



ADVISORY COMMITTEE FOR THE JACQUES CARTIER BRIDGE BICYCLE PATH

MINUTES

Meeting held Thursday, June 22, 2017 (12:00 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 DU PONT JACQUES-CARTIER

- + François Démontagne
- + Eric Thibodeau

COALITION VÉLO DE MONTRÉAL

- + Geoffrey Bush

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
- + Andy Woo, Director, Planning

SÛRETÉ DU QUÉBEC (SQ)

- + Rémi Nicole, Sergeant

Representatives absent

VÉLO MONTRÉAL

- + Carine Discazeaux, Coordinator, Consulting Services, for Marc Jolicoeur,
Director, Research and Consulting Services

Meeting called to order

The advisory committee made up of representatives from cycling groups and partners was created to formalize and structure discussions about the bicycle network of the Jacques Cartier Bridge. This quarterly round table will keep key stakeholders up-to-date on current issues and projects.

A first meeting was organized within a short timeframe to address Coalition vélo de Montréal's requests for possible safety improvements to the bicycle path.

Once the committee is in place and the immediate issues have been addressed, neighbouring partners (Ville de Montréal, Société du parc Jean-Drapeau and Ville de Longueuil) will join the committee to broaden the discussions. A suggestion was

made to also include CN and the St. Lawrence Seaway Management Corporation (SLSMC) as members to cover the bicycle path connection in Saint-Lambert.

After everyone introduced themselves, the agenda was adopted.

Jacques Cartier Bicycle Path Network

The territory under JCCBI's responsibility was presented, as was some terminology and points of reference to facilitate the discussions.

Maintenance and operations

Issues regarding path safety were discussed:

- + A suggestion was made to add counters to the path to get a better understanding of traffic flow and peak times. Right now, JCCBI is getting its counter data from the Ville de Montréal at the north approach of the bridge. Although the data doesn't capture the variation in numbers from Parc Jean-Drapeau, the data is representative of volume and helps guide the work planning.
- + A suggestion was made to improve the coordination of access to the Saint-Lambert bicycle path during the fireworks to improve the flow of bike traffic.
- + It was reported that the temporary signs put up on the path during work periods are sometimes poorly installed or forgotten after the work is done. When this happens, JCCBI recommends that cycling groups and users advise the Communications team via phone, email or Twitter so that the situation can be quickly corrected. A reminder will also be sent to the contractors.
- + It was mentioned that some "Yield" signs on the bicycle path chicanes have been removed. JCCBI would like to reinforce the message that the right of way in the chicanes must be given to cyclists who are ascending the path.
- + An attendee asked whether the width of the bicycle path is up to current standards. JCCBI explained the history of the bicycle path, as it was created during the bridge deck replacement at the start of the 2000's. JCCBI also explained the associated structural limitations. The lifespan of the bridge deck is 75 years. A few innovative ideas were suggested.
- + This reality stresses the importance of a second or third connection between the South Shore and Montreal. JCCBI offered to put cyclist groups in contact with the partner responsible for the construction and operation of the New Champlain Bridge, which will also have a multipurpose path.
- + It was mentioned that tourists increase the risk of incidents on the path. Everyone recognized that, just like the Brooklyn Bridge in New York, the Jacques Cartier Bridge provides a unique view of the city and is an undeniable tourist attraction. Initiatives to separate traffic, increase courtesy, and move points of interest on the pedestrian side (e.g., the bust of Jacques Cartier) could improve the situation.

- + The issue of the chicanes was raised. They have shown to be effective to reduce speed zones. However, some adjustments are possible in terms of the signs and width of the chicanes, for example, to create enough space for bikes with child trailers.
- + It was pointed out that the combination of car and bicycle traffic is difficult at the junction of the bicycle path and west access ramp to the Île Sainte-Hélène pavilion. Stop lines and vehicle signage were reviewed during the discussion. It was then proposed that the chicanes on the south side be moved so that cyclists are not in the blind spots of vehicles merging onto the bridge.

JCCBI also noted that the SQ has a greater presence on the bicycle path during the summer and that six cadets have been added to support efforts to make people aware of safe behaviour, help cyclists and pedestrians get along, and remind users to show courtesy to workers.

Work and projects

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

- + The wiring for the bridge illumination was installed temporarily in junction boxes inside the path right-of-way until permanent electrical connections could be installed. The permanent connections should be finished by the end of summer 2017. The temporary boxes will therefore be removed once the new connections are complete.
- + The project to separate pedestrians (sidewalk, east side) and cyclists (bicycle path, west side) is going well. This work will be done in fall 2017, and a permanent staircase to access the path from De Maisonneuve Boulevard in Montreal will be built in spring 2018. The separation should come into effect in spring 2018.
- + Work to replace and secure some sections of guard rail will start in fall 2017 and will continue until spring 2018. This work is required for user safety and snow clearing purposes. Protective plates will be installed on the guard rails and steel tracks will be placed over any sharp edges.

It was pointed out that there is a lack of signage during the work to indicate closures and detours. The example of tracks installed on the Concordia Bridge was also raised in regard to height and impact on visibility.

Next steps

A brief overview was given on the pilot winter maintenance testing that is being planned. The plan may be presented at the next committee meeting.

The participants talked about the proposed meeting schedule: dates will be quickly submitted to the group so that everyone can save time in their agendas.