

# Stouffville Line



## LEGEND

Existing barrier-free path of travel

### Average parking utilization (pre-COVID-19 pandemic)

- Equal or higher than 95%
- 86%-94%
- Equal or less than 85%
- No dedicated GO parking facility

### Couplet stations

... (stations with similar catchment area, one of them with parking capacity)

Station within Major Transit Station Area (MTSA) or Protected Major Transit Station Area (PMTSA)

### Planned two-way all-day peak service frequency

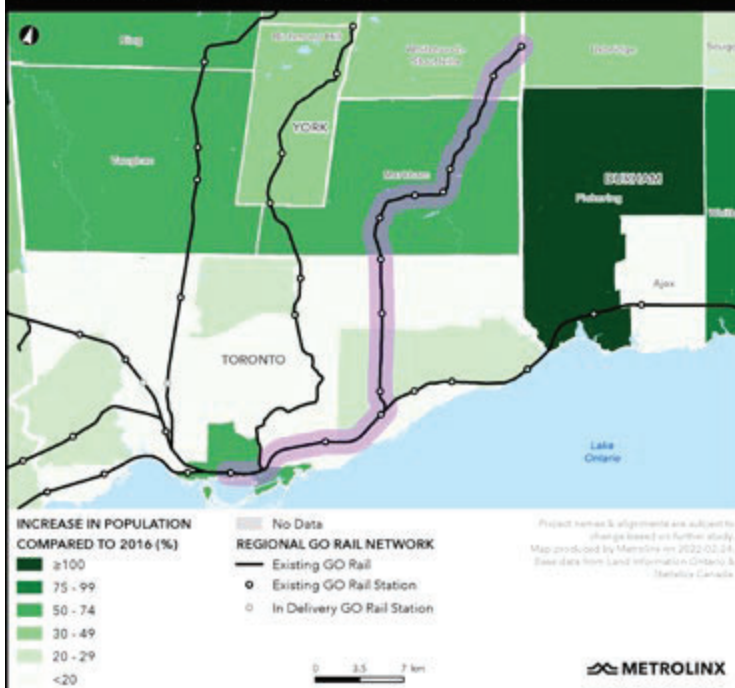
GO Expansion FBC (2018)

- 20-min
- 15-min

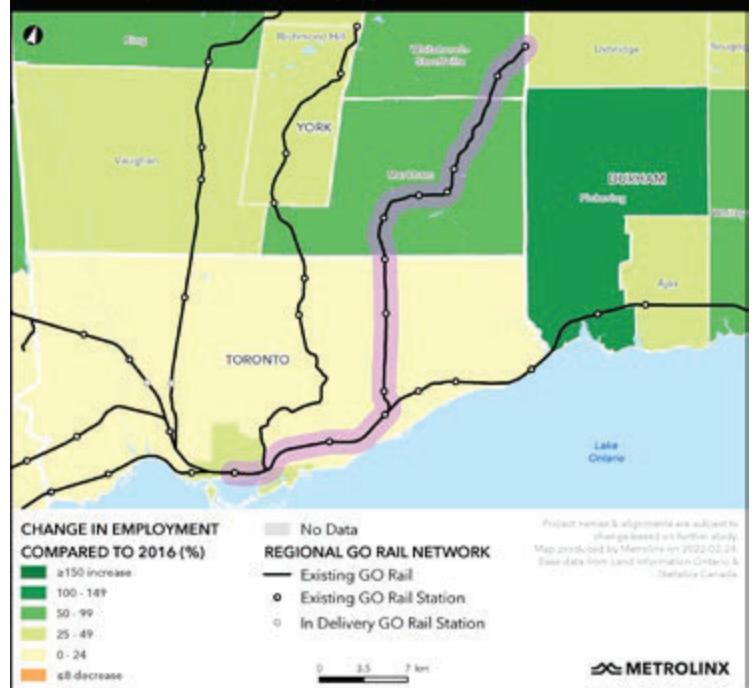
## Corridor Context

- The City of Markham and York Region are expected to experience a significant increase in population and employment by 2041, given the growth of technology industries and the future York University - Markham Campus.
- The corridor is planned for 15-minute, all-day, two-way service between Union and Unionville GO.
- Customers will increasingly access stations by walking and transit in comparison to drive-and-park.
- Customers within the catchment area of the Richmond Hill corridor may use the Stouffville line in the future, due to better service levels.
- There are a number of secure bike rooms planned across the corridor as cycling levels are forecasted to increase.

2016 Compared to 2041 Population Forecast - Stouffville



2016 Compared to 2041 Employment Forecast - Stouffville

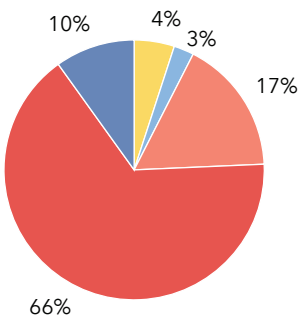




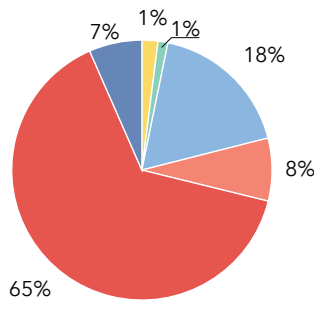
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Old Elm GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
<b>Station Access Type (2041)</b>	<b>Mixed Modal</b>	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		150	125
Daily Riders' Destination Station		25	0
Daily Total Footfall (Boardings + Alightings)		325	250

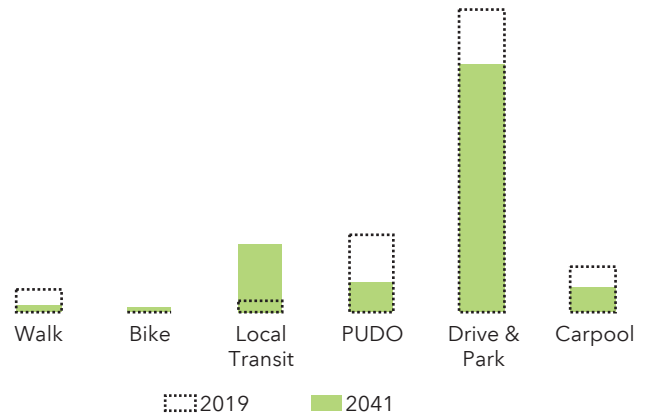
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



■ Walk   
 ■ Bike   
 ■ Local Transit   
 ■ PUDO   
 ■ Drive & Park   
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- East: multi-use path through the station site
Bus Facilities	<b>Total: 3 bus bays</b> - East: bus bays (2 GO, 1 unassigned)	<b>Total: 3 bus bays</b> - East: bus bays (2 GO, 1 YRT)
Bike Parking	<b>Total: 32 spaces</b> - East: 32 covered	<b>Total: 48 spaces</b> - East: 48 covered
Pick-up/ Drop-off Facilities	<b>Total: 25 spaces</b> - East: 21 waiting and 4 loading (peak/ferry)	<b>Total: 27 spaces</b> - East: 24 waiting and 3 loading spaces (peak/ferry)
Vehicular Parking	<b>Total: 673 spaces</b> - East: 673 surface	<b>Total: 672 spaces</b> - East: 672 surface - Up to 10% carpool/reserved parking

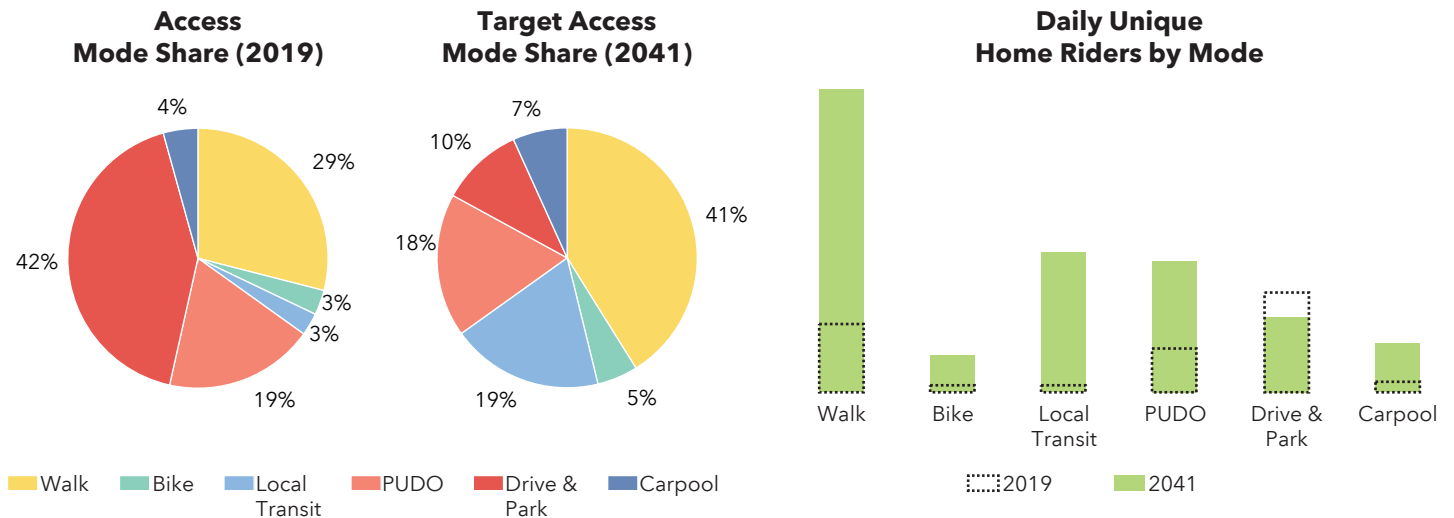
# Old Elm GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-OEGO-01	Incorporate a pedestrian path through the station site to the new station building or entrance.
 Local Transit	ON-ST-OEGO-02	Maintain the capacity of the bus loop while exploring the feasibility of priority or dedicated access to the surrounding road network.
 Cycling	ON-ST-OEGO-03	Install 48 covered bike parking spaces adjacent to the station building
 Pick-up/ Drop-off	ON-ST-OEGO-04	Increase the capacity of the PUDO facility while exploring the feasibility of providing priority or dedicated access to the surrounding road network.
 Carpool Passengers	ON-ST-OEGO-05	Implement the modified reserved and carpool parking on up to 10% of total spaces.
 Drive & Park	ON-ST-OEGO-06	Deliver 672 surface parking spaces with appropriate access to adjacent local roads.









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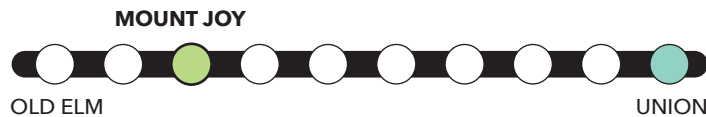
Stouffville GO			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
<b>Station Access Type (2041)</b>	<b>Active Priority</b>	Station Service Model	C - Self Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		575	1,800
Daily Riders' Destination Station		75	75
Daily Total Footfall (Boardings + Alightings)		1,275	3,525



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
Bus Facilities	No dedicated facility is currently provided	<b>Total: 1 bus bay</b> - (Off-site) Southeast: bus bay (1 GO)
Bike Parking	<b>Total: 48 spaces</b> - East: 32 covered, 16 secure - West: 16 covered	<b>Total: 80 spaces</b> - East: 32 covered, 32 secure spaces - West: 16 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	<b>Total: 6 spaces</b> - East: 6 loading (strip)
Vehicular Parking	<b>Total: 378 spaces</b> - Northwest: 124 surface - West: 181 surface - East: 73 surface	<b>Total: 205-378 spaces</b> - Surplus of 173 surface - Up to 85% carpool/reserved parking

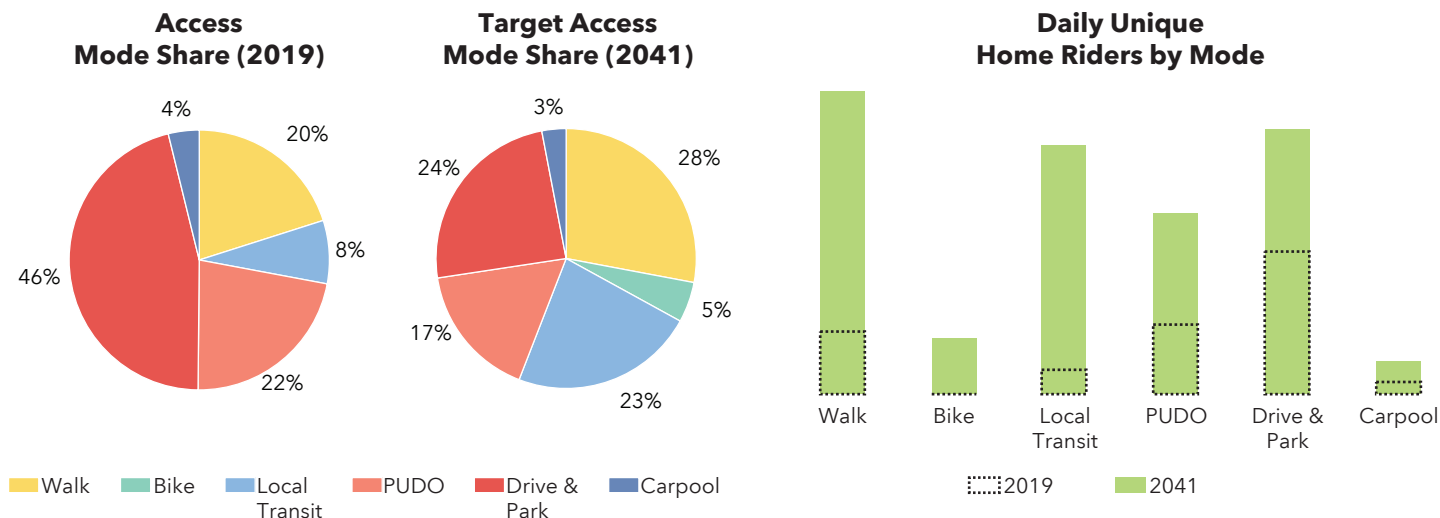
# Stouffville GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-SVGO-01	Consider the feasibility of developing a station entrance/tunnel on the west side of the rail corridor to align with Rupert Ave. or Second St.
 Local Transit	ON-ST-SVGO-02	Work with the Town of Whitchurch-Stouffville to explore alternative options that offer transit priority on off-site facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-SVGO-03	Explore opportunities to add 16 bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-ST-SVGO-04	As part of any future station improvement expand the eastern PUDO to 6 loading spaces, which may result in the loss of parking spaces.
 Carpool Passengers	ON-ST-SVGO-05	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-ST-SVGO-06	As part of any site redevelopment, upgrades or other works, total supply may be decreased by 173 spaces to reallocate space for other modes or uses.









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<b>Mount Joy GO</b>			
<b>Station Classification</b>			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
<b>Station Access Type (2041)</b>	<b>Active Priority</b>	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Power Centre
<b>GO Rail Ridership</b>		<b>Current (2019)</b>	<b>Forecast (2041)</b>
Daily Riders' Home Station		1,925	6,725
Daily Riders' Destination Station		225	1,800
Daily Total Footfall (Boardings + Alightings)		3,800	15,075



<b>Station Access Facilities</b>	<b>Current (2021)</b>	<b>Requirements (2041)</b>
Active Transportation	No dedicated facility is currently provided	- West: additional pedestrian pathways - West: pedestrian plaza
Bus Facilities	<b>Total: 3 bus bays</b> - West: bus bays (2 GO, 1 unassigned)	<b>Total: 4 bus bays</b> - West: bus bays (2 GO, 2 YRT)
Bike Parking	<b>Total: 96 spaces</b> - West: 96 covered	<b>Total: 192 spaces</b> - West: 64 secure, 128 covered
Pick-up/ Drop-off Facilities	<b>Total: 84 spaces</b> - West: 74 waiting, 10 loading (peak/ferry)	<b>Total: 80 spaces</b> - West: 60 waiting, 20 loading (high rider-ship)
Vehicular Parking	<b>Total: 1,333 spaces</b> - West: 979 surface - East: 354 surface	<b>Total: 1,180-1,333 spaces</b> - Surplus of 153 spaces - Up to 31% carpool/reserved parking

# Mount Joy GO

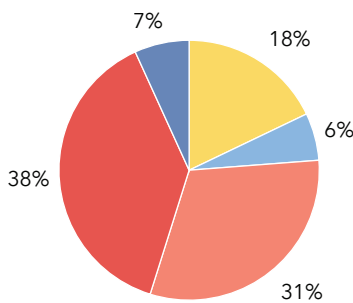
Station Access Mode	ID	Required Improvements
 Walking	ON-ST-MJGO-01	Implement a multi-use path along the southern extent of the west parking lot to provide an uninterrupted connection between Markham Rd. and the GO platform/tunnel entrance.
	ON-ST-MJGO-02	Implement a pedestrian and cycling connection from the intersection of Bur Oak Ave. and Anderson Ave. to the station building. Additionally, consider incorporating a public plaza in front of the station building that includes pedestrian and cycling amenities.
	ON-ST-MJGO-03	Consider providing a pathway connecting the northwest corner of the GO parking lot to the sidewalk along Bur Oak Ave.
 Local Transit	ON-ST-MJGO-04	Work with the City of Markham and York Region Transit to identify opportunities to add additional bus bays by optimizing design of the existing bus loop facility or through provision of on-street bays.
 Cycling	ON-ST-MJGO-05	Add 32 covered bike parking spaces in the west parking lot through future station works or redevelopment projects.
	ON-ST-MJGO-06	Add 64 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-MJGO-07	Dependent on the development of an eastern station entrance, consider installing 16 covered bike spaces adjacent to the east parking lot.
 Pick-up/ Drop-off	ON-ST-MJGO-08	As part of any future station improvement reconfigure the PUDO into a high ridership facility with 60 waiting and 20 loading spaces
 Carpool Passengers	ON-ST-MJGO-09	Implement the modified reserved and carpool parking on up to 31% of total spaces.
 Drive & Park	ON-ST-MJGO-10	Work with the municipality to identify parking replacement alternatives to offset any further parking loss at the GO station.



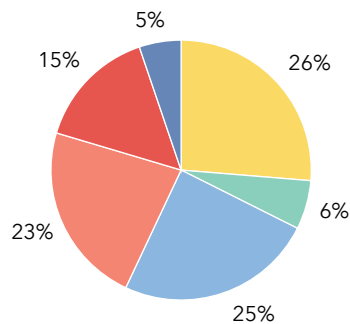
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Markham GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
<b>Station Access Type (2041)</b>	<b>Active Priority</b>	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		950	2,025
Daily Riders' Destination Station		125	600
Daily Total Footfall (Boardings + Alightings)		1,925	4,650

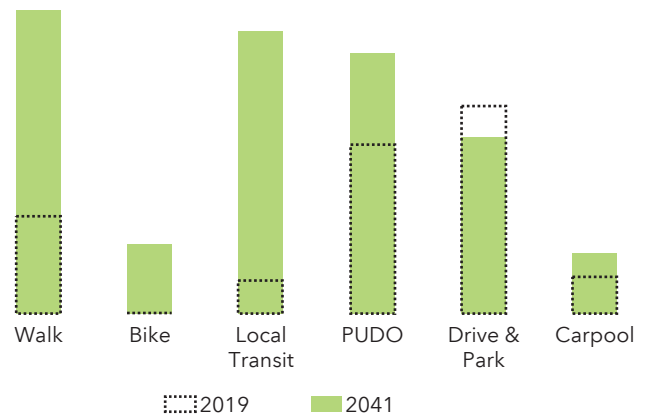
Access Mode Share (2019)



Target Access Mode Share (2041)



Daily Unique Home Riders by Mode









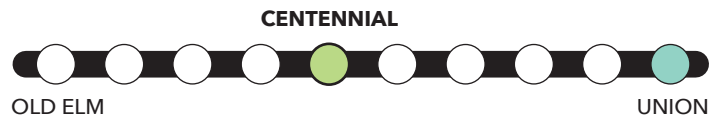
■ Walk   
 ■ Bike   
 ■ Local Transit   
 ■ PUDO   
 ■ Drive & Park   
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- 1 multi-use path and a pedestrian plaza
Bus Facilities	No dedicated facility is currently provided	<b>Total: 1 bus bay</b> - (Off-site) East: bus bay (1 GO)
Bike Parking	<b>Total: 40 spaces</b> - East: 32 covered, 8 uncovered	<b>Total: 136 spaces</b> - East: 40 covered, 48 secure - Northwest: 32 covered - Southwest: 16 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	<b>Total: 35 spaces</b> - East: 28 waiting and 7 loading spaces (peak/ferry)
Vehicular Parking	<b>Total: 416 spaces</b> - East: 247 surface - West: 169 surface	<b>Total: 336-416 spaces</b> - Surplus of 80 spaces - Up to 22% carpool/reserved parking



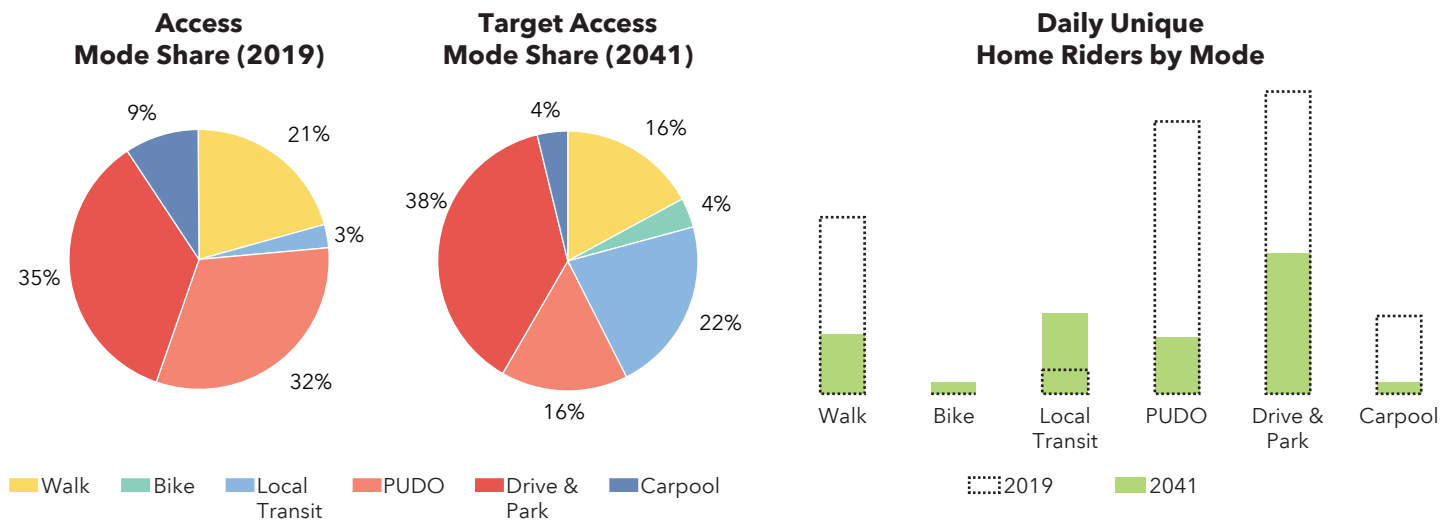
# Markham GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-MKGO-01	Develop a pedestrian and cycling pathway and plaza on the north edge of the main station lot, which is at the intersection of Ramona Blvd. and Main St. to support walking and cycling from east of the station site.
 Local Transit	ON-ST-MKGO-02	Work with the City of Markham to explore alternative options that offer transit priority on offsite facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-MKGO-03	Add 96 covered spaces on both sides of the station site.
	ON-ST-MKGO-04	As part of any future improvement, convert uncovered bike racks to covered bike parking.
	ON-ST-MKGO-05	Add 48 secure bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-ST-MKGO-06	Develop a new pick-up and drop-off facility adjacent to the GO station building with dedicated access from Main St., which may result in the loss of parking spaces.
 Carpool Passengers	ON-ST-MKGO-07	Implement the modified reserved, carpool parking on up to 22% of total spaces.
 Drive & Park	ON-ST-MKGO-08	As part of any future redevelopment, upgrades, or other works, supply may be decreased by 80 spaces to reallocate space to other modes or uses.









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Centennial GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
<b>Station Access Type (2041)</b>	<b>Mixed Modal</b>	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,075	475
Daily Riders' Destination Station		125	325
Daily Total Footfall (Boardings + Alightings)		2,175	1,425



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
Bus Facilities	No dedicated facility is currently provided	<b>Total: 1 bus bay</b> - (Off-site) South: bus bays (1 GO)
Bike Parking	<b>Total: 64 spaces</b> - South: 56 covered, 8 uncovered	<b>Total: 80 spaces</b> - South: 64 covered, 16 secure
Pick-up/ Drop-off Facilities	<b>Total: 35 spaces</b> - South: 31 waiting, 4 loading (peak/ferry)	<b>Total: 26 spaces</b> - South: 21 waiting, 5 loading (peak/ferry)
Vehicular Parking	<b>Total: 451 spaces</b> - South: 350 structure - South: 101 surface	- No facility expansion recommended - Up to 10% carpool/reserved parking

# Centennial GO

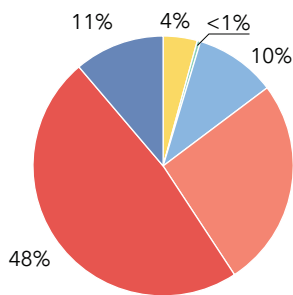
Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-ST-CEGO-01	Work with the City of Markham to explore options that offer transit priority on offsite facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-CEGO-02	Add 16 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-CEGO-03	Provide high quality pedestrian and cycling connections through the station site to connect to McCowan Rd. from the east and Bullock Dr. from the south.
	ON-ST-CEGO-04	Dependent on a new north entrance, consider installing a new bike shelter near the new station entrance.
 Pick-up/ Drop-off	ON-ST-CEGO-05	Dependent on a future need to resize or reconfigure the southern PUDO, reduce size to 21 waiting and 5 loading spaces in a peak/ferry facility and reallocate space to other modes or uses.
	ON-ST-CEGO-06	Work with the City of Markham to explore modifications to the pick- up and drop-off area to enhance the circulation of vehicles using the PUDO facility.
 Carpool Passengers	ON-ST-CEGO-07	Implement the modified reserved and carpool parking on up to 10% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.



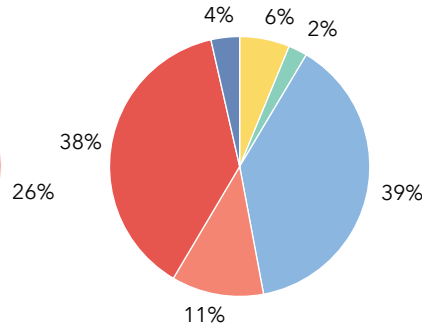
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Unionville GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (Medium)
<b>Station Access Type (2041)</b>	<b>Transit Priority</b>	Station Service Model	A - Full Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,275	6,700
Daily Riders' Destination Station		350	4,000
Daily Total Footfall (Boardings + Alightings)		4,675	18,850

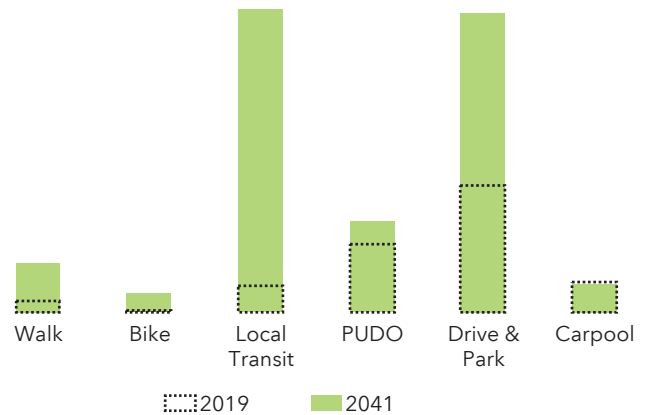
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



■ Walk   
 ■ Bike   
 ■ Local Transit   
 ■ PUDO   
 ■ Drive & Park   
 ■ Carpool







Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Pathway from the west side of the corridor
Bus Facilities	<b>Total: 7 bus bays</b> - East: bus bays (3 YRT, 3 GO, 1 unassigned)	<b>Total: 12 bus bays and 8 layovers</b> - East: bus bays (5 YRT, 7 GO), layovers (8 GO)
Bike Parking	<b>Total: 144 spaces</b> - East: 128 covered, 16 uncovered spaces	<b>Total: 192 spaces</b> - East: 144 covered, 48 secure spaces
Pick-up/ Drop-off Facilities	<b>Total: 40 spaces</b> - East: 33 waiting and 7 loading (peak/ferry)	<b>Total: 40 spaces</b> -East: 23 waiting, 4 loading (high ridership) -West: 10 waiting, 3 loading (peak/ ferry)
Vehicular Parking	<b>Total: 1,906 spaces</b> - East: 1,906 surface	<b>Total: 2,400 spaces</b> - Add 494 spaces - Up to 50% carpool/reserved parking

# Unionville GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-UVGO-01	Consider the feasibility of providing a tunnel entrance on the west side of the rail corridor with a multi-use path that connects to Enterprise Blvd. to enhance pedestrian and cycling access to residents on the west side of the rail corridor.
 Local Transit	ON-ST-UVGO-02	Work with York Region and the Ministry of Transportation to identify design solutions that would provide for direct integration between a proposed Viva BRT station, GO Bus, and future 407 Transitway station at the GO station.
	ON-ST-UVGO-03	Explore options to add 5 bus bays and 8 layover spaces. Given that this a transit priority station, this may result in the loss of parking spaces.
 Cycling	ON-ST-UVGO-04	Add 48 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-UVGO-05	Connect the municipal cycling infrastructure to one of the eastern GO station entrances by developing a dedicated cycling path.
	ON-ST-UVGO-06	Reconfigure bike shelters adjacent to planned GO and Viva BRT station buildings on both sides of the GO Rail corridor.
	ON-ST-UVGO-07	Dependent on any future station improvement, convert uncovered bike racks to covered bike parking. Additionally, no bike parking expansion is recommended.
 Pick-up/ Drop-off	ON-ST-UVGO-08	Dependent on a future west side entrance, explore opportunities to integrate a new PUDO facility in peak/ferry style with 10 waiting spaces and 3 loading spaces.
	ON-ST-UVGO-09	Dependent on a future need to resize or reconfigure the eastern PUDO, reduce size to 23 waiting and 4 loading spaces in a peak/ferry facility and reallocate space to other modes or uses.
 Carpool Passengers	ON-ST-UVGO-10	Implement the modified reserved and carpool parking program on 50% of the total parking spaces on the east side of the GO Rail corridor.
 Drive & Park	ON-ST-UVGO-11	Dependent on a future west side entrance, explore opportunities to add 600 spaces (off-site) to enhance vehicle access to the GO station and off-set the potential reduction of parking (approx. 300) on the east side.
	ON-ST-UVGO-12	Work with the City of Markham, the YMCA, and York University to explore options for sharing or modular parking on the east side of the GO Rail corridor and allow for the remainder of the station site to be used for other higher order transit facilities (Viva BRT and 407 Transitway).

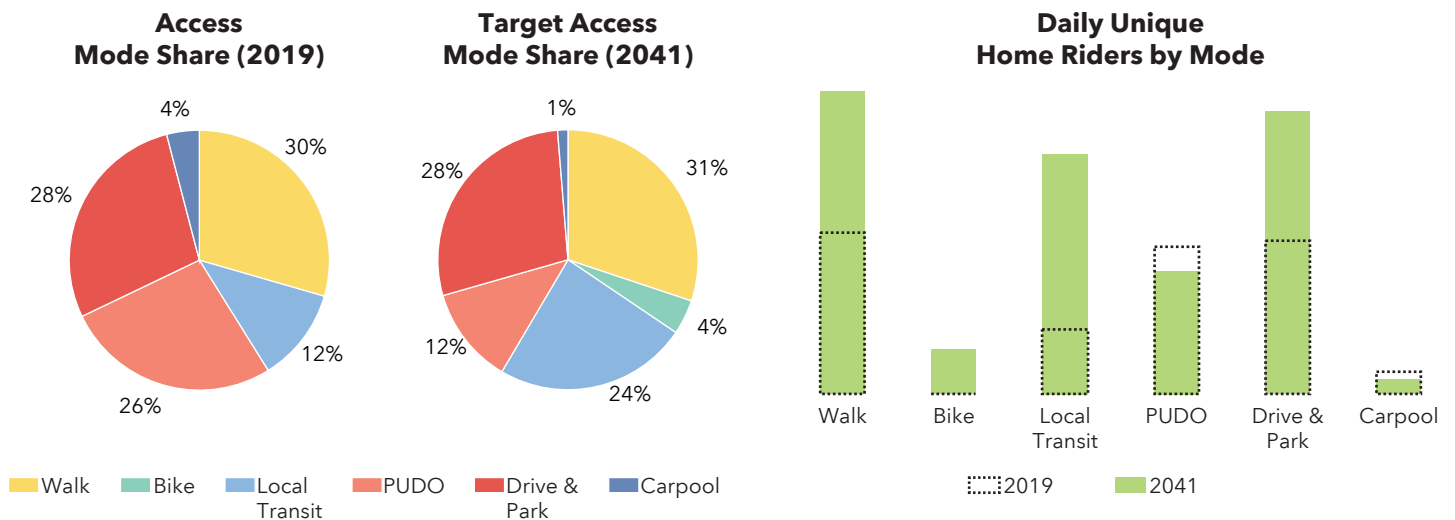


# Milliken GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-MIGO-01	Consider the feasibility of providing a tunnel entrance on the east side of the rail corridor with a multi use path that connects to Silver Star Blvd. and Steeles Ave. E to the north. This would improve pedestrian and cycling access to residents on the east side of the rail corridor.
	ON-ST-MIGO-02	Work with the City of Toronto to improve pedestrian and cycling connections through the current GO station site and prioritize pedestrian and cycling connection along Redlea Ave.
	ON-ST-MIGO-03	As part of the Steeles Ave. Grade Separation Environmental Assessment process, work with the City of Toronto, City of Markham, and York Region to explore options to incorporate a pedestrian overpass adjacent to the rail corridor, and a connection from the multi-use path along Steeles Ave. to the GO station platform.
 Local Transit	ON-ST-MIGO-04	Work with the City of Toronto to explore the feasibility of creating on-street bus bays with direct connections to the GO platform.
 Cycling	ON-ST-MIGO-05	Work with the local provider to provide bike share at the station, and protect space for bike share docks as part of station renovations, where feasible.
 Pick-up/ Drop-off	ON-ST-MIGO-06	Dependent on a future need to resize or reconfigure the western PUDO, reduce the size to 22 waiting and 3 loading spaces in a peak/ferry facility and reallocate space to other modes or uses.
 Carpool Passengers	ON-ST-MIGO-07	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-ST-MIGO-08	Dependent on any future redevelopment, upgrades, other works, consider adding 160 spaces via alternative parking solutions (e.g., modular parking) on the main west parking lot.

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<b>Agincourt GO</b>			
<b>Station Classification</b>			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
<b>Station Access Type (2041)</b>	<b>Active Priority</b>	Station Service Model	B - Limited Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
<b>GO Rail Ridership</b>		<b>Current (2019)</b>	<b>Forecast (2041)</b>
Daily Riders' Home Station		775	1,400
Daily Riders' Destination Station		100	1,025
Daily Total Footfall (Boardings + Alightings)		1,600	4,250



<b>Station Access Facilities</b>	<b>Current (2021)</b>	<b>Requirements (2041)</b>
Active Transportation	No dedicated facility is currently provided	- Pedestrian pathways from Dowry St. and Agincourt Dr.
Bus Facilities	No dedicated facility is currently provided	<b>Total: 2 bus bays</b> - (Off-site) South: bus bays (2 TTC)
Bike Parking	<b>Total: 32 spaces</b> - West: 32 covered	<b>Total: 80 spaces</b> - West: 48 covered, 32 secure
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	<b>Total: 29 spaces</b> - West: 24 waiting, 5 loading (peak/ferry)
Vehicular Parking	<b>Total: 342 spaces</b> - West: 342 surface	<b>Total: 440 spaces</b> - Add 98 surface - Up to 85% carpool/reserved parking

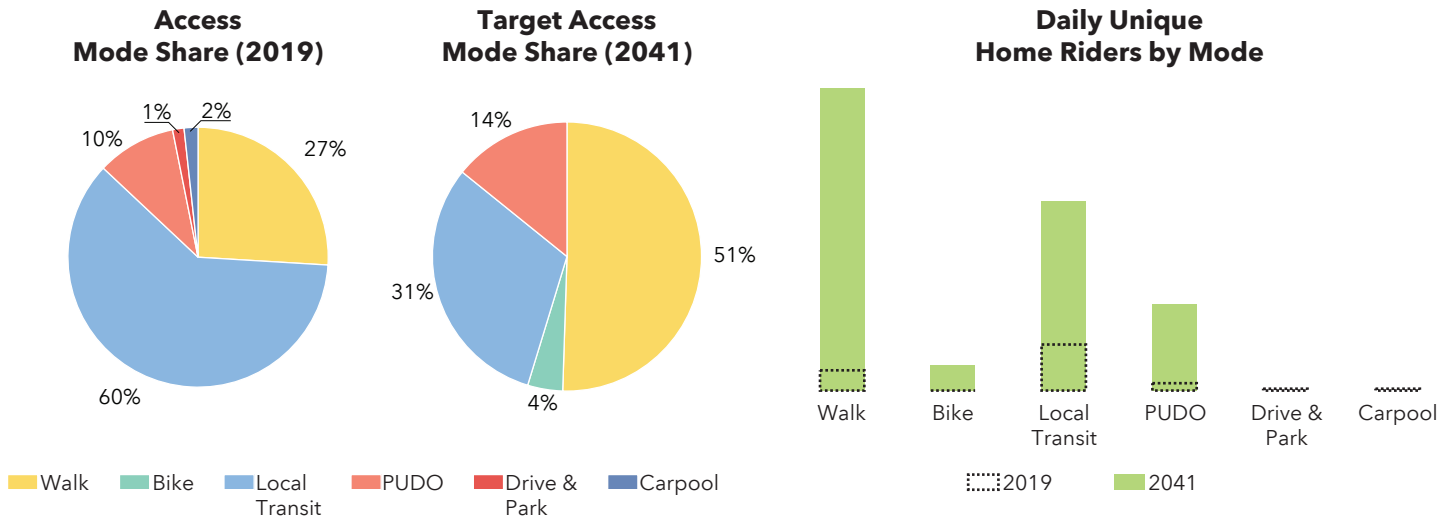


# Agincourt GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-AGGO-01	As part of the planned redevelopment of the station site, develop pedestrian connections from Dowry St. to the station building, and between the new east platform and Agincourt Dr.
	ON-ST-AGGO-02	Work with the City of Toronto to ensure that the planned Sheppard LRT station is built with a direct pedestrian connection to the GO station platform.
	ON-ST-AGGO-03	Consider improving accessibility for all passengers from the station platform to Sheppard Ave. E. to connect to the TTC bus stops.
 Local Transit	ON-ST-AGGO-04	Work with the City of Toronto to explore the feasibility of creating on-street bus bays or explore alternative options that offer transit priority on offsite facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-AGGO-05	Add 32 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-AGGO-06	Work with the local provider to provide bike share at the station, and protect space for bikeshare docks as part of station renovations, where feasible.
	ON-ST-AGGO-07	As part of the planned redevelopment of the station site, install bike shelters on both sides of the station site.
 Pick-up/ Drop-off	ON-ST-AGGO-08	As part of the planned redevelopment of station site, consider developing a PUDO facility adjacent to the new station building with shared access with the remaining station parking lot from Sheppard Ave.
 Carpool Passengers	ON-ST-AGGO-09	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-ST-AGGO-10	Consider opportunities to expand surface parking by 98 spaces on acquired or leased land near the station.







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<b>Kennedy GO</b>			
<b>Station Classification</b>			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
<b>Station Access Type (2041)</b>	<b>Interchange (Active Priority)</b>	Station Service Model	C - Self Service
Parking Typology (2041)	No Parking	Retail Typology	Urban Centre Station (TOC)
<b>GO Rail Ridership</b>		<b>Current (2019)</b>	<b>Forecast (2041)</b>
Daily Riders' Home Station		175	1,425
Daily Riders' Destination Station		275	2,650
Daily Total Footfall (Boardings + Alightings)		800	7,300



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No dedicated facility recommended
Bus Facilities	No dedicated facility is currently provided	No dedicated facility recommended
Bike Parking	<b>Total: 42 spaces</b> - East: 32 covered, 10 uncovered	<b>Total: 80 spaces</b> - East: 48 covered, 32 secure
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	<b>Total: 19 spaces</b> - East: 12 waiting, 7 loading (peak/ferry)
Vehicular Parking	No dedicated facility is currently provided	No dedicated facility recommended

# Kennedy GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-ST-KDGO-01	As part of the redevelopment of the TTC/GO station site and in alignment with the Eglinton Crosstown Environmental Assessment, an integrated bus and subway facility is planned to be developed on the west side of the GO Rail corridor.
 Cycling	ON-ST-KDGO-02	Add 32 secure bike parking spaces into the Crosstown LRT Station building.
	ON-ST-KDGO-03	Work with the local provider to provide bike share at the station and protect space for bike share docks as part of station renovations, where feasible.
	ON-ST-KDGO-04	As part of the redevelopment of the TTC/GO station site, bike shelters are planned to be installed as part of the new GO pick-up and drop-off area on the east side of the GO Rail corridor.
 Pick-up/ Drop-off	ON-ST-KDGO-05	As part of the redevelopment of the TTC/GO station site, a dedicated PUDO facility is planned to be constructed on the east side of the corridor that will service both GO Rail and Crosstown LRT customers.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.