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## 2014 CAPITAL BUDGET BRIEFING NOTE

### Easier Access Phase III Station Accessibility Status

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#### Issue/Background:

At the December 12, 2013 City Budget Committee meeting, the CEO of the TTC was requested to provide a briefing note on the list of stations that are proposed to be renewed for the Easier Access Phase III 2014–2025; and the list of stations that were due to be upgraded from 2008–2014 and the year over year projections during these years to 2025.

The Accessibility for Ontarians with Disabilities Act (AODA) enacted in 2005 requires all subway/RT stations are to be fully accessible by 2025.

To date, thirty-two (32) stations are accessible and the Easier Access Phase III project is scheduled to make the remaining subway/RT stations accessible with the addition of elevators, easier access fare gates, automatic sliding doors, and other modifications.

Station prioritization is established in consultation with the Advisory Committee on Accessible Transit (ACAT) taking into account ridership, geographic location and other criteria.

ACAT reviews all Easier Access projects during the design phase and provides feedback and recommendations on the accessibility routes and features at each station. The priority of the stations is determined through consultation with ACAT and the criteria used to determine the station priorities include the following factors:

- Geographical distribution of accessible stations (spreading the accessibility across the system)
- Ridership levels and demographics
- Proportion of ridership by seniors, disabled people and Wheel Trans users
- Connecting bus routes
- Access or proximity to private buildings, facilities that serve seniors and disabled people and hospitals

A plan was developed for the first 20 “key stations” to be made accessible through the Easier Access project. Station selection was based on considerations for transfer points, modal interchanges, terminal points and proximity to major centres (employment, education, government, health care and distance between stations.)

Joint development and expansions (Broadview, Osgoode, Y-U-S expansion, Sheppard Subway, etc.) also added accessible stations throughout the Subway/RT system.

The thirty-two (32) accessible stations and the year the elevators were put into service are listed in the table below.

ACCESSIBLE STATIONS

<u>Bloor-Danforth Line</u>	<u>Yonge-University-Spadina Line</u>	<u>Sheppard Line</u>	<u>SRT</u>
1. Kipling (1999) 2. Jane (2006) 3. Dundas West (2002) 4. Bathurst (1999) 5. Spadina (1997) 6. St George (1999) 7. Yonge-Bloor (1996) 8. Broadview (2006) 9. Pape (2013) 10. Main Street (2004) 11. Victoria Park (2011) 12. Kennedy (1999)	13. Downsview (1996) 14. Eglinton West (2005) 15. Queen’s Park (2002) 16. Osgoode (2006) 17. St Andrew (2012) 18. Union (1996) 19. Queen (1997) 20. Dundas (2002) 21. St. Clair (2007) 22. Davisville (2002) 23. Eglinton (2004) 24. York Mills (2007) 25. North York Centre (2009) 26. Finch (1999)	27. Sheppard-Yonge (2002) 28. Bayview (2002) 29. Bessarion (2002) 30. Leslie (2002) 31. Don Mills (2002)	32. Scarborough Centre (2000)

**Current Status:**

Completed	32 Stations
To be eliminated	4 SRT Stations to be replaced by subway
In construction	2 Stations
<u>Remaining</u>	<u>32 Stations</u>
Total	70 Stations

**Key Points:**

- The goal of the Easier Access Phase III project (EA III), the third and final phase of the project, is to make all remaining stations accessible by providing for one barrier free path between all levels of each station.
- The majority of the remaining stations are very challenging and complex due to station configuration, structural issues, property requirements, power upgrades, utilities, developments, etc. The designs may need to consider re-construction of stairs or escalators and be concerned with egress requirements, ramps, corridors, street lane closures, bus re-routing, temporary station closures, etc.
- The schedule is revised as detailed designs evolve around these complex issues. ACAT is advised of the delays and complexities and is consulted on the schedule and design revisions accordingly. Where delays occur and as agreed upon, stations are reprioritized.

- The current plan includes the following:

Stations to be completed by 2014

1. Dufferin
2. Lawrence West

Stations to be completed by 2015

(none)

Stations to be completed by 2016

3. St Clair West

Stations to be completed by 2017

4. Woodbine
5. Coxwell
6. Ossington
7. Royal York
8. Wilson

Stations to be completed by 2018 (currently in detailed design phase)

9. Runnymede
10. King
11. Yorkdale

Stations to be completed by 2019

12. Dupont
13. Donlands
14. Bay

Stations to be completed by 2020

15. St Patrick
16. Sherbourne
17. Lawrence
18. Greenwood

Stations to be completed by 2021

19. Wellesley
20. Lansdowne
21. Keele

Stations to be completed by 2022

22. College
23. Spadina
24. Chester

Stations to be completed by 2023

25. Christie
26. Castle Frank
27. Summerhill
28. High Park

## Stations to be completed by 2024

- 29. Museum
- 30. Rosedale
- 31. Old Mill

## Stations to be completed by 2025

- 32. Glencairn
- 33. Warden
- 34. Islington

- In recent years, the project schedule has been extended to allow for the above noted project complexities. The budget plans can be found at the following link:  
[http://www.ttc.ca/TTC\\_Accessibility/Accessible\\_Transit\\_Services\\_Plan/Accessible\\_Service\\_Transit\\_Plan\\_2012.jsp](http://www.ttc.ca/TTC_Accessibility/Accessible_Transit_Services_Plan/Accessible_Service_Transit_Plan_2012.jsp)
- Previous budget plans are also available by clicking on the links at the top left of the page.
- The plan to construct three to four stations per year was not realistic. Only one station per year was completed over the last five years. Consequently, future designs are being advanced and completed in parallel to mitigate further delays.
- There are 26 stations scheduled for completion after 2017. Of these stations, the project team is currently developing designs for 12. Once completed, the designs will proceed to construction in a manageable progression. This approach will allow us to ramp up to achieve the objective of completing three stations per year. The projected plan for station completion undergoes a level of reassessment each year, with the budget cycle.
- Costs spent to date are approximately \$174M. Total estimated remaining costs to complete the project are \$480M. It is important to note that of the remaining costs, \$240M from years 2018 to 2023 have been moved below the line as sufficient funding is not available at this time.

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