

Supplement A:

Off-Site Opportunities

A-1 Background

The Metrolinx GO Rail Station Access was developed in consultation with regional and local municipalities within the GO Transit service area.

Technical input was received through:

- Municipal Technical Advisory Committee workshops with staff from upper- and lower-tier municipalities across the GO Rail network: Durham, Guelph, Halton, Hamilton, Niagara, Peel, Simcoe, Toronto, and Waterloo.
- Metrolinx staff reviews of applicable municipal plans and strategies to identify additional proposals to improve connections to and from GO stations.
- Metrolinx outreach to municipal service providers (MSPs) to gather information on local transit service routes, stop locations, headways, and bus bay requirements at GO stations to the year 2041.

A-2 Key Themes

The following summary identifies some of the key themes raised during the discussions.

A willingness to engage and collaborate

Many municipalities are interested in working with Metrolinx to coordinate station improvements with local initiatives and support multimodal access opportunities.

Reducing auto mode share

Municipalities expressed interest in reducing auto mode shares and setting more ambitious multimodal targets. Preferred approaches varied, but include supporting greater access by transit and emphasizing active modes through local active transportation network improvements or transit-oriented development.

Balancing local transit service with station access

At many stations, particularly those served by transit systems with a high proportion of non-GO customers, MSPs expressed the challenges of serving GO stations due to the added running time required to enter and exit the station site. There is a strong desire for more priority bus facilities to avoid queuing and to support transfers between the local transit and GO networks without excessive routing diversions. At end-of-line hub stations, needs focused less on station access and more on ensuring adequate bus and driver facilities.

Coordinating on-demand transit strategies with MSPs

A number of municipalities have plans or preferences about where on-demand services should be utilized. The consensus was that these services are most appropriate at stations with fewer fixed-route services and particularly in lower-density areas. In emerging communities, on-demand service is an opportunity to grow a culture of transit ridership where fixed-route bus service is not yet viable. MSPs requested coordination on recommendations for on-demand services.

Completing and connecting to the active transportation network

Almost every municipality identified initiatives to strengthen local active transportation (AT) networks. Discussion focused on opportunities to “bridge the gap” between the station-related pedestrian and cycling investments and the municipal AT network. Opportunities to design stations and local networks to support AT connections were identified at and around many stations.

Leveraging Transit-Oriented Communities for multimodal access enhancements

Development is occurring or being planned around many GO Rail stations. Municipalities identified opportunities for new development near GO stations to support improved multimodal access through the introduction of a finer-grained street and block network or the establishment of new connections to and from the station. Aligning station improvements, such as new tunnels, with development is viewed as an opportunity to “stitch” communities together and enhance access.

Not just commuter stations

Municipalities expressed a desire to move away from the idea that GO stations were primarily for commuters heading to downtown Toronto and instead wanted to see them function more as destinations in their communities. Some participants described the GO network as their version of the subway and expressed aspirations for commensurate levels of development and more balanced modes of access.

Responding to context

Many issues and ideas were site-specific and dependent on the local setting, development and transit context, and patterns of land use. Discussions reinforced the need to keep up to date on local station developments and align access strategies accordingly.

A-3 Municipal Access Planning Considerations

This section presents a summary of off-site programs and initiatives identified through the consultation process and a review of municipal planning documents.

The improvements listed below are a reference to support local planning initiatives and infrastructure investments and include:

- Secondary plan updates;
- Major Transit Station Area planning exercises;
- Corridor- and precinct-related plans;
- Municipal and regional transportation master plan processes;
- Expansion of local pedestrian and cycling networks; and
- Streetscape improvements.

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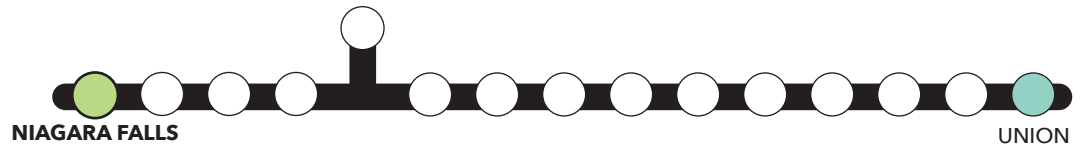
Simcoe County

Town of Bradford West Gwillimbury

Bradford GO 234






Lakeshore West Line

Region of Niagara
City of Niagara Falls



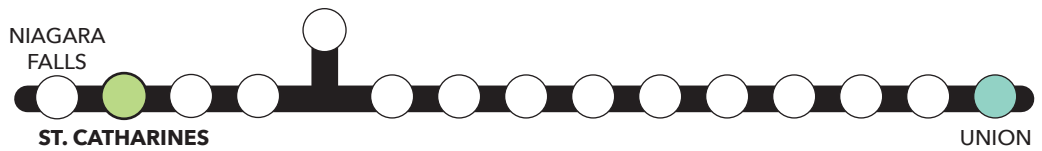
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Niagara Falls GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-NFGO-01	Work with Niagara Region to consider providing high quality pedestrian and cycling connections through the station site to connect to the adjacent municipal street network. Specifically, consider connections to Bridge St. and Erie Ave.
 Local Transit	OFF-LSW-NFGO-02	The Region of Niagara is providing bus bays and layover spaces as part of the Niagara Falls station renovations.
 Cycling	OFF-LSW-NFGO-03	Encourage the City of Niagara Falls to consider improvements to cycling infrastructure along Bridge St., and Erie Ave. to improve connectivity for cyclists to/from the station.
 Pick-up/ Drop-off	OFF-LSW-NFGO-04	The Region of Niagara is providing PUDO facilities as part of the Niagara Falls station renovations.
 Drive & Park	OFF-LSW-NFGO-05	The Region of Niagara is providing parking spaces as part of the Niagara Falls station renovations.






Lakeshore West Line

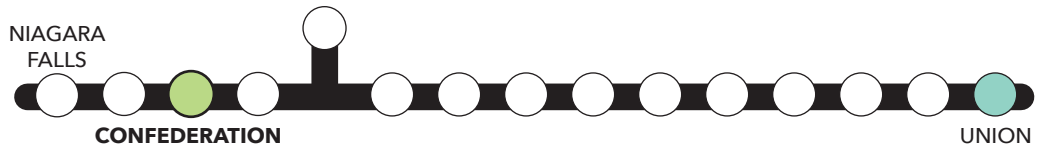
Region of Niagara
City of St. Catharines



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St. Catharines GO

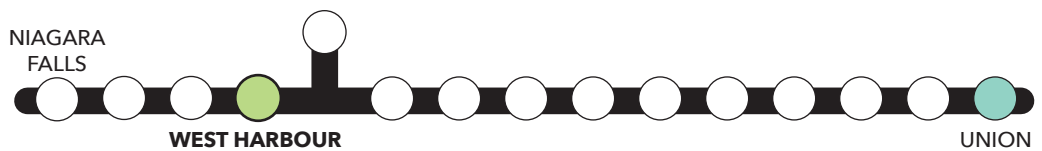
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-CAGO-01	The Region of Niagara is providing walkways and multi-use paths as part of the St. Catharines station renovations.
 Local Transit	OFF-LSW-CAGO-02	The Region of Niagara is providing bus bays as part of the St. Catharines station renovations.
 Cycling	OFF-LSW-CAGO-03	Encourage the City of St. Catharines to explore improvements to cycling infrastructure along Louth St. and Leeper St. to improve cycling connectivity to St. Catharines GO.
 Pick-up/ Drop-off	OFF-LSW-CAGO-04	The Region of Niagara is providing a PUDO facility as part of the St. Catharines station renovations.
 Drive & Park	OFF-LSW-CAGO-05	The Region of Niagara is providing parking as part of the St. Catharines station renovations.



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Confederation GO

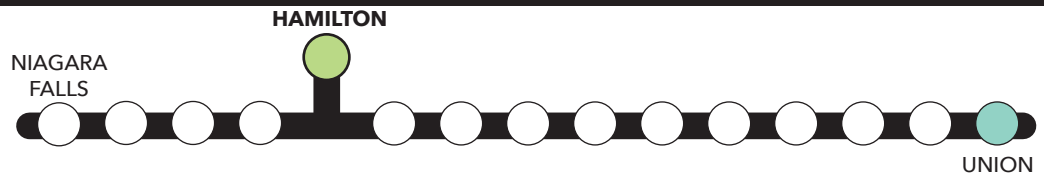
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-CONF-01	Encourage the City of Hamilton to implement the planned multi-use trail along Goderich Rd. and Centennial Parkway to connect the station with the Waterfront Trail. Connect the trail with the station's multi-use path that is currently under construction.
 Local Transit	N/A	No off-site plans identified through municipal engagement.
 Cycling	N/A	No off-site plans identified through municipal engagement.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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West Harbour GO

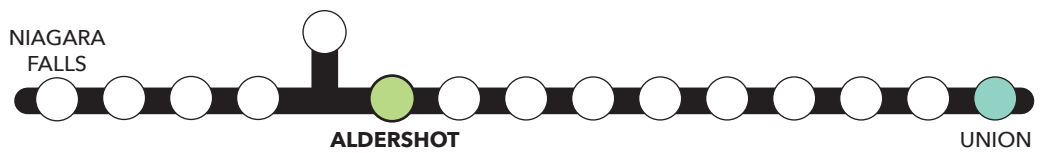
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-WHBR-01	Work with City of Hamilton to implement a sidewalk along north side of Stuart St. between Bay St. N. and MacNab St. N.
	OFF-LSW-WHBR-02	Work with City of Hamilton and HSR to improve connections between West Harbour and Hamilton GO Centre.
 Local Transit	OFF-LSW-WHBR-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSW-WHBR-04	Provide support to municipalities who currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-LSW-WHBR-05	Encourage City of Hamilton to implement planned improvements to the Cannon St. and Bay St. cycle facilities.
	OFF-LSW-WHBR-06	Encourage City of Hamilton to implement planned reconstruction of Stratchan Ave. to incorporate a multi-use path on the south side connecting Bayview Park and Ferguson St.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Hamilton GO Centre

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-HMGO-01	Encourage the City of Hamilton to identify improvements to signage and wayfinding from the residential areas south-west of the GO station.
 Local Transit	OFF-LSW-HMGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSW-HMGO-03	Work with City of Hamilton and HSR to explore opportunities to improve bus access and egress priority from the Hamilton GO Centre bus terminal.
 Cycling	N/A	No off-site plans identified through municipal engagement.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-LSW-HMGO-04	Encourage the City of Hamilton to implement the planned traffic signal at Hughson St. S. and Hunter St.



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Aldershot GO

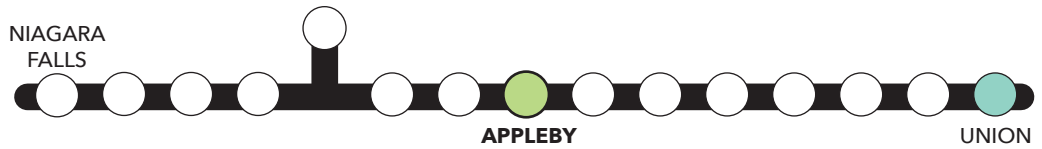
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-ALGO-01	Work the City of Burlington to integrate a pedestrian connection below Waterdown Rd. overpass along the south side of the GO Rail corridor to terminate at Railway Rd.
	OFF-LSW-ALGO-02	Consider developing a southern primary entrance and internal access road with a walkway alongside the residential development and a multi-use path to the west.
 Local Transit	OFF-LSW-ALGO-03	Work with the City of Burlington, Halton Region, and MTO to explore introduction of bus-only left and right turn lanes along the service road connecting the bus loop and north parking lot to Waterdown Rd.
	OFF-LSW-ALGO-04	Provide support to municipalities who currently do not have any local transit connections to the GO Station, through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-LSW-ALGO-05	Encourage the City of Burlington to implement the planned protected bike lanes along Plains Rd. and Waterdown Rd.
	OFF-LSW-ALGO-06	Consider implementing planned cycling infrastructure along St. Matthews Ave. to connect to the south station site.
	OFF-LSW-ALGO-07	Work with the City of Burlington to explore the feasibility of developing a multi-use path to the south-east of the station site to connect Grove Park to the south station entrance.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Burlington GO

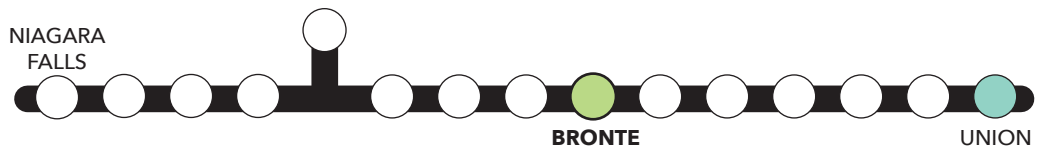
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-BUGO-01	Encourage the City of Burlington to expedite planned implementation of proposed protected bike lanes on Fairview St. and Plains Rd with connections to on-site multi-use paths.
	OFF-LSW-BUGO-02	Encourage the City of Burlington to enhance connectivity to Glenwood Park neighbourhood (northeast of the station) with a future pedestrian connection to Fassel Ave.
	OFF-LSW-BUGO-03	Encourage City of Burlington to incorporate a future pedestrian connection from the centre of the south station site to Drury Lane.
	OFF-LSW-BUGO-04	Encourage the City of Burlington to enhance the north-south permeability of the street network south of Fairview St. by providing a pedestrian and cycling connection to Edinburgh Dr. and enhancing cycling and wayfinding along Maplewood Dr. and Prospect St.
 Local Transit	OFF-LSW-BUGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSW-BUGO-06	Encourage the City of Burlington to expedite the planned implementation of the proposed "Minimum Grid", including a connection to the GO station from the south on Fairview St.
	OFF-LSW-BUGO-07	Encourage the City of Burlington to prioritize implementation of cycling infrastructure along Drury Ln., Prospect St., Grahams Ln., Stephenson Dr. and Caroline St. to facilitate improved cycling connectivity to residential areas to the south of the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Appleby GO

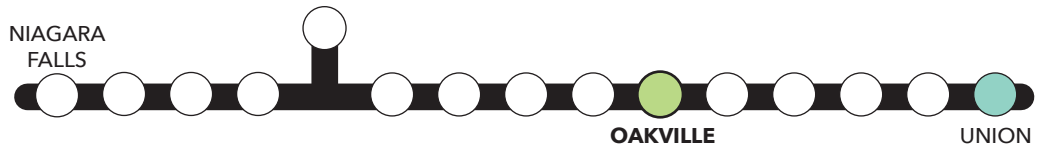
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-APGO-01	Encourage the City of Burlington to implement connections between the Centennial Bikeway multi-use trail to the south of the GO station and local residential streets Bridle Wood Rd. and Sheraton Rd. to the south. This will substantially reduce travel times for pedestrians from these residential areas to connect to Appleby GO.
	OFF-LSW-APGO-02	Encourage the City of Burlington to improve lighting, signage, and wayfinding on the Centennial Bikeway multi-use trail to the south of the GO station to support all year use of the path to connect to GO service.
 Local Transit	OFF-LSW-APGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSW-APGO-04	Encourage the City of Burlington to prioritize planned intersection improvements and an additional pathway on Fairview Street to improve the connection between the station multi-use path and the Centennial Bikeway, including wayfinding.
	OFF-LSW-APGO-05	Encourage the City of Burlington to prioritize implementation of cycling infrastructure along Appleby Ln. from Lakeshore Rd. to Fairview St. as per the City of Burlington Cycling Plan.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Bronte GO

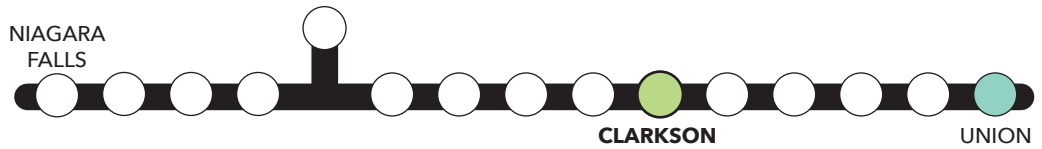
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-BTGO-01	Encourage the Town of Oakville to implement a multi-use trail along Wyecroft Rd. and Third Line.
	OFF-LSW-BTGO-02	Encourage the Town of Oakville to explore options to introduce a pedestrian and cycling connection between Speers Rd. and Trafford Cr. to the south with appropriate signage and wayfinding in the surrounding residential streets to connect GO customers to the station.
 Local Transit	OFF-LSW-BTGO-03	Provide support to municipalities that currently do not have any local transit connections to the GO Station, through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-LSW-BTGO-04	Encourage the Town of Oakville to consider extending the bikeway along Speers Rd. east to Third Line to connect the bike network around the GO station to the planned bike paths on the south station site.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Oakville GO

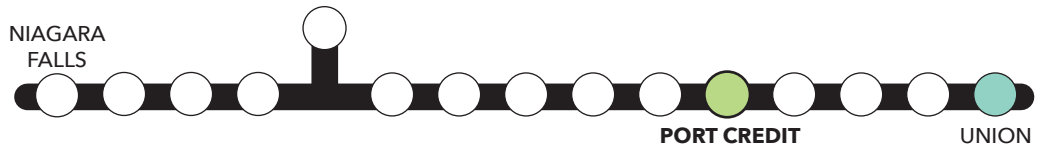
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-OKGO-01	Work the Town of Oakville to explore options to implement the Midtown Strategy, which identifies two north-south active transportation crossings on either side of Trafalgar Rd. across the QEW.
 Local Transit	OFF-LSW-OKGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSW-OKGO-03	Identify opportunities to coordinate timetables between agencies.
	OFF-LSW-OKGO-04	Work with Oakville Transit to explore options for integrating a possible future BRT service from Midtown Oakville north along a dedicated alignment across QEW and then along Trafalgar Rd., with integration with planned bus infrastructure at Oakville GO station.
 Cycling	OFF-LSW-OKGO-05	Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cross Ave.
	OFF-LSW-OKGO-06	Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cornwall Road including a buffered bike lane west of Trafalgar Rd. and an in-boulevard trail east of Trafalgar Rd.
	OFF-LSW-OKGO-07	Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Queen Mary Dr. to connect Speers Ave. to Downtown Oakville.
	OFF-LSW-OKGO-08	Encourage the Town of Oakville to develop cycling infrastructure along Pearson Dr. that could connect to a future active transportation crossing over the QEW, which would ultimately connect to Midtown Oakville.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Clarkson GO

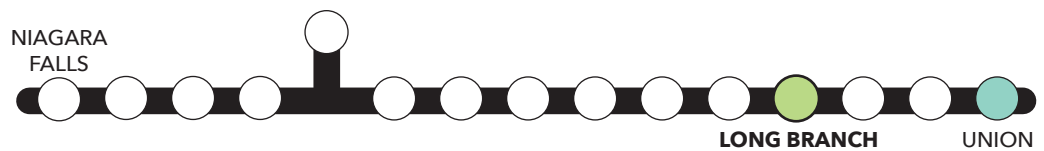
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-CLGO-01	Encourage the Region of Peel to add wayfinding and signage to the multi-use path along the Sheridan River to direct customers to the GO station.
 Local Transit	OFF-LSW-CLGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSW-CLGO-03	Encourage MiWay to explore options to deliver microtransit service in the 4-5 km radius of the station. When considering microtransit options, evaluate modifications to conventional transit routes to ensure that fixed and dynamic service options are delivered in an integrated manner.
 Cycling	OFF-LSW-CLGO-04	Encourage the City of Mississauga to develop dedicated cycling infrastructure along Royal Windsor Rd. heading west from Southdown Rd. to Winston Churchill Blvd.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Port Credit GO

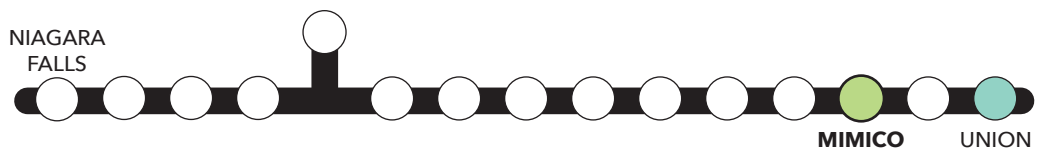
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-PCGO-01	Encourage the City of Mississauga to incorporate pedestrian and cycling priority measures as part of the planned realignment of Inglewood Dr. and Eaglewood Blvd. to the north of the GO station.
 Local Transit	OFF-LSW-PCGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSW-PCGO-03	Encourage the City of Mississauga to enhance the cycling and pedestrian connection from Vesta Dr. to the north tunnel entrance.
	OFF-LSW-PCGO-04	Encourage the City of Mississauga to enhance wayfinding and signage along Vesta Dr. and Mona Rd. to increase use of cycling by residents north of Port Credit GO to connect to the station.
	OFF-LSW-PCGO-05	Work with the City of Mississauga to explore the feasibility of building a cycling/pedestrian bridge across the Credit River along the north alignment of the GO Rail corridor to connect residential communities to the west of the river and north of the rail tracks to the GO station.
	OFF-LSW-PCGO-06	Encourage the City of Mississauga to consider introducing cycling lanes along Lakeshore Blvd. west of Hurontario St.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Long Branch GO

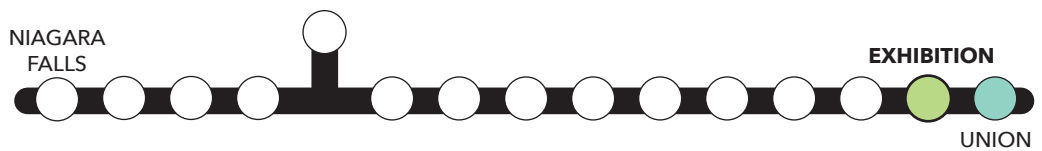
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-LBGO-01	Encourage the City of Toronto to implement a cross walk on Exmoor Rd where pedestrians cross to access the Long Branch Loop and TTC services.
	OFF-LSW-LBGO-02	Explore opportunities with the TRCA and the City of Toronto to connect the future Edgeware Rd accessible path with the Etobicoke Creek Trail in Enfield Park.
	OFF-LSW-LBGO-03	Work with the City of Toronto to provide a pedestrian and cycling path connecting Forty Third St. to the station.
	OFF-LSW-LBGO-04	Incorporate an accessible pedestrian connection to the residential communities to the north of the station.
 Local Transit	OFF-LSW-LBGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSW-LBGO-06	Encourage TTC to develop and enhance connections between local routes along major east-west (Lakeshore Blvd., Homer Ave., Evans Ave. and The Queensway) and north-south (Brown's Line and Kipling Ave.) corridors and surrounding neighbourhoods (Long Branch, New Toronto, and Alderwood) with direct connections to Long Branch GO.
 Cycling	OFF-LSW-LBGO-07	Encourage the City of Mississauga and Peel Region to explore the feasibility of a bike lane or multi-use trail on Lakeshore Rd. to connect to future development of the Inspiration Lakeview community.
	OFF-LSW-LBGO-08	Encourage the City of Toronto to expedite the implementation of a planned bike lane along Brownsline Rd.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Mimico GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-MMGO-01	Consider opportunities to work with the City of Toronto and adjacent landowners to connect the station to the south community.
	OFF-LSW-MMGO-02	Encourage the City of Toronto and TRCA to implement the Mimico Creek Bridge to enhance cycling and pedestrian connectivity between the West Humber Bay Shores community and the Mimico GO station.
	OFF-LSW-MMGO-03	Work with the City of Toronto to consider the feasibility of developing a pedestrian bridge across Royal York Rd. to provide residents to the west with a direct connection to the GO station.
	OFF-LSW-MMGO-04	Consider options to develop a pedestrian bridge over Royal York Rd. on the north side of the GO corridor to provide an improved pedestrian connection from local transit and the surrounding area.
	OFF-LSW-MMGO-05	Encourage the City of Toronto and TRCA to enhance cycling infrastructure as part of the proposed Mimico Creek Bridge to enhance connectivity between the West Humber Bay Shores community and the Mimico GO station.
 Local Transit	OFF-LSW-MMGO-06	Encourage the City of Toronto to identify improvements to signage and wayfinding along local streets (Royal York Rd., Buckingham St., Windsor St., Lake Shore Blvd., Mimico Ave., Station Rd., Cavel Ave., and Blue Goose St.) that can improve connections between GO and existing local transit routes and stops.
	OFF-LSW-MMGO-07	Encourage the City of Toronto and TRCA to enhance cycling infrastructure as part of the proposed Mimico Creek Bridge to enhance connectivity between the West Humber Bay Shores community and the Mimico GO station.
 Cycling	OFF-LSW-MMGO-08	Encourage the City of Toronto to explore the feasibility of a bike lane network to connect to Lakeshore Rd. through the local community on the south side of the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Exhibition GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-EXGO-01	Encourage the City of Toronto to explore cycling and pedestrian improvements along Atlantic Ave., Jefferson Ave., and East Liberty St. north of the station, and along Manitoba Dr. south of the station.
	OFF-LSW-EXGO-02	Encourage Exhibition Place and Ontario Place to consider improvements to wayfinding and signage that can provide improved connectivity from Exhibition GO Station to the various special events venues south of the station.
	OFF-LSW-EXGO-03	Encourage the City of Toronto to prioritize pedestrian and cycling infrastructure, signage and wayfinding along the proposed Liberty New St., which would significantly expand the walkable area around the GO station.
 Local Transit	OFF-LSW-EXGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSW-EXGO-06	Encourage the City of Toronto to consider expediting the development of proposed cycling improvements along Springhurst Ave.
	OFF-LSW-EXGO-07	Encourage the City of Toronto to develop a cycling path or on-street lane as part of the proposed Liberty New St.
	OFF-LSW-EXGO-08	Encourage Exhibition Place and Ontario Place to consider identifying a bike corridor with either an on-street bike lane or a separated cycling path to connect the cycling path along Lake Shore Blvd. with the south entrance to the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Milton GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-MNGO-01	Work with the Town of Milton to explore the feasibility of developing a direct pedestrian and cycling connection between Frobisher Blvd. and Main St. and onwards through the western edge of the GO station site to the proposed west station entrance.
	OFF-MIL-MNGO-02	Encourage the Town of Milton to explore the feasibility of a pedestrian connection from Andrews Tr. to the intersection of Nipissing Rd. and Thompson Blvd. to provide a more direct route for pedestrians to the southwest of the GO station to connect to a potential south station entrance.
	OFF-MIL-MNGO-03	Encourage the Town of Milton to consider enhancements to the public realm along Main St., immediately north of the station site.
 Local Transit	OFF-MIL-MNGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-MIL-MNGO-05	Consider providing priority access for transit vehicles to the bus loop from the local road to improve transit reliability and seamless connections for passengers.
 Cycling	OFF-MIL-MNGO-06	Encourage the Town of Milton to explore enhancements to cycling infrastructure to the south of the GO Rail corridor that can connect to a potential south station entrance along Nipissing Rd; specifically, explore cycling infrastructure along Coxe Blvd. from Childs Dr. to the north to Laurier Ave. to the south, and along Laurier Ave. from Tupper Dr. to the east to Sam Sherrat Tr. to the west.
	OFF-MIL-MNGO-07	Encourage the Town of Milton to develop enhanced bicycle infrastructure along Main St. from Thompson Rd. to the east to Ontario St. to the west.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Lisgar GO

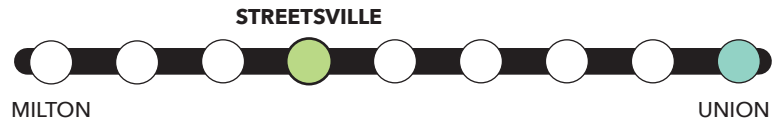
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-LGGO-01	Conditional on any future exploration of platform tunnels at the station, consider providing an entrance to the south side of the corridor and integrating an east-west joint-use path from Buttonbush Park to the west to Tenth Line Rd. to the east.
 Local Transit	OFF-MIL-LGGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	N/A	No off-site plans identified through municipal engagement.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Meadowvale GO

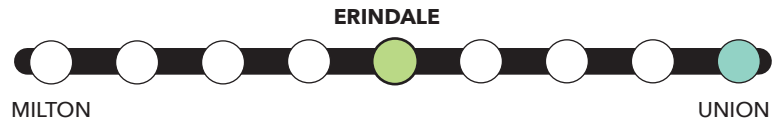
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	N/A	No off-site plans identified through municipal engagement.
 Local Transit	OFF-MIL-MDGO-01	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-MIL-MDGO-02	Encourage the City of Mississauga to develop a cycling path along Aquitaine Ave. from Tenth Line Rd. to the GO station and on Millcreek Dr. from the station to Derry Rd.
	OFF-MIL-MDGO-03	Encourage Peel Region to address gaps along the multi-use path on Derry Rd. west of the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Streetsville GO

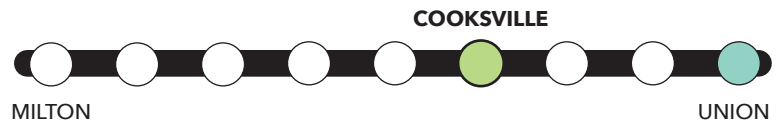
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-STGO-01	Encourage the City of Mississauga to enhance signage and wayfinding along local roads in the south-east residential communities to better connect residents to the GO station.
	OFF-MIL-STGO-02	Encourage the City of Mississauga to explore opportunities for a pedestrian and cycling link between Sonnet Crt. and Bimini Crt. to provide enhanced connectivity to residents to the south-east of the station site.
 Local Transit	N/A	No off-site plans identified through municipal engagement.
 Cycling	OFF-MIL-STGO-03	Encourage the City of Mississauga to address gaps in the cycling network on Thomas St. from Erin Mills Parkway to the GO station.
	OFF-MIL-STGO-04	Encourage the City of Mississauga to address gaps in the cycling network on Mississauga Rd./Queen St. from Erin Centre Blvd. to the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Erindale GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-ERGO-01	Encourage the City of Mississauga to develop a pedestrian and cycling link between Freeport Dr. and Burhamthorpe Rd. to provide enhanced connectivity to residents to the south-east of the station site.
 Local Transit	OFF-MIL-ERGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-MIL-ERGO-03	Encourage the City of Mississauga to develop bike lanes along Erindale Station Rd. from Dundas St. to the south to Central Parkway Rd. to the north.
	OFF-MIL-ERGO-04	Encourage the City of Mississauga to develop bike lanes along Central Parkway Rd./ Creditview Rd. from Erindale Station Rd. in the south to Eglinton Ave. to the north.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Cooksville GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-CKGO-01	Develop a dedicated and uninterrupted pedestrian connection from the Hurontario LRT stop on Hurontario St. to the GO station plaza area.
	OFF-MIL-CKGO-02	(Conditional) Encourage the City of Mississauga to consider options to connect Surbray Grove Rd. to a potential north station entrance.
 Local Transit	N/A	No off-site plans identified through municipal engagement.
 Cycling	OFF-MIL-CKGO-03	Encourage the City of Mississauga to implement bike lanes on Hillcrest Ave. that would connect from Kirwin Ave. to Confederation Pkwy. bike lanes and closing a gap in the cycling network.
	OFF-MIL-CKGO-04	Encourage the City of Mississauga to implement bike lanes along Central Pkwy. E. from Confederation Pkwy. to the west to Rhonda Valley Rd. to the east.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Dixie GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-DXGO-01	Encourage the Region of Peel to review the design of the intersection of Dixie Rd. and Blundell Rd. to improve pedestrian crossings, signage, and wayfinding.
	OFF-MIL-DXGO-02	To provide pedestrian connections south of the corridor, consider developing a pedestrian and cycling connection to Dixie Rd. using a sidewalk along the north side of the rail corridor and stairs to Dixie Rd; or working with the landowner south of the station, consider providing a tunnel to the south side of the corridor and a pedestrian connection to Dixie Rd., south of the grade separation.
	OFF-MIL-DXGO-03	Encourage the Region of Peel to enhance the public realm along Dixie Rd. from the GO station to the north to Venta Ave. to the south, and implement a planned multi-use trail along Dixie Rd.
 Local Transit	N/A	No off-site plans identified through municipal engagement.
 Cycling	OFF-MIL-DXGO-04	Encourage the Region of Peel to consider expediting implementation of planned bike lanes along Dixie Rd. from the GO station to Sherway Dr. to the south, and potentially to connect to the separated bike lanes installed on Dixie Rd. south of the QEW.
	OFF-MIL-DXGO-05	Encourage the Region of Peel, City of Mississauga and Hydro One to explore opportunities to provide cycling connections along the east-west hydro corridor to connect to future Dixie Rd. cycling infrastructure.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Kipling GO

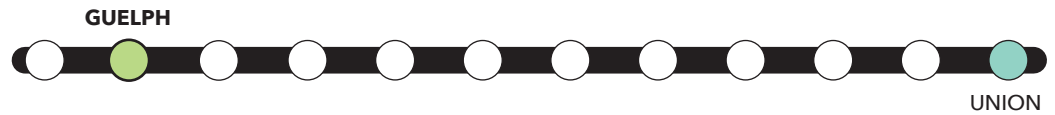
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-MIL-KPGO-01	Work with the City of Toronto and TTC to provide a dedicated pedestrian walkway through the southeast TTC commuter lot to better connect the TTC/GO platform access building to communities southeast of the GO station. In addition, explore the possibility of adding a secure bike shelter adjacent to the platform access building.
 Local Transit	OFF-MIL-KPGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-MIL-KPGO-03	As part of any future planning processes associated with the proposed Dundas BRT, consider options to improve connectivity with GO Rail service at this station.
 Cycling	OFF-MIL-KPGO-04	Encourage the City of Toronto to implement improvements to cycling infrastructure on surrounding municipal roads, such as Acorn Ave.
	OFF-MIL-KPGO-05	As part of any future planning processes associated with the proposed Dundas BRT, encourage the City of Toronto to install dedicated cycling infrastructure along Dundas St. W. from The East Mall Cres. in the west to Bloor St. in the east.
	OFF-MIL-KPGO-06	Work with the local provider to provide bike share at the station, and protect space for bike share docks as part of station renovations, where feasible.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-MIL-KPGO-07	Consider greater coordination with TPA and TTC to support GO customer use of TPA/TTC paid parking spaces at the station.



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Kitchener GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-KITC-01	Encourage the City of Kitchener to incorporate pedestrian amenities and public realm improvements along the proposed pedestrian connection between the Kitchener Transit Hub and the intersection of King St. and Victoria St. to enhance the pedestrian experience.
 Local Transit	OFF-KIT-KITC-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-KITC-03	Encourage the Region of Waterloo, the City of Kitchener and GRT to incorporate improvements to passenger amenities, wayfinding and signage at on-street bus stops that are in the immediate vicinity of the Kitchener Transit Hub.
	OFF-KIT-KITC-04	The proposed Kitchener Transit Hub integrates the planned LRT platform along King St. with the Kitchener GO station.
 Cycling	OFF-KIT-KITC-05	Work with the City of Kitchener and the Region of Waterloo to consider the development of a planned multi-use path along the south side of the rail corridor to provide an effective east-west connection to the Iron Horse Trail and Waterloo Spur Line Trail.
	OFF-KIT-KITC-06	Work with the City of Kitchener to provide an active transportation crossing at Ahrens St. to better connect the Spur Line Trail. If this is not feasible, encourage the City of Kitchener to add wayfinding and signage to connect the Spur Line Trail to the GO station via existing cycle paths on local roads.
	OFF-KIT-KITC-07	Encourage the City of Kitchener to prioritize planned improvements to cycling infrastructure along Duke St. from Morrow Ave. to the north to Krug St. to the south, and east along Krug St. to River Bend Rd. This will provide improved cycling connections for residents that are north and south of the Kitchener Transit Hub.
	OFF-KIT-KITC-08	Encourage the Region of Waterloo to explore the feasibility of implementing a bike-share service in the Region. Consider prioritizing the Kitchener Transit Hub and surrounding downtown area and the future LRT/BRT corridor. This will provide additional active transportation station access options for GO Rail customers.
	OFF-KIT-KITC-09	Encourage the City of Kitchener to prioritize planned improvements to cycling infrastructure along Glasgow St. from Kneel Dr. to the west along Walter St and Wellington St. to Duke St. to the east. This will provide improved cycling connections for residents west of the future Kitchener Transit Hub.
	OFF-KIT-KITC-10	Encourage the City of Kitchener to connect their future downtown cycling grid project to the future King-Victoria Transit Hub to seamlessly connect cyclists to the transit hub.
 Pick-up/ Drop-off	OFF-KIT-KITC-11	The proposed King-Victoria Transit Hub includes a PUDO facility. If shared across transit, future hotel uses and for commercial loading purposes, consider developing a monitoring and enforcement strategy that prioritizes transit users during the weekday peak periods.
	OFF-KIT-KITC-12	Work with the City of Kitchener to explore the feasibility of implementing an on-street vehicle waiting area to the north of the rail corridor.
 Drive & Park	OFF-KIT-KITC-13	The Region of Waterloo is providing off-site parking as part of the King-Victoria Transit Hub. Evaluate the potential to incorporate these parking spaces into Breslau GO station when this project advances, in order to transfer drive-and-park demand to Breslau GO.



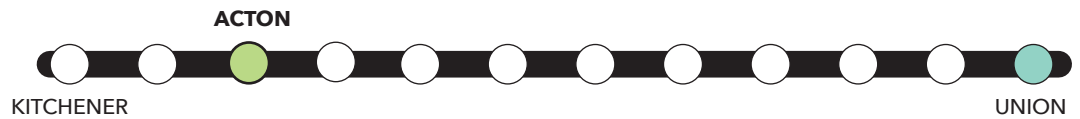
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Guelph GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-GUEP-01	Encourage the City of Guelph to explore the development of a more direct pedestrian connection to the station platform from the intersection of Macdonnell St. and Woolwich St.
	OFF-KIT-GUEP-02	Encourage the City of Guelph to consider improvements to way-finding and signage along Macdowell St. to improve pedestrian and cycling connectivity across Speed River.
 Local Transit	OFF-KIT-GUEP-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-KIT-GUEP-04	Work with the City of Guelph on exploring options to provide active transportation connections across the rail corridor, including better connecting the bus loop to GO services.
	OFF-KIT-GUEP-05	Encourage the City of Guelph to enhance cycling infrastructure along Macdonnell St. from the GO station to John Galt Park and the connection to the Royal Recreational Trail.
	OFF-KIT-GUEP-06	Encourage the City of Guelph to prioritize implementation of planned cycling infrastructure along Paisley St. and Quebec St. from Silver Creek Pkwy. to the west to Wyndham St. to the east, and south along Wyndham St. to the station site.
	OFF-KIT-GUEP-07	Encourage the City of Guelph to prioritize implementation of a planned cycling connection across Speed River to the northeast of the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-KIT-GUEP-09	Consider a shared parking agreement or partnership with the City of Guelph to connect paid parking spaces in the immediate vicinity of the GO station to customers.






Kitchener Line

Halton Region
Town of Halton Hills



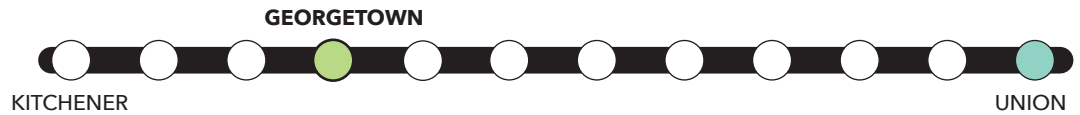
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Acton GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-ATGO-01	Encourage the Town of Halton Hills to install sidewalks, lighting, wayfinding and signage in areas adjacent to the GO station that do not have sidewalks.
	OFF-KIT-ATGO-02	Work with the Town of Halton Hills to explore the development of a pedestrian and cycling path that connects the station platform to Eastern Ave.
 Local Transit	OFF-KIT-ATGO-03	Work with the Town of Halton Hills to identify the facility needs associated with any future transit service that connects to the station. Consider co-locating a future facility to meet paratransit needs at this station.
	OFF-KIT-ATGO-04	Provide support to municipalities who currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
	OFF-KIT-ATGO-05	Work with the Town of Halton Hills to identify opportunities for on-demand micro transit solutions in order to introduce improved municipal transit connections.
 Cycling	OFF-KIT-ATGO-06	Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Church St. from the GO station site to the east to Victoria Ave. to the west.
	OFF-KIT-ATGO-07	Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Wallace St. from Main St. to the west to McDonald Blvd. to the east, and along McDonald Blvd. to Churchill Rd. to the east.
	OFF-KIT-ATGO-08	Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Eastern Ave. and Queen St. from the GO Rail corridor to the west to Acton Blvd. to the east, and north along Acton Blvd. to McDonald Blvd. St. from the GO station site to the east to Victoria Ave. to the west.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.






Kitchener Line

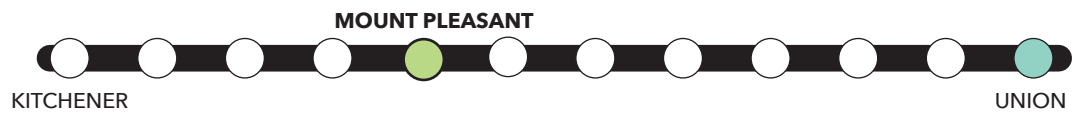
Halton Region
Town of Halton Hills



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Georgetown GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-GEGO-01	Encourage the Town of Halton Hills to install sidewalks, lighting, way-finding and signage in areas adjacent to the GO station that do not have sidewalks.
	OFF-KIT-GEGO-02	Currently, there is an informal path that diagonally connects John St. to the north station parking lot. Work with the Town of Halton Hills to explore developing a paved pedestrian and cycling connection along the alignment of the informal path that connects John St. to the north parking lot. Additionally, consider extending this connection along the alignment of St. Michaels St. to connect to the station entrance.
	OFF-KIT-GEGO-03	Encourage the Town of Halton Hills to explore options for providing an improved pedestrian and cycling link from the intersection of the King St. and Queen St. to the south of the GO station and the GO station entrance. Ensure that such a connection reduces conflicts between vehicular traffic on the south parking lot and pedestrians and cyclists walking through this parking lot.
	OFF-KIT-GEGO-04	Encourage the Town of Halton Hills to extend sidewalk infrastructure along the east side of Victoria St. to the GO Rail corridor.
 Local Transit	OFF-KIT-GEGO-05	Identify opportunities for on-demand microtransit solutions in order to introduce improved municipal transit connections.
	OFF-KIT-GEGO-06	Provide support to municipalities who currently do not have any local transit connections to the GO Station, through service design, ridership and PRESTO data analysis.
	OFF-KIT-GEGO-07	Work with the Town of Halton Hills to identify the facility needs associated with any future transit service that connects to the station and consider co-locating such a future facility to meet GO Bus, paratransit and PUDO needs at this station.
 Cycling	OFF-KIT-GEGO-08	Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Victoria St., King St. and Queen St. in the immediate vicinity of the GO station. This will ensure that appropriate cycling links are provided between recommended improvements to the Georgetown cycling network and the GO station site.
	OFF-KIT-GEGO-09	Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Mountainview Rd. and Confederation St. from Wildwood Rd. to the north to John St. to the south, and west along John St. to the proposed cycling connection to the GO station site. This will provide effective options for residents to the north of the GO station to cycle to the station.
	OFF-KIT-GEGO-10	Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Maple Ave. from Gardner Dr. to the west to Guelph St. to the east, and north-west along Guelph St. to Queen St. This will provide effective options for residents to the south of the GO station to cycle to the station site.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-KIT-GEGO-11	Encourage the Town of Halton Hills to widen McNabb St. to a bidirectional road under the rail corridor.



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Mount Pleasant GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-MPGO-01	Encourage the City of Brampton to identify improvements to wayfinding and signage along Ashby Field Rd. to better connect pedestrians and cyclists to the GO station site.
	OFF-KIT-MPGO-02	Consider improving pedestrian and cycling connection between Lagerfeld Dr. and the GO station platform that reduces conflicts with vehicular traffic.
	OFF-KIT-MPGO-03	Encourage the City of Brampton to explore the feasibility of providing a pedestrian and cycling link between the intersection of Salvation Rd. and Commuter Dr., and Rowland St. to the north. Additionally, consider a similar link between the north end of Leagrove St. and Salvation Rd. to the west.
	OFF-KIT-MPGO-04	Encourage the Region of Peel and the City of Brampton to consider options to enhance the pedestrian environment at the intersection of Ashby Field Rd. and Bovaird Dr. This could include the use of landscaping to enhance the pedestrian environment and narrowing of the pedestrian crossing distance by removing or revising right turn to Channel Islands.
 Local Transit	OFF-KIT-MPGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-MPGO-06	Identify opportunities to coordinate timetables between agencies.
 Cycling	OFF-KIT-MPGO-07	Encourage the City of Brampton to enhance the wayfinding and signage along the multi-use path along Bovaird Dr. W to Chinguacousy Rd.
	OFF-KIT-MPGO-08	Encourage the City of Brampton to prioritize the feasibility review and implementation of planned cycling infrastructure along Ganton Heights, from Creditview Rd. to the west to Commuter Dr. to the east and further along Commuter Dr. to Salvation Rd. to the east.
	OFF-KIT-MPGO-09	Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Brisdale Dr. from Wanless Dr. to the north to Groverwood Dr. to the south and further west along Groverwood Dr. to Salvation Rd.
	OFF-KIT-MPGO-10	Encourage the City of Brampton to consider incorporating cycling infrastructure and boulevard separated sidewalks from Heritage Rd. to the west to the station site to the east design of the eastwest connector road.
	OFF-KIT-MPGO-11	Encourage the City of Brampton to consider implementing planned cycling infrastructure along Lagerfeld Dr. connecting to the station site from the multi-use path on Creditview Rd. and James Potter Rd. Additionally, consider extending such infrastructure west in tandem with future development of these areas.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.






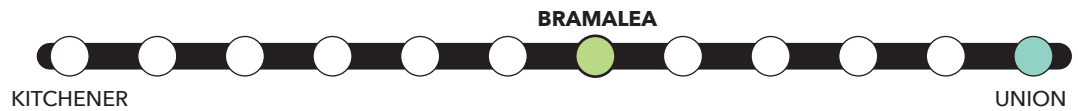
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Brampton GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-BRGO-01	Encourage the City of Brampton to consider improving wayfinding and signage along pedestrian routes to the Brampton GO station (i.e., Main Street train platform stairs).
	OFF-KIT-BRGO-02	Work with the City of Brampton to provide a seamless connection to the new transit hub to the GO station.
	OFF-KIT-BRGO-03	Consider improving on-site pedestrian and cycling crossings and define a multi-use path from the southwest station entrance to existing sidewalks and potential cycling infrastructure on Railroad St. and Mill St.
	OFF-KIT-BRGO-04	Consider enhancements to pedestrian access to the bus loop access off of George St. N. This will support growing use of George St. N by pedestrians and Brampton Transit customers to connect to Brampton GO.
 Local Transit	OFF-KIT-BRGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-BRGO-06	Encourage Brampton Transit to explore options to deliver micro-transit service in the 4-5 km radius of the station. When considering micro-transit options, evaluate modifications to conventional transit routes to ensure that fixed and dynamic service options are delivered in an integrated manner.
	OFF-KIT-BRGO-07	Dependent on advancement of Hurontario LRT (HuLRT) extension, work with the HuLRT project team to identify and protect for a transit connection with the Brampton GO station and the Downtown Transit Hub.
	OFF-KIT-BRGO-08	Encourage Brampton Transit to explore opportunities to enhance frequencies along Kennedy Rd. between Bovaird Dr. E. and Steeles Ave., including improving customer transfers to match the Zum service schedule along Queen St. E/Hwy. 7 corridor.
	OFF-KIT-BRGO-09	Encourage Brampton Transit to consider modifying routes servicing the Charolais Blvd. and Centre St. communities to connect to Downtown Brampton. This will provide a direct transit connection to the residential areas east and west of the GO station that have a high concentration of GO Rail customers.
	OFF-KIT-BRGO-10	Encourage Brampton Transit to enhance frequencies for routes servicing the Van Kirk Dr., Centre St., McMurchy Ave., Charolais Blvd. communities to align with future rail services.
	OFF-KIT-BRGO-11	Work with Brampton Transit and the City of Brampton to explore opportunities to address safety, capacity, and circulation constraints associated with the Downtown Transit Hub and adjacent on-street bus stops.






Brampton GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 <p>Cycling</p>	OFF-KIT-BRGO-12	Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Church St, from Mill St. to the west to Ken Whillans Dr. to the east where it also connects to the Etobicoke Creek recreational path. This will provide enhanced cycling connectivity for residents northeast of the GO station.
	OFF-KIT-BRGO-13	Encourage the City of Brampton to consider improving wayfinding and signage of cycling routes to highlight key cycling connections.
	OFF-KIT-BRGO-14	Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along McLaughlin Rd. from Queen St. to the south to Flowertown Ave. to the north.
	OFF-KIT-BRGO-15	Dependent on the third track and south platform expansion, work with the City of Brampton to determine the feasibility of implementing cycling infrastructure on Railroad Rd. from the southwest GO station entrance near Mill St. to Haggert Ave. to the west and through Chris Gibson Park, terminating at McLaughlin Rd.
	OFF-KIT-BRGO-16	Encourage the City of Brampton to evaluate the feasibility of developing a multi-use path from Joseph St. to the south along the rail corridor to Vodden St. to the north.
 <p>Pick-up/ Drop-off</p>	OFF-KIT-BRGO-17	Work with the City of Brampton through the Railroad St. reconfiguration project. to determine the feasibility for the introduction of an urban PUDO facility with 12 on-street waiting spaces to the southwest of the GO station site in close proximity to the intersection of Mill St. and Railroad St.
 <p>Drive & Park</p>	N/A	No off-site plans identified through municipal engagement.



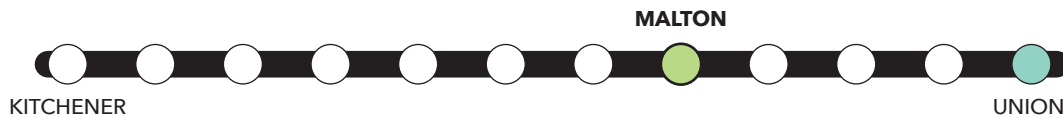
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Bramalea GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-BLGO-01	Encourage the City of Brampton to formalize the pedestrian desire line from Orenda Rd. to Steeles Ave. at the western entrance of the GO station.
	OFF-KIT-BLGO-02	Encourage the Region of Peel and the City of Brampton to evaluate the feasibility of developing a pedestrian and cycling connection that links Avondale Blvd. and the various multi-use path connections along it, to the signalized station entrance at Steeles Ave. If such a connection is deemed feasible, ensure that improvements to lighting, way-finding, and signage and incorporated along Avondale Blvd. and the proposed link.
	OFF-KIT-BLGO-03	As part of the planned redevelopment of the north station site in alignment with the recommendations of the Bramalea Station Master Plan, consider enhancements to the signalized intersection at Steeles Ave. that address pedestrian connectivity between the dedicated bus loop access and the passenger vehicle access. Additionally, consider implementing a multi-use path from this intersection to the GO station building.
	OFF-KIT-BLGO-04	Work with the City of Brampton and Ministry of Transportation to provide and protect for a multi-use path south of the GO station to the future 407 Transitway along Hwy. 407.
 Local Transit	OFF-KIT-BLGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-BLGO-06	Identify opportunities to coordinate timetables between agencies.
	OFF-KIT-BLGO-07	Identify opportunities to improve the access to the bus facility if operations and customer experience are affected by the intersection with Steeles Avenue.
 Cycling	OFF-KIT-BLGO-08	Encourage the Region of Peel to connect the multi use trail on Steeles Ave. to the existing multi-use trail on Dixie Rd. to bridge this gap in the active transportation network.
	OFF-KIT-BLGO-09	Encourage the City of Brampton to prioritize the feasibility review and implementation of planned cycling infrastructure along Clark Blvd., Balmoral Dr. and Avondale Blvd./ Dearbourne Blvd., from Dixie Rd. to the west to Torbram Rd. to the east. This will improve cycling connections between the residential communities to the north of the GO station and the station site.
	OFF-KIT-BLGO-10	Encourage the City of Brampton to prioritize the feasibility and review and implementation of cycling infrastructure along Bramalea Rd., from Clark Blvd. to the north to Steeles Ave. to the south.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

Kitchener Line

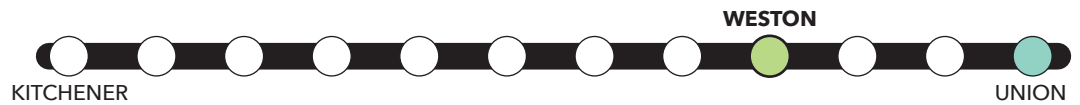
Region of Peel
City of Mississauga



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Malton GO

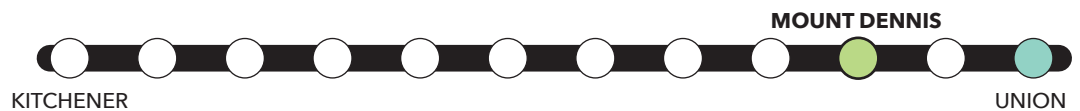
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-MTGO-01	Work with the Region of Peel to improve pedestrian access from the current pedestrian connection from Victory Cres. to the station by providing a crosswalk and signalized intersection, or providing way-finding to the nearest crosswalk.
	OFF-KIT-MTGO-02	Work with the City of Mississauga to identify improvements to lighting, way-finding and signage along the current pedestrian connection and proposed joint-use path from Victory Cres. to the north to the GO station building to the south.
 Local Transit	OFF-KIT-MTGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-MTGO-04	Provide support to municipalities who currently do not have any local transit connections to the GO Station, through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-KIT-MTGO-05	Encourage the City of Mississauga to explore the feasibility of extending the multi-use trail from the southern end of the Malton Greenway westward along the Derry Greenway with an enhanced cycling connection to the signalized intersection Derry Rd. that connects to the GO station.
	OFF-KIT-MTGO-06	Encourage the City of Mississauga to explore the feasibility of extending the cycle path along Lancaster Ave. from Etude Dr. to the north to Victory Cres. to the south, and onwards to the current pedestrian connection from Victory Cres. to Derry Rd., and align the path to connect to the signalized intersection east of the rail corridor on Derry Rd.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-KIT-MTGO-07	Consider alternative parking solutions (i.e., shared parking with the International Centre or modular parking) to reallocate parking spaces towards south of the GO station and north of Hull St.



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Weston GO

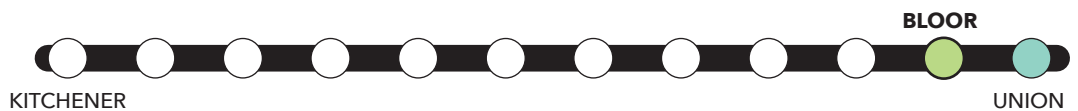
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-WSGO-01	Work with the City of Toronto to explore opportunities to develop eastern entrances to the GO/UP Express station with pedestrian and cycling connections to the intersection of Lawrence Ave. and Ralph St. to the north and Wright Ave. to the south. Additionally, consider improvements to way-finding and signage along Ralph St. and Wright St. as part of the development of any future eastern entrances.
	OFF-KIT-WSGO-02	Encourage the City of Toronto to identify and implement improvements to public realm along Weston Rd. from Dora Spencer Rd. to the south to Church St. to the north.
 Local Transit	OFF-KIT-WSGO-03	Encourage the TTC to explore the feasibility of rerouting buses servicing the communities along Church St./Maple Leaf Dr. to connect to the Weston GO/UP Express station at Lawrence Ave. and Ralph St.
	OFF-KIT-WSGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-WSGO-05	Encourage the City of Toronto to explore improvements to signage and wayfinding to improve the experience of transit users connecting from the south side of Lawrence Ave. and Ralph St. to a possible future entrance on the east side of the rail corridor.
	OFF-KIT-WSGO-06	Work with the City of Toronto to explore the feasibility of directly connecting local transit services to the Weston GO/UP Express station site.
 Cycling	OFF-KIT-WSGO-07	Encourage the City of Toronto to explore improvements to cycling infrastructure along Pine St., from Woodward Ave. to the north, to Wright Ave. to the south.
	OFF-KIT-WSGO-08	Encourage the City of Toronto to explore improvements to cycling infrastructure along Rosemount Ave. from Queens Lee Ave. to the north to Ralph St. to the south.
	OFF-KIT-WSGO-09	Work with the local provider to provide bike share at the station, and protect space for bike share docks as part of station renovations, where feasible.
	OFF-KIT-WSGO-10	Encourage the City of Toronto to explore enhancements to lighting, wayfinding and signage at Raymore Park and along the Humber River Recreational Trail that connects to Hickory Tree Rd. and Bellevue Cres. to the GO/UP Express station site. This would provide enhanced pedestrian and cycling connections for residents within the Humber Heights and Westmount neighbourhoods to the GO/UP Express station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Mount Dennis GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-MDGO-01	Encourage the City of Toronto to identify and implement streetscape improvements along Weston Rd. from Dora Spencer Rd. to the north to Lambton Ave. to the south as identified in the Mount Dennis Mobility Hub Study.
	OFF-KIT-MDGO-02	Encourage the City of Toronto to consider a secondary access to the GO Rail station at the south end of the platform as part of the Picture Mount Dennis Planning Framework Study and subsequent planning efforts for the area. A pedestrian tunnel in this area could also serve as a pedestrian and cyclist rail crossing connecting the residential neighbourhood near Brownville Ave. with Photography Dr.
 Local Transit	N/A	No off-site plans identified through municipal engagement.
 Cycling	OFF-KIT-MDGO-03	The City of Toronto is planning to undertake pedestrian and cycling improvements to Eglinton Ave., east and west of the future Mount Dennis LRT/GO/UP Express station, alongside the development of the Eglinton Crosstown LRT and in alignment with the vision for the street identified in the Eglinton Connects Study and the Mount Dennis Mobility Hub Study.
	OFF-KIT-MDGO-04	Work with the local provider to provide bike share at the station, and protect space for bike share docks as part of station renovations, where feasible.
	OFF-KIT-MDGO-05	Encourage the City of Toronto explore the feasibility of improving cycling infrastructure along East Dr., from Scarlett Rd. to the west to Jane St. to the east, and eastward along Outlook Ave. to Rockcliffe Blvd. Additionally, consider similar improvements to Rockcliffe Blvd. from Alliance Ave. to the south to Lambton Ave. to the north, and further along Lambton Ave. and Bayless Ave. to connect to the multi-use trail system along Eglinton Ave. Ensure that enhancements to lighting wayfinding and signage and considered as part of any such improvement project.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Bloor GO

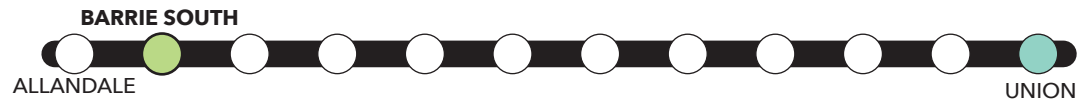
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-BOGO-01	Encourage the City of Toronto to improve signage and wayfinding on Macaulay Ave. and Edwin Ave. to the east of the station.
	OFF-KIT-BOGO-02	Encourage the City of Toronto to improve signage and wayfinding at access points to the West Toronto Rail Path.
	OFF-KIT-BOGO-03	Work with the City of Toronto and adjacent land owners to the west of the GO station to integrate pedestrian and cycling connections as part of the future redevelopment of lands west of the station site to better connect the west station entrance to Chelsea Ave. and Glenlake Ave.
 Local Transit	OFF-KIT-BOGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-KIT-BOGO-05	Continue discussions with the Crossways development and the TTC to develop a fixed underground connection to the TTC subway platform at Dundas St. W. from the Bloor GO station.
 Cycling	OFF-KIT-BOGO-06	Work with the Toronto Bike Authority to identify bikeshare locations to the west to Runnymede Rd., to the north to Dundas St. and south to Wright Ave. and south of the GO station.
	OFF-KIT-BOGO-07	Encourage the City of Toronto to prioritize planned cycling improvements to Bloor St. on either direction from the station site, and along Dundas St. from Annette St. to the north, to Roncesvalles Ave. to the south.
	OFF-KIT-BOGO-08	Consider the impacts associated with planned expansion of the GO Rail corridor to the West Toronto Rail Path, and explore mitigation measures.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Allandale Waterfront GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-ADGO-01	Encourage the City of Barrie to identify and implement improvements to pedestrian-scaled wayfinding and signage to the south along Bayview Dr., north along Lakeshore Dr., and at the intersection of Tiffin St., Essa Rd., and Bradford St.
	OFF-BA-ADGO-02	Encourage the City of Barrie to consider construction of new sidewalk facilities on William St. and Bayview Dr., ensuring pedestrian infrastructure exists on both sides of the street.
 Local Transit	OFF-BA-ADGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-BA-ADGO-04	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
	OFF-BA-ADGO-05	Encourage Barrie Transit to align local transit schedules of routes that serve planning areas with a high concentration of GO passengers (e.g., Edgehill, Letitia Heights, Sandy Cove, and Sunnidale) to the north of the station with planned GO Rail service levels.
	OFF-BA-ADGO-06	Work with the City of Barrie and Barrie Transit in the delivery of the relocated Barrie Transit Hub adjacent to Allandale Waterfront GO Station, which will include a new station building and bus terminals that provides a seamless transfer experience between GO Transit, Barrie Transit, and other regional transit providers. New bus facilities should allow for service increases and route modification to improve connectivity to the station.
	OFF-BA-ADGO-07	Encourage Barrie Transit to consider providing more direct local transit connections for planning areas with a high concentration of GO passengers (e.g., Ardagh and Holly) to the south-west of the station.
 Cycling	OFF-BA-ADGO-08	Provide support to municipalities that currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
	OFF-BA-ADGO-09	Encourage the City of Barrie to consider prioritizing the implementation of planned improvements to cycling and multi-use path infrastructure along Yonge St. (southeast of the station) Gowan St. (south), Bayview Dr. (south), Milburn St. (south), Burton Ave. (south), and Bradford St. (north).
 Pick-up/ Drop-off	OFF-BA-ADGO-10	Work with the City of Barrie to expand this PUDO facility following completion of the archaeological work on the historic site north of the GO Station.
	OFF-BA-ADGO-11	Work with the City of Barrie to explore solutions to address vehicular conflicts between local and GO buses and pick-up/drop-off vehicles on the north side of the GO station.
	OFF-BA-ADGO-12	Work with the City of Barrie to explore development of an urban configuration on-street lay-by based on the PUDO design standard (urban configuration) along Gowan St.
 Drive & Park	OFF-BA-ADGO-13	Consider adding 190 parking spaces via alternative parking solutions (e.g., shared and leased surface parking) along the waterfront or the north-west corner of Tiffin St. and Lakeshore Dr., south of the GO Rail corridor and west of William St. Future parking can also be explored directly north of GO site on the City's historic Allandale site, or through potential TOC opportunities.





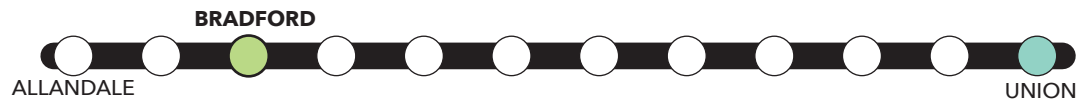
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Barrie South GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-BSGO-01	Encourage the City of Barrie to develop a multi-use path north from Yonge Street along the west side of the GO Rail corridor to integrate with the path ending at Painswick Park.
	OFF-BA-BSGO-02	Work with the City of Barrie to ensure that the planned grade separation of Mapleview Dr. takes into consideration a pedestrian and cycling connection to the GO station site along the west side of the GO Rail corridor.
	OFF-BA-BSGO-03	Encourage the City of Barrie to ensure that future development to the south of the GO station incorporates a permeable local street network with sidewalks that connect to Mapleview Dr. and Yonge St.
	OFF-BA-BSGO-04	Consider implementing a boulevard separated joint-use path along the northern edge of the station site from Yonge St. to the station platform. This would reduce conflicts between pedestrians and cyclists and 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	OFF-BA-BSGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns and community incentive programs.
	OFF-BA-BSGO-06	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time).
	OFF-BA-BSGO-07	Consider solutions to provide enhanced priority or dedicated access to the bus loop with accommodations for conventional, accessible and other vehicle types at this station.
	OFF-BA-BSGO-08	Encourage Barrie Transit to align schedules of routes that serve planning areas with a high concentration of GO passengers (e.g., Painswick South, Innis Shore and Bayshore) to the north of the station with planned GO Rail service levels.
	OFF-BA-BSGO-09	Encourage Barrie Transit to consider providing more direct connections from the Painswick North and Bond Head planning areas to the GO station.
	OFF-BA-BSGO-10	Encourage Barrie Transit to consider incrementally extending transit service to the proposed new residential communities to the south of the GO station. This could include connecting route(s) that serve southeast Mapleview and Southwest Painswick to the Barrie South GO station.
 Cycling	OFF-BA-BSGO-11	Encourage the City of Barrie to prioritize the implementation of planned cycling infrastructure along Yonge St. from Cox Mill Rd. to Mapleview Dr.






Barrie South GO

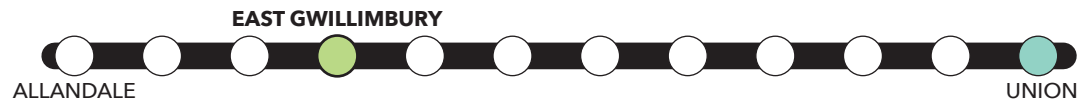
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-BA-BSGO-12	Consider adding 425 parking spaces using alternative parking solutions (e.g., shared and leased surface parking) within walking distance of the GO station.
	OFF-BA-BSGO-13	Work with the City of Barrie to determine how the City's plans for intensification in the immediate vicinity of the GO station (east of Yonge St., north of Mapleview Dr., and east of the GO Rail corridor) may impact access to the GO station site. Once determined, work with the city to identify enhancements to the station's internal circulation network, vehicular access and surrounding municipal roads that align with the City's long-term plans and facilitate intensification to the south and east of the GO station site.



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Bradford GO

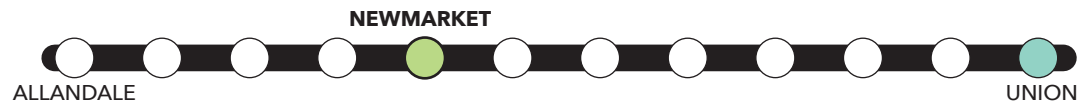
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-BDGO-01	As part of the planned signalization of the north station entrance from Disette Rd. to the west, consider developing a boulevard separated pedestrian and cycling path along the north edge of the station site and along the corridor to connect to the GO station platform.
	OFF-BA-BDGO-02	Encourage the Town of Bradford West Gwillimbury to explore the feasibility of a pedestrian and cycling connection between Scanlon Ave. and the north station entrance to substantially reduce travel times for pedestrians and cyclists originating from west of the station site.
 Local Transit	OFF-BA-BDGO-03	Provide support to municipalities who currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-BA-BDGO-04	Encourage the Town of Bradford West Gwillimbury incorporate cycling infrastructure from the station's signalized north entrance, south along Disette St. and Marshview Blvd. This would allow for a more direct connect for pedestrians and cyclists who live southwest of the station site.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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East Gwillimbury GO

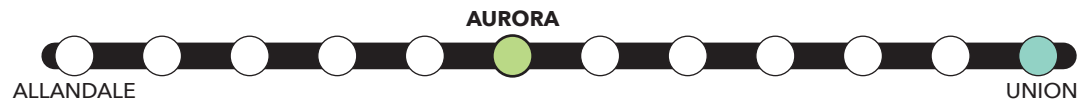
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-GWIL-01	Work with the Town of Newmarket to study the feasibility of developing a pedestrian and cycling link between Haines Road and the GO station platform to the west side of the rail corridor.
	OFF-BA-GWIL-02	Encourage the Town of Newmarket to explore the feasibility of a pedestrian and cycling connection between Traviss Dr. and the Nokiidaa bike trail to the east of the rail corridor to make walking a viable alternative for GO customers residing in these communities.
	OFF-BA-GWIL-03	Encourage the Town of East Gwillimbury to incorporate a permeable local road network that connect into and through the GO station site as part of proposed future development along the north and west side of Green Ln.
	OFF-BA-GWIL-04	Encourage the Town of East Gwillimbury to consider the feasibility of a grade separated eastern connection for cyclists and pedestrians to the GO station.
	OFF-BA-GWIL-05	Explore the feasibility of adding new cycling and pedestrian sidewalks on both sides of Green Lane, as the areas surrounding the station continue to experience development and intensification.
 Local Transit	OFF-BA-GWIL-06	Encourage YRT to explore the feasibility of introducing a new route to the southeast along Elgin St to provide substantially improved options for the high concentration of GO Rail customers that originate from this area.
	OFF-BA-GWIL-07	To support increased use of local transit as a station access mode, encourage YRT to increase the service frequency for routes that serve concentrations of GO passengers (e.g., Holland Landing and Main St. corridor south of the station) to align with future GO Rail service levels.
	OFF-BA-GWIL-08	Encourage YRT to explore the feasibility of connecting route(s) serving north Newmarket neighbourhoods on both side of Yonge St. to GO Rail services at this station to provide substantially improved options for the high concentration of GO Rail customers that reside southwest of the GO station.
	OFF-BA-GWIL-09	Provide support to municipalities that currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
	OFF-BA-GWIL-10	Encourage YRT to proactively introduce transit services to new residential areas in the Green Lane Secondary Plan Area to support their commuting needs.
 Cycling	OFF-BA-GWIL-11	Encourage York Region and the Town of East Gwillimbury to consider implementing planned cycling infrastructure along Green Ln. in tandem with new development in the Green Lane Corridor Secondary Plan Area.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Newmarket GO

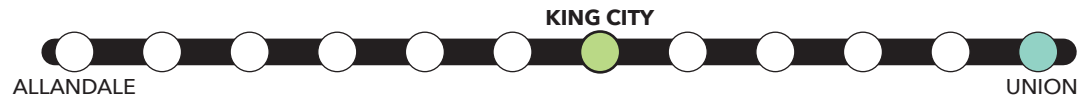
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	N/A	No off-site plans identified through municipal engagement.
 Local Transit	OFF-BA-NMGO-01	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-BA-NMGO-02	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
	OFF-BA-NMGO-03	As part of the mobility hub study process currently underway at this station, coordinate with YRT to identify an effective on-street or on-site solution to integrate bus routes with Newmarket GO. Additionally, consider use of the existing VIVA Rapidway station at Davis Dr. and Main St. to integrate and extend priority local transit routes that serve Main St., Bayview Ave. and Davis Dr.
	OFF-BA-NMGO-04	Work with the Town of Newmarket on sidewalk and public realm improvements to ensure a seamless pedestrian experience between the VIVA Rapidway station at Davis Dr. and Main St., and the GO station.
	OFF-BA-NMGO-05	Encourage YRT to increase the service frequency for routes that serve concentrations of GO passengers (e.g., Main St., Bayview Ave., Eagle St. and Gorham St. corridors, and neighbourhoods east of Leslie St.) to align with future GO Rail service levels.
 Cycling	OFF-BA-NMGO-06	Encourage York Region and the Town of Newmarket to consider enhancements to lighting, signage, and wayfinding along the Nokiidaa bike trail to increase its use by GO commuters. Specifically consider enhancements to the connection to George Richardson Park and Main St. N. to the west.
	OFF-BA-NMGO-07	Consider engaging with property owners to the south of the GO station parking lot to explore installation of bike shelters immediately adjacent to Davis Dr. and at the grade separated path that connects the Nokiidaa bike trail to the Tannery parking lot. Additionally, consider improving wayfinding and signage to help cyclists navigate through the Tannery site to connect to the GO station.
	OFF-BA-NMGO-08	Encourage York Region and the Town of Newmarket to consider enhancing cycling infrastructure along either Srigley St. or Millard Ave. to the south, Huron Heights Dr. to the northeast of the GO station, and London Rd. to the northwest.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Aurora GO

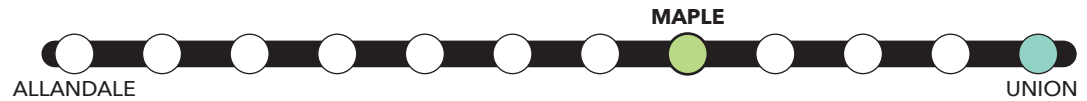
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-AUGO-01	As part of the planned expansion to parking off of Scanlon Court, consider improved pedestrian connections that reduce walk time and distance between the off-site parking and the GO station. Potential pedestrian pathway alignments to consider include a pathway directly adjacent to the GO corridor, or a pathway via Centre Crescent and Duggan Lane, and a grade separated pedestrian pathway across Wellington St. to further improve the pedestrian experience and travel times.
	OFF-BA-AUGO-02	Encourage the Town of Aurora to enhance pedestrian and cycling infrastructure along Berczy St.
	OFF-BA-AUGO-03	Consider developing a boulevard separated pedestrian and cycling connection to the proposed new western GO station entrance from Berczy St.
	OFF-BA-AUGO-04	Explore options to improve pedestrian and cycling connectivity across the grade separated Wellington St. including signalization of Berczy St. to the west and a pedestrian and cycling bridge adjacent to the rail corridor.
 Local Transit	OFF-BA-AUGO-05	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-BA-AUGO-06	Identify opportunities to coordinate timetables between agencies.
	OFF-BA-AUGO-07	Encourage YRT to consider phasing out of local routes that wind through surrounding neighbourhoods and replacing them with expanded Frequent Transit Network routes east-west along Wellington St. and St. John's Sideroad, and north-south along Bayview Ave. and Bathurst St.
 Cycling	OFF-BA-AUGO-08	Encourage the Town of Aurora to implement enhancements to lighting, wayfinding and signage along Mary St. to the east, Kennedy St. to the west, Walton Dr. to the north, and the Nokiidaa Bike Trail to the south to cycling to the station.
	OFF-BA-AUGO-09	Encourage the Town of Aurora to explore the feasibility of developing dedicated cycling infrastructure along Kennedy Rd. from Bathurst St. to the west to Edward St. to the east and then further along to the west entrance to the GO station site.
	OFF-BA-AUGO-10	Encourage the Town of Aurora to explore the feasibility of developing dedicated cycling infrastructure along Aurora Heights Dr. from Wimpy Trail to Walton Dr., and then further south along Walton Dr. to Wellington St., terminating at the west GO station entrance.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-BA-AUGO-11	As part of the planned improvements at the GO station, opportunities to expand surface parking to the north off of Scanlon Crt. are being explored. Continue to pursue property acquisition in this area in order to further expand on off-site surface parking opportunities located within walking distance of the station.



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King City GO

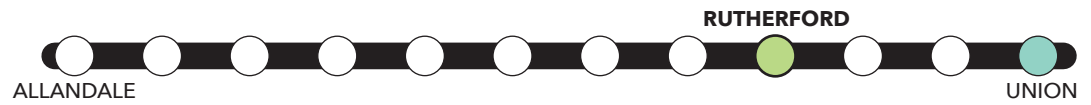
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-KGGO-01	Encourage the Township of King to consider expediting the implementation of approximately 4 km of proposed pedestrian infrastructure within a 1 km walking distance of the GO station along local roads in the Clearview Heights community and the new residential developments to the south of Burton Grove.
 Local Transit	OFF-BA-KGGO-02	As part of the planned improvements to the station site, consider aligning the bus stops and shelters on the east and west side of Keele St. either to the corner of Station St. with an enhanced pedestrian connection to the north station entrance or at the proposed signalized intersection for the new southern parking lot.
	OFF-BA-KGGO-03	Encourage YRT to explore the feasibility of connecting routes to serve Lake Wilcox and Oakridges to GO Rail services at the GO station. This would provide substantially improved options for the high concentration of GO Rail customers that reside in the Oak Ridges community in northern Richmond Hill.
	OFF-BA-KGGO-04	Encourage YRT to consider enhancements to frequencies of routes that serve high concentrations of GO passengers (e.g., Keele St., King Rd., Oakridges and Seneca King Campus) to align with planned GO Rail service levels.
 Cycling	OFF-BA-KGGO-05	Encourage York Region and the Township of King to consider expediting the planned implementation of cycling infrastructure along Keele St. from the proposed new southern parking lot to Kingscross Dr. to the north, and along King Rd. from Burns Blvd. to the west to Dufferin St. to the east.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Maple GO

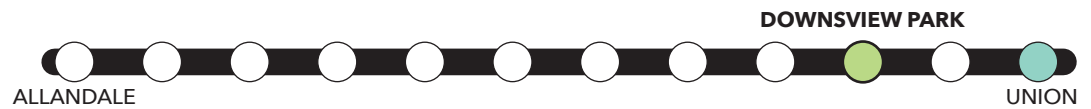
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	N/A	No off-site plans identified through municipal engagement.
 Local Transit	OFF-BA-MAGO-01	Encourage YRT to explore the feasibility of connecting local and VIVA routes serving the Major Mackenzie corridor, Vellore, Vellore Park, Cold Creek Estates, and neighbourhoods east of Jane St. to the GO station on the opening of the expanded bus facility.
	OFF-BA-MAGO-02	Encourage YRT to consider aligning the frequencies of any connecting local transit services to planned GO Rail service levels.
	OFF-BA-MAGO-03	Identify opportunities to coordinate timetables between agencies.
 Cycling	OFF-BA-MAGO-04	Proceed with the planned redevelopment of the GO station site that includes on-street bike lanes along Eagle Rock Way, transitioning to a two-way bike lane within the station site that connects to the north station entrance.
	OFF-BA-MAGO-05	Encourage the City of Vaughan to expedite the planned implementation of cycling infrastructure along Peter Rupert Ave. from Maurier Blvd. to the south to Major McKenzie Rd. to the north and then along McNaughton Rd. to Cranson Park Ave. to the west.
	OFF-BA-MAGO-06	Engage with the City of Vaughan to consider implementing cycling path from the proposed west station entrance along Railway St. west through Killan Rd., terminating at Major Mackenzie Dr. to the west.
	OFF-BA-MAGO-07	As part of the planned redevelopment of the station site, consider installing bike shelters adjacent to the new bus loop along Eagle Rock Way, and at the end of bike lanes that connect Eagle Rock Way to the north station entrance.
	OFF-BA-MAGO-08	Work with the City of Vaughan to deliver a grade separated pedestrian and cycling connection across Major Mackenzie Dr. W., and to explore the feasibility of extending the multi-use trail along the east side of the rail corridor from its current terminus at Petticoat Rd. further north to the GO station.
	OFF-BA-MAGO-09	Explore opportunities to add 32 covered bike parking spaces adjacent to the tunnel entrance as part of a new pedestrian connection to the community west of the station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-BA-MAGO-10	Consider locating an additional 218 surface parking spaces on an off-site property located within walking distance of the GO station.



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Rutherford GO

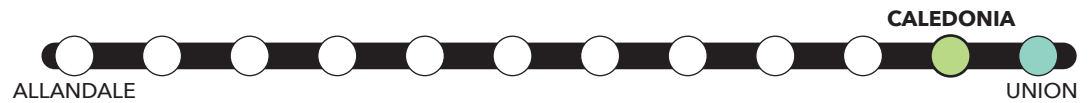
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-RUGO-01	As part of the planned grade separation of Rutherford Rd., work with York Region and the City of Vaughan to explore options for the development of a pedestrian bridge on the east side of the rail bridge that provides access to local trails. Additionally, consider maintaining direct pedestrian access from Rutherford Rd. to the main west station platform on both sides of the rail corridor.
 Local Transit	OFF-BA-RUGO-02	Encourage YRT to explore the feasibility of connecting routes that serve the Rutherford corridor, Vaughan Mills Mall, neighbourhoods west of Bathurst St., Dufferin Hill, and Thornhill Woods to the GO station.
	OFF-BA-RUGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-BA-RUGO-04	Encourage YRT to consider aligning the frequencies of any connecting local transit services to planned GO Rail service levels.
	OFF-BA-RUGO-05	As part of the planned redevelopment of the station site, consider reducing the current bus bays by one and using the space from the existing bus bay for other modes or uses.
	OFF-BA-RUGO-06	Identify opportunities to coordinate timetables between agencies.
	OFF-BA-RUGO-07	Provide support to municipalities who currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
	 Cycling	OFF-BA-RUGO-08
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Downsview Park GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-BA-DWPK-01	Encourage the City of Toronto to explore improvements to wayfinding and signage in the employment areas to the north of the GO station, in alignment with the Downsview Area Secondary Plan, to support pedestrian access from the TTC/GO station to workplaces in this area.
	OFF-BA-DWPK-02	Consider pedestrian connections from both east and west GO Rail platforms down to the sidewalks along Sheppard Ave.
 Local Transit	OFF-BA-DWPK-03	Encourage the TTC to consider connecting routes serving the Sheppard Ave. corridor, and near Jane St. and Finch Ave. around Driftwood Ave. to GO Rail service at this station at bus stops along Sheppard Ave. This could facilitate connectivity to the residential areas to the east and west of the TTC/GO station.
 Cycling	OFF-BA-DWPK-04	Encourage the City of Toronto to explore enhancements to lighting, signage and wayfinding along Bakersfield Rd. and Sheppard Ave. to improve pedestrian and cycling access to the TTC/GO station.
	OFF-BA-DWPK-05	Encourage the City of Toronto to expedite the implementation of planned improvements to cycling infrastructure along Chesswod Dr. and Overbrook Pl. to the north and east of this station.
	OFF-BA-DWPK-06	Encourage the City of Toronto to explore development of a multi-use path that connects to Grand Ravine Dr. to provide improved cycling connectivity to the west of this station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Caledonia GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	N/A	No off-site plans identified through municipal engagement.
 Local Transit	OFF-BA-CALE-01	As part of the development of this new station and in alignment with the Eglinton Crosstown Environmental Assessment, a TTC bus loop is planned to be constructed on the west side of the rail corridor in front the planned Crosstown LRT station entrance.
	OFF-BA-CALE-02	As part of the TTC service planning process for Caledonia GO/Crosstown LRT station, encourage the TTC to consider connecting routes serving Glencairn near Caledonia Rd., the employment area south of Glencairn, west of Dufferin St., and the Caledonia Rd. corridor to north Yorkdale Rd. and the Yorkdale Shopping Centre to GO Rail service at this station.
 Cycling	OFF-BA-CALE-03	Encourage the City of Toronto to explore enhancements to lighting, signage, and wayfinding along the York Beltline Trail to improve pedestrian and cycling access to Caledonia GO and Crosstown LRT stations.
	OFF-BA-CALE-04	Encourage the City of Toronto to ensure that planned improvements to the public realm and cycling infrastructure along Eglinton Ave. are implemented to support enhanced use of these modes to connect to GO service at this station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.








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Bloomington GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-RH-BLOM-01	Encourage York Region, the Town of Aurora, and the City of Richmond Hill to explore ways to improve pedestrian connectivity from current residential developments in the immediate vicinity of the GO station to the station site.
 Local Transit	N/A	No off-site plans identified through municipal engagement.
 Cycling	OFF-RH-BLOM-02	Work with the City of Richmond Hill to implement segregated bike lanes on Bloomington Rd., including improving cycling access on Leslie St.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.






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Gormley GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-RH-GORL-01	Encourage York Region and The City of Richmond Hill to explore ways to improve pedestrian connectivity from the acreage residential developments in the immediate vicinity of the GO station.
 Local Transit	OFF-RH-GORL-02	Provide support to municipalities that currently do not have any local transit connections to the GO station through service design, ridership, and PRESTO data analysis.
	OFF-RH-GORL-03	Identify opportunities for ODMT solutions to help introduce improved municipal transit connections.
 Cycling	OFF-RH-GORL-04	Encourage York Region and the City of Richmond Hill to explore opportunities to improve cycling connections for the residential communities located along Stouffville Rd. and Bayview Ave.
	OFF-RH-GORL-05	Encourage York Region to consider improvements to cycling infrastructure along Stouffville Rd. west of the GO station as part of the Stouffville Rd. Environmental Assessment process.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Richmond Hill GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-RH-RHGO-01	Work with the City of Richmond Hill to implement a multi-use path on Newkirk Rd., which would connect to the existing multi-use path north of Taylor Mills Dr.
	OFF-RH-RHGO-02	Encourage the City of Richmond Hill to integrate a pedestrian connection from high-rise residential developments west of the station site with the proposed west entrance.
	OFF-RH-RHGO-03	Work with the City of Richmond Hill to implement a multi-use path from Roseview Avenue to connect to Richmond Hill GO Station.
 Local Transit	OFF-RH-RHGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-RH-RHGO-05	Encourage York Region and City of Richmond Hill to address gaps in the cycling network on Major Mackenzie Dr. E from Leslie St. to Newkirk Rd.
	OFF-RH-RHGO-06	Encourage the City of Richmond Hill to expedite the implementation of a planned cycling infrastructure as part of a planned Environmental Assessment process for the widening of Newkirk Rd. Additionally, encourage the City to explore similar improvements along Centre St.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Langstaff GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-RH-LNGO-01	Work with the City of Richmond Hill to support the extension of Garden Ave. to incorporate cycling and walking facilities to connect the station from west of the corridor.
	OFF-RH-LNGO-02	Work with the City of Markham and City of Richmond Hill to ensure that the station site is connected to the proposed multi-use path up to 16th Ave.
	OFF-RH-LNGO-03	Work with the City of Richmond Hill to implement a multi-use path between Red Maple Rd. and the north station entrance.
 Local Transit	OFF-RH-LNGO-04	Provide support to municipalities that currently do not have any local transit connections to the GO station through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-RH-LNGO-05	Encourage the City of Richmond Hill to enhance cycling links on High Tech Rd.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.






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Old Cummer GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-RH-CMGO-01	Encourage the City of Toronto to implement a pedestrian link between Tree Sparroway and the station platform.
	OFF-RH-CMGO-02	Work with the City of Toronto and Hydro One to consider implementing a multi-use path through the Finch Hydro Corridor (pending Hydro One approval), which runs adjacent to the station parking lot to the east as well as west of the corridor.
	OFF-RH-CMGO-03	Encourage the City of Toronto to improve signage and wayfinding along Finch Ave. to increase awareness of the pedestrian bridge and pathway connection to the station.
	OFF-RH-CMGO-04	Encourage the City of Toronto to improve wayfinding and signage at the intersection of Finch Ave. and Pineway Blvd.
	OFF-RH-CMGO-05	Encourage the City of Toronto to consider implementing a multi-use path east of Leslie St. and west of the corridor to Pineway Blvd. along the Finch Hydro Corridor (pending approval by Hydro One).
 Local Transit	OFF-RH-CMGO-06	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-RH-CMGO-07	Identify opportunities for ODMT solutions in order to introduce improved municipal transit connections.
	OFF-RH-CMGO-08	Encourage the City of Toronto to consider a signalized pedestrian crossing with enhanced signage and wayfinding across Leslie St. to improve connection to the on-street TTC bus stop. Consider improvements to signage and wayfinding at the Finch Ave. TTC bus stops.
	OFF-RH-CMGO-09	Explore on-site options to expand bus facilities at the station. If this is not feasible, 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	OFF-RH-CMGO-10	Encourage the City of Toronto to enhance wayfinding on local trails and bikeways between Old Cummer and Oriole GO stations.
	OFF-RH-CMGO-11	Encourage the City of Toronto to move forward with the cycling plan for the Finch Hydro corridor to enhance connectivity and address cycling gaps in the network.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Oriole GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-RH-ORGO-01	Consider implementing a stair connection from adjacent development to the north of Sheppard Ave. to the station platform.
	OFF-RH-ORGO-02	Encourage the City of Toronto to implement a multi-use path on Old Leslie St.
	OFF-RH-ORGO-03	Consider extending the path from the existing pedestrian bridge to the relocated station to improve pedestrian connectivity.
 Local Transit	OFF-RH-ORGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-RH-ORGO-05	Identify opportunities for ODMT solutions to introduce improved municipal transit connections.
 Cycling	OFF-RH-ORGO-06	Encourage the City of Toronto to implement bike lanes on Esther Shiner Blvd.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.








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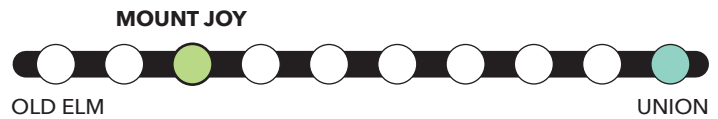
Old Elm GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-OEGO-01	Work with the Town of Whitchurch-Stouffville to explore a future western connection if land is developed on the west side of the corridor.
 Local Transit	OFF-ST-OEGO-02	Identify opportunities for ODMT solutions in order to introduce improved municipal transit connections.
	OFF-ST-OEGO-03	Provide support to municipalities who currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
 Cycling	N/A	No off-site plans identified through municipal engagement.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Stouffville GO

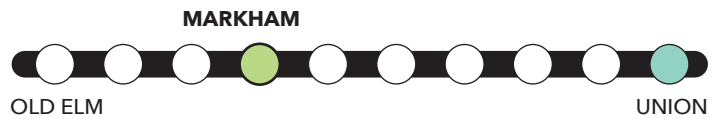
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-SVGO-01	Work with the Town of Whitchurch-Stouffville to explore options to improve pedestrian connectivity by developing a signalized pedestrian crossing across Main St. on the east side of the GO Rail corridor.
	OFF-ST-SVGO-02	Encourage the Town of Whitchurch-Stouffville to explore enhancements to wayfinding and signage along Edward St., Park Dr., and Main St.
	OFF-ST-SVGO-03	Encourage the Town of Whitchurch-Stouffville to improve wayfinding, pedestrian, and cycling infrastructure along Main St. as part of the planned reconstruction of Main St. from Park Dr. to Albert St.
	OFF-ST-SVGO-04	Consider the feasibility of developing a dedicated pedestrian and cycling path that connects the station site to Edward St. along the alignment of Rupert Ave.
 Local Transit	OFF-ST-SVGO-05	Encourage the Town of Whitchurch-Stouffville to improve wayfinding, signage, and local transit facilities along Main St. as part of the planned reconstruction of Main St. from Park Dr. to Albert St.
	OFF-ST-SVGO-06	Identify opportunities for ODMT solutions in order to introduce improved municipal transit connections.
	OFF-ST-SVGO-07	Provide support to municipalities that currently do not have any local transit connections to the GO station, through service design, ridership, and PRESTO data analysis.
 Cycling	OFF-ST-SVGO-08	Encourage the Town of Whitchurch-Stouffville to explore the feasibility of extending the multi-use trail north along the east side of the GO Rail corridor from Cabin Trail Cres. to Main St. Additionally, as part of any such extension, consider incorporating wayfinding, signage and lighting improvements to increase its use by GO customers.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Mount Joy GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-MJGO-01	Encourage the City of Markham to implement a pedestrian and cycling connection between Hammersly Blvd. and Batista Perri Dr. to enhance connectivity from the west of the station site.
	OFF-ST-MJGO-02	Work with the City of Markham to explore options to implement a pedestrian and cycling crossing on the east side of the GO Rail corridor to better connect the multi-use paths along the corridor to the GO station.
	OFF-ST-MJGO-03	Encourage the City of Markham to implement a pedestrian crossing at the intersection of Station St. and Markham Rd. to reduce travel time and enhance the safety of GO customers walking or cycling from west of the station site.
 Local Transit	OFF-ST-MJGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-ST-MJGO-05	Encourage the City of Markham to evaluate the feasibility of developing dedicated cycling infrastructure along Bur Oak Ave. from Glenbrook Dr. to the west to 16th Ave. to the east.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Markham GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-MKGO-01	Encourage the City of Markham to explore public realm improvements along Main St. and Ramona Blvd., north and west of the station site, respectively. Additionally, consider enhancements to signage and wayfinding as part of any such improvements.
	OFF-ST-MKGO-02	Work with the City of Markham to explore options to improve east-west pedestrian connectivity across Main St. north of the GO Rail corridor. Any future east-west crossing would allow GO customers who park at the north-east parking lot to safely cross Main St. and connect to the GO station.
	OFF-ST-MKGO-03	Encourage the City of Markham to explore pedestrian and cycling connections between Springdale St. and Raymerville Dr. to the northwest of the GO station. Additionally, consider enhancements to signage and wayfinding as part of any such improvements.
 Local Transit	OFF-ST-MKGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-ST-MKGO-05	Work with the City of Markham to implement bike lanes proposed along Ramona Blvd.
 Cycling	OFF-ST-MKGO-06	Encourage the City of Markham and York Region to consider cycling improvements along Larkin Ave. and Fincham Ave., northeast of the GO station site and along Main St., from 16th Ave. to the north and to Ramona Blvd. to the south.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Centennial GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-CEGO-01	Encourage the City of Markham to explore options to enhance active transportation infrastructure on Bullock Dr.
	OFF-ST-CEGO-02	Encourage the City of Markham to add pedestrian and cycling paths along the north half of Markham Centennial Park to formalize the informal path that connects Markville Rd. to the GO station.
	OFF-ST-CEGO-03	Encourage the City of Markham to explore a pedestrian crossing across McCowan Rd. for the pedestrian path along Sunway Square to provide a safer connection for customers walking from east of McCowan Rd.
	OFF-ST-CEGO-04	Encourage York Region and the City of Markham to explore options to enhance pedestrian infrastructure and options for incorporating pedestrian crossings along McCowan Rd. from 16th Ave. to the north to Hwy. 7 to the south.
	OFF-ST-CEGO-05	Encourage the City of Markham to explore options to enhance pedestrian connectivity from the proposed Viva Rapid way extension on Hwy. 7 to the GO station.
	OFF-ST-CEGO-06	Dependent on a platform tunnel north of the corridor, consider providing a dedicated entrance to enhance pedestrian connectivity from Snowdon Circle.
 Local Transit	OFF-ST-CEGO-07	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-ST-CEGO-08	Encourage the City of Markham and York Region to prioritize implementation of planned cycling improvements along McCowan Rd. from Bur Oak Ave. to the north, Bullock Dr. to the south, and 16th Ave. from The Bridle Walk to the west, to Cairns Dr. to the east.
	OFF-ST-CEGO-09	Encourage the City of Markham and York Region to prioritize implementation of planned cycling improvements along Cairns Dr., Roy Rainey Ave., and James Parrot Ave., and The Bridle Walk to the north of the GO station to address current gaps in the City's cycling network near the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.








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Unionville GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-UVGO-01	Encourage the City of Markham to improve signage and wayfinding at the intersection of Helen Ave. and Kennedy Rd. for pedestrians and cyclists travelling from west of Kennedy Rd.
	OFF-ST-UVGO-02	Encourage the City of Markham to explore the development of a pedestrian bridge across Enterprise Rd. and the development of pedestrian connections to the GO and Viva Rapidway stations from the sidewalks along the Enterprise Blvd. underpass.
 Local Transit	OFF-ST-UVGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-ST-UVGO-04	Encourage the City of Markham to prioritize the implementation of a cycling connection from YMCA Blvd. to Enterprise Blvd.
	OFF-ST-UVGO-05	Encourage the City of Markham to consider implementing planned improvements to cycling infrastructure along Village Parkway to the north of the GO Rail station.
	OFF-ST-UVGO-06	Encourage York Region to consider implementing planned improvements to cycling infrastructure along Hwy. 7 and Kennedy Rd. to the north and east of the GO Rail station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.






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Milliken GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-MIGO-01	Encourage the City of Toronto to identify improvements to wayfinding and signage along Canongate Trail, New Forest Square, and Rockwell Manor Dr. to the two pedestrian paths on Kennedy Rd.
	OFF-ST-MIGO-02	Encourage the City of Markham to identify improvements to wayfinding and signage along Harvest Moon Dr. and Appleby Cres. to the multi-use path to Steeles Ave.
	OFF-ST-MIGO-03	Dependent on a future eastern entrance, encourage the City of Toronto to explore the feasibility of developing a pedestrian and cycling path between Midland Ave. and Silver Star Blvd.
 Local Transit	OFF-ST-MIGO-04	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-ST-MIGO-05	Encourage the City of Toronto to explore the development of a multi-use path along Silver Star Blvd. from Passmore Ave. to the future eastern entrance of the GO station.
	OFF-ST-MIGO-06	Encourage the City of Toronto to prioritize implementation of cycling improvements planned for Steeles Ave. from Kelvin Grove Ave. to the west from Sanwood Park.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-ST-MIGO-07	Encourage the City of Toronto to extend Redlea Ave. to connect with Passmore Ave. to the south and provide greater connectivity to the station site.






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Agincourt GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-AGGO-01	Work with the City of Toronto to implement a planned multi-use path from the station site to Lockie Ave. to connect the communities to the east of the station site.
 Local Transit	OFF-ST-AGGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-ST-AGGO-03	Encourage the City of Toronto to improve wayfinding and signage for the GO station from the TTC bus shelters at Midland Ave. and Kennedy Rd.
 Cycling	OFF-ST-AGGO-04	As part of the planned redevelopment of the station site, work with the City of Toronto to explore development of cycling paths that connect Agincourt Dr., Marilyn Ave. and Dowry St. to the proposed bike shelters.
	OFF-ST-AGGO-05	Work with the City of Toronto to prioritize implementation of planned cycling improvements on Sheppard Ave. from Warden Rd. to McCowan Rd.
	OFF-ST-AGGO-06	Work with the City of Toronto and CP Railway to evaluate the feasibility of developing a cycling trail along the north side of the CP Rail corridor, from Kennedy Rd. to the west to West Highland Creek to the east. Additionally, explore extending the trail north, adjacent to West Highland Creek to Sheppard Ave.
	OFF-ST-AGGO-07	Encourage the City of Toronto to consider improvements to wayfinding and signage along West Highland Creek Trail, Marilyn Ave., and Dowry St., west of the GO station. Additionally, consider similar improvements along East Highland Creek Trail, Midland Ave., Havendale Dr., and Agincourt Dr. from the east of the GO station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Kennedy GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-ST-KDGO-01	Encourage the City of Toronto to implement planned public realm improvements to Eglinton Ave. on both sides of the rail corridor, which includes continuous tree boulevard to provide definition to the street and enhanced sidewalks to accommodate pedestrian clearway and boulevard amenities.
	OFF-ST-KDGO-02	Encourage the City of Toronto to install a multi-use path between Trevorton Dr. south of Sedwick Creek to the Gatineau Hydro Corridor Trail and a pedestrian path along the trail to connect to the proposed Don Montgomery Community Centre location.
 Local Transit	OFF-ST-KDGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-ST-KDGO-04	Work with the City of Toronto to implement cycling facilities along Eglinton Ave.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Oshawa GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-OSGO-01	Consider developing a pedestrian connection over Hwy. 401 with municipal authorities to connect to the main GO station site, conditional on if Metrolinx-owned lands north of Hwy. 401 are re-purposed for remote parking, to provide improved active transportation access to Durham College and residential neighbourhoods to the north.
	OFF-LSE-OSGO-02	Work with the Region of Durham and City of Oshawa to explore the feasibility of providing a pedestrian connection from the station to Thornton Rd., south of the rail corridor. This would improve pedestrian connectivity to employment uses south of the rail corridor.
 Local Transit	OFF-LSE-OSGO-01	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSE-OSGO-03	Support Region of Durham potential plans for a multi-use path along Victoria St./Bloor St. in the west to Simcoe St. in the east connecting to the Joseph Kolodzie Oshawa Creek Bike Path.
	OFF-LSE-OSGO-04	Encourage the Region of Durham to explore the potential for dedicated cycling facilities along Thickson Rd. north to Burns St. E. that would connect with the new multi-use path along Victoria St. going to the station site.
	OFF-LSE-OSGO-05	Encourage the Region of Durham to explore the potential for dedicated cycling facilities on Park Road S. to connect the Lakeview community north to the future planned Bloor St. E. multi-use path.
	OFF-LSE-OSGO-06	Work with municipal partners to install a multi-use path or bike lane connection on Thornton Rd. S. from Bloor St.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-LSE-OSGO-07	As traffic volumes increase, work with the Region of Durham to explore signalization of the main station entrance or bus loop entrance at Bloor St. E.



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Whitby GO

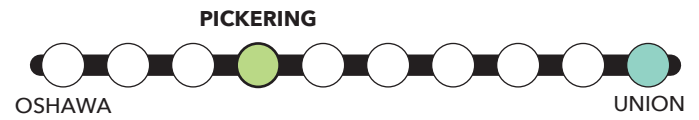
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-WHGO-01	Work with the Region of Durham, Town of Whitby and MTO to explore options for a dedicated pedestrian crossing between the north station site and the northwest MTO carpool lot.
	OFF-LSE-WHGO-02	Work with the Region of Durham, Town of Whitby and MTO on the feasibility of a sidewalk on the eastern side of Henry St. to connect the existing sidewalks that terminate at the north and south station access roads.
 Local Transit	OFF-LSE-WHGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSE-WHGO-04	Improve connectivity between new multi-use paths on the Brock street bridge and the north station site. Through this work, consider how an accessible active transportation connection can be provided from the bridge along the north station access road's southern side, connecting to the station.
	OFF-LSE-WHGO-05	As a part of redevelopment of the station site, work with municipal partners to explore adding dedicated cycling facilities or signage on Byron St. S. to connect cyclists coming from areas southeast of the station with the new bike shelter planned adjacent to the existing platform bridge access module.
	OFF-LSE-WHGO-06	Work with the Region of Durham, Town of Whitby, and MTO to improve cycling infrastructure along Henry St. from Hwy. 401 and improve the intersection and connectivity at the north entrance to the GO station.
	OFF-LSE-WHGO-07	Encourage Iroquois Park Sports Centre to develop additional bike facilities, amenities, and potential programs to connect future communities immediately to the west and to support cycling to the station.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-LSE-WHGO-08	As traffic volumes increase, work with the Region of Durham to explore signalization of the south station entrance road at Victoria St. W.



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Ajax GO

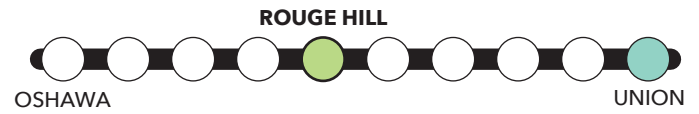
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-AJGO-01	Work with the Town of Ajax to formalize the desire path and better accommodate and maintain the existing paved path connecting the station site at the northwest corner of Fairall St. and Westney Rd.
	OFF-LSE-AJGO-02	Work with the Town of Ajax to support future planning work on intensification opportunities in the Central Ajax Employment Area to increase the density of employment and other destinations within walking distance of the GO station.
 Local Transit	OFF-LSE-AJGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-LSE-AJGO-04	Encourage the Region of Durham and the Town of Ajax to improve cycling infrastructure along Westney Rd. from Bramwell Dr. to the north to Finely Ave. to the south.
	OFF-LSE-AJGO-05	Work with the Region of Durham, the Town of Ajax, and MTO to evaluate the feasibility of improving the cycling and pedestrian environment under the Hwy. 401 bridge at Westney Rd. and connections to the area north of the highway. Additionally, consider installing wayfinding and signage in the residential areas to the north of Hwy 401.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-LSE-AJGO-06	Work with the Town of Ajax to support future planning work on a north-south road to improve circulation between Fairall St. and O'Brien Ct., providing a connection to the planned extension of Hunt St. to Downtown Ajax.



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Pickering GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-PKGO-01	Work with the City of Pickering and the Pickering Town Centre to explore opportunities to develop the area around the north entrance of the Hwy. 401 pedestrian bridge into a civic plaza. This will assist in integrating transit more effectively into the intensification plans identified for the lands around Pickering Town Centre.
 Local Transit	OFF-LSE-PKGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSE-PKGO-03	Work with the Region of Durham and City of Pickering to identify ways to integrate bus connections and a high quality pedestrian connection between the planned Kingston Rd./Hwy. 2 (Durham-Scarborough) BRT stop at Liverpool St. with the northern entrance to the Hwy. 401 pedestrian bridge and associated bus facilities.
 Cycling	OFF-LSE-PKGO-04	Work with the City of Pickering to explore installation of shelters above open bike racks at the north entrance of the pedestrian bridge plaza.
	OFF-LSE-PKGO-05	Work with the City of Pickering and the Region of Durham planned improvements to Sandy Beach Rd. and Bayly St. that includes multi-use paths and potential improvements to wayfinding and signage. These improvements will improve cycling connections from the station to southern Pickering communities.
 Pick-up/ Drop-off	OFF-LSE-PKGO-06	Work with the City of Pickering and Pickering Town Centre to explore opportunities to re-purpose some of the existing private surface parking at the north entrance of the pedestrian bridge into a strip style PUDO facility.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.








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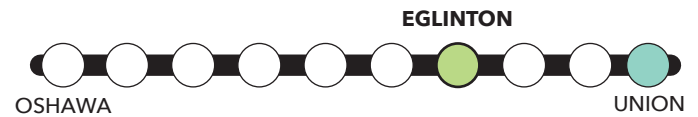
Rouge Hill GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-ROGO-01	Encourage the City of Toronto to improve wayfinding and signage to the GO station from the western satellite lot along the multi-use path connection in Port Union Village Common Park.
	OFF-LSE-ROGO-02	Work with the City of Toronto to explore introducing a pedestrian crossing of Lawrence Ave. E, 50 metres east of the bus loop with a sidewalk on the south side of Lawrence Ave. E that connects with the GO station site.
 Local Transit	OFF-LSE-ROGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	N/A	No off-site plans identified through municipal engagement.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Guildwood GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-GUGO-01	Encourage the City of Toronto to improve the station walkshed south of the rail corridor by providing a multi-use pathway connection between Westlake Rd. and Toynbee Trail in the vicinity of the existing network of multi-use paths on Tonybee Trail and Nuffiled Dr. In conjunction with this investment, a dedicated pedestrian crossover of Westlake Rd. should be built to connect the trail extension to the sidewalk on the northern side of Westlake Rd.
	OFF-LSE-GUGO-02	Work with the City of Toronto to explore options for converting the northern station access route into a public street with improved pedestrian connections between Kingston Rd. and the primary station entrance.
 Local Transit	OFF-LSE-GUGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSE-GUGO-04	Work with the TTC to support the delivery of on-street bus bays on Kingston Rd. at Celeste Dr. (one per direction) to enable better local transit transfer connections.
 Cycling	OFF-LSE-GUGO-05	Encourage the City of Toronto to improve wayfinding and signage to the GO station along the local street network and multi-use trails in the Guildwood neighbourhood to the south of the GO station.
	OFF-LSE-GUGO-06	Encourage the City of Toronto to develop a multi-use path across the southern edge of Galloway Park and consider developing a connection to Cultra Square. This will provide direct cycling access to residential communities to the east of the GO station.
	OFF-LSE-GUGO-07	Work with the City of Toronto to provide a multi-use path on the north side of the rail corridor under Kingston Rd. to connect the north station area to Livingston Rd. N. and the extensive network of trails in Highland Creek Park.
	OFF-LSE-GUGO-08	Encourage the City of Toronto to identify cycling improvements to West Lake Rd. between Kingston Rd. and Galloway Rd. such as a dedicated two-way, multi-use path in place of the existing narrow, multi-use path and sidewalk. This will allow for improved integration with a proposed bike lane along Kingston Rd.
	OFF-LSE-GUGO-09	Encourage the City of Toronto to develop a bike lane along Celeste Dr. and across Kingston Rd. into the GO station site.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.



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Eglinton GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-EGGO-01	Work in coordination with the City of Toronto to install a pedestrian crossover for the Bellamy Park multi-use path where it crosses Bellamy Rd. S. at the southern parking lot entrance.
	OFF-LSE-EGGO-02	Work with the City of Toronto to consider ways to improve the pedestrian crossing of Eglinton Ave. E and the intersection with Bellamy Rd. N.
 Local Transit	OFF-LSE-EGGO-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSE-EGGO-04	Work with the Eglinton Crosstown East LRT team to identify design solutions that would allow for tunnel connection between the proposed Eglinton Crosstown East LRT station and GO platform tunnel on the north of the corridor.
 Cycling	OFF-LSE-EGGO-05	Work with the TTC to determine if 2 on-street bus laybys, one eastbound and one westbound, on Eglinton East on the far side of the station entrance, is feasible. Relocating the bus stop will remove conflict with PUDO users attempting to turn right off of Eglinton eastbound into the station site, and benefit from transit signal priority infrastructure. It would also support the TTC's effort to build a westbound layby on Eglinton Ave. at Bellamy Rd.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-LSE-EGGO-06	Work with the City of Toronto to explore the feasibility of a right-in/right-out connection between Eglinton Ave. E and Bellamy Rd. S where it turns into the south parking lot entrance. This could reduce traffic on local roads in the residential area southeast of the station.




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Scarborough GO



Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-SCGO-01	Work in coordination with the City of Toronto to improve access options across the rail corridor between the lands northwest of the rail corridor and Natal Park.
 Local Transit	OFF-LSE-SCGO-02	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSE-SCGO-03	Work in coordination with the TTC to have express buses along St. Clair Ave. E. with a stop at Linden Ave. once demand for this transfer exists.
	OFF-LSE-SCGO-04	Work with the TTC to support the delivery of on-street bus bays along St. Clair and Midland Ave. to enable better local transit transfer connections.
 Cycling	N/A	No off-site plans identified through municipal engagement.
 Pick-up/ Drop-off	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.

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Danforth GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSE-DAGO-01	Work with City of Toronto and Toronto Hydro to facilitate a pedestrian connection from the southeast corner of Stephenson Ave. (west of Main St. at the existing stairwell) to the northern side platform. This connection would provide safe and dedicated access between the station and communities northwest of the station.
	OFF-LSE-DAGO-02	Encourage the City of Toronto to enhance the wayfinding and pedestrian infrastructure (public realm) along Main St. to improve the pedestrian experience between the TTC Main St. subway station and the Danforth GO station.
	OFF-LSE-DAGO-03	Work with the City of Toronto and other community stakeholders to reconfigure the station building and entrances, on both the north and south side of the station, to be a focal point of pedestrian activity.
	OFF-LSE-DAGO-04	Encourage the City of Toronto to incorporate a sidewalk along the internal circulation road on the western boundary of the Canadian Tire to better connect the GO station with Danforth Ave. Additionally, consider expanded sidewalk width and weather protection measures.
	OFF-LSE-DAGO-05	Consider expanding the width of the connection from Main St. to the north side of the GO station, including enhancements to landscaping and lighting.
 Local Transit	OFF-LSE-DAGO-06	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
	OFF-LSE-DAGO-07	Consider developing a pedestrian link between the existing Main St. streetcar and bus stop that is located on the rail overpass immediately west of the GO Rail station.
	OFF-LSE-DAGO-08	If financially feasible, work with the City of Toronto, TTC, and affected land owners to explore a below-grade pedestrian tunnel that connects the GO station with the TTC subway station and bus loop.
 Cycling	OFF-LSE-DAGO-09	Work with the City of Toronto to connect planned improvements to cycling infrastructure around the station and within the station site.
	OFF-LSE-DAGO-10	Encourage the City of Toronto to enhance wayfinding and cycling infrastructure on Ted Reeve Dr. and William Hancox Ave. to the southern station entrance.
	OFF-LSE-DAGO-11	Encourage the City of Toronto to improve signage along Gerrard St. to alert vehicles about designated cycling routes to the GO station.
	OFF-LSE-DAGO-12	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, where feasible.
	OFF-LSE-DAGO-13	Encourage the City of Toronto to integrate on-street bike lanes on Main St. between Danforth Ave. and Kingston Rd.
	OFF-LSE-DAGO-14	Encourage the City of Toronto to integrate an on-street bike lane as part of improvements to the internal circulation road on the western boundary of the Canadian Tire site.
	OFF-LSE-DAGO-15	The City of Toronto should consider developing a direct multi-use path connection from Dawes Rd. to the north side of the GO station, or extending bike lanes on Dawes Rd. south of Danforth Ave.

Danforth GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Pick-up/ Drop-off	OFF-LSE-DAGO-16	Explore opportunities to acquire land on the north side of the GO station to accommodate an urban style PUDO facility that can be accessed by the internal circulation road on the boundary of the Canadian Tire site.
	OFF-LSE-DAGO-17	Work with the City of Toronto to identify an on-street vehicle waiting area on Ted Reeve Dr. or in the Community Arena parking lot for customers originating from the south.
 Drive & Park	N/A	No off-site plans identified through municipal engagement.