

Supplement D: Implementation

This supplement provides the Station Access Implementation Strategy, the decision-making framework for Metrolinx's on-site improvements, the approach to community consultation, and how Metrolinx will measure progress on the implementation of GO Rail Station Access.

The implementation of access enhancements will be:

1. Incremental and occur over time as resources and opportunities allow;
2. Delivered through the coordinated efforts of Metrolinx divisions and external partners in their respective roles and capacities;
3. Coordinated with other GO Rail station infrastructure improvements; and
4. Responsive to the timing of service expansion and ridership growth trends in the post-pandemic transformation phase and over the document's 20-year horizon.



D-1 Requirements, Phasing, and Delivery Opportunities

Implementation of GO Rail Station Access requires consideration of two key components:

1. Station-specific requirements; and
2. Delivery opportunities.

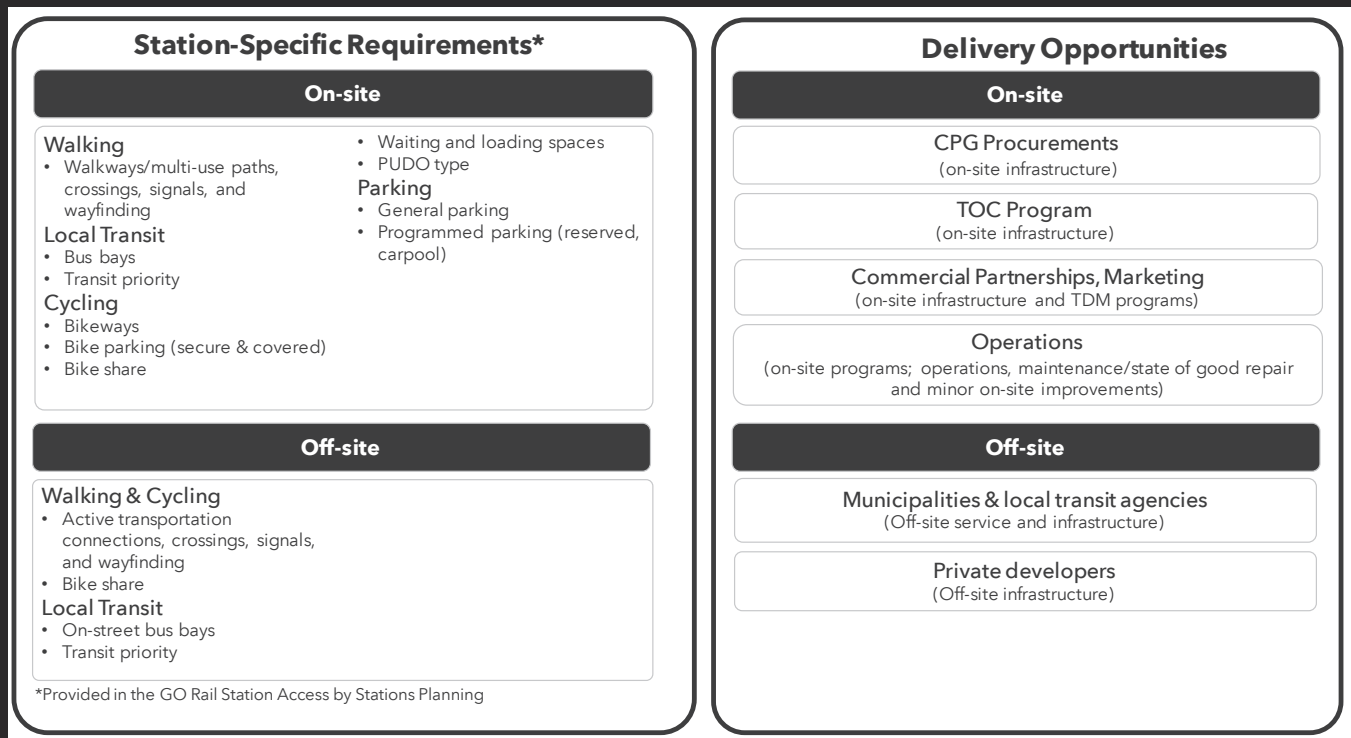


Figure 20 GO Rail Station Access Implementation

D-1.1 Station-Specific Requirements

This document provides each station's on-site access requirements, including for walking, transit, cycling, PUDO, and parking modes (Section 2.2). The station-specific requirements reflect Metrolinx's current station access strategies, policy directions, service plans, and ridership forecasts, as well as information provided by municipalities on local plans for GO station areas.

D-1.2 Phasing

The GO Rail Station Access horizon aligns with the Greater Golden Horseshoe Model (the regional transportation forecasting tool), the GO Expansion Full Business Case, and the 2041 Regional Transportation Plan.

Metrolinx will determine the phasing of on-site requirements as part of broader capital and operations planning for GO stations, and alongside other station requirements and priorities such as accessibility, communications, fare payment, maintenance, and value for money. Phasing will also be determined by observed and forecast ridership growth over the 20-year horizon.

Third parties such as municipalities, municipal service providers, private developers, and businesses will determine phasing of off-site requirements as part of their respective project and service planning initiatives.

D-1.3 Delivery Opportunities

Responsibilities for implementing the station access requirements will be shared by Metrolinx and with third parties.

On-site requirements are station access infrastructure and programs located on lands owned or leased by Metrolinx. This includes non-Metrolinx lands abutting the station site where station access infrastructure is provided.

Requirements for these facilities are established by Metrolinx, and Metrolinx has defined roles for the delivery and maintenance of the infrastructure and the programs. Metrolinx's on-site implementation will involve:

- The Planning and Development business unit, to determine station access requirements, phasing timeframes, mechanisms, and funding.
- The Capital Projects Group, Transit-Oriented Communities, Operations, and Marketing business units, to determine delivery schedules and implement on-site station access infrastructure, programs, and maintenance.

Off-site opportunities are station access infrastructure and programs located away from the station sites and off Metrolinx-owned or leased station lands. For off-site station access improvements, municipalities and municipal service providers are responsible for establishing requirements and providing improvements to the transportation networks, lands, density, and transit services. Third-party off-site implementation will involve:

- Municipalities, to support the delivery of station access improvements through planning and area-related capital works and maintenance initiatives.
- Municipal service providers, to support station access through the delivery and operations of connecting transit services.
- Private developers, to support the delivery of off-site improvements through the layout and design of adjacent developments and the provision of complementary facilities, such as bike share stations, connecting walkways, and spaces for informal pick-up and drop-off activity.

D-2 Decision-Making Framework for On-Site Station Access Improvements

Station access improvements are one component of the planning and design of GO Rail stations. Decisions about the location of priority improvements are considered alongside other on-site requirements and priorities.

The decision-making framework, provided in Table 4, is a suggested screening tool that may be used to inform decision-making on station access improvements within Metrolinx's business case and benefits management framework.

While the Hierarchy of Access informs the prioritization of station-specific requirements, Metrolinx's business units can use this suggested framework to inform priorities at a corridor and system-wide level, including:

- Station site planning exercises across the network (by Planning and Development);
- Capital investment (through Transit-Oriented Community solicitations or Metrolinx-led procurements led by the Capital Projects Group and Sponsor Office); and
- Program delivery (by Operations and Marketing).

Criteria*	Measure	Business Case Lens		
City building and economic development	<ul style="list-style-type: none"> Station located at or in proximity to (Y/N): <ul style="list-style-type: none"> An urban growth centre A provincially significant employment zone Other major trip generators Supportive MSP and transit-supportive planning and designations by municipality (Y/N) 	Strategic		
Equity**	<ul style="list-style-type: none"> Improves station access for racialized and equity-seeking communities (Y/N) Improves regional transportation connectivity for racialized and equity-seeking communities (Y/N) 	Strategic		
Station transit function	<ul style="list-style-type: none"> Service level (all-day, two-way service) (Y/N) Ridership Interchange station connected to Frequent Rapid Transit Network or major bus terminal (10+ bus bays) (Y/N) 	Strategic Economic Financial		
Access characteristics	<table border="0"> <tr> <td> <ul style="list-style-type: none"> GO Rail Station Access implementation progress Opportunities to coordinate access improvements across the corridor (Y/N) Mode share </td> <td> <ul style="list-style-type: none"> Connectivity Assessment Tool scores Transit Connectivity scores Customer willingness to walk or bike survey (%) Percentage of customers living within 1 km and within 3 km of the GO station Safety concerns (Y: high, medium, low concern/N) </td> </tr> </table>	<ul style="list-style-type: none"> GO Rail Station Access implementation progress Opportunities to coordinate access improvements across the corridor (Y/N) Mode share 	<ul style="list-style-type: none"> Connectivity Assessment Tool scores Transit Connectivity scores Customer willingness to walk or bike survey (%) Percentage of customers living within 1 km and within 3 km of the GO station Safety concerns (Y: high, medium, low concern/N) 	Strategic Economic
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Deliverability	<ul style="list-style-type: none"> Land available for station upgrades and expansion (Y/N) Land values (TOC opportunities) Barriers (Y: major, minor/N) Complexity and cost of infrastructure requirements (Y: High, medium, low/N) Interface with other planned procurements and construction projections (Y/N) 	Financial Deliverability		

* Non-weighted criteria, consistent with evaluation frameworks used for new station assessments.

** Equity measures to be developed by Metrolinx as part of ongoing efforts to improve methods for identifying impacts of transit projects on racialized and equity-seeking communities.

Table 4 Station Access Decision-Making Framework

D-3 Defining and Monitoring Success for Station Access

D-3.1 Considerations for Monitoring Key Performance Indicators

Monitoring key performance indicators (KPIs) is important for fostering accountability for GO Rail Station Access implementation by Metrolinx and third parties, as well as for celebrating successes and identifying where alternate strategies or further resources are needed to achieve

this document’s objectives over time. Table 5 suggests KPIs for monitoring implementation.

Metrolinx will conduct a full review of this document within five years of its publication.

Indicator	Measure	Frequency	Business Unit Owner
Station Access Infrastructure Delivery Progress	Percentage of completion of new on-site station access infrastructure by mode, facility type, station and corridor.	Annual	<ul style="list-style-type: none"> • CPG Reporting • Operations
Station Access Program Delivery Progress	Qualitative reporting on implementation progress for key station access programs.	Annual	<ul style="list-style-type: none"> • Stations Planning • Station Services • Marketing
Ridership Growth	Year-over-year total daily ridership by station.	Annual	<ul style="list-style-type: none"> • Customer Analytics
Mode Shift*	Mode share by station (as reported in the GO Rail Passenger Survey every 2 years).	Bi-annual	<ul style="list-style-type: none"> • Market Research
Equity in Station Access	<p>Impact of investment in station access improvements on reducing barriers for racialized and equity-seeking communities to access GO Rail stations (measure to be developed).</p> <p>Qualitative report on consultation with racialized and equity-seeking communities on station access projects and plans, noting the number of formal meetings or other outreach mechanisms, key messages, and outcomes.</p>	Annual	<ul style="list-style-type: none"> • Stations Planning • Planning, Development and Sponsor Office
Consultation on Station Access	Qualitative report on engagement and outreach with municipal staff, noting the number of formal meetings, key messages on station access by the municipality, and highlights of off-site station access projects.	Annual	<ul style="list-style-type: none"> • Stations Planning • Municipal Sponsor • Community Relations

* The Sustainability Strategy (2022-2026) will also include a KPI for mode shift.

Table 5 Station Access Decision-Making Framework: Key Performance Indicators

D-3.2 Monitoring Impacts on Racialized and Equity-Seeking Communities

Metrolinx recognizes that not all communities are equitably served by the transit network.

Metrolinx is undertaking research to identify new indicators for measuring equity, including the impact of station access improvements on reducing barriers to the GO Rail network for racialized and equity-seeking communities. Metrolinx continues to explore and implement best practices and monitor provincial directions for addressing equity and anti-racism in transit project planning and delivery.

D-3.3 Reporting

Progress updates on the implementation of this document and associated station access objectives and outcomes will be coordinated by Metrolinx's Planning and Development unit, with contributions from applicable business unit owners from the organization noted in Table 5. Regular reporting will be provided to Metrolinx's Senior Management Team, including:

- Bi-annual reporting on mode shift; and
- Annual reporting on:
 - Infrastructure planning and delivery;
 - Program development and delivery;
 - Municipal engagement and plans;
 - Equity indicator(s); and
 - Trends in ridership recovery and travel behaviours and their impact on station access during the post-pandemic transformation phase (2022-2026).

Progress reporting will be used to inform and adjust strategies and resource allocations over time to achieve the objectives of this document.

Monitoring trends during the post-pandemic transformation phase

Metrolinx will continue monitoring ridership recovery and transformation, as well as key trends that may affect station access facility planning. This involves considering peak spread, telework, location shifts for work and home, and mode preferences. In the short term (2022-2026), an annual review of relevant and available data that is collected and reported by Metrolinx and third parties during the post-COVID-19 pandemic transformation will be undertaken.