



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 Tunney's 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.

Response:

High-capacity light rail with major transfer stations necessitates that any fare control strategy allow for fast and efficient connections between bus and train. This is particularly crucial at the four major transfer stations: Tunney's Pasture, Bayview, Hurdman, and Blair where quick and easy intermodal transfers during the peak hour are critical for the operational success of the system.

Fare-paid zones allow customers to transfer between two modes of transit without passing through fare control barriers. At the three major bus transfer stations, this will allow for all-door boarding on connecting bus routes within the bus terminal and on all bus types. All door boarding results in faster customer boarding and shorter dwell times for buses, which is desirable from an operational and customer service perspective.

Given the constraints of land availability at the bus transfer stations, the number of bus platforms is limited and therefore requires all-door boarding of buses to ensure the bus terminal can accommodate enough bus capacity to meet the customer demand.

Fare paid zones also provide an easy and intuitive customer experience and minimize fare evasion.

As part of Stage 2, the bus loop and fare paid zone at Tunney's Pasture Station will be greatly reduced in size as it will no longer be a terminal transfer hub between the Bus Rapid Transit and Light Rail. This will open up a wide plaza immediately north of the station as per the Tunney's Pasture Master Plan.

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.

Response: Fare paid zones are a signature of OCTranspo's light rail system. They allow customers to transfer seamlessly between bus and rail. You can watch this video on fare-paid zones in Ottawa: <https://www.octranspo.com/en/fares/payment/where-how-to-pay/fare-paid-zones/>

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.

Response: The pathway on the east side of Lincoln Fields station and north of Carling will take pedestrians and cyclists from Richmond to Carling so that they can access the station from the Carling entrance.

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.

Response: The accessible pick-up and drop-off spaces at Lincoln Fields are located as close as possible to the stations' main entrance. Relocating these spaces north would be too far from the fare gates to meet accessibility needs.

The number of spaces is due to the fact that Lincoln Fields is a transfer station and requires this number of PPUDOs. New Orchard station will have 2 pick-up and drop-off spaces and is intended to serve the immediate neighbourhood.

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.

Response: Thank-you for your comments. At this time, the washrooms at Lincoln Fields will be located within the fare-paid zone.

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.

Response: There are two signalized crossings of Carling--one at the main station entrance and one just east at the bus loop entrance. There is also a signalized pedestrian crossing of the Sir John A Macdonald Parkway and the main multi-use path north west of the station. The crossing at the station entrance provides direct access for people arriving from the multi-use pathway to the south and from the buildings on the south side of Carling Avenue. The crossing at the bus loop is necessary for bus access and also provides a crossing for those using the multi-use pathway east of the station.

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.

Response: The operation of the proposed pedestrian signal has not been determined at the present time, as the design for this specific location has yet to be finalized. However, Traffic Operations will ultimately review all traffic analysis and design recommendations submitted by EWC (East-West Connectors) for the applicable Carling Avenue works, in order to evaluate optimal signal operations for the location in question. Traffic Operations strives to implement signal operations that are optimized for all users, with the least amount of delay as possible.

The future pedestrian crossing signal would likely be constructed with pedestrian push buttons, as the activation of these devices are required to input a call within the traffic controller to indicate when there is a pedestrian demand present. Also, pedestrian pushbuttons are essential devices for the operation of Audible Pedestrian Signals for visually impaired individuals.

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.

Response: The Stage 2 management team has met with representatives from the Lincoln Fields mall to discuss the possibility of enhancing the connection to the mall area.

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.

Response: All multi-use paths are built to a maximum 5% slope as required under the City of Ottawa's Accessibility Design Standards. Your concerns will be forwarded to the NCC.

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.

Response: The proposed multi-use pathway will be located within the NCC lands and will provide a critical pedestrian/cycling linkage to the rebuilt bridge.

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.

Response: Thank-you for your feedback, there will be a retail space at Lincoln Fields station. The contract will be awarded post-revenue service.

- Larry Ladell on behalf of Woodpark Community Association Inc.