



La Croisée Community Association

IMPROVING LOCAL COMMUNITY USE OF PUBLIC TRANSPORTATION

LA CROISÉE PROPOSAL - OCTOBER 2017

GATINEAU (AYLMER SECTOR)

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La Croisee Community Association

S.T.O. Proposal – October 2017

OVERVIEW

The La Croisee community has approximately 390 homes (850 – 1000 people). Most residents consider it fortunate they are located on a main public transportation corridor in Gatineau (Aylmer Sector). Like other communities, the availability of public transportation is a shared and valued asset for many residents. We are also aware that the planning and provision of public transportation is a complex endeavor. However, we believe that by focusing on the present community constraints to the use of public transportation will evolve its future into a more sustainable and resilient one. Improving beneficial, small infrastructure supports and local “attractors” will not only improve our communities use of public transportation to the benefit of residents and the **Société de transport de l'Outaouais** (S.T.O.) but also our wider environment and the health and safety of our residents.

This report offers three (3) locally focused solutions for even greater use of public transportation currently provided by the **Société de transport de l'Outaouais** (S.T.O.)



Community Location: Chemin d’Aylmer et Rue Vanier, Aylmer Sector)

The Objective

- To better serve the needs of our community “riders” (present and future), including equal access (seniors, parents with strollers, the disabled) at stages of their movement in the community to the current public transport infrastructure on the community border.
- Improve the coherence of public transportation use to the quality of community life as a shared asset for the La Croisée Community.
- Support the commitment of the STO to be *“contributing to the quality of life of residents and wishes to offer services accessible to as many people as possible.”*
- The proposal follows public transportation suggestions expressed by residents at the September 2017 Annual General Meeting of the La Croisée Community Association.

The Opportunity

- There are a significant number of residents within our community (commuters, shoppers and students) using public transportation on the main corridor of Chemin d’Aylmer.
- There are common, shared interests amongst a “spirit of good will” to improve our adjacent public transportation corridor and community configuration.
- Although not designed in a grid pattern (we have only one entrance/exit) there are existing community planned and naturally evolved access points (“stages in movement”) to public transportation.

OUR PROPOSAL

Who we are:

The La Croisee Community Association is a registered community “non-profit” enterprise in the La Croisee development in Gatineau (Aylmer), Quebec. We are officially recognized as by the City of Gatineau and Province of Quebec. A mandate of our Association, listed within our Bylaws, has the following objective.

- *“Defend and promote the shared, common interests of the La Croisee community on issues affecting the planning, resources, development, and environment of the community in a cooperative, informative manner.”*



Rationale

The improvement in community public transport access points should be considered part of a complex adaptive system where constraints and community users can co-evolve. Current public transportation users have outlined specific improvements to present conditions that would create “beneficial attractors”, that given support, would result in increased safety and use of public transportation. Although an evolutionary process, it is likely a far less resource intensive way to greater, more positive outcomes.

Local Attractor Improvements

- Path support and maintenance
- Parallel, connected pedestrians
- Shelter

Path Support and Maintenance:

Our community has one sidewalk at the main entrance and three paths connecting to public transportation. Increased use of public transportation will be encouraged by improving maintenance and snow removal along the paths offering a shorter walking distance. This is a relatively lost cost attractor that can improve ease of use, sustainability, and the success of public transportation.

Path One: (Designated)

A partially paved path exists from rue du Cadet to stops #1286 and #1280. This path is not consistently maintained throughout the year. Winter access becomes significantly restrictive or impassable and residents are then not encouraged or attracted to use our public transportation option.



Path Two – (Designation unknown)

Path 2 is situated at approximately the midpoint of rue du Croisée. Its status as a public transportation access designation is unknown although it appears to have been created by others. (cleared through woods and with a crushed stone walkway). It also shown on the S.T.O map. It provides access to stops near the chemin d’Aylmer and Rue Vanier intersection. Similarly to Path 1, the maintenance and winter access of this path is required to better support movement to and from the community year-round.



Path Three – Unofficial

Path 3 access is through land that is privately owned. It was created by users from the north end of rue de la Croisée. Permission to use this route for public transportation access has been granted in the immediate and short term to the residents, by the owner. The path was created many years ago and it has evolved and been partially maintained by residents over time. This path also utilizes the driveway to the Police Station parking lot to complete the journey to Chemin Vanier/Chemin d’Aylmer stops #1353, #1354, etc.



Parallel Connected Pedestrians

Rue du Golf – Rue du Cadet/Rue de la Croisée

Maintaining the parallel pedestrian linkages close to Rue du Golf for stops on the north side of Chemin d’Aylmer will allow for improved access to public transportation and community pathways.



Chemin d'Aylmer and Chemin Vanier

Similarly, maintaining year-round parallel pedestrian links including snow removal to and from stops on the north side of Chemin d'Aylmer near Chemin Vanier will allow for improved access to public transportation and community pathways. Currently, and in the worst example, stop #1346 is completely isolated and access is extremely dangerous.

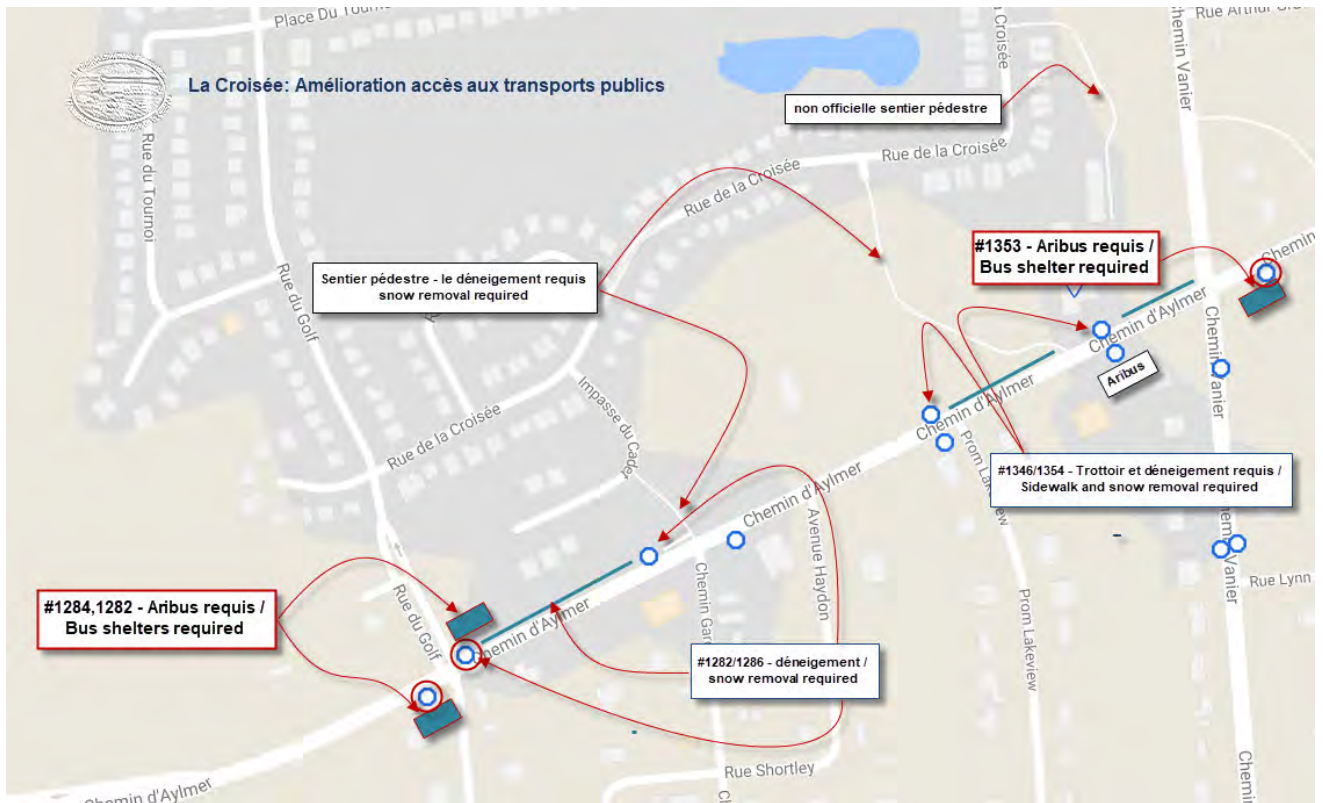
The pedestrian links on the north side of Chemin d'Aylmer may also provide bicycle access to the Chemin Vanier north/south corridor.



Shelters:

There are many students, commuting workers and many other users that walk a considerable distance to our local public transportation corridor along Chemin d'Aylmer. Once arrived, passengers are situated very close to a roadway that normalizes a traffic speed of 70 to 80kph. The provision of shelters at these locations would provide protection from amplified weather conditions due to traffic spray and vehicle wind draft but also improved safety from the enclosed set back.

Like improved pathways and connected pedestrian routes, the shelters would provide a long term, visible beneficial attractor to other residents considering the use of public transportation. Long term costs may be off-set by increased ridership. The following three shelters would be the most cost effective and beneficial to our community.



BENEFITS/ADVANTAGES:

- Increased safety for pedestrians and bus riders;
- Increased use of public transportation;
- Promotes wellness and improved community life;
- Improves the engagement and support of a valued, shared community asset

CONCLUSION

We are grateful for this opportunity to assist the **Société de transport de l'Outaouais** and our **community**. The planning and provision of public transportation for any community is a complex endeavor. We are aware the quality of our community life is connected to this endeavor in an evolving way.

We believe implementing the above simple proposals to improve our local use of public transportation, as soon as possible, will result in more sustainable, resilient, and mutually beneficial outcomes in the future.

La Croisee Community Association
<https://croisee.org>