

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: May 28, 2009

SUBJECT: FIRE VENTILATION UPGRADE
SECOND EXIT PROGRAM
AUTOMATIC ENTRANCE AT FIVE STATIONS

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission authorize staff to convert the conceptual layouts of second exits from a daily exit configuration to an automatic entrance configuration at five stations: College, Museum, Dundas, Dundas West and Wellesley, as outlined in this report.

FUNDING

Funds for the Second Exit Program are included in Program 3.9 – Buildings and Structures – Fire Ventilation Upgrade Project, as set out in pages 781-792, State of Good Repair/Safety Category of the TTC's 2009-2013 Capital Program, which was approved by City Council on December 10, 2008.

Reconfiguration of the second exits to automatic entrances will require additional funds based on specific site conditions. The increase in cost will be reflected in the 2010-2014 Capital Program Budget.

BACKGROUND

A Fire and Life Safety Assessment Study completed in 2002 identified fourteen high priority stations requiring an alternate means of egress from the station platform. Subsequently, the Second Exit Program was incorporated into the Fire Ventilation Upgrade Project to provide a second means of egress from station platforms at the following fourteen high priority stations: Broadview; Castle Frank; Pape; Dufferin; College; Museum; Wellesley; Dundas; Dundas West; Woodbine; Chester; Donlands; Greenwood; and Summerhill.

The second exits are to be constructed where only one means of egress off the station platform currently exists in order to improve the safety of the public and employees in the event of an emergency by designing the second exits in accordance with design principles which require the exit to:

- Provide a separate means of egress that is remote from existing egresses;
- Maintain 25m minimum distance to an existing exit;
- Provide minimum 2.4m wide egress from each platform or 3.5m when combined;
- Where possible, be for full-time daily use with exit turnstiles.

Construction of a second exit at Broadview Station was completed in January 2008. The second exit at Castle Frank Station is currently under construction and is scheduled to be completed by January 2010. Construction at Pape and Dufferin Stations is scheduled to commence in June 2009 and November 2009, respectively. The remaining ten stations are currently in preliminary design stage.

DISCUSSION

Conversion of second exits from a daily exit configuration to an automatic entrance configuration requires a larger building footprint to account for customer queuing space and fareline equipment including two automatic entrance turnstiles, transfer machines and token vending machines (see Appendix A). These additional requirements are expected to be in the order of \$2M to \$3M per station, depending on site specific conditions.

Conversion of second exits to automatic entrances at five stations are recommended for the following reasons:

- College - Resolve Easier Access III constructability issues for elevators;
- Museum, Dundas and Dundas West - Development connection in lieu of property acquisition;
- Wellesley - Enhance customer convenience and relieve congestion at existing entrance.

College Station:

The current second exit concept is located at the south end of College Station in the pedestrian portion of Granby Street east of Yonge Street. Given that the elevator installation for the Easier Access III project is not feasible at the north end of the station due to a space limitation at the concourse level and significant conflict with the streetcar tracks on College Street, elevators need to be combined with the second exit project at the south end, thus necessitating an automatic entrance configuration.

The second exit will include elevators and associated fareline equipment to permit barrier free access to the station.

Staff are also in discussion with College Park regarding a potential development connection which would also meet the requirements of the Second Exit and Easier Access III Programs.

Museum Station:

The current second exit concept is located to the south of the War Memorial Monument at the north end of Queen's Park. City Planning and the University of Toronto as managers and owners of the park, respectively, do not support this concept due to the following safety and security concerns:

- Customers exiting would need to cross traffic lanes;
- Customers would be exiting onto insecure open space away from buildings and pedestrians creating security concerns, particularly at night.

The University of Toronto has indicated a preference for an automatic entrance connection within their Faculty of Law campus development at the northwest corner of Queen's Park and Queen's Park Crescent West to better serve the student population. Staff are in discussion with the University of Toronto to develop the concept further and cost sharing arrangements.

Dundas Station:

Preliminary investigation has identified a property at the corner of Yonge and Gould Streets for a second exit; however, the property cost to construct a second exit is prohibitive.

Currently, staff are in discussions with Ryerson University for a development connection to the north side of Gould Street within Ryerson University's development. Ryerson University has requested an automatic entrance to better serve the student population at this location. Staff will continue to develop the concept with Ryerson University including cost sharing arrangements.

Dundas West Station:

The second exit concept was being developed by GO Transit as part of their plans for a new connection to the station. The concept included an automatic entrance to permit a direct connection between Dundas West Station and GO Station. The project has been recently handed over to Metrolinx and discussions are on-going with Metrolinx and GO Transit to pursue this option including cost sharing arrangements.

Wellesley Station:

Councillor Rae requested staff to investigate the possibility of converting the design concept to an automatic entrance at the currently proposed location on Dundonald Street north of Wellesley Street East. Staff has subsequently developed an automatic entrance concept that is acceptable (see Appendix A).

Based on population density in the area and the usage at Wellesley Station, the forecasted usage of automatic entrance at Dundonald Street is comparable to that of automatic entrance on Walmer Road at Spadina Station. The automatic entrance would provide alternate access to Wellesley Station, improving customer convenience, and relieving the usage at the existing station entrance on Wellesley Street East.

JUSTIFICATION

Converting the second exits to automatic entrances at five stations noted in the report is required to resolve property issues; improve customer convenience and to facilitate incorporation of Easier Access III elevators.

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Appendix A

