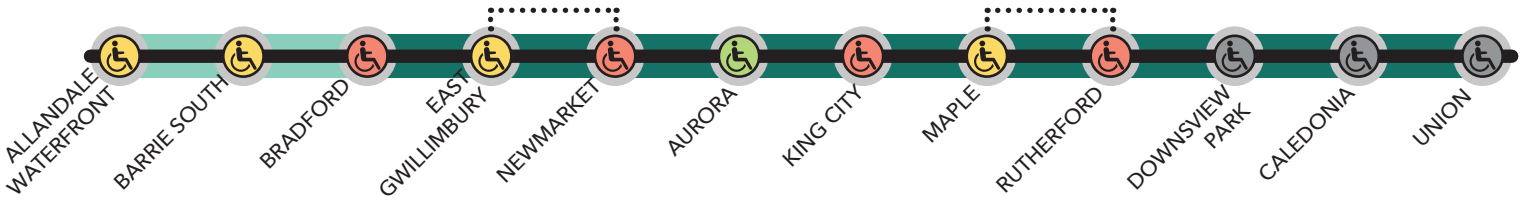


Barrie Line



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

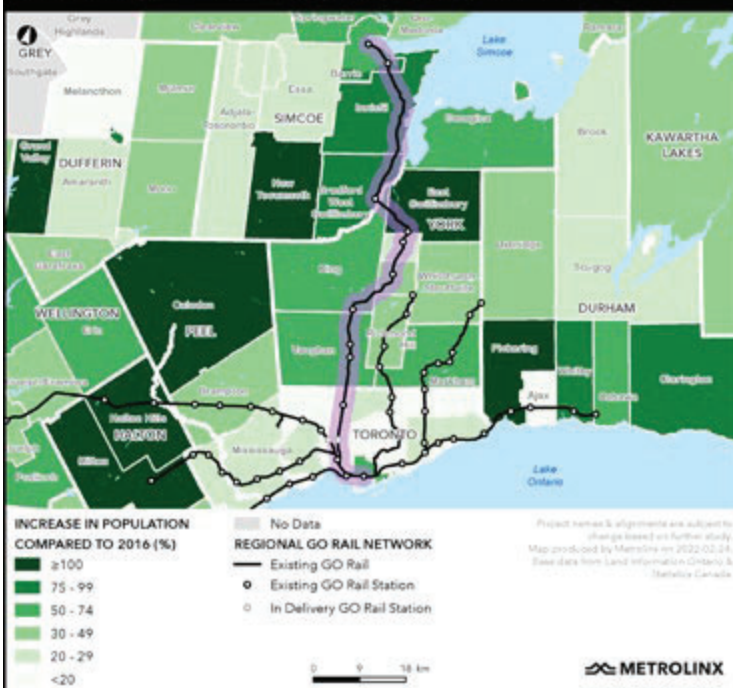
GO Expansion Functional Business Case (2021)

- 30-min
- 15-min

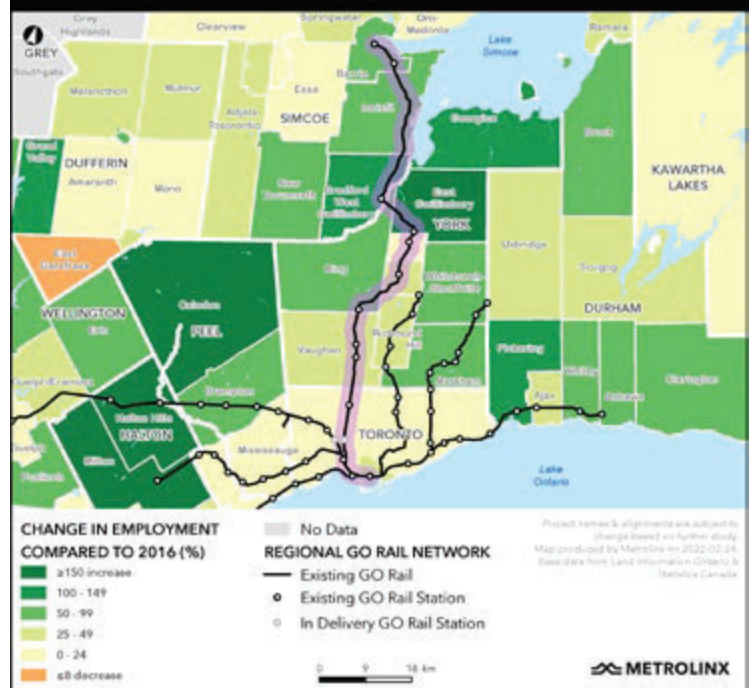
Corridor Context

- The City of Toronto, York Region, Simcoe County, and the City of Barrie are all expected to experience significant population and employment growth over the next 20 years, especially surrounding designated MTSA stations (all GO stations on Barrie corridor).
- GO Expansion is planned for the majority of the Barrie corridor with increased service, two-way, all-day from Union Station to Bradford GO.
- The Barrie corridor is unique in that most of the stations with existing parking are set to experience an increase in parking between 2019 and 2041 as a result of anticipated additional demand due to the service increase.
- Couplet stations: There is overlap between the catchment areas of East Gwillimbury and Newmarket, and Maple and Rutherford, allowing for balancing station access requirements between these stations.

2016 Compared to 2041 Population Forecast - Barrie



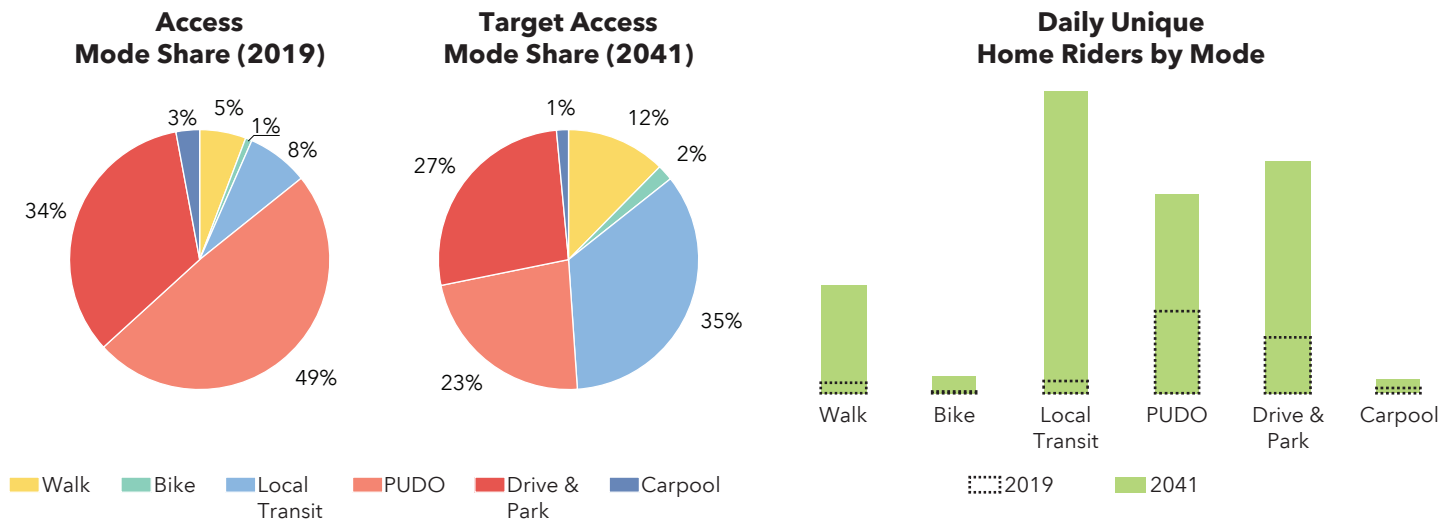
2016 Compared to 2041 Employment Forecast - Barrie











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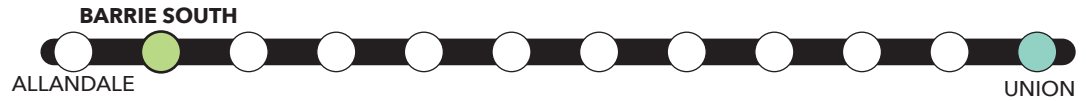
Allandale Waterfront GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		300	1,550
Daily Riders' Destination Station		100	1,375
Daily Total Footfall (Boardings + Alightings)		725	5,100



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North/South: Pedestrian pathways - Pedestrian tunnel	- North: Additional pedestrian pathways - North: Multi-use path
Bus Facilities	Total: 6 bus bays - North: bus bays (2 GO, 4 Barrie Transit)	Total: 15 bus bays and 4 layover - (Off-site) North: bus bays (2 GO, 13 Barrie Transit), 4 Layovers
Bike Parking	Total: 64 bike spaces - North: 64 covered	Total: 160 bike spaces - (Off-site) North: 64 covered, 32 secured - (Off-site) South: 64 covered
Pick-up/ Drop-off Facilities	Total: 15 spaces - North: 12 waiting and 3 loading spaces (peak/ferry configuration)	Total: 26 spaces - North: 9 waiting and 4 loading spaces (strip configuration) - South: 7 waiting and 3 loading spaces (urban configuration)
Vehicular Parking	Total: 160 spaces - South: 160 surface	Total: 350 spaces - Add 190 spaces - Up to 44% carpool/reserved parking

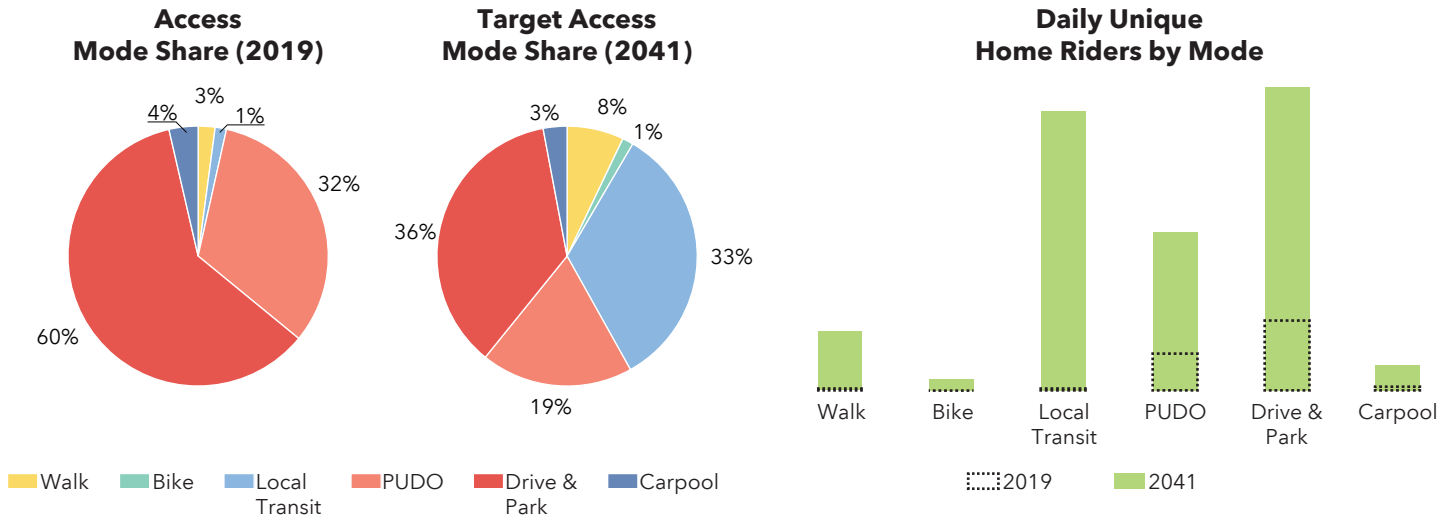
Allandale Waterfront GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-BA-ADGO-01	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
 Cycling	ON-BA-ADGO-02	Add 32 spaces of secure supply on the north side of the rail corridor to the west of the tunnel building through any future site redevelopment, upgrades, or other works.
 Pick-up/ Drop-off	ON-BA-ADGO-04	Modify the existing PUDO north of the station into a strip configuration facility. Include dedicated vehicle waiting areas, and to avoid impact to the ongoing archaeological dig on the historic site north of the GO Station.
 Carpool Passengers	ON-BA-ADGO-05	Implement modified reserved and carpool parking on up to 44% of total spaces.
 Drive & Park	ON-BA-ADGO-06	Add 190 surface parking spaces via alternative parking solutions (e.g., shared and leased surface parking) along the waterfront, on the north-west corner of Tiffin St. and Lakeshore Dr. or west of William St. Future parking can also be explored directly north of the GO station site on the City's historic Allandale site, or through potential TOC opportunities.









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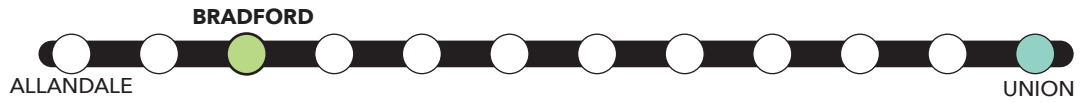
Barrie South GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		450	3,300
Daily Riders' Destination Station		150	1,650
Daily Total Footfall (Boardings + Alightings)		1,100	8,675



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- South: pedestrian pathways	- South: additional pedestrian pathways - South: multi-use path
Bus Facilities	Total: 5 bus bays - South: bus bays (2 GO, 3 Barrie Transit)	Total: 7 bus bays and 2 layovers - South: bus bays (2 GO, 5 Barrie Transit), 2 layovers
Bike Parking	Total: 64 bike spaces - South: 64 covered	Total: 112 bike spaces - South: 80 covered - South: 32 secure
Pick-up/ Drop-off Facilities	Total: 33 spaces - South: 26 waiting and 7 loading spaces (peak/ferry configuration)	Total: 33 spaces - No pick-up/drop-off expansion recommended
Vehicular Parking	Total: 619 spaces - South: 619 surface	Total: 995 spaces - Add 376 spaces - Up to 36% carpool/reserved parking

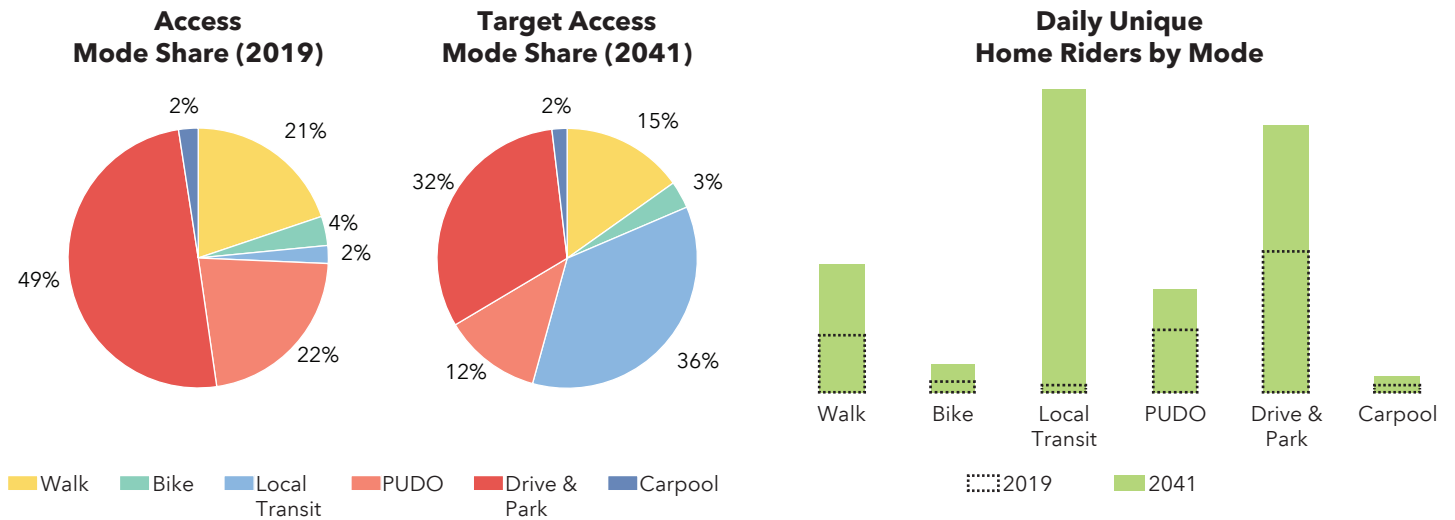
Barrie South GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-BSGO-01	Implement a boulevard-separated, joint-use path along the northern edge of the station site from Yonge St. to the station platform to reduce conflicts between pedestrians and cyclists with vehicular traffic on the station site. Alternatively, explore a multi-use path to be delivered as part of an adjacent development located northeast of the station.
 Local Transit	ON-BA-BSGO-02	To meet the demand of increased transit service to new and existing communities, expand the existing bus loop northwest of the north parking lot (southwest of the rail corridor) to accommodate this increase in service.
 Cycling	ON-BA-BSGO-03	Explore the feasibility of providing a tunnel entrance on the east side of the rail corridor with a multi-use path that connects to Mapleview Dr. to the south and Pine Dr. to the north to provide improved pedestrian and cycling access to residents on the east side of the rail corridor.
	ON-BA-BSGO-04	Add one additional 16-capacity bike capacity covered shelters for a total capacity of 80 bicycle parking stalls on the southwest side of the rail corridor.
	ON-BA-BSGO-05	Install 32 spaces of secure supply on the southwest side of the rail corridor at the northwest corner of the current GO parking lot, near the proposed MUP through any future site redevelopment, upgrades, or other works.
 Pick-up/ Drop-off	ON-BA-BSGO-06	As part of any future station improvements, reconfigure PUDO to reduce conflicts with other users and enhance priority for pick up/drop off vehicles exiting the GO station site.
 Carpool Passengers	ON-BA-BSGO-07	Implement modified reserved and carpool parking program on up to 36% of total spaces.
 Drive & Park	ON-BA-BSGO-08	Add 425 parking spaces via alternative parking solutions (e.g., shared and leased surface parking) southwest of the rail corridor within walking distance of the GO station.









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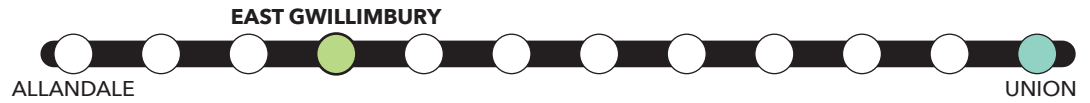
Bradford GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		500	1,475
Daily Riders' Destination Station		150	425
Daily Total Footfall (Boardings + Alightings)		1,175	3,300



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- West: pedestrian pathways - West: multi-use path
Bus Facilities	Total: 3 bus bays - West: bus bays (1 GO, 2 BWG/Simcoe County LINX)	Total: 4 bus bays, 1 layover - West: bus bays (2 GO, 2 BWG/Simcoe County LINX), 1 layover (1 GO)
Bike Parking	Total: 16 bike spaces - West: 16 covered	Total: 48 bike spaces - West: 48 covered
Pick-up/ Drop-off Facilities	Total: 12 spaces - West: 12 waiting (peak/ferry configuration)	Total: 9 spaces - West: 7 waiting and 2 loading (peak/ferry configuration)
Vehicular Parking	Total: 359 spaces - West: 359 surface	Total: 460 spaces - Add 101 spaces - Up to 33% carpool/reserved parking

Bradford GO

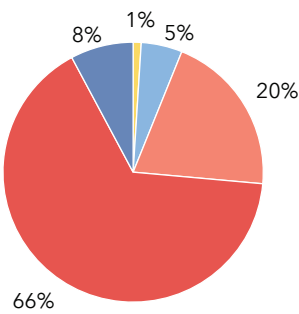
Station Access Mode	ID	Required Improvements
 Walking	ON-BA-BDGO-01	Reconfigure the parking areas to create a designated pedestrian pathway from the intersection of Holland St. and Dissette St., through the station site towards the platform. This pathway should prioritize pedestrian safety and reduce conflicts between pedestrians and vehicles.
 Local Transit	ON-BA-BDGO-02	Provide three bus bays to meet GO service and municipal service provider needs due to the increase in transit demand expected at Bradford GO as the terminus station for 15-minute, two-way, all-day rail service.
	ON-BA-BDGO-03	Provide one additional bus bay and one layover space to meet GO service needs once 15-minute, two-way, all-day service is implemented and terminates at Bradford GO station.
 Cycling	ON-BA-BDGO-04	Install 32 covered bike parking spaces at the northeast corner of the current GO parking lot to the west of the rail corridor. This location would allow for cyclists traveling along the proposed cycling connection on the northern edge of the station site to have convenient access to bike parking.
	ON-BA-BDGO-05	A 16-space secure bike parking room on the west side of the rail corridor and east of the station building is currently being delivered.
 Pick-up/ Drop-off	ON-BA-BDGO-06	As part of any future station improvement, reduce the peak/ferry west PUDO to 7 waiting and 2 loading spaces.
 Carpool Passengers	ON-BA-BDGO-07	Implement modified reserved and carpool parking programs on up to 33% of total spaces at the north portion of the main surface parking lot.
 Drive & Park	ON-BA-BDGO-08	Locate 101 additional parking spaces via surface parking on an off-site property to the west of the rail corridor, located within walking distance of the GO station.



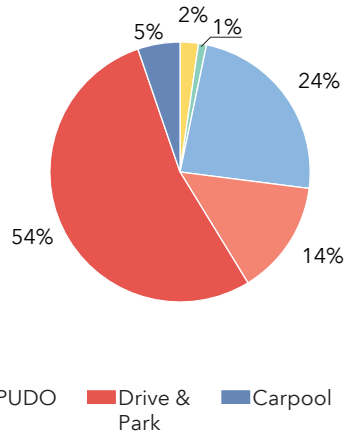
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East Gwillimbury GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		800	3,200
Daily Riders' Destination Station		200	925
Daily Total Footfall (Boardings + Alightings)		1,775	7,175

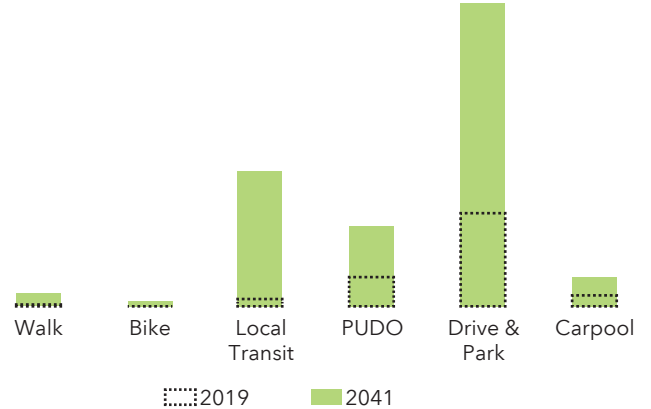
Access Mode Share (2019)



Target Access Mode Share (2041)









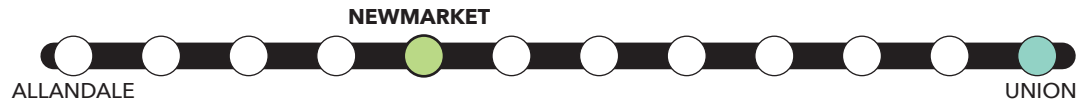
Daily Unique Home Riders by Mode



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- West: pedestrian pathways - West: bike trail connection	- West: additional cycling and pedestrian connections - West: multi-use path
Bus Facilities	Total: 10 bus bays - West: bus bays (3 GO, 2 YRT, 5 unassigned)	Total: 9 bus bays - West: bus bays (3 GO, 6 YRT)
Bike Parking	Total: 64 bike spaces - West: 64 covered	Total: 128 bike spaces - West: 96 covered - West: 16 secure
Pick-up/Drop-off Facilities	Total: 54 spaces - West: 9 waiting (high ridership configuration) - West: 38 waiting and 7 loading spaces (peak/ferry configuration)	Total: 25 spaces - West: 20 waiting and 5 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 992 spaces - West: 992 surface	Total: 1,595 spaces - Add 603 spaces - Up to 31% carpool/reserved parking

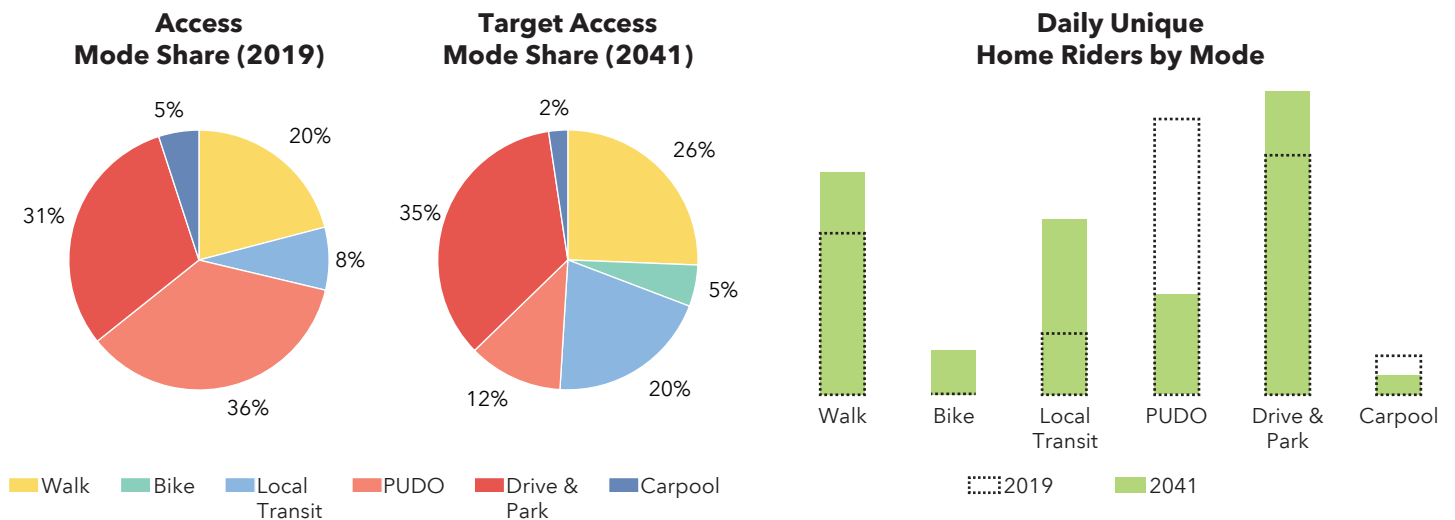
East Gwillimbury GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-GWIL-01	Extend the boulevard separated east-west pedestrian connection north of the pick-up/drop-off area to the GO station building.
	ON-BA-GWIL-02	Develop an access from Main St. N. to the station that incorporates a boulevard separated multi-use path that connects to an existing east-west alignment through the station site.
 Local Transit	ON-BA-GWIL-03	Provide 9 bus bays to meet GO service and municipal service provider needs and consider using the space from the existing tenth bus bay for other modes or uses.
 Cycling	ON-BA-GWIL-04	Install a 16-capacity secure bike parking room south of the station building.
	ON-BA-GWIL-05	Install a 32-capacity covered bike shelter in between the reconfigured bus loop and the PUDO area as part of the planned redevelopment of the station, as well as in tandem with the implementation of cycling connections from new developments along Green Ln. to the GO station site.
 Pick-up/ Drop-off	ON-BA-GWIL-06	Remove one of the south vehicle waiting area lanes to allow for the extension of the existing boulevard-separated pedestrian connection on the west side of the parking lot, connecting east toward the station building.
 Carpool Passengers	ON-BA-GWIL-07	Implement modified reserved and carpool parking programs on up to 31% of total spaces with a focus on the eastern section of the main surface parking lot in close proximity to the station building.
 Drive & Park	ON-BA-GWIL-08	Add 603 spaces via alternative parking solutions (e.g., modular parking on the main surface parking lot) west of the rail corridor. If not feasible, explore the ability to locate these spaces through off-site properties located within walking distance of the station.









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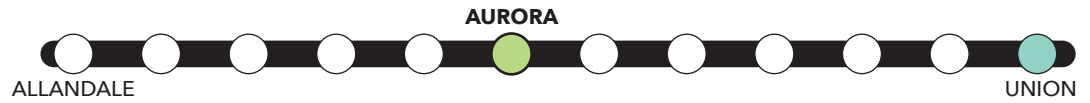
Newmarket GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange
Station Access Type (2041)	Active Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		625	700
Daily Riders' Destination Station		175	975
Daily Total Footfall (Boardings + Alightings)		1,425	2,975



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- East: pedestrian pathways	- East: additional pedestrian pathways - East: bike trail connection - West: pedestrian/cycling connection to Main St. - East: pedestrian plaza
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended
Bike Parking	Total: 64 bike spaces - East: 64 uncovered	Total: 96 bike spaces - East: 96 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 6 spaces - East: 5 waiting and 1 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 273 spaces - East: 273 surface	Total: 260 spaces - Surplus of 15 spaces - Up to 37% carpool/reserved parking

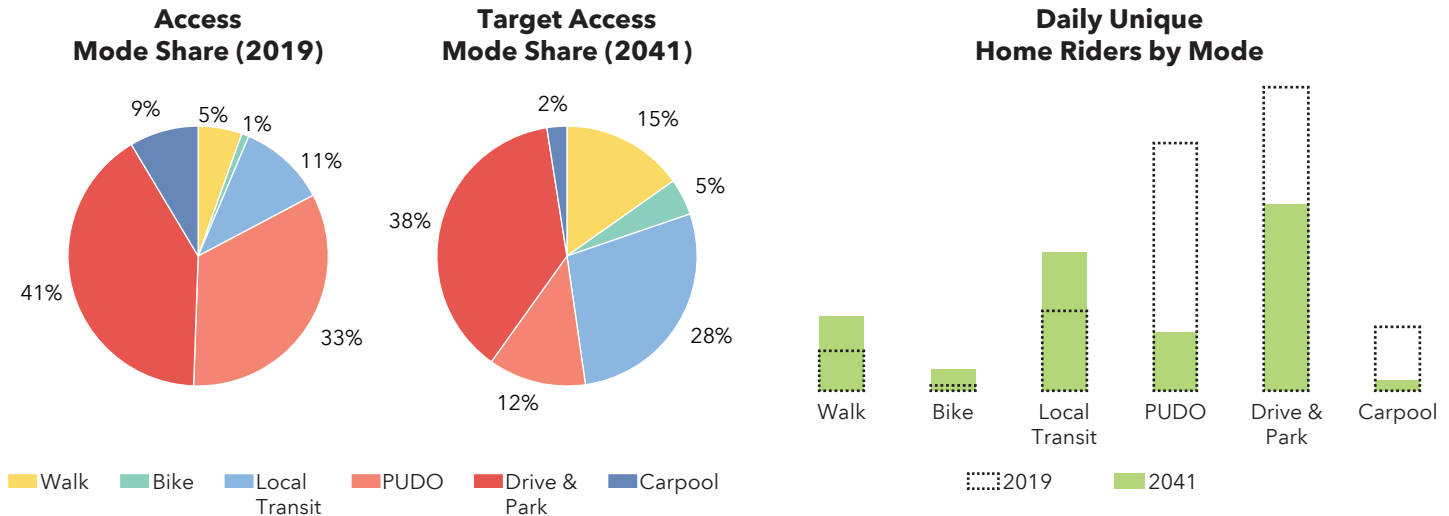
Newmarket GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-NMGO-01	Analyze the feasibility of an entrance on the west side of the rail corridor with a pedestrian and cycling connection to Main St. This would significantly reduce travel times for pedestrians and cyclists to connect to the GO station site.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-BA-NMGO-02	If demand exceeds supply, install a 48-space secured bike parking room on the east side of the rail corridor through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-BA-NMGO-04	As part of any future station improvement, develop a peak/ferry configuration pick-up and drop-off facility with 5 waiting and 1 loading spaces in close proximity to the station entrance.
 Carpool Passengers	ON-BA-NMGO-05	Implement modified reserved and carpool parking on up to 37% of total spaces.
 Drive & Park	ON-BA-NMGO-06	As part of any future site development, upgrades or other works, total supply may be decreased by 15 spaces east of the rail corridor and the corresponding space may be used for other access modes.
	ON-BA-NMGO-07	Implement modified pay parking on a portion of the surface parking spaces at this station (approx. 100 spaces).









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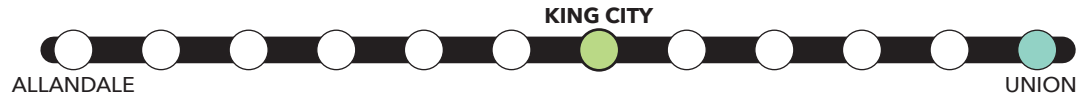
Aurora GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,775	1,850
Daily Riders' Destination Station		675	1,175
Daily Total Footfall (Boardings + Alightings)		5,600	5,350



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- East/West: pedestrian pathways	- East: additional pedestrian pathways - East: cycling connections
Bus Facilities	Total: 4 bus bays - East: bus bays (2 GO, 2 YRT)	Total: 5 bus bays - East: bus bays (2 GO, 3 YRT)
Bike Parking	Total: 32 bike spaces - East: 24 covered - East: 8 uncovered	Total: 96 bike spaces - East: 32 secure - East: 48 covered - West: 16 covered
Pick-up/ Drop-off Facilities	Total: 36 spaces - East: 28 waiting and 8 loading (peak/ ferry configuration)	Total: 8 spaces - East: 6 waiting and 2 loading (high ridership configuration)
Vehicular Parking	Total: 1,470 spaces - West: 390 surface - East: 866 structure - East: 214 surface	Total: 1,880 spaces - Add 410 spaces - Up to 47% carpool/reserved parking

Aurora GO

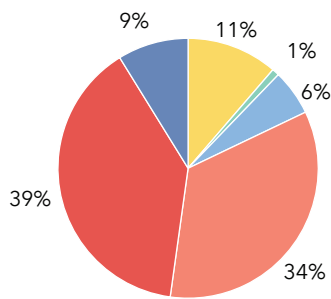
Station Access Mode	ID	Required Improvements
 Walking	ON-BA-AUGO-01	Reconfigure the internal circulation network to minimize conflicts between pedestrians and vehicular traffic.
 Local Transit	ON-BA-AUGO-02	To meet the demand of increased transit service to new and existing communities, expand the existing bus loop south of the existing station building (east of the rail corridor).
 Cycling	ON-BA-AUGO-03	Add 32 new secured bike parking spaces through future station works or redevelopment projects on the west station entrance.
	ON-BA-AUGO-04	Add 32 new covered bike parking spaces and 32 new secured bike parking spaces through future station works or redevelopment projects at the end of the bike path connecting to the east GO station site and on the west station entrance. Additionally, as part of any future station improvement convert open bike racks to covered bike parking.
 Pick-up/ Drop-off	ON-BA-AUGO-05	As part of the planned grade separation of Wellington St., the Ross St. access from Wellington St. is scheduled to close resulting in the elimination of access to the current pick-up/drop-off facility. Relocate the pick-up/drop-off area to be adjacent to the current bus loop location with priority or dedicated access to Industrial Parkway S. Additionally, consider configuring the vehicle waiting area in the form of short-term parking.
 Carpool Passengers	ON-BA-AUGO-06	Implement modified reserved and carpool parking on up to 47% of total spaces.
 Drive & Park	ON-BA-AUGO-07	Improve the configuration of the internal circulation network and surface parking spaces to address user conflict and safety issues. Explore the feasibility of an east-west connection between the station site and Industrial Parkway S. to address challenges with queuing of vehicles exiting the parking structure and heading westbound from the station site.
	ON-BA-AUGO-08	Add 410 spaces via surface parking east of the rail corridor and north of Centre St. off Scanlon Crt. Locating parking here will ensure that no additional lands within the Aurora Promenade area (which are designated for urban intensification) are used for GO parking expansion.



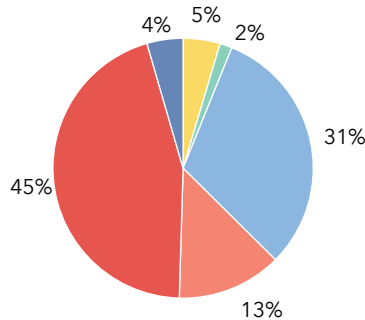
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King City GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		975	3,025
Daily Riders' Destination Station		225	725
Daily Total Footfall (Boardings + Alightings)		1,950	6,550

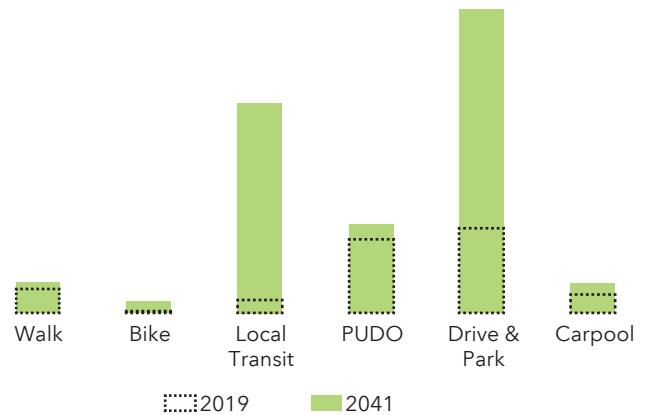
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

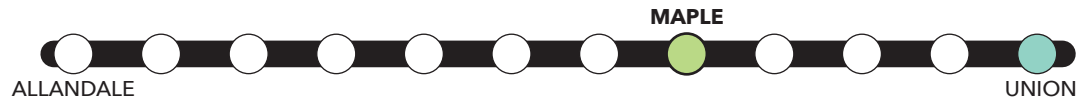


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	Pedestrian pathways
Bus Facilities	Total: 1 bus bay - East: bus bay (1 YRT) (off-site)	No facility expansion recommended
Bike Parking	Total: 16 bike spaces - East: 16 covered	Total: 48 bike spaces - East: 32 covered - East: 16 secure
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 19 spaces - East: 15 waiting and 4 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 616 spaces - West: 116 surface - East: 500 surface	Total: 1,285 spaces - Add 669 spaces - Up to 67% carpool/reserved parking

King City GO

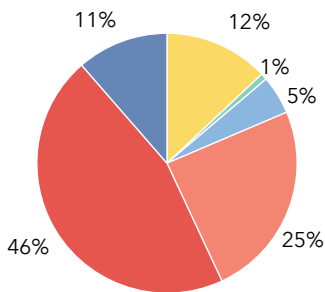
Station Access Mode	ID	Required Improvements
 Walking	ON-BA-KGGO-01	As part of the planned improvements to the east station site, which includes a possible signalized entrance in alignment with Richard Sierra Ct., implement a pedestrian connection along the east-west alignment of the signalized intersection through the proposed surface parking lot, to the GO station platform.
 Local Transit	ON-BA-KGGO-02	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
 Cycling	ON-BA-KGGO-03	As part of the planned improvements to the east station site, install an additional 16 covered bike parking spaces at the northern end of the main GO station site east of the rail corridor.
	ON-BA-KGGO-04	In coordination with the Township of King, explore opportunities to improve cycling and pedestrian flow through the West Street surface parking lot from the GO station to the trail north of the satellite lot.
	ON-BA-KGGO-05	A 16-space secure bike parking room on the east side of the rail corridor south of the station building is currently being delivered.
 Pick-up/ Drop-off	ON-BA-KGGO-06	As part of the planned redevelopment of the east station site, develop a new pick-up/drop-off facility adjacent to the north end of the east station platform. Configure the vehicle waiting area as short-term parking and provide dedicated access from this facility to Station St.
 Carpool Passengers	ON-BA-KGGO-07	Implement modified reserved and carpool parking on up to 67% of total spaces.
 Drive & Park	ON-BA-KGGO-08	Add 669 spaces via surface and alternative parking solutions (e.g. modular parking) east of the rail corridor on-site or via satellite parking lots in close walking distance to the station.



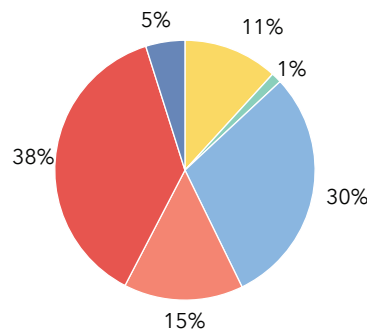
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Maple GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,600	5,125
Daily Riders' Destination Station		500	750
Daily Total Footfall (Boardings + Alightings)		5,250	10,200

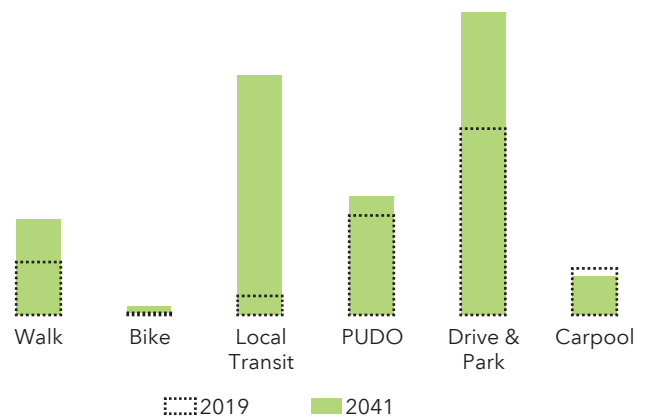
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

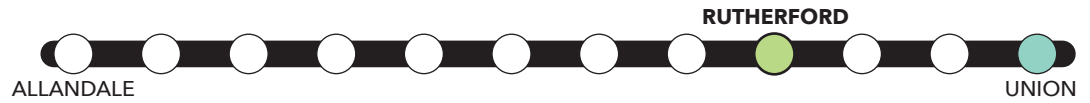


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- East: pedestrian pathways	- East: additional pedestrian pathways - East: two-way, on-street bike lane - East/West: pedestrian bridge - East: pedestrian plaza
Bus Facilities	Total: 1 bus bay - East: bus bays (1 GO)	Total: 4 bus bays - East: bus bays (1 GO, 3 YRT)
Bike Parking	Total: 16 bike spaces - East: 16 covered	Total: 72 bike spaces - East: 48 covered - East: 24 secure
Pick-up/ Drop-off Facilities	Total: 37 spaces - East: 31 waiting and 6 loading spaces (peak/ferry configuration)	Total: 50 spaces - East: 40 waiting and 10 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 1,738 spaces - East: 1,738 surface	Total: 1,955 spaces - Add 217 spaces - Up to 50% carpool/reserved parking

Maple GO

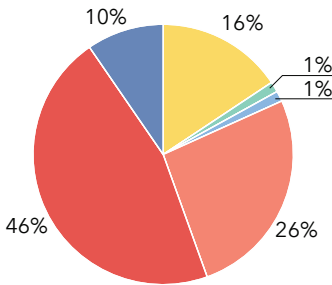
Station Access Mode	ID	Required Improvements
 Walking	ON-BA-MAGO-01	Proceed with the planned redevelopment of the station site that includes pedestrian connection along Eagle Rock Way, and a public plaza immediately adjacent to the at-grade west entrance of the GO station.
	ON-BA-MAGO-02	Explore the potential to create a western entrance connected through a pedestrian tunnel under the corridor, providing access to residents west of the station.
 Local Transit	ON-BA-MAGO-03	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
	ON-BA-MAGO-04	A new three-level building is currently being delivered south of the bus loop off Eagle Rock Way which will connect the bus loop on the third level to the main station site (at-grade, second level) and the station platforms (basement level, via a tunnel).
 Cycling	ON-BA-MAGO-05	Add 32 covered bike parking spaces east of the rail corridor adjacent to the tunnel entrance as part of a new pedestrian connection to the community west of the station.
	ON-BA-MAGO-06	A 24-space secure bike parking room on the east side of the rail corridor is currently being delivered on the top level of the new three-level building connecting the integrated bus loop to the lower GO Rail level.
 Pick-up/ Drop-off	ON-BA-MAGO-07	As part of any future station improvement, expand the peak/ferry east PUDO to 40 waiting and 10 loading spaces.
	ON-BA-MAGO-08	Reconfigure the internal vehicular circulation network to minimize conflicts between through traffic from the surface parking to the north and the vehicle passenger loading area.
 Carpool Passengers	ON-BA-MAGO-09	Implement modified reserve and carpool parking on up to 59% of total spaces.
 Drive & Park	ON-BA-MAGO-10	Add 218 via surface parking on an off-site property east of the rail corridor located within walking distance of Maple GO Station.



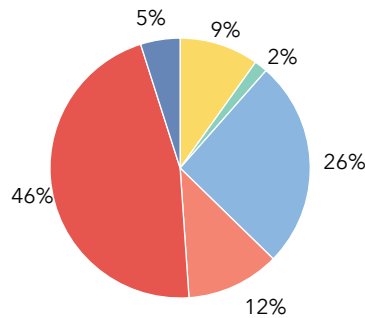
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Rutherford GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	A - Full Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,825	3,125
Daily Riders' Destination Station		325	1,075
Daily Total Footfall (Boardings + Alightings)		3,675	7,350

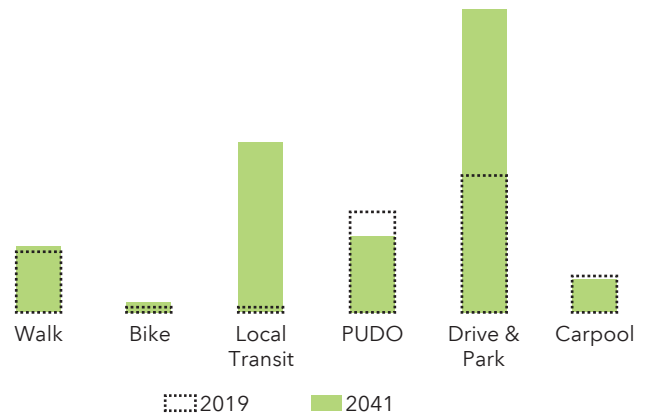
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

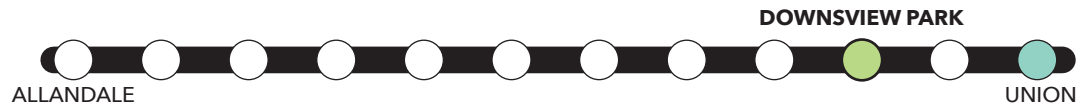


Legend: Walk (Yellow), Bike (Green), Local Transit (Blue), PUDO (Red), Drive & Park (Dark Red), Carpool (Dark Blue)

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- West: pedestrian pathways - East/West: pedestrian bridge	- West: pedestrian plaza - West: bike trail connection - West: multi-use path
Bus Facilities	Total: 6 bus bays - West: bus bays (2 GO, 4 YRT)	Total: 4 bus bays, 2 layover - West: bus bays (1 GO, 3 YRT), 2 layover (2 YRT)
Bike Parking	Total: 116 bike spaces - West: 16 uncovered - West: 100 secure	Total: 116 bike spaces - West: 16 covered - West: 100 secure
Pick-up/ Drop-off Facilities	Total: 41 spaces - West: 37 waiting and 4 loading spaces (peak/ferry configuration)	Total: 69 spaces - West: 60 waiting and 9 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 2,210 spaces - West: 1,012 surface - West: 1,198 structure	Total: 2,210 spaces - Up to 55% carpool/reserved parking

Rutherford GO

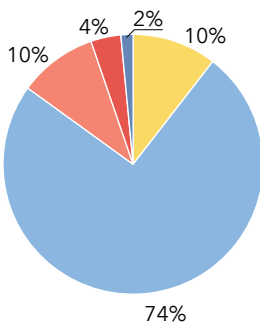
Station Access Mode	ID	Required Improvements
 Walking	ON-BA-RUGO-01	Explore the potential to provide an eastern station entrance with a pedestrian and cycling path along the western edge of the rail corridor to Royal Appian Cres. and Westway Cres.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-BA-RUGO-02	As part of any future station improvement, convert uncovered bike racks to covered bike parking.
	ON-BA-RUGO-03	As part of the planned redevelopment of the station site, consider incorporating a bike path into the northern edge of the station site from Westbourne Dr. to the GO station platform.
 Pick-up/ Drop-off	ON-BA-RUGO-04	Relocate the vehicle passenger loading area in close proximity to the proposed station building with priority access out of the station site to Rutherford Rd., preferably via a signalized intersection.
	ON-BA-RUGO-05	Expand the peak/ferry west PUDO to 60 waiting and 9 loading spaces.
 Carpool Passengers	ON-BA-RUGO-06	Implement modified reserved and carpool parking on up to 55% of total spaces on the 3rd, 4th, and 5th floors of the parking structure.
 Drive & Park	N/A	No facility expansion recommended at this time.



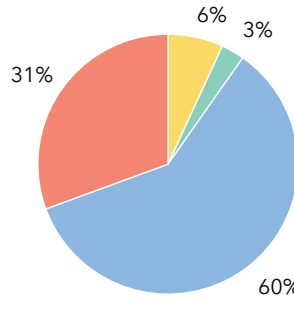
Links: [table of contents](#) | [off-site table](#)

Downsview Park GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Medium
Station Access Type (2041)	Interchange (Transit 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		250	2,200
Daily Riders' Destination Station		450	6,750
Daily Total Footfall (Boardings + Alightings)		1,100	16,225

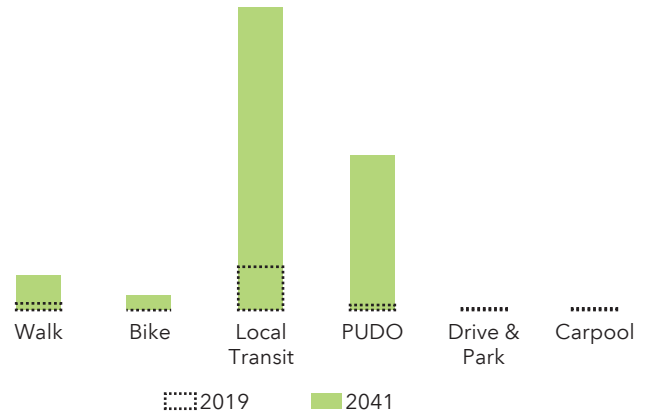
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

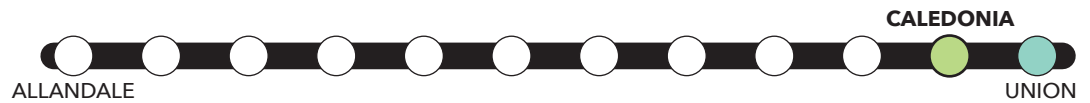


Legend: Walk (Yellow), Bike (Green), Local Transit (Blue), PUDO (Red), Drive & Park (Orange), Carpool (Dark Blue)

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- West: pedestrian pathways - West: pedestrian plaza - West: bicycle trail connection	- Additional pedestrian pathways
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended
Bike Parking	Total: 16 bike spaces - West: 16 covered	Total: 80 bike spaces - West: 48 covered - West: 32 secured
Pick-up/ Drop-off Facilities	Total: 18 spaces - West: 16 waiting and 8 loading spaces (strip configuration)	Total: 13 spaces - (Conditional) West: 10 waiting and 3 loading spaces (strip configuration)
Vehicular Parking	No dedicated facility is currently provided	No dedicated facility is recommended

Downsview Park GO

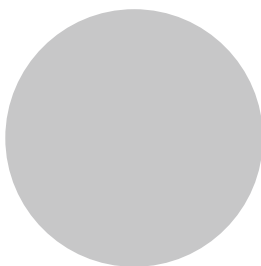
Station Access Mode	ID	Required Improvements
 Walking	ON-BA-DWPK-01	Consider pedestrian connections from both east and west GO Rail platforms down to the sidewalks along Sheppard Ave.
 Local Transit	ON-BA-DWPK-02	No facility expansion recommended at this time, but this is subject to change as the multimodal transportation network for the area adjacent to the station site is proposed to be expanded in the future to coincide with the proposed high-density development.
 Cycling	ON-BA-DWPK-03	Install 32 additional covered bike parking spaces on the west entrance of the TTC/GO station with access along Bakersfield Rd. to Sheppard Ave.
	ON-BA-DWPK-04	Install 32 secure bike spaces adjacent to the west station entrance to meet the increase in demand expected from the redevelopment of the Downsview Park area.
 Pick-up/ Drop-off	ON-BA-DWPK-05	Conditional on a future need to resize or reconfigure the west PUDO, reduce size to 10 waiting and 3 loading spaces in a strip configuration facility, and reallocate space to other modes or uses.
 Carpool Passengers	ON-BA-DWPK-06	No facility expansion recommended at this time, but this is subject to change depending on the future status of the potential high-density development being proposed by the Municipality.
 Drive & Park	N/A	No facility expansion recommended at this time.



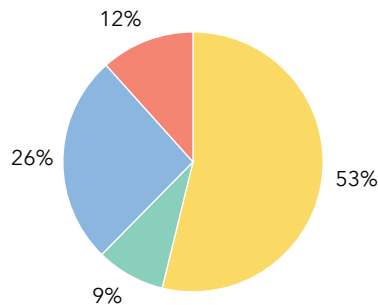
Links: [table of contents](#) | [off-site table](#)

Caledonia GO			
Station Classification			
Station Access Type (2019)	N/A	Station Categorization Framework	Interchange
Station Access Type (2041)	Interchange (Active Priority)	Station Service Model	C - Self Service
Parking Typology (2041)	New Station	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	650
Daily Riders' Destination Station		N/A	675
Daily Total Footfall (Boardings + Alightings)		N/A	2,300

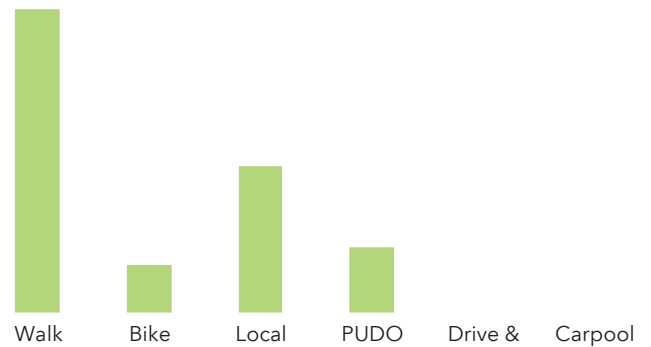
Access Mode Share (2019)



Target Access Mode Share (2041)



Daily Unique Home Riders by Mode









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

■ 2041

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- West: pedestrian pathways - East: bicycle trail connection - East/West: pedestrian bridge
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended
Bike Parking	No dedicated facility is currently provided	Total: 64 bike spaces - West: 32 covered - East: 32 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 1-5 spaces - East: 1-5 waiting space (urban configuration)
Vehicular Parking	No dedicated facility is currently provided	No dedicated facility is recommended

Caledonia GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-CALE-01	As part of the development of an eastern platform, develop a pedestrian tunnel or bridge connecting the east and west GO platforms together with the Eglinton Crosstown LRT station building.
	ON-BA-CALE-02	As part of the development of an eastern platform, develop a tunnel connection across the north side of the corridor at Bowie Avenue. This connection will also facilitate pedestrian connectivity across the GO Rail corridor for surrounding neighbourhood residents.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-BA-CALE-03	Install 32 covered bike parking spaces on the east side of the rail corridor near the connection from the station to the York Beltline trail.
	ON-BA-CALE-04	Install 16 covered bike parking spaces on the west side of the rail corridor near the west tunnel entrance and the proposed multi-use path connecting the station to Carnarvon Street.
	ON-BA-CALE-05	If usage exceeds expectations, consider installing secure bike spaces adjacent to the north station entrance on the east side of the rail corridor.
 Pick-up/ Drop-off	ON-BA-CALE-06	As part of the development of an east platform, deliver an Urban Configuration PUDO facility with 1-5 waiting spaces (exact number TBD based on GO/ECLRT need and space available) on the east side of the corridor to serve both GO and Crosstown LRT passengers.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.