



Easier Access Phase III – Project Status Update December 2024

Date: December 3, 2024
To: TTC Board
From: Chief Capital Officer

Summary

The Easier Access Phase III (EAIII) Program is an important part of the TTC's Multi-Year Accessibility Plan.

The purpose of this report is to provide a status update on the delivery of the EAIII program. A cornerstone of TTC's Corporate Plan 2024-2028 is accessibility, and as a proud leader in providing accessible public transit to the residents of Toronto and surrounding municipalities, the TTC is committed to ensuring reliable, safe, accessible, and inclusive transit services for all its customers.

Since the last update to the Board in April 2024, the following progress has been made to advance the program:

- Elevators were put into service at Donlands, Glencairn, and Castle Frank stations resulting in 57 of 70 (81%) of stations being accessible;
- Construction continues to progress at 12 stations;
- City Council approval for Stage 2 expropriation of property requirements at Old Mill Station was obtained in May 2024, allowing to proceed with obtaining the required property rights by the end of 2024.

Market conditions continue to be a challenge with respect to the volume of construction activities within the GTA, and as a result, there is still a strain on the supply chain and availability of labour and services. In addition, a number of stations have been impacted to a greater extent than anticipated due to ongoing issues related to unexpected site conditions; third-party conflicts; including utilities construction; work on or near private property; and subcontractor availability and performance issues.

A rigorous review of the station schedules across the program has determined that Summerhill, Lawrence, College, and Museum stations have been impacted to a greater extent than other stations, and therefore have utilized the risk allowances in their schedules and have revised forecasted Elevator In Service (EIS) dates.

Conversely, the work at Warden and High Park stations is proceeding well and is projected to have EIS ahead of schedule. All other stations, with the exception of Old Mill, remain on schedule to be completed by the end of 2026.

TTC staff continue to monitor progress across the program and work collaboratively with the Contractors to address the schedule impacts and ensure all possible actions are taken to mitigate potential delays.

Of the 13 remaining stations to become accessible:

- Six stations are scheduled to be completed in 2025: High Park, Rosedale, Greenwood, Christie, Summerhill, and Warden, at which time a total of 63 of 70 (90%) stations will be accessible.
- Six stations: College, Museum, Lawrence, Spadina, King, and Islington are due to be completed within 2026, bringing the total number of accessible stations to 69 of 70 (99%); and
- The Old Mill Station Contract was issued for bid in October 2024 and is expected to begin construction in 2025. The EIS date for Old Mill Station will be established once the bids have closed and a risk assessment is incorporated into the schedule.

As noted in previous reports, a number of stations will not be completed by January 1, 2025, and therefore, in order to ensure that the TTC transit system is as accessible as possible, a contingency service plan has been developed for an interim period for each station where elevator access has been delayed beyond January 1, 2025. The interim service plan will ensure that there is accessibility to the subway system. The interim service plan includes a mix of existing surface routes, routes with modifications, and one new route as alternate connections to/from other already accessible subway stations.

Recommendations

It is recommended that the TTC Board:

1. Receive the current EAIII Program Schedule, noting the acceleration efforts presently underway, and that staff continue to seek opportunities for schedule improvements.

Financial Summary

This report has no additional capital financial impact beyond what has been approved for this project and the remaining funding requirements included in the 2024-2033 Capital Budget and Plan.

The total project cost of the EAIII Program, which includes Islington and Warden Redevelopment projects is approximately \$1.170 billion, of which \$656 million has been spent to the end of 2023, and annual cash flow funding from 2024-2028 provides \$513.8 million, as presented in Table 1 below:

Table 1: Easier Access III – 2024-2033 Capital Budget and Plan (\$000s)

2024-2022 Capital Budget and Plan	LTD Actuals to 2023	2024 Budget	2025	2026	2027	2028	2029-2023	10-Year Total	Total Project Cost
Easier Access III*	655,975	103,698	152,436	121,807	101,448	34,454	-	513,842	1,169,817

**Includes Islington and Warden Station Redevelopment*

Construction contracts for Glencairn, Greenwood, Lawrence, Christie, Warden (EA component), Spadina and King, and Warden (redevelopment) have been awarded by delegated approval from the Board to the TTC CEO.

Interim service to provide accessibility to subway stations that will be delayed beyond 2024 is planned for 2025 at a cost of \$2.97 million. This service is necessary to meet the Provincial legislative requirement to ensure interim measures are in place to ensure accessibility at stations that do not have elevator access until such time as they are fully accessible.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

A cornerstone of the TTC’s current Corporate Plan is accessibility and as a proud leader in providing accessible public transit to the residents in the city of Toronto and surrounding municipalities, the TTC is committed to ensuring reliable, safe, accessible and inclusive transit services for all its customers.

This is supported through the work of the EAIII Program. An accessible path with elevators, and the associated equipment and finishes will be provided from street level to subway platforms for all remaining subway stations not currently accessible.

The prioritization of making stations accessible was determined in consultation with the Advisory Committee on Accessible Transit (ACAT). The ACAT Design Review Subcommittee has reviewed and provided input and constructive feedback on all EAIII designs at the preliminary design stage.

All ACAT comments were addressed to the greatest extent possible prior to completing the detail design. In addition to ACAT’s review, public consultation is undertaken at project outset, and updates are completed throughout the project life cycle to keep the public informed of the planned work.

The objective of the AODA is to ensure that facilities and services in Ontario are accessible by January 1, 2025. The TTC has been working toward achieving this objective by ensuring elevator access at each TTC station, and at present 81% (57 of 70) TTC stations are accessible.

The TTC continues to work to ensure that all stations have elevator access. However, in the interim and to ensure that the transit system is as accessible as possible by January 1, 2025, the TTC will be implementing interim measures to ensure accessibility at stations that do not have elevator access.

Decision History

The following links provide a chronology of the Easier Access Program reporting, including the project background and project status updates:

[Feasibility of Acceleration – Easier Access Phase III, October 27, 2016](#)

[Easier Access Phase III Project Status Report, July 14, 2020](#)

[2021 Accessibility Plan Status Update, May 12, 2021](#)

[Easier Access Phase III – Project Status Update, February 10, 2022](#)

[2022 Accessibility Plan Status Update, June 23, 2022](#)

[Easier Access Phase III – Project Status Update, July 14, 2022](#)

[2023 Accessibility Plan Status Update July 12, 2023](#)

[Easier Access Phase III – Project Status Update September 2023](#)

[Easier Access Phase III – Project Status Update April 2024](#)

Issue Background

The EAIII Program will provide an accessible path from street level, buses and streetcars, to subway platforms for all remaining stations not currently accessible.

The overall project scope at each station can vary according to individual station requirements, but includes as applicable: elevators, accessible doors, ramps, wide fare gates, electrical power upgrades, communication system upgrades, fire alarm modifications, tactile tiles, Wheel-Trans stops, associated HVAC, mechanical and electrical equipment, ceiling and signage modifications, and architectural finishes. Existing service rooms are renovated, or new service rooms are constructed, to house the required equipment.

Structural modifications are required for wall and floor openings to accommodate elevator shafts and corridors. Some stations require the removal or reconstruction of existing stairs and escalators, which add to the complexity of the construction.

Comments

Since the inception of this program, 57 of 70 stations are now accessible, with 13 of these being completed since 2020 and three since the last update to the Board:

- Six stations were put into service in 2020 (Wellesley, Dupont, Chester, Runnymede, Wilson, and Bay);
- Three stations in 2021 (Keele, Sherbourne, and Yorkdale);
- One station in 2022 (Lansdowne);
- Three stations in 2024 (Donlands, Glencairn, and Castle Frank).

Elevator construction is ongoing at the following 12 stations: High Park, Rosedale, Greenwood, Christie, Warden, Summerhill, College, Museum, Lawrence, Spadina, King, and Islington.

The program schedule included in Appendix A provides forecasted schedules for the remaining stations and has been updated accordingly based on the latest progress and outlook for each station. Further updates will be provided to program completion and shared with all applicable stakeholders, including ACAT.

Risk Assessment Update

A detailed risk assessment was completed by staff and validated by Ernst & Young (EY) prior to the September 2023 update to the Board that included re-baselined dates to make each remaining station accessible.

Station schedules continue to be impacted by various ongoing issues related to:

- Unexpected site conditions.
- Third-party conflicts:
 - Utilities construction; and
 - Required work on or near private property.
- Design issues.
- Subcontractor performance issues.
- Current market conditions, including:
 - Sub-trade availability/shortages (heavy reliance by various General Contractors on the same sub-trade firms); and
 - Supply chain issues.

Due to the configuration of many stations and complex constraints to minimize impacts to customers and service, the nature of the work is mainly linear, and as such, there is limited opportunity to advance work in other locations when site conditions and other delays arise, which has presented major setbacks throughout the construction phase at several stations.

As schedule float was being utilized, TTC staff and its contractors have continued to work collaboratively to address the schedule slippages and ensure all possible actions are taken to mitigate the delays. Once some of the impacts experienced surpassed

what was assessed as part of the previous risk assessment, it was determined that some of the stations are not likely to be completed as previously forecasted

For all the remaining locations, in addition to ongoing mitigation efforts, the Contractors reviewed their schedules and prepared recovery and/or revised schedules to complete the work, incorporating all known impacts to date. Staff reviewed the schedules provided by the Contractors as well as the realized risks to date and remaining risks, and have determined that Summerhill, College, Museum and Lawrence have been impacted to a greater extent than other stations, while the work at Warden and High Park stations is proceeding well and both are projected to become accessible ahead of schedule. As a result, accessibility dates for these six stations have been re-forecasted.

Warden Station

Warden Station will become fully accessible as part of the redevelopment project. The construction of the station redevelopment contract has progressed better than previously anticipated, and the temporary bus loop is forecasted to be completed ahead of schedule. Once the station elevators are completed and the temporary bus loop is put into service, the station will be fully accessible to all modes of transit. This will enable demolition of the existing bus terminal for the construction of a new accessible island bus terminal.

High Park Station

Similar to Warden Station, the work at High Park Station is progressing ahead of schedule, and as a result, TTC staff have determined that there is a high level of confidence that this EIS date will be achieved in Q1 2025.

Table 2 below summarizes the forecasted completion date for Warden and High Park stations:

Table 2: Forecasted Schedule – Warden and High Park Stations

Station	Current Forecast	Previous Forecast
Warden	Q4 2025	Q2 2026
High Park	Q1 2025	Q2 2025

Table 3 below outlines the re-forecasted schedules for the four stations that have been impacted to a greater extent than other stations:

Table 3: Re-forecasted Schedule

Station	Current Forecast	Previous Forecast
Summerhill	Q4 2025	Q1 2025
Lawrence	Q2 2026	Q3 2025
College	Q2 2026	Q3 2025
Museum	Q2 2026	Q4 2025

Summerhill Station

The work at Summerhill Station is currently more than 62% complete, with the new main entrance now completed and in service and Stage 2 (west side of station) underway. It was recently determined that the EIS date is at risk after it was found that the initial contractor schedule did not contain sufficient duration for all tasks required to undertake the work and contained negative float.

Additional float was also used as a result of the contractor’s continued issues with:

- Subcontractor performance – demolition of the existing main entrance duration exceeded the anticipated scheduled timeline.
- Encountering additional unexpected site conditions:
 - Existing foundation being larger than expected;
 - Finding structural concrete where clean fill was expected; and
 - Additional support required for Bell duct bank.

The above issues resulted in a delay to the start of the Stage 2 work. The contractor prepared a revised schedule to complete the contract, which TTC staff assessed and determined that a Q4 2025 revised projection for EIS completion is appropriate.

Lawrence Station

The work at Lawrence Station is currently more than 68% complete with the completion of the initial two stages of the work and recent commencement of Stage 3, which is the closure of the main south entrance of the station required to facilitate extensive concourse work to accommodate the elevator and associated structural changes in the station. Track-level work is a major component of the contract work at Lawrence Station.

Recently, additional asbestos was found at track level requiring abatement and due to impacts with the productivity of track-level work and interfaces and interdependencies with TTC internal workforces and requirements for multiple extensive track closures, it was determined that the EIS date is at risk. Additionally, the work has also been impacted by significant unexpected site conditions that required redesign of several elements of the construction.

As a result of the above, the contractor prepared a revised schedule to complete the contract, which TTC staff assessed and determined that a Q2 2026 revised projection for EIS completion is appropriate.

College Station

The work at College Station is currently more than 74% complete, with the completion of the new concourse structure under the west side of Yonge Street (Stage 2) and the commencement of the east side structure earlier this year (Stage 3). College Station is one of the most complex Easier Access and Second Exit/Entrance projects due to the complexity of building a large extended concourse structure directly below Yonge Street.

Recently, it was determined that the EIS date is at risk due to schedule impacts from logistical issues and additional work connected with a revised Toronto Hydro utility design that impacted the start of the Stage 3 work. This was compounded by various site conditions and contractor labour issues that slowed productivity.

The contractor prepared a revised schedule to complete the contract, which TTC staff assessed and determined that a Q2 2026 revised projection for EIS completion is appropriate.

Museum Station

The work at Museum Station is currently more than 72% complete with the recent completion of Stage 1, which included the opening of a new Second Entrance/Exit at the south end of the station and has enabled the closure of the main entrance to expedite the elevator work.

The contract required a structural redesign, which impacted the work progress in the existing station areas, including the elevators. The full schedule effects were not fully realized until recently upon review of the contractor's revised schedule.

To mitigate the impacts, the contractor and TTC staff developed a blended staging option to complete the remaining stages of the construction (Stages 2, 3, 4). In addition, the contractor is supplying additional resources and shifts to recover delays to the critical path, and an extended closure of the main entrance of the station is being implemented to reduce constraints and increase the productivity of the elevator construction.

The contractor prepared a revised schedule to complete the contract, which TTC staff assessed and determined that a Q2 2026 revised projection for EIS completion is appropriate.

Mitigation Measures

Several mitigation measures were implemented across the program in 2024 and are planned for 2025/2026 to facilitate the construction, including the following:

- Combined stages at several stations, including Greenwood, Museum, College, King and Spadina stations to prioritize elevator work.
- Performed several weekend closures and nightly early access closures at Lawrence Station to facilitate track- and platform-related works. Further closures are planned to complete the contract.
- Additional shifts implemented (double/weekend) to recover the schedule at several stations.
- Continue to look for opportunities for acceleration of critical path activities.
- Continue to look for opportunities to piggyback on other closures throughout the system to facilitate the track/platform/concourse works where additional space and time may be beneficial in performing critical activities that would be difficult during regular operations or nightly non-revenue periods.
- Continuing support from various TTC Operations sections for the relocation of existing services, power isolations, finishes removal, use of work cars, commissioning, and systems-related work required to achieve EIS.

Old Mill Station

The Old Mill Station Contract was issued for Bid in mid-2022, but was later cancelled due to the longer period required to secure property requirements needed for the construction.

A Hearing of Necessity was held in late September 2023 and a report by the Ontario Land Tribunal was issued in late February 2024, noting that the property takings are fair and necessary in the achievement of carrying out the accessibility project at Old Mill Station. City Council approval for Stage 2 expropriation was granted at the May 2024 Council meeting allowing for the next step to complete the expropriation process and obtain the required property takings by the end of 2024.

The construction contract was re-issued for bid in October 2024 and construction is expected to begin in 2025. The EIS date for Old Mill Station will be established once the bids have closed and a risk assessment is incorporated into the schedule.

Further updates will be provided on the status and schedule of Old Mill Station in subsequent update reports to the Board.

Interim Service Plan

A contingency service plan has been developed for the interim period that each station is not accessible with elevators beyond January 1, 2025 to ensure accessibility to these stations. This plan will go into effect on January 5, 2025, and will include the following:

- The interim service plan to provide accessibility to the subway system includes a mix of existing surface routes, routes with modifications, and one new route as alternate connections to/from other already accessible subway stations. Details are outlined in the table below.
- Route changes will be in place until the station being served has a functional elevator. They are not intended to be permanent.
- Updated communications, including on the TTC website, outlining accessible plans for each impacted station.

The following table outlines the routes included in the interim service plan and additional service details:

Line	Station	Alternate Connection(s)	To	Notes
1 Yonge-University	College	97C Yonge, 506 Carlton	Wellesley Station, Dundas Station, Queen's Park Station	All day, everyday service to be added (97 C)
	King	97C Yonge, 504 King	Union Station, Queen Station, St Andrew Station	All day, everyday service to be added (97 C)
	Lawrence	97AB Yonge	York Mills Station, Eglinton Station,	
	Museum	13A Avenue Rd	Queen's Park Station, Eglinton Station	Late evening service to be added
	Rosedale	97C Yonge	St Clair Station, Bloor-Yonge Station	All day, everyday service to be added
	Spadina	127 Davenport	Dupont Station Spadina Station (Line 2)	
	Summerhill	97C Yonge	St Clair Station, Bloor-Yonge Station	All day, everyday service to be added
2 Bloor-Danforth	Christie	126 Christie	St Clair West Station (Line 1)	

Line	Station	Alternate Connection(s)	To	Notes
	Greenwood	31 Greenwood	Coxwell Station	Existing extension to be maintained
	High Park	189 Stockyards, 149 Etobicoke-Bloor (new route)	Keele Station, Runnymede Station	
	Islington	149 Etobicoke-Bloor (new route)	York Mills Station, Eglinton Station	On-street connection
	Old Mill	149 Etobicoke-Bloor (new route)	Jane Station, Royal York Station	On-street connection
	Warden	8 Broadview, 117 Birchmount South, 135 Gerrard	Broadview Station, Victoria Park Station, Main Street Station	On-street connections and temporary accessible terminal

The interim service plan to provide accessibility to the subway line will be captured in the 2025-2027 Operating Budget submissions to ensure that the TTC can operate accessible alternative services, where required. The plan has been drafted in consultation with ACAT to ensure that any surface transit service to stations where Easier Access projects are not complete meet the accessibility needs of customers.

Contact

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Signature

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Attachments

Appendix A – Easier Access Phase III Program Schedule
Appendix B – Easier Access Phase III Critical Issues and Risks

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APPENDIX A
Easier Access Phase III Program Schedule

Station	Construction Start/Planned	Revised Elevator In Service (EIS) Date	Previous Elevator In Service Board Date	Construction % Complete (As of Sept 30, 2024)
High Park	Apr-22	Q1 2025	Q2 2025	88
Greenwood	Oct-21	Q2 2025	Q2 2025	70
Rosedale	Jul-21	Q2 2025	Q2 2025	80
Christie	Apr-22	Q3 2025	Q3 2025	65
Summerhill	Jul-21	Q4 2025	Q1 2025	62
College	Aug-20	Q2 2026	Q3 2025	74
Lawrence	Mar-22	Q2 2026	Q3 2025	68
Museum	Jun-22	Q2 2026	Q4 2025	72
Spadina	May-22	Q3 2026	Q3 2026	62
King	Aug-22	Q4 2026	Q4 2026	35
Islington (EA+ Redevelopment)*	May-23	Q1 2026	Q1 2026	23
Warden (EA)**	May-22	Q3 2025	Q3 2025	56
Warden (Redevelopment)**	Aug-23	Q4 2025	Q2 2026	22
Old Mill	TBA	TBA	TBA	Not started

***Note: Islington EA work will provide accessibility from new street-level entrance (ramp) to concourse and from concourse to subway platform (elevator). Accessibility from new bus terminal to concourse will be provided with an elevator as part of Redevelopment.**

****Note: Warden EA Contract will provide accessibility from drop off PPUDO to concourse (1st elevator) and concourse to subway (2nd elevator). The station becomes accessible during Redevelopment contract once temporary bus terminal is completed.**

**APPENDIX B
EASIER ACCESS III PROGRAM RISKS AND ISSUES**

Easier Access Program Risks and Issues (1)

Contract	Risk Name	Description	Risk Status	Current State	Impact and Interdependencies	Mitigation/Escalation	Outlook
EASIER ACCESS	Cost Escalations	Higher costs due to current market conditions, supply chain issues, site conditions and escalations	Open	M	<ul style="list-style-type: none"> Increases due to market conditions, unexpected site conditions, labour and productivity issues, utility complexities/costs at several locations resulting in delays to the contract completions and Elevators in Service. Closure costs and internal costs due to extensive track-level work at Lawrence. Property-related claims received at several stations as a result of Section 30 agreements, business loss claims, and expropriation during and after construction, which may require additional funding to close out. 	<ul style="list-style-type: none"> Continue to monitor costs and look for opportunities to reduce costs. 	M

Easier Access Program Risks and Issues (2)

Contract	Risk Name	Description	Risk Status	Current State	Impact and Interdependencies	Mitigation/Escalation	Outlook
EASIER ACCESS	Construction Execution	<ul style="list-style-type: none"> • Sub-contractor co-ordination • Labour shortages/disruptions • Supply chain issues • Unexpected site conditions encountered during construction • As-built conditions • Third-party conflicts 	Open	M	<ul style="list-style-type: none"> • Ongoing contractor issues at various stations, including sub-trade availability, labour shortages, supply chain issues, site conditions, third-party conflicts (utilities, neighbour properties), have impacted project schedules, including Elevators in Service. • Risk allocation amounts have been utilized at several locations (College, Museum, Lawrence, Summerhill). 	<ul style="list-style-type: none"> • Risk Assessment performed on all remaining stations and schedules re-baselined. • Working with Contractors to mitigate schedule delays and look for opportunities to accelerate work. 	M