

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: August 19, 2014

SUBJECT: CONVERSION OF WOODBINE STATION
SECOND EXIT TO AUTOMATIC ENTRANCE

INFORMATION ITEM

RECOMMENDATION

It is recommended that the Board receive this report as a status update on the functional conversion of the second exit at Woodbine Station to an automatic entrance. Future conversions of second exits to automatic entrances will be assessed as part of the public consultation process.

FUNDING

Funds for the Second Exits, including Woodbine Station, are included under 3.9 Buildings and Structures - Fire Ventilation Upgrade Project as noted on pages 521-530a, in the TTC 2014-2023 Capital Budget, which was approved by City of Toronto Council on January 29/30, 2014.

The cost to reconfigure the second exit to include automatic entrance at Woodbine Station can be accommodated within the existing approved budget.

BACKGROUND

In 2002 a fire and life safety study identified the need for a second exit at 14 high priority stations and the Second Exit Project was established under the Fire Ventilation Upgrade project. An August 2005 Board Report identified the second exit design principles including making the exit for daily use wherever possible instead of emergency use only.

The Board approved at the May 2009 meeting the conversion of second exits to automatic entrances at five (5) stations: College, Museum, Dundas, Dundas West and Wellesley.

Second exits have been completed and are open to the public at four (4) stations: Broadview, Castle Frank, Pape and Dufferin.

During public consultations and the construction of current second exit contracts a number of queries have been received requesting automatic entrances.

DISCUSSION

Second exit automatic entrances require a larger building footprint to house the entrance equipment and queuing space. This larger footprint results in additional property requirements and adds significantly to the cost and complexity of the project. TTC Operations staff has recently determined that bi-directional turnstiles are acceptable and maintainable, allowing two full height turnstiles for the automatic entrance versus the current four turnstile configuration. This will allow the footprint of the building to be similar to that of a daily use second exit type, significantly reducing property requirements for an automatic entrance.

The Woodbine Station Second Exit project is being constructed together with the Easier Access project. Construction commenced in 2014. Throughout the public consultation process requests were received for conversion to an automatic entrance. The second exit building is located on the northwest corner of Woodbine Avenue and Strathmore Boulevard with exiting to Woodbine Avenue. The property acquired for the second exit is large enough to permit an extension to the building necessary to accommodate entry queuing space and equipment based on the new bi-directional turnstiles. The design revisions to the exit building to accommodate an automatic entrance will require amendments to the existing building permit, site plan and right of way approvals. An automatic entrance provides convenience to customers entering from northwest of the station allowing entry without having to cross Woodbine Avenue. The main entrance is also relatively small and would benefit from reduced congestion as a result of customers using an automatic entrance.

Future second exit projects (including Chester, Donlands, Greenwood and Summerhill Stations), and where feasible, may be converted to an automatic entrance subject to public consultation and design development.

JUSTIFICATION

Converting the Woodbine Station second exit to an automatic entrance improves the level of service and convenience to the customers using the station.
