



ADVISORY COMMITTEE FOR THE JACQUES CARTIER BRIDGE BICYCLE PATH

MINUTES

Meeting held Wednesday, October 4, 2017 (6:30 p.m.)

Administrative Offices of The Jacques Cartier and Champlain Bridges
Incorporated

1225 Saint-Charles Street West, Office 500, Longueuil, QC J4K 0B9

Representatives present

ASSOCIATION DES PIÉTONS ET CYCLISTES DU PONT JACQUES-CARTIER (APCPJC)

- + François Démontagne
- + Mike Muchnik

COALITION VÉLO DE MONTRÉAL

- + Daniel Lambert
- + Lu Leblanc

COLLECTIF TRANSPORT ACTIF RIVE-SUD

- + Richard Bouchard

THE JACQUES CARTIER AND CHAMPLAIN BRIDGES INCORPORATED (JCCBI)

- + Denis Jacob, Director, Operations and Maintenance
- + Julie Paquet, Director, Communications
- + Pascal Villeneuve, Director, Projects

SOCIÉTÉ DU PARC JEAN-DRAPEAU

- + Kilian Gerlach, Supervisor, Facilities and Sporting Events

SÛRETÉ DU QUÉBEC (SQ)

- + France Cardinal, Acting Director

VÉLO MONTRÉAL

- + Marc Jolicoeur, Director, Research and Consulting

VILLE DE LONGUEUIL

- + Normand Williams, Department Head, Environment and Landscape
Architecture

VILLE DE MONTRÉAL

- + Michel Bédard, Team Leader, Active and Collective Transportation
Division

Meeting called to order

To start the meeting, everyone introduced themselves, the agenda was adopted, and the committee's goal was reviewed. The purpose of this quarterly round table is to formalize and structure discussions about the bicycle path network on the

Jacques Cartier Bridge and keep key stakeholders up-to-date on current issues and projects. It will also help promote active transportation with safe, accessible and user-friendly bicycle and pedestrian paths.

Maintenance and operations

JCCBI presented the measures taken based on suggestions made at the June meeting to improve the network:

- + Contractors have been asked to pay particular attention to signs for pedestrians and cyclists at work areas.
- + Advance warning signs have been ordered to reinforce the “Yield” message in chicane areas.
- + The chicane near the Île Sainte-Hélène pavilion has been widened.
- + The stop sign for vehicles coming from Île Sainte-Hélène has been moved up.
- + Solutions are being evaluated to better direct pedestrians and cyclists at the Île Sainte-Hélène exit.

A discussion was had about alternatives to improve the layout at the intersection of Île Sainte-Hélène, which continues to be a difficult traffic area. A proposal was made to create an elevated crossing at this point to make it easier for cyclists to cross.

With supporting images and video, the APCPJC and Coalition vélo de Montréal identified other problems:

- + The wiring along the bicycle path and protruding junction boxes: Since it was not always possible to relocate these boxes, it was agreed that steel tracks would be installed on edges of the boxes to reduce sharpness.
- + H anchors on the safety barriers: It was agreed that the models used for upcoming replacements would have rounded edges.
- + Spacing of some expansion joints: Corrective action will be taken by the Operations and Maintenance team.
- + Areas of glare on the descent toward Montreal: Addition of a band of industrial material or strips may minimize this impact.
- + Lack of lighting in some areas: The program to replace functional lighting has been included in the bridge maintenance plan.

Representatives of the cycling community also raised the issue of electric scooters on the path. The SQ mentioned that these vehicles are not authorized to use the regular traffic lanes, which means that they have to use the path. The Ville de Montréal explained that it has prohibited scooters from its bicycle path network.

It was noted that cyclist visibility is sometimes insufficient. JCCBI presented its initiative to create signage and educate users about safety recommendations. JCCBI is asking for help from cyclist groups to define this “code of conduct.” The initial topics to include are:

- + Maximum recommended speed

- + Visibility (day and night)
- + Courtesy
- + Signalling to pass
- + Use of earphones and cell phones
- + Keeping to the right
- + Cleanliness
- + Right of way in the chicanes
- + Recommended equipment: helmet, brakes, reflectors
- + Expected behaviour in a work area

A discussion followed on the implementation of a joint awareness campaign in the spring and on best practices. The Ville de Longueuil also suggested that municipal and federal authorities start reviewing technical issues in order to align regulations.

Work and projects

JCCBI went over ongoing and upcoming work on the path for major projects.

- + The project to separate pedestrians (on the sidewalk, east side) and cyclists (bicycle path, west side) is progressing. The necessary work will be completed by spring 2018. The separation should come into effect in spring 2018.
- + Work to replace and secure some sections of guard rail will start in mid-December and continue until spring 2018. This work is required for user safety and snow clearing purposes. In total, 526 guard rails will have to be replaced, leading to major safety issues while the work is being carried out. The work schedule will be optimized to extend the biking season for as long as possible.

Winter opening

JCCBI presented its plan to test winter maintenance on the bicycle path:

- + Mechanical maintenance will be done between Longueuil and Île Sainte-Hélène, in coordination with work on the guard rails. There are restrictions in terms of the equipment that can be used due to the path's weight, width and height limitations.
- + Deicing products are still being analyzed.
- + A call for expression of interest to supply and install a heating system will be launched over the next week. A call for proposals to monitor and document the pilot testing was also launched last week.

The Ville de Montréal presented its four-season bicycle path network, which has 432 km of paths that are cleared of snow. With the adoption of its bicycle plan, the city is aiming for a modal share of 15% in winter. The existing and planned bicycle paths at the bridge approaches were presented.

The Ville de Longueuil presented its winter bicycle path network, which is mainly in the corridor between the Longueuil metro and CÉGEP Édouard-Montpetit. The Ville de Longueuil said that it wants to follow up on the results of the pilot testing on the bridge so that it can align its maintenance plan accordingly. The missing section of the bicycle path on Riverside Drive between Champlain College and the Longueuil metro should be created in 2018.

The Société du parc Jean-Drapeau said that it is in the middle of a major project to revitalize the park. The cycling network, including the descent toward Macdonald Road, is being reviewed.

Next steps

The participants agreed to the following meeting dates:

- + Tuesday, January 23, 6:00 p.m.
- + Tuesday, April 17, 6:00 p.m.

Coalition vélo de Montréal is asking JCCBI to develop its medium-term vision for the bridge's bicycle path, with the goal of 50,000 trips per day.