

Status report for the allies of the Bronson Team
For the community organizations that are allies of the Bronson Team
From Barbara Popel, team leader of the Bronson Team
December 5, 2024

We've recruited 7 allies – community organizations and volunteer organizations for specific interests – who have stated they support our goals and our possible solutions for Bronson during its redevelopment and who would like to be invited to any public meetings that are held about this redevelopment. Our allies are:

- Bike Ottawa
- Centretown Community Association
- Dalhousie Community Association
- Ecology Ottawa
- Old Ottawa East Community Association
- Old Ottawa South Community Association
- Ottawa Transit Riders/La groupe des usagers de transport en commun d'Ottawa

Our allies have given us excellent ideas that we've incorporated into our proposed possible solutions, primarily into the BRP ("Bronson Redevelopment Project") solutions. One ally recommended major improvements to our NOW 1.14 solution that deals with the pre-project and post-project metrics. We also incorporated improvements and an additional BRP solution after meetings earlier this year with Shawn Menard and Jonathan McLeod.

Our good news is that the City has begun the preparatory work for the redevelopment of Bronson between the Queensway and the Canal. On Oct.10, most of the team met with Roxanne Tubb, the project manager of the (as yet unnamed) project. We invited Jon McLeod. Tubb invited 4 other City staff to the meeting:

- Elizabeth Murphy, a program manager in Transportation Engineering Services/Transportation Planning. She is providing many of the above-ground "geometry" requirements such as intersection design.
- Asim Baluch, a senior engineer and Michael McGrath, an engineer, are in Infrastructure Renewal/Asset Management. They are responsible for the requirements for the underground infrastructure.
- The Asset Management engineer responsible for the requirements for the roads. Did not attend the meeting.

The project currently has 3 sub-projects:

- A – redevelopment of Carling from Bronson to a point west of the Dow's Lake LRT station
- B – redevelopment of Bronson from the Queensway (or from Imperial Ave) to Carling
- C – redevelopment of Bronson from Carling to the Canal

The 3 components will be designed concurrently. "A" might be split in two due to TOH's Civic campus construction. The order of the components is undecided. For example, C might be done before B or B might be done before A.

Tubb is working on the project charter (= "the kickoff point"). No estimated date for the charter's completion.

Project requirements for "B" and "C" will start with what existed in the "all of Bronson" redevelopment project circa 2019 PLUS the new standards the City now follows PLUS the requirements from Transportation Engineering Services/Transportation Planning PLUS the underground and road requirements from Infrastructure Renewal/Asset Management PLUS requirements from several utilities companies PLUS ...

Because we have a written set of potential solutions to the safety problems on Bronson, I believe Tubb will treat at least some of our potential solutions as potential requirements to be considered for the project. She asked us for our top 3 requirements; I countered by offering her our top 5, since we had begun discussing the first 2 top priority solutions at the Oct.10 meeting:

NOW 1.14 The City confirms the goals include.... Therefore, the City commits to activities before, during and after the project which are... (the NOW 1.14 safety metrics requirement is too lengthy to reproduce here)
and

BRP 1.1 Widen sidewalks to a minimum "clear zone" of 1.8 meters plus a buffer zone of at least 0.5 meter.

After the requirements are obtained, a consultant will be hired to do the design. At this point, the City will hold public consultation meeting(s).

COMMENT: It appears that this very large project will take a while to reach this point, much less when the Bronson portions of the project will reach this point.

After the Oct.10 meeting, I shared our Bronson Avenue – Solutions for a Safe and Healthy Street (2024-08-26) document and our executive summary of this document

<https://drive.google.com/file/d/1VbneRp7839q9v8b9eKLv8c6TUW/hf69oC/view?usp=sharing> with Tubb and Murphy.

On Nov.6, I emailed Tubb **our top 3 high level requirements** (not our top 3 potential solutions). They are:

REQUIREMENT 1:

(a) Before the project’s design phase begins, the City confirms that one of the project goals is to transform Bronson between the Queensway and the Canal into a street that meets the needs of all users - pedestrians, bicyclists, OC Transpo bus passengers, drivers of private cars, and nearby residents - following the Main Street redesign model.

(b) This transformation must be measurable, with baseline metrics, measurable project goals, and post-project measurement that is supported by public reporting before, during and after the project.

There is 1 potential solution (NOW 1.14) in *Bronson Avenue - Solutions for a Safe and Healthy Street, dated 2024-08-26* that supports this high level requirement. It outlines 7 activities which we think are necessary to meet this requirement. We discussed many of them at the October 10 meeting.

REQUIREMENT 2:

It is safe - and it is perceived to be safe - for pedestrians and bicyclists to use Bronson between the Queensway and the Canal. This includes wider “clear” sidewalks, redesigned intersections, new “PXO” pedestrian crosswalks, bike lane(s), and other design features that foster pedestrian and bicyclist safety.

There are 26 potential solutions (several of which are mutually exclusive) in *Bronson Avenue - Solutions for a Safe and Healthy Street, dated 2024-08-26* that support this high level requirement.

REQUIREMENT 3:

The speed limit on Bronson between the Queensway and the Canal is 40 kph and the street is designed to encourage adherence to this speed limit. This includes a posted speed limit of 40 kph, a redesign of the roadway to eliminate its appearance as a “stroad¹”, and other design features that foster adherence to a 40 kph speed limit.

There are 9 potential solutions (several of which are mutually exclusive) in *Bronson Avenue - Solutions for a Safe and Healthy Street, dated 2024-08-26* that support this high level requirement.

Note that there is some overlap between the potential solutions that support Requirement 2 and that support Requirement 3.

Our email to Tubb also referred to several recommendations concerning Bronson in the GCA’s Active Transportation Study report <https://glebeca.ca/wp-content/uploads/2024/02/Glebe-Active-Transportation-Study.pdf> .

More good news:

Several of the pre-project items we ask for in our NOW 1.14 potential solution are that the City does a safety audit of all intersections to identify conflicts between motorized vehicles, bicyclists and pedestrians, that the audit results be published, and that the audit results be treated as mandatory inputs to the project’s requirement phase. Tubb stated that on the current “south Bank Street” project for which she is the project manager, the City did several safety audits, some of the audit results were presented at a public meeting, and some of the audit results were used as requirements for her project. Tubb stated that it was therefore very likely these steps would be done on the Bronson project.

Part of our BRP 1.1 potential solution is a requirement for sidewalks that are 1.8 meter wide. Tubb stated that sidewalks would be widened to 1.8 meters (“and ideally 2.0 meters”) to bring them up to current standards.

Elizabeth Murphy initiated a further discussion about parts of two NOW potential solutions² that Councillor Menard had requested in the spring: NOW 1.2 – an automated speed enforcement system (ASES) near Senator Eugene Forsey Park - and NOW 1.3 – a photo red light camera at the Fifth/Madawaska.

We discussed potential solution BRP 2.3 - the new AMIR (Asphalt Multi-Integrated Roller) paving technology that slows the development of potholes. Unfortunately, because AMIR is not (yet) an Ontario MOT standard, it can’t be used for Bronson.

¹ There’s a good explanation of “stroad” in Wikipedia at <https://en.wikipedia.org/wiki/Stroad>

² These 2 NOW solutions request ASES and photo red light cameras at other locations as well.