

Co-ordinated Transit Street Furniture Program Update

**Presentation to
Transit Committee
Joshua Scholten**

March 12, 2009



Background



- ❑ Council authorized issuance of an RFP for a 15-year term with three submission options (January 2008).
- ❑ Submissions evaluated by York Region and Local Municipal evaluation teams (May 2008).
- ❑ The RFP was cancelled as the submissions did not meet the Region's design and operational requirements (July 2008).
- ❑ Council requested report concerning the visioning and design principles (September 2008).

Process for Visioning & Design



Retained Urban Design and Street Furniture Consultants

- ❑ Industry Consultation (Request for Information)
- ❑ Local Municipal Consultation
- ❑ Urban Design Guidelines
- ❑ Business Feasibility Study



Design Strategies

R.E. MILLWARD
— & —
A S S O C I A T E S L T D

Industry Consultation



- ❑ Request for Information was responded to by five industry stakeholders and interviews were conducted



- ❑ Key comments:

- ❑ Best handled by a consortium or one company.
- ❑ Waste-recycling is not a core service for most in the industry.
- ❑ A fifteen-year contract term is a reasonable timeframe.
- ❑ Local advertising should be included as a requirement.
- ❑ One standard design, with flexibility for customization, for each element is preferred.



Local Municipal Consultation



- ❑ Local municipalities were invited to review the draft document, ask questions about the program and process, and provide comments.
- ❑ Key comments:
 - ❑ Elements should be designed to suit their functional purpose.
 - ❑ Street furniture should be consistent along all routes, with opportunities for municipal or business improvement area identification.
 - ❑ YRT and Viva need to share as design elements.
 - ❑ Community information kiosks should be included.
 - ❑ Advertising should be limited to a single furniture element at each transit facility and not be permitted on benches.
 - ❑ Urban Design Guidelines should include site specific layouts.

Urban Design Guidelines



□ Process

- Consultation Industry and Local Municipalities

□ Foundation - Existing Regional Policies

- Pedestrianism
- High-Quality Community

□ Objectives

- Identifiable Transit Service
- Unify York Region
- Create 'places' within the public realm
- Enhance streetscapes

Urban Design Guidelines

❑ VISION

- ❑ Co-ordinated Street Furniture
- ❑ Functional and Attractive
- ❑ Enhance the Public Streets



Urban Design Guidelines



❑ STREET FURNITURE ELEMENTS

❑ DESIGN CRITERIA

- ❑ Universal Principles of Design
- ❑ Safety & Accessibility
- ❑ Sustainable Design
- ❑ Advertising

❑ DESIGN EXAMPLES

❑ Vivanext Design



Urban Design Guidelines



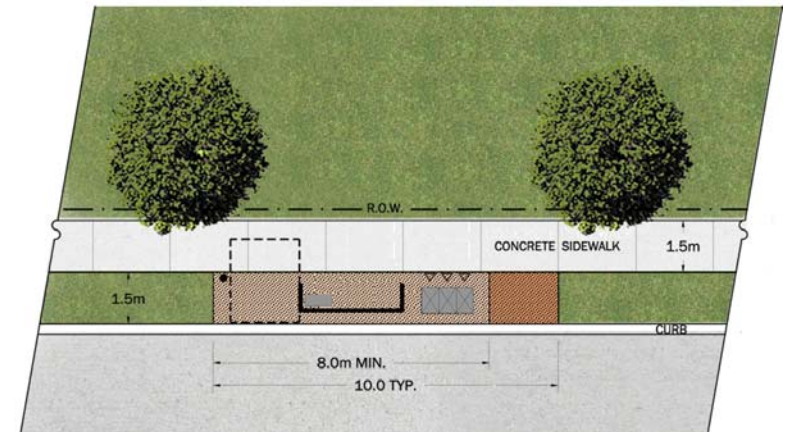
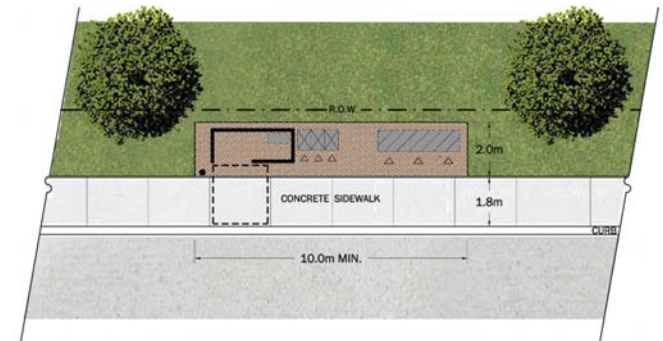
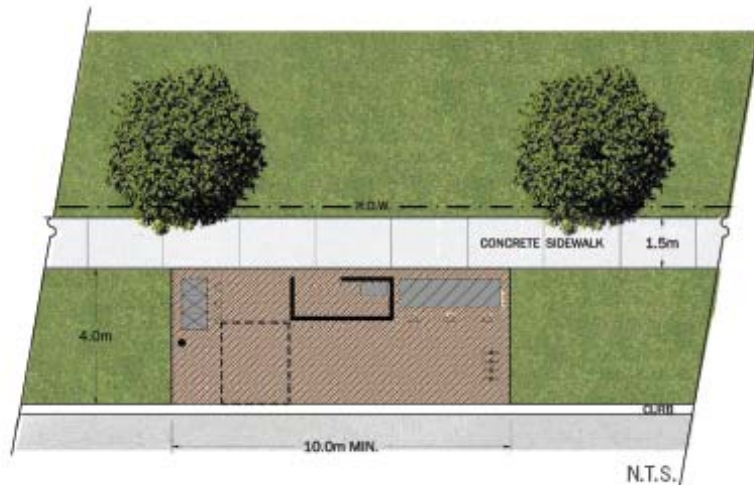
- ❑ **ONE STANDARD DESIGN**
 - ❑ Consistent and Identifiable
 - ❑ Unifying Element
- ❑ **OPPORTUNITY FOR IDENTIFICATION**
 - ❑ Local Municipalities
 - ❑ Local BIAs
 - ❑ Special Character Areas
 - ❑ Heritage Areas



Urban Design Guidelines

TRANSIT STOP SITES

- Streetscape Design Criteria
- Technical Safety and access Requirements
- Capture majority of sites
- Site specific design for exceptions



Business Feasibility Study



- ❑ Performed by an independent third party consultant.
- ❑ Concluded that the proposed scope and length is appropriate and feasible.

Item	Quantity to be Supplied Under Agreement
Transit Shelters (with shelter seating)	400
Stand-alone Benches	100
Bicycle Racks	550
Waste-Recycling Receptacles	1,000
Newspaper box organizers	500
Multi-publication unit	250
Schedule Display Cases	75
Community information kiosks	10

Business Feasibility Study



- ❑ Current economic climate is not seen as a deterrent to proceeding with an RFP.



- ❑ York Region is seen as attractive to advertising companies because of its location adjacent to the top outdoor advertising market in Canada (Toronto).



- ❑ Submissions may have less capital investment and financial guarantees at the front-end of the contract.



Projected Total Value

Over 15-Year Term

Consideration	Value
<u>Cost Avoidance</u>	
Capital	\$12.0 million
Maintenance	\$38.0 million
<u>Cost Incurred</u>	
Collection and Processing of Waste and Recyclables	-\$8.0 million
Total Value to Region	\$42.0 million

Potential exists to also receive additional advertising revenue.



Key Revisions



Proposed key revisions include:

- ❑ The requirement of both transit shelters and street furniture elements.
- ❑ One standard design for each element.
- ❑ Collection and processing of waste and recyclables will be the responsibility of the Region.
- ❑ Local advertising will be provided at a rate lower than the typical national advertising rate.
- ❑ Advertising will be limited to a single element at each facility.

A revised, consolidated RFP can achieve the desired results



It is recommended that:

1. Regional Council endorse the proposed final Co-ordinated Street Furniture Urban Design Guidelines.
2. Staff be authorized to issue a revised RFP for a 15-year term including the key revisions outlined.
3. The local municipalities be consulted to review opportunities to install transit street furniture at designated transit facilities on road allowances under local municipal jurisdiction.
4. Staff report back to Regional Council for award of the RFP.