



## STAFF REPORT ACTION REQUIRED

### Feasibility of Acceleration - Easier Access Phase III

<b>Date:</b>	October 27, 2016
<b>To:</b>	TTC Board
<b>From:</b>	Chief Executive Officer

#### Summary

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The purpose of this report is to review the feasibility of accelerating the delivery of the Easier Access Phase III (EA III) program ahead of the 2025 currently scheduled completion.

The Board received a presentation for information and adopted the recommendations in a staff report titled “Wheel-Trans 10 Year Strategy Update” at its February 25, 2016 meeting. In part, the report identified the benefits of Wheel-Trans customers using the subway, bus and streetcar networks as they become increasingly accessible. The Board also approved the following member motion:

*“That staff be requested to report to the Board on the feasibility of advancing the Easier Access Program schedule.”*

TTC has a responsibility to make the entire transit system accessible for persons with disabilities and a significant component of this is the EA III program. The Advisory Committee on Accessible Transit (ACAT) Design Review Subcommittee was consulted on this report. It recommended that a higher profile is needed for EA III across a broader spectrum to include third parties, City agencies and staff, utility authorities and developers in order to raise their level of awareness and engagement to further contribute to the success of making the TTC accessible by 2025.

Given the described project constraints affecting the EA III projects, the current construction schedule which has up to 17 stations in construction concurrently is ambitious and achievable, but has limited opportunities for further advancement.

#### Recommendation

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It is recommended that the Board receive the current schedule noting the acceleration efforts presently underway, and that staff will continue to seek opportunities for schedule improvement.

## **Financial Summary**

Funds for the project are included in the TTC's 2016-2025 Capital Budget and Plan under 3.9 Buildings & Structures, Easier Access Phase III Program, which was approved by City Council on February 17, 2016. The EA III program total budget is approximately \$655 million of which approximately \$429 million is budgeted for the remaining stations.

The previous budget funding reductions were reinstated to the EA III program in the 2016-2025 Capital Budget.

The Chief Financial & Administration Officer has reviewed this report and agrees with the financial summary information.

## **Accessibility/Equity Matters**

The scope of work of the EA III program will provide accessibility to the remaining subway stations. An accessible path will be provided from street level to subway platforms with the installation of elevators, automatic doors, ramps, fare gates and way-finding features.

## **Issue Background**

Since March 1990, the TTC has set the goal of making subway stations accessible to people with disabilities. The EA III program is an important part of the *2014-2018 TTC Accessibility Plan* in its objective to fulfil the provincially-legislated requirements in the *Accessibility for Ontarians with Disabilities Act, 2005 (AODA)*.

To date, 34 stations are accessible and there are 32 remaining stations to be made accessible by 2025 as depicted in Appendix A - Easier Access Phase III Program Schedule.

## **Discussion**

In order to meet the 2025 required completion date, the EA III Program must average 3 stations per year.

The current program schedule is meeting this commitment with five stations currently in construction: Ossington; Woodbine, St Clair West; Coxwell and Dupont Stations. The next eight stations have designs near completion and are expected to commence construction by 2017. Refer to Appendix A.

By year end, 83% of the remaining stations, excluding Warden and Islington Stations, will be active in the planning and design stages.

## **Acceleration Efforts**

In the past decade, on average, one station was made accessible per year. In addition, accessibility improvements from street to bus platforms were advanced at ten stations.

With the reinstatement of funding, the schedule has been accelerated to complete an average of three stations per year. Additional design services have been retained and dedicated Project Management and Property staff were assigned to advance designs in parallel, and identify property and other requirements early. Also, power upgrades and utility relocations are being advanced, ahead of the main elevator installation contracts.

In order to raise awareness and engagement, regular meetings are planned with third parties and City staff to coordinate future project requirements.

Appendix A shows that 2016, 2017 and 2018 have the most projects concurrently in design decreasing to half in 2019 and finally to only three in 2022. This demonstrates that station designs are being advanced to meet the 2025 completion date.

The plan shows that the number of stations concurrently in construction in 2016 will double in 2017 and 2018 and peak at 17 stations in 2019 and 2020, which is more than three times the number of stations currently in construction. While constructing this number of stations at one time is achievable, it will cause disruptions to the system as described in this report.

## **Project Complexities**

### Station Configurations

Stations made accessible early in the program were chosen for both accessibility and comparatively less complex design and construction constraints. The majority of the remaining stations are very challenging due to station configuration and conditions. Space limitations and existing site conditions at these locations will necessitate complex design solutions that may require property acquisitions, reconstruction of stairs and escalators, electrical power upgrades, and utility relocations.

It must be noted that seven of the remaining stations are combined with second exits to minimize neighbourhood disruptions. These projects may require a development connection, public consultation, or property acquisition which could require additional time.

Warden and Islington Stations have multiple bus bay configurations with stairs to each bus bay. This configuration would require an elevator at each bus bay to make the station accessible, which is not financially feasible. Similar to Victoria Park Station, these two stations need to be redeveloped to provide a multi-bay bus platform. Warden and Islington Stations will be completed as separate projects and appropriate funds will be requested in future budgets as required.

### Property Requirements

Many of the remaining 32 stations will require property acquisitions, easements or development connection agreements. Obtaining property agreements is a complex and lengthy process which can take up to two years. The property requirements are identified after the preliminary design phase of the project life cycle. Some past projects have required multiple property acquisitions and expropriations.

### Design Resources

EA III projects require a wide range of resources including project management, designers, quality and standards assurance, procurement and construction management.

These projects also require staff and external resources outside of the project team including, but not limited to, customer service, community relations, legal, property acquisition and development, utility coordinators, permit coordinators, geotechnical specialists, structural specialists, elevator consultants, code consultants, embedded or buried service locates companies and utility authorities. It is often these third party roles, beyond the control of the project team, which can result in program schedule impacts.

### Construction Industry Resources

Construction resources include primarily larger experienced general contractors and mechanical and electrical subcontractors for the majority of the scope, but also include utility agencies and their approved sub-contractors, elevator suppliers and installers, masonry trades, signage companies and communication equipment installers. These resources have many competing project priorities in both the public and private sectors which can result in program schedule impacts.

### Customer Disruptions

The construction of EA III projects can disrupt customers and communities, including:

- re-routing of buses;
- construction hoarding and restrictions on customer movement through stations;
- construction debris and noise;
- removal of finishes, temporary lighting, temporary signage; and
- construction workers and vehicles in the station construction areas.

Buses are currently re-routed at Woodbine, Coxwell and Ossington to accommodate EA III construction and the Royal York bus terminal is proposed to be closed for two years. In addition, bus terminal closures require the use of limited bus and operator resources and have a negative impact on customers and neighbourhoods.

## **Comments**

On average, one station per year was put in service over the last decade. The current EA III program plan averages three stations in service per year and the designs are more technically complex as discussed in this report. Accordingly, future designs have been advanced and will be completed in parallel to mitigate schedule impacts.

Given the described project constraints affecting the EA III projects, the current construction schedule which has up to 17 stations in construction concurrently is ambitious and achievable, but has limited opportunities for further advancement.

The EA III program is scheduled to be complete by 2025 in accordance with the legislated requirement. The project team will continue to advance station designs and to seek opportunities for schedule improvement.

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## **Attachments**

Appendix A

# APPENDIX A – EASIER ACCESS PHASE III PROGRAM SCHEDULE

October 27, 2016

	DESCRIPTION/LOCATION	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	WOODBINE	█	█	█						
2	ST. CLAIR WEST	█	█	█						
3	OSSINGTON	█	█	█						
4	COXWELL	█	█	█	█					
5	DUPONT	█	█	█	█	█				
6	ST. PATRICK	█	█	█	█	█	█			
7	ROYAL YORK	█	█	█	█	█	█	█		
8	WILSON	█	█	█	█	█	█	█		
9	YORKDALE	█	█	█	█	█	█	█		
10	KING	█	█	█	█	█	█	█		
11	CHESTER	█	█	█	█	█	█	█		
12	RUNNYMEDE	█	█	█	█	█	█	█		
13	SHERBOURNE	█	█	█	█	█	█	█		
14	WELLESLEY	█	█	█	█	█	█	█		
15	BAY	█	█	█	█	█	█	█		
16	KEELE	█	█	█	█	█	█	█		
17	DONLANDS	█	█	█	█	█	█	█		
18	COLLEGE	█	█	█	█	█	█	█		
19	LAWRENCE	█	█	█	█	█	█	█		
20	SPADINA	█	█	█	█	█	█	█		
21	GREENWOOD	█	█	█	█	█	█	█		
22	LANSDOWNE	█	█	█	█	█	█	█		
23	CHRISTIE	█	█	█	█	█	█	█		
24	HIGH PARK	█	█	█	█	█	█	█		
25	CASTLE FRANK	█	█	█	█	█	█	█		
26	SUMMERHILL	█	█	█	█	█	█	█	█	
27	MUSEUM	█	█	█	█	█	█	█	█	█
28	ROSEDALE	█	█	█	█	█	█	█	█	█
29	OLD MILL	█	█	█	█	█	█	█	█	█
30	GLENCAIRN	█	█	█	█	█	█	█	█	█
31	WARDEN	█	█	█	█	█	█	█	█	█
32	ISLINGTON	█	█	█	█	█	█	█	█	█
	Design	12	14	10	5	7	6	3		
	Construction	7	13	13	17	17	11	8	7	6
	Design Phase	█	█	█						
	Construction Phase	█	█	█	█	█	█	█	█	█