

# Temporary Park and Ride Locations on City Lands

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## Recommendation

That the October 14, 2020 City Operations Report CR\_7850 be received for information.

## Previous Council/Committee Action

At the December 10, 2019, City Council meeting, the following motion was passed:

That Administration provide a report with options for temporary park and ride locations on City lands, including Ivor Dent Sports Park, to address delays in the development of a park and ride location in southeast Edmonton due to funding constraints.

## Executive Summary

Administration reviewed the feasibility of temporary park and ride locations, including Ivor Dent Sports Park. The report highlights the benefits, costs and impacts of transforming this location into a park and ride facility.

Administration will monitor the customer response and utilization of the Heritage Valley Park & Ride facility to determine whether to pursue additional Park & Ride locations that require shuttle service to the LRT.

## Report

On August 14, 2018, Urban Planning Committee received for information the new *Park & Ride Guidelines* through Urban Form and Corporate Strategic Development report CR\_5253. As illustrated in Attachment 1, these guidelines identify the locations of future park and ride facilities, including both permanent and transitional facilities as well as City-owned and partner-owned facilities.

According to the *Park & Ride Guidelines*, park and ride facilities are best located in the outer areas of the city, adjacent to the end of the line for LRT or major bus terminals, and that interim/transitional facilities should be considered at the temporary end of line locations. The 50 Street and Ellerslie Road location is identified for a permanent municipal facility due to the long term expansion of the Valley Line LRT Southeast to

this location. The *Park & Ride Guidelines* also discuss the potential for a bus shuttle service at this location in advance of the LRT extension.

### **Potential Park and Ride at Ivor Dent Sports Park**

Ivor Dent Sports Park is adjacent to Eilerslie/50 Street, which is the long term location for a Transit Centre and Park and Ride located at the end of the line for Valley Line LRT South East (Attachment 1). In keeping with the *Park & Ride Guidelines*, this is an appropriate geographical location for a park and ride facility. As described in Attachment 2, Ivor Dent Sports Park could potentially provide 1,042 temporary Park and Ride stalls in the short term, serving lots 1, 2 and 3 in the central-west area of the site, and a total of 1,480 parking stalls in the future by serving lot 4 in the southeast area of the site.

### **Current Use of the Ivor Dent Sports Park**

The Sports Park offers premier facilities to support various athletic activities such as soccer, rugby, cricket, kabaddi, football, ultimate frisbee and lacrosse at a municipal, provincial, national and international level. The City has entered into long term lease agreements with a variety of sports associations that are responsible for developing, operating and maintaining the leased areas of the park, including associated capital investments. The Sports Park has consistent daily use throughout the spring and summer and hosts several tournaments, including provincial and national events.

### **Shuttle Service Requirements for Ivor Dent Sports Park**

Operating a Park & Ride at this location would require a bus shuttle service to the Mill Woods Transit Centre, which is adjacent to Mill Woods Stop on the Valley Line LRT. While utilizing the existing parking lot at Ivor Dent Sports Park would avoid capital investment for a new park and ride facility, it would require operating and capital expenditures to operate the shuttle service, similar to the shuttle service that will be implemented between Heritage Valley Transit Centre and Century Park in December 2020.

The Heritage Valley shuttle service will require \$3.1 million in annual operating costs and eight new articulated buses, which will be dedicated to this service. The overall capital costs of the Heritage Valley Transit Centre and Park & Ride was \$37 million, which included land, buses and the Transit Centre. The Park & Ride component of the budget was approximately \$18 million.

At Ivor Dent Sports Park, upgrades to the existing collector roadway between 50 Street and the traffic circle (as shown in Attachment 2) would be required at a cost of approximately \$1.1 million. The shuttle service would also require ETS to purchase six new articulated buses costing approximately \$5.1 million. The annual operating cost for shuttle service is projected to be \$2.95 million. Administration has identified a short term Park & Ride option for Ivor Dent, with potential for future expansion. In the short

term, approximately 1,042 stalls could be made available, subject to further technical and operational analysis and consultation. If the service is well utilized, a future expansion could be considered to access an additional 438 parking stalls in the south of the Park. This would require additional road upgrades, as well as additional buses and annual operating costs.

The demand for shuttle services between an end of line LRT station and a nearby park and ride facility may take some time to attract ridership. The Ivor Dent site is also not en-route for most residents in Southeast Edmonton and, as such, the initial utilization of the Park & Ride lot is expected to be less than the Davies Park & Ride and would likely serve a more regional market.

### **Benefits and Drawbacks of Park and Ride at Ivor Dent Sports Park**

Administration has identified several benefits of using the Ivor Dent site as a Park & Ride facility, including a reduction of parking pressures at other transit facilities such as Kiss & Ride traffic reduction at Century Park, Davies and Mill Woods Town Centre stations. Building a completely new greenfield facility similar to Heritage Valley at 135 Street and Ellerslie Road would cost approximately \$10,000-\$20,000 per parking stall to construct, as well as additional costs for bus stops, shelters, an upgraded intersection at 66 Street and potential signal upgrades along 50 Street.

The temporary facility may attract more potential riders to the LRT, which may reduce the number of vehicles driving into the core and reduce traffic congestion on Edmonton roads. The facility could also incentivize developers near Mill Woods Station to build more Transit Oriented Development instead of surface parking and provide opportunities for increased regional transit collaboration.

The main drawback of this site is that it is an active facility with the main use being a recreation facility. Parking availability can vary, which could result in occasional and sporadic loss of parking availability for users who expect to utilize Park & Ride and Transit service on a daily basis. Additional parking capacity is planned but unfunded. Further analysis would be required to fully understand the impacts to current sport organisations operating the sports park. Operating and capital costs for shuttle service need to be considered as additional buses would be needed for dedicated shuttle service. There are also costs for upgrading roads to bus standards as well as additional maintenance from higher usage. More frequent maintenance and servicing of the access roads and parking lots will also be required due to increased utilization during the winter. Further, there will be increased costs for the non-profit groups who maintain the sports field and facilities due to higher use of the area. Additional security costs and modifications to the gated facility would be required as well as maintaining and monitoring new transit shelters. There is a risk of sporadic closures during sporting events where transit users will need to find alternative travel options. There could also

be additional costs for managing major events, which could have an impact on events in the park.

The site is currently managed by a gate system and only opened when the park is booked by user groups. Keeping the gate open for public use would be a change to the current operating model and could cause potential issues with various concerns (i.e., litter) if always open.

To align with the *Park & Ride Guidelines* regarding facility quality and multimodal access, more consideration of the internal circulation roadways is needed to assess operations, accessibility, and capacity. This may include adding sidewalks within the site and constructing transit priority measures, such as bus lanes along sections of 50 Street if needed to ensure the express shuttle buses are not delayed due to increased traffic volumes as nearby areas continue to develop. There are capital costs associated with addressing these requirements.

### Summary of analysis

The implementation of the Heritage Valley shuttle in December 2020 will provide an opportunity to understand passenger demand and customer satisfaction with this type of service. Administration recommends monitoring the customer response to this service before pursuing additional facilities of this nature.

Should Council wish to pursue a temporary Park and Ride facility at Ivor Dent Sports Park, Administration recommends consultation be undertaken with the sports associations partners for this site and direct Administration to advance land development applications for Council's consideration. Additional technical analysis of current park utilization and demand modelling should be undertaken to better understand the feasibility of a shared parking arrangement. Following completion of analysis, a report to Council with a recommendation along with potential budget requirements will be presented.

### Corporate Outcomes and Performance Management

<b>Corporate Outcome(s): Edmontonians use public transit and active modes of transportation</b>			
<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
Mode shift to transit	Transit ridership	87,121,534 (2018)	TBD
	Ridership per Capita	89.6 (2018)	105
Customer Satisfaction	Customer Satisfaction of ETS	78.8 percent (2019)	79 percent

### **Attachments**

1. Future Park & Ride Locations Within City of Edmonton Limits Map
2. Ivor Dent Sports Park Site Map and Routing

### **Others Reviewing this Report**

- M. Persson, Deputy City Manager and Chief Financial Officer, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- J. Meliefste, Acting Deputy City Manager, Integrated Infrastructure Services
- R. Smyth, Deputy City Manager, Citizen Services
- S. McCabe, Deputy City Manager, Urban Form and Corporate Strategic Development