

**MEETING DATE:** February 25, 2004

**SUBJECT:** Spadina Moving Walkway

### **RECOMMENDATION**

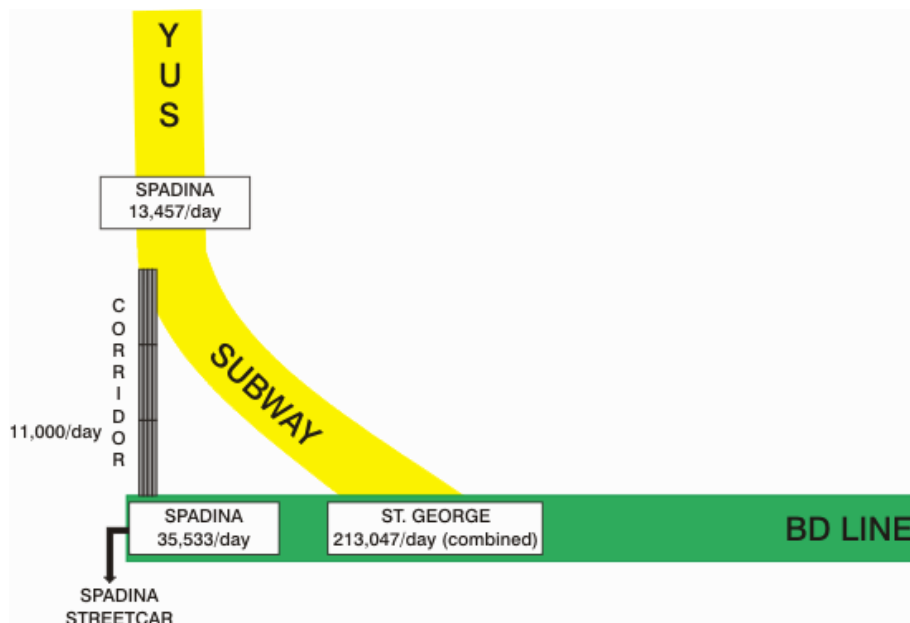
It is recommended that the Commission approve the retirement of the moving walkways at Spadina Station by the end of 2004.

### **FUNDING**

If the decision to retire the units is approved, operating funds of \$100k, that have been allocated for maintenance, would be utilized in 2004 to remove and cover the existing walkways. Beginning in 2005, the Operating Budget will be adjusted to reflect the closure of the walkways. Funds have not been budgeted for replacement of the walkways in TTC's 2004-2008 Capital Program.

### **BACKGROUND**

The Spadina moving walkways were installed in 1978. Each walkway is 450-ft. in length slightly less than the length of a TTC platform at 500-ft. The horizontal walkways are located in a standard corridor joining the Yonge-University-Spadina (YUS) and Bloor-Danforth (BD) Subway Lines at Spadina Station. The daily usage of the corridor is 11,000 patrons, of which a portion use the moving walkway. Passengers who wish to transfer lines may do so at St. George Station instead of using the corridor.



The moving walkways are now entering their 26<sup>th</sup> year of operation. In addition to the \$100k annual maintenance cost, immediate replacement of major components such as pallets, step chains, newels and drive system assembly are required to ensure the safe operation at a cost of \$1.1 million. This would extend the life for only 10 more years and would then require a decision to replace or remove.

## **DISCUSSION**

In November 2003, the walkways were shut down for a detailed inspection to fully ascertain the condition. The inspection confirmed the poor state of the walkways. The walkways have remained out of service for the time being while labour resources were diverted to Sheppard Subway to deal with the high number of elevating device calls and ongoing deficiency inspection work. Only three complaints have been received since the shutdown of the walkways.

Staff has conducted cost budget analysis on three options. Option 'A' is to extend the life of the walkways. Option 'B' is to replace the existing walkways with four new walkways. Option 'C' is to retire the walkways and cover the existing pit, leaving a wider corridor with the same or equivalent flooring as the existing. A summarized comparison is shown in the table below.

	<b>DESIGN LIFE</b>	<b>CAPITAL COST</b>	<b>OPERATING COST</b>
<b>A Extend Design Life</b>	10 years	\$1.1 M	\$100k/year
<b>B Replace with 4 New Walkways</b> <sup>(1)</sup>	25 years	\$4.0 M	\$84k/year
<b>C Retire Units and Cover Existing Pit</b>	50 years	\$ 0	\$0 /year

1. The units are not sold in 450-ft. lengths anymore. The manufacturer has advised two shorter walkways for each direction would be necessary. New walkways would have a 25-year life expectancy.

### **JUSTIFICATION**

The retirement of walkways results in a cost avoidance of \$1.1 million for immediate replacement of major components and/or replacement capital cost of \$4.0 million, plus annual maintenance cost of up to \$100k/year.

We recommend Option C, as there are suitable alternatives available to the public:

- Direction connection to the other line by Subway
- Corridor next to walkway is flat and is the same length as a platform
- Accessible service to streetcar line from St. George to Spadina

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February 4, 2004

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