

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** March 27, 2013

**SUBJECT:** OLD MILL STATION: PRIORITY FOR ACCESSIBILITY

## **ACTION ITEM**

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### **RECOMMENDATIONS**

It is recommended that the TTC Board:

1. Note that the current priority schedule for the construction of elevators and accessibility features, including making Old Mill Station accessible in 2023, should be retained and that the Advisory Committee on Accessible Transit (ACAT) supports this conclusion; and
2. Forward this report to the deputants of the October 24, 2012 Board meeting who presented a petition on this matter.

### **FUNDING**

This report has no effect on the TTC's capital or operating budgets.

### **BACKGROUND**

At its meeting of October 24, 2012, the TTC Board received a petition and deputation from residents in the vicinity of Old Mill Station requesting that elevators be installed at the station sooner than the currently-scheduled 2023. The TTC Board referred the matter to the Advisory Committee on Accessible Transit (ACAT) for a report. This report, which has been prepared jointly with the ACAT Design Review Subcommittee, responds to the TTC Board's request.

### **DISCUSSION**

The original *Choices for the Future* study in 1989 concluded that the demand for transit trips by people with disabilities in Toronto could be met through the integration of the TTC's specialized Wheel-Trans service with twenty 'key' accessible subway stations. However, for a number of reasons, including the Province's AODA legislation, the TTC

decided to retrofit all existing subway stations with elevators, easier-access fare gates, automatic sliding doors, new signage, and other modifications.

Thirty-one TTC stations are now accessible and the remaining thirty-nine (39) stations will be accessible by 2025. The current retrofit schedule is included as Appendix B. This is an expensive initiative, with current projects costing in the order of \$12 million per station.

In 2006, TTC staff and ACAT conducted a study to determine the priority of construction for accessibility upgrades at all remaining subway stations not yet so equipped. Data reviewed for each station included overall ridership, number of trips by seniors, cost to complete all accessibility upgrades, location relative to other accessible stations, and the number of connecting transit routes. The priority for each station was determined by weighing the above factors with their geographic location to achieve an equitable distribution of accessible stations around the City.

Old Mill Station was determined to be a low-priority station due to low ridership (lowest on the Bloor-Danforth subway line), low number of trips by seniors, only one connecting bus route, and a comparatively low potential number of daily users per \$1,000 capital cost to complete accessibility upgrades (refer to Appendix A).

In 2009-10, bus-platform level accessibility features were implemented at Old Mill Station, in advance of the full accessibility upgrades, including new automatic sliding doors leading to an accessible waiting area inside the station, and updated wayfinding signage.

As a result of the recent petition and deputation to the TTC Board about Old Mill Station, ACAT and TTC staff re-evaluated the original priority listing based on updated data. Subway ridership at Old Mill has increased from 4,780 per day in 2004 to 6,130 per day in 2011-12, an increase of 28%. However, Old Mill remains the lowest ridership station on the Bloor-Danforth subway line. The number of connecting bus routes remains at one, and it has one of the lowest potential number of daily users per \$1,000 capital cost to complete accessibility upgrades.

The Transportation Tomorrow Survey (TTS) shows that about 10% of trips to or from Old Mill Station are made by seniors: about 600 trips on a typical weekday. The City of Toronto also provides information on the number of seniors living in Toronto neighbourhoods. The two neighbourhoods adjacent to Old Mill Station are Stonegate-Queensway (south of Bloor Street) and Kingsway South (north of Bloor Street).

**Table 1: Percentage of Seniors Living in Neighbourhoods Near Old Mill Station**

Neighbourhood	Number of Seniors and Seniors as a % of Total Population					
	2001		2006		2011	
Stonegate-Queensway	4230	17.7%	4125	17.4%	3985	16.1%
Kingsway South	1325	16.2%	1555	17.7%	1695	18.5%

Total # of Seniors	5555	17.3%	5680	17.5%	5680	16.8%
City of Toronto Average	-	13.6%	-	14.1%	-	14.4%

As shown in Table 1, the number of seniors in the adjacent neighbourhoods increased between 2001 and 2006, but decreased as a percentage of total population since the original study in 2006, whereas the City-wide average of seniors per total population has increased since 2001.

Old Mill Station is scheduled to be made accessible by 2023, with the design commencing in 2020. Accelerating the accessibility upgrades at Old Mill Station would require moving the construction ahead of other stations which have a higher priority.

On February 13, 2013, this issue, and the associated analysis, was discussed by the ACAT Design Review Subcommittee and they recommended that the priorities for the retrofit schedule not be changed, noting: "...there is no reason to move Old Mill in the Easier Access schedule."

**SUMMARY**

A review of the criteria and associated data used in the priority ranking of subway stations for accessibility retrofits indicates that the ranking of Old Mill Station has not changed. Therefore, the order and timing of accessibility upgrades at Old Mill Station should not be changed.

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Attachments: Appendices A and B

**APPENDIX A**

Factors Considered in Assessment of Accessibility Retrofit Priorities

Location	Daily Passengers in 2004	Daily Passenger in 2011	% Change 2004 – 2011	Potential Daily Users per \$1,000 Capital Cost	Number of Connecting Surface Routes 2011
King	61,817	54,119	-12%	10.80	4
St Andrew	43,637	49,930	14%	10.64	4
College	42,030	54,177	29%	9.86	2
Bay	33,857	32,110	-5%	12.00	1
St Patrick	29,879	31,672	6%	6.22	2
St Clair West	29,684	29,811	0%	5.72	5
Dufferin	25,634	25,467	-1%	4.79	2
Pape	25,036	25,620	2%	6.53	3
Sherbourne	24,018	27,509	15%	3.85	1
Ossington	23,956	28,379	18%	6.40	3
Wellesley	23,221	22,640	-3%	8.20	2
Wilson	20,881	19,622	-6%	4.24	7
Yorkdale	19,136	25,833	35%	6.11	3
Royal York	19,099	23,235	22%	4.86	4
Lawrence	17,763	25,040	41%	3.78	5
Coxwell	16,929	16,669	-2%	4.11	2
Runnymede	16,534	17,785	8%	3.12	3
Lansdowne	14,963	17,800	19%	3.20	1
Keele	14,955	15,181	2%	5.47	3
Woodbine	13,037	13,269	2%	5.78	2
Dupont	12,295	17,663	44%	2.34	2
Christie	11,948	12,596	5%	2.59	1
Spadina (YUS)	11,254	13,501	20%	2.16	1
Donlands	10,895	10,979	1%	2.25	2
Greenwood	10,489	9,416	-10%	2.47	1
High Park	9,730	10,911	12%	1.73	1
Lawrence East	9,429	8,774	-7%	2.94	1
Museum	9,103	8,594	-6%	1.65	3
Castle Frank	7,060	8,243	17%	1.83	2
Chester	6,740	6,791	1%	1.66	0
Rosedale	5,972	8,055	35%	1.69	2
Summerhill	5,304	6,264	18%	1.15	1
Glencairn	5,028	6,132	22%	1.36	1
<b>OLD MILL</b>	4,774	6,129	28%	1.50	1
McCowan	4,275	4,041	-5%	1.92	2
Midland	3,655	2,420	-34%	1.36	1
Ellesmere	1,874	1,308	-30%	0.43	1

**APPENDIX B**

Easier Access Phase III Project Schedule (2013 Capital Budget)

<b>Location</b>	<b>Planned In Service Date</b>
Pape	2013
Dufferin	2014
Lawrence West *	2014
Coxwell	2015
St Clair West	2015
Wilson	2015
Ossington	2015
Woodbine	2015
Royal York	2016
King	2016
St Patrick	2016
Yorkdale	2016
Bay	2016
Runnymede	2016
Lawrence	2017
Dupont	2017
Lansdowne	2018
Sherbourne	2018
College	2018
Spadina (YUS)	2018
Keele	2018
Donlands	2018
Lawrence East	2019
Greenwood	2019
Castle Frank	2020
Wellesley	2020
Christie	2020
Rosedale	2021
Chester	2021
Museum	2021
High Park	2022
Summerhill	2022
McCowan	2022
<b>OLD MILL</b>	<b>2023</b>
Glencairn	2023
Midland	2024
Ellesmere	2024
Islington	2025
Warden	2025

\* Easier Access Phase II project