

Public Consultation

VENDÔME PROJECT –
ACCESS FOR ALL!

February 21, 2017

Centre universitaire
de santé McGill



McGill University
Health Centre



Québec 



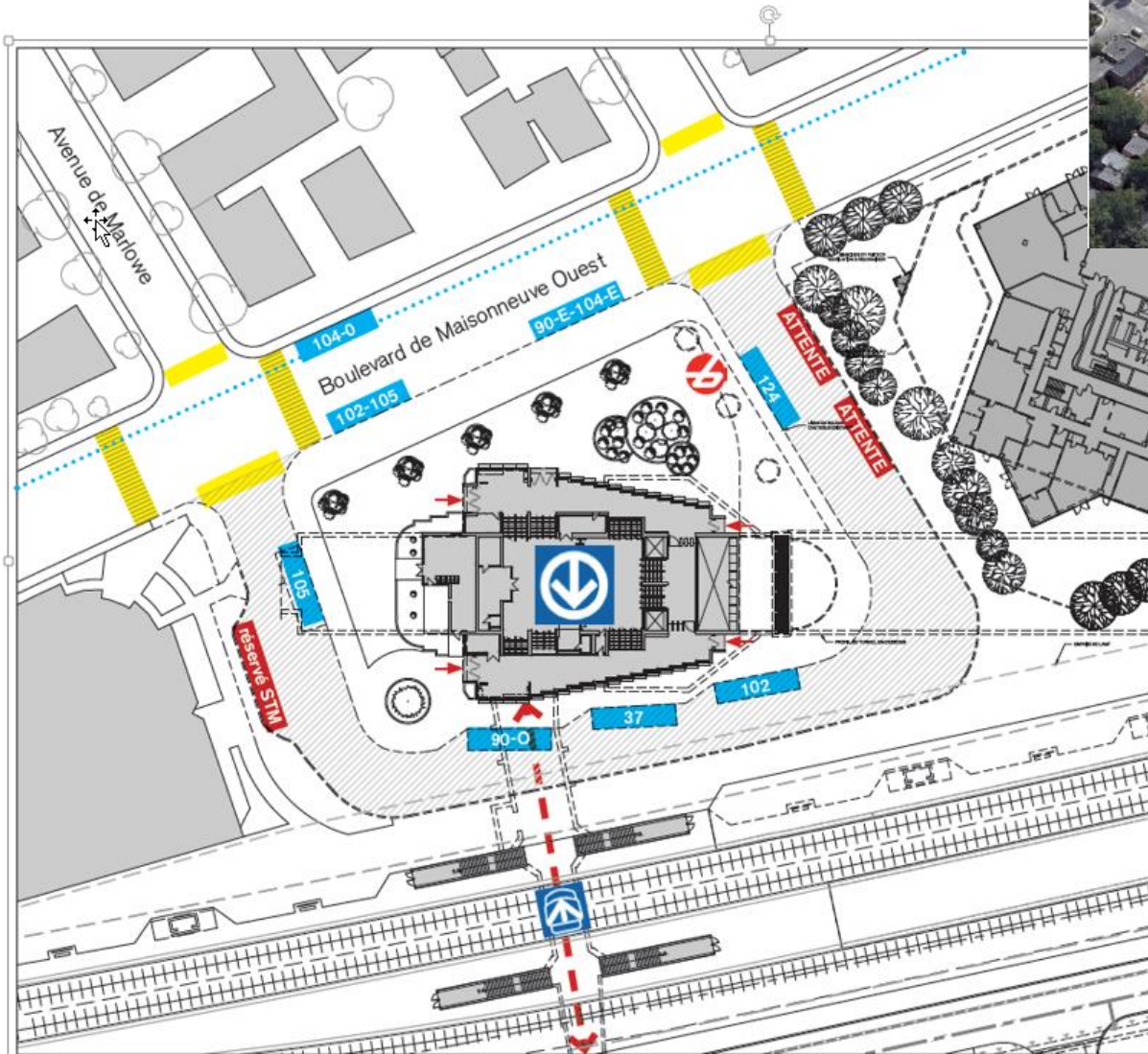
PRESENTATION OUTLINE

- Context
- Description of project
- Objectives and advantages
- Planned phases
- Mitigation measures
- Next steps



CONTEXT

AREA MAP



STM bus stop

Waiting area or reserved for STM

Pedestrian crossings

Access to Métro

Two-way bicycle lane

Pedestrian corridor to MUHC

RIDERSHIP



Métro

- 24,300 entries per weekday
- métro system's 10th busiest station

Train station

- 10,000 rides daily
- Commuter train system's 3rd busiest station

Forecast for annual growth

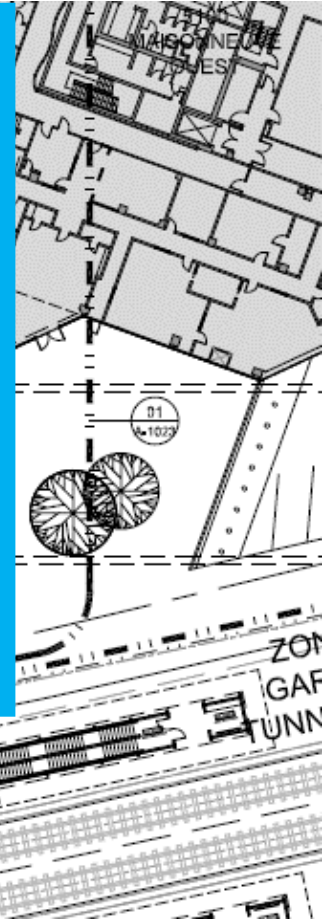
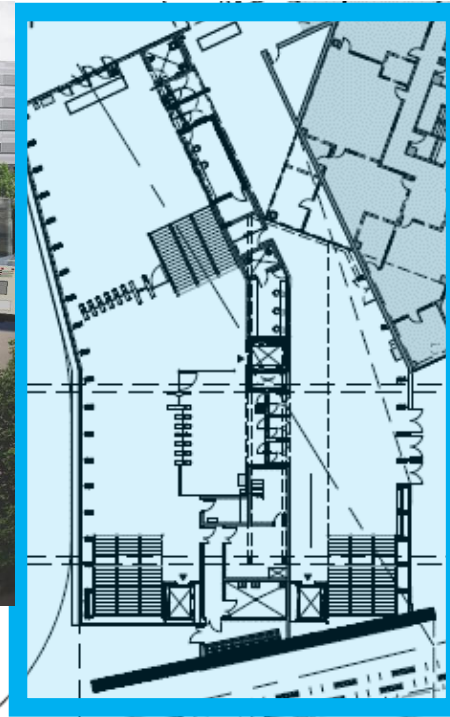
- Ridership forecasts show that the number of customers using the intermodal transit hub will grow from 9 to 18 million by 2021

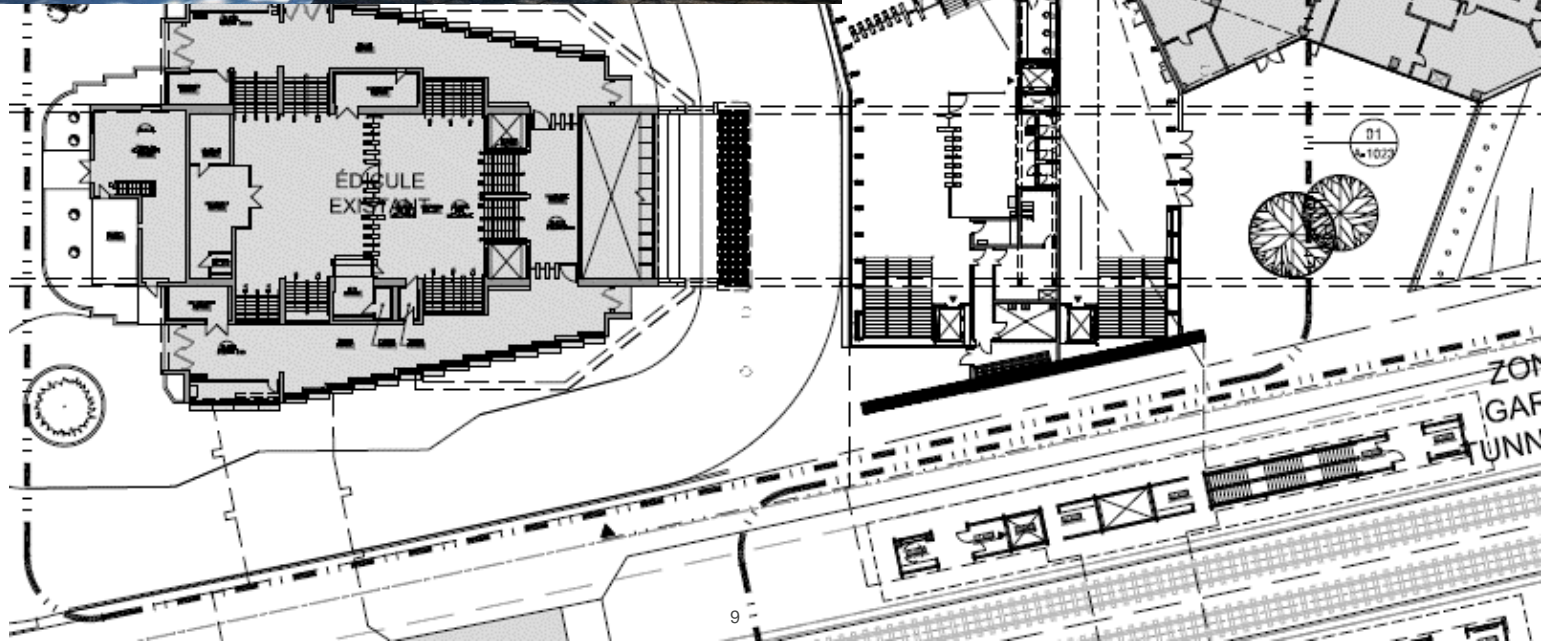


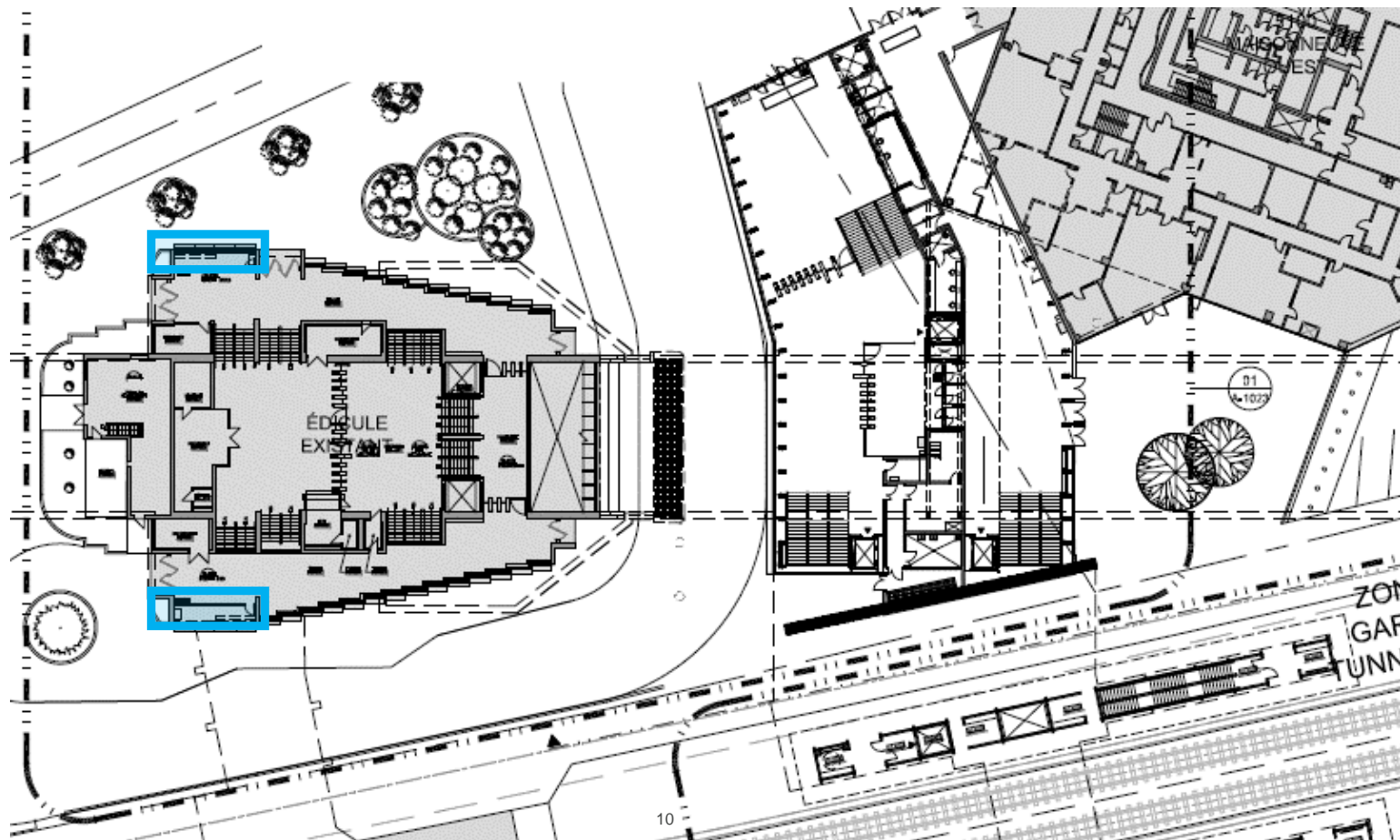
DESCRIPTION OF PROJECT

MAIN OBJECTIVES

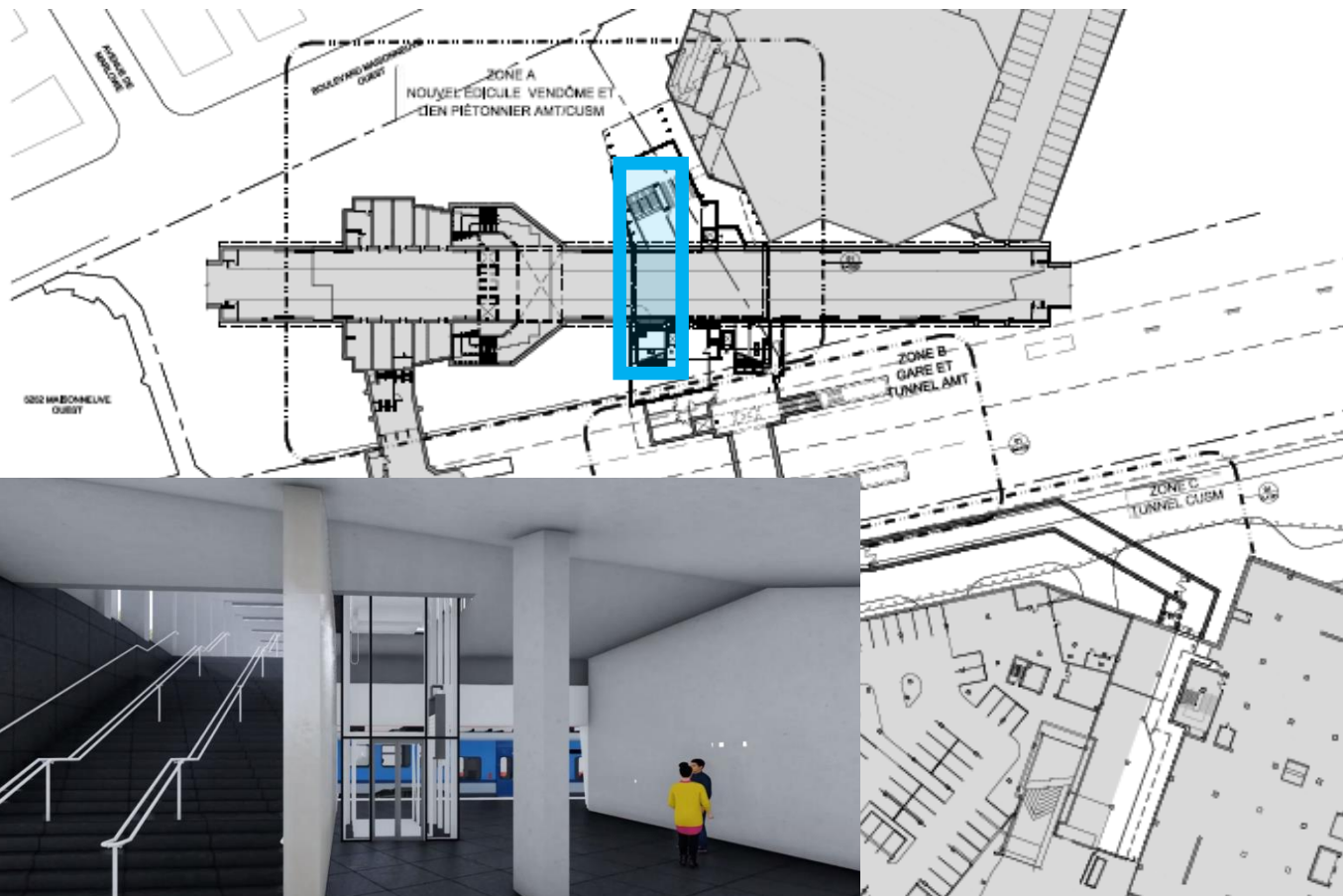
- Improve access to various sites
- Facilitate fluid flow of people
- Create a pedestrian link between MUHC and neighbourhood
- Aim for ENVISION certification

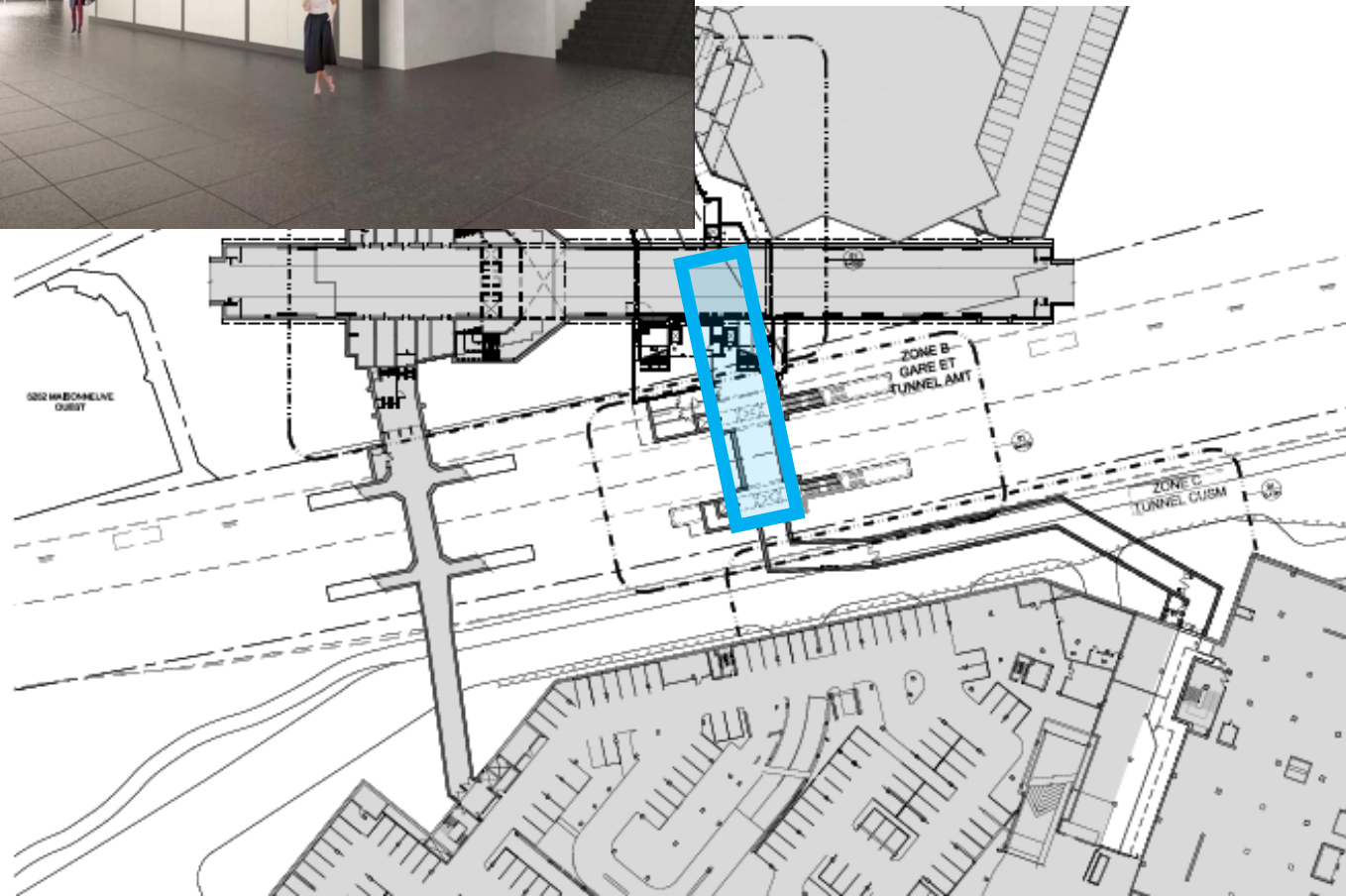


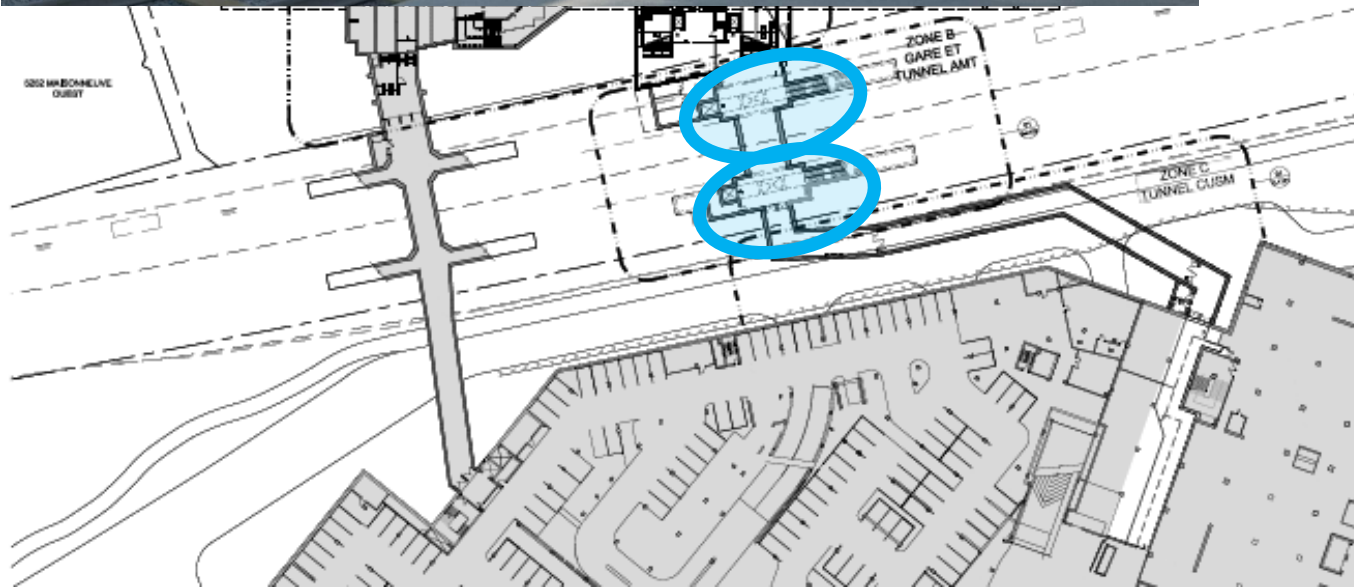














BENEFITS OF THE PROJECT

- A new métro entrance
- Improved access (5 elevators added)
- Better fluidity moving through hub
- New pedestrian links between various sites

IMPROVED CUSTOMER EXPERIENCE

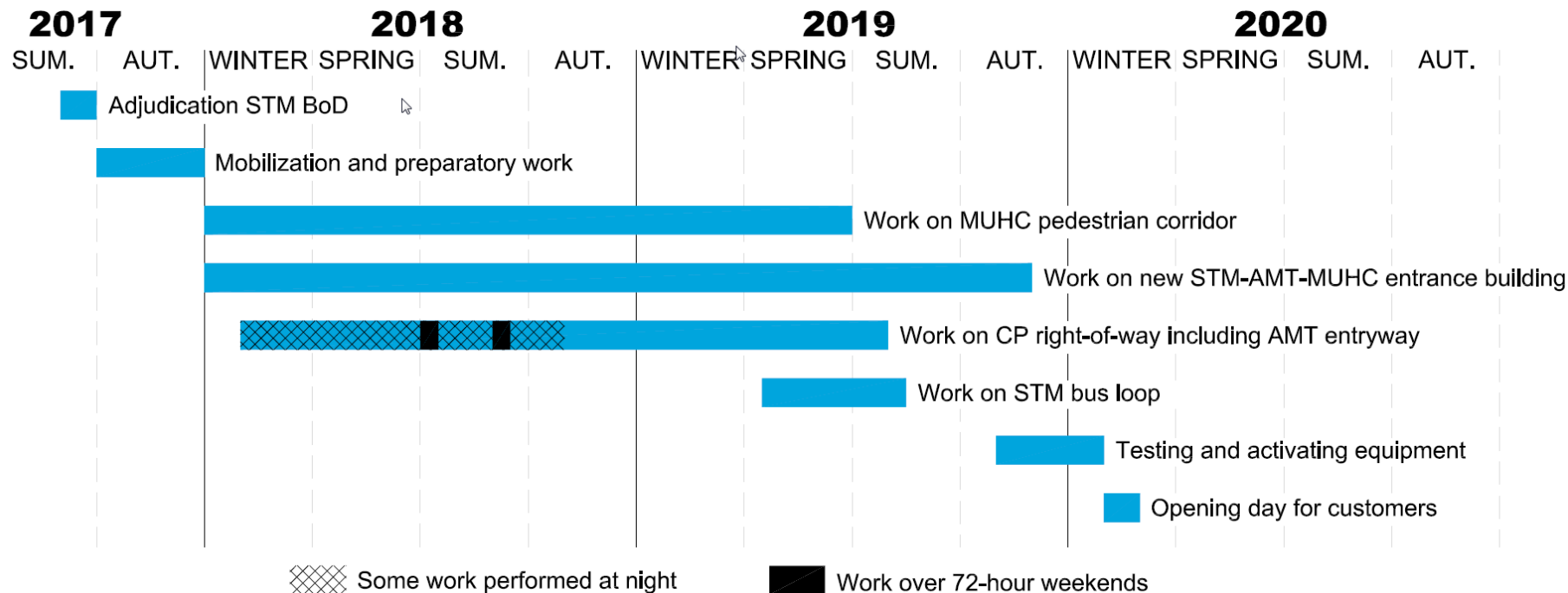


PLANNED PHASES

TYPE OF WORK

- Mobilization, preparatory work on medical centre site (MUHC) and existing Métro entrance
- Work on railroad right-of-way, construction of transit shelters on train platforms
- Construction of pedestrian corridor to MUHC
- Construction of new STM/AMT entrance building
- Work on bus loop
- Putting new infrastructure into operation

WORK SCHEDULE



SERVICES MAINTAINED AT ALL TIME
(MÉTRO, BUS, TRAIN, HOSPITAL)



PLANNED MITIGATION MEASURES

DEFINITION OF MITIGATION MEASURES

The definition of mitigation measures is based on several elements:

- Benchmarks for methods to minimize impacts
- Coordination with project and community partners
- Consultation process
- Studies and analysis conducted (underway)
 - Traffic study
 - Air quality analysis
 - Noise level analysis
 - Biomass evaluation

TRAFFIC COMPONENT

Source

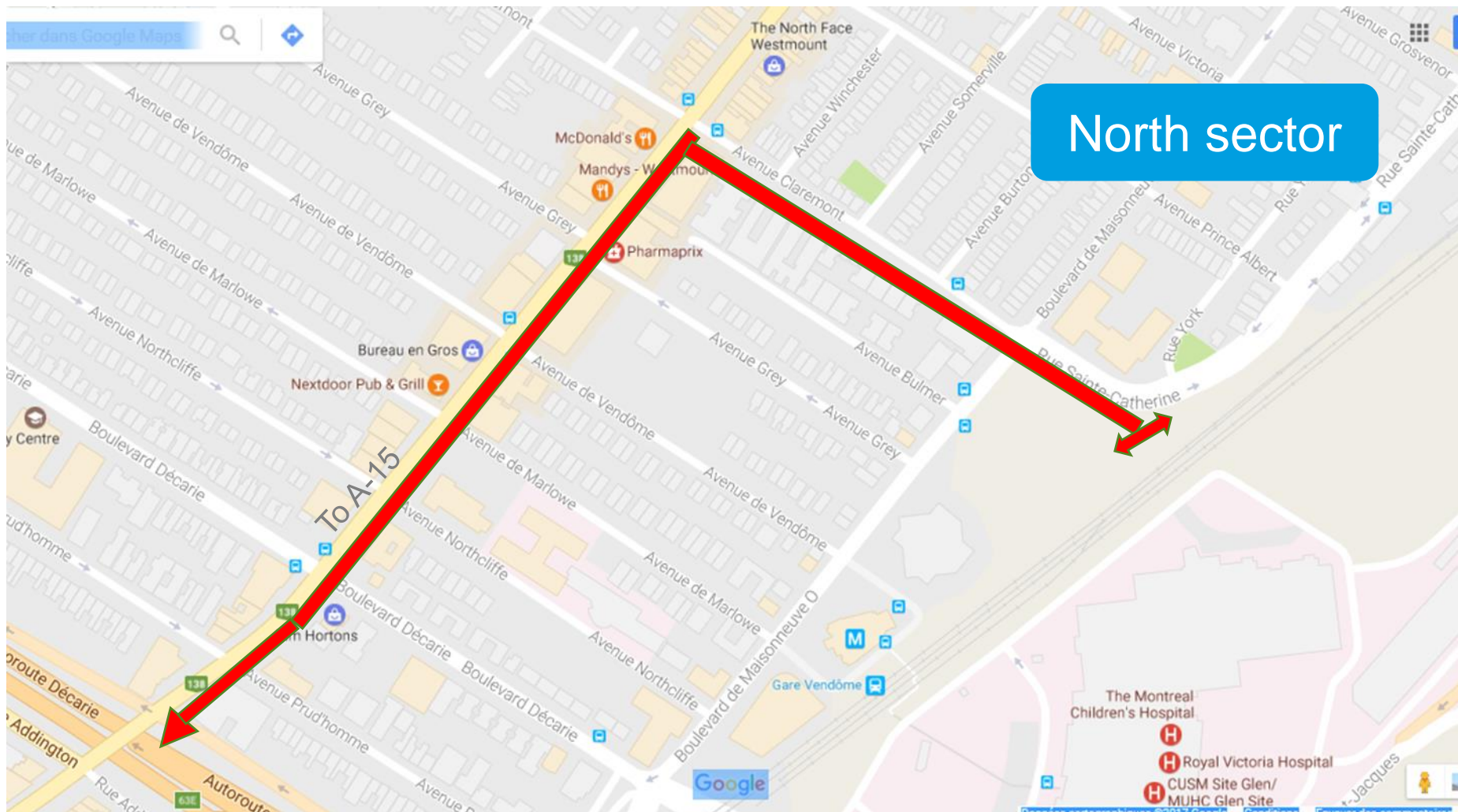
- Transportation of construction materials and removal excavated ground
- Moving site workers

In light of the type of work, the impact on the flow of car traffic is expected to be minimal

Mitigation

- Traffic plan established by a specialized firm
- Coordination underway with City of Westmount, CdN-NdG borough and City of Montréal

TRUCK TRAFFIC PLAN



Truck traffic prohibited on Boul. De Maisonneuve O.

NOISE LEVEL COMPONENT

Sources

- Periodic circulation of trucks
- Use of heavy machinery

Mitigation

- Benchmarks for best practices for similar and larger-scale worksites
- Continuous monitoring of noise level
- Noise-damping partition walls
- «White noise» alarms for backing up
- Communications with neighbours

LANDSCAPING COMPONENT

Source

- Construction on a landscaped site

Mitigation

- Planting of trees on site and in the area
- Areas with grass
- Areas for plants and shrubs
- Green roof on new métro entrance



PLANNED COMMUNICATIONS



- Distribution of electronic newsletters
- Distribution of fliers to residents near project site ahead of changes in key phases
- Creation of a section specific to this project on STM website and mentions on partner websites
- Publication of a dedicated telephone number



NEXT STEPS

NEXT STEPS

- Winter 2017: Public commission
- Spring – Summer 2017: Call for bids
- Fall 2017: Awarding of contract
- Fall 2017: Implementation of construction work
- Winter 2020: Completion of construction



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