



## **ADVISORY COMMITTEE FOR THE JACQUES CARTIER BRIDGE BICYCLE PATH**

### **MINUTES**

Meeting held Monday, February 12, 2018 (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
- + Guillaume Bonfils
- + Eric Thibodeau

#### **COALITION VÉLO DE MONTRÉAL**

- + Daniel Lambert
- + Eric Notebaert

#### **COLLECTIF TRANSPORT ACTIF RIVE-SUD**

- + Richard Bouchard

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

- + Denis Jacob, Director, Operations and Maintenance
- + Cathy Beauséjour, Communications Advisor
- + Pascal Villeneuve, Director, Projects
- + Andy Woo, Director, Planning

#### **RÉSEAU DE TRANSPORT DE LA VILLE DE LONGUEUIL (RTL)**

- + Laurent Chevrot, Director, Innovation, Marketing and Partnerships
- + Eric Chabot, Advisor, Partnerships

#### **SOCIÉTÉ DU PARC JEAN-DRAPEAU**

- + Patrick Léveillé, Director of Sports Facilities and Event Planning

#### **SÛRETÉ DU QUÉBEC (SQ)**

- + Michel Bolduc, Acting Director

#### **VÉLO MONTRÉAL**

- + Marc Jolicoeur, Director, Research and Consulting

#### **VILLE DE LONGUEUIL**

- + Carine Discazeaux (in replacement of Normand Williams)

#### **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.

## Work and projects

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

- + Ongoing work to replace and secure some sections of guard rail will continue until spring 2018. This work is required for user safety and snow clearing purposes. In total, 526 custom-made guard rails will be replaced, leading to major safety issues while the work is being carried out. The work schedule and sequence will be optimized so that the bicycle path is opened as soon as possible.
  - Daniel Lambert asked if the work can be completed sooner so that the path can be opened more quickly.
    - Pascal Villeneuve said that we will focus on work on the path side to open this area as soon as possible.
- + The project to separate pedestrians (on the sidewalk, east side) and cyclists (bicycle path, west side) has been put on hold. The costs were significantly higher than what was estimated. In the short term for the next season, we will work on a public awareness campaign to help pedestrians, cyclists and workers get along. The planned staircase for the Montreal side will likely be built at some point in the future. Its location may also be reviewed.
  - François Démontagne asked whether the access point for cyclists under the bridge in Longueuil will be kept open or closed once the separation goes into effect. He asked if a bicycle slide will be installed on the staircase on Saint-Charles.
    - Pascal Villeneuve explained that the staircase has been designed for pedestrians and that, because of the backlighting, a slide can't be added. A discussion was then had on the usefulness of a bicycle slide and on the safety of the access point on La Fayette for cyclists. Some people said that a slide is especially useful to go down levels, depending on each cyclist's degree of fitness.
  - Daniel Lambert asked when the separation would go into effect.
    - Pascal Villeneuve said that the staircase on the Montreal side will likely be built in 2020-2021.
    - Andy Woo asked the participants if they think the separation will increase safety on the path. Some people said that tourist access to the path needs to be controlled. Others said electric scooters are the main source of hazards. Some people said

- that pedestrians feel safer on the path than on the sidewalk (more people, less confined).
- Some people asked whether counters could be installed to get a more precise count of pedestrians/cyclists and whether the count data could be made available online.
    - Denis Jacob said that an in-house counter is used to count trips and that this data is not online. He also said that the data doesn't distinguish between pedestrians and cyclists and that the counts can be inaccurate due to cyclists who go to Île Sainte-Hélène.
    - Patrick Léveillé said that there is a plan to install a counter on Île Sainte-Hélène.
  - There was a discussion about electric scooters on the path. These vehicles are not allowed on the Montreal bicycle path network. Marc Jolicoeur said that, under the *Highway Safety Code*, scooters limited to 32km/h are considered bicycles. He added that he believes JCCBI, as a federal body, may have the authority to establish its own regulations on the path (e.g., the P'tit train du Nord trail).

### **Pilot winter maintenance project**

- + Discussion about the VéloBus shuttle in collaboration with the RTL.
  - Daniel Lambert thanked JCCBI for creating the shuttle.
  - Other people said that they don't take the shuttle because it doesn't go to Île Sainte-Hélène and makes going downtown or to Old Montreal by bike longer. It would be a good idea to create a route that goes to Île Sainte-Hélène.
  - Some attendees also pointed out that the VéloBus costs money, whereas the SkiBus shuttle to Saint-Bruno is free.
  - An attendee stated that the shuttle was a surprise, and that it should have been started sooner, as many cyclists had probably already stored their bikes for the winter.
  - An attendee mentioned that the cost of operation is very high for the number of users.
  - An attendee said that the service should be offered on an occasional basis, when the path isn't cleared of snow for short periods.
  - An attendee said that cyclists aren't crazy about the idea of not biking the whole route.
  - An attendee mentioned that there was a lack of pre-launch promotion, and that the signage was not as effective on the Montreal side, which has since been corrected. It was also mentioned that STM staff are not aware of the shuttle when cyclists go to the Papineau metro.

- An attendee mentioned that it could be better to move the stop to the foot of the bridge, because the metro is a very busy place for cyclists (traffic lights, crowds of people).
  - An attendee said that the inadequate snow removal on the Longueuil side makes it hard to access the VéloBus.
  - An attendee said that runners should also be able to use the shuttle.
  - An attendee made a comment about the kindness of RTL staff who work on the VéloBus.
- + Following the presentation of Pascal Villeneuve, there was a discussion about the pilot winter maintenance project.
- Many people asked when the results would be released and when JCCBI will make a decision about opening the path in the winter.
    - The results should be known in July.
  - An attendee asked how JCCBI is making decisions about the snow removal.
    - Denis Jacob said that the same tolerance that is applied to the bridge deck will be applied to the path, i.e., a goal of zero accumulation.
    - He said that the same contractor who clears the traffic lanes will also clear the path.
    - He said that when it snows, it takes human intervention to clear snow from the drains, which are located approximately 40 m apart from each other.
  - Pascal Villeneuve discussed issues related to falling ice and the testing of nets to keep the ice from falling.
  - Pascal Villeneuve presented the technical data sheet filled out for each operation on the path this winter and the different information that it contains.
  - An attendee asked why the snow removal isn't done up to La Fayette.
    - Denis Jacob said that this area only needs traditional snow removal, so it isn't necessary to test the asphalt portion off the bridge.
  - Discussion on the possible use of a rotary broom that was not tested this winter.
    - Some people said this equipment could be useful for critical areas on the path.
- + Discussion about the overall vision of the JCCBI network
- Andy Woo presented JCCBI's planned projects that will affect the cycling network, including a project along the Bonaventure

Expressway that will be connected to the New Champlain bridge path and the REM project.

- Some attendees asked whether steps had been taken with managers of the Victoria Bridge so that bikes can travel over this bridge in the winter.
  - It was mentioned that this project should be discussed with Mobility Montréal.
- Daniel Lambert asked if JCCBI has looked at other options instead of opening the path during the winter.
  - Andy Woo said that this topic has been included in reflections for the Longueuil 2035 sustainable city projects and the redevelopment of the approaches in Montreal.
- Andy Woo pointed out that another pipe in Mercier needs to be connected to the provincial section of the bridge.

### **Maintenance and operations**

Denis Jacob said that he is planning to install anti-glare reflectors and anti-reflection protection.

Cathy Beauséjour said that JCCBI wants to run a campaign on path safety, as the pedestrian/cyclist separation project is on hold. She asked whether representatives at the meeting would be interested in working on the safety messages and campaign goals.

### **Next steps**

The participants agreed to the following meeting dates:

- + Tuesday, April 17, 6:00 p.m.
- + Date of meeting to be determined in June