

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: December 16, 2009

SUBJECT: STATION MODERNIZATION PROGRAM
PRIORITIZATION

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission:

1. Approve implementing the Station Modernization Program based on the priority list (Appendix 1) of stations subject to funding availability;
2. Forward this report to area Councillors on the Bloor-Danforth Line (B-D Line) for information.

FUNDING

There is no impact on funding.

BACKGROUND

The majority of station facilities on the B-D Line are now over 40 years old and are showing signs of wear and age. The Station Modernization Program aims to upgrade and modernize the indoor and outdoor public spaces to provide station facilities that are in a state of good repair and maintainable; more easily navigated with excellent wayfinding assists at all levels; visually modern and more identifiable as a TTC Transit facility; and, more easily located and identifiable in the urban context. Modernization projects will also include an integrated art component to meet the intent of TTC Policy/Instruction 3.1.3, Art in Public Transit Facilities.

In the interests of maximising efficiencies of the implementation of multi-program initiatives over an extended period and in the interests of minimising the impact on the travelling public during construction, the Modernization construction contracts will also include scope from other Programs where possible, including:

- Barrier-free design and elevators for the Easier Access project, Phase III;
- Second Exits under the Fire Ventilation Upgrade project;
- Replacement of roofing on existing structures that are in need of replacement; and
- Other miscellaneous projects that can be accommodated in a similar timeframe.

The project was initiated with Pape, Dufferin and Yonge/Bloor Stations as the first three stations to be modernized. Currently, construction is ongoing at Pape Station with construction at Dufferin Station starting in early 2010. Since a capacity improvement study is also underway for Yonge/Bloor Station to determine expansion requirements as a precursor to planned Yonge Subway North Extension, the design commenced at Woodbine Station in place of Yonge/Bloor Station.

The Station Modernization Program also included installing canopies over the open sidewalk entrances. The design for Lawrence Station will be completed by year end and Museum Station was to be done next year. Work at Osgoode and St. Patrick Stations was planned to be done in conjunction with the University Subway Station Renaissance project.

As a result of budget amendments this year, only the Pape and Dufferin Station Modernization projects will be completed. All other works under the Station Modernization Program are deferred until future funding availability. These include station modernization designs at Woodbine and next stations, construction of Lawrence Station open sidewalk entrance canopy and designs of other stations.

Should the funding become available in the future, the priority will be to bring the station modernization project back on track followed by the open sidewalk entrance canopy project.

DISCUSSION

The Station Modernization Priority Study was undertaken to determine the order of priority for the implementation of the Station Modernization Program for the B-D Line stations. The study established station priority based on criteria of the current condition of station finishes, lighting, signage, structural condition, station usage and timing of other planned projects such as Easier Access Phase III (EA) and Fire Ventilation Upgrade Second Exits (Second Exit).

The study did not include stations that have been identified under other re-development projects, namely Kipling, Islington, Warden, Kennedy and Victoria Park Stations.

The remaining stations were reviewed and evaluated based on the evaluation criteria noted above. The evaluation encompassed the stations' conditions at street, concourse and platform levels. In addition, the study took into consideration the scheduled timing of other projects, including the EA and Second Exit projects, and assigned ranking points to each station, with the highest total representing the top priority station. The prioritization list is shown in Appendix 1.

Given the Station Modernization Program's long project life cycle, the priority list will be reviewed annually to re-evaluate and update the station priority as required.

JUSTIFICATION

The Station Modernization Priority List prioritizes the stations on the B-D Line for the Station Modernization Program for implementation subject to future funding availability.

December 10, 2009
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Attachment

STATION MODERNIZATION PRIORITIZATION STUDY

Priority evaluation
Bloor-Danforth Line

GENERAL STATION INFORMATION					PROGRAMS		TOTAL RANKING
PRIORITY	Station	Line	Year Built	Age	SECOND EXIT PROGRAM	EASIER ACCESS PROGRAM	
	Name	Name	Year	Years			
	Pape	Danforth	1966	42	In Construction	In Construction	
	Dufferin	Danforth	1966	42	In Design	In Design	
1	Woodbine	Danforth	1966	42	YES	YES	21
2	Chester	Danforth	1966	42	YES	YES	16
3	Ossington	Bloor	1966	42	NA	YES	15
4	Donlands	Danforth	1966	42	YES	YES	13
5	Coxwell	Danforth	1966	42	NA	YES	11
6	Castle Frank	Danforth	1966	42	NA	YES	9
7	Dundas West	Bloor	1966	42	YES	Existing	9
8	Sherbourne	Danforth	1966	42	NA	YES	8
9	Runnymede	Bloor	1968	40	NA	YES	8
10	Greenwood	Danforth	1966	42	YES	YES	7
11	Royal York	Bloor	1968	40	NA	YES	7
12	Christie	Bloor	1966	42	NA	YES	6
13	Jane	Bloor	1968	40	NA	Existing	6
14	Bay	Danforth	1966	42	NA	YES	5
15	Lansdowne	Bloor	1966	42	NA	YES	5
16	Keele	Bloor	1966	42	NA	YES	5
17	High Park	Bloor	1968	40	NA	YES	5
18	Main Street	Danforth	1968	40	NA	Existing	4
19	Bathurst	Bloor	1966	42	NA	Existing	4
20	Old Mill	Bloor	1968	40	NA	YES	4
21	Spadina	Bloor	1966	42	NA	Existing	3
22	St. George Lower	Bloor	1966	42	NA	Existing	1
23	Broadview	Danforth	1966	42	NA	Existing	1
TBD	Yonge-Bloor	Danforth	1966	42	Ongoing capacity improvements study		
	Victoria Park	Danforth	1974	34	V-P Bus terminal replacement		
	Warden	Danforth	1978	30	Warden Station Phase 1 / 2		
	Kennedy	Danforth	1978	30	SRT conversion		
	Islington	Bloor	1980	28	Islington Station Improvements		
	Kipling	Bloor	1980	28	Kipling Station Improvements		