



Notice of Motion

Accessibility of Future Transit Stations

Moved by: Commissioner Julie Osborne

Seconded by: Vice-Chair Joanne De Laurentiis

Summary

On June 27, 2019, the Advisory Committee on Accessible Transit (ACAT) unanimously approved two motions regarding the need for second elevators at interchange stations. ACAT has been concerned that single elevator connections within existing TTC stations will become a bottleneck to accessible transfer between lines, i.e. a barrier within the TTC's rapid transit network. This is especially prudent as Metrolinx is constructing Light Rail Transit (LRT) lines which will intersect with TTC subway lines.

The TTC, as part of its mission to provide barrier-free, accessible service that is efficient, reliable and in compliance with the Accessibility for Ontarians with Disabilities Act (AODA), is currently transforming the way customers use accessible transit services via the Wheel-Trans 10-Year Strategy. A key component of this strategy is promoting the Family of Services concept to customers, meaning those who are able to use conventional transit modes do so, ensuring the availability of Wheel-Trans service for those who need it. This means that an increasing number of customers with disabilities will be asked to use the mass transit system for all or part of their journey. As this places more pressure on the conventional system to accommodate customers with varying needs, it will be more important than ever that those who use mobility devices can expect to use in-station elevators consistently, especially when these stations are marked accessible.

Elevator service that may be inconsistent due to breakdown or maintenance will, in some cases, prevent customers from reaching their destination by preventing transfer between LRT and Subway. To, by design, not consider breakdown or overhaul is a violation of the very precept of accessibility upon which elevator equipment is provided in the first place. The TTC policy for elevators is that important stations such as transfer stations and terminus stations have two elevators. This redundancy helps ensure that critical stations will not be off limits to any of our customers.

On September 24, 2019, a request was made for a formal provision to ask Metrolinx to consider secondary elevators at interchange stations. This motion is in response to that request and is in the interest of promoting:

- consistency across the region
- good service to encourage the use of public transit
- service levels consistent with increased expectations for FOS ridership
- access to service for all customers at key stations including those with disabilities, seniors, parents with strollers, tourists with suitcases and others who require access to an elevator.

Recommendation

It is recommended that the TTC Board:

1. Direct TTC Staff to draft a letter to Metrolinx outlining expectations related to the design of future grade separated rapid transit stations. The letter should specify the following:
 - a. All future TTC operated station designs, including those with third party entrances follow current TTC accessibility standards;
 - b. All interchange and terminus stations must have two accessible paths to platform; elevators located at different locations and providing two separate paths to platform and all customer serving levels, including street level.

Date: November 2, 2020