

Lakeshore East 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

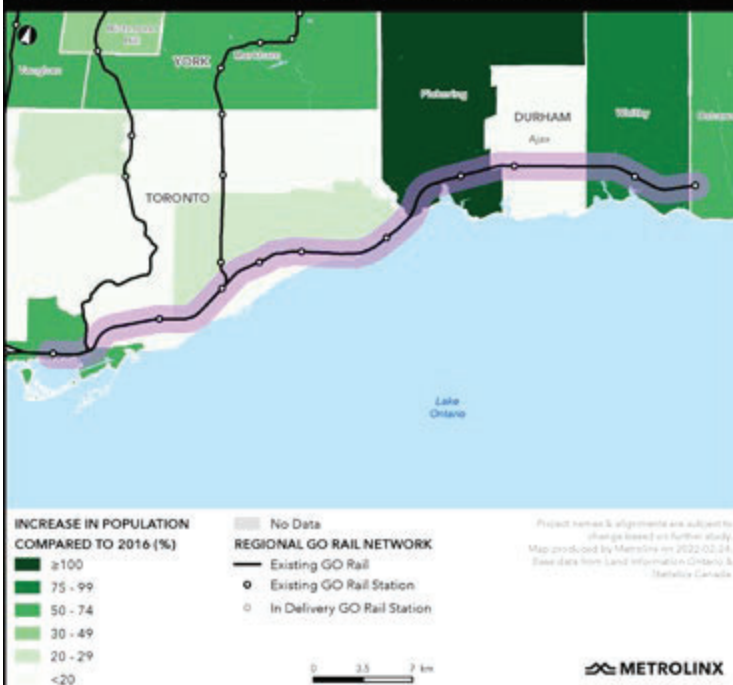
GO Expansion FBC (Nov 2018)

15-min

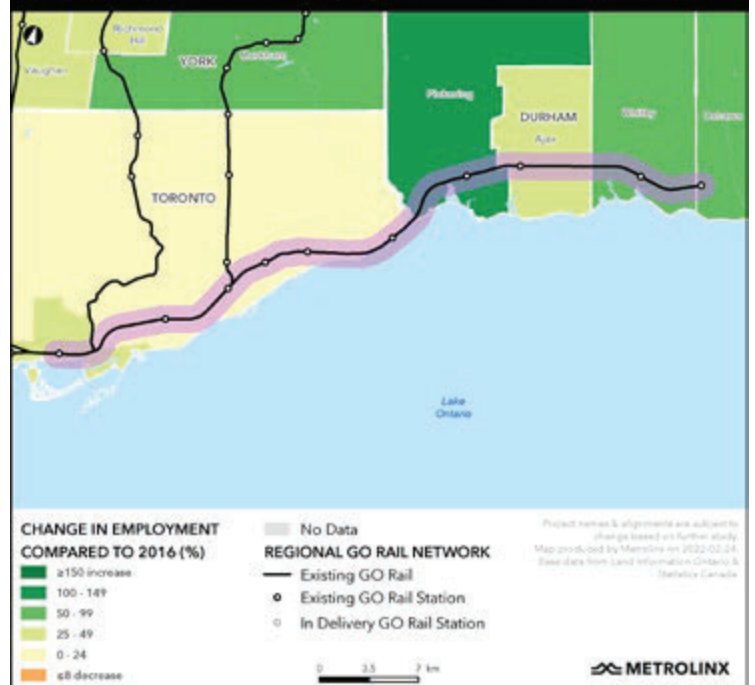
Corridor context

- The Region of Durham is forecasted to see strong population and employment growth out to 2041, while relatively lower growth is forecasted in the Scarborough area of Toronto.
- The corridor is planned for 15-minute-or-less, two-way, all-day electrified service, operating between Union Station and Oshawa GO.
- Customers will increasingly access stations by active transportation (walk/cycle) and local transit modes in favour of drive-and-park.
- Infrastructure requirements at Ajax and Pickering GO were planned as a station couplet due to their proximity to one another and overlapping station catchment areas.
- Historically, this is the second busiest rail corridor by passenger volume in the GO network.

2016 Compared to 2041 Population Forecast - Lakeshore East



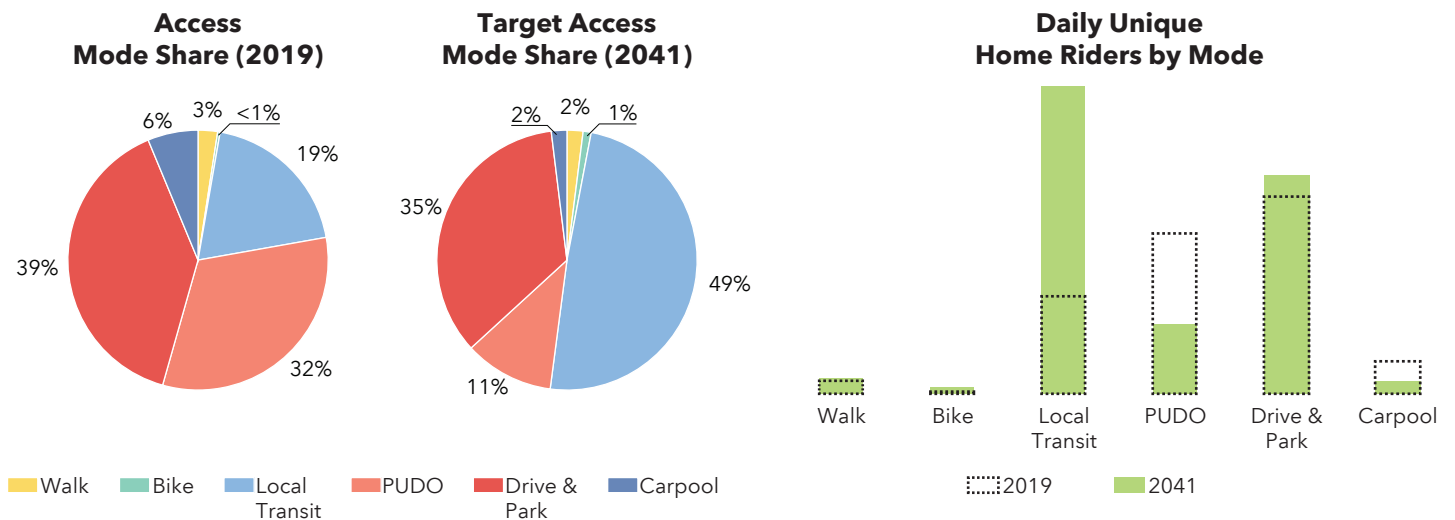
2016 Compared to 2041 Employment Forecast - Lakeshore East











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| Oshawa GO | | | |
|---|-------------------------|----------------------------------|----------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | Interchange (Medium) |
| Station Access Type (2041) | Transit Priority | Station Service Model | A - Full Service |
| Parking Typology (2041) | Maintain | Retail Typology | Community Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 3,625 | 4,500 |
| Daily Riders' Destination Station | | 1,275 | 2,025 |
| Daily Total Footfall (Boardings + Alightings) | | 8,025 | 11,425 |



| Station Access Facilities | Current (2021) | Requirements (2041) |
|-----------------------------|--|---|
| Active Transportation | No dedicated facility is currently provided | - North: 1 multi-use path - West: 1 pedestrian connection |
| Bus Facilities | Total: 11 bus bays - North: bus bays (4 DRT, 4 GO, 2 unassigned, 1 accessible) | No facility expansion recommended at this time |
| Bike Parking | Total: 64 spaces - North: 64 covered | Total: 64 spaces - North: relocate 64 covered |
| Pick-up/Drop-off Facilities | Total: 60 spaces - Northeast: 54 waiting, 6 loading (main lot) | Total: 37 spaces - Northeast: 27 waiting, 10 loading (high ridership) |
| Vehicular Parking | Total: 2,439 spaces - North: 2,109 surface - West: 330 surface | Total: 2,839 spaces - North: 2,109 spaces - (Dependent) West: add 400 spaces - Up to 49% carpool/reserved parking |

Oshawa GO

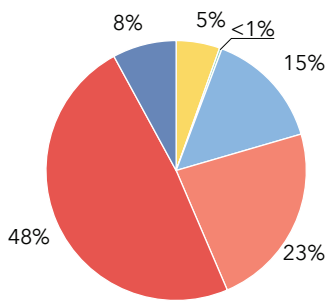
| Station Access Mode | ID | Required Improvements |
|--|----------------|--|
|  Walking | ON-LSE-OSGO-01 | Enhance the existing dedicated pedestrian walkway between the station plaza area and parking lot mid-point into a dedicated multi-use path with improved paving and protection measures, and extend this path north to the station entrance at Bloor St. to connect with a future multi-use path and bike lanes. |
| | ON-LSE-OSGO-02 | Add a multi-use path connecting the satellite western parking lot with the main station area via the rail corridor northern edge. |
|  Local Transit | N/A | No facility expansion recommended at this time. |
|  Cycling | ON-LSE-OSGO-03 | In conjunction with a new north-south multi-use path, relocate the existing bike parking shelters in the parking lot to locations in the station plaza area, closer to the platform, with a shelter located on each side of the station building. |
|  Pick-up/ Drop-off | ON-LSE-OSGO-04 | Dependent on parking expansion and a new multi-use path, provide a platform entrance connection and PUDO facility on the western station lands to turn the site into a secondary access/egress point for the station. |
| | ON-LSE-OSGO-05 | As part of any future station improvements, reconfigure the existing PUDO facility into a high ridership facility with 27 waiting and 10 loading spaces. |
|  Carpool Passengers | ON-LSE-OSGO-06 | Consider implementing the modified reserved and carpool parking programs on up to 49% of total spaces. |
|  Drive & Park | ON-LSE-OSGO-07 | Dependent on demand growth, consider expansion of surface parking by 400 spaces at the station's western satellite lot. |



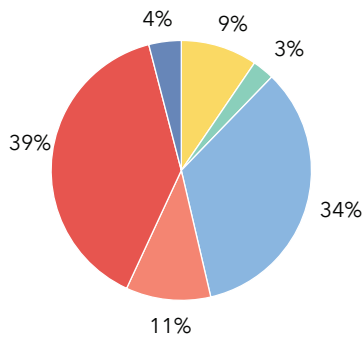
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| Whitby GO | | | |
|---|-------------------------|----------------------------------|--------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | Interchange (High) |
| Station Access Type (2041) | Transit Priority | Station Service Model | A - Full Service |
| Parking Typology (2041) | Manage | Retail Typology | Power Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 5,100 | 8,225 |
| Daily Riders' Destination Station | | 1,300 | 3,475 |
| Daily Total Footfall (Boardings + Alightings) | | 10,700 | 20,750 |

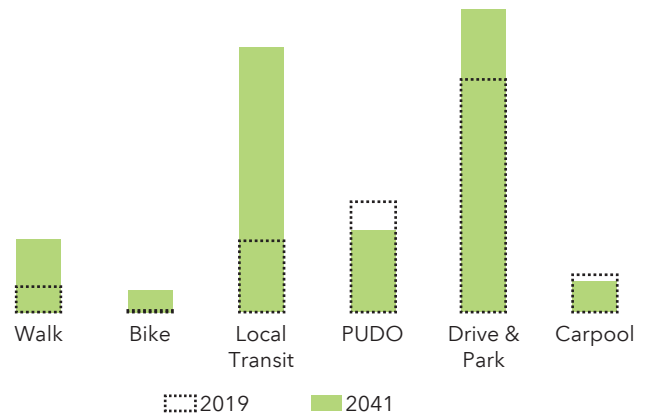
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

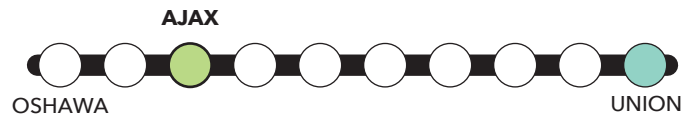


Legend: Walk (yellow), Bike (green), Local Transit (blue), PUDO (orange), Drive & Park (red), Carpool (dark blue)

| Station Access Facilities | Current (2021) | Requirements (2041) |
|-----------------------------|---|--|
| Active Transportation | - North: 2 dedicated pedestrian connections - South: 1 dedicated pedestrian connection | - South: multi-use path |
| Bus Facilities | Total: 10 bus bays - North: bus bays (1 Coach Canada, 6 DRT, 3 GO) | Total: 13 bus bays - North: bus bays (10 DRT, 3 GO) |
| Bike Parking | Total: 104 spaces - North: 64 covered, 8 open - South: 32 covered | Total: 240 spaces - North: 64 secure, 96 covered - South: 80 covered |
| Pick-up/Drop-off Facilities | Total: 110 spaces - North: 71 waiting, 7 loading - South: 28 waiting, 4 loading | Total: 79 spaces - North: 39 waiting, 8 loading (high ridership) - South: 28 waiting, 4 loading (peak/ferry) |
| Vehicular Parking | Total: 3,621 spaces - North: 254 surface - South: 1,432 structure, 1,935 surface | Total: 2,916-3,736 spaces - North: surplus of 30 spaces - South: add 115 modular spaces, loss of up to 820 spaces - Up to 49% carpool/reserved parking |

Whitby GO

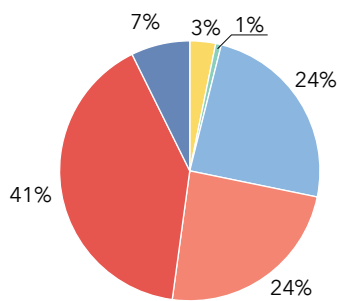
| Station Access Mode | ID | Required Improvements |
|--|----------------|---|
|  Walking | ON-LSE-WHGO-01 | As part of the redevelopment of the north station parking lot, maintain provision of a direct pedestrian connection to Henry St. |
| | ON-LSE-WHGO-02 | As part of the redevelopment of the south station parking lot, provide a step-free active transportation connection between Byron St. and the southern pedestrian bridge entrance area. Through this work, an auto connection between Byron St. and the south parking lot should also be studied. |
|  Local Transit | ON-LSE-WHGO-03 | In the long-term, provide for 13 bus bays, adding on to the existing 10 bays. |
|  Cycling | ON-LSE-WHGO-04 | Provide a 10-space secure bike room facility. |
| | ON-LSE-WHGO-05 | As part of the redevelopment of the north station site, provide an additional 32-space bike shelter. |
| | ON-LSE-WHGO-06 | Add an additional 54 secure bike parking spaces to the existing facility. |
| | ON-LSE-WHGO-07 | As part of the redevelopment of the station site, provide a dedicated multi-use path connecting municipal cycling infrastructure on Henry St. to the southern station tunnel entrance area via internal parking lot drive aisles. |
| | ON-LSE-WHGO-08 | As part of the redevelopment of the south station site, provide two additional bike shelters on the south lot, with one 32-space shelter located in the vicinity of the pedestrian bridge entrance to serve customers coming from the area southeast of the station, and one 16-space shelter at the western tunnel entrance. |
|  Pick-up/ Drop-off | ON-LSE-WHGO-09 | As part of the redevelopment of the northern station site, reconfigure the north PUDO into a high ridership facility with 39 waiting and 8 loading spaces. |
|  Carpool Passengers | ON-LSE-WHGO-10 | Consider implementing the modified reserved and carpool parking programs on up to 49% of total spaces. |
|  Drive & Park | ON-LSE-WHGO-11 | Introduce a pilot project with municipal partners to advance a 115-space (net) modular parking structure pilot on the main south parking lot to offset the potential reduction of leased surface spaces (approx. 520-820 spaces). If the pilot proves successful, seek to add an additional 320 spaces with this technology. |



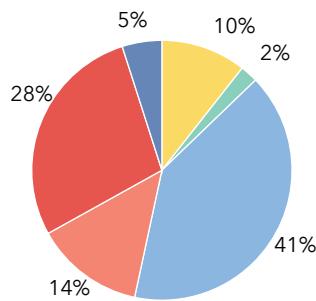
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| Ajax GO | | | |
|---|-------------------------|----------------------------------|---------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | Interchange (High) |
| Station Access Type (2041) | Transit Priority | Station Service Model | B - Limited Service |
| Parking Typology (2041) | Grow | Retail Typology | Power Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 4,700 | 12,025 |
| Daily Riders' Destination Station | | 1,100 | 3,425 |
| Daily Total Footfall (Boardings + Alightings) | | 9,725 | 27,550 |

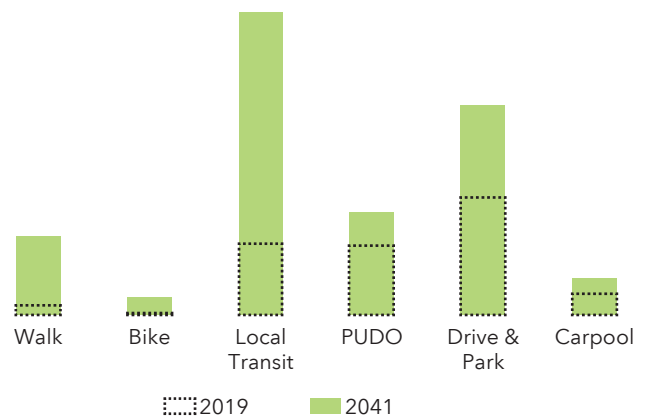
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

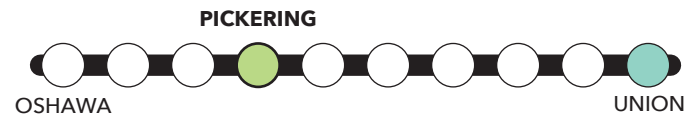


Legend: Walk (Yellow), Bike (Green), Local Transit (Blue), PUDO (Red), Drive & Park (Dark Red), Carpool (Dark Blue)

| Station Access Facilities | Current (2021) | Requirements (2041) |
|------------------------------|---|---|
| Active Transportation | - Centre: dedicated pedestrian walkway - East: dedicated pedestrian connection | - Centre: 1 multi-use path - East: dedicated pedestrian connection |
| Bus Facilities | Total: 13 bus bays - East: bus bays (11 DRT, 2 GO) | Total: 15 bus bays and 4 layovers - East: bus bays (11 DRT, 2 GO, 2 unassigned), 4 layovers |
| Bike Parking | Total: 272 spaces - South: 96 covered, 176 open | Total: 240 spaces - South: 80 secure, 160 covered |
| Pick-up/ Drop-off Facilities | Total: 86 spaces - West: 51 waiting, 11 loading - South: 20 waiting, 4 loading | Total: 43 spaces - (Dependent) West: 27 waiting, 10 loading (high ridership) - (Dependent) South: 4 waiting, 2 loading (strip) |
| Vehicular Parking | Total: 3,058 spaces - South: 1,362 structure, 1,696 surface | Total: 3,255 spaces - (Dependent) South: surplus of 200 spaces, add 400 modular spaces - Up to 50% carpool/reserved parking |

Ajax GO

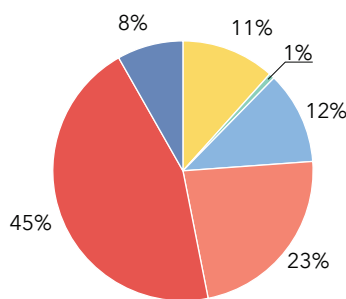
| Station Access Mode | ID | Required Improvements |
|--|----------------|---|
|  Walking | ON-LSE-AJGO-01 | Redevelop the north-east corner of the main station area and retail parking lot to provide a direct, landscaped cycling and pedestrian connection between Westney Rd. and Fairall St. to the main station building. |
|  Local Transit | ON-LSE-AJGO-02 | Proceed with planned redevelopment of the station site that includes an expanded bus loop facility for 15 bays and 4 layover spaces. |
|  Cycling | ON-LSE-AJGO-03 | As part of the redevelopment of the station site, provide two net new 32-space shelters with relocated open bike racks, and consolidate this with the secure bike parking infrastructure east of the bus loop that can be accessed by a direct north-south cycling and pedestrian connection to Fairall St. |
| | ON-LSE-AJGO-04 | As part of the redevelopment of the station site, provide a 32-space secure bike parking facility east of the bus loop that can be accessed by a direct north-south cycling and pedestrian connection to Fairall St. |
| | ON-LSE-AJGO-05 | Integrate a multi-use path on the northern side of Fairall St. at the retail parking lot entrance, to connect to potential multi use paths along Westney Rd. and existing bike lanes on Fairall Rd. east of Westney Rd. |
| | ON-LSE-AJGO-06 | Explore opportunities to add 48 new secure bike parking spaces to the planned facility through future station works or redevelopment projects in the vicinity of the planned bike parking area east of the bus loop. |
|  Pick-up/ Drop-off | ON-LSE-AJGO-07 | To address conflicts between pedestrians and vehicles, and provide enhanced priority for accessibility needs, install an accessible loading area away from the parking structure entrance and closer to Westney Rd. |
| | ON-LSE-AJGO-08 | Dependent on a future need to resize or reconfigure the west PUDO, reduce size to 27 waiting and 10 loading spaces in a high ridership facility and reallocate space to other modes or uses. |
| | ON-LSE-AJGO-09 | Dependent on a future need to resize or reconfigure southern PUDO, reduce size to 4 waiting and 2 loading spaces in a strip style facility and reallocate spaces to other modes or uses. |
|  Carpool Passengers | ON-LSE-AJGO-10 | Consider implementing the modified reserved and carpool parking programs on up to 50% of total spaces. |
|  Drive & Park | ON-LSE-AJGO-11 | Reconfigure the main parking lot to reduce conflicts between pedestrians and vehicles and provide priority egress for transit and PUDO users. |
| | ON-LSE-AJGO-12 | Consider adding 400 spaces using alternative parking solutions (e.g., modular parking) to the main south parking lot as station demand grows. |



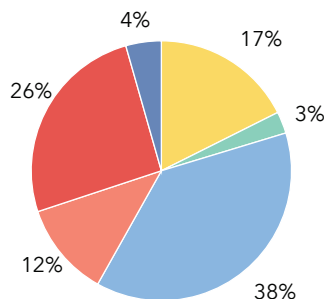
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| Pickering GO | | | |
|---|-------------------------|----------------------------------|------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | High |
| Station Access Type (2041) | Transit Priority | Station Service Model | A - Full Service |
| Parking Typology (2041) | Manage | Retail Typology | Power Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 4,700 | 9,925 |
| Daily Riders' Destination Station | | 1,150 | 5,225 |
| Daily Total Footfall (Boardings + Alightings) | | 9,925 | 26,875 |

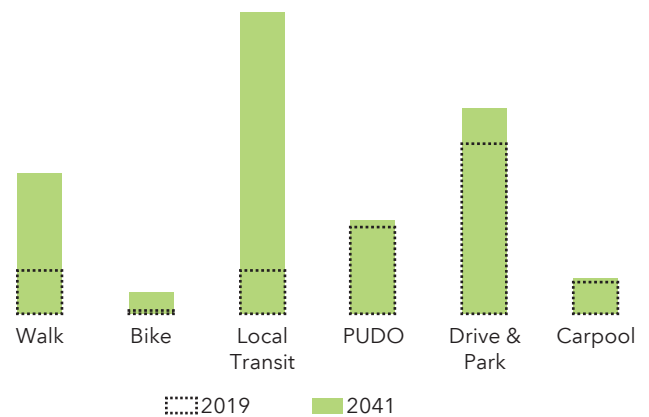
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

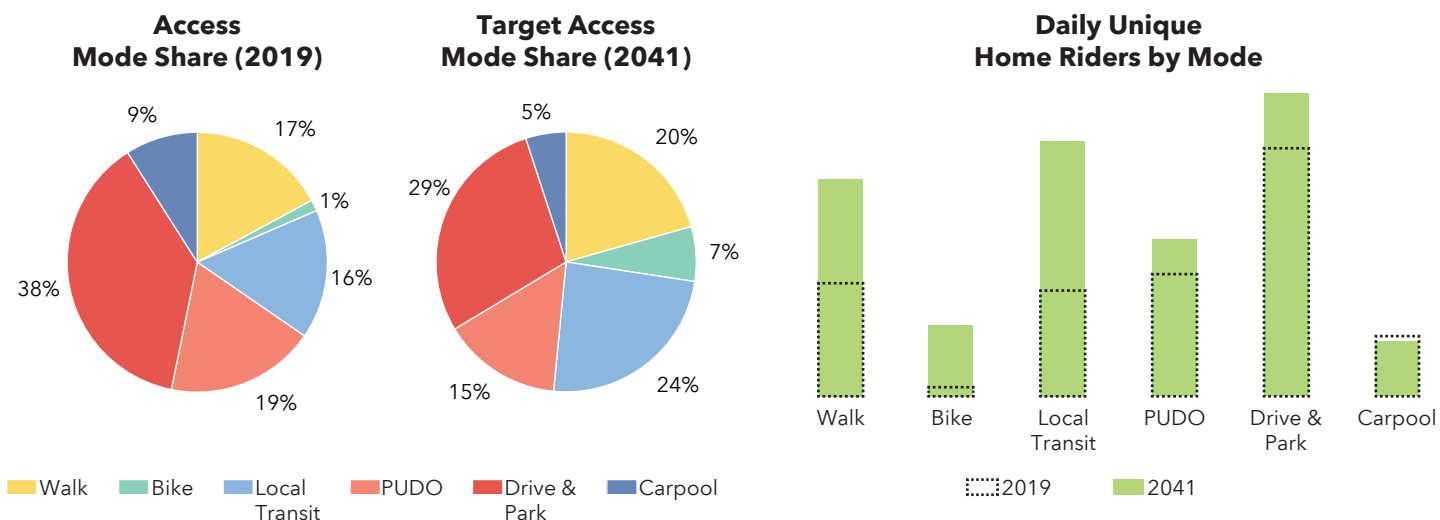
| Station Access Facilities | Current (2021) | Requirements (2041) |
|------------------------------|---|---|
| Active Transportation | - North: pedestrian bridge - South: dedicated pedestrian walkway - East: dedicated pedestrian walkway | - South: 1 multi-use path |
| Bus Facilities | Total: 8 bus bays - South: bus bays (3 DRT, 2 GO, 3 unassigned) | Total: 9 bus bays and 3 layovers - South: bus bays (4 DRT, 4 GO, 1 unassigned), layovers (3 GO) - North: bus bays (3 DRT) (off-site) |
| Bike Parking | Total: 176 spaces - North: 64 open - South: 80 covered, 32 open | Total: 256 spaces - North: 64 covered - South: 80 secure, 80 covered - East: 32 covered |
| Pick-up/ Drop-off Facilities | Total: 42 spaces - South: 34 waiting and 8 loading spaces | Total: 51 spaces - North: 16 waiting (strip) (off-site) - South: 26 waiting, 9 loading (high ridership) |
| Vehicular Parking | Total: 3,558 spaces - North: 500 structure - South: 1,670 structure, 1,388 surface | Total: 3,169-3,558 spaces - South and East: surplus of 389 spaces - Up to 50% carpool/reserved parking |

Pickering GO

| Station Access Mode | ID | Required Improvements |
|--|----------------|---|
|  Walking | ON-LSE-PKGO-01 | Provide a direct, landscaped cycling and pedestrian connection between the south parking lot entrance at Bayly St. and the west tunnel building entrance, to connect with a planned multi-use path along Bayly St. |
| | ON-LSE-PKGO-02 | To accommodate future growth immediately east of the station, retain the eastern access path between the bus loop and east parking lot, and work with the City of Pickering to provide additional pedestrian connection points along the path to the area to the south, when appropriate. |
| | ON-LSE-PKGO-03 | Install a direct fully-accessible pedestrian access ramp from Liverpool Rd. to the station site where a staircase exists today, along with a dedicated walkway within the station site enabling safe connections between the ramp and main station building area. |
|  Local Transit | ON-LSE-PKGO-04 | Proceed with planned redevelopment of the station site that includes expanded bus loop facility for 9 bays, and explore the opportunity to increase the facility up to 11 bays. |
| | ON-LSE-PKGO-05 | Work with the City of Pickering to identify improvements to integrate a future Bayly St. rapid transit (BRT) service with the modified south bus loop and dedicated access road. |
|  Cycling | ON-LSE-PKGO-06 | Provide a 20-space secure bike parking facility adjacent to the western tunnel entrance. |
| | ON-LSE-PKGO-07 | Install existing open bike racks on the south parking lot under new shelters adjacent to the west tunnel building. |
| | ON-LSE-PKGO-08 | Install a bike shelter in close proximity to the eastern entrance of the pedestrian path that connects the existing east satellite lot to the station building area. Fill the shelter with existing uncovered racks. |
| | ON-LSE-PKGO-09 | Explore opportunities to add 60 new secure bike parking spaces to the existing facility through future station works or redevelopment projects at the main station building area. |
|  Pick-up/ Drop-off | ON-LSE-PKGO-10 | To address conflicts between pedestrians and vehicles and provide enhanced priority for PUDO users, relocate the current facility west of the station building closer to the west station access road. Reconfigure the PUDO facility into a high ridership configuration with 26 waiting and 9 loading spaces. As part of this relocation, consider reconfiguring the vehicle waiting area as accessible parking. |
|  Carpool Passengers | ON-LSE-PKGO-11 | Consider implementing the modified reserved and carpool parking programs on up to 50% of total spaces. |
|  Drive & Park | ON-LSE-PKGO-12 | As part of future site redevelopment, local road network expansion, upgrades or other works, total supply may be decreased by approximately 389 spaces. |







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| Rouge Hill GO | | | |
|---|--------------------|----------------------------------|------------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | Medium |
| Station Access Type (2041) | Mixed Modal | Station Service Model | B - Limited Service |
| Parking Typology (2041) | Manage | Retail Typology | Community Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 2,600 | 4,175 |
| Daily Riders' Destination Station | | 525 | 1,425 |
| Daily Total Footfall (Boardings + Alightings) | | 5,350 | 10,050 |



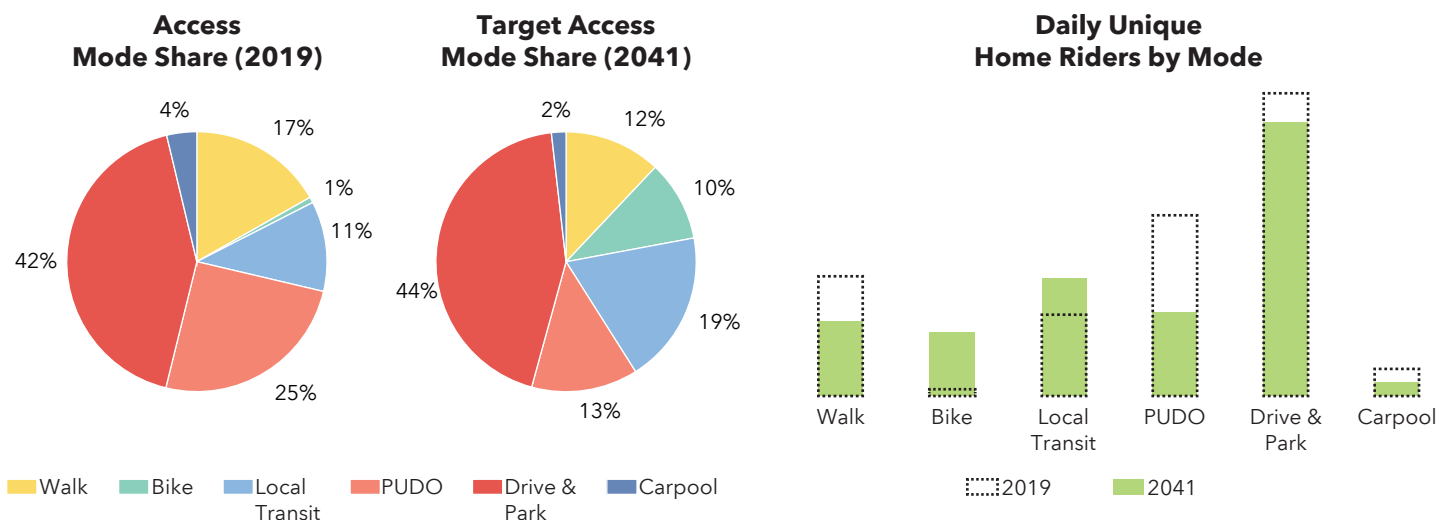
| Station Access Facilities | Current (2021) | Requirements (2041) |
|------------------------------|--|--|
| Active Transportation | - Southwest: 1 dedicated pedestrian pathway | - Northeast: multi-use path - Centre: dedicated pedestrian walkway and multi-use path |
| Bus Facilities | Total: 3 bus bays - Northeast: bus bays: (3 TTC) | No facility expansion recommended at this time |
| Bike Parking | Total: 160 spaces - Northeast: 64 covered, 1 Bike Share station, 4 City of Toronto secure lockers - Southwest: 96 covered | Total: 240 spaces - Northeast: 48 secure, 64 covered - Southwest - 32 secure, 96 covered |
| Pick-up/ Drop-off Facilities | Total: 51 spaces - Centre: 45 waiting, 6 loading | Total: 37 spaces - Centre: 27 waiting, 10 loading (high ridership) |
| Vehicular Parking | Total: 1,409 spaces - North: 319 surface - West: 534 surface - Centre: 556 surface | Total: 1,163-1409 spaces - Centre: surplus of 246 spaces - Up to 85% carpool/reserved parking |

Rouge Hill GO

| Station Access Mode | ID | Required Improvements |
|--|----------------|---|
|  Walking | ON-LSE-ROGO-01 | Redevelop the main station site with landscaped pedestrian path and multiple multi-use path connections from Lawrence Ave. E to the new station building. |
|  Local Transit | ON-LSE-ROGO-02 | Identify opportunities for on-demand microtransit solutions in order to introduce improved municipal transit connections. |
|  Cycling | ON-LSE-ROGO-03 | Add one open bike rack per access point between the southern rail platform and Waterfront Trail. |
| | ON-LSE-ROGO-04 | Redevelop the station with bike shelters where the Port Union Village Common Park connects with the main station parking lot. |
| | ON-LSE-ROGO-05 | Relocate bike parking near the entrance to the pedestrian tunnels that connect the Waterfront Trail to the main parking lot. |
| | ON-LSE-ROGO-06 | Install a 32-space secure bike room adjacent to the west tunnel entrance. |
| | ON-LSE-ROGO-07 | Work with the City of Toronto to turn existing Bike Share points at the station and Waterfront Trail into permanent installations. |
| | ON-LSE-ROGO-08 | Add an additional 48 secure bike parking spaces to the planned facility through future station works or redevelopment projects in the vicinity of the station building. |
|  Pick-up/ Drop-off | ON-LSE-ROGO-09 | As part of any future station improvement, reconfigure the PUDO facility into a high ridership facility with 27 waiting and 10 loading spaces. |
|  Carpool Passengers | ON-LSE-ROGO-10 | Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces. |
|  Drive & Park | ON-LSE-ROGO-11 | As part of the planned redevelopment of the main station site parking lot, supply may be reduced by approximately 250 spaces. |







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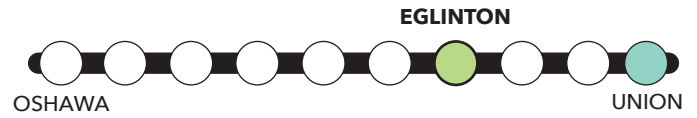
| Guildwood GO | | | |
|---|--------------------|----------------------------------|------------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | Medium |
| Station Access Type (2041) | Mixed Modal | Station Service Model | B - Limited Service |
| Parking Typology (2041) | Manage | Retail Typology | Community Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 1,425 | 1,225 |
| Daily Riders' Destination Station | | 275 | 1,000 |
| Daily Total Footfall (Boardings + Alightings) | | 2,875 | 4,000 |



| Station Access Facilities | Current (2021) | Requirements (2041) |
|----------------------------------|--|--|
| Active Transportation | - North: dedicated pedestrian walkway and plaza | - Southwest: dedicated multi-use path connection - North: bike lanes |
| Bus Facilities | No dedicated facility is currently provided | Improved on-site local transit access and egress |
| Bike Parking | Total: 216 spaces - North: 24 covered, 96 covered, 1 Bike Share station, 6 City of Toronto secure - South: 96 covered | No facility expansion recommended at this time |
| Pick-up/ Drop-off Facilities | Total: 56 spaces - North: 30 waiting, 6 loading - South: 16 waiting, 4 loading | Total: 49 spaces - (Dependent) North: 23 waiting, 6 loading (high ridership) - South: 16 waiting, 4 loading |
| Vehicular Parking | Total: 903 spaces - North: 671 surface - South: 232 surface | Total: 678-903 spaces - (Dependent) North: surplus of 225 spaces - Up to 85% carpool/reserved parking |

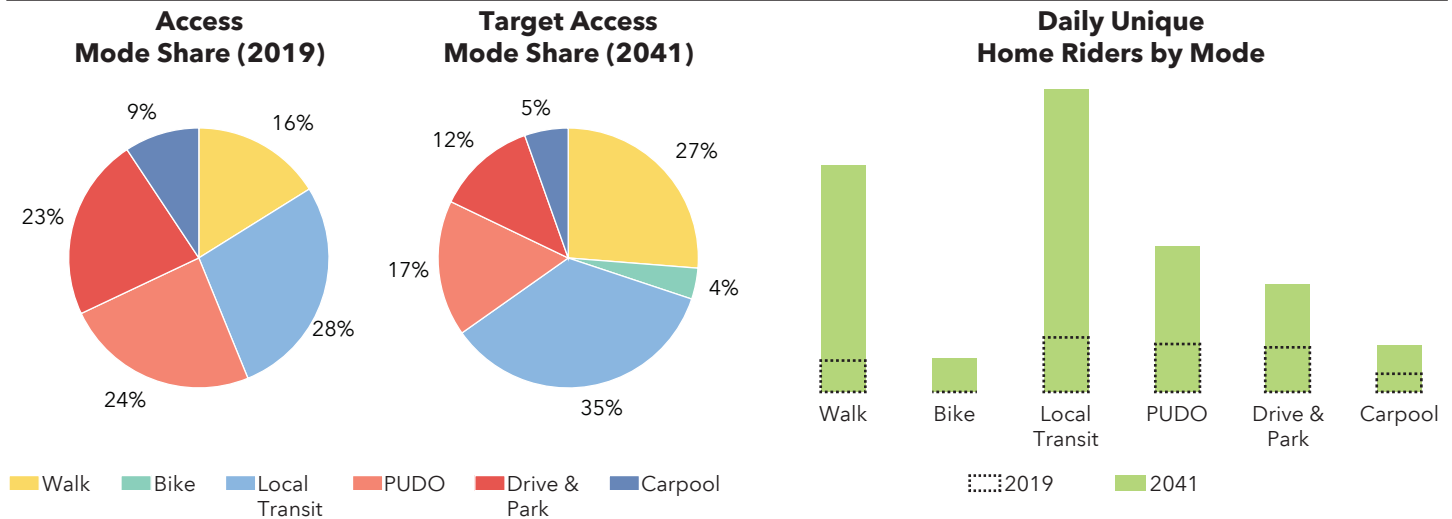
Guildwood GO

| Station Access Mode | ID | Required Improvements |
|---|----------------|--|
|  Walking | ON-LSE-GUGO-01 | Work with the City of Toronto to provide a multi-use path on the south side of the rail corridor under Kingston Rd. to connect the south station area to Dale Ave. and the residential community west of Kingston Rd. |
|  Local Transit | ON-LSE-GUGO-02 | Consider enhancing the cycling connection along the primary entrance road to the north parking lot (aligned with Celeste Dr.) with dedicated bike lanes to reduce conflicts with vehicular traffic. |
| | ON-LSE-GUGO-03 | Work with the City of Toronto and Eglinton Crosstown East LRT East team to identify design solutions that would allow for a direct, convenient and comfortable transfer of passengers between the proposed LRT station and GO side platforms on north and south sides of the corridor. |
|  Cycling | ON-LSE-GUGO-04 | Work with the City of Toronto to turn existing Bike Share points at the station into permanent installations on both sides of the rail corridor. |
| | ON-LSE-GUGO-05 | Enhance the cycling connection along the primary entrance road to the north parking lot (aligned with Celeste Dr.) with dedicated bike lanes to reduce conflicts with vehicular traffic. |
|  Pick-up/ Drop-off | ON-LSE-GUGO-06 | Dependent on a future need to resize or reconfigure the northern PUDO, reduce size to 23 waiting and 6 loading spaces in a high ridership facility and reallocate space to other modes or uses. |
|  Carpool Passengers | ON-LSE-GUGO-07 | Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces. |
|  Drive & Park | ON-LSE-GUGO-08 | Dependent on any future site redevelopment, upgrades or other works, total supply may be decreased by 225 spaces. |







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| Eglinton GO | | | |
|---|------------------------|----------------------------------|---------------------|
| Station Classification | | | |
| Station Access Type (2019) | Transit Priority | Station Categorization Framework | Medium |
| Station Access Type (2041) | Active Priority | Station Service Model | B - Limited Service |
| Parking Typology (2041) | Maintain | Retail Typology | Community Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 1,550 | 6,750 |
| Daily Riders' Destination Station | | 325 | 2,700 |
| Daily Total Footfall (Boardings + Alightings) | | 3,125 | 16,825 |





| Station Access Facilities | Current (2021) | Requirements (2041) |
|-----------------------------|---|--|
| Active Transportation | - North: dedicated pedestrian walkway | - North: larger pedestrian plaza, accessible platform access, paved desire paths - Northeast: dedicated pedestrian connection - South: multi-use path connection - Southwest: multi-use path connection |
| Bus Facilities | No dedicated facility is currently provided | No dedicated facility is recommended at this time |
| Bike Parking | Total: 40 spaces - North: 8 open, 6 City of Toronto secure lockers - South: 32 covered | Total: 192 spaces - North: 64 secure, 32 covered - South: 96 covered |
| Pick-up/Drop-off Facilities | Total: 25 spaces - North: 21 waiting, 4 loading | Total: 39 spaces - North: 23 waiting, 8 loading (high ridership) - South: 6 waiting, 2 loading (urban) |
| Vehicular Parking | Total: 789 spaces - North: 241 surface - South: 548 surface | No facility expansion recommended at this time - Up to 85% carpool/reserved parking |

Eglinton GO

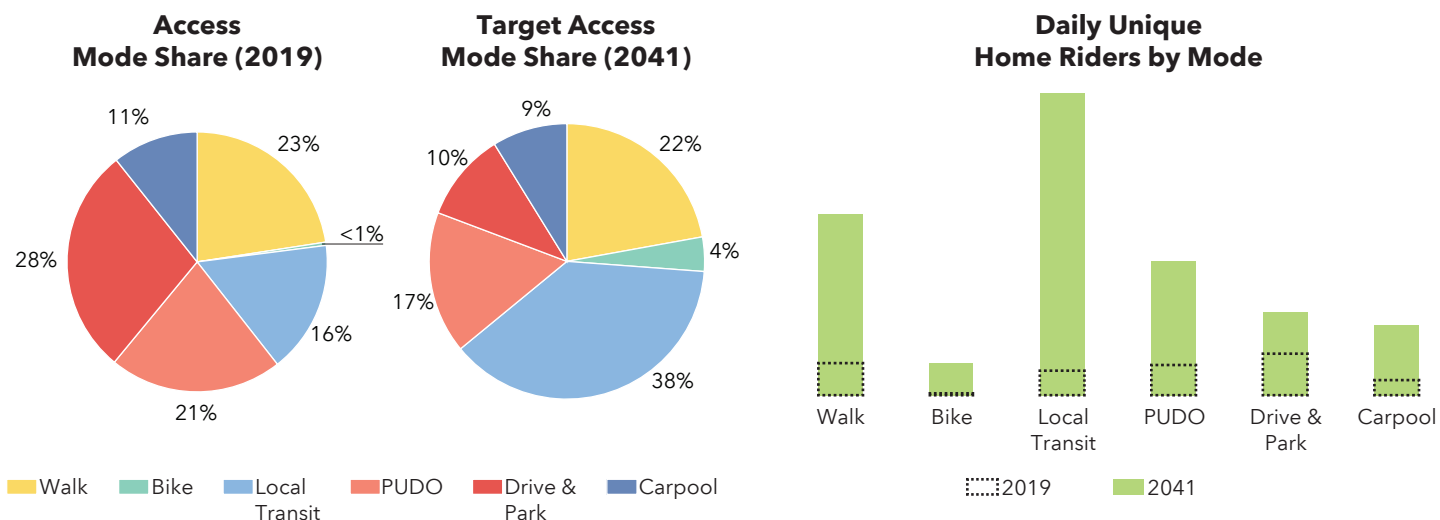
| Station Access Mode | ID | Required Improvements |
|---|----------------|--|
|  Walking | ON-LSE-EGGO-01 | Complete work to replace existing pedestrian tunnels with two new tunnels, stairwells and elevator access connections to both station platforms. Improvement of the north station area public realm and PUDO waiting area should be coordinated in tandem with these tunnel works. |
| | ON-LSE-EGGO-02 | Provide a direct cycling and pedestrian connection between the south tunnel entrance area and the multi-use path to Colonial Park, along the southwestern edge of the south parking lot. Once the MUP is built, add a new connection between this path and the southern platform at its southwestern extent. |
| | ON-LSE-EGGO-03 | Pave the informal desire path located between the south side sidewalk on Eglinton Ave E. and the station building, west of Bellamy Rd. N. |
| | ON-LSE-EGGO-04 | Provide a direct cycling and pedestrian connection between the south entrance to the east tunnel and the multi-use trail on the southern edge of the south parking lot. |
| | ON-LSE-EGGO-05 | If the rail bridge over Eglinton Ave. is to be widened to allow for additional tracks to enable GO Expansion, allow sufficient space on the northern side to allow for a pedestrian connection between the northern rail platform and the northern parking lot. |
| | ON-LSE-EGGO-06 | In conjunction with relocation of the north PUDO facility west of the station building, consider converting the existing PUDO facility into a car-free station plaza able to facilitate and guide customers walking from Eglinton Ave., existing bus stops, a potential LRT stop, and commuter lots to the station. |
|  Local Transit | N/A | No facility expansion recommended at this time. |
|  Cycling | ON-LSE-EGGO-07 | Convert existing open bike rack into a 32-space sheltered facility adjacent to the station building, or at the future northeast pedestrian tunnel entrance area. This will allow for improved cycling integration with proposed bike lanes along Eglinton Ave. E. and Bellamy Rd. N. |
| | ON-LSE-EGGO-08 | Work with the City of Toronto to provide Bike Share at the station, and protect space for Bike Share docks as part of station renovations with one bike share station on each side of the rail corridor. |
| | ON-LSE-EGGO-09 | Integrate a secure bike facility at the main station building area, north of the corridor that can be accessed from Eglinton Ave. E. and Bellamy Rd. N. This will allow for improved integration with proposed bike lanes along Eglinton Ave. E and Bellamy Rd. N. |
| | ON-LSE-EGGO-10 | Provide two 32-space bike shelters on the station southern side, one adjacent to the western platform entrance and the other adjacent to the east platform entrance, on the eastern side. |
|  Pick-up/ Drop-off | ON-LSE-EGGO-11 | As part of any future station improvement reconfigure the northern PUDO into a high ridership facility with 23 waiting and 8 loading spaces, on the underutilized north station site lands adjacent to the station building, that can potentially be accessed via the Home Depot internal circulation road that aligns with Torrance Rd. |
| | ON-LSE-EGGO-12 | Provide an urban PUDO facility with 6 waiting and 2 loading spaces into the southern parking lot in the vicinity of the eastern platform entrance area. |

Eglinton GO

| Station Access Mode | ID | Required Improvements |
|---|-----------------------|---|
|  <p>Carpool Passengers</p> | <p>ON-LSE-EGGO-13</p> | <p>Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces.</p> |
|  <p>Drive & Park</p> | <p>N/A</p> | <p>No facility expansion recommended at this time.</p> |







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| Scarborough GO | | | |
|---|-------------------------|----------------------------------|---------------------|
| Station Classification | | | |
| Station Access Type (2019) | Mixed Modal | Station Categorization Framework | Medium |
| Station Access Type (2041) | Transit Priority | Station Service Model | B - Limited Service |
| Parking Typology (2041) | Maintain | Retail Typology | Community Centre |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 1,200 | 6,600 |
| Daily Riders' Destination Station | | 300 | 1,825 |
| Daily Total Footfall (Boardings + Alightings) | | 2,550 | 15,075 |



| Station Access Facilities | Current (2021) | Requirements (2041) |
|------------------------------|--|---|
| Active Transportation | - Northeast: dedicated pedestrian walkway | - North: accessible platform access - Northeast: dedicated pedestrian walkway - Southwest: dedicated pedestrian walkway |
| Bus Facilities | No dedicated facility is currently provided | No dedicated facility is recommended at this time |
| Bike Parking | Total: 70 spaces - South: 24 secure, 32 covered, 14 open, 6 City of Toronto secure lockers | Total: 192 bike spaces - North: 32 covered - South: 64 secure, 96 covered |
| Pick-up/ Drop-off Facilities | Total: 34 spaces - South: 28 waiting, 6 loading | Total: 45 spaces - North: 13 waiting (urban)(off-site) - South: 25 waiting, 7 loading (high ridership) |
| Vehicular Parking | Total: 628 spaces - South: 628 surface | No facility expansion recommended at this time - Up to 85% carpool/reserved parking |

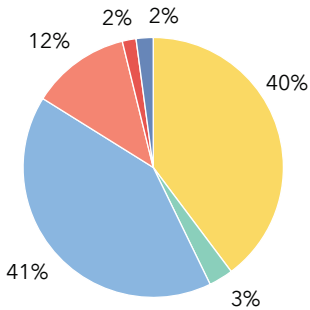
Scarborough GO

| Station Access Mode | ID | Required Improvements |
|--|----------------|--|
|  Walking | ON-LSE-SCGO-01 | Provide a direct cycling and pedestrian connection between the south tunnel entrance and the multi-use trail in Natal Park via the southern and western perimeter of the station parking lot. |
| | ON-LSE-SCGO-02 | Improve the existing northern pedestrian tunnel to a step-free accessible tunnel, connecting St. Clair Ave. E. to the main station site. Additionally, work with the City of Toronto to improve access options across the rail corridor, between the lands northwest of the rail corridor and the station site, by exploring and extension of the accessible southern pedestrian tunnel. |
|  Local Transit | N/A | No facility expansion recommended at this time. |
|  Cycling | ON-LSE-SCGO-03 | (In Plan) Provide a 24-space secure bike parking facility adjacent to the southern station building's northeastern side. |
| | ON-LSE-SCGO-04 | Add one 32-space bike shelter on the western edge of the parking lot adjacent to southern tunnel entrance and the multi-use path connection to Natal Park. |
| | ON-LSE-SCGO-05 | Provide an additional 32-space bike shelter in close proximity to the existing shelter on the eastern side of the main station building. |
| | ON-LSE-SCGO-06 | Provide a 32-space bike shelter on the north side of the GO station that can be accessed via St. Clair Ave. This will allow for improved integration with proposed bike lanes along St. Clair Ave. and Linden Ave. |
| | ON-LSE-SCGO-07 | Expand the existing secure bike parking room facility by 40 new spaces through future station works or redevelopment projects. |
|  Pick-up/ Drop-off | ON-LSE-SCGO-08 | Provide an urban style PUDO facility on the north side of the rail corridor that can be accessed from St. Clair Ave. and Linden Ave. |
| | ON-LSE-SCGO-09 | As part of any future station improvement, reconfigure the southern PUDO facility into a high ridership facility with 25 waiting and 7 loading spaces. |
|  Carpool Passengers | ON-LSE-SCGO-10 | Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces. |
|  Drive & Park | N/A | No facility expansion recommended at this time. |

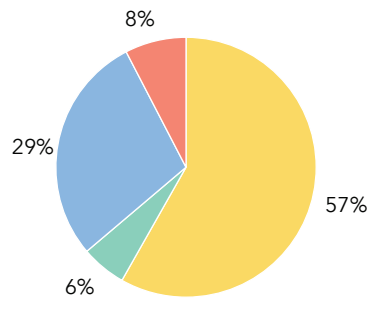
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| Danforth GO | | | |
|---|--------------------------------------|----------------------------------|----------------------------|
| Station Classification | | | |
| Station Access Type (2019) | Interchange | Station Categorization Framework | Interchange (Medium) |
| Station Access Type (2041) | Interchange (Active Priority) | Station Service Model | B - Limited Service |
| Parking Typology (2041) | No Parking | Retail Typology | Urban Centre Station (TOC) |
| GO Rail Ridership | | Current (2019) | Forecast (2041) |
| Daily Riders' Home Station | | 1,450 | 3,125 |
| Daily Riders' Destination Station | | 550 | 4,425 |
| Daily Total Footfall (Boardings + Alightings) | | 3,125 | 13,600 |

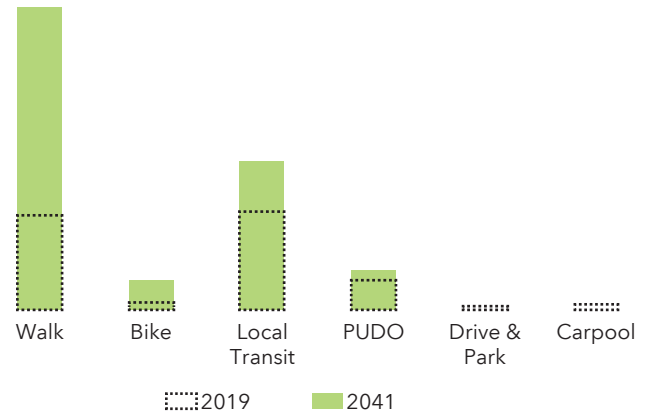
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



Legend: Walk (Yellow), Bike (Green), Local Transit (Blue), PUDO (Red), Drive & Park (Dark Red), Carpool (Dark Blue)

| Station Access Facilities | Current (2021) | Requirements (2041) |
|------------------------------|---|---|
| Active Transportation | - Northwest: dedicated pedestrian walkway - South: dedicated pedestrian walkways | - Northeast: dedicated pedestrian connection - Northwest: pedestrian plaza, dedicated pedestrian platform connection |
| Bus Facilities | No dedicated facility is currently provided | No dedicated facility is recommended at this time |
| Bike Parking | Total: 48 spaces - North: 16 open - South: 32 covered | Total: 160 spaces - North: 64 secure, 64 covered - South: 32 covered |
| Pick-up/ Drop-off Facilities | No dedicated facility is currently provided | Total: 12 spaces - (Off-site) North: 9 waiting (urban) - (Off-site) South: 3 waiting (urban) |
| Vehicular Parking | No dedicated facility is currently provided | No dedicated facility is recommended at this time |

Danforth GO

| Station Access Mode | ID | Required Improvements |
|--|----------------|--|
|  Walking | ON-LSE-DAGO-01 | Develop a public plaza adjacent the station building on the north side of the station that responds to the significant grade changes on either side of the station and serves the wider public in addition to transit users. |
| | ON-LSE-DAGO-02 | Develop a dedicated pedestrian connection from the northern station platform to the foot of Dawes Rd. |
|  Local Transit | N/A | No facility expansion recommended at this time. |
|  Cycling | ON-LSE-DAGO-03 | Relocate the bike shelter at the southern station entrance to be located directly in front of the south station entrance building. This will eliminate back tracking movements for users coming from the east, and place the parking facility closer to the station facility for users coming from the west. |
| | ON-LSE-DAGO-04 | Add a 64-space secure bike parking facility in the vicinity of the northern station entrance area. |
| | ON-LSE-DAGO-05 | Add two 32-space bike parking shelters in the vicinity of the north station entrance area. Convert the existing open bike parking to be included in one of the new shelters. |
|  Pick-up/ Drop-off | N/A | No on-site facility expansion recommended at this time. |
|  Carpool Passengers | N/A | No facility expansion recommended at this time. |
|  Drive & Park | N/A | No facility expansion recommended at this time. |