

## **4**

### **CO-ORDINATED TRANSIT STREET FURNITURE DESIGN**

**The Transportation Services Committee recommends:**

- 1. Receipt of the presentation by Joshua Scholten, Supervisor, Operations, Transportation Services – Transit and Jeremy Kramer, Kramer Design Associates;**
- 2. Receipt of the deputation by Liz Gayford, CFO, Creative Outdoor Advertising; and**
- 3. Adoption of the recommendation contained in the following report dated April 22, 2010, from the Commissioner of Transportation Services.**

#### **1. RECOMMENDATION**

It is recommended that:

1. Regional Council endorse the proposed final Co-ordinated Street Furniture Design (*Attachment 1*).

#### **2. PURPOSE**

This report presents the final design for the York Region Transit (YRT) Co-ordinated Street Furniture Program. These designs will be included in a Request for Proposal (RFP) for the supply, installation, maintenance and associated revenue opportunities for co-ordinated transit street furniture with advertising for a 15-year term.

#### **3. BACKGROUND**

**Regional Council authorized staff to proceed with the Co-ordinated Street Furniture Program including issuance of a Request for Proposal (RFP) for the design of the co-ordinated street furniture**

There have been six earlier reports submitted to Council regarding the Co-ordinated Street Furniture Program. The latest report was submitted in June 2009 where Council approved:

- The Co-ordinated Street Furniture Urban Design Guidelines.
- Issuance of an RFP for the design of co-ordinated transit street furniture with advertising.

- Following design approval, issue an RFP for the supply, installation, maintenance and associated revenue opportunities for co-ordinated transit street furniture with advertising for a 15-year term. Also, allow for bid submissions that include all the transit street furniture or split bids. Split bids would permit separate bids for waste-recycling receptacles with advertising or all other transit street furniture excluding the waste-recycling receptacles.
- Consultation be done with local municipalities to review the designs and opportunities to install street furniture.

#### **4. ANALYSIS AND OPTIONS**

##### **The Region retained Kramer Design Associates to design the co-ordinated street furniture following a competitive procurement process**

In November 2009, an RFP was released for design services for the York Region Transit Co-ordinated Street Furniture Program. The Co-ordinated Street Furniture Urban Design Guidelines, which were endorsed by Council in June 2009, were included as an appendix to the RFP. Four submissions were received and they were reviewed by a Region evaluation team comprised of members from various Branches including Planning and Development, Streetscaping, York Region Rapid Transit Corporation, York Region Transit and Supplies and Services. The procurement process was reviewed by a Fairness Monitor to ensure it was conducted in a fair, open and transparent manner. Following the evaluation, the contract was awarded to Kramer Design Associates Ltd.

##### **The design needed to be in accordance with the Co-ordinated Street Furniture Urban Design Guidelines and be aesthetically-pleasing, high quality, durable, functional, accessible and safe**

The objective of the project was to produce co-ordinated street furniture designs with a contemporary, timeless and cohesive design style. The design was to be appropriate for the Region and local municipalities which incorporated flexibility for size, scale and arrangement of elements in accordance with the Co-ordinated Street Furniture Urban Design Guidelines. Of primary importance, the co-ordinated street furniture needed to be high quality, using proven durable materials, incorporating functionality, accessibility, safety, universal design principles, modularity, environmental elements and ease of maintenance and repair.

The items included in the Region's design are:

- Transit Shelters (with shelter seating).
- Stand-alone benches.
- Bicycle racks.
- Waste-recycling receptacles.
- Newspaper box organizers.
- Multi-publication units.
- Schedule display cases.

- Community information kiosks.

The designs include engineered technical drawings and specifications which will then be released in an RFP to the outdoor advertising industry.

### **Workshops and public information centres were held to seek input and feedback from stakeholders on the co-ordinated street furniture design**

In order to ensure a comprehensive design, staff consulted with a wide range of stakeholders. Throughout February and March, workshops were held with local municipalities, Regional staff, manufacturers and media operators. The public was consulted through a series of information centres at various libraries and community centres throughout the Region. These meetings focused on three key areas of the design process, including:

- Design Planning Discussion – February 4, 2010.
- Design Concepts Review – March 3, 2010.
- Proposed Final Design – March 24, 2010.

Comments were received from approximately 25 participants, covering topics such as:

- Passenger comfort.
- Constructability.
- Safety and security.
- Accessibility.
- Advertising.
- Location of furniture placement.

In addition, the nine local municipalities, media operators and manufacturers also provided comments. Regional staff members from several departments, including Rapid Transit, Planning and Development, Community and Health Services, Roads and Transit, also participated.

All the presentations and minutes from these meetings have been made available on a public website ([www.yrt.ca/facilities/streetfurniture.asp](http://www.yrt.ca/facilities/streetfurniture.asp)).

### **The design planning discussion workshops and information centres provided a forum to present background information and discuss the design approach**

The design planning discussion workshops and information centres were held with the objective to gather all necessary information in order to finalize detailed design criteria and to discuss street furniture design ideas in advance of commencing with preliminary design.

### **Stakeholders selected from two alternative design options to move forward for final design development at the Design Concepts Review Workshop**

With the stakeholder input from the design planning discussion workshops, Kramer Design Associates commenced with the preliminary design of two alternative design options for the co-ordinated street furniture that addressed the Urban Design Guidelines for each of the elements. Two distinct lines of furniture were presented, entitled Clearscape System One and Clearscape System Two. At the design concepts review workshops and public information centres, the two potential co-ordinated street furniture design options were presented. The objective of these meetings was to determine which option is preferred and identify potential amendments to incorporate for the final design development. Participants were asked to specify their preference for one of two design options and explain the reasons for their preference. In the case of each session, the majority preferred Clearscape Option One based on design, branding and operational considerations. As part of Kramer Design Associates' presentation, participants provided valuable input and suggestions to enable final design refinements of the selection option. As further follow-up participants emailed refinement recommendations to YRT by March 9, 2010 to assist the design consultants in preparation of final design.

### **The proposed final design included refinements suggested by the various stakeholder groups**

Adjustments and refinements were made to the design option selected by the stakeholders. All the comments received from the stakeholders through the design concepts review were considered and included in the proposed final design where appropriate. This proposed final design was then presented to the stakeholders through a series of workshops and public information centres. Overall design highlights include:

- Unique, complementary design for both YRT/Viva conventional and bus rapid transit services.
- YRT/Viva branding and colours.
- Municipal branding integration.
- Clear service identification.
- Address accessibility standards and guidelines.
- Ease of maintenance due to "kit-of-parts" approach.
- Flexible modular system.
- Adaptable to varied streetscape urban design requirements.

Renderings of the proposed final designs, including design highlights for each element, are included in *Attachment 1*.

**Staff will issue a revised RFP with the co-ordinated street furniture designs as an appendix**

Based on the Council authorization received in June 2009, an RFP for the supply, installation, maintenance and associated revenue opportunities for co-ordinated transit street furniture with advertising for a 15-year term will be released. Staff will report back to Council to award the RFP.

**5. FINANCIAL IMPLICATIONS**

**The cost of the design of the street furniture will be recovered through the advertising contract(s)**

The total cost of the street furniture design is approximately \$280,000. The Region will recover this expense from the successful proponent(s) of the co-ordinated street furniture advertising contract(s).

**6. LOCAL MUNICIPAL IMPACT**

The co-ordination of street furniture at transit facilities will assist with the organization of amenities within the municipal right-of-way while providing a safe, clean, and comfortable environment for the transit rider, thereby improving the appeal of the public transit system.

Municipal staff has participated in all stages of the design development and will continue to be involved to ensure that the co-ordinated street furniture program is compatible with local interests.

**7. CONCLUSION**

The design of the co-ordinated street furniture has been completed following significant stakeholder consultation and the project is ready to move on to the next stage. The Region will release an RFP for the supply, installation, maintenance and associated revenue opportunities for co-ordinated transit street furniture with advertising for a 15-year term which utilizes this design. It is expected that the program can be delivered at no cost to the Region and has the potential to be a revenue source.

For more information on this report contact Joshua Scholten, Supervisor, Operations (Ext. 5696) or Rick Takagi, Manager, Capital Assets (Ext. 5624).

The Senior Management Group has reviewed this report.

*(The attachment referred to in this clause is attached to this report.)*

## Transit Shelter with Shelter Seating

COUNCIL ATTACHMENT 1



VIVA

KDA

Clearscapesystem

## Transit Shelter

with Shelter Seating and Solar powered Security Lighting



## Transit Shelter

with Shelter Seating, Canopy Version

Lexan roof with second surface frit pattern to provide sun protection

Three-seat bench with arm-rest and comfortable resin seating

Slim-line ad caissons with energy-efficient lighting

Municipal brand integration

Clear transparent shelter design



Custom map display with integrated branding on interior side of ad caisson

Angled roof to prevent build-up of snow and rain

YRT brand identification

Street name identification on approach side and street side

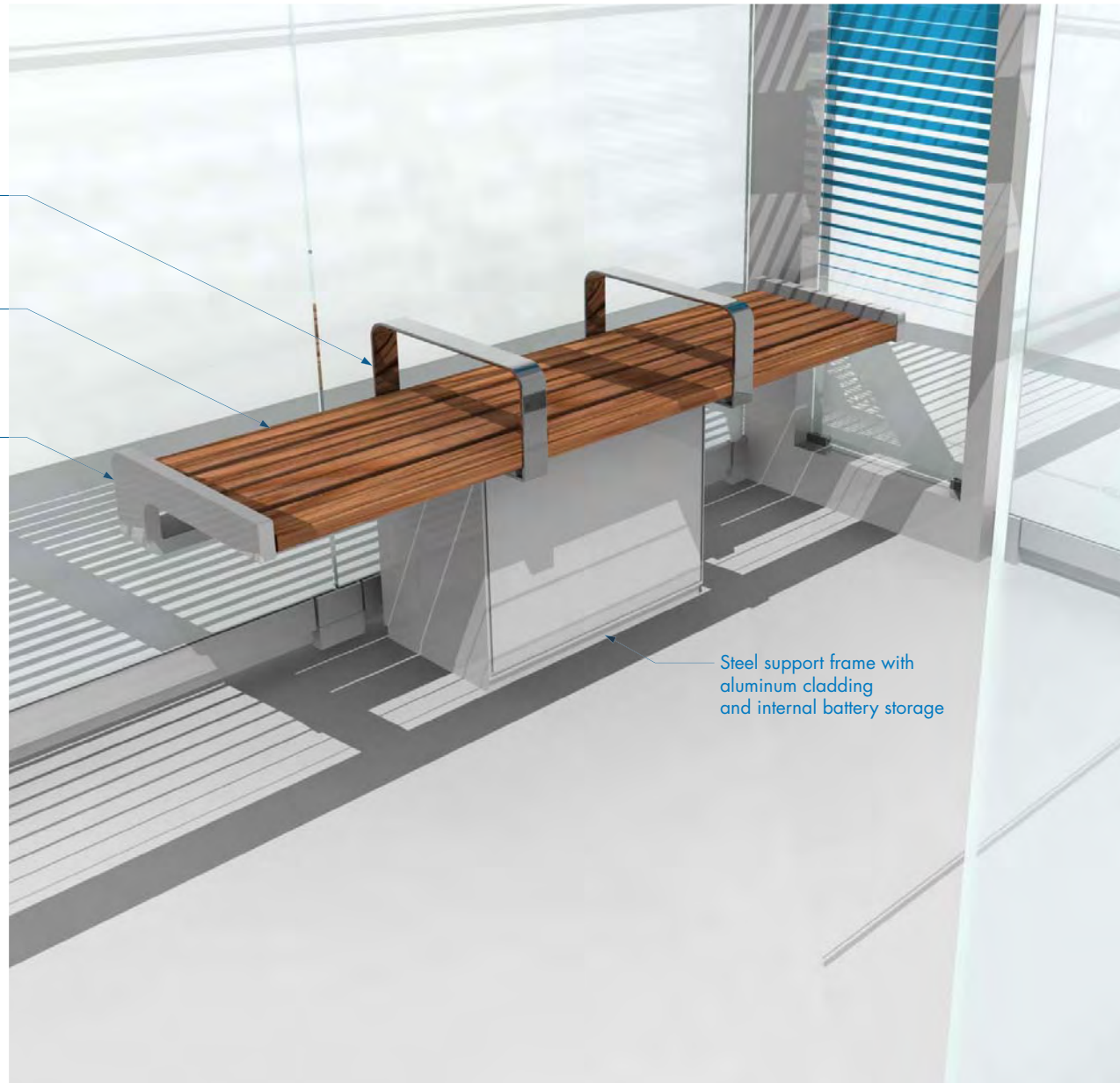
Tempered glass walls with enamel baked safety stripe

## Shelter Seating

Stainless steel arm-rests  
to address accessibility  
standards

Seating increased to  
accommodate three  
adults comfortably

Cast aluminum bench with  
composite resin slats



Steel support frame with  
aluminum cladding  
and internal battery storage

## Waste / Recycling Receptacle

Three-liner Unit



Internationally recognized pictograms to clearly identify liners

Internal dividers to prevent cross-contamination

Hinged top access door with slam latch

Municipal brand integration

YRT/Viva branding and colours

Service identification for distance approach

Custom decorative perforated panel

Curved profile to reduce visual mass

## Waste / Recycling Receptacle

Two-liner Unit



Internationally recognized pictograms to clearly identify liners

Internal dividers to prevent cross-contamination

Hinged top access door with slam latch

Municipal brand integration

YRT/Viva branding and colours

Service identification for distance approach

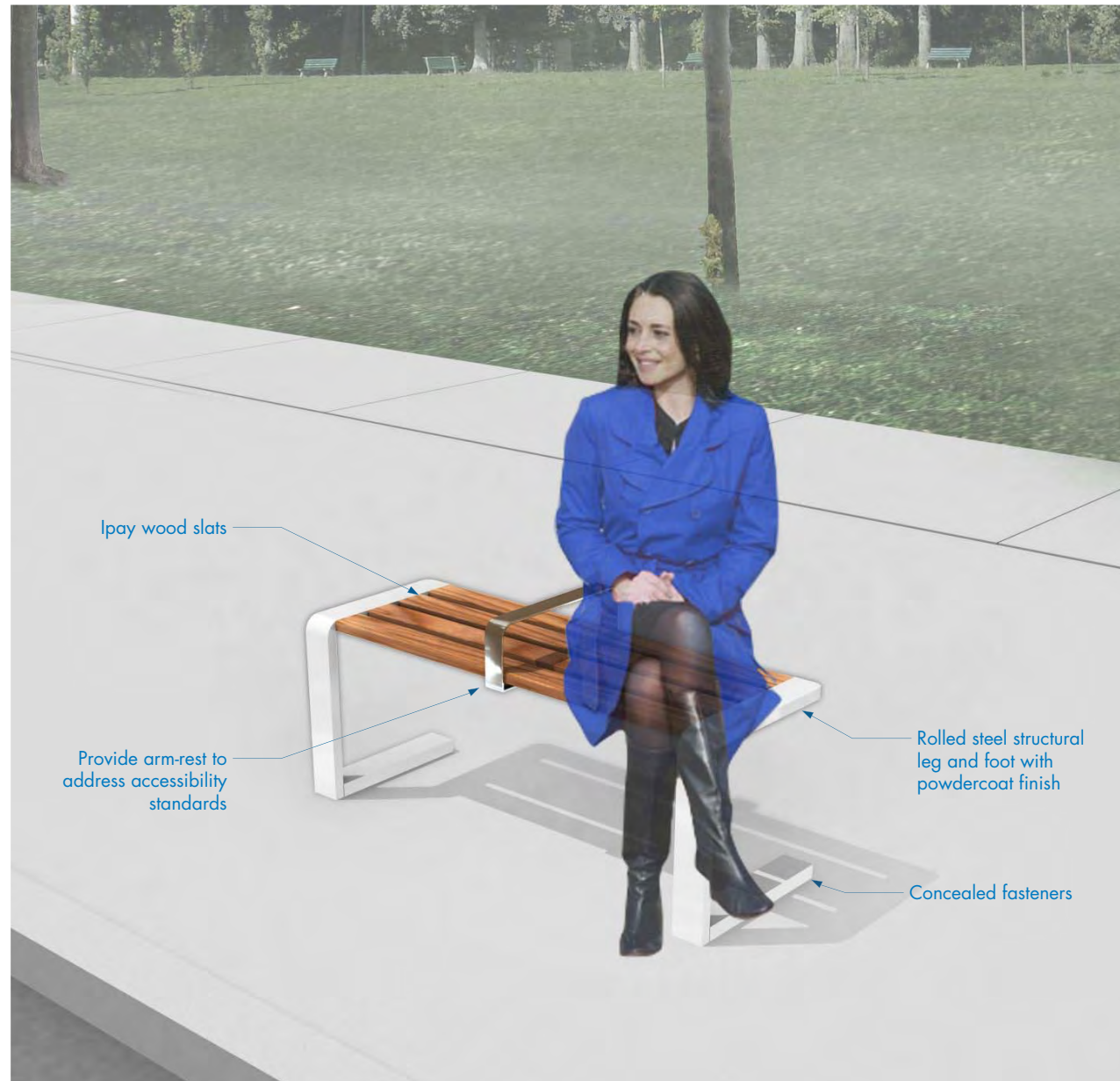
Custom decorative perforated panel

Curved profile to reduce visual mass

## Stand-alone Bench



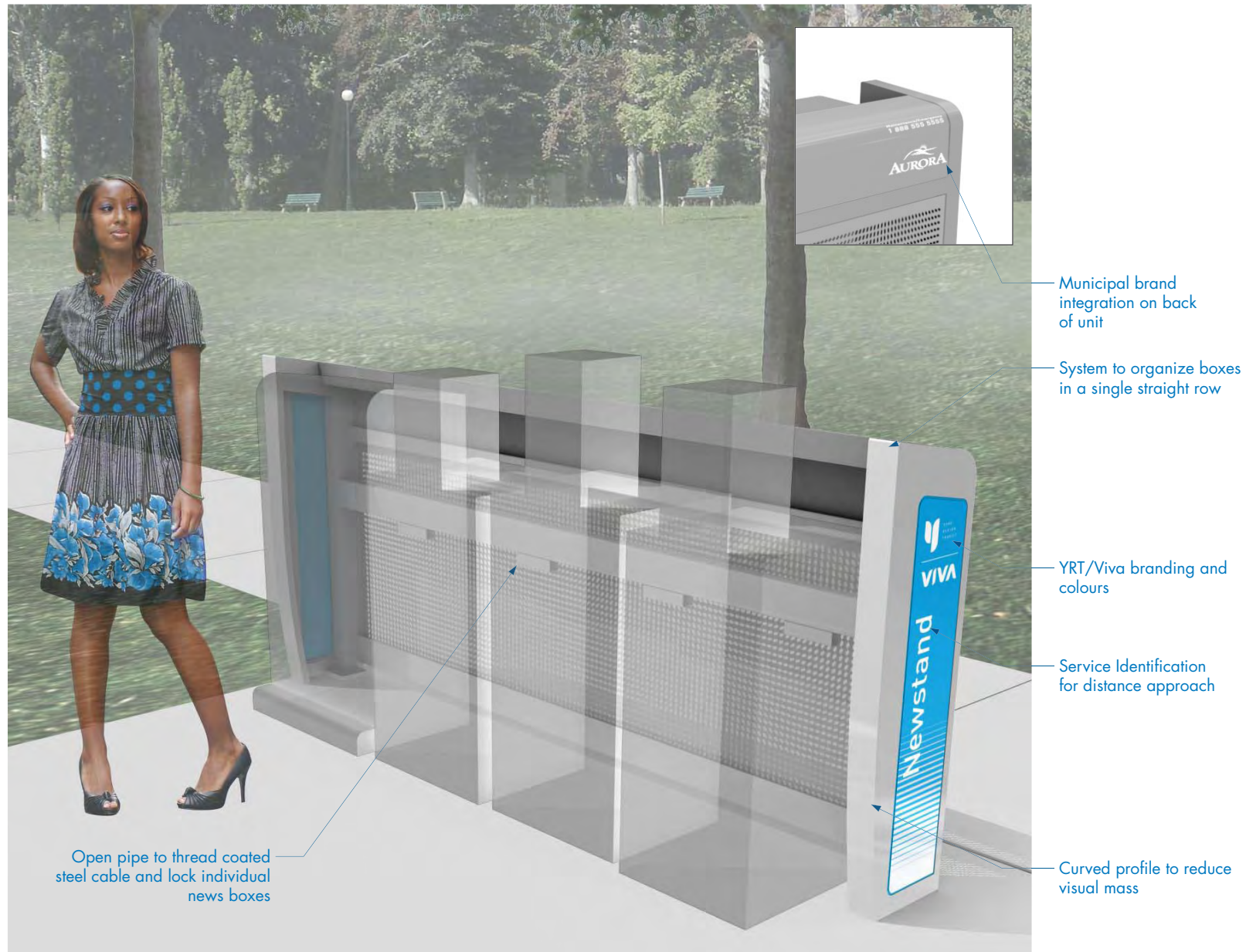
## Stand-alone Bench Reduced Length



## Multi-Publication Unit



## Newspaper Box Organizer



## Community Information Kiosk

Back-lit, full-colour map graphics with directory of destinations with ad display on opposite side of case

Potential to upgrade unit for Digital and Bluetooth



Service identification with international symbol for "Information" identifiable from a distance

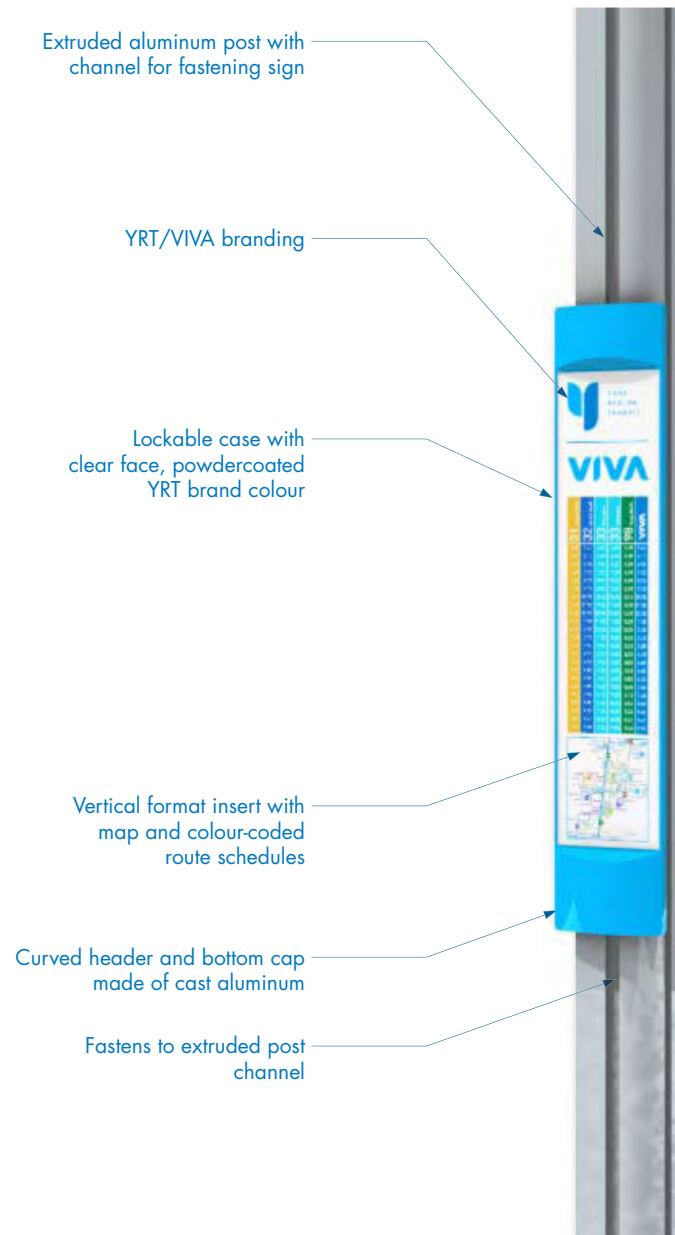
Municipal identity branding

Column support structure with transparent, blue, gradient graphic

## Bicycle Racks



## Schedule Display Case





## Co-ordinated Street Furniture Design

Presentation to  
Transportation Services Committee  
(Reference Agenda Item D4)

Joshua Scholten  
May 5, 2010



## Background



- ❑ Council authorized RFP for a 15-year term with three submission options, including option to split contract (January 2008).
- ❑ RFP 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).
- ❑ Council requested report regarding the pros and cons of splitting the contract (March 2009).
- ❑ Council requested report which presents options and methodologies for structuring a RFP to allow for both consolidated and split-bid submissions (April 2009).



Transportation Services Committee  
May 5, 2010

Slide 2

## Background



The latest report was submitted in June 2009 where Council approved:

- ❑ The Co-ordinated Street Furniture Urban Design Guidelines.
- ❑ Issuance of an RFP for the design of co-ordinated transit street furniture with advertising.
- ❑ Following design approval, issue an RFP for the supply, installation, maintenance and associated revenue opportunities for co-ordinated transit street furniture with advertising for a 15-year term including the allowance for split bids.
- ❑ The allowance for bid submissions that include all the transit street furniture or split bids. Split bids would permit separate bids local and national advertising.
- ❑ That local municipalities be consulted to review the designs and opportunities to install street furniture.



Transportation Services Committee  
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Slide 3

## Co-ordinated Street Furniture Elements



| Item                                    | Current Inventory (2009) | Estimated Furniture Supplied Under Advertising Agreement |
|-----------------------------------------|--------------------------|----------------------------------------------------------|
| Transit Shelters (with shelter seating) | 718                      | 400                                                      |
| Stand-alone Benches                     | 0                        | 100                                                      |
| Bicycle Racks                           | 168                      | 550                                                      |
| Waste-Recycling Receptacles             | 434                      | 1,000                                                    |
| Newspaper box organizers                | 40                       | 500                                                      |
| Multi-publication unit                  | 0                        | 250                                                      |
| Schedule Display Cases                  | 65                       | 75                                                       |
| Community information kiosks            | 0                        | 10                                                       |

Note: Custom Viva Shelters are not included.



Transportation Services Committee  
May 5, 2010

Slide 4

# Design Process RFP



## Design Process RFP



Transportation Services Committee  
May 5, 2010

Slide 5

**YRT STREET FURNITURE**

### Transit Shelter with Shelter Seating

Leak roof with second  
surface tilt pattern to provide  
sun protection

Shedding of rainwater with energy-  
efficient lighting and angled top

Municipal brand integration

Increased circulation space to  
address accessibility guidelines

Clear transparent shelter design



Angled roof to prevent  
buildup of snow and  
rain

YRT brand identification

Custom map display  
with integrated branding

Street name identification  
on approach side and  
street side

Tempered glass walls  
with enamel baked  
safety stripe

Three-seat bench with  
armrest and comfortable  
resin seating



**Clearscapesystem**

## Transit Shelter with Shelter Seating and Solar powered Security Lighting



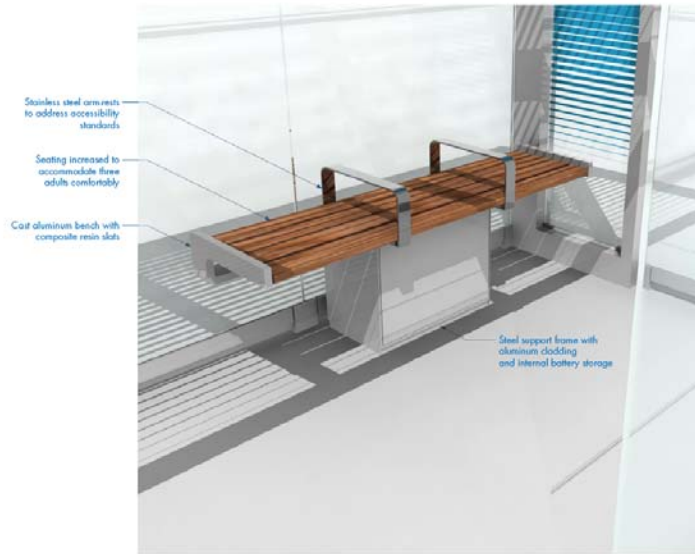
Clearscapesystem

## Transit Shelter with Shelter Seating, Canopy Version



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## Shelter Seating



## Waste / Recycling Receptacle

Three-liner Unit



## Waste / Recycling Receptacle Two-liner Unit



- Internationally recognized pictograms to clearly identify liners
- Internal dividers to prevent cross-contamination
- Hinged top access door with slam latch
- Municipal brand integration
- YRT/Viva branding and colours
- Service identification for distance approach
- Custom decorative perforated panel
- Curved profile to reduce visual mass



Clearscapesystem

## Stand-alone Bench



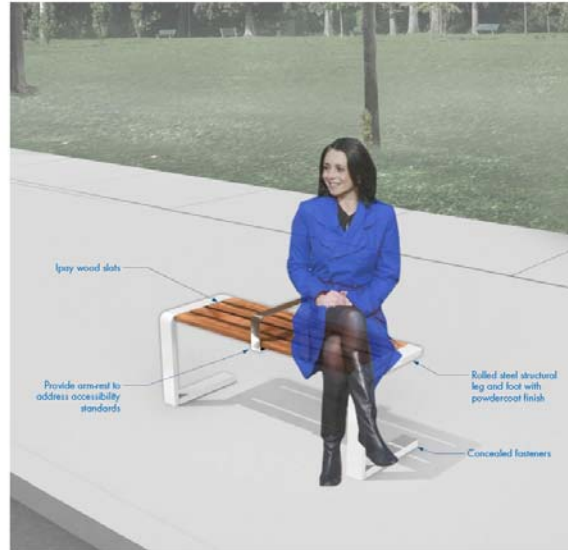
- Seats two adults comfortably either side of armrest
- Concealed fasteners
- Provide armrest to address accessibility standards

- Skateboard deterrent guards
- Cast aluminum backrest with powdercoat finish and poly wood slats
- Bulldog steel structural leg, foot and armrest with powdercoat finish



Clearscapesystem

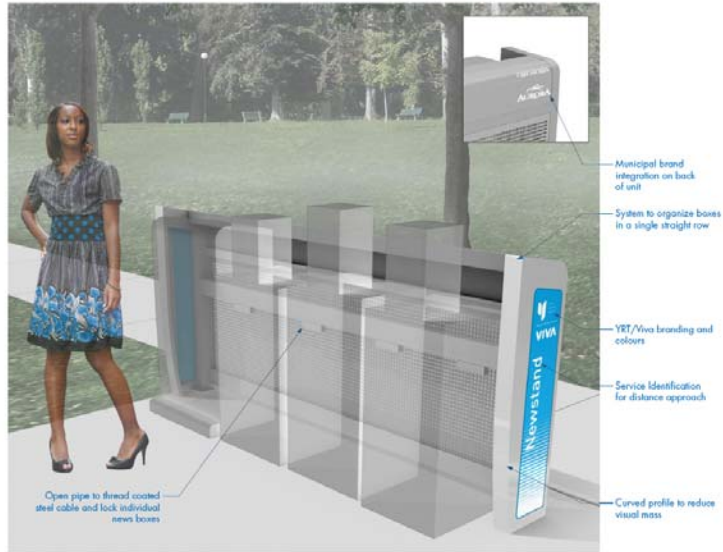
## Stand-alone Bench Reduced Length



## Multi-Publication Unit



## Newspaper Box Organizer



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## Community Information Kiosk

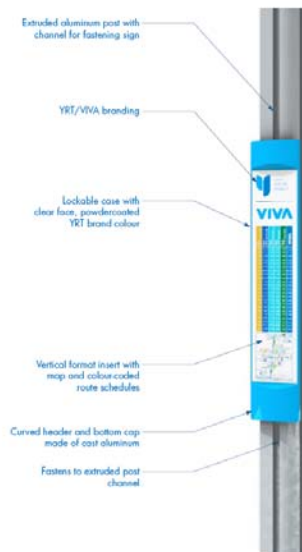


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Bicycle Racks



Schedule Display Case



Richmond Hill Bus Terminal  
with Coordinated Street Furniture



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Typical Intersection  
with four transit stops



Clearscapesystem



## Manufacturing & Operation Advertising RFP

### Manufacture & Operation Advertising



## Conclusion



- ❑ The design of the co-ordinated street furniture has been completed following significant stakeholder consultation.



- ❑ The Region plans to release an RFP for the supply, installation, maintenance and associated revenue opportunities for co-ordinated transit street furniture with advertising for a 15-year term which utilizes this design.



- ❑ It is expected that the program can be delivered at no cost to the Region and has the potential to be a revenue source.



- ❑ It is recommended that Council endorse the proposed final design of the co-ordinated street furniture.

