

Richmond Hill 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%

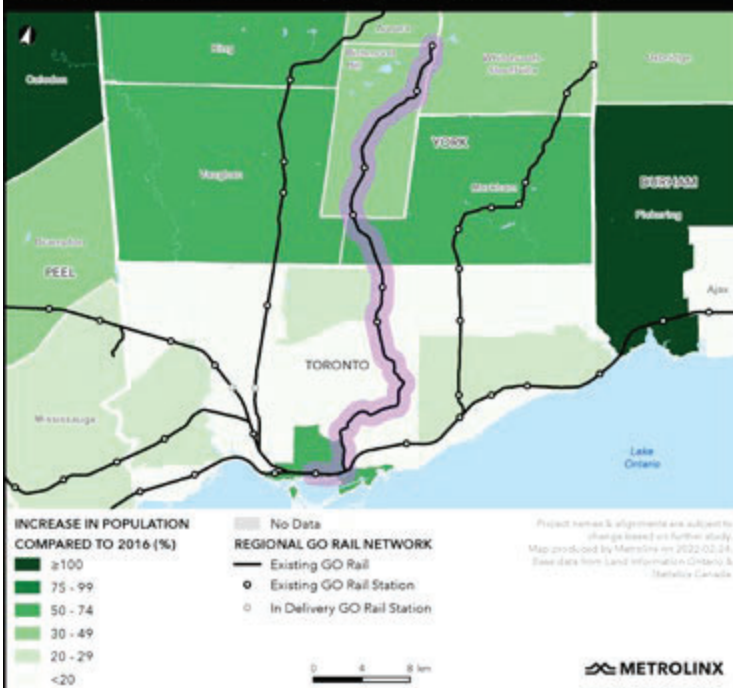
No dedicated GO parking facility

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

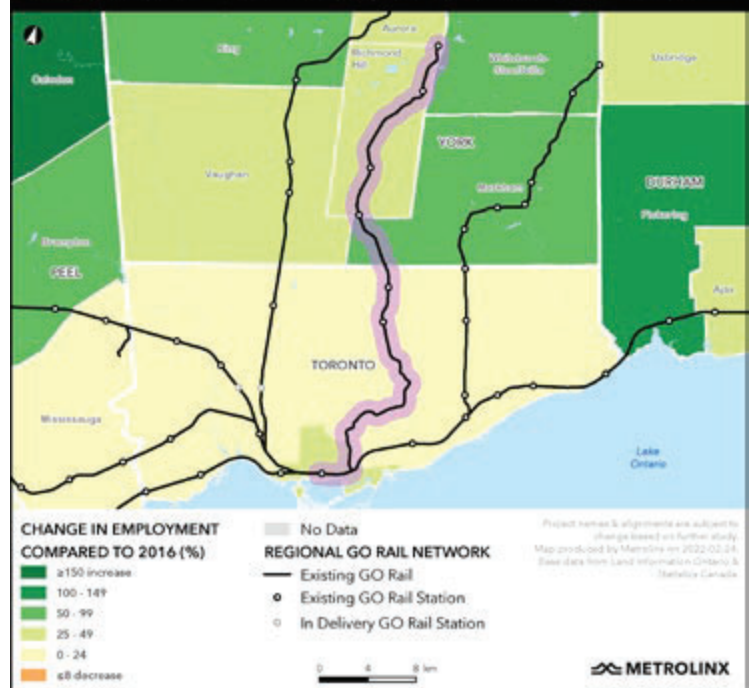
Corridor Context

- The City of Richmond Hill and York Region are expected to experience a significant increase in population and employment by 2041.
- Currently, there are no plans to increase service levels on the Richmond Hill GO corridor.
- Overall ridership is projected to decline due to a lack of all-day, two-way service, expansion of other GO services, and the Yonge North Subway Extension (YNSE).
- There is an opportunity to create a couplet station with the proposed YNSE stations near Langstaff GO, integrating station access requirements to enhance customer experience.
- The corridor experiences high freight activity as it is shared with CN Rail.

2016 Compared to 2041 Population Forecast - Richmond Hill



2016 Compared to 2041 Employment Forecast - Richmond Hill

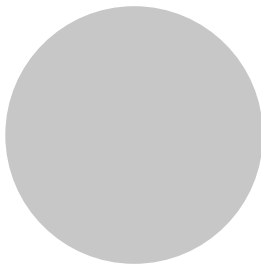




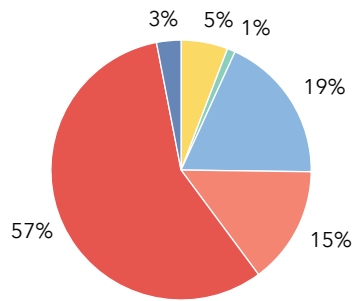
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Bloomington GO			
Station Classification			
Station Access Type (2019)	N/A	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	125
Daily Riders' Destination Station		N/A	0
Daily Total Footfall (Boardings + Alightings)		N/A	225

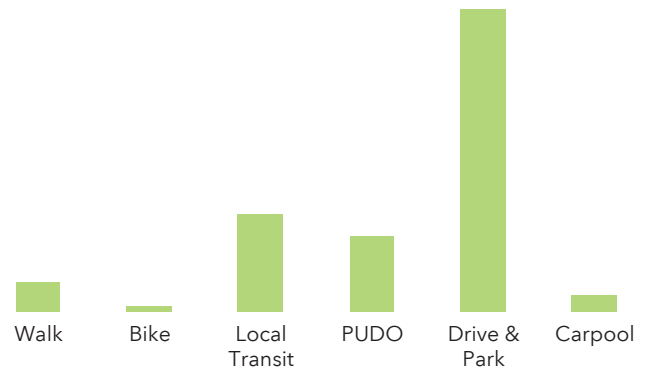
Access Mode Share (2019)



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	No facility expansion recommended
Bus Facilities	Total: 6 bus bays - East: bus bays (2 GO, 1 YRT, 3 unassigned)	No facility expansion recommended
Bike Parking	Total: 46 spaces - East: 46 covered	No facility expansion recommended
Pick-up/Drop-off Facilities	Total: 30 spaces - East: 30 waiting (peak/ferry)	No facility expansion recommended
Vehicular Parking	Total: 998 spaces - East: 238 surface - East: 760 structure	No facility expansion recommended - Up to 27% carpool/reserved parking

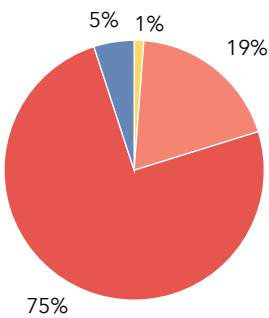
Bloomington GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	N/A	No facility expansion recommended at this time.
 Pick-up/ Drop-off	N/A	No facility expansion recommended at this time.
 Carpool Passengers	ON-RH- BLOM-01	Implement modified reserved and carpool parking on up to 27% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.

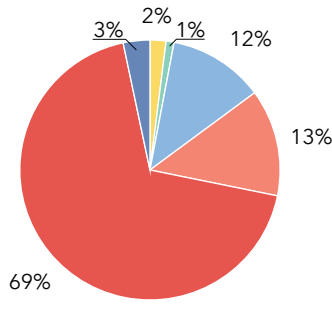
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Gormley GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		700	450
Daily Riders' Destination Station		25	75
Daily Total Footfall (Boardings + Alightings)		1,350	1,000

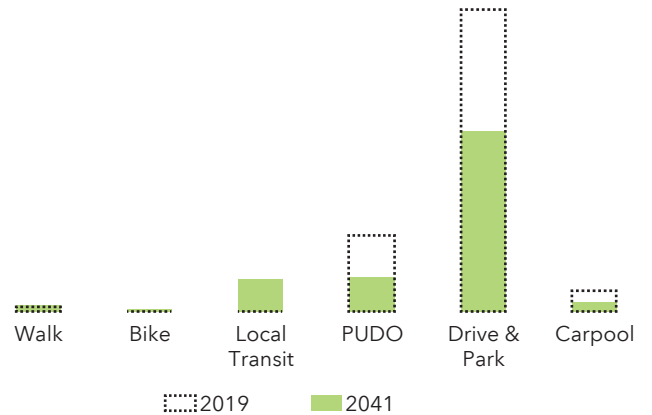
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

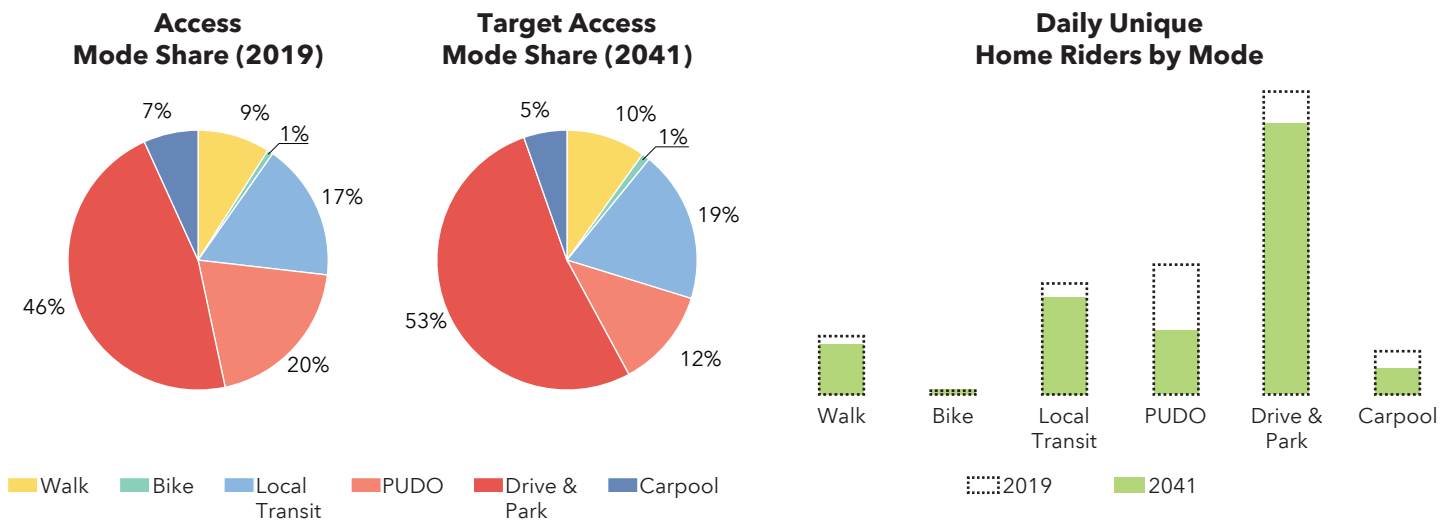
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
Bus Facilities	Total: 5 bus bays - South: bus bays (5 GO)	Total: 6 bus bays - South: bus bays (6 GO)
Bike Parking	Total: 32 spaces - East: 32 covered	No facility expansion recommended
Pick-up/ Drop-off Facilities	Total: 36 spaces - East: 32 waiting and 4 loading (peak/ferry)	Total: 23 spaces - East: 20 waiting and 3 loading (peak/ferry)
Vehicular Parking	Total: 871 spaces - East: 871 surface	No facility expansion recommended - Up to 29% carpool/reserved parking

Gormley GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-RH-GORL-01	Expand the bus loop facility with 1 additional bay.
 Cycling	N/A	No facility expansion recommended at this time.
 Pick-up/ Drop-off	ON-RH-GORL-02	Dependent on a future need to resize or reconfigure the eastern PUDO, reduce the size to 20 waiting spaces and 3 loading spaces and reallocate space to other modes or uses.
 Carpool Passengers	ON-RH-GORL-03	Implement modified reserved and carpool parking on up to 29% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.







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Richmond 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	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,675	2,100
Daily Riders' Destination Station		200	50
Daily Total Footfall (Boardings + Alightings)		5,375	4,075



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	Northeast: multi-use path
Bus Facilities	Total: 6 bus bays - East: bus bays (5 YRT, 1 GO)	Total: 7 bus bays and 1 layover - East: bus bays (6 YRT, 1 GO), layover (1 GO)
Bike Parking	Total: 96 spaces - Northeast: 32 covered - Southeast: 64 uncovered	No facility expansion recommended
Pick-up/ Drop-off Facilities	Total: 44 spaces - East: 44 waiting (peak/ferry)	Total: 46 spaces - East: 33 waiting and 13 loading (high ridership)
Vehicular Parking	Total: 2,005 spaces - East: 2,005 surface	Total: 1,662-2,005 spaces - Surplus of 343 spaces - Up to 34% carpool/reserved parking

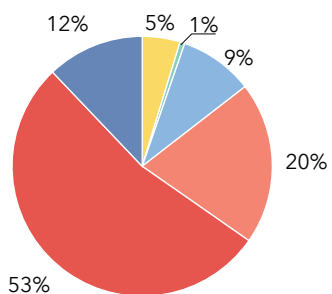
Richmond Hill GO

Station Access Mode	ID	Required Improvements
 Walking	ON-RH-RHGO-01	Dependent on a a new track or a development, consider the feasibility of providing a tunnel entrance on the west side of the corridor.
	ON-RH-RHGO-02	Develop a multi-use path from Newkirk Rd. along the northern edge of the station site.
	ON-RH-RHGO-03	Work with the City of Richmond Hill to further evaluate the development of a pedestrian crossing on Newkirk Rd. to connect the parking lots on the east and west side.
 Local Transit	ON-RH-RHGO-04	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station.
	ON-RH-RHGO-05	Work with the City of Richmond Hill and YRT to identify opportunities to add additional bus bays by optimizing the design of the bus loop facility or through the provision of on-street bays.
 Cycling	ON-RH-RHGO-06	Develop a cycling connection on the west side of the corridor and ensure that bike parking expansion is effectively apportioned across both sides of the corridor.
	ON-RH-RHGO-07	As part of any future station improvement convert 64 uncovered bike racks to covered bike parking. No bike parking expansion recommended.
 Pick-up/ Drop-off	ON-RH-RHGO-08	As part of any future improvements, reconfigure the eastern PUDO into a high ridership facility with 33 waiting spaces and 13 loading spaces.
 Carpool Passengers	ON-RH-RHGO-09	Implement modified reserved and carpool parking on up to 34% of total spaces.
 Drive & Park	ON-RH-RHGO-10	Dependent on any future site redevelopment, upgrades, or other works, total parking supply may be decreased by up to 343 spaces.

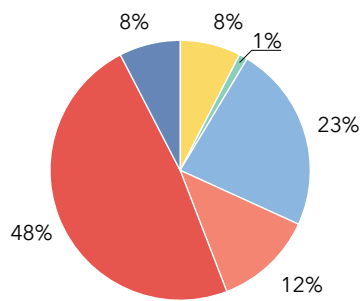
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Langstaff GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Interchange (Mixed Modal)	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,625	1,600
Daily Riders' Destination Station		100	1,750
Daily Total Footfall (Boardings + Alightings)		3,250	6,325

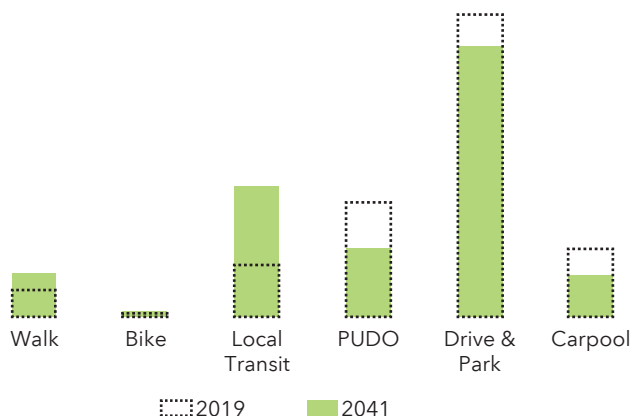
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

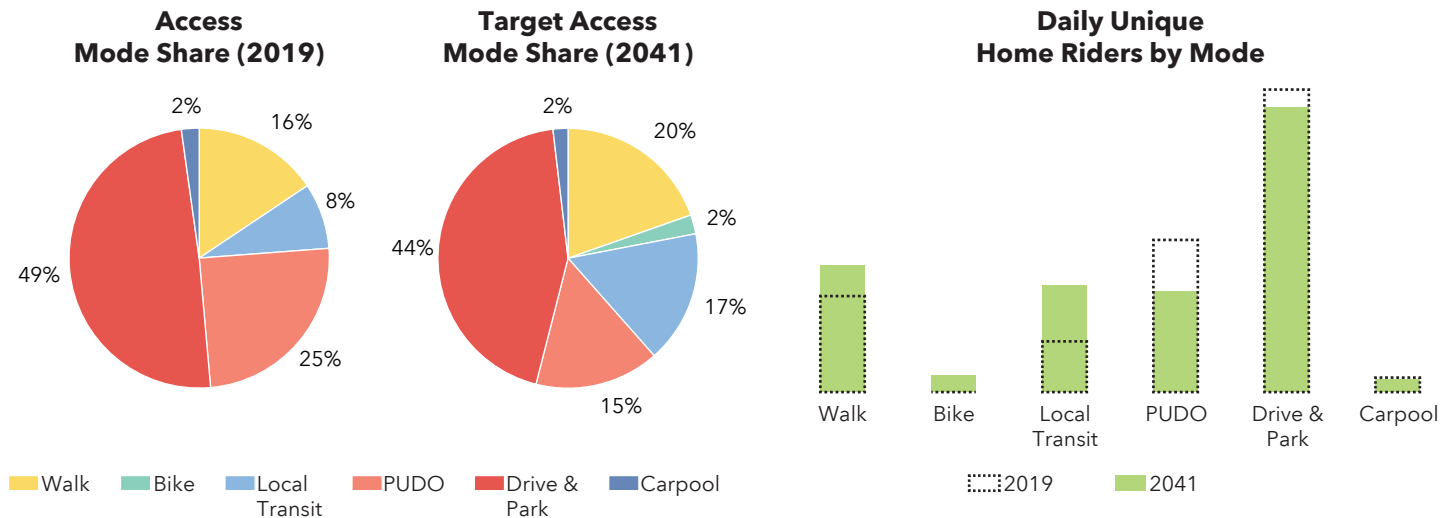
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- South: pedestrian pathways
Bus Facilities	Total: 11 bus bays - Northwest: bus bays (3 GO, 8 YRT)	Total: 24 bus bays and 4 layovers - Northwest: bus bays (9 GO, 15 YRT), layovers (4 GO)
Bike Parking	Total: 96 spaces - North: 64 covered - South: 32 covered	No facility expansion recommended
Pick-up/ Drop-off Facilities	Total: 40 spaces - North: 20 waiting and 5 loading (peak/ferry) - South: 12 waiting and 3 loading (peak/ferry)	Total: 48 spaces -North: 23 waiting and 5 loading (peak/ferry) -South: 15 waiting and 5 loading (peak/ferry)
Vehicular Parking	Total: 1,131 spaces - North: 711 surface - South: 420 surface	Total: 960-1,131 spaces - Surplus of 171 spaces - Up to 37% carpool/reserved parking

Langstaff GO

Station Access Mode	ID	Required Improvements
 Walking	ON-RH-LNGO-01	Improve the pedestrian connections from the platform to the Richmond Hill Centre Terminal (including weather protection).
	ON-RH-LNGO-02	Work with the City of Markham to integrate pedestrian connections to the station site from the south.
	ON-RH-LNGO-03	Improve signage and wayfinding to and from the Richmond Hill Centre terminal and the GO station.
 Local Transit	ON-RH-LNGO-04	Work with the City of Richmond Hill and City of Markham to explore on-site and off-site options to expand the bus facilities at the station with direct connections to the GO Rail station building and the proposed Yonge North Subway Extension (YNSE).
 Cycling	ON-RH-LNGO-05	Work with the City of Richmond Hill to connect the proposed GO station with existing bike lanes on Hwy. 7 and Yonge St. by implementing cycling facilities on Red Maple Rd.
	ON-RH-LNGO-06	Dependent on YNSE delivering a secure bike room, provide an additional 16 secure bike parking spaces for GO customers in an integrated facility.
 Pick-up/ Drop-off	ON-RH-LNGO-07	As part of any future station improvement, expand the southern PUDO to 15 waiting spaces and 5 loading spaces. Additionally, conditional on the proposed YNSE, consider reconfiguring the southern PUDO to a high ridership facility.
	ON-RH-LNGO-08	Work with the City of Richmond Hill to explore modifications to the pick-up and drop-off area to address conflicts between vehicles exiting the PUDO and pedestrians walking to parking spaces.
	ON-RH-LNGO-09	Dependent on any future station improvement, expand the northern PUDO facility to 23 waiting spaces and maintain 5 loading spaces.
 Carpool Passengers	ON-RH-LNGO-10	Implement modified reserved and carpool parking on up to 37% of total spaces.
 Drive & Park	ON-RH-LNGO-11	Dependent on any future site redevelopment, upgrades, or other works, total parking supply may be decreased by up to 171 spaces.
	ON-RH-LNGO-12	Consider alternative parking solutions (i.e., shared parking or modular parking) in the south parking lot to integrate parking with the proposed YNSE.







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Old Cummer GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		575	600
Daily Riders' Destination Station		50	100
Daily Total Footfall (Boardings + Alightings)		1,175	1,350



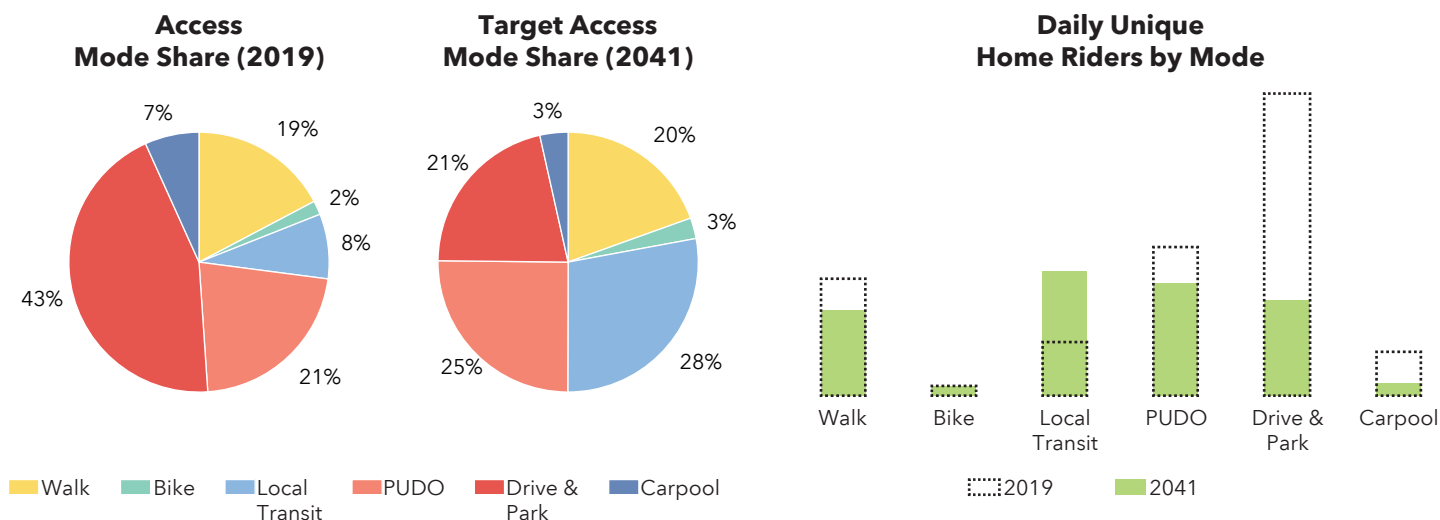
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays East: bus bays (2 TTC)
Bike Parking	Total: 32 spaces - East: 32 covered	Total: 64 spaces - East: 32 covered, 32 secure
Pick-up/ Drop-off Facilities	Total: 35 spaces - East: 29 waiting and 6 loading (peak/ferry)	Total: 18 spaces - East: 14 waiting and 4 loading (peak/ferry)
Vehicular Parking	Total: 466 spaces - 466 surface	No facility expansion recommended - Up to 85% carpool/reserved parking

Old Cummer GO

Station Access Mode	ID	Required Improvements
 Walking	ON-RH-CMGO-01	Dependent on any future exploration of platform tunnels at the station, consider providing an entrance to the west side of the corridor and connecting with Pineway Blvd.
	ON-RH-CMGO-02	Work with the City of Toronto and HydroOne to consider a pedestrian link between the north-west corner of Greyhound Dr. and the GO station site.
 Local Transit	ON-RH-CMGO-03	Work with the City of Toronto and TTC to provide on-site or on-street bus bays.
 Cycling	ON-RH-CMGO-04	Add 32 secure bike parking spaces through future station works or redevelopment projects.
	ON-RH-CMGO-05	Install additional covered bike shelters if there is a future western station entrance.
	ON-RH-CMGO-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.
 Pick-up/ Drop-off	ON-RH-CMGO-07	Dependent on a future need to resize or reconfigure the eastern PUDO, reduce size to 14 waiting spaces and 4 loading spaces and reallocate space to other modes or uses.
 Carpool Passengers	ON-RH-CMGO-08	Implement modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.







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Oriole GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Base)
Station Access Type (2041)	Interchange (Transit Priority)	Station Service Model	C - Self Service
Parking Typology (2041)	Manage	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		425	275
Daily Riders' Destination Station		50	100
Daily Total Footfall (Boardings + Alightings)		875	700



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	Total: 2 bus bays - (Off-site) Bus bays (2 TTC)
Bike Parking	Total: 16 spaces - East: 16 covered	Total: 48 spaces - East: 48 covered
Pick-up/ Drop-off Facilities	Total: 8 spaces - East: 8 loading	Total: 4 spaces - (Off-site): 4 loading
Vehicular Parking	Total: 280 spaces - East: 280 surface	Total: 59 spaces - East: remove 221 spaces - Up to 85% carpool/reserved parking

Oriole GO

Station Access Mode	ID	Required Improvements
 Walking	ON-RH-ORGO-01	Consider enhancing connections between the GO and TTC station entrances and sidewalks on Esther Shiner Blvd., Sheppard Ave., Leslie St., and Old Leslie St.
	ON-RH-ORGO-02	As part of planning explorations to relocate the station north of its current location, consider developing a pedestrian connection between the current TTC bus loop and subway stop at Leslie St. and the GO platform entrance.
 Local Transit	ON-RH-ORGO-03	Work with the City of Toronto 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-RH-ORGO-04	Explore opportunities to add 32 bike parking spaces through future station works or redevelopment projects.
	ON-RH-ORGO-05	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.
 Pick-up/ Drop-off	ON-RH-ORGO-06	As part of planning explorations to relocate the station, consider developing a pick-up/drop-off facility within the TTC/TPA parking lot.
 Carpool Passengers	ON-RH-ORGO-07	Implement modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-RH-ORGO-08	As part of planning explorations to relocate the station, integrate 59 GO parking spaces with the 100 TTC/TPA paid parking spaces currently located on Old Leslie St.