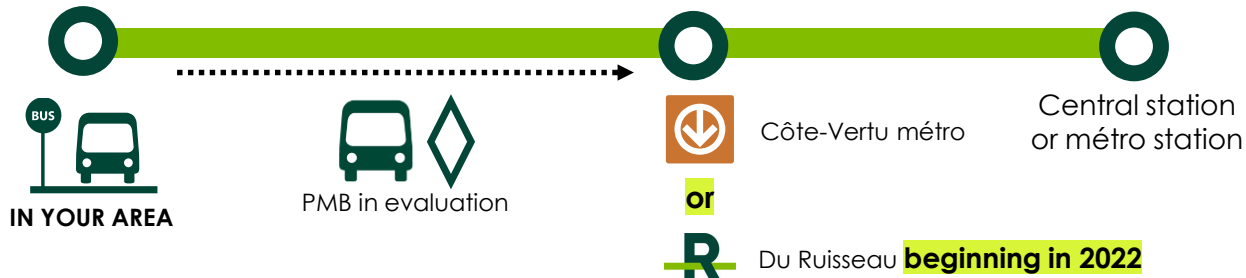
2020 to mid-2021

 +25-30 min
to 2018 time



Mid-2021 to 2023

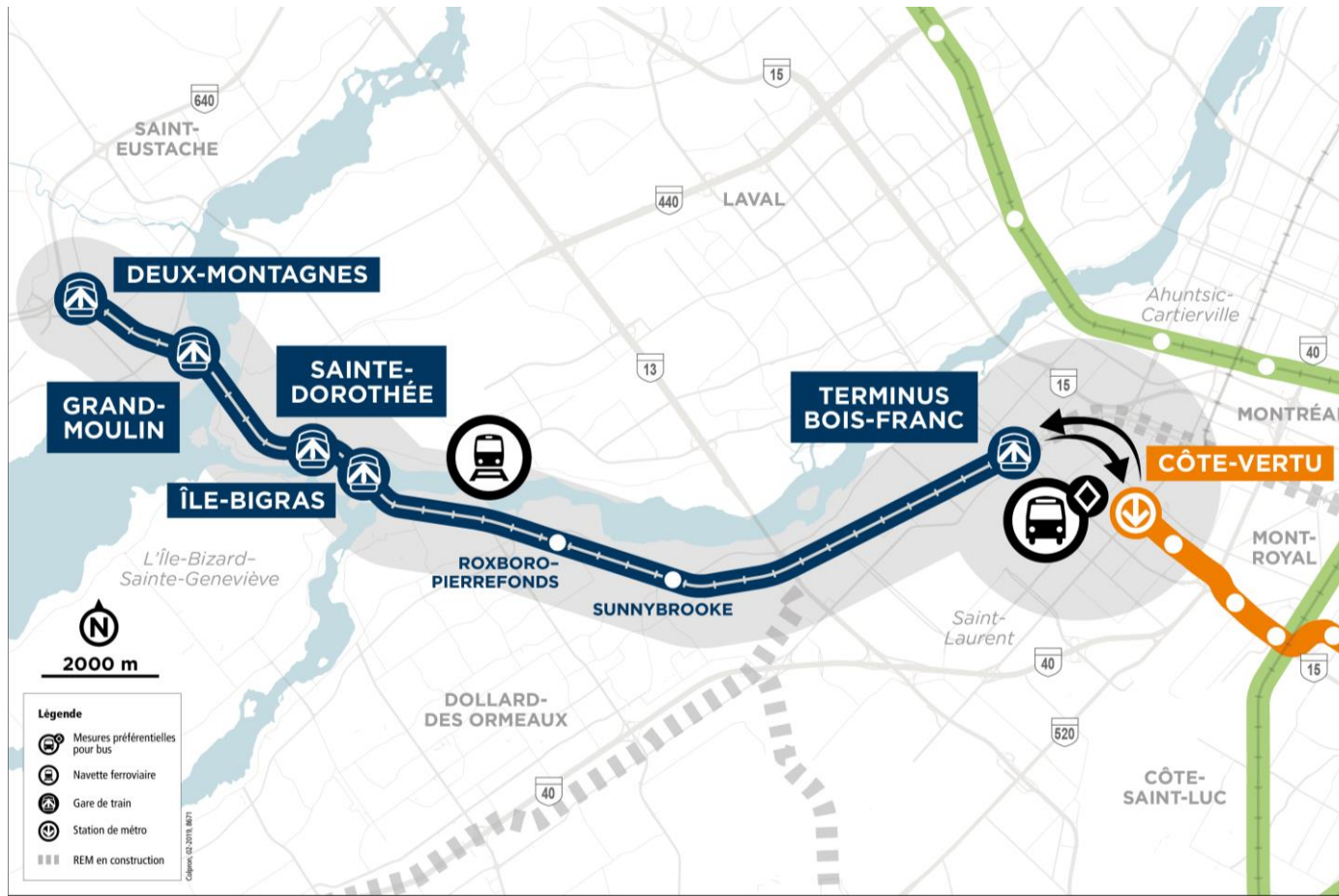
 +25-30 min
to 2018 time



DEUX-MONTAGNES/LAVAL SECTOR

2020 to mid-2021

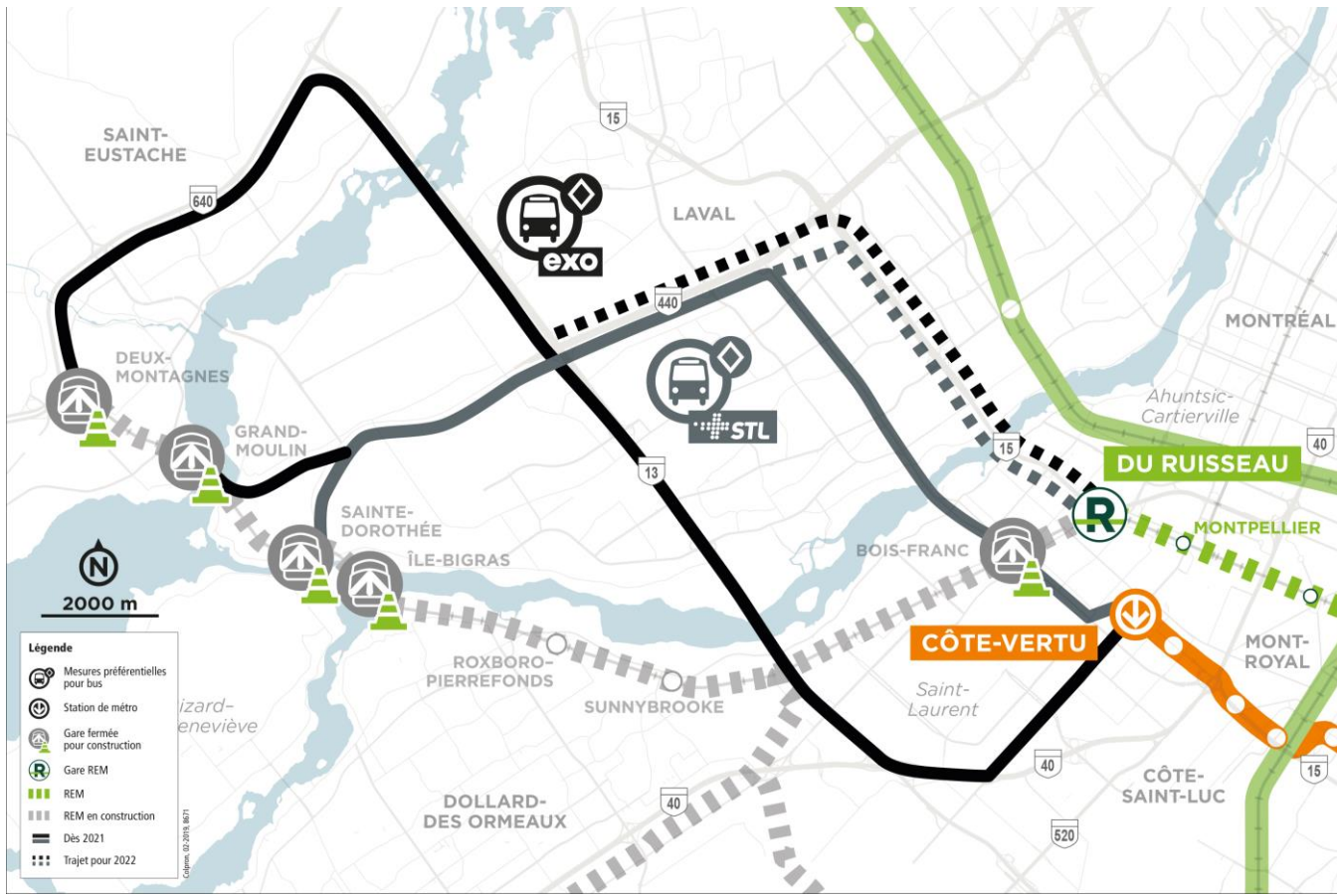
MEASURES BY SECTOR



DEUX-MONTAGNES/LAVAL SECTOR

Mid-2021 to the end of 2023

MESURES PAR SECTEUR



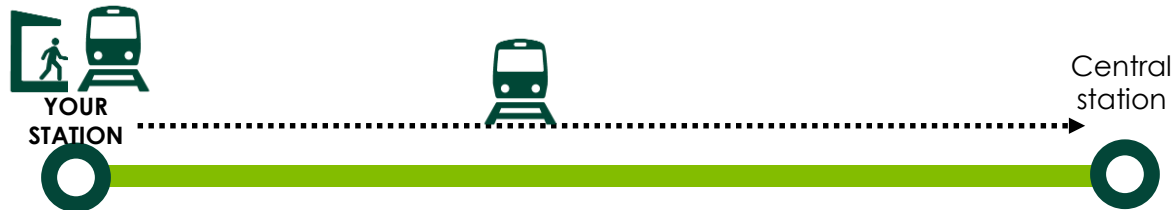
DEUX-MONTAGNES/LAVAL SECTOR

2020 until the end of 2023

MEASURES BY SECTOR

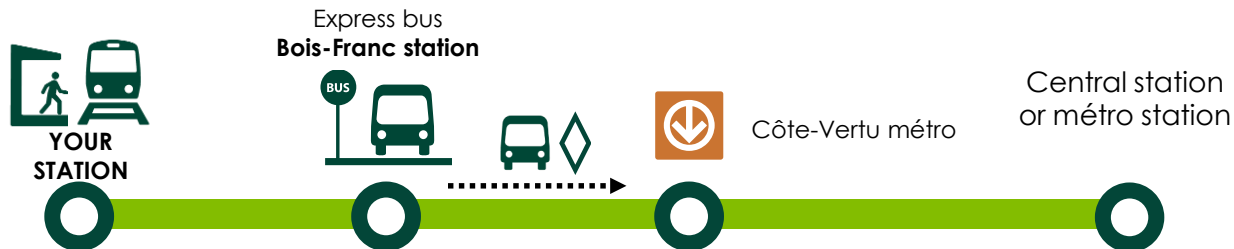
2018

 **35-45** min




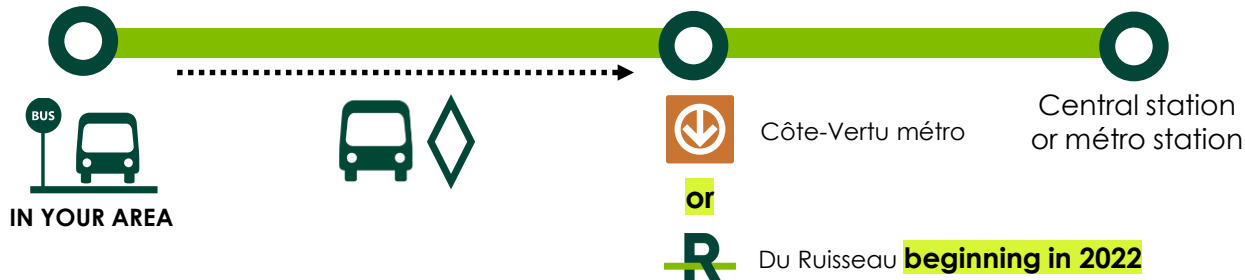
2020 to mid-2021

 **+35-40** min
1h10 to 1h25 min



Mid-2021 to 2023

 **Estimate under analysis**
PMB to be confirmed on the local network



SUMMARY

Early 2020



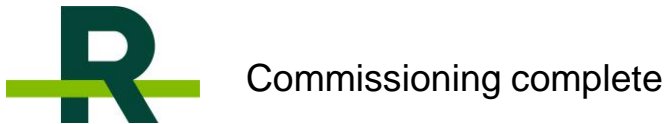
Mid-2021



Early 2022



End of 2023



COMMUNICATIONS TO COME

COMMUNICATIONS CAMPAIGN

Spring

Major information campaign under the auspices of Mobilité Montréal

Start of school year

Presentation of detailed measures for each sector (schedule, stops, frequency, etc.)

Fall

On-site support to ensure measures are understood

One application
for all measures



Chrono

Votre planificateur[®]
de trajet personnalisé.



Autobus



Métro



Train



One web platform
to find your bearings



NEXT STEPS

- Ongoing analysis of fare pricing to be put in place during future phases
- Monitoring of measures:
 - Infrastructures: parking, synchronization of services, temporary accommodations for new bus services and improved transfers
 - Preferential measures for buses (PMB): coordination with municipalities and boroughs for implementation
 - Existing networks: reduction of impact on bus and metro networks

QUESTIONS

The image features a background with a dark green section on the left and a lighter green section on the right, separated by a diagonal line. At the bottom right, there is a decorative pattern of diagonal stripes in shades of yellow, light green, and dark green.