



## ADVISORY COMMITTEE FOR THE JACQUES CARTIER BRIDGE BICYCLE PATH

### MINUTES

Meeting held November 12, 2019 (4:30 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

#### VÉLO QUÉBEC

- + Marc Jolicoeur

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

- + François Démontagne
- + Mike Muchnik

#### COALITION VÉLO MONTRÉAL

- + Daniel Lambert

#### COLLECTIF TRANSPORT ACTIF RIVE-SUD

- + Richard Bouchard

#### VILLE DE LONGUEUIL

- + Normand Williams

#### SOCIÉTÉ DU PARC JEAN-DRAPEAU

- + Kilian Gerlach

#### THE JACQUES CARTIER AND CHAMPLAIN BRIDGES INCORPORATED (JCCBI)

- + Denis Jacob, Director, Operations and Maintenance
- + Cyril Michaud, Director, Construction
- + Marc-André Marcoux, Assistant Project Director
- + Andy Woo, Director, Planning
- + Nathalie Lessard, Director, Communications
- + Claudia Carbonneau, Communications Advisor

### Agenda

- + Call to order
- + Updates on projects
- + Question period
- + Miscellaneous
- + Next meeting

### Call to order

To start the meeting, everyone was welcomed, the panel and its new members were introduced, and the agenda was presented.

### Advisory committee – Review of goals

- + Formalize and structure discussions about the Jacques Cartier Bridge bicycle path network with user groups and partners.
- + Follow up on current issues and projects based on needs.

- + Help promote active transportation with paths that are safe, accessible and user-friendly.

## **Updates on projects**

### **Winter operation simulation**

- + JCCBI will carry out simulated winter operations on the Jacques Cartier Bridge multipurpose path during winter 2019-2020. JCCBI's goal is to refine the maintenance, monitoring and communications protocols in actual conditions to assess the level of service that can be provided on the path during the winter.
- + Snow removal tests will also be held on the sidewalk, but without test pedestrians.
- + An RTL shuttle will be available for all cyclists this winter, and each one-way fare will cost \$3.50.
- + JCCBI is working to identify solutions related to the safe winter operation of the multipurpose path with test cyclists, the advisory committee for the Jacques Cartier Bridge bicycle path, Vélo Québec, the RTL, and the cities of Montreal, Longueuil and Saint-Lambert.
- + Vélo Québec is supporting JCCBI throughout the project and will provide feedback on the various protocols.
- + The cost of the project is \$703,000, which includes \$250,000 for snow removal, \$250,000 for the shuttle, and \$203,000 for the consulting firm.
- + This winter maintenance could mean that the path could open earlier in the spring.

### **Closed system**

- + As soon as the path closes in late fall, the project will start as a closed system around December 20 depending on the weather so that the path can remain open as late as possible.
- + JCCBI is looking to determine the most effective snow removal techniques and deicing products while collecting feedback and experiences from the cyclists who are testing the path.
- + The path will be open from 6:00 a.m. to 7:00 p.m. during weekdays. The hours may be extended to 8:00 p.m., depending on the needs of the test cyclists. JCCBI needs the period after 8:00 p.m. to perform snow removal operations.
- + The chicanes will remain in place during the winter simulation.

### **Selection of test cyclists**

- + 25 test cyclists will participate on an unpaid and voluntary basis.
- + JCCBI received over 150 emails from people interested in participating in the project, and they will be selected on a first-come, first-served basis.
- + The test cyclists must wear a vest provided by JCCBI when using the path. They will also obtain a unique key to access the path (they will have to open and then close 5 barriers during each trip).
- + JCCBI is relying on the commitment and honesty of the test cyclists not to lend out their vests or keys, otherwise they will be dropped from the project.

- + Test cyclists will be required to sign an agreement with JCCBI that includes aspects like the conditions of use, compliance with the road safety code, a communication ban about the project (i.e., on social networks, in the media, by email, etc.) and they will be required to attend an information meeting.
- + JCCBI is looking for cyclists who can cross the bridge daily when path conditions permit and who can contribute to the project throughout the winter simulation by completing a short questionnaire after each trip.
- + The cyclists will receive two emails, i.e., one before the morning rush hour and one before the end-of-day rush hour, to inform them whether the path is open or closed.
- + A workshop will be held approximately once a month to discuss the project with the cyclists.
- + The SQ will also be patrolling the path.

### **Snow removal techniques**

- + JCCBI adapted its snow removal equipment following the pilot winter maintenance project carried out in 2017-2018 to prevent snow from being thrown onto the lanes.
- + The products selected from Phase 1 are Organic Melt liquid-coated solid (rock salt + beet juice) and Natural Melt (glycol-based liquid).

### **RTL VéloBus Shuttle**

- + The RTL VéloBus shuttle will be available as soon as the multipurpose path closes for the winter to provide cyclists with a way to get between the South Shore and the Island.
- + JCCBI improved the service this year by moving the stop to the corner of Lafayette and Providence in Longueuil and the Papineau metro station in Montreal.
- + The shuttle is only available during the rush hour in the morning (6:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. and 7:00 p.m.). It departs every 20 minutes.
- + Each one-way fare costs \$3.50.

### **Discussions on the following topics:**

- + Why are pedestrians not participating in the winter simulation?
  - o JCCBI is prioritizing the multipurpose path, as it has already done snow removal tests on the path and can move forward with test cyclists, whose travel is considered more at risk. Nothing has been tested on the sidewalk so far, which requires different equipment in particular due to its narrowness.
- + Can pedestrians and joggers use the shuttle?
  - o No, the shuttle is reserved for cyclists only, as pedestrians can take other types of transportation at peak hours.
- + Opening and closing 5 barriers is a lot: could there be fewer?
  - o JCCBI would like access to the path to be properly managed, as the path will be closed to the public during the winter. This point will be discussed to identify avenues for improvement.
- + Could the hours of use be extended until 8:00 p.m.?
  - o For the moment, the path will be open until 7:00 p.m., but we will check with the test cyclists' needs, as we also have snow removal operations to perform.
- + Will cyclists be able to upload photos and videos from their trips?

- We will check, but it would indeed be very useful for them to do so.
- + Are you going to expand the group of test cyclists?
  - No, as we want to have proper oversight of the cyclists. This is an issue of path safety and access.
- + Do you intend to coordinate with the Samuel De Champlain Bridge?
  - Yes, when possible, but we are independent from the Samuel De Champlain Bridge.

**Next meeting**

- + In early 2020.
-