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2014 CAPITAL BUDGET BRIEFING NOTE

Easier Access Phase III Station Accessibility Status

Issue/Background:

This revised briefing note was prepared in response to a request for clarification regarding the Easier Access Phase III station implementation schedule made at the December 20 City Budget Wrap-Up Meeting. This revised briefing note includes table 1 that outlines the schedule changes from 2008 to current. 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.

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

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

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 Easier Access III schedule is revised as detailed designs evolve around these complex issues. ACAT is advised of the impacts and complexities and is consulted on the schedule and design revisions accordingly. Where delays occur and as agreed upon, stations are reprioritized. 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. The projected plan for station completion undergoes a level of reassessment each year, with the budget cycle.

The attached table provides the Easier Access implementation schedules based on budget approval since 2006.

The current plan as follows, to make all stations accessible by 2025, is subject to full funding of the program:

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

2014 Budget Implications

The total cost expended to date on the Easier Access projects is approximately \$174M.

The total estimated cost to complete all remaining stations is \$480M.

It is important to note that of the remaining costs, \$240M from years 2018 to 2023 is not available from the City. The stations noted above for implementation in years 2018 to 2023 cannot proceed until the required funding is available.

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Table 1
Easier Access III - Remaining Stations – Year In Service Schedules based on Capital Budget

Stations	2008-2017	2009-2018	2010-2019	2011-2020	2012-2021	2013-2022	2014-2023*	Note:
1. Dufferin	2011	2011	2013	2013	2013	2014	2014	1, 6
2. Lawrence West	2009	2010	2010	2011	2012	2013	2014	1, 6
3. St Clair West	2011	2011	2013	2013	2014	2014	2016	3, 6
4. Woodbine	2013	2013	2014	2014	2015	2015	2017	3, 5
5. Coxwell	2012	2012	2013	2013	2014	2014	2017	4, 5, 6
6. Ossington	2012	2012	2012	2012	2013	2015	2017	2, 5
7. Royal York	2013	2013	2014	2014	2015	2015	2017	2, 5
8. Wilson	2012	2012	2012	2012	2014	2015	2017	6
9. Runnymede	2014	2014	2015	2015	2015	2016	2018	2
10. King	2010	2012	2012	2012	2014	2016	2018	4, 5, 6
11. Yorkdale	2013	2013	2014	2014	2015	2016	2018	2, 6
12. Dupont	2015	2015	2017	2017	2017	2017	2019	2
13. Donlands	2014	2014	2015	2015	2016	2016	2019	3, 5, 6
14. Bay	2014	2014	2015	2015	2016	2016	2019	2
15. St Patrick	2015	2015	2016	2016	2016	2016	2020	2, 3
16. Sherbourne	2016	2016	2018	2018	2018	2018	2020	2
17. Lawrence	2014	2014	2016	2016	2017	2017	2020	2, 6
18. Greenwood	2015	2015	2016	2016	2017	2017	2020	3, 5, 6
19. Wellesley	2017	2017	2019	2019	2020	2020	2021	2
20. Lansdowne	2015	2015	2017	2017	2018	2018	2021	2
21. Keele	2016	2016	2018	2018	2019	2018	2021	2
22. College	2013	2013	2014	2014	2018	2018	2022	3, 4, 5, 6
23. Spadina	2016	2016	2018	2018	2019	2018	2022	2
24. Chester	2018	2018	2020	2020	2021	2021	2022	2, 5
25. Christie	2017	2017	2019	2019	2020	2020	2023	2
26. Castle Frank	2017	2017	2019	2019	2020	2020	2023	2
27. Summerhill	2018	2018	2021	2021	2022	2022	2023	3, 5, 6
28. High Park	2018	2018	2021	2021	2022	2022	2023	2
29. Museum	2018	2018	2020	2020	2021	2021	2024	2, 5, 6
30. Rosedale	2017	2017	2020	2020	2021	2021	2024	2
31. Old Mill	2019	2019	2022	2022	2023	2023	2024	2
32. Glencairn	2019	2019	2022	2022	2023	2023	2025	2
33. Warden	2020	2020	2024	2024	2025	2025	2025	2, 5, 6
34. Islington	2020	2020	2024	2024	2025	2025	2025	2, 5, 6

* Based on full funding

Note:

- 1) Slippage due to construction delays
- 2) Deferral due to funding issues
- 3) Impacts due to Property acquisitions or development
- 4) Utility conflicts
- 5) Combining projects to minimize customer impacts
- 6) Design challenges