

CIVIC HOSPITAL NEIGHBOURHOOD ASSOCIATION

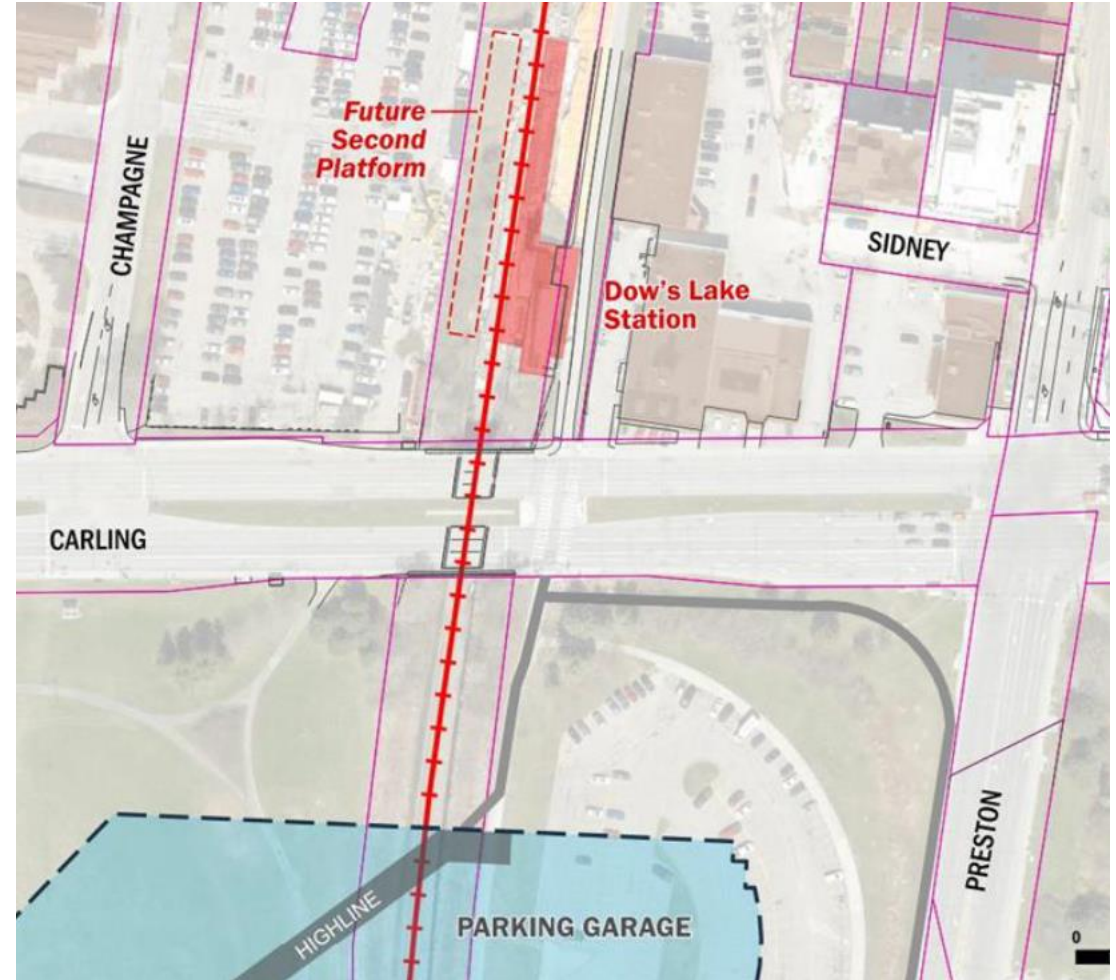
NEW CAMPUS DEVELOPMENT

MAKING TRANSIT A VIABLE ALTERNATIVE TO VEHICLE USE AND THE NEED FOR PARKING

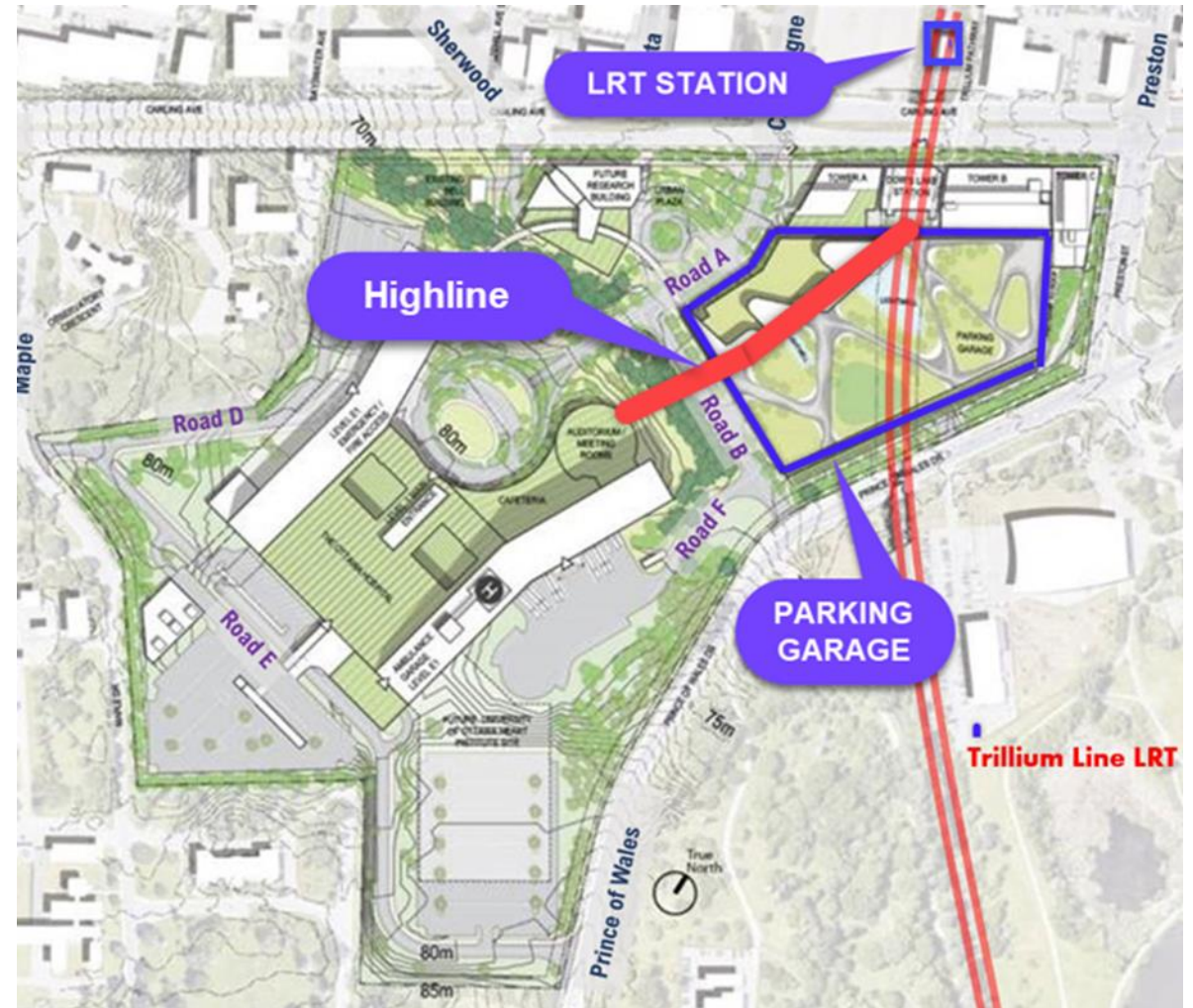
April 15, 2024

- The Dow's Lake Station (DLS) is located north of Carling Ave. while the hospital is south of Carling Ave. **and** hundreds of metres to the west
- Both the City of Ottawa Master Site Plan approval and the Federal land use approval requires a *direct, accessible, and weather protected* connection between Dow's Lake LRT station and the hospital's main entrance when it opens in 2028
- **In designing the LRT-to-hospital connection, the objective must be to minimize disadvantages for transit users.**

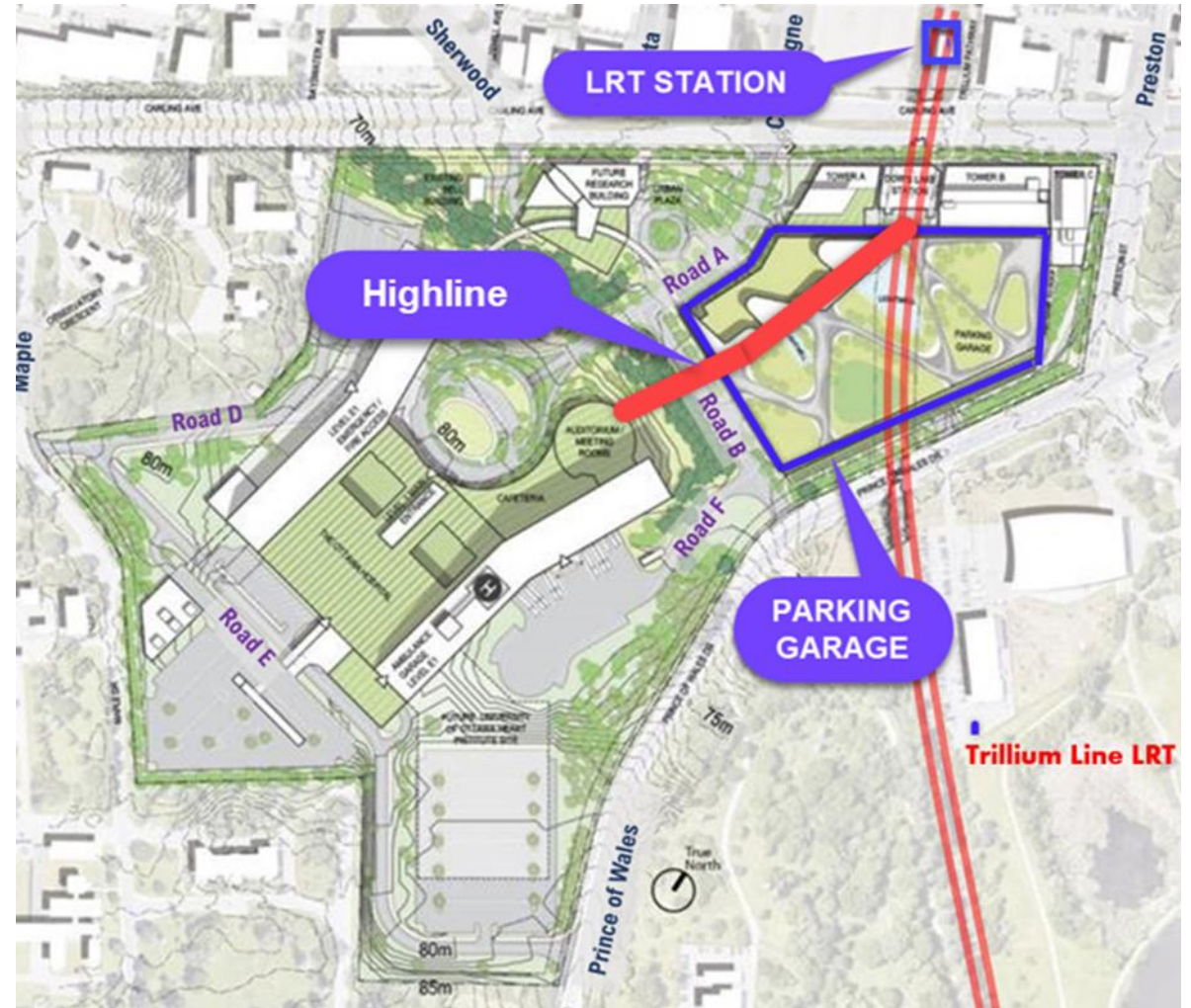
- Transit users must travel at least 120 m just to get to the north side of the parking garage to join the 'Highline'
- The north end of the platform is nearly 200 m away



- Transit users must be moved vertically 30 metres from the LRT station platform to access the walkway to the hospital (the 'Highline')

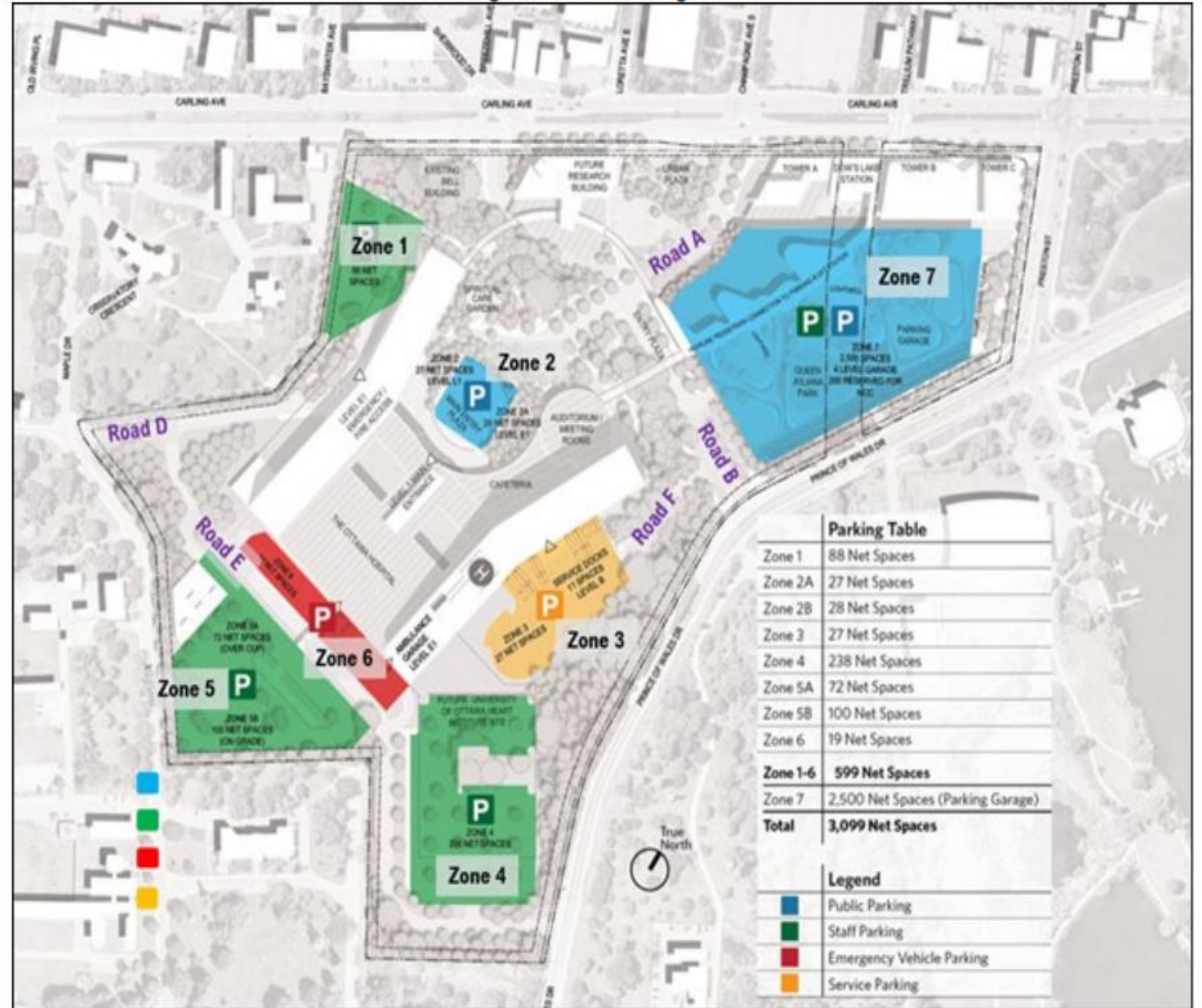


- Transit users must access the Highline at its east end. Most users of the garage access it closer (some much closer) to the hospital building
- **Result:** Intrinsically, vehicles are favoured over transit creating an ease-of-use disadvantage for transit

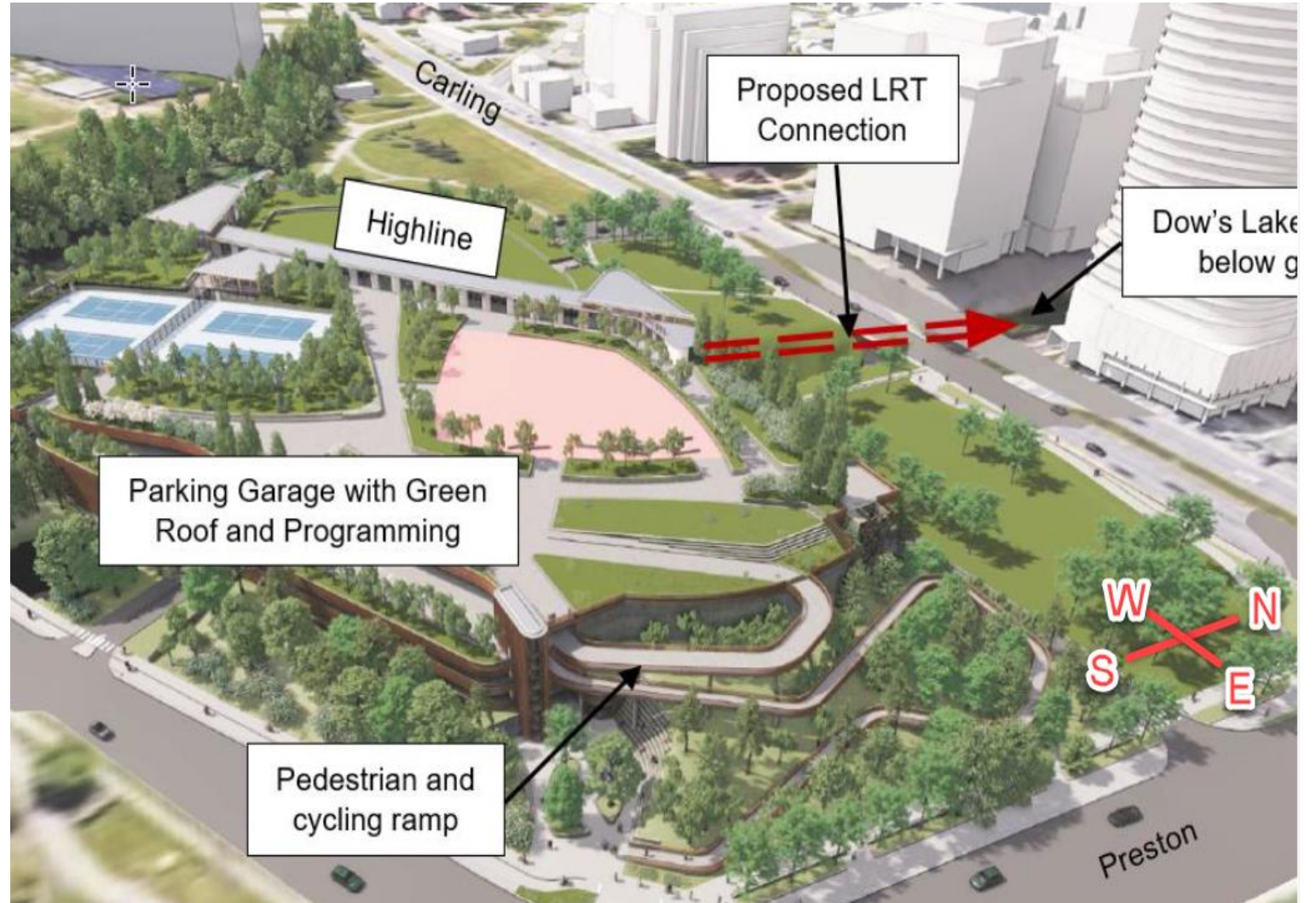


- The other parking areas located on campus favour driving even more than the parking garage

Figure 7: NCD Parking Plan



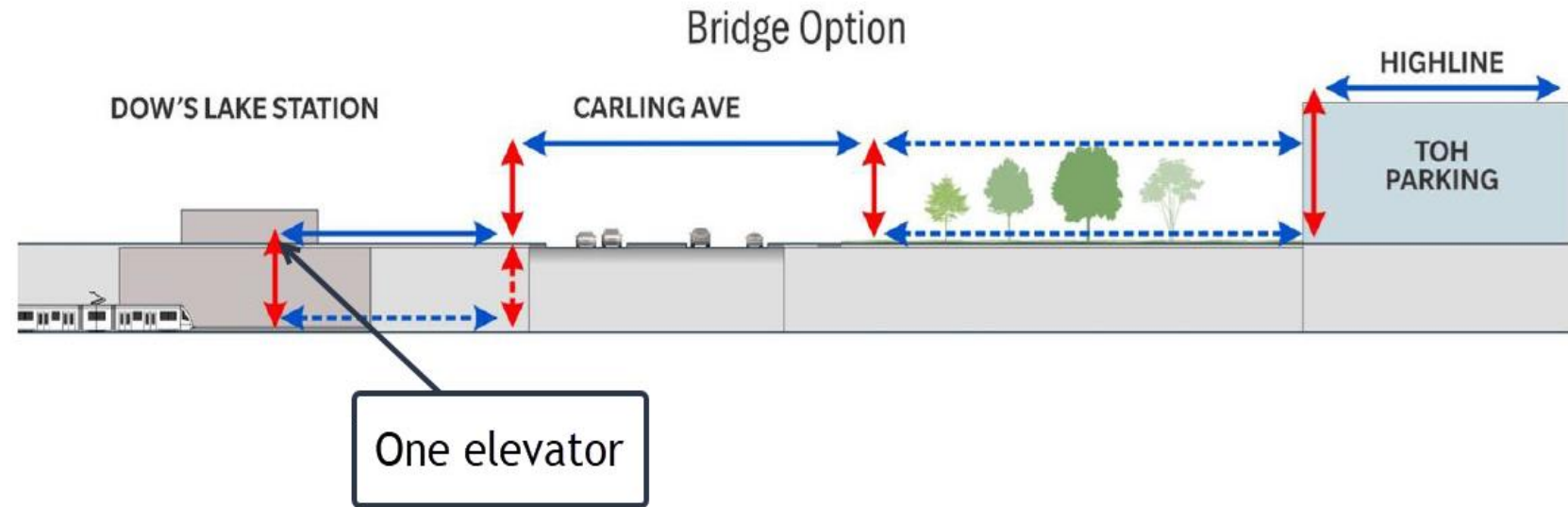
- Campus slopes up from east to west (20m difference)
- Therefore, the weather-protected walkway (Highline) is elevated over most of its length to make it level
- Highline links to parking garage on the roof of the garage



Transit users require greater vertical travel

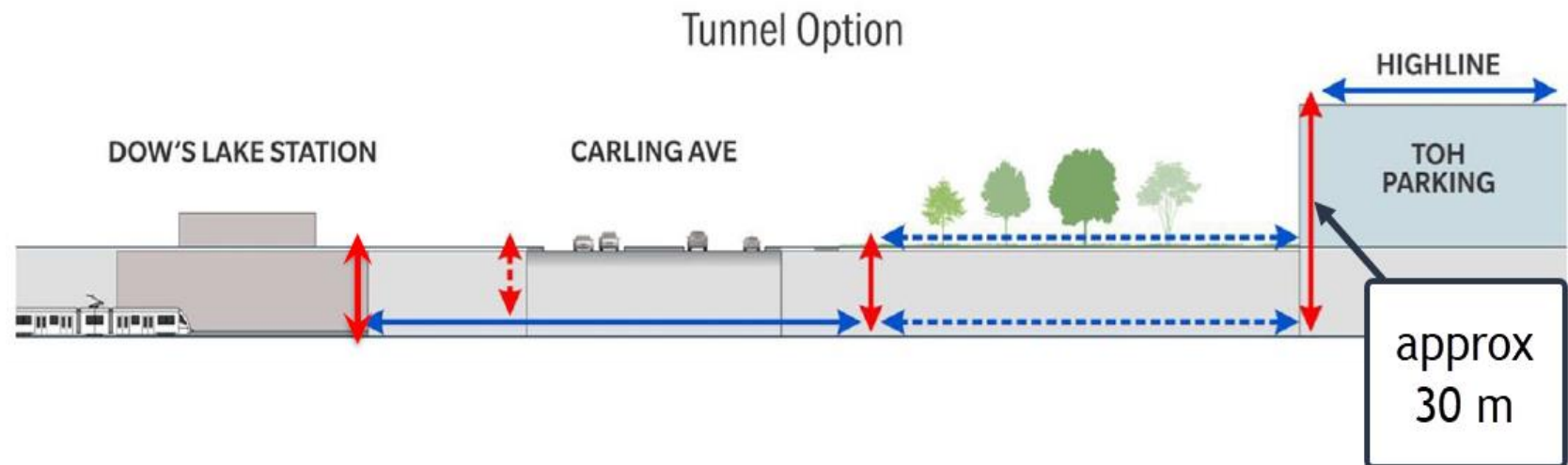
Bridge option

- Only one elevator at Dow's Lake Station – this will not change
- Connects at P2 level of garage – total of 3 changes of elevation required



Tunnel option

- Total vertical travel approx. 30 metres



- To get to the west end of the Highline (nearest the hospital building), transit users must:
 - Travel further horizontally than drivers (as much as 200m) – nothing will be done to alter this
 - Travel further vertically than drivers. The Highline is 30 metres above the LRT platform – equal to a 9-story building
 - How vertical travel is accommodated will have a major impact on ease-of-use and, therefore, on use of the LRT

- Vertical travel is best accommodated by escalators:
 - Escalators accommodate surges in demand far better than elevators – a surge in demand occurs with the arrival of each LRT train (max 260 passengers)
 - Escalators rising 30 metres can transport up to 166 people simultaneously – equal to 14 elevators, each with a capacity of 12 people

- Escalators enable uninterrupted travel – elevators necessitate standing and waiting – **the higher the volume of people, the longer the wait**
- Escalators move people horizontally as well as vertically, reducing the amount of walking
- With both escalators and elevators installed, the presence of escalators facilitates the use of elevators for those who need them

SUMMARY

- In designing the LRT-to-hospital connection, the objective must be to minimize the ease-of-use disadvantages for transit users.
- The availability of escalators for all vertical travel is **essential** (with elevators for those who cannot use escalators).
- **The easier it is for transit users to go to the hospital, the less traffic burden there will be on adjacent neighbourhoods.**