

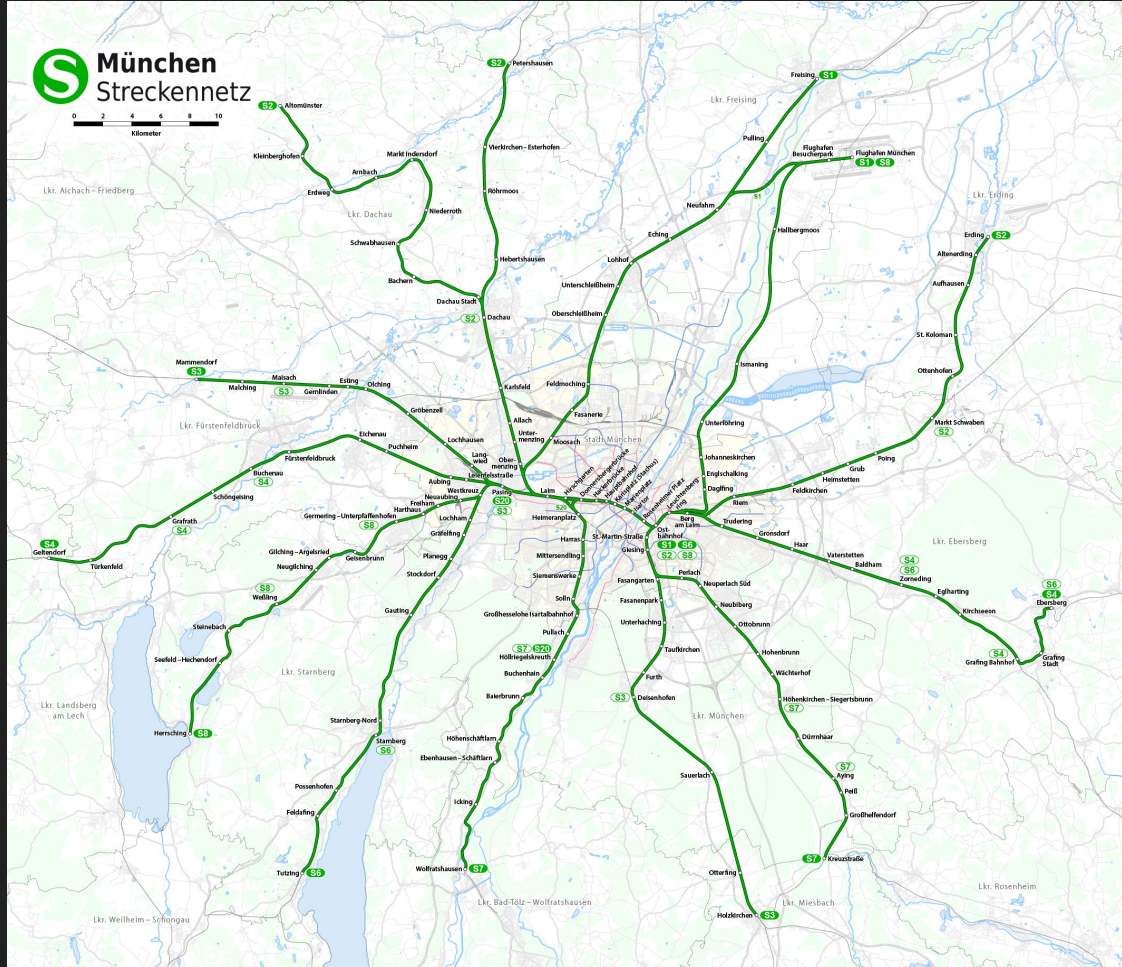
Anton Dubrau

**The Vision of
Montreal's Downtown at the Core of a Poly-Centric City
And How to Get there With Public Transit**

A Contribution to the Office de la Consultation Publique de Montréal on the
“Strategie Centre-Ville”.

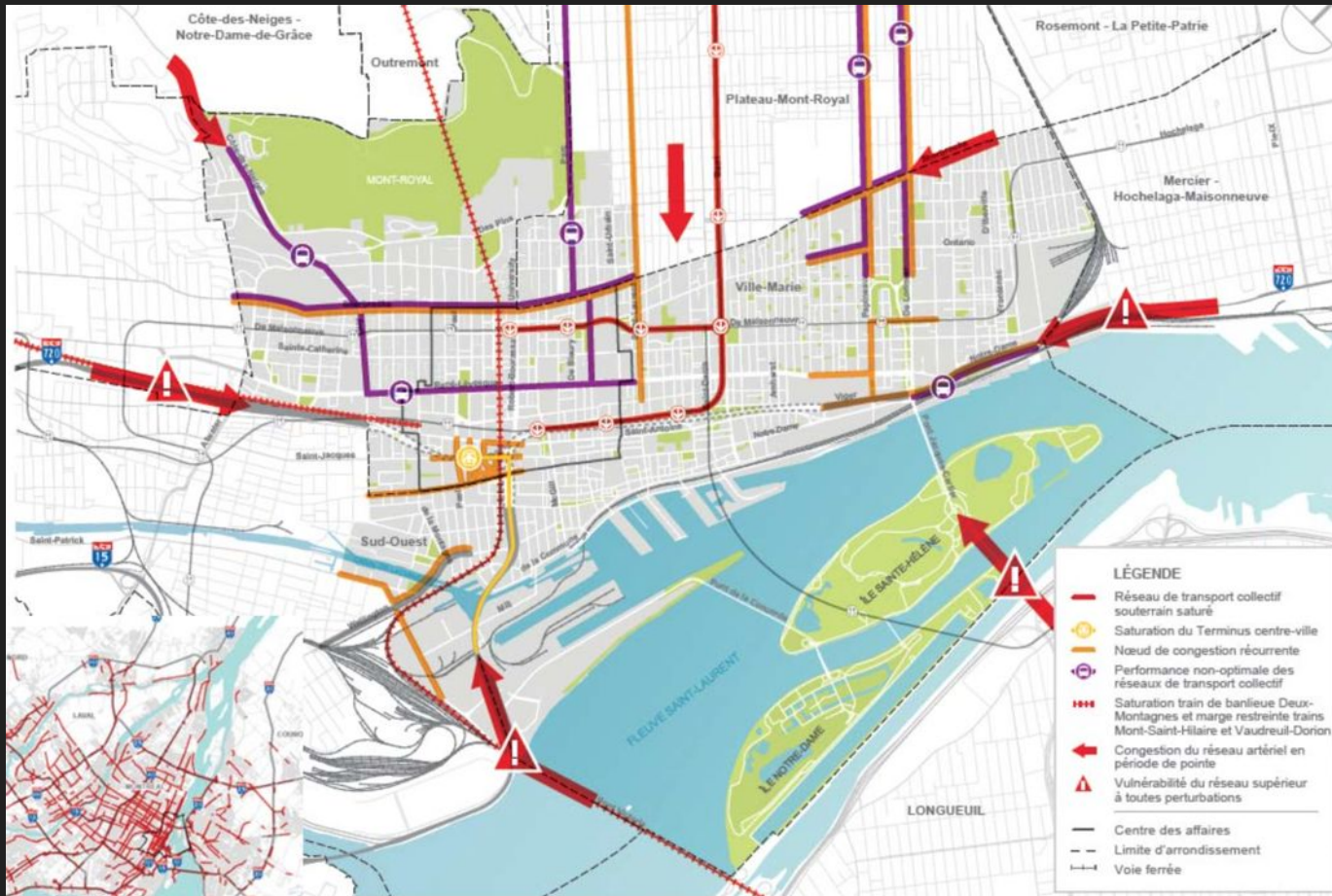
The Poly-Central City Built With an S-Bahn

S-Bahn München

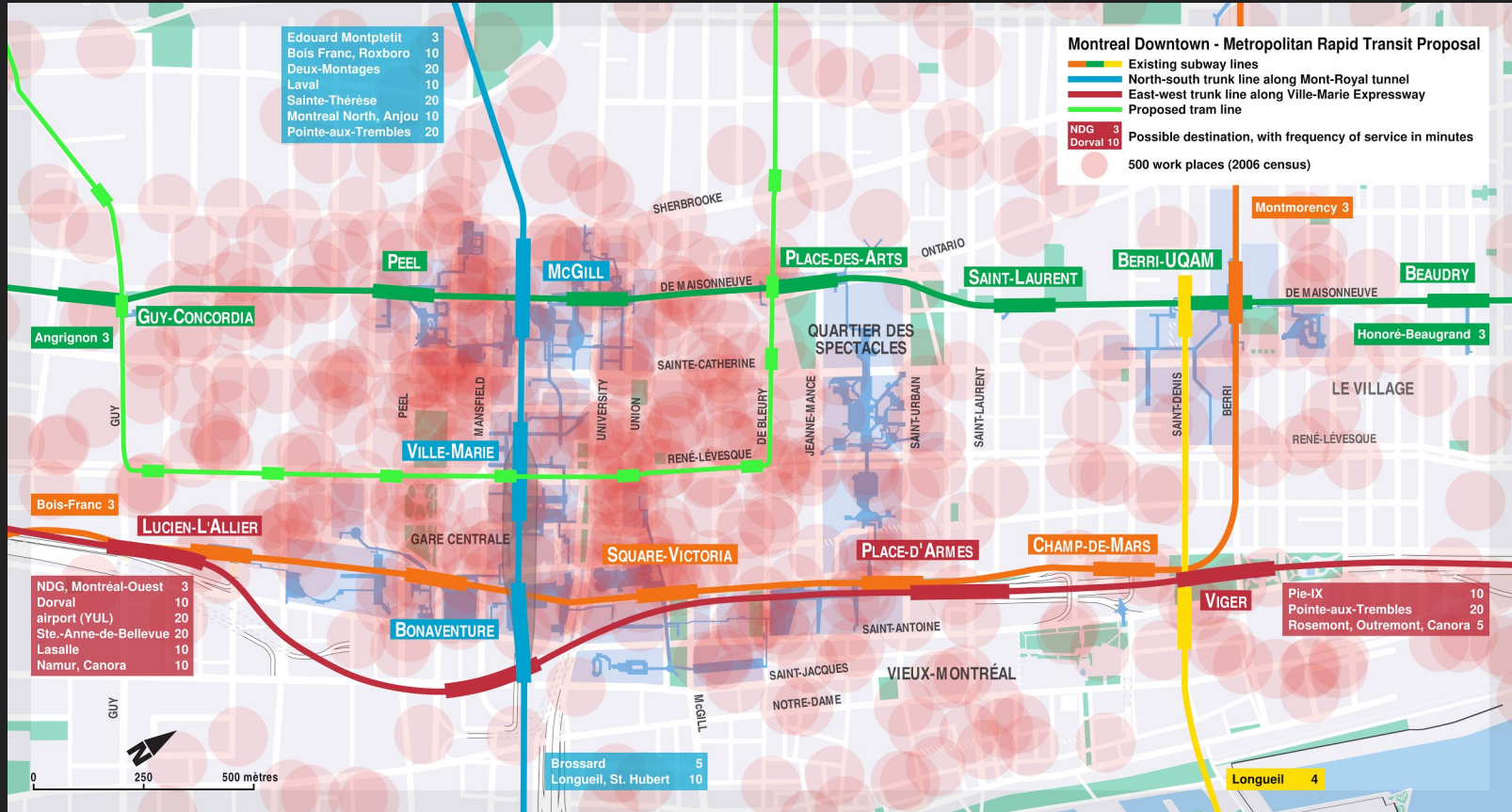




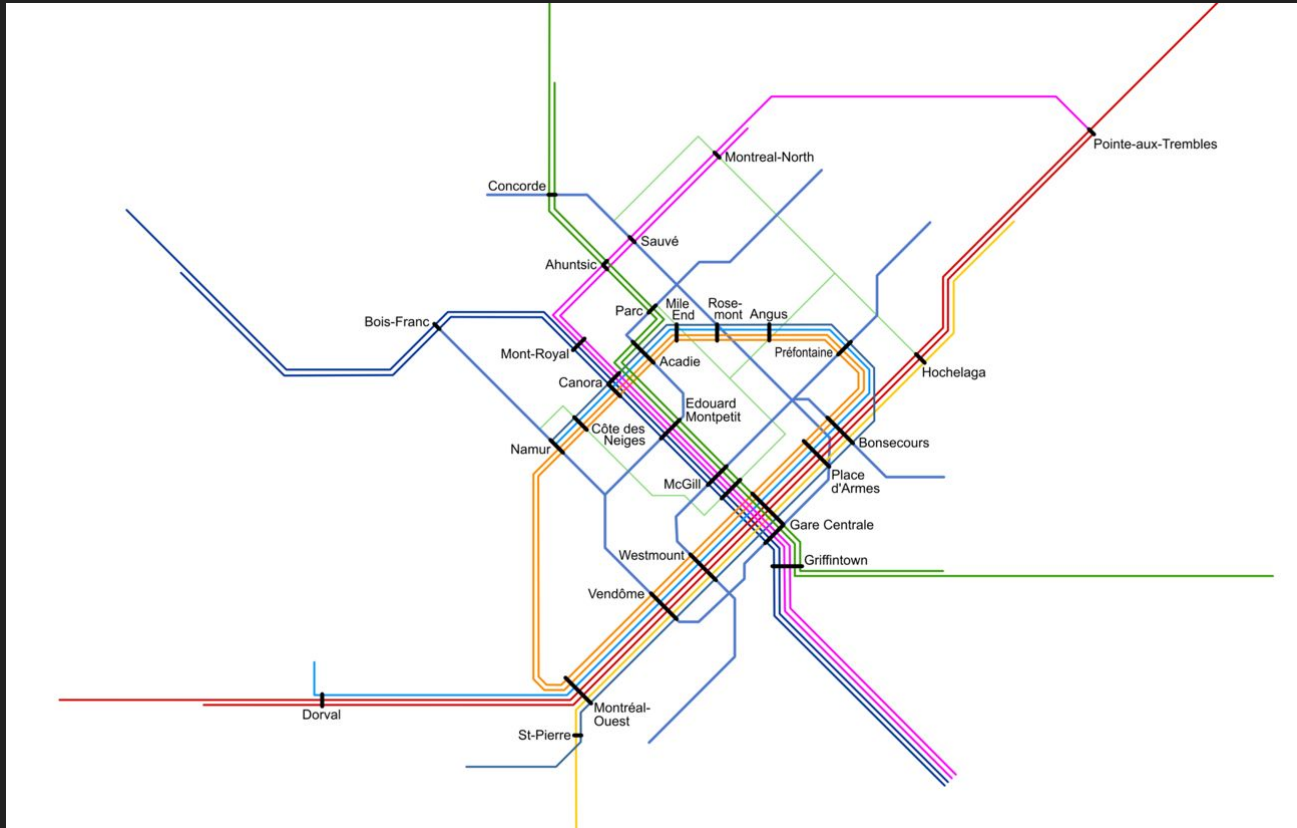
Proposal:
An S-Bahn for Montreal using
A North-South & East-West Trunk-Tunnel



Proposal: A North-South & East-West Tunnel Connecting to Branches Covering the whole Region

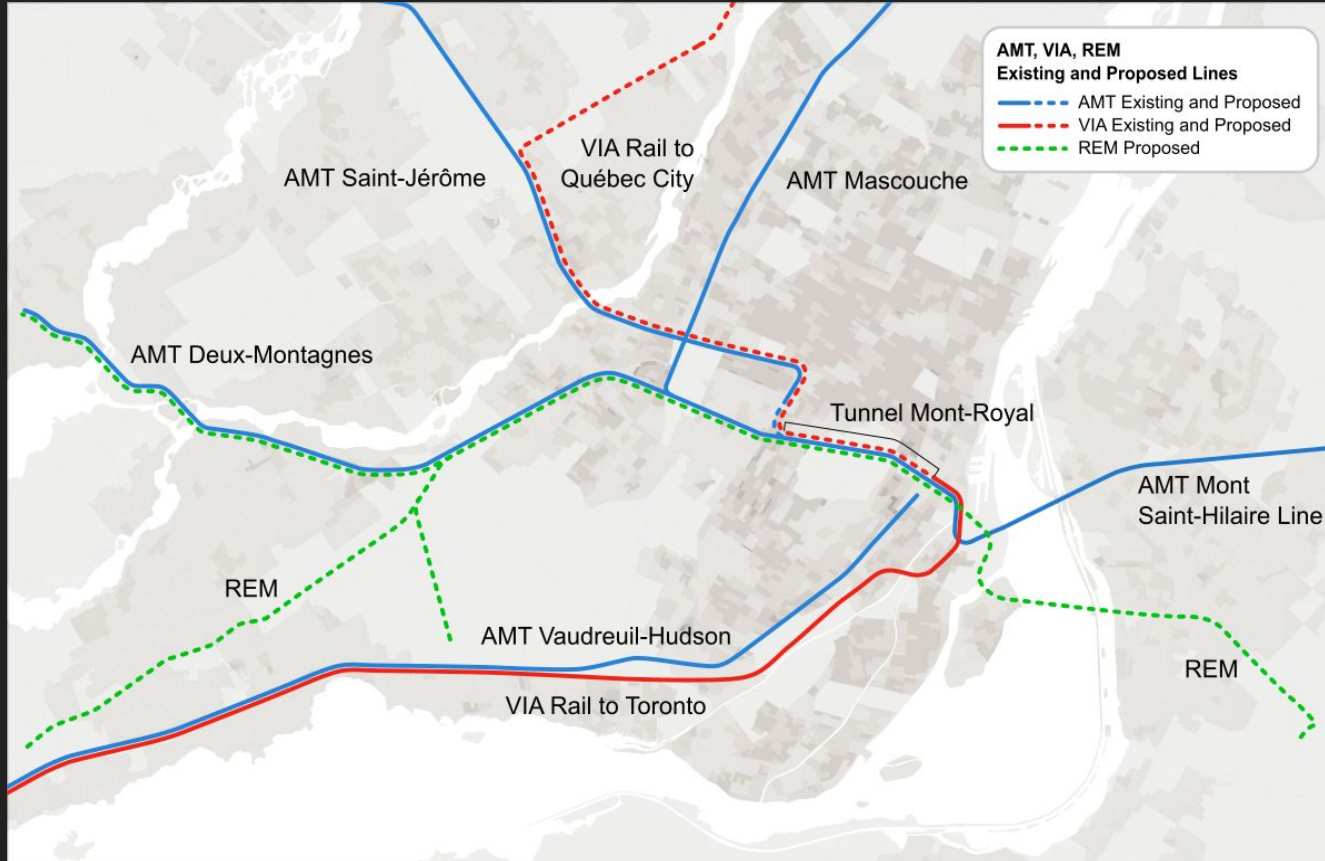


Proposal: A North-South & East-West Tunnel Connecting to Branches Covering the whole Region

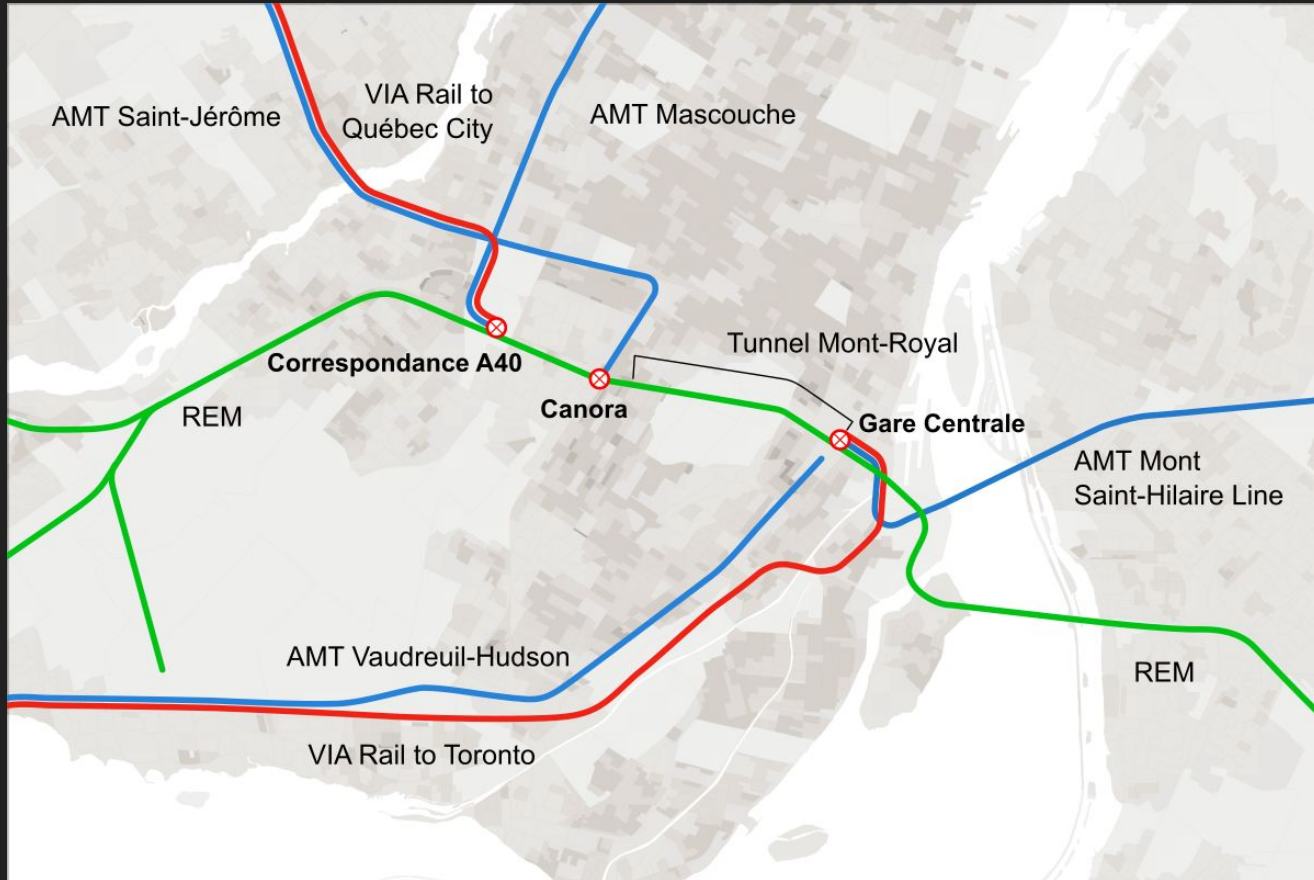


The REM: The North-South Tunnel?

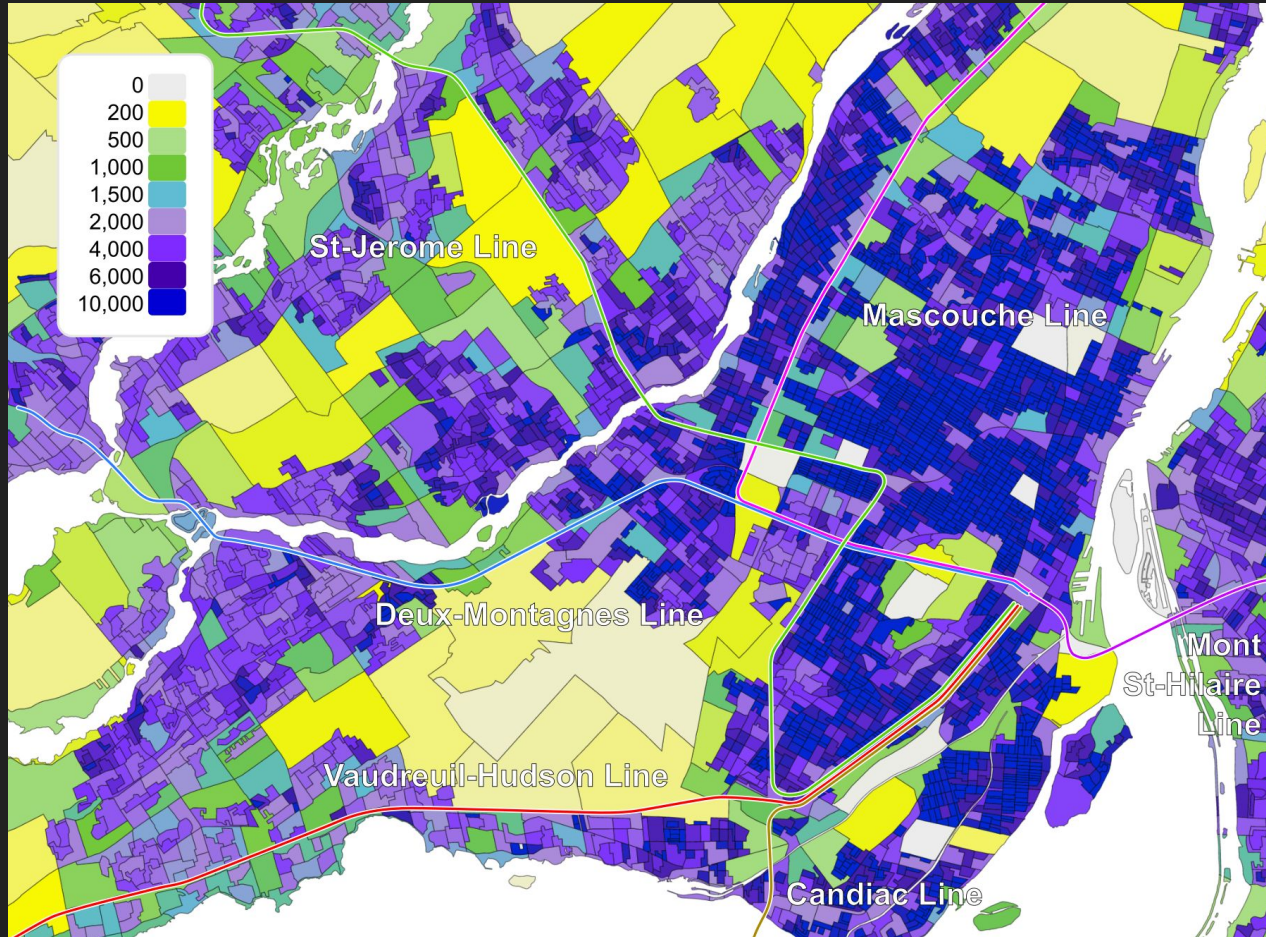
Plans: AMT, VIA, REM all want to use the Tunnel



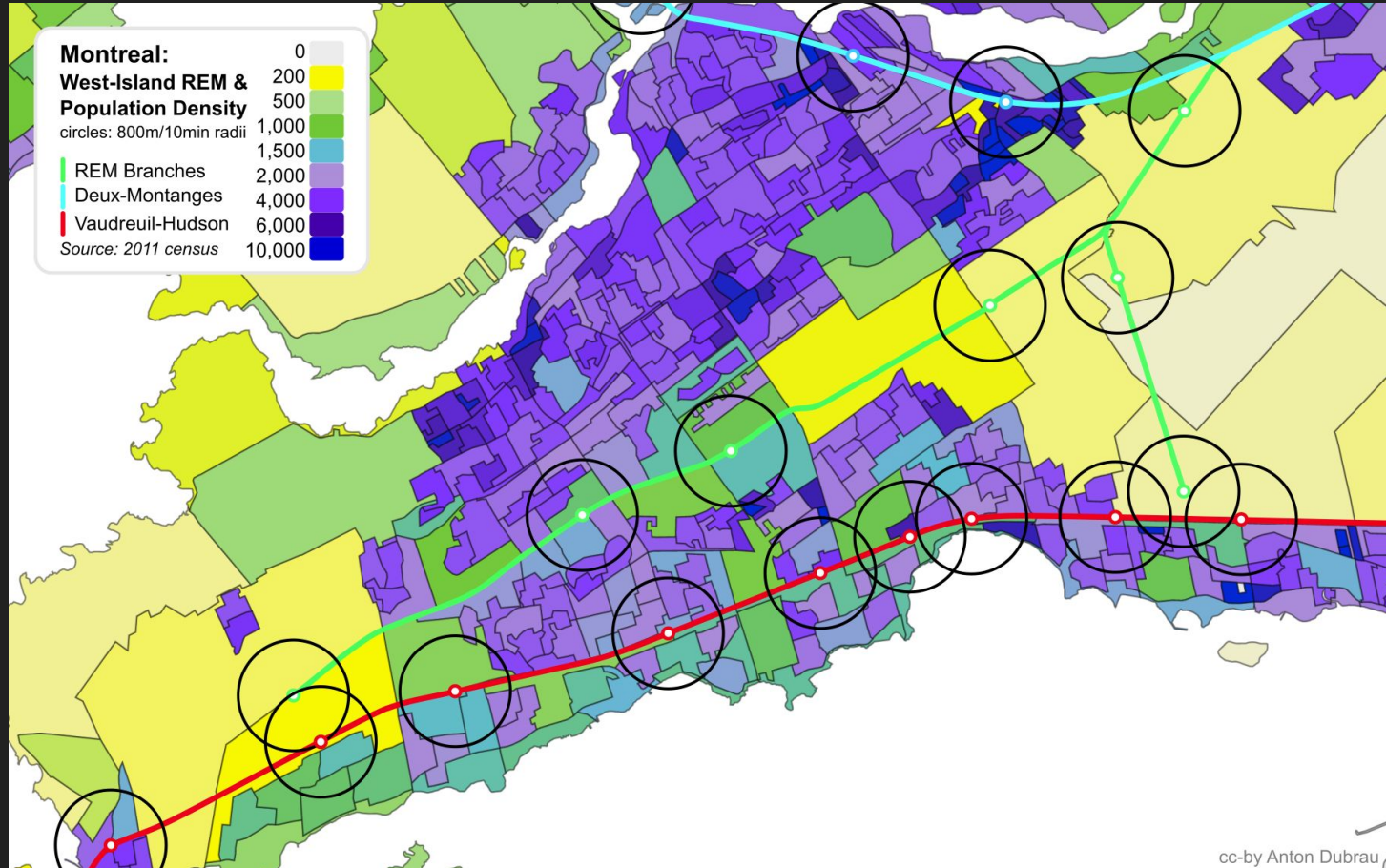
REM will Monopolize the tunnel, force transfers



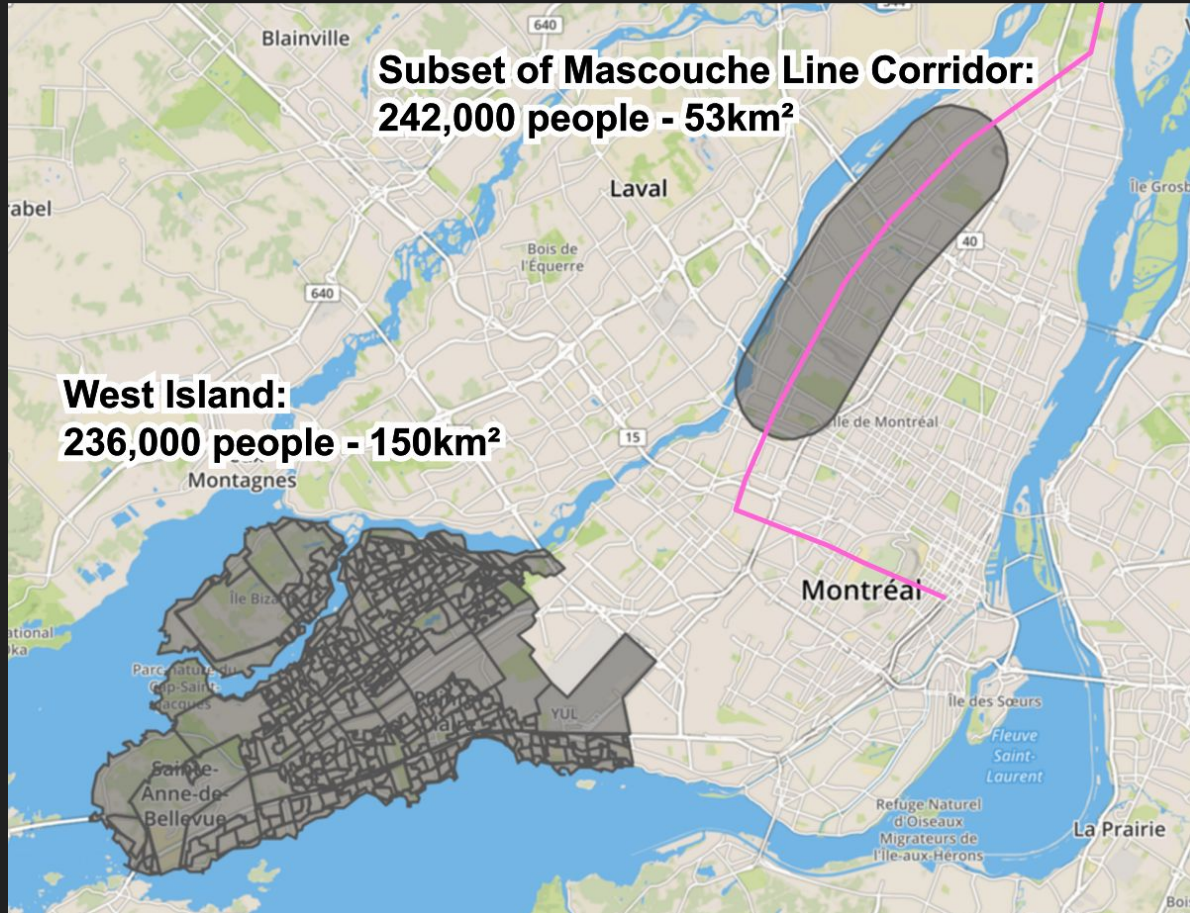
Bad Trade off: St-Jerome and Mascouche line have more Population



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Bad Trade off: St-Jerome and Mascouche line have more Population



REM peak capacity increases are surprisingly small

	Existing Systems	Existing Systems & Improvements	REM Service Level 1	REM Service Level 2	REM Service Level 3
Tunnel Mt Royal <i>total capacity</i>	10,000	20,000	12,000	13,500	24,000
Tunnel Mt Royal <i>Seated capacity</i>	4,000	8,000	2,400	2,700	4,800
Champlain Bridge <i>Total Capacity</i>	12,428	?	12,000	13,500	24,000
Champlain Bridge <i>Seated Capacity</i>	6,736	?	2,400	2,700	4,800

REM Issues:

Monopolization of the Mount Royal Tunnel:

- No Access for VIA, AMT
- Population Near AMT lines are bigger than near West Island
- Overall Capacity Increases Small
- Many dense, populated areas will not have direct access to downtown

Result:

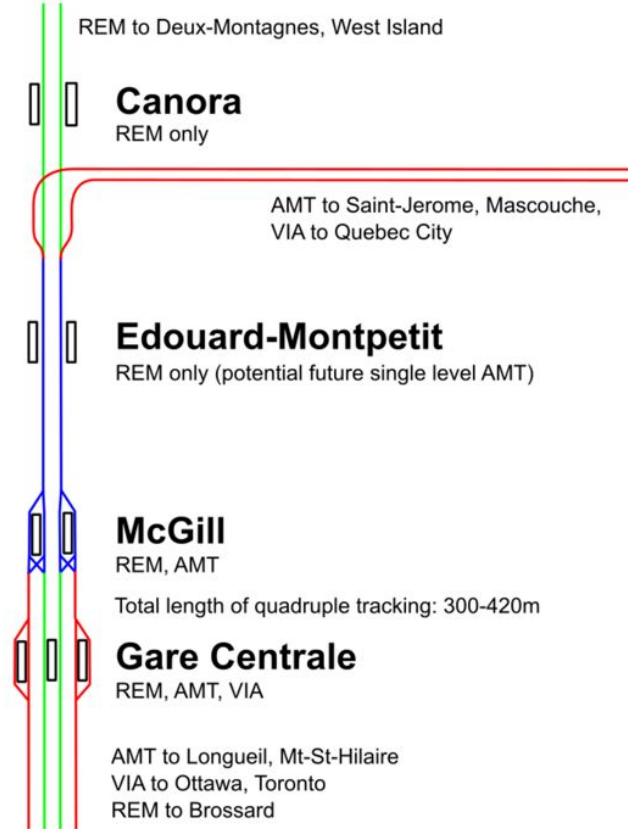
- Less overall transit ridership
- Less strengthening of Employment Centres of Downtown
- More Cars downtown, lower quality of life

We Need a Shared System

A Shared System

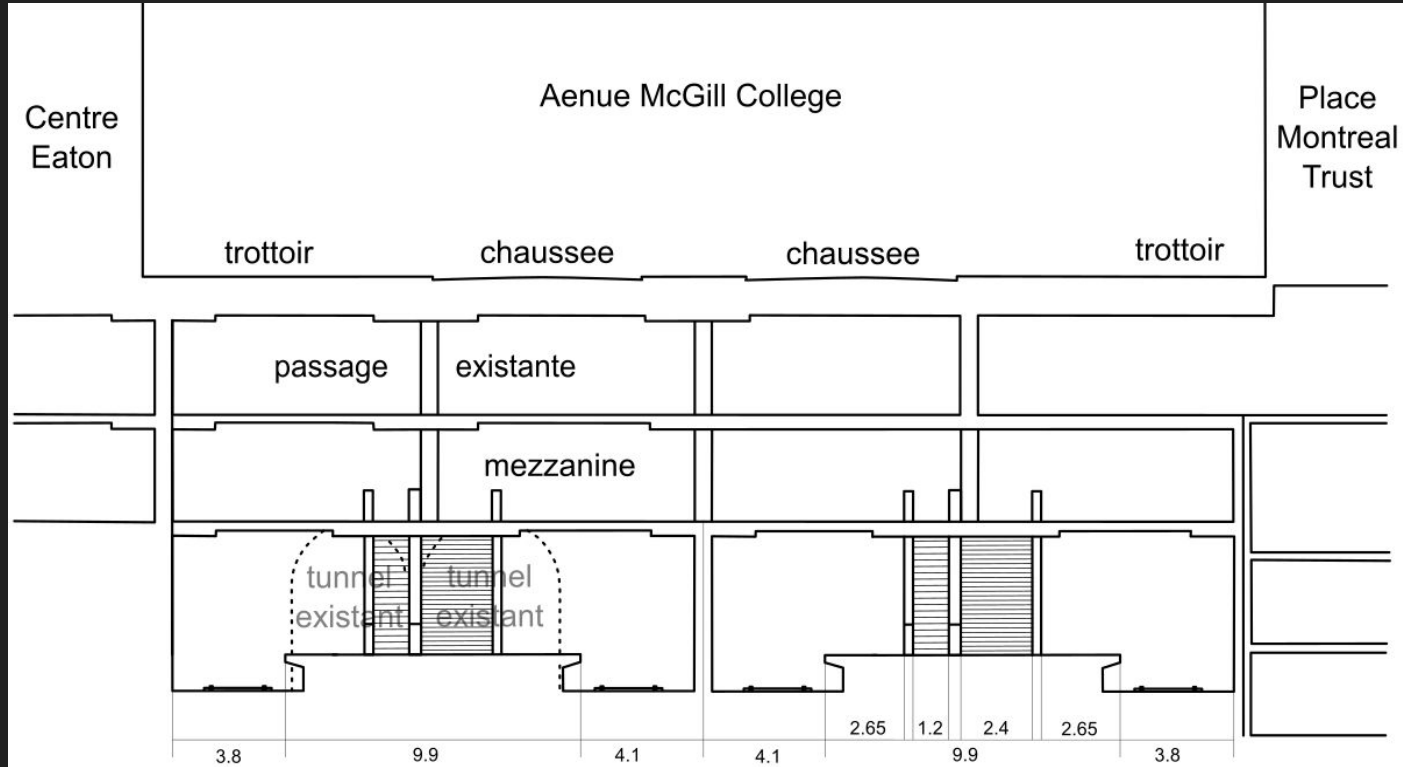
REM, AMT, VIA Shared System Mont-Royal Tunnel Potential Track Layout

- Shared track
- AMT, VIA track
- REM track



A potential track layout for the shared system

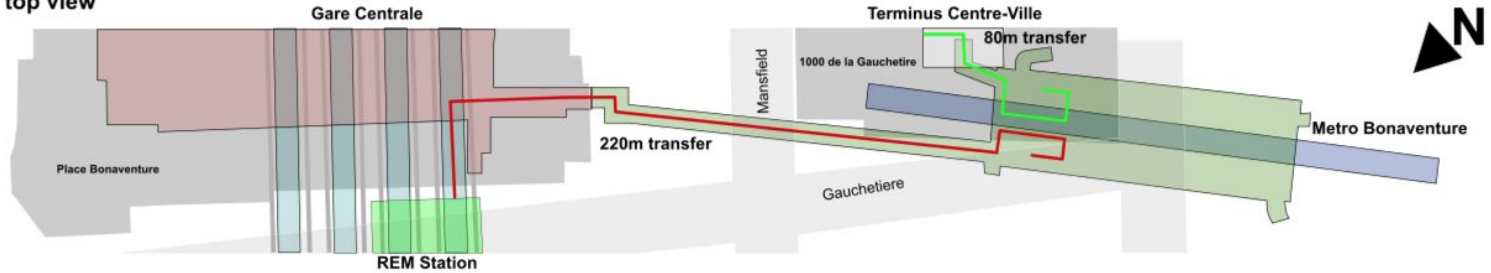
A Shared System - Potential McGill Station Layout



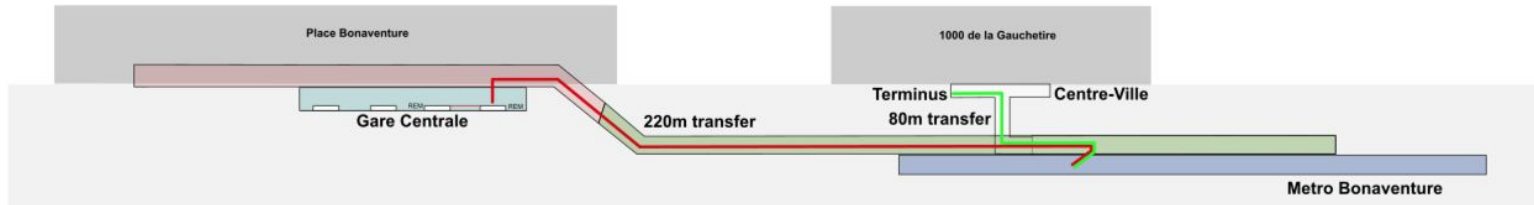
REM: Long Transfers At Gare Centrale

REM Proposal so far - 220m transfer

top view



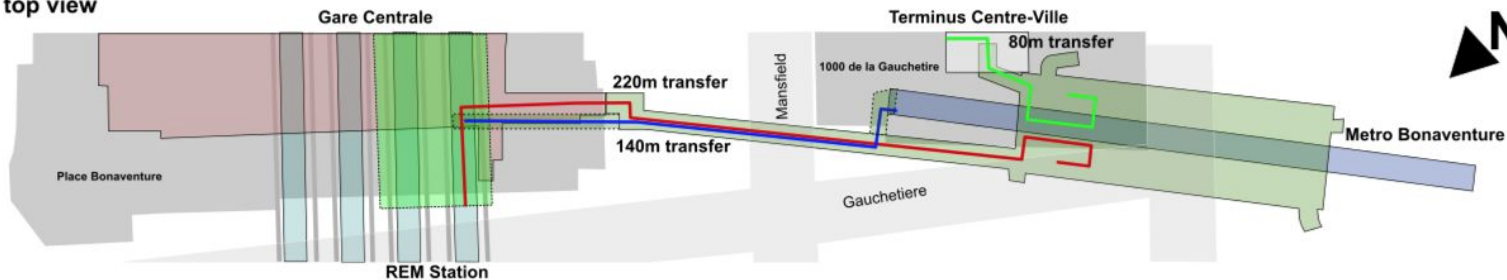
side view



Gare Centrale
Metro - Terminus Centre-Ville - REM

Small Improvements - 140m transfer

top view



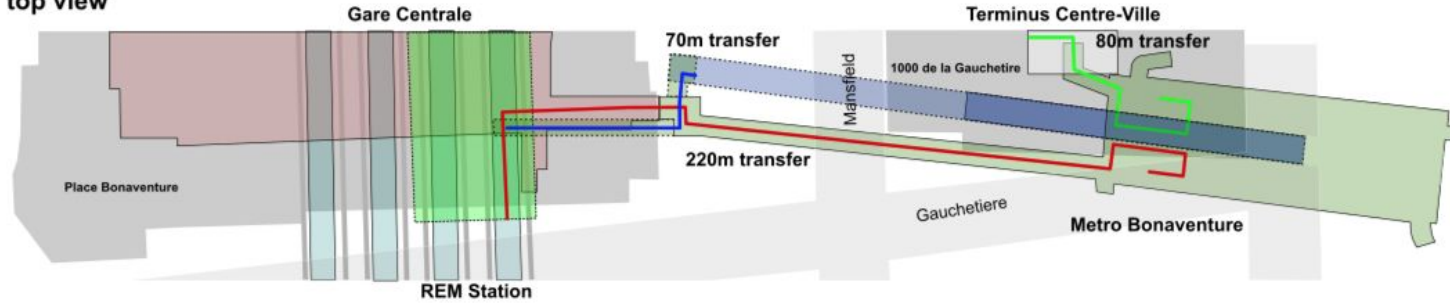
side view



Gare Centrale
Metro - Terminus Centre-Ville - REM

Large Improvements - 70m transfer

top view



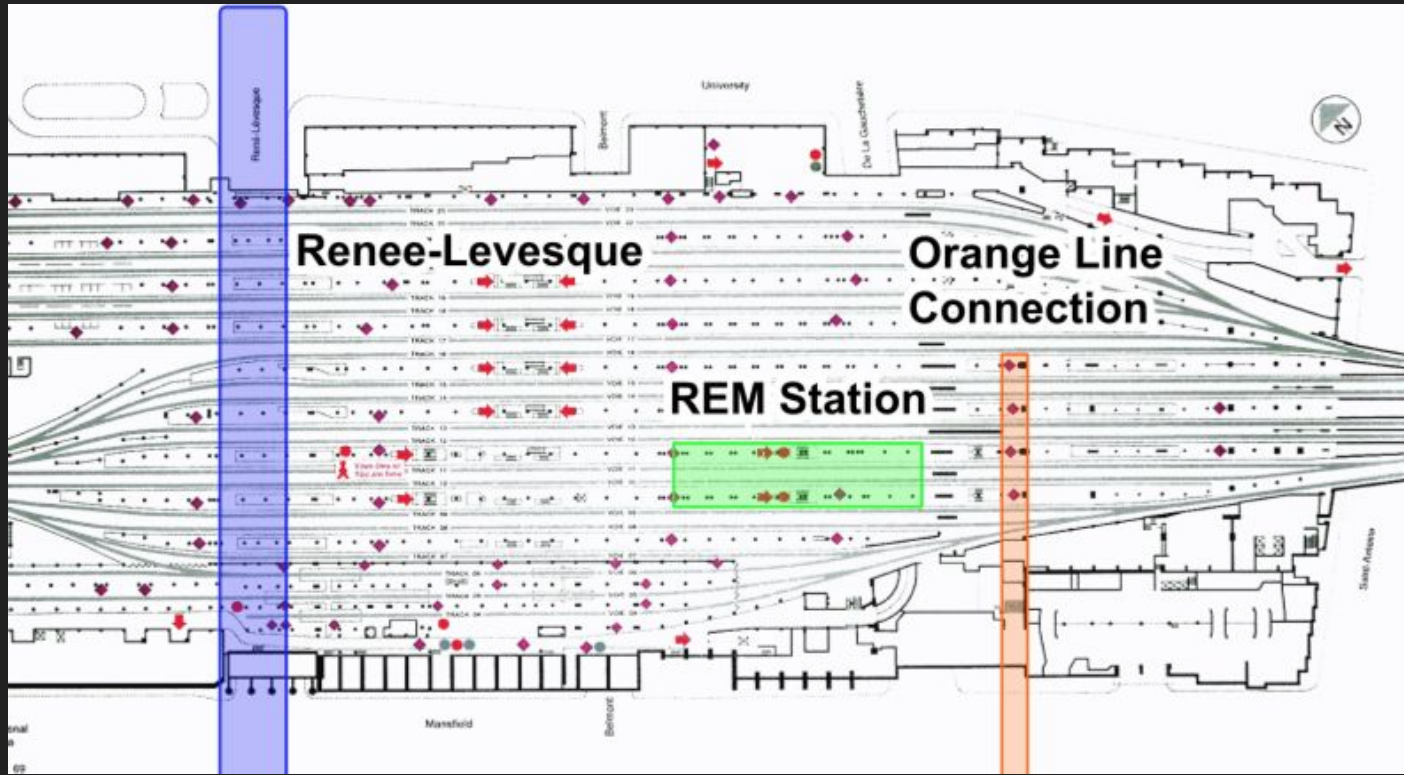
side view



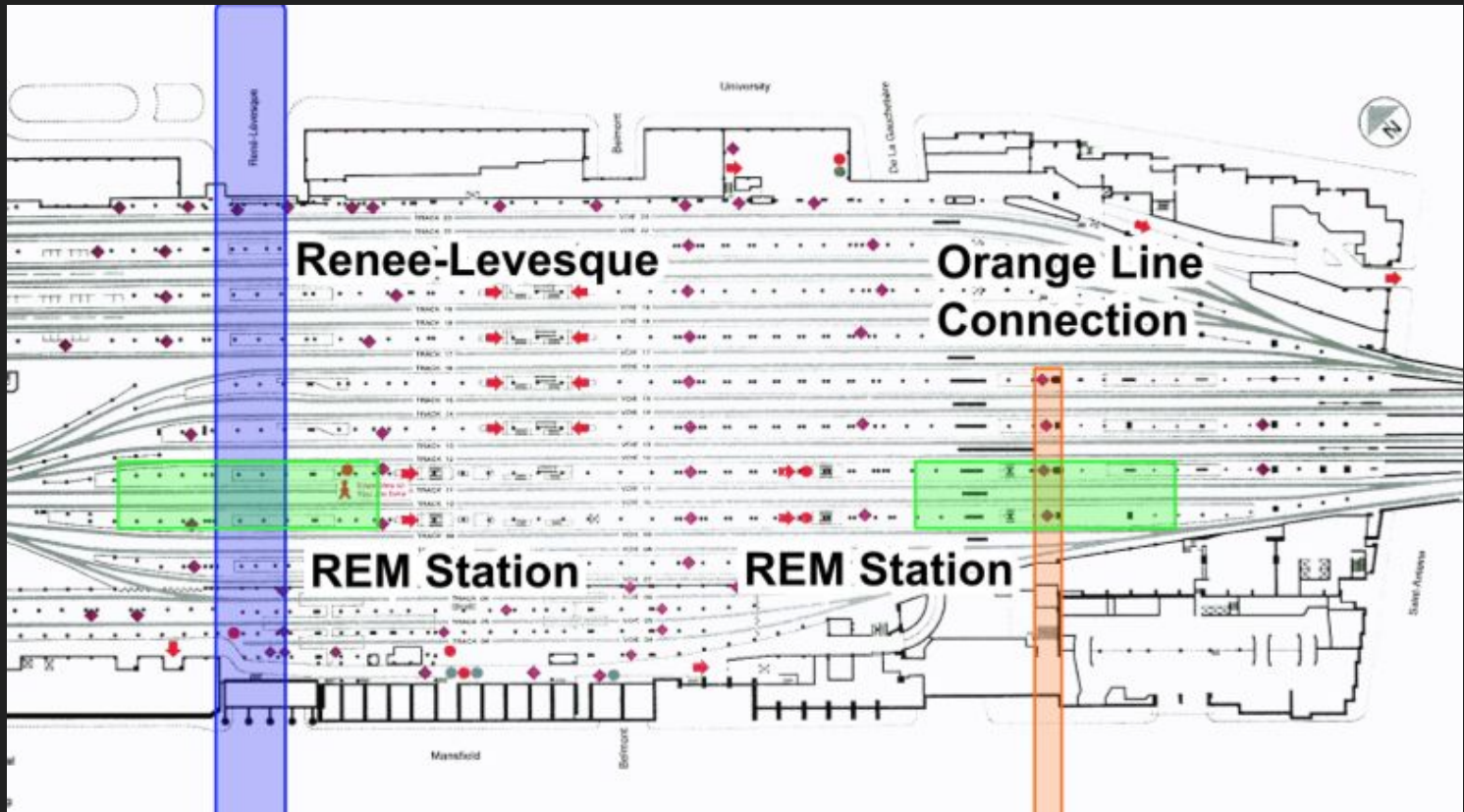
Gare Centrale

Metro - Terminus Centre-Ville - REM Moved Metro Station

Gare Centrale Current REM Proposal (top view)



Improved Layout: two stops to minimize transfers and maximize passenger flow

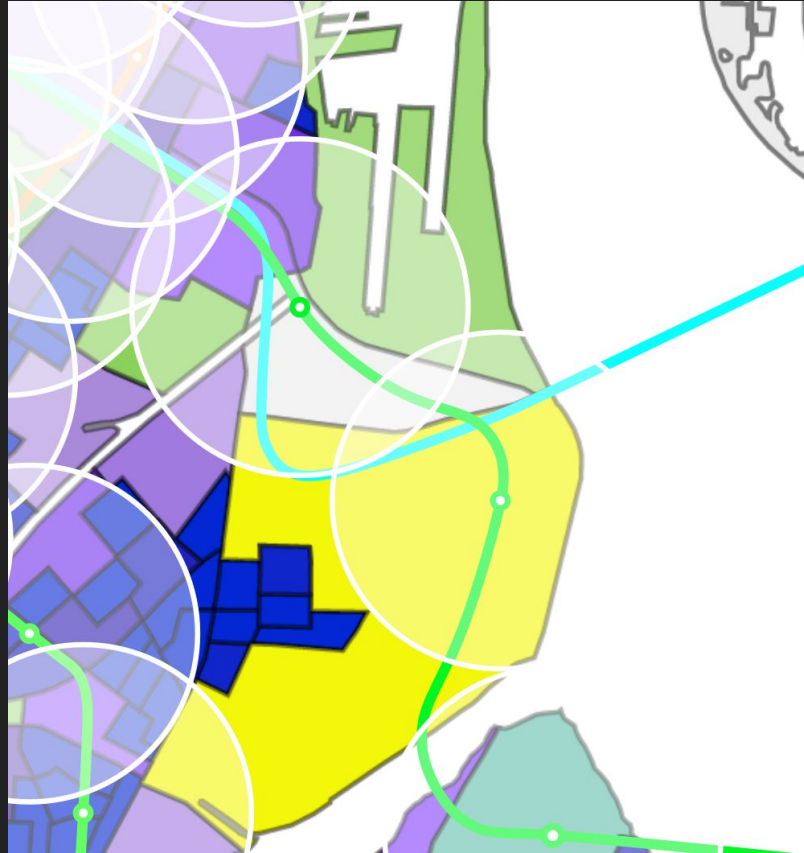


REM: bypassing
Griffintown, the Old Port, Pt-St-Charles

Original Proposal Included stations at
Griffintown/Old Port and Griffintown/Pt-St-Charles



Now Proposal: Stations away from Populations



Improved Routing would use Existing Rail Viaduct

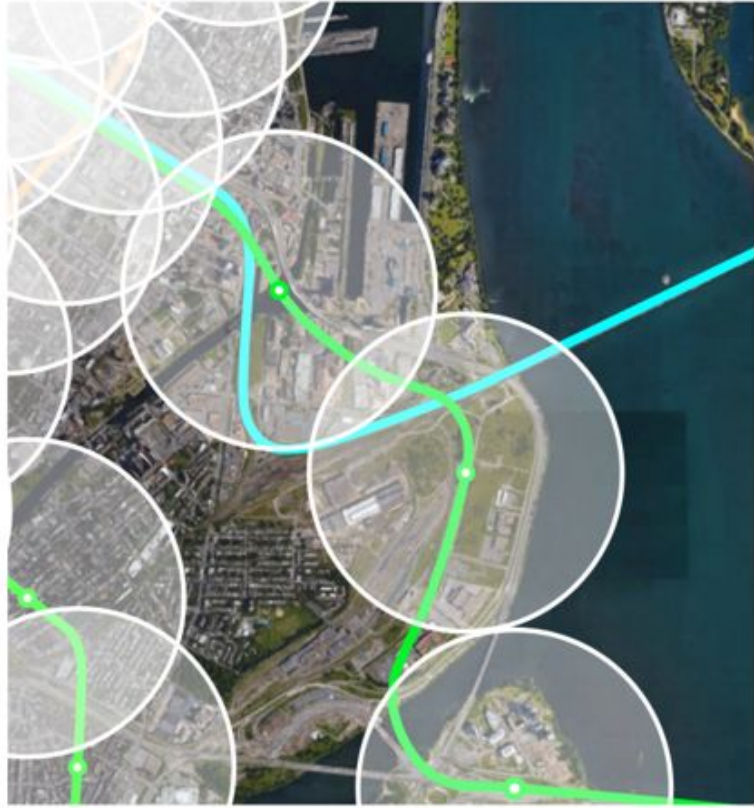


Improved Routing would use Existing Rail Viaduct



Improved Routing would use Existing Rail Viaduct

REM Proposal



Alternative via CN rail viaduct

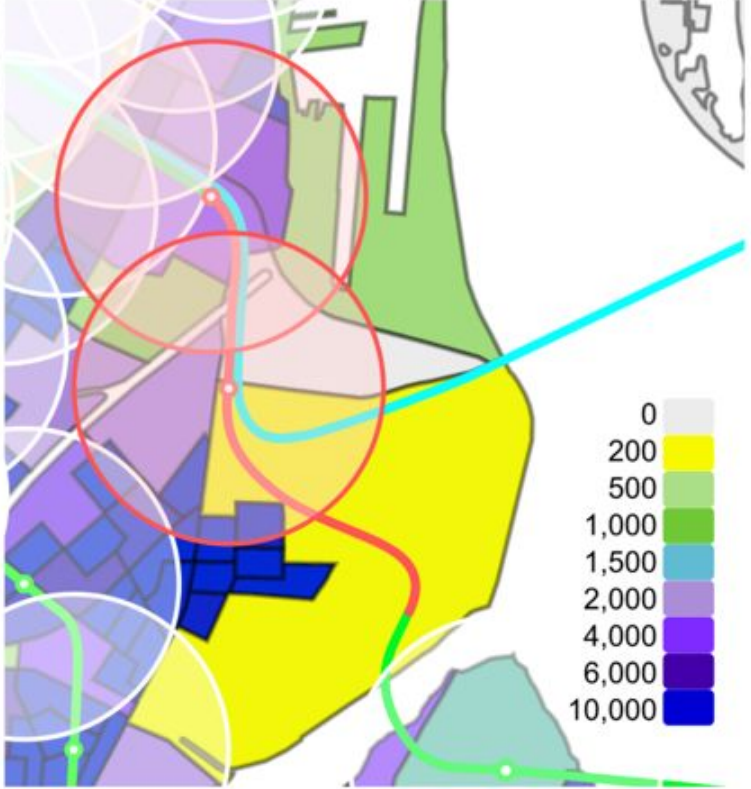


Improved Routing would use Existing Rail Viaduct

REM Proposal



Alternative via CN rail viaduct



The East-West Tunnel Idea

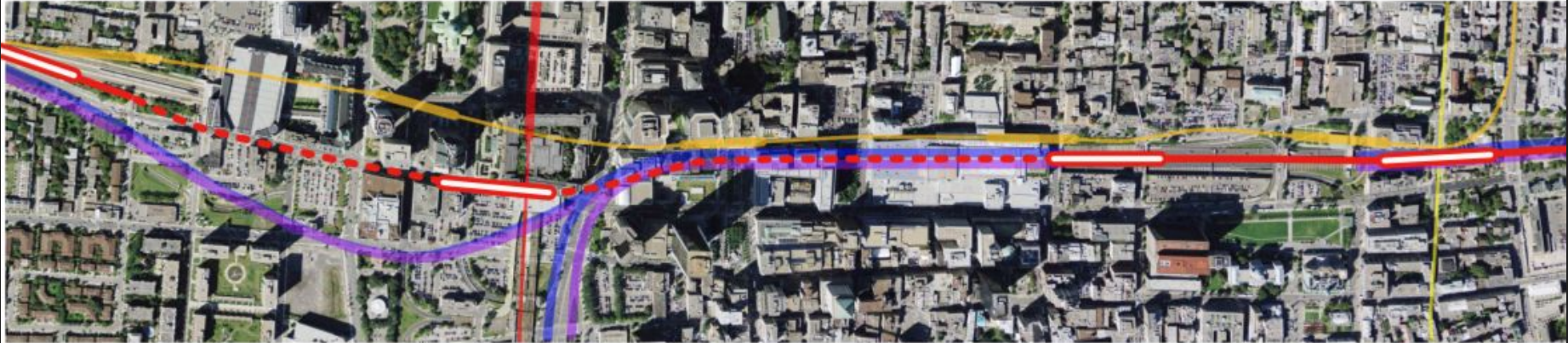
East-West Tunnel:
Tunnel is short if ROW of A-720 can be re-used

Guy

Gare Centrale

Place d'Armes

Bonsecours

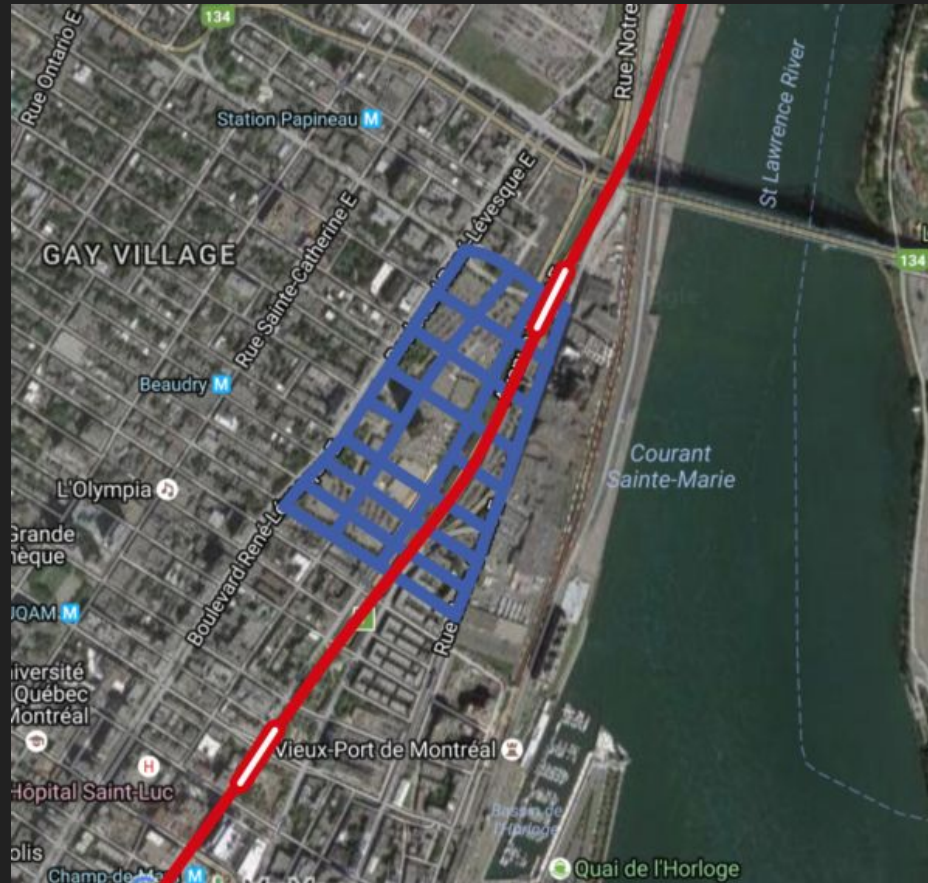


Tunnel Section

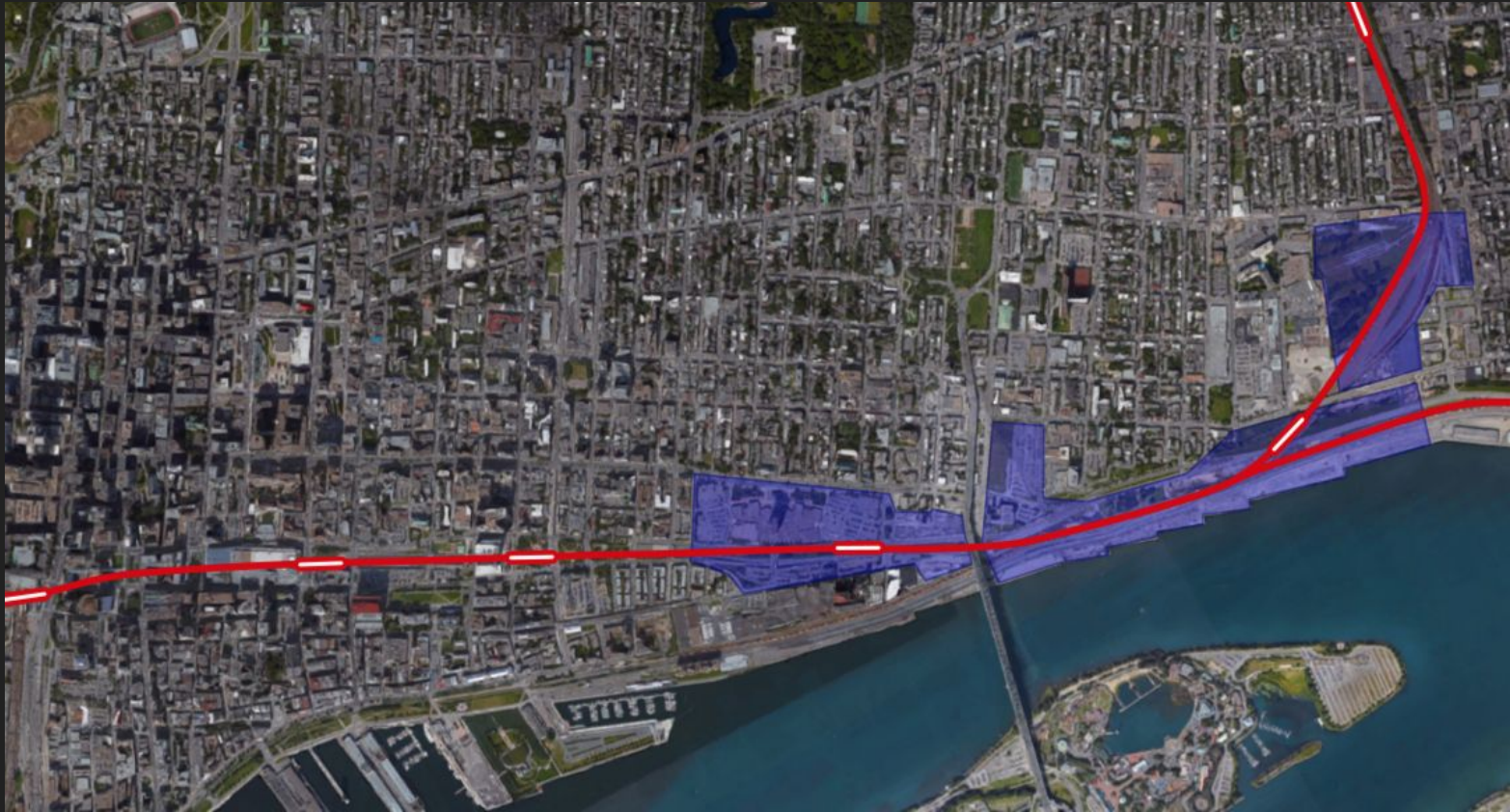
East-West Tunnel:
Tunnel is short if ROW of A-720 can be re-used



Urbanized Radio-Canada Area with Station at Papineau



Possible Revitalization Areas in Eastern Downtown



Thank You