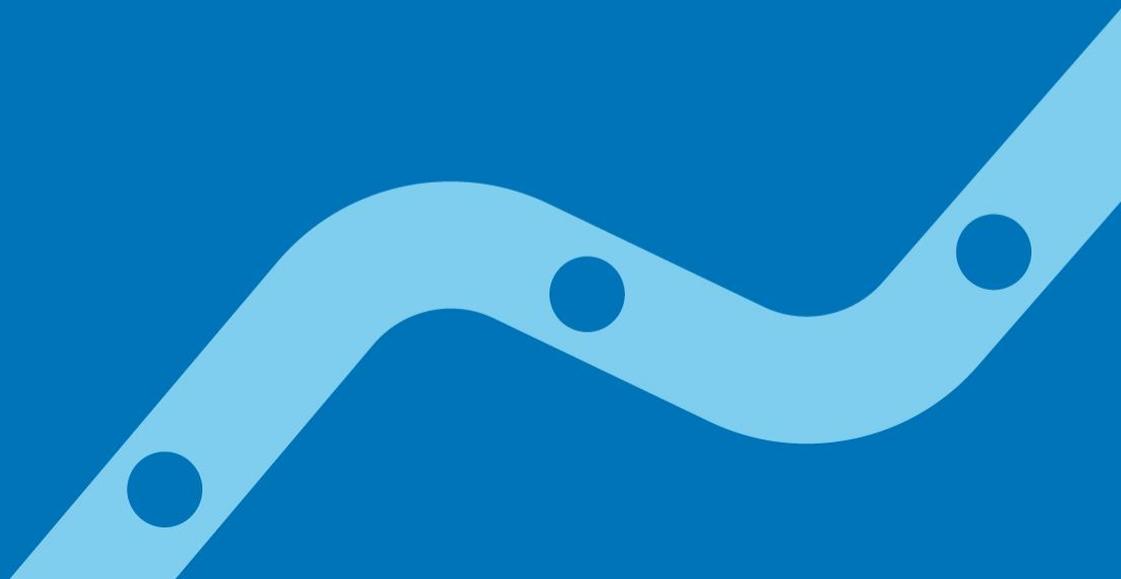


Public Consultation on the Extension of the Blue Line of Montreal's Metro

February 2020



A pencil to draw the future



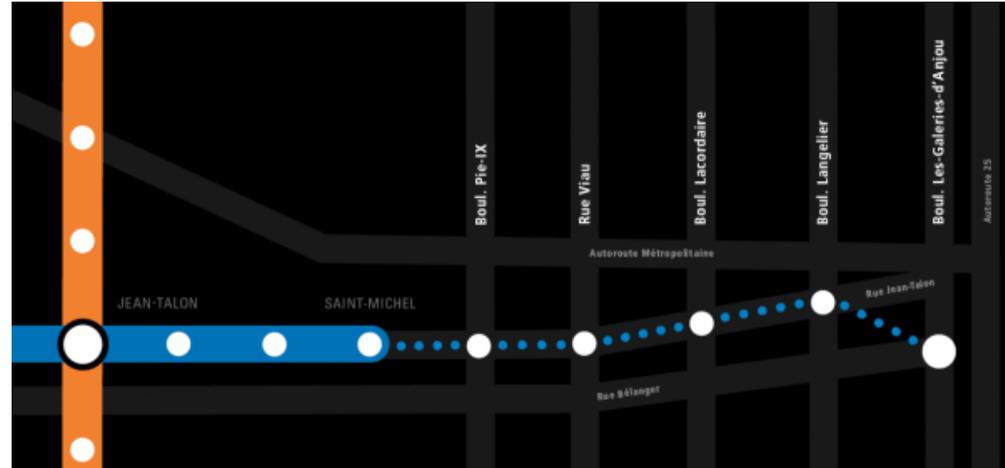
Project Scope

Context

- Bill 76 adopted in May 2016 to modify mainly the organization and governance of public transit in the Montréal metropolitan area
- Transfer of the project to extend the Blue line of the Montréal métro from the Agence métropolitaine de transport (AMT) to the Société de transport de Montréal (STM)
- Collaboration with the ministère des Transports du Québec (MTQ), the Autorité régionale de transport métropolitain (ARTM) and the Société québécoise d'infrastructures (SQI) to optimize the project's key parameters
- Numerous meetings with project stakeholders, including representatives of the boroughs in question and the City of Montréal for the purpose of coordination, since summer 2018

Nature of the project

- Construction of 5 new universally accessible stations
- Tunnel of 5.8 kilometers in length
- Several operational structures
 - Bus terminus
 - Park-and-ride lot
 - Train garage
 - Connection to Pie-IX BRT
 - Auxiliary structures and emergency exits
 - Service centre
 - Electrical substation



Extension route

NEW INFRASTRUCTURE PLAN

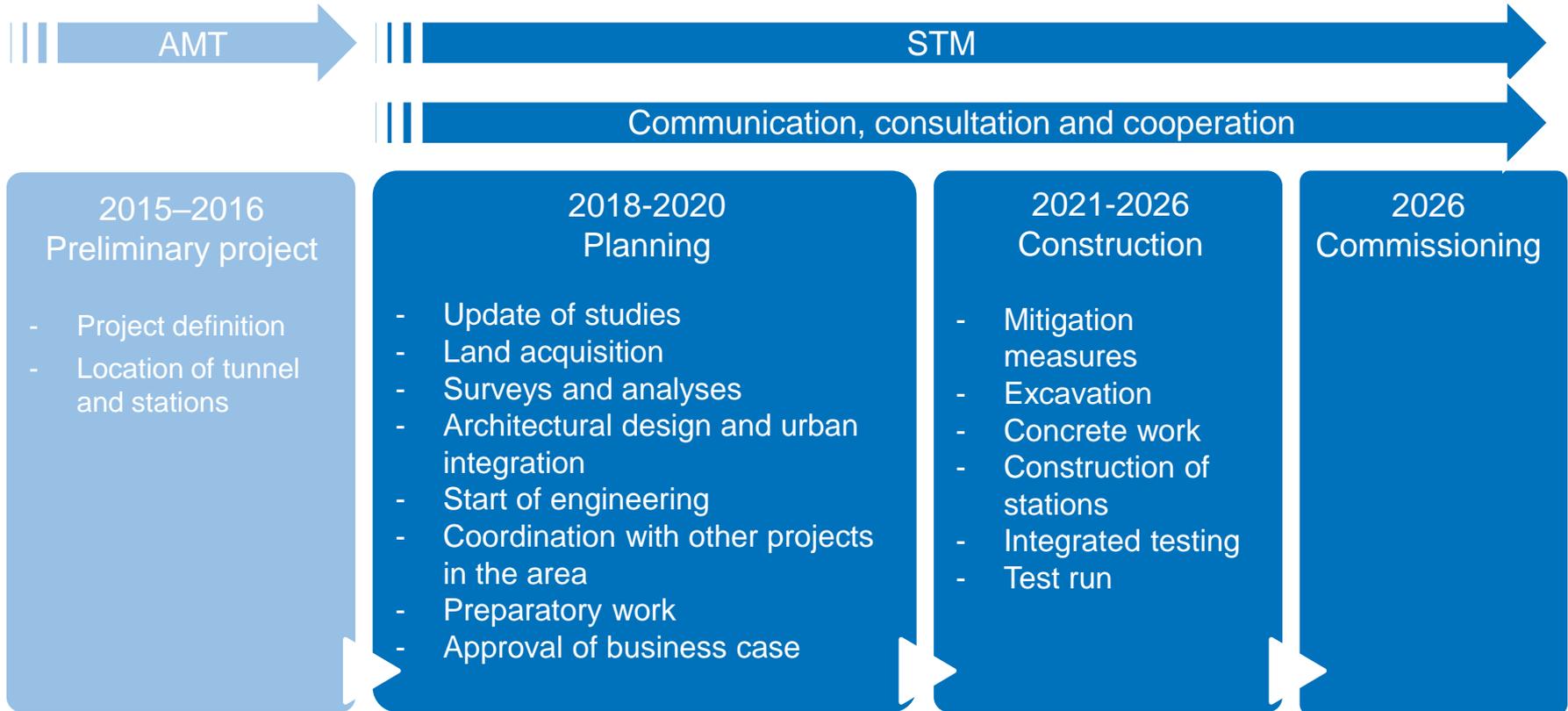
- New stations (provisional names)
- Auxiliary structures
- Tail tracks
- Power district



Project benefits

- Improved mobility across the Montréal metropolitan area
- Increased intermodality and user-friendliness of various modes of transportation
- Support economic and urban development
- Integration of facilities providing universal accessibility
- Sustainable project targeting *Envision* certification

Project milestones



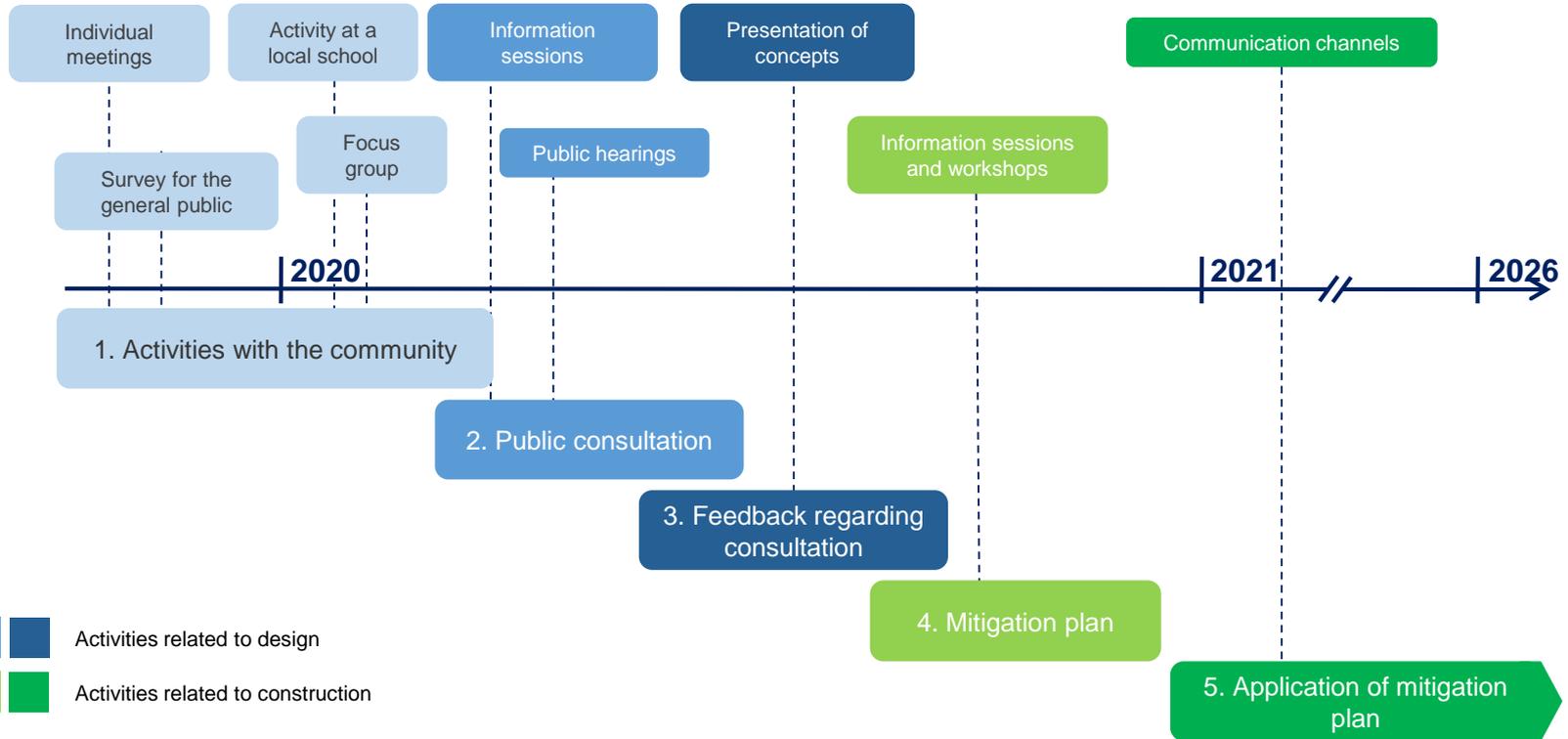
Consultation Process

By-law adoption Process

under section 158.3 of the Act respecting Transit Authorities (R.S.Q., Chapter S-30.01)

Steps	Target date
Public consultation: Holding of hearing and information sessions	February–March 2020
Report of the commission	Summer 2020
Adoption of by-law by the Montreal Agglomeration Council	Fall 2020
By-law effective date	Fall 2020
Issuance of permits	Fall 2020

Overall public involvement process



- Activities related to design
- Activities related to construction



Montreal's Preliminary Development Vision

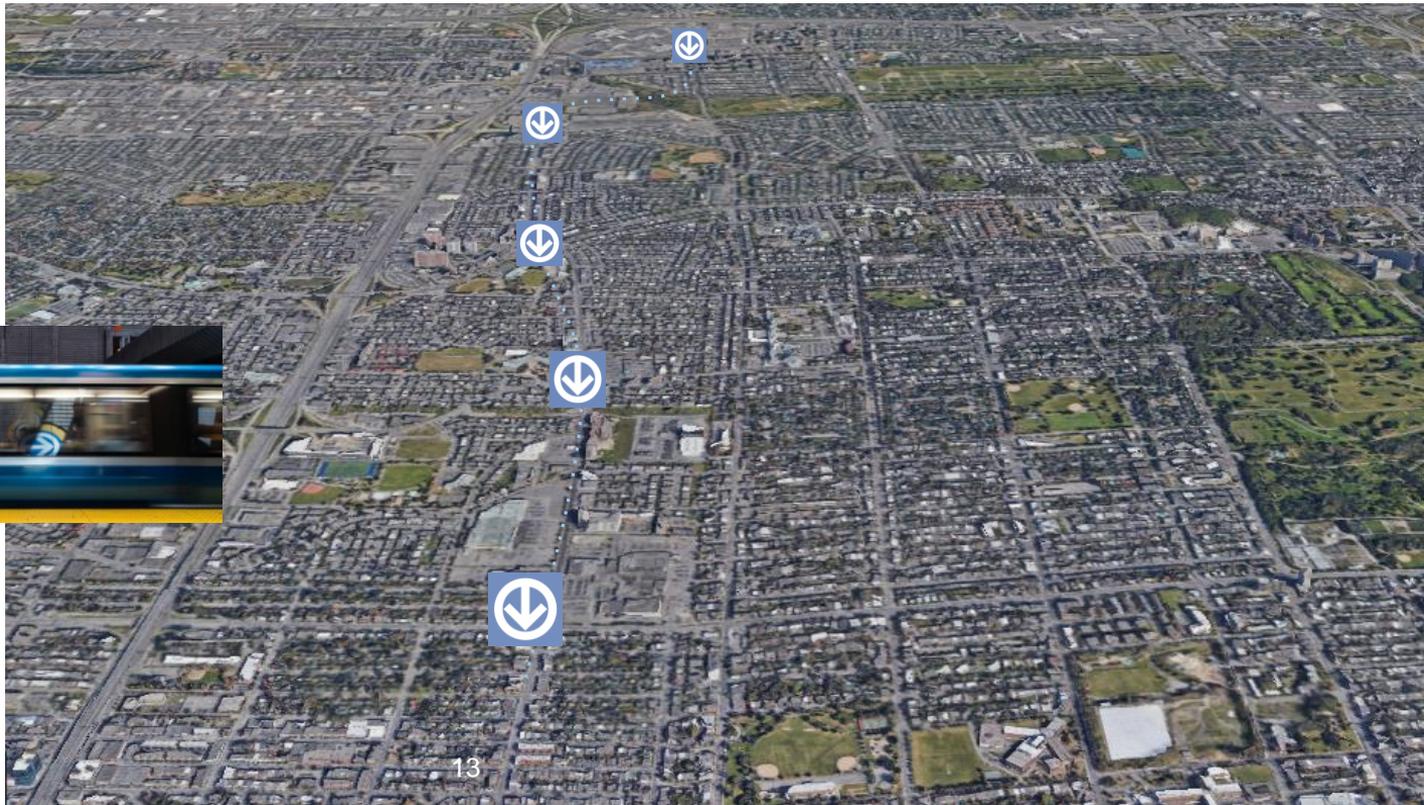
Preliminary development vision

for the corridor of the Blue line extension

City of Montréal

Public consultation on
the extension of
the Blue line

February 11, 13
and 18, 2020





City of Montréal

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> Embodies the four major priorities of the municipal administration

- Sustainable **mobility** with more efficient and user-friendly transportation options
- **Economic development** to revitalize the Jean-Talon East commercial artery
- **Ecological transition:** generous vegetation cover, stormwater management and urban development with a lower carbon footprint
- **Housing**, with residential redevelopment that takes into account the *Règlement pour une métropole mixte* to meet a variety of needs

Development vision



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- Will **help breathe new life into the east end of Montréal** following the **Declaration** made to this effect by the Government of Québec and the City of Montréal
- Serves as a road map to **guide development efforts** for the territory served by the future métro and **maximize the spinoffs**
- Provides an opportunity to **rethink urban planning and mobility** so as to improve the **quality of life for residents**
- Guides the **renewal and works** in the **vicinity of the future stations** according to **specific criteria** (development guidelines)





Development vision

City of Montréal

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> In three major orientations

1. **The métro** line extension, a **source of urban renewal** for the area
2. **Redesigned** collective and active **mobility**
3. **Renewal** with a limited **ecological footprint**



Development vision



City of Montréal

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> In three major orientations and **objectives**

1 The métro line extension, a **source of urban renewal** for the area

- **Diversify** urban activities to enable the creation of **complete and vibrant living environments**
- **Densify** the vicinity around **métro stations** and **underused land**





City of Montréal

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> In three major orientations and **objectives**

2 Redesigned collective and active **mobility**

- Redefine the **public transit** grid with **anchor points** determined by métro access
- Make **pedestrians and active transportation the focal point of mobility** in that area once again
- Ensure the deployment of **innovative mobility solutions**





City of Montréal

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> In three major orientations and **objectives**

3 **Renewal** with a **limited ecological footprint**

- Generously **increase** the **vegetation cover** and distribute it through the network
- Ensure the **ecological management** of water
- Maintain **high standards** for the area's renewal with regard to **construction** and **architecture**, **urban planning** and **urban design**



Development vision



City of Montréal

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> **General criteria to guide the renewal and interventions in the vicinity of the future métro stations**

- Site à requalifier
- Site à consolider
- Site de la station à aménager
- Rue à réaménager
- MPB
- Trame de rues locales potentielles
- SRB Pie-IX
- Lien cyclable existant
- Lien cyclable projeté
- Rayon de 500 mètres autour de la station de métro



Pie-IX



Viau



Lacordaire



Langelier



Anjou

Development vision

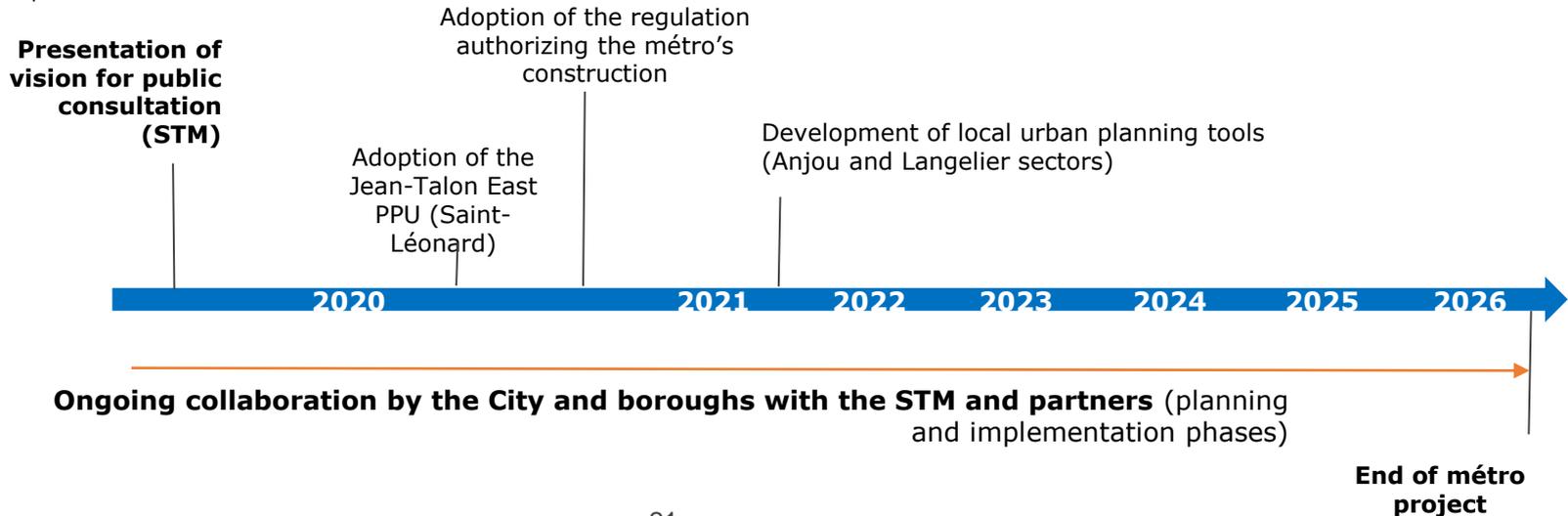


City of Montréal

Public consultation on the extension of the Blue line

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Next steps for the City and boroughs



City of Montréal

Public consultation on
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the Blue line

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and 18, 2020

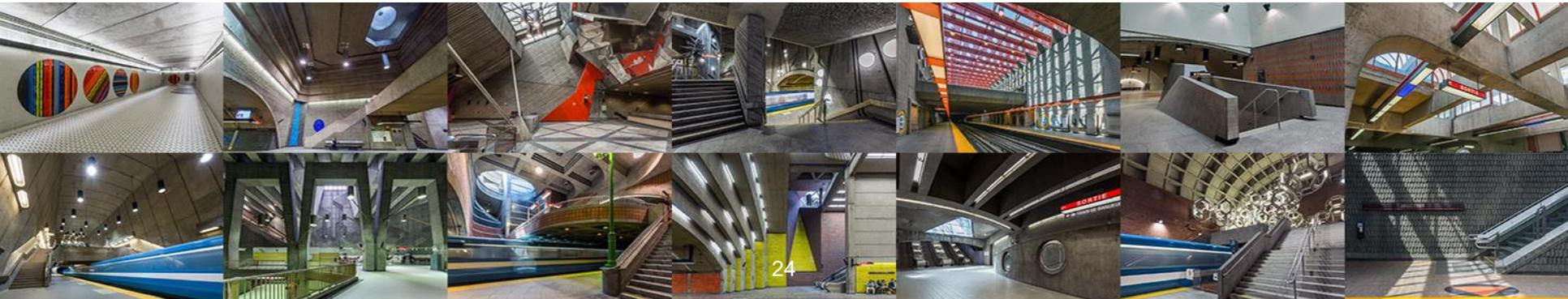
Thank you



Architectural Process – Future Stations

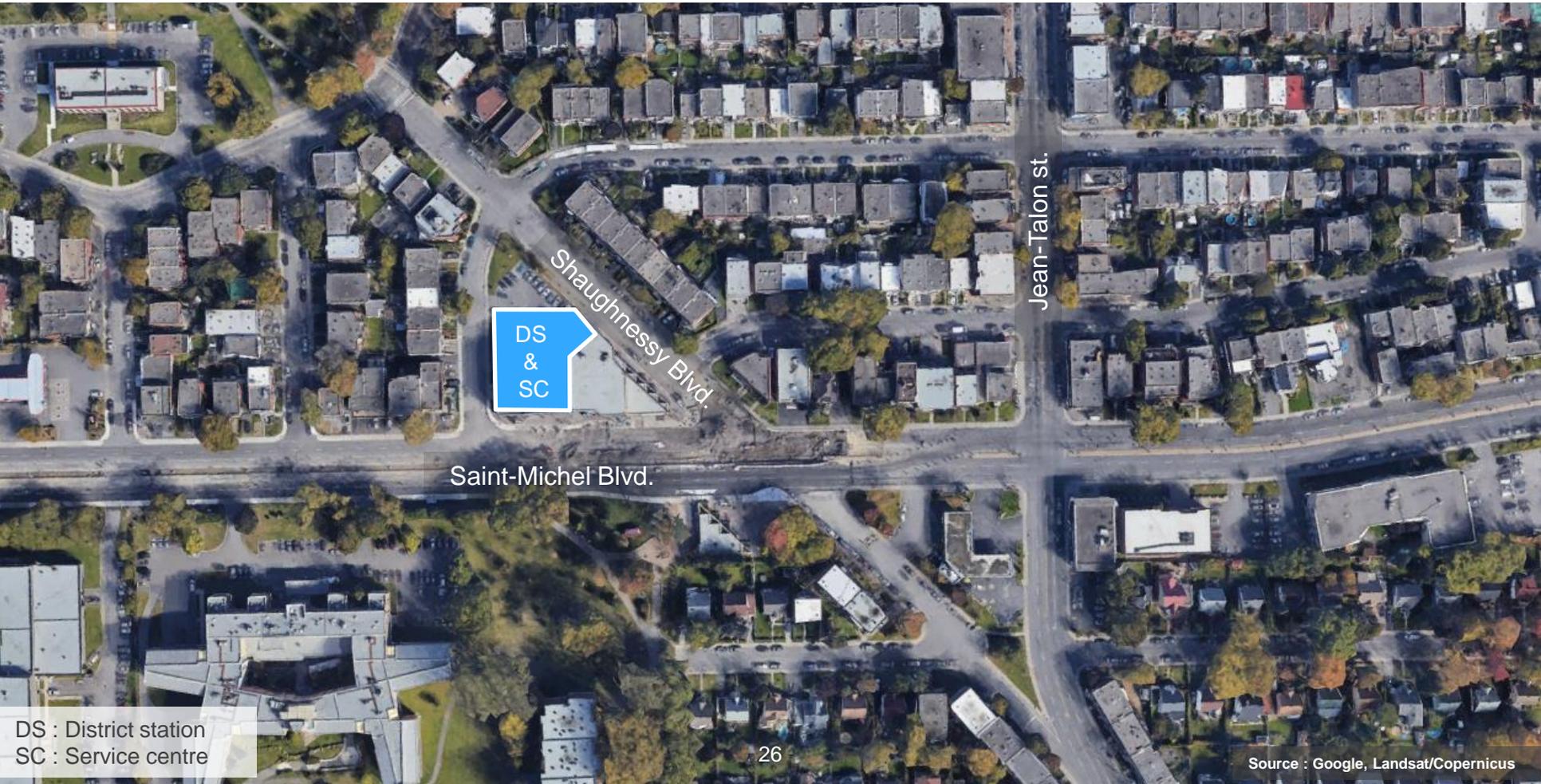
Architectural process

- Implementation of a *Comité consultatif d'intégration architecturale, urbaine et patrimoniale* (CCIAUP):
 - A multidisciplinary committee composed of area experts, elected officials, and project representatives
 - Promotes independence in the choices made and facilitates consensus
- Mission: to recommend the architectural process and urban integration principles for the project
- Fits in with the architectural direction of the current network: *unique design for each station*
- Focuses on representation and the showcasing of heritage and historic elements



Location of Future Stations

Saint-Michel District Station and Service Centre



DS
&
SC

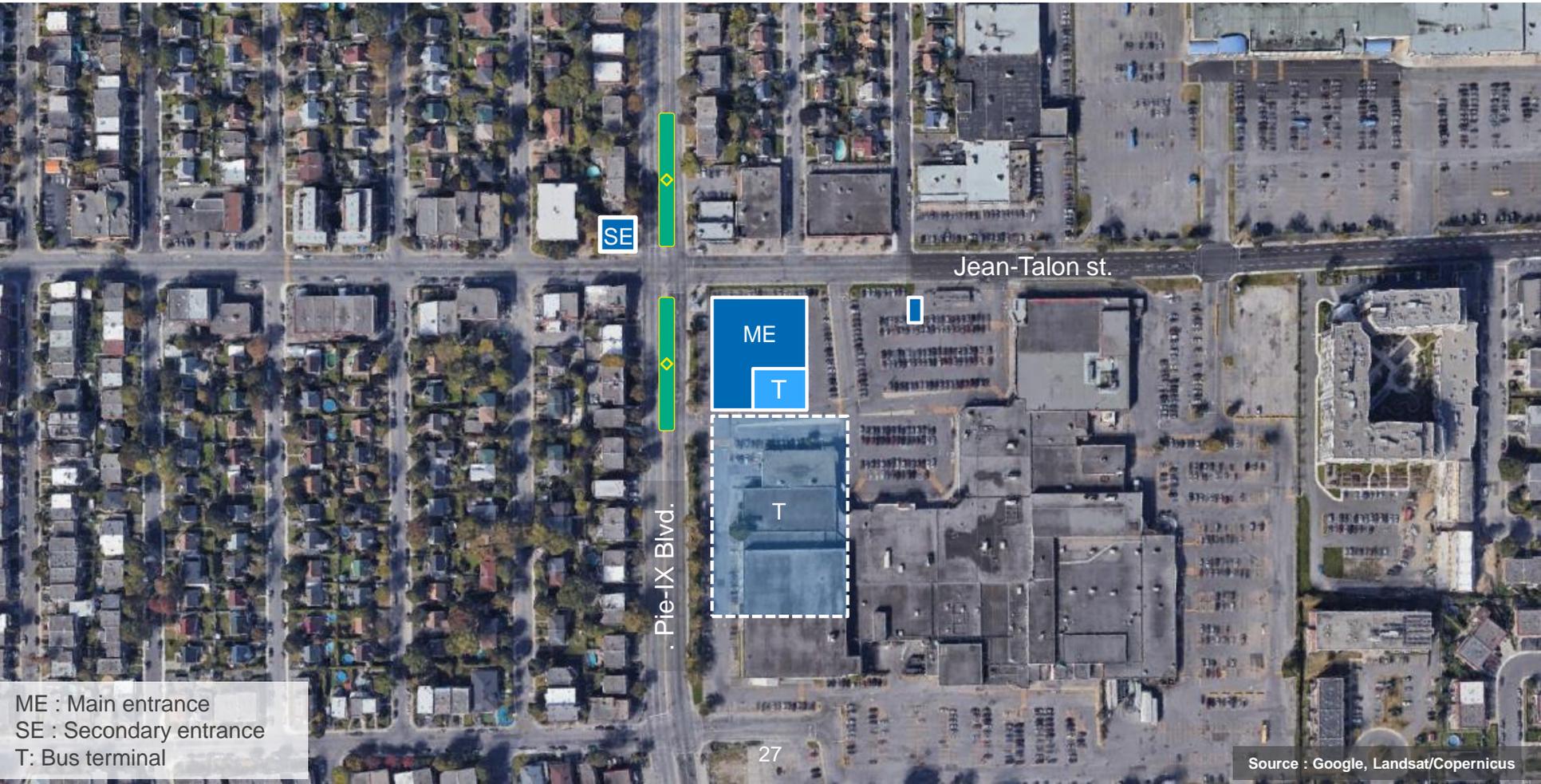
Saint-Michel Blvd.

Shaughnessy Blvd.

Jean-Talon st.

DS : District station
SC : Service centre

Pie-IX station (provisional name)



SE

Jean-Talon st.

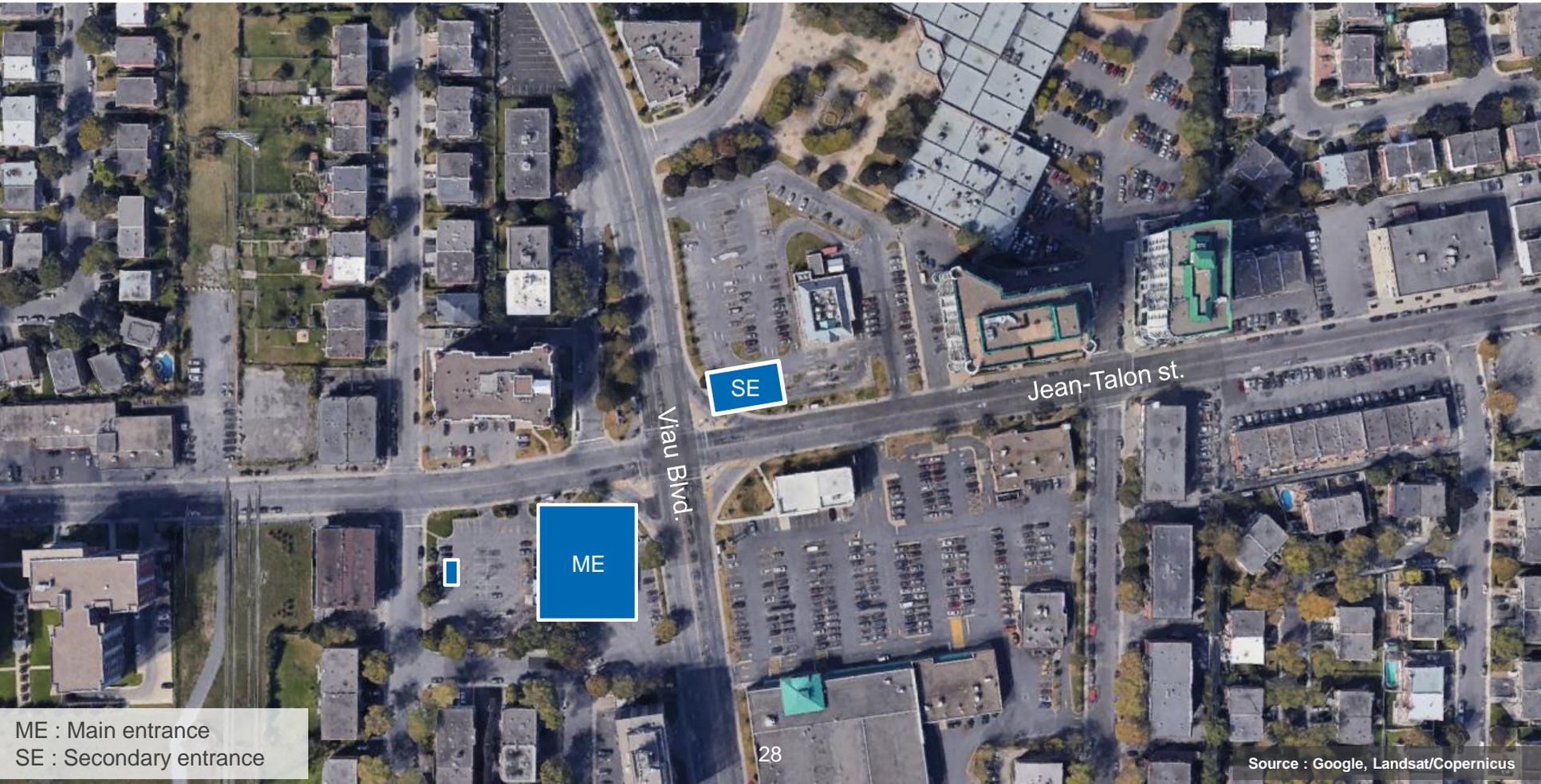
ME
T

Pie-IX Blvd.

T

ME : Main entrance
SE : Secondary entrance
T: Bus terminal

Viau station (provisional name)



SE

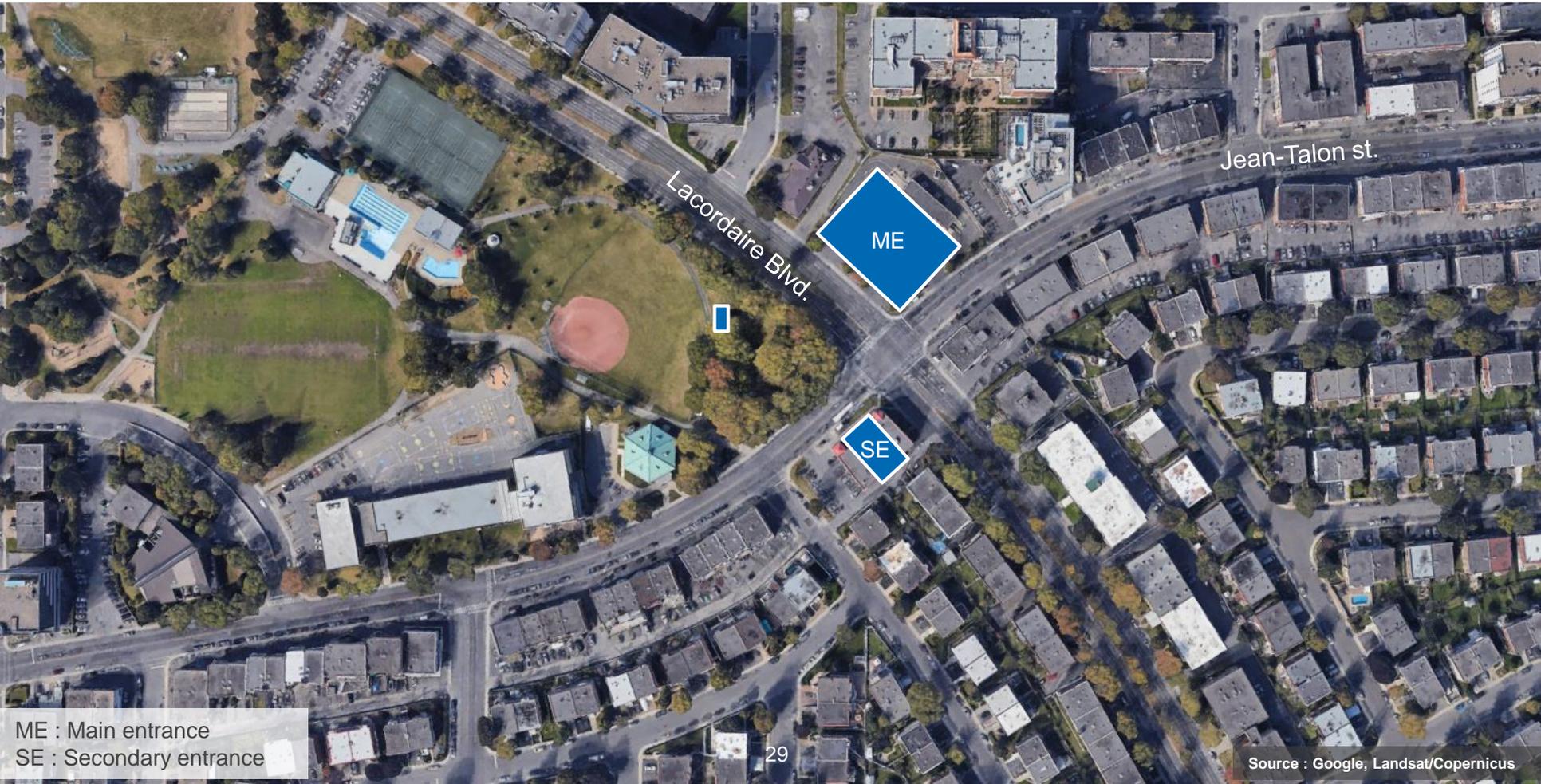
ME

Jean-Talon st.

Viau Blvd.

ME : Main entrance
SE : Secondary entrance

Lacordaire station (provisional name)



Lacordaire Blvd.

Jean-Talon st.

ME

SE

■

ME : Main entrance
SE : Secondary entrance

Langelier station (provisional name)



SE

ME

ME : Main entrance
SE : Secondary entrance

Anjou station (provisional name)



Integration of Operational Structures

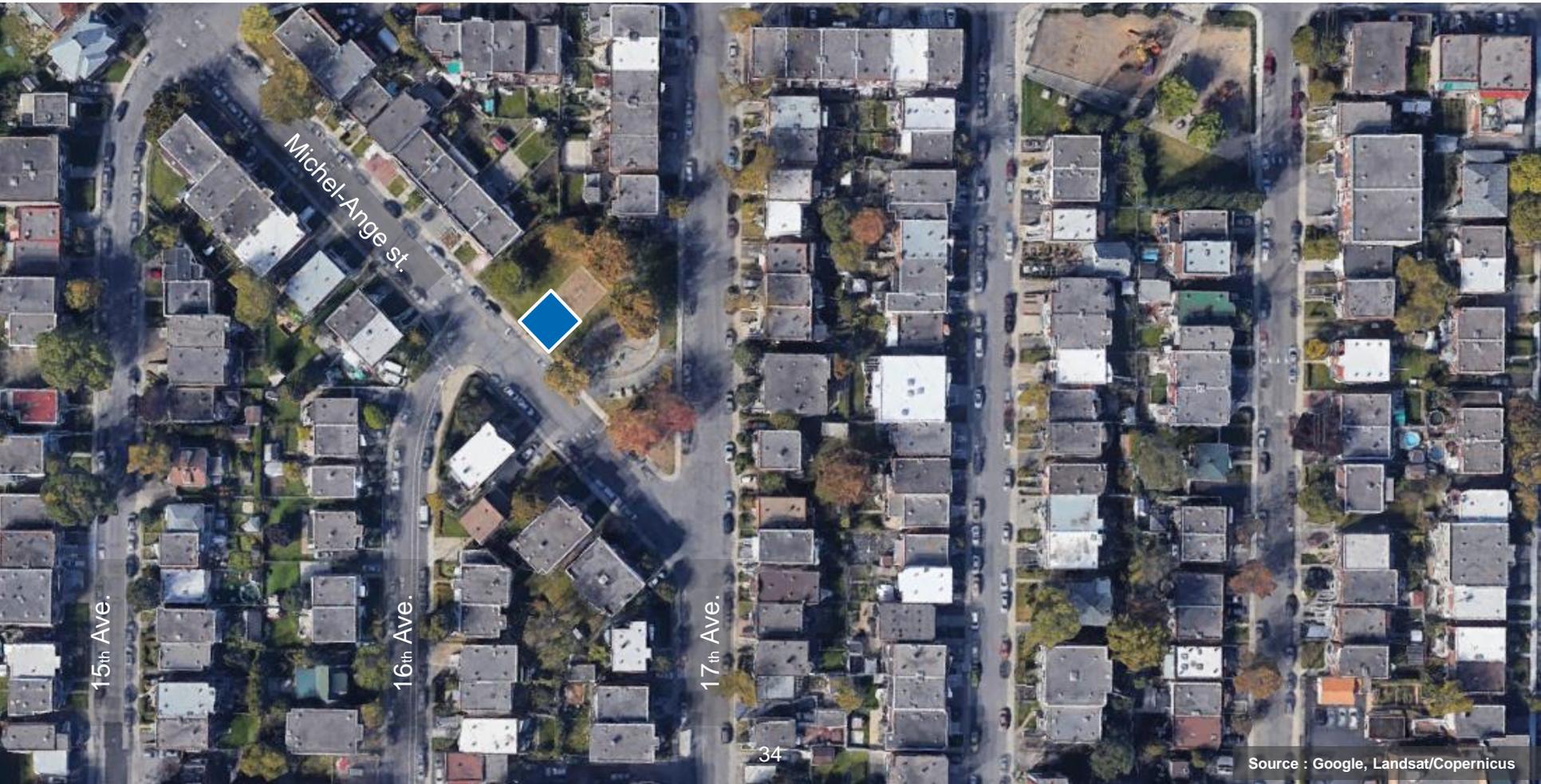
Auxiliary structures

Nature of the equipment

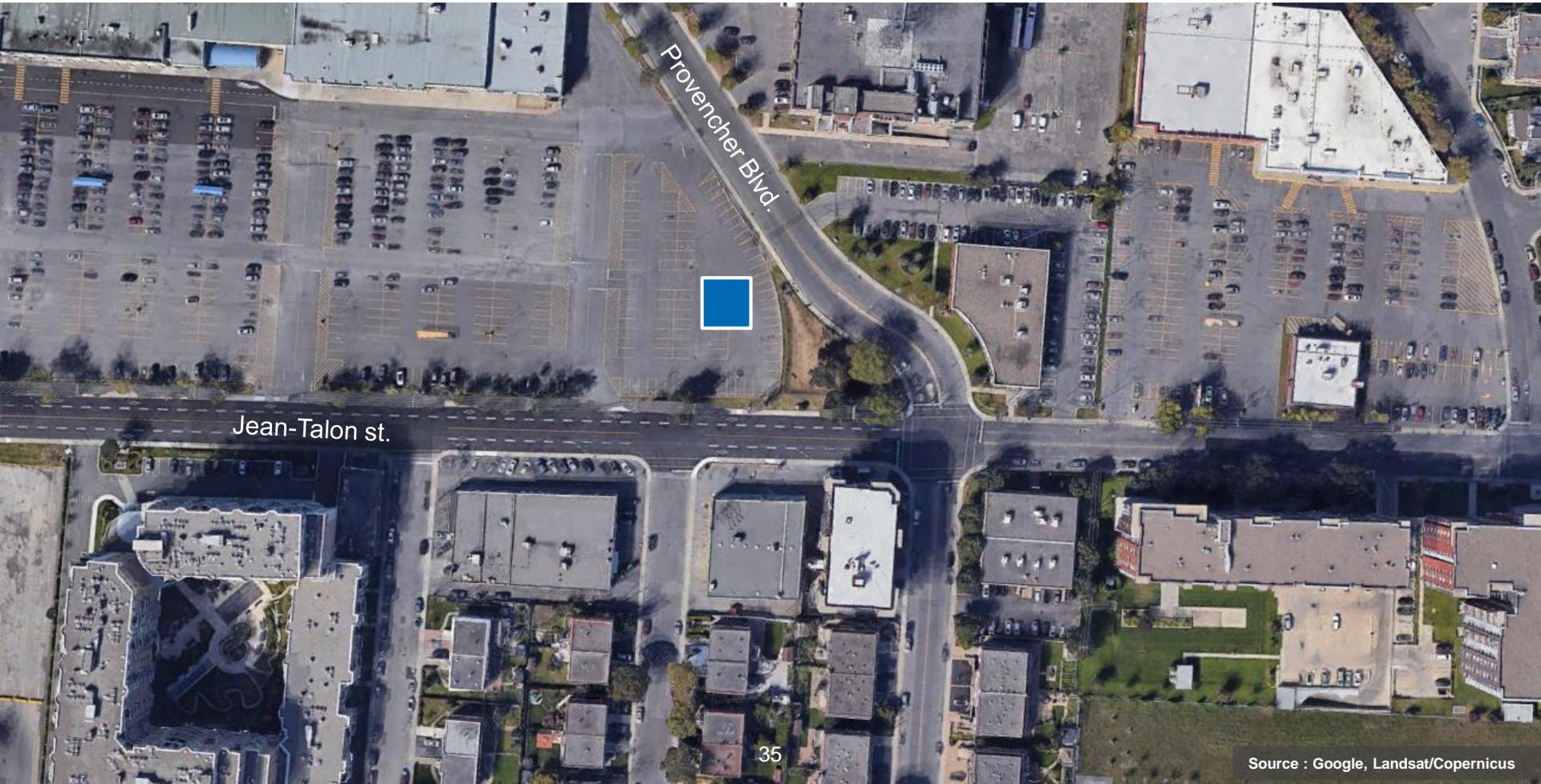
- Infrastructures located between each station to connect the métro tunnel to the surface and allow the network to function properly
- Functions:
 - ventilate the metro network
 - remove seepage water
 - emergency exits in case of incident
- Ventilation structure equipped with specialized silencers



Auxiliary structure 1 – Michel-Ange



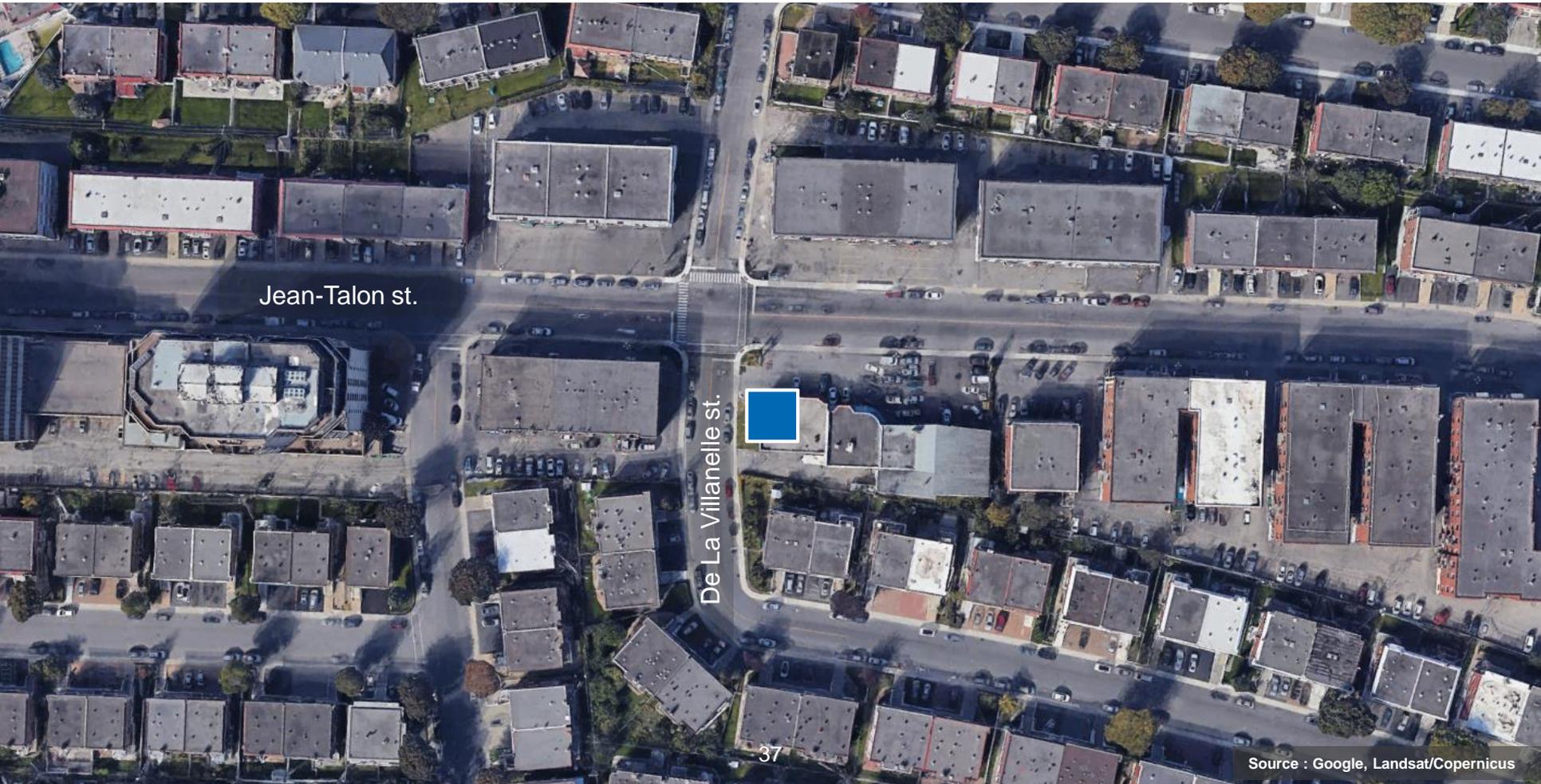
Auxiliary structure 2 – Provencher



Auxiliary structure 3 – De Lisieux



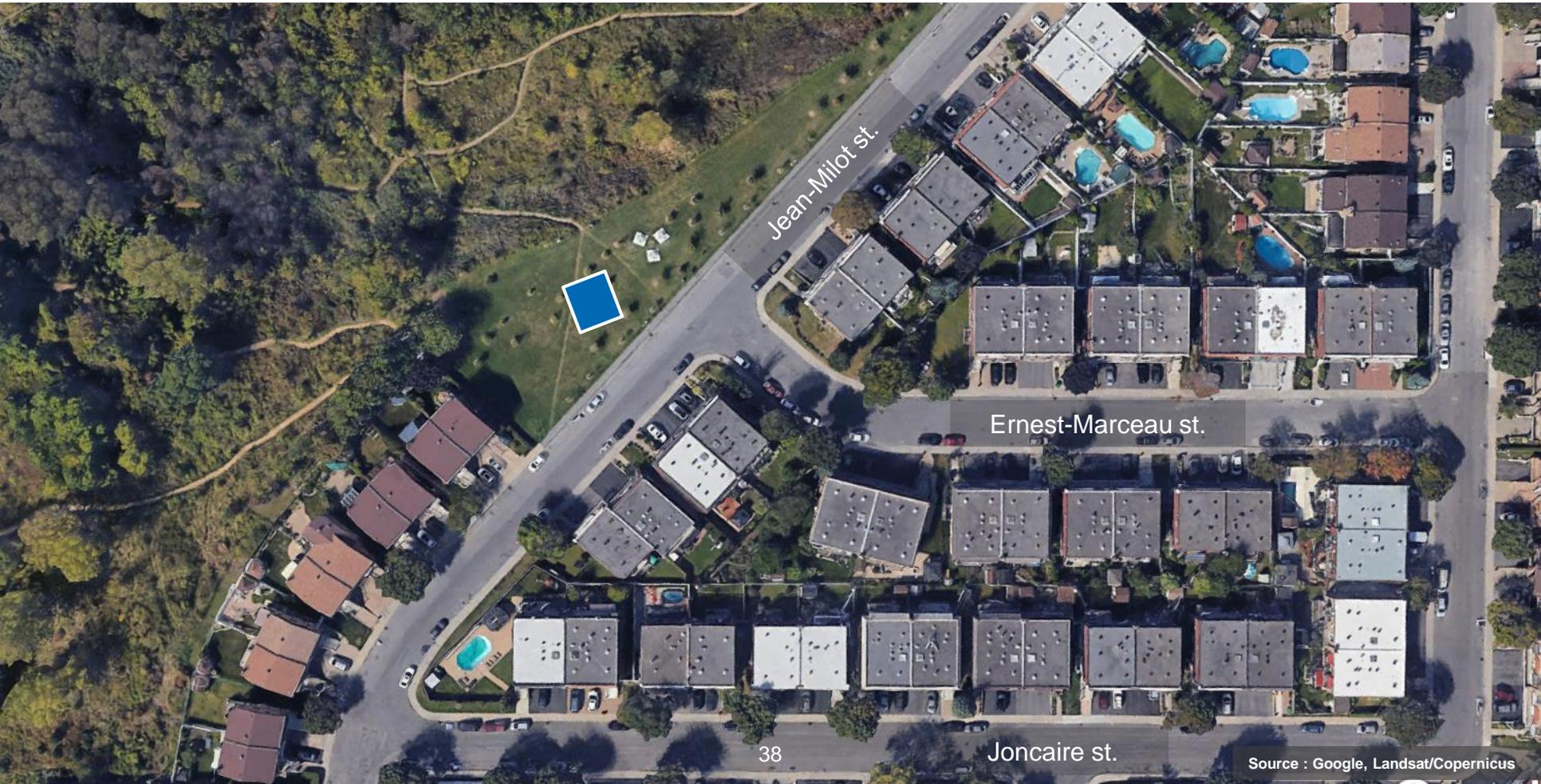
Auxiliary structure 4 – De La Villanelle



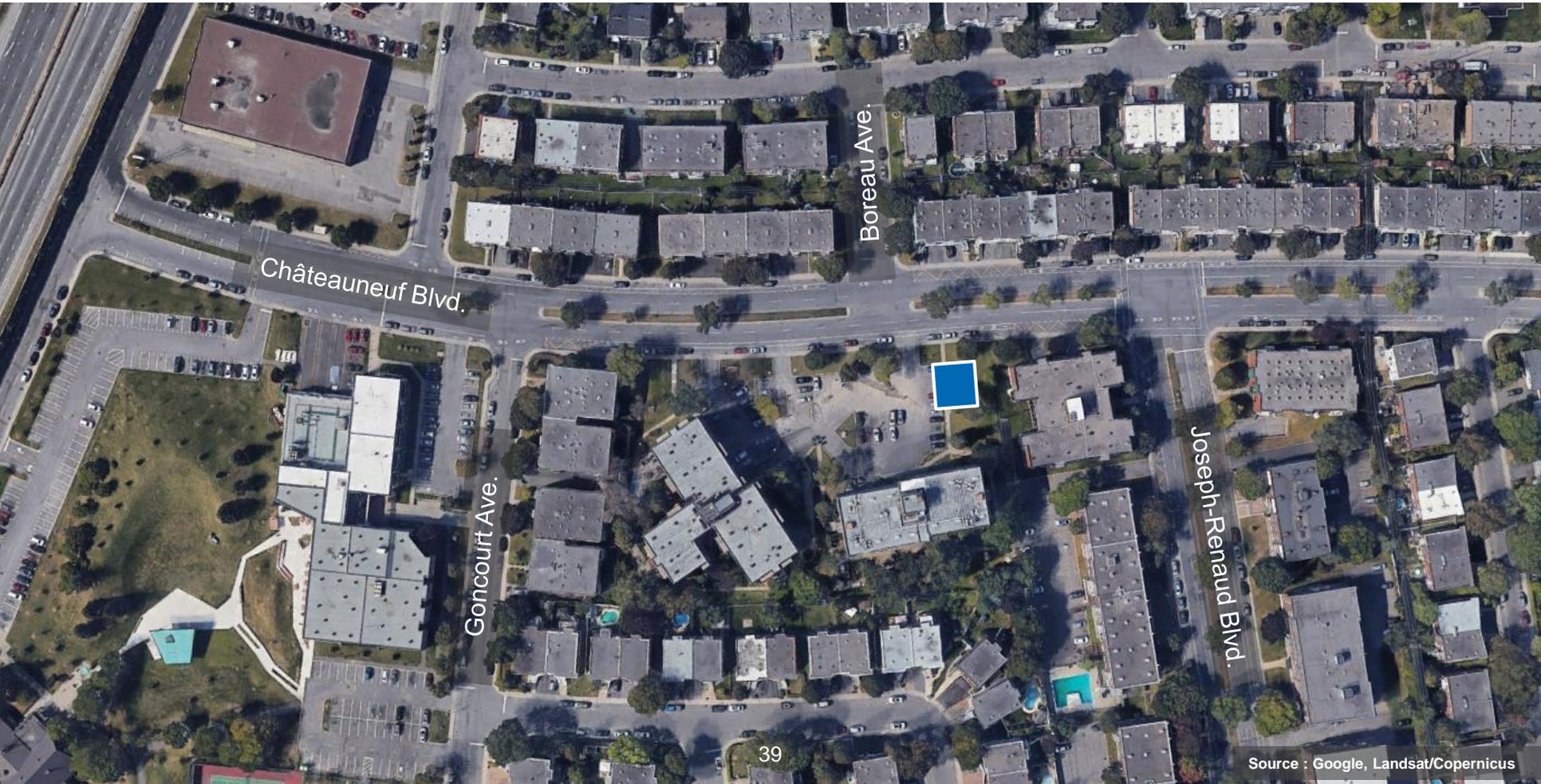
Jean-Talon st.

De La Villanelle st.

Auxiliary structure 5 – Jean-Milot



Auxiliary structure 6 – Boreau



Work Plan

Definition of a mitigation plan

- Benchmarking of best practices at similar worksites
- Workshops involving project partners and members of the community
- Conducting of various studies aimed at optimizing the work
 - Mobility maintenance study during construction
 - Traffic study
 - Assessment of soil quality and decontamination measures
 - Evaluation of measures to ensure dust control and maintenance of air quality during construction
 - Evaluation of measures to ensure noise control during construction work
- Consultation with customers and residents (fall 2020)

Mitigation measures

- Traffic plan aimed at maximizing traffic safety and flow in areas targeted by the extension of the blue line
- Specific communication channels to facilitate discussions between residents and the STM
 - Liaison officers around the worksites
 - Liaison and neighborhood committees
- Specific measures for minimizing impacts around worksites
 - Dust, noise and vibration management
 - User-friendly worksite planning and signage

Upcoming steps

Hearing sessions

- February 26th – Hôtel Montréal Métropolitain, 3400 Crémazie Boulevard East
- March 2nd – Leonardo Da Vinci Center, 8370 Lacordaire Boulevard
- March 4th – Studio danse 360 et un, 8600 Parkway Boulevard

- Deadline to submit a written statement or opinion to be presented: **3 days before** each session
- Deadline to submit a written statement or opinion without presenting it during a session: March 4th
- Guided questionnaire available online to facilitate citizen participation

Stay informed

- <http://www.stm.info/lignebleue>
- (514) STM-INFO / (514) 786-4636

Next steps

- Commission report (summer 2020)
- Proposal of architectural concepts (summer 2020)
- Sessions on construction and mitigation measures (fall 2020)

Thank you

