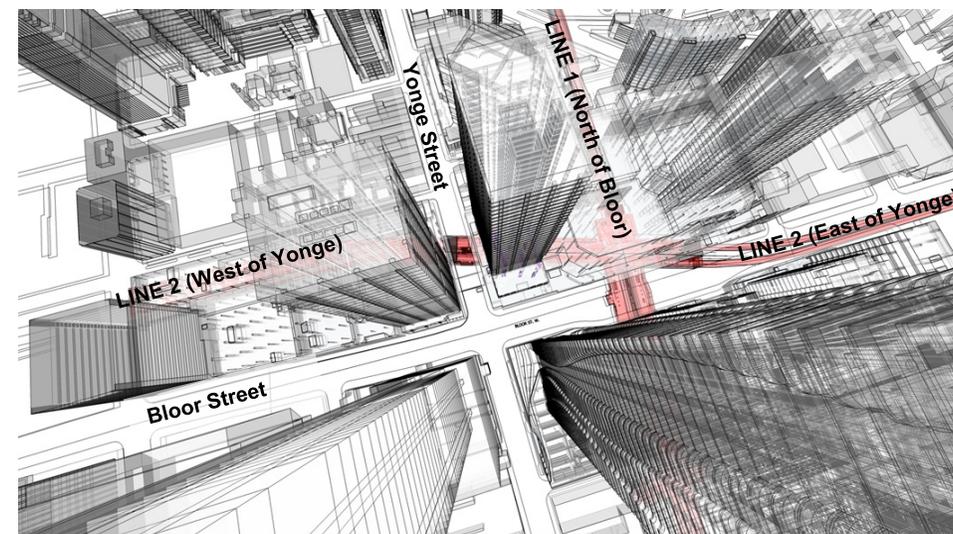




Bloor-Yonge Capacity Improvements

Project Update

October 22, 2020



Background – Bloor-Yonge Station



- Busiest station in the TTC network – more than 200,000 passengers each day
- Station functionality is a key factor achieving sufficient train and passenger throughput
- Projected future ridership, along with transit expansion projects and other initiatives, introduce serious risks to continued safe, reliable, and effective Line 1 and Line 2 service

Background – Bloor-Yonge Station



- Capacity and circulation improvements are required to safely accommodate future passenger demands
- ATC implementation and Ontario Line will somewhat reduce congestion
- Improvements must be completed prior to opening of the Line 1 Yonge Extension
- Improvements are consistent with other TTC and Provincial plans

Station Modelling Results

Bloor-Yonge Station	Transit Expansion Network Assumptions	2015	2021	2031	2041	2056
No Station Improvements	Existing	●	●	●	●	●
	Relief Line South (Pape-Downtown)			●	●	●
	Relief Line South + Line 1 Yonge Extension			●	●	●
	Ontario Line (Eglinton-Downtown)				●	●
	Ontario Line + Line 1 Yonge Extension			●	●	●
With Capacity Improvements	Existing			●	●	●
	Relief Line South			●	●	●
	Relief Line South + Line 1 Yonge Extension			●	●	●
	Ontario Line + Line 1 Yonge Extension			●	●	●

- Pass - Meets current standards
- No worse than existing
- Unacceptable crowding on one platform
- Unacceptable crowding on both platforms

Project Objective

Increase the capacity of Bloor-Yonge subway station to support the projected growth and the planned transit expansion projects as well as the expected higher density in the area.

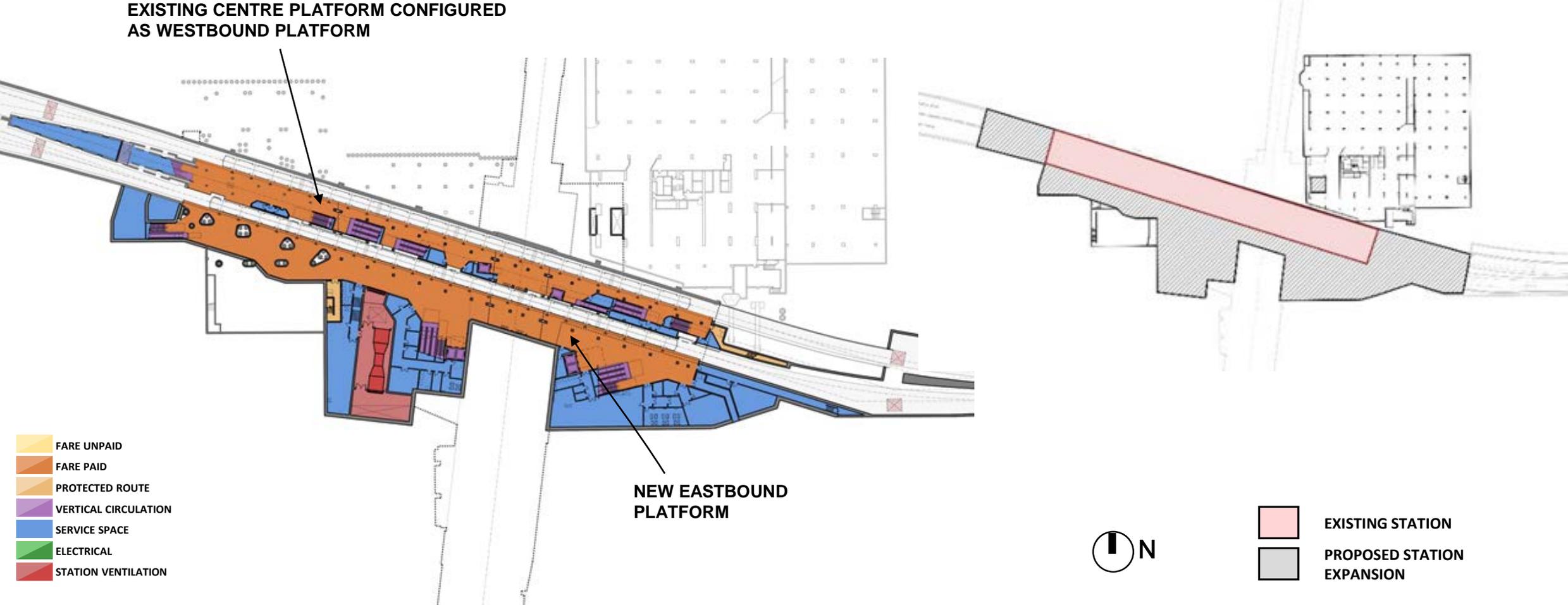
Current conditions to be addressed:

1. Line 2 overcrowding of the platform due to substandard platform width and congested vertical circulation in the AM and PM peak hour.
2. Line 1 overcrowding of the platforms due to poor passenger distribution leading to congestion and queuing at vertical circulation in the AM and PM peak hour.
3. Overcrowding of Lines 1 and 2 platforms AM and PM peak hour hampering alighting and boarding leading to increase in dwell time for trains.
4. Current deficiencies in station performance extends recovery time from a missed headway.

Scope of Work

- New 2nd platform Line 2 (Eastbound)
- Expansion of Line 1 NB and SB platforms
- New electrical substation
- 5 new fan plants
- Vertical circulation elements: escalators, elevators, stairs
- New entrance and fare line
- Associated utilities and finishes

Concept Design – Line 2 – Second Platform



Concept Design – Line 1 – Platform Extension/Expansion



Status Update – Completed/Ongoing Work

- 10% conceptual design completed Q1 2020
- Advancing design to 30% by Q1 2021 including Class 3 Cost Estimate and Level 3 Schedule
- Peer review of conceptual design completed
- Property discussions to coordinate/integrate design and coordinate construction with developers are ongoing
- Preparing to commence early works in 2022
- Procurement Options Analysis is ongoing

Next Steps

- Complete Baseline Design (30%) – Q1 2021
- Prepare Stage Gate 3 Deliverables – Q2 2021
 - Class 3 Cost Estimate
 - Level 3 Schedule
 - Business Case
 - Project Delivery Analysis
 - Risk Assessment
- Value Engineering Exercise – Q4 2020
- Finalize scope of early works and commence detailed design
- Property acquisitions

Thank You

