

Advisory Committee on Accessible Transit

March 24, 2026

Email: acat@ttc.ca

SENT BY EMAIL ONLY - Councillor_Bravo@toronto.ca

Councillor Alejandra Bravo
Toronto City Hall
100 Queen Street West, Suite C42
Toronto, ON M5H 2N2

Dear Councillor Bravo,

Re: City Council Motion (MM39.48) – Opposing Alternative Options for Section 37 Agreement Contributions at Bloor and Dufferin

TTC staff have informed the Advisory Committee on Accessible Transit (ACAT) that you have introduced a motion that would allow the developer of 1141 Bloor Street West, 980 Dufferin Street, and 90 Croatia Street to make a Section 37 cash contribution in place of constructing the new accessible entrance connection to Dufferin Station, as previously agreed. **ACAT strongly opposes any consideration of this alternative by City Council.**

Accessibility is a fundamental right — not a “nice to have”

Accessible transit is a fundamental gateway that allows seniors and people with disabilities to participate in everyday life - to work, attend school, access health care, and remain active members of their communities. The City of Toronto’s [2025–2029 Disability Inclusion Action Plan](#) highlights that more than **570,000 people with disabilities and 470,000 seniors** call Toronto home. With such a large and diverse population relying on accessible transportation, the need for reliable, barrier-free transit has never been more critical. The importance of accessible transit has also been recognized by other levels of government. As set out by the federal Chief Accessibility Officer in her 2025 report, *Getting There: Accessible Transportation in Canada*, barriers in transit continue to limit progress across *all* other disability-related priority areas. Without accessible transportation, improvements in housing, employment, health care, and community inclusion cannot be fully realized.

The proposed new accessible entrance connection, which went through a rigorous design process involving the TTC and ACAT, will significantly enhance accessibility for future residents and the broader community. Importantly, it will ensure a continuous barrier-free path from street level to the station concourse, even when the elevator inside Dufferin Station is out of service.

If a cash contribution were accepted instead of constructing the new entrance connection, the impact on customers who use wheelchairs or scooters, including myself, would be severe. Most TTC subway stations currently have only one barrier-free access route, typically relying on a single elevator. When that elevator is out of service, customers who depend on it may be completely unable to enter or exit the station, disrupting essential daily activities and limiting their independence.

Developer agreements such as this one are an essential tool for the TTC to create additional barrier-free access points. These agreements do not merely improve convenience - they provide reliability, dignity, and genuine inclusion for riders who rely on accessible transit every day.

Rising construction costs must not erase accessibility commitments

Construction cost escalation is a city-wide challenge, but accessibility commitments must not be the first casualty when budgets are under pressure. Too often, people with disabilities and seniors absorb the consequences when accessibility is treated as flexible rather than fundamental.

Approving this motion would send a clear and troubling message: that developers can walk away from negotiated accessibility commitments when costs increase. This is unacceptable. The TTC has similar agreements with other developers to build accessible entrances across the system. City Council must not establish a precedent that allows these commitments to be undone after the fact.

Cash-in-lieu does not deliver guaranteed accessibility outcomes

While the motion suggests that funds could be redirected to affordable housing or capital improvements at Dufferin Station, neither option guarantees an equivalent accessibility outcome. Affordable housing is an important priority for the City, but so too is barrier-free access to transit. Significant capital improvements were already completed at Dufferin Station several years ago.

In contrast, the new accessible entrance connection represents a clearly defined, critical accessibility improvement with tangible and lasting benefits. There is no assurance that a

cash contribution would be directed toward projects that address the immediate and ongoing accessibility needs of transit users.

Request to proceed with entrance connection

ACAT calls on City Council to uphold its accessibility commitments and reject this motion in its entirety. As a member of the TTC Board and the local Councillor who brought forward this motion, your support is critical. We specifically ask for your leadership to ensure that the new accessible entrance connection to Dufferin Station proceeds as approved and as expected by the community. This decision will signal whether accessibility commitments in Toronto are meaningful obligations or expendable options.

We urge you to stand with seniors, people with disabilities, and all Toronto residents who rely on accessible transit every day.

Thank you in advance for any support you can provide to the TTC and ACAT.

Sincerely,

Sophie Petrillo

2026 TTC ACAT Chair