



ADVISORY COMMITTEE FOR THE JACQUES CARTIER BRIDGE BICYCLE PATH

MINUTES

Meeting held Monday, April 30, 2018 (6:30 p.m.)

Administrative Offices 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

COALITION VÉLO DE MONTRÉAL

+ Daniel Lambert

COLLECTIF TRANSPORT ACTIF RIVE-SUD

+ Richard Bouchard

THE JACQUES CARTIER AND CHAMPLAIN BRIDGES INCORPORATED (JCCBI)

+ Denis Jacob, Director, Operations and Maintenance

+ Nathalie Lessard, Director, Communications

+ Claudia Carbonneau, Communications Advisor

+ Pascal Villeneuve, Director, Projects

+ Andy Woo, Director, Planning

RÉSEAU DE TRANSPORT DE LA VILLE DE LONGUEUIL (RTL)

+ No representative

SOCIÉTÉ DU PARC JEAN-DRAPEAU

+ Patrick Léveillé

SÛRETÉ DU QUÉBEC (SQ)

+ Gilles-Philippe Vachon

+ Richard Carlos

VÉLO MONTRÉAL

+ Marc Jolicoeur, Director, Research and Consulting

VILLE DE LONGUEUIL

+ Normand Williams

VILLE DE MONTRÉAL

+ No representative

Agenda

- + Meeting called to order *5 minutes*
- + Network operation *15 minutes*
- + Work and projects *30 minutes*
- + Winter path opening *15 minutes*
- + Next steps *5 minutes*

Call to order

To start the meeting, everyone introduced themselves and the agenda was presented.

Advisory Committee – Review of goals

- + Formalize and structure discussions about the Jacques Cartier Bridge bicycle path network with cyclist groups and partners.
- + Track current issues and projects on a quarterly basis.
- + Help promote active transportation with paths that are safe, accessible and user-friendly.

Network operation (follow-up on suggestions for improvement)

- + Analysis of reflector installation to reduce path glare: to be done as soon as spring cleaning is completed and under a pilot project.
- + Work done last fall on the biggest electrical box (Moment Factory's). The plan is to move the boxes under the bridge. In the meantime, no further work to secure the electrical boxes will be done.
- + Continued reflection process on issue of vehicles exiting from Île Sainte-Hélène: improved signage, especially for motorists (possible addition of a flashing stop sign).

Someone brought up the precautionary principle of the *Highway Safety Code*, which applies to all road users and states that:

- Every user must act with prudence and respect, especially toward more vulnerable users, when they travel on the road network. Drivers of heavy vehicles must therefore be more cautious with smaller vehicles. Drivers of other motor vehicles must exercise caution with cyclists, and cyclists must do the same with pedestrians.
- Drivers of motor vehicles must demonstrate greater caution with users who are more vulnerable, i.e., people with reduced mobility, cyclists and pedestrians.
- Vulnerable users must adopt behaviour that increases their safety.

Review of upcoming work

- + Pilot project for painting and steel work in section 7, which will have an impact on traffic between June and October.
- + Repair work on concrete and waterproofing work resulting in occasional closures of the path and sidewalk.
- + Work planned for the Île Sainte-Hélène ramps.
- + Steel work under the structure.

For this work, JCCBI will try to limit the number of closures, particularly at peak hours; however, there will be upcoming night closures. We are also planning to review the signage for pedestrians and cyclists at the Île Sainte-Hélène Pavilion to make this area even safer.

Replacement of guard rails

- + Work status
 - o Replacement of 500 guardrail sections along the multipurpose path and sidewalk.
 - o Night closure from 9:00 p.m. to 5:00 a.m. from April 30 to May 4 and from May 7 to 8, with opening of the sidewalk.
 - o Opening of the sidewalk on May 20.
- + Planning and work methods
 - o Major safety issues – complete removal of sections.
 - o 4 guards posted at each access point to ensure work site security and keep people from using the sidewalk.

- + Schedule overview
 - o Work scheduled to end May 20.

Modification of chicanes

- + Why were the chicanes modified?
 - o To reduce speed in the bicycle lanes and reduce the number of serious accidents.
 - o To enhance everyone's safety.
 - o To facilitate the maintenance of the multipurpose path as well as emergency work.
- + 5 chicanes in total (2 Longueuil, 2 Île Sainte-Hélène pedestrian crossing and 1 Montreal)
- + Upcoming modifications
 - o Addition of signage by the end of May: to better communicate right of way.
- + Technical standards
 - o A distance of 3 meters between each barrier as per the supplier's recommendations.
 - o Allows bikes with a single trailer to pass.

Discussions on the following issues:




- Distance between the chicanes
 - o A problem for bikes that have a trailer; impossible to pass through with a double trailer or tow bar.
 - o The 3 m of space forces people to slow down too much or even stop completely.
 - o Risks of minor incidents.
 - o Problem for children, as the chicanes are at neck height.
- Consider using more flexible materials and adding springs.
- Also to consider: the path is a unique environment, as it is closed off (with fences on each side), is narrow, and has a 4% slope.
- 3 minor incidents have been reported.
- Small lateral clearance (more than 50% of the track width).
- Reduce each chicane from 3 barriers to 2.
- Few signs to indicate right of way (JCCBI mentioned that this signage will be installed by the end of May).
- JCCBI will conduct new tests on the chicane sizes over the next few weeks.
- Use of path for cyclist training: conflict
 - o JCCBI has planned an outreach activity in May for all cyclists.
 - o We are coordinating with the Parc Jean-Drapeau on this issue.
 - o The SQ deploys cadets on the bridge throughout the summer to raise awareness among all cyclists and educate them about proper conduct.
- The Committee members reiterated that they should have been notified about the chicane installation so they could inform their networks: this would have greatly reduced user dissatisfaction.

Current regulations: powered scooters

Issues in this area relate to the definition of scooters, power-assisted bicycles, and other alternative vehicles that are allowed to take the bicycle path.

In addition to the table below, the SQ confirms that:

- + motorcycles and mopeds are not allowed on the multipurpose path
- + electric bicycles and assisted-mobility devices are.

	Classe de permis	Immatriculation	Port du Casque	Circulation sur chemin public	Circulation sur trottoir	
Moto et cyclomoteur électrique	6A ou 6D	Oui : Plaque verte	Oui	Autorisée	Non autorisée	
Bicyclette assistée	6D :pour 14 à 17 ans Aucun permis : pour les adultes	Aucune	Oui (casque vélo)	Autorisée (sauf chemin à accès limité)	Non autorisée	
AMM : Aide à la Mobilité Motorisée	Aucun permis requis	Aucune	Non	Autorisée	Autorisée	

The SQ will focus on this issue in campaigns targeting cyclists this summer. Offenders may receive fines by mail.

Separation of the bicycle path and sidewalk

- + Measures to help everyone get along: improved signage
 - o A complete separation will not be possible this summer.
 - o JCCBI is making every effort to enforce the idea of the separation.
- + Program to be implemented to raise awareness to help pedestrians/cyclists get along
 - Activity planned in May during Bike Month.
 - Committee members were asked for their help.
- + An action plan is being prepared
 - Stairs, better signage, etc.
 - Pedestrian-cyclist counting (planned for the fall); the Parc Jean-Drapeau will be counting users at the ramp exits starting in July.

Pilot winter maintenance project

Number of interventions	29
Type of snow removal operations	Basic operation, improved operation and adapted operation
Number of products tested	9
Type of products tested	Conventional and biological (organic)
Total duration of snow removal operations	65 hours (snow removal operations)
	30 hours (follow-up)
Heating system	Mat and membrane
Number of follow-up visits	4
End of operations	March 31, 2018

- + Ongoing learning
- + Falling ice
- + Site climate analysis
- + Thermal analysis of the slab

Pascal Villeneuve discussed some issues at this point that will delay the publication of the report on the winter maintenance project until the end of the summer, as opposed to July as originally planned.

- + Mechanical removal causes snow to accumulate on the sides of the path, which reduces the width (a problem for two-way traffic).
- + Snow removal involves human intervention to clear snow from the drains, which are located approximately 40 m apart.
- + The joints are not level because of the accumulated snow.
- + Biological deicing products all contain some NaCl, which affects the life span of the slab.
- + Thermal analysis of the slab: the temperature delta of the slab could cause cracks.
- + Climate analysis – falling ice: the nets used are inconclusive and cause other issues.

Suggestion

At the end of the meeting, someone mentioned that a plan should be made to create a new path on the Jacques Cartier Bridge and should plan for increased use. Unidirectional bicycle paths should also be included in the planning. It would be useful to present the Committee with JCCBI's future plan for this issue.

Next steps

Pedestrian-cyclist security and awareness activity will be held in May or in June.

Publication of results of the multipurpose path winter maintenance pilot project near the end of summer 2018

Next meeting: around June 20 (a Doodle poll will be sent to the attendees)
