

REM - Alternative Proposal Synthesis

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Map background shows population density from the 2011 census

This proposal attempts to solve many problems of the REM project, while maintaining major parameters (automation, ownership) as is:

- Sharing track between VIA, AMT and REM in the Mont-Royal tunnel
- Reduced impact on Vaudreuil-Hudson, Mascouche, St-Jerome lines
- REM needs 6-car trains instead of 4-car trains to have same capacity
- More people served within walking distance and better bus connections
- Less reliance on parking, less sprawl, less transit along highways
- Protection of wet lands, other sensitive areas, and existing freight rail

Sensitive & expensive areas should remain single-tracked. Selective double-tracking allows providing service every 10-minutes. Longer trains means we can provide the same planned capacity.

West Island Branch

West Island Branch moved from highway to more urban Hydro corridor (Salaberry) so more population is within walking distance of five West Island Stations (26K vs 8K).

Stations on urban boulevards instead of highways allows urbanification & densification. The line should be built using a covered trench. The cost is similar because it is much shorter (8.7km vs 16.5km).

Direct, fast, *timed transfers* to five North-South frequent bus corridors, using an efficient rectangular grid instead of inefficient hub-&-spoke system.

Shorter line means less sprawl.

No St-Anne Station means less development pressure on natural areas

Shorter & more Northern REM line means less competition with Vaudreuil-Hudson Line, which continues diesel service to far-areas and provides incentive parking to drivers.

- Track kept from REM
- Track removed from REM
- Track added/moved
- Stations added/moved
- Vaudreuil-Hudson line
- Other lines

St-Jérôme Line potential rapid transit to Ahuntsic & Laval

VIA Line
Toronto - Montreal
- Trois-Rivieres - Quebec City

Mascouche Line
Potential to serve 200K people in Montreal-North

Connection of AMT and VIA lines with the trunk line and Mont-Royal tunnel

shared publicly-owned trunk line

not using Doney Spur for transit allows preserving freight service

No station at Technoparc - it can't even support a frequent bus line, and has many natural sensitive areas

Airport Access from the South Means Not destroying wetlands Near the Technoparc

Electrification allows inclusion of stops in NDG serving a lot of underserved population without increasing travel time

Future potential connection with the green line

Pt-St-Charles maintenance center

Potential regional rail to Longueuil, La-Prairie & St-Jean

Airport

construction of dedicated track along CP line (5km)

existing dedicated passenger tracks all the way downtown (10.5km)

By using the CN rail Viaduct, the "Bridge/Wellington" stop is actually at that intersection, and serves Griffintown and Pt-St-Chalres much better

Lachine maintenance center

VIA line
Toronto - Montreal -Trois-Rivieres - Quebec City

Airport Branch

The Airport would be served by a more direct & faster route along existing Vaudreuil- Hudson Line (16.6km vs 22km).

Tracks are dedicated passenger tracks today for 65% of the route. There are two existing grade crossings.

The stretch between the airport and downtown would be completely electrified and could be served by the electric MR-90 vehicles retired from the Deux-Montagnes line

New tracks would be built for the remaining 35% of the route. The Vaudreuil-Hudson line would use these between Dorval and downtown, improving service and reducing noise in NDG/Westmount when using dual-mode trains.

Electrification allows adding more stations in highly populated and underserved areas of NDG without delaying relative to today. The stations would allow TOD as well.

South Shore Branch

Panama should be re-designed with a direct connection between buses and trains, not a large far away bus-terminus.

Stops at Milan and Leduc increase the population living within walking distance & increase the number of direct bus connections - so fewer bus lines have to go to Panama.

Mont-Royal Tunnel

The Mont-Royal tunnel would form a trunk line shared between REM, AMT and VIA trains.

This strategic section, shared by many lines, must stay under public control and not be privatized.

The shared tunnel section would be signalled for 120s headways, every 2nd train is a REM train. This means headway on Champlain bridge would be one train every 4 minutes.

The Edouard Montpetit station must be part of the initial network, only single-decked (i.e. REM) trains can serve the station.

All REM and AMT trains stop at a 4-tracked McGill station.

Gare Centrale served by REM, AMT & VIA trains. Consider two stops within existing Gare Centrale station, at René-Lévesque and Bonaventure, to improve passenger flow and minimize transfers.

Using The CN rail viaduct allows for a REM stop at Ottawa street Serving the Old Port and Griffintown (included in earlier proposals).

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Projet de réseau électrique métropolitain de transport collectif

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