



Comments on Plans for the Lincoln Fields Station

Re: Bus Plaza

COMMENT #1: Including the bus plaza in the fare-paid zone suggests that the bus plaza area will be a fenced-in compound similar to the current Tunneys Pasture Station. Fences are not just ugly, but they are pedestrian unfriendly and create unnecessary detours. They should be used sparingly for aesthetic as well as practical reasons. Having the bus plaza as a fare-paid zone means that local bus passengers will be forced to detour around these fences in order to access the busses instead of accessing the busses directly. This approach may create a need for redundant bus stops outside the fare-paid zone. We request that the need-for and value-of including the bus plaza in the fare-paid zone be critically evaluated and demonstrate that there is a valid net gain for the public as well as for transit users in restricting access to the bus plaza in this way.

COMMENT #2: Generally we are opposed to extensive fare-paid zones at the station. Restricting access to transit facilities raises a concern about social justice and does not recognize the fact that these are public facilities largely paid for by the general public. The fare is merely a contribution to operating costs and does not recognize that the majority of costs are being borne by the general public. It is therefore not reasonable to restrict public access to these facilities any more than absolutely necessary for operating purposes.

Re: East Pathway and Station Entrance

COMMENT #3: The east side pathway north of Carling shows no direct connection to either the bus plaza or station. It is unclear how and where the east side station entrance will be configured and accessed. This entrance should be at grade and be readily accessible to pedestrians from the northeast and Lawn Ave. who wish to access either busses or trains. It

is important that there be direct route to this entrance to facilitate the best all-weather access to the station. Please avoid the need for hurried commuters to break more direct mud paths.

Re: Pick Up and Drop Off Area

COMMENT #4: Access to the pick up and drop off area should not conflict with the need for pedestrians from the northeast to access the station and bus plaza. The passenger pick up and drop off area will be significantly smaller than the bus plaza as it only needs to accommodate 9 vehicles. It also needs to be an open, unrestricted area accessible to foot traffic from the station. Therefore, it should be located north of the bus plaza. This would allow pedestrians from the northeast to better access the station and avoid any need for a second entrance/exit on the east side of the station. Finally, it is not clear how the amount of 9 parking spaces was arrived at and whether this will be sufficient for a hub station. The planned and unwanted parking at the New Orchard Station will greatly exceed this number and there is concern that New Orchard will become the de facto pick up and drop off station of choice contrary to all previous assurances on this matter.

Re: Public Washrooms

COMMENT #5: Ottawa has a great lack of public washrooms. Any civilized society respects the basic needs of its citizens, whether or not they are fare paying. We object to public washrooms being restricted to the fare-paid zone and to public funds thus being used to further marginalize the poor and to restrict access to others with legitimate medical needs.

Re: Carling Signalized Pedestrian Crossings

COMMENT #6: The text describes 2 signalized crossings of Carling Avenue one at the station entrance, and a second one located west of station at Sir John A. Macdonald Parkway. However, the drawing shows that the second crossing is actually located east of the station and notionally aligned with the east pathway north of Carling. There is negligible benefit to having 2 pedestrian crossings when there is only one single accessible pathway either south or north of Carling. Moreover the significant misalignment of this pathway breaks the flow so much that the

sole reason for using this pathway on the north side of Carling is to access the station and/or bus plaza and not for crossing Carling.

COMMENT #7: It is assumed that these crossing signals will be outfitted with beg buttons. If so, these buttons should operate on the basis a maximum 10-second delay before initiating a signal change. Long delay car-friendly signals are inconsistent with public transit goals and send the message that the time and convenience of pedestrians is not important.

Pedestrian Links to Northwest

COMMENT #8: It seems that more work needs to be done to improve pedestrian links Northwest of the station. The Oxford and Rio Can properties form a barrier to pedestrian access from this direction. More effort should be made to create a right-of-way through these properties. The Rio Can property's access along Carling is an unpleasant walk and involves a hazardous crossing of busy car ramps to and from the SJAM. Pedestrians crossing these ramps also create a traffic bottleneck. This poor pedestrian link was doubtless a significant factor in the recent demise of the Lincoln Fields Mall. It would be in the interests of both the Rio Can and Oxford properties to improve their pedestrian access to transit and to allow some flow-through of pedestrians. The upside development potential for both property owners should make this a win/win proposition.

COMMENT #9: The current access to and from the transit station for the Oxford properties via the NCC pathway is a steep, hazardous mud path inaccessible to wheelchairs. It would be more suitable for use as a toboggan slide rather than an access point. Yet the Oxford property promotes its access to transit on its advertising billboard. Some improvement to this hazardous situation needs to be mandated.

Re: Pathway South of Carling Ave.

COMMENT #10: With the improvement of the path to Rosewood Ave., consideration should be given to eliminating the planned pathway extension south of the Rosewood access. Rosewood Ave. is a quiet street which dead-ends in front of the main entrance to Woodroffe High School. From the dead-end, there is also a public pathway directly to the east side of the pedestrian bridge. The planned pathway extension is thus a needless intrusion into the back yards of Rosewood residents. In addition,

discontinuing this portion of the pathway would allow more space for landscaping and sound berms to provide some modest privacy gain for those residents who will also be overlooking four new rail lines. There is currently no equivalent pathway south from Carling and adding a fourth pedestrian route in this corridor is unnecessary.

Re: Commercial Businesses at Station

COMMENT #11: Restricting the access of any future businesses in the station to walk-in trade will severely limit their viability. While such establishments may form a pleasant backdrop to any architectural sketches and plans for the station, the truth is that such businesses will struggle to survive in a restricted zone where movement is the primary focus of their foot traffic. These businesses survive and thrive primarily based upon their convenience and making them inconvenient and difficult to access is their death knell. Therefore, any such businesses should be located outside the fare-paid zone and readily accessible to the pick up and drop off area. Finally, any unoccupied commercial space at the station should be designed so that it can be readily repurposed for use by the community. Our community currently has no public meeting spaces of any kind.

- Larry Ladell on behalf of Woodpark Community Association Inc.