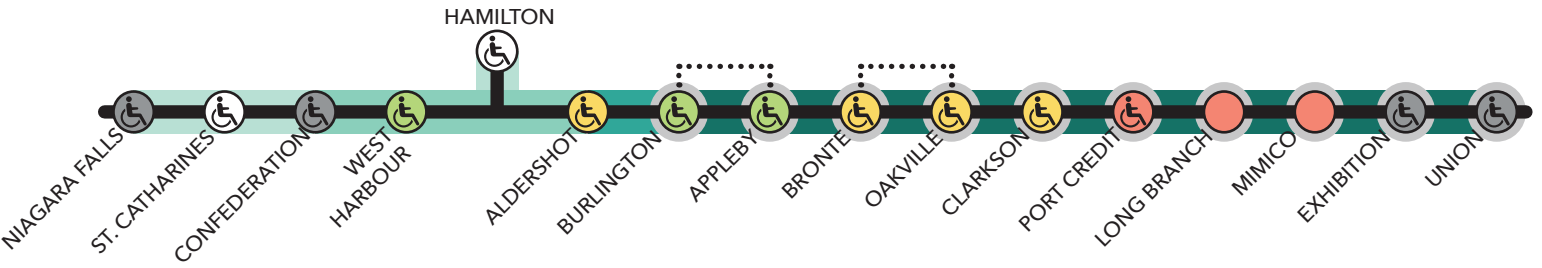


Lakeshore West Line



LEGEND

Existing barrier-free path of travel

Average parking utilization (pre-COVID-19 pandemic)

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

.....Couplet stations

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

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

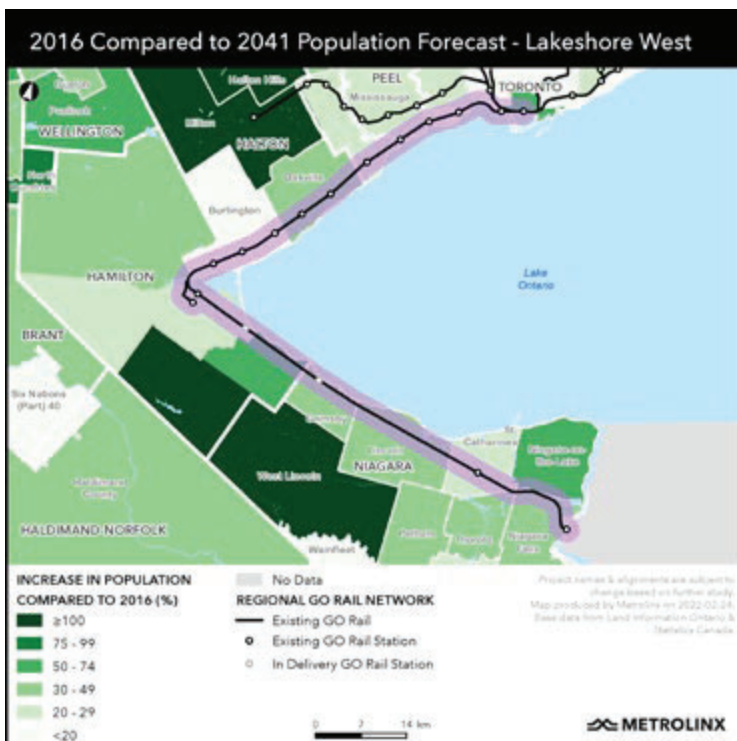
Planned two-way all-day peak service frequency

GO Expansion FBC (2018), Niagara Falls Rail Extension IBC (2019)

- 60-min+
- 30-min
- 20-min
- 15-min

Corridor Context

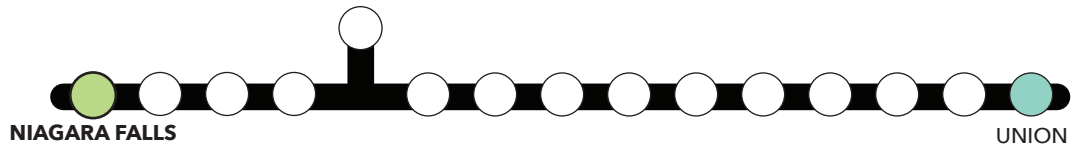
- The Regions of Halton and Niagara are forecasted to see strong population and employment growth out to 2041.
- The corridor is planned for all-day, two-way, 15-minute or less electrified service, operating between Union Station and Burlington GO.
- Customers will increasingly access stations by active transportation (walk/cycle) and local transit modes in favour of drive-and-park.
- Infrastructure requirements at Oakville and Bronte, and at Burlington and Appleby, were planned as station couplets due to their proximity and overlapping station catchment areas.
- Historically, this is the busiest rail corridor by passenger volume, but is expected to be the second busiest corridor by 2041.



*Grimsby Station is not part of this document's scope



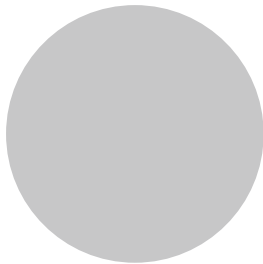
*Grimsby Station is not part of this document's scope



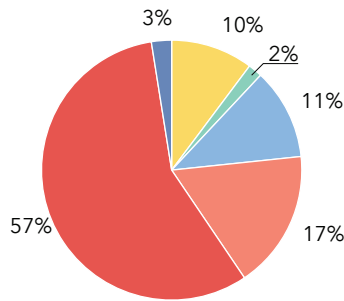
Links: [table of contents](#) | [off-site table](#)

Niagara Falls GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	250
Daily Riders' Destination Station		N/A	100
Daily Total Footfall (Boardings + Alightings)		N/A	625

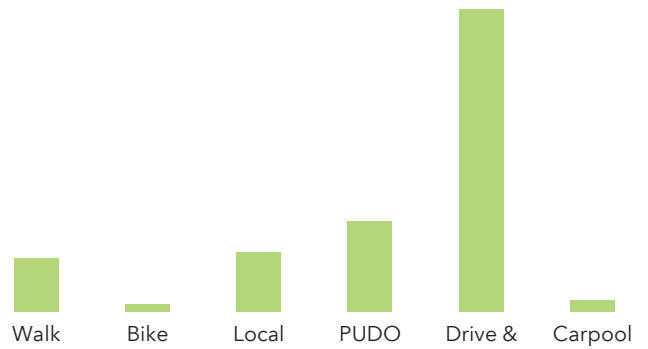
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

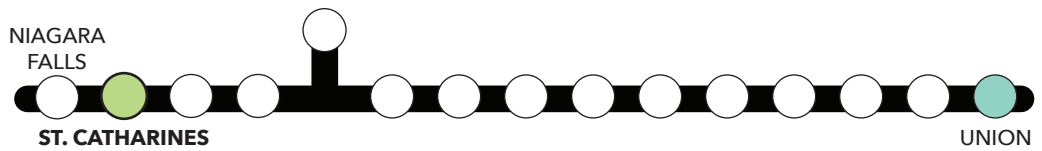


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- (Off-site) New pedestrian and cycling connections
Bus Facilities	No dedicated facility is currently provided	Total: 10 bus bays - (Off-site) South: bus bays (1 GO, 3 WEGO, 6 other local transit)
Bike Parking	Total: 64 spaces - (Off-site) 64 covered	No facility expansion recommended
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 6 spaces - (Off-site) South: 6 loading (urban)
Vehicular Parking	No dedicated facility is currently provided	Total: 165 spaces - (Off-site) Add 165 spaces

Niagara Falls GO

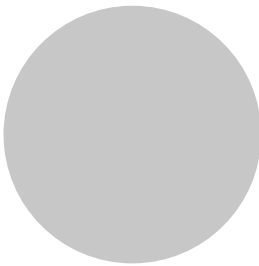
Station Access Mode	ID	Required Improvements
 <p>Walking</p>	ON-LSW-NFGO-01	Work with Niagara Region to consider providing high quality pedestrian and cycling connections through the station site to connect to the adjacent municipal street network. Specifically, consider connections to Bridge St. and Erie Ave. The Region of Niagara is providing walkways and multi-use paths as part of the Niagara Falls station renovations.
 <p>Local Transit</p>	ON-LSW-NFGO-02	Work with Niagara Region, Niagara Falls Transit, and Niagara Region Transit to evaluate local transit facility needs at the station site, including the need for up to 10 bus bays with priority access in and out of the station site.
 <p>Cycling</p>	N/A	No facility expansion recommended at this time.
 <p>Pick-up/ Drop-off</p>	ON-LSW-NFGO-03	Work with Niagara Region to consider developing a PUDO facility adjacent to the main station building.
 <p>Carpool Passengers</p>	N/A	No facility expansion recommended at this time.
 <p>Drive & Park</p>	ON-LSW-NFGO-04	Work with Niagara Region, which is considering a new city parking lot south of Bridge St. to service the station with 164 spaces.



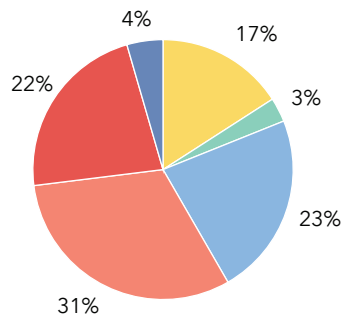
Links: [table of contents](#) | [off-site table](#)

St. Catharines GO			
Station Classification			
Station Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	775
Daily Riders' Destination Station		N/A	150
Daily Total Footfall (Boardings + Alightings)		N/A	1,650

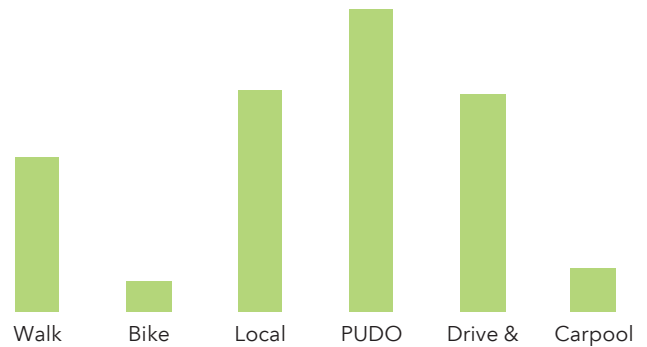
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

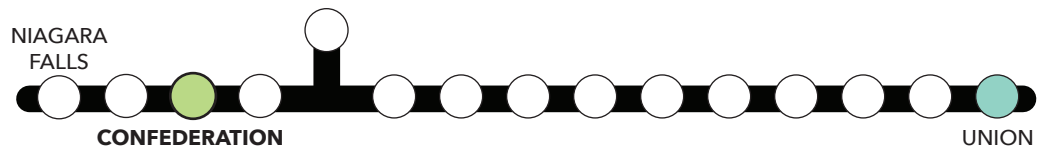


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- (Off-site) New pedestrian and cycling connections
Bus Facilities	No dedicated facility is currently provided	Total: 5 bus bays - (Off-site) North: Bus bays (1-2 GO, 2-3 St. Catharines Transit)
Bike Parking	Total: 32 spaces - (Off-site) North: 32 covered	No facility expansion recommended
Pick-up/Drop-off Facilities	No dedicated facility is currently provided	Total: 24 spaces - (Off-site) North: 20 waiting, 4 loading (peak/ferry)
Vehicular Parking	No dedicated facility is currently provided	Total: 165 spaces - (Off-site) North: Add 165 spaces

St. Catharines GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-CAGO-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 Louth St. and Leeper St.
 Local Transit	ON-LSW-CAGO-02	Work with Niagara Region, St. Catharines Transit Commission, and Niagara Region Transit to evaluate local transit facility needs at the station site, including the need for a 5 bus bay facility with priority access in and out of the station site.
 Cycling	N/A	No facility expansion recommended at this time.
 Pick-up/ Drop-off	ON-LSW-CAGO-03	Work with Niagara Region to develop a PUDO facility adjacent to the main station building with priority access in and out of the station site.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	ON-LSW-CAGO-04	Work with Niagara Region to add 165 surface parking spaces at this station.



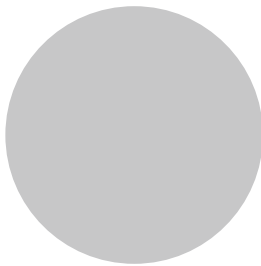
Links: [table of contents](#) | [off-site table](#)

Confederation GO

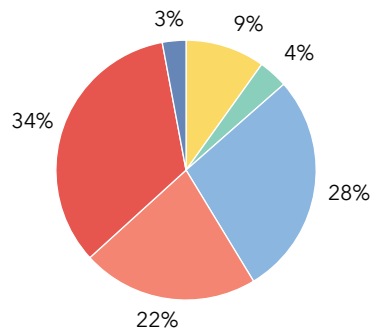
Station Classification

Station Access Type (2019)	N/A	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	New Station	Retail Typology	TBD
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	1,350
Daily Riders' Destination Station		N/A	550
Daily Total Footfall (Boardings + Alightings)		N/A	3,325

Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

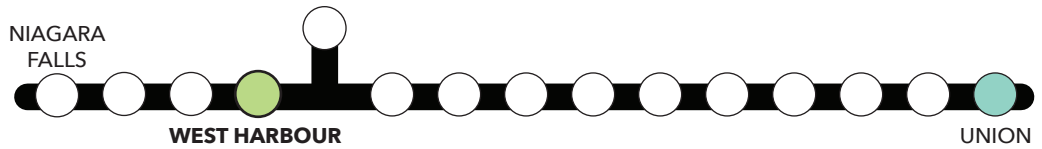


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	Total: 2 multi-use paths - North: 1 multi-use path - South: 1 multi-use path
Bus Facilities	Total: 4 bus bays and 1 layover - North: bus bays (2 GO, 2 HSR), 1 layover	Total: 5 bus bays and 1 layover - North: bus bays (2 GO, 3 HSR), 1 layover
Bike Parking	No dedicated facility is currently provided	Total: 64 spaces - North: 32 covered - South: 32 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 25 spaces - North: 15 waiting, 5 loading (peak/ferry) - South: 10 waiting, 5 loading (peak/ferry)
Vehicular Parking	Total: 53 spaces - North: 53 surface	Total: 450 spaces - North: add 147 spaces - South: add 250 spaces - Up to 47% carpool/reserved parking

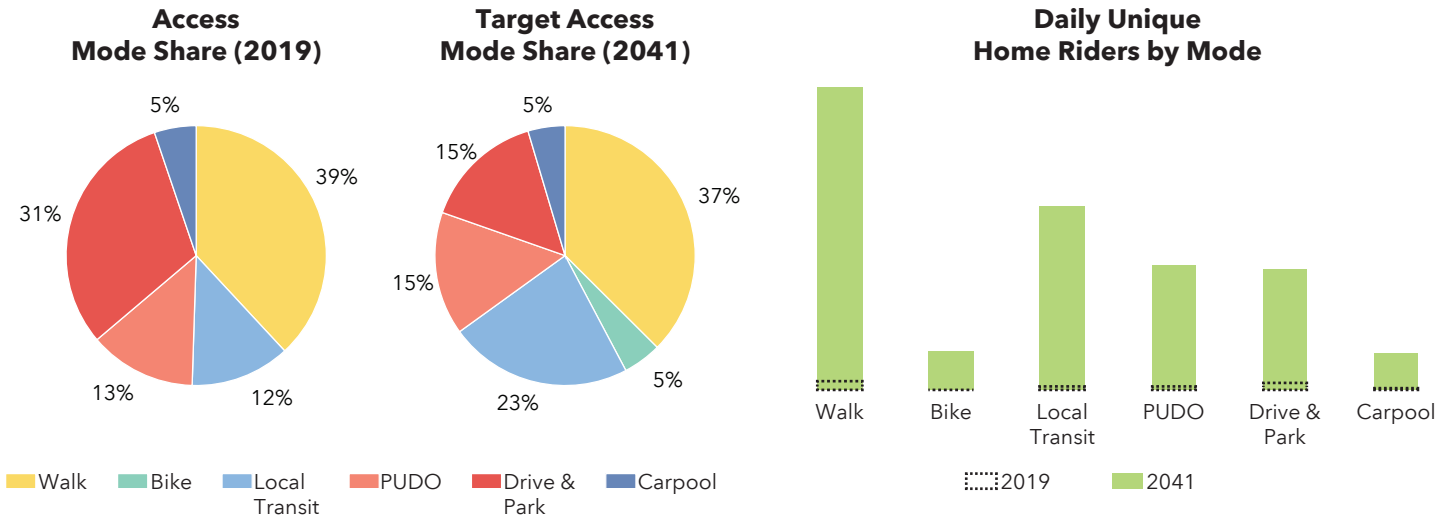
Confederation GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-CONF-01	Develop a multi-use path along the eastern edge of the south parking lot to provide an effective pedestrian connection to the future south tunnel entrance.
	ON-LSW-CONF-02	Implement a multi-use path from Centennial Parkway to the station building on the north side of the corridor.
	ON-LSW-CONF-03	Develop a pedestrian plaza around the station building with passenger amenities.
 Local Transit	ON-LSW-CONF-04	Identify opportunities to optimize the existing bus loop or develop an on-street facility to provide for 1 additional bay in addition to existing 4 bus bays on the north side of corridor.
 Cycling	ON-LSW-CONF-05	Work with the local provider to provide bike share at the station, and protect space for bike share docks as part of station renovations, where feasible.
	ON-LSW-CONF-06	Install covered bike parking adjacent to the multi-use path and station building.
	ON-LSW-CONF-07	Install covered bike parking adjacent to the multi-use path and south tunnel entrance.
 Pick-up/ Drop-off	ON-LSW-CONF-08	Develop a PUDO facility with priority access to Arrowsmith Rd. on the south of the station site.
 Carpool Passengers	ON-LSW-CONF-09	Implement modified reserved and carpool parking on 47% of total parking.
 Drive & Park	ON-LSW-CONF-10	Develop 147 surface parking spaces on the north of the station site.
	ON-LSW-CONF-11	Develop 250 surface parking spaces on the south of the station site.









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

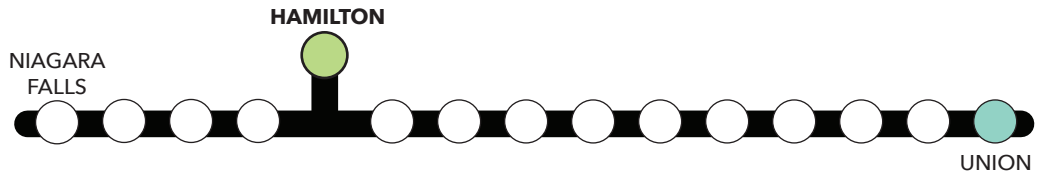
West Harbour GO			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		75	2,400
Daily Riders' Destination Station		25	1,425
Daily Total Footfall (Boardings + Alightings)		200	6,775



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	Pedestrian pathways	- (Off-site) East: pedestrian crosswalk
Bus Facilities	Total: 2 bus bays	Total: 4 bus bays and 1 layover - South: bus bays (2 GO, 2 HSR), 1 layover
Bike Parking	Total: 84 spaces and 10 docks - 24 secure (James St. Station Plaza) - 20 uncovered (Bay St N. @ Stuart St) - 40 covered (James St. Station Plaza) - 10 existing bike share docks	No facility expansion recommended
Pick-up/ Drop-off Facilities	Total: 21 spaces - Northwest: 16 waiting, 5 loading (peak/ ferry)	Total: 27 spaces - Northwest: 16 waiting, 5 loading (peak/ ferry) - (Off-site) Northeast: 6 loading (urban)
Vehicular Parking	Total: 335 spaces - 335 spaces surface and structure	Total: 335 spaces - No facility expansion recommended - Up to 85% carpool/reserved parking

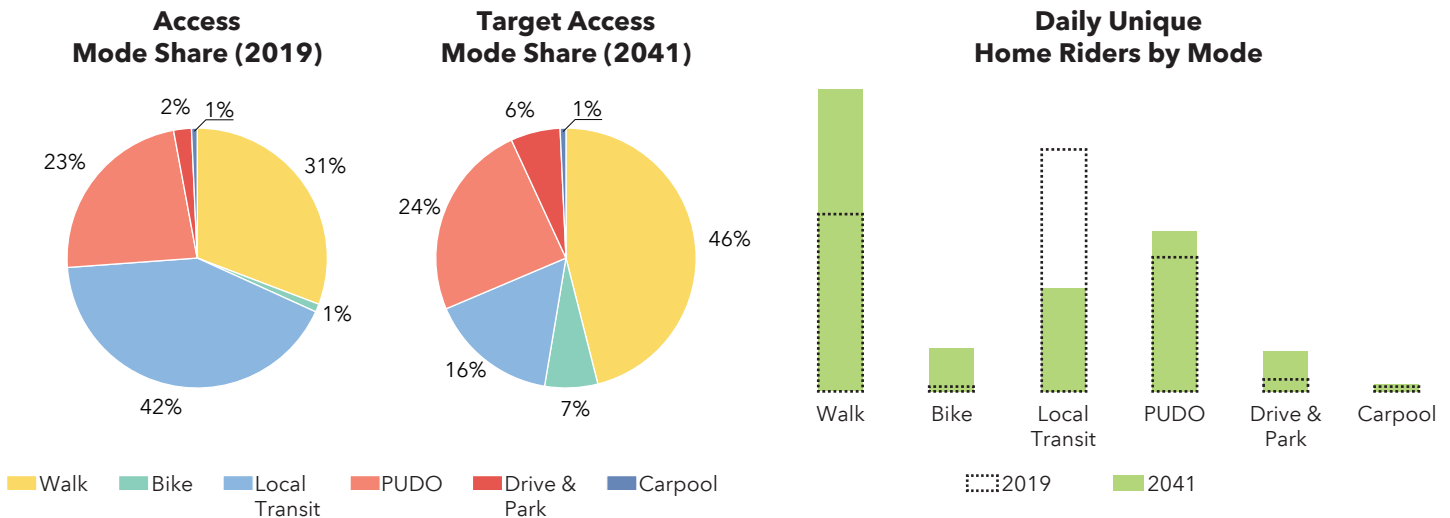
West Harbour GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-WHBR-01	Work with City of Hamilton to implement a pedestrian crossing of James St N. and improve crosswalk markings along bus loop and parking access roadways.
 Local Transit	ON-LSW-WHBR-02	Work with HSR and City of Hamilton to optimize the existing bus loop or identify alternatives to grow the total number of bus bays.
	ON-LSW-WHBR-03	Explore design solutions to integrate future rapid transit projects with the GO station and associated bus facilities.
 Cycling	ON-LSW-WHBR-04	Work with the City of Hamilton to promote use of bikeshare as a station access option for GO customers using service at West Harbour GO and as a method to connect to Hamilton GO Centre.
 Pick-up/ Drop-off	ON-LSW-WHBR-05	Encourage the City of Hamilton to designate on street parking along Stuart St. south of the West Harbour GO Station as a vehicle loading area.
 Carpool Passengers	ON-LSW-WHBR-06	Implement modified reserved and carpool parking on 85% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.









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

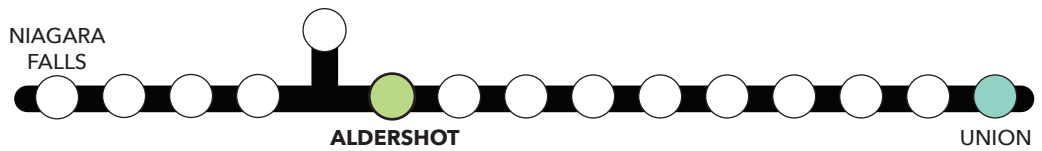
Hamilton GO Centre			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Interchange (Base)
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		975	1,100
Daily Riders' Destination Station		225	50
Daily Total Footfall (Boardings + Alightings)		1,950	2,075



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- Pedestrian pathways - Hunter St. cycle track	No facility expansion recommended
Bus Facilities	Total: 17 bus bays - North: bus bays (10 GO, 1 HSR, 2 unassigned, 4 other)	Total: 15 bus bays and 5 layovers - North: bus bays (10 GO, 5 HSR), layovers (4 GO, 1 HSR)
Bike Parking	Total: 64 spaces and 18 docks - North: 32 covered, 32 uncovered - 18 existing bike share docks	Total: 176 spaces and 18 docks - North: 64 covered, 64 secure - South: 48 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 12 spaces - (Off-site) South: 12 loading spaces (urban)
Vehicular Parking	Total: 49 spaces - South: 49 surface	Total: 49 spaces - No facility expansion recommended - 100% carpool/reserved parking

Hamilton GO Centre

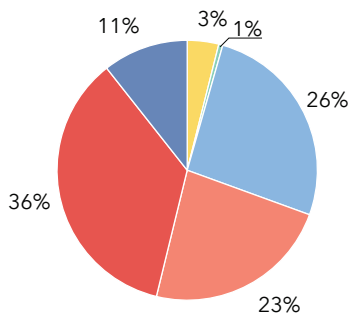
Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-LSW-HMGO-01	Work with the City of Hamilton and HSR to identify opportunities to increase bus facility capacity by optimizing space within the bus terminal and/or identify adjacent on-street facilities to increase layover capacity.
	ON-LSW-HMGO-02	Work with the City of Hamilton and Hamilton LRT team to identify design solutions that would allow for a direct, convenient, and comfortable transfer of passengers between the proposed LRT station and GO side platforms on both north and south sides of the corridor.
	ON-LSW-HMGO-03	Work with the City of Hamilton and HSR to explore enhancements, including service and design solutions, improved wayfinding, and enhanced pedestrian connectivity to improve integration of HSR services and GO bus and rail services at Hamilton GO Centre.
 Cycling	ON-LSW-HMGO-04	Install additional covered bike parking north of Hamilton GO Centre.
	ON-LSW-HMGO-05	Work with SoBi and the City of Hamilton to promote use of bikeshare as a station access option for GO customers using service at Hamilton GO and as a method to connect to West Harbour GO.
	ON-LSW-HMGO-06	Explore opportunities to add 64 secure bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-LSW-HMGO-07	Encourage the City of Hamilton to designate on street parking along Hughson St. or Haymarket St. south of the Hamilton GO Station as a vehicle waiting area.
 Carpool Passengers	ON-LSW-HMGO-08	Implement modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.



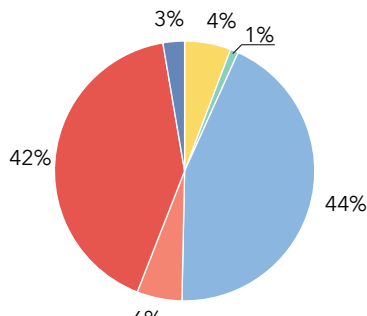
Links: [table of contents](#) | [off-site table](#)

Aldershot GO			
Station Classification			
Station Access Type (2019)	Transit Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	A - Full Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,600	3,525
Daily Riders' Destination Station		850	3,600
Daily Total Footfall (Boardings + Alightings)		5,525	12,375

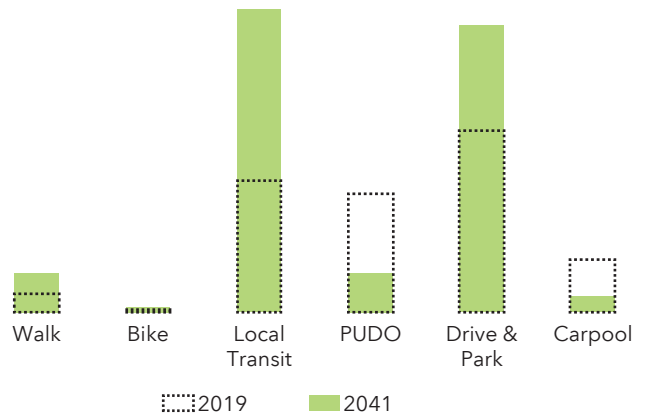
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

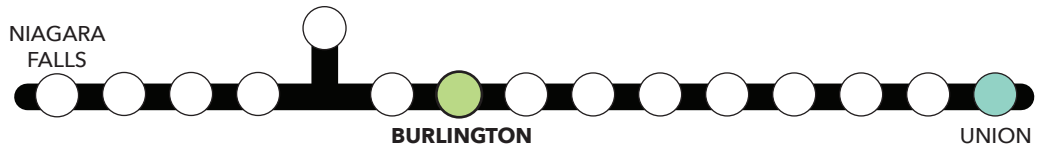


Legend for Access Mode Share: Walk (yellow), Bike (green), Local Transit (blue), PUDO (orange), Drive & Park (red), Carpool (dark blue).

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- 1 pedestrian connection south	- 1 pedestrian connection the south - 1 multi-use path from platform to Waterdown Rd.
Bus Facilities	Total: 7 bus bays - North: bus bays (3 GO, 1 HSR, 1 Burlington Transit, 1 drop-off, 1 layover)	Total: 10 bus bays and 2 layover - North: bus bays (5 GO, 2 HSR, 3 Burlington Transit), layover (1 GO, 1 HSR)
Bike Parking	Total: 32 spaces - North: 32 covered	Total: 64 spaces - North: 32 covered - South: 32 covered
Pick-up/Drop-off Facilities	Total: 55 spaces - North: 20 waiting, 5 loading (peak/ferry) - South: 25 waiting, 5 loading (peak/ferry)	No facility expansion recommended
Vehicular Parking	Total: 1,640 surface spaces - North: 935 surface - South: 705 surface	Total: 2,090 spaces - South: add 450 spaces - Up to 50% carpool/reserved parking

Aldershot GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-ALGO-01	Develop an enhanced pedestrian connection to the south-east station building through the surface parking area with adequate landscaping and traffic calming measures to ensure pedestrian priority.
	ON-LSW-ALGO-02	Develop an east-west pedestrian connection along the south edge of the parking area to demarcate the development areas further south towards Masonry Crt.
	ON-LSW-ALGO-03	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.
	ON-LSW-ALGO-04	Investigate extension of the east tunnel.
 Local Transit	ON-LSW-ALGO-05	Work with the City of Burlington, Burlington Transit, and HSR to identify opportunities to add additional bus bays by optimizing design of the existing bus loop facility or through provision of on-street bays.
	ON-LSW-ALGO-06	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	ON-LSW-ALGO-07	As part of a reconfiguration of the south station site, integrate covered bike parking.
	ON-LSW-ALGO-08	Work with the local provider to provide bike share at the station, and protect space for bike share docks as part of station renovations, where feasible.
 Pick-up/ Drop-off	ON-LSW-ALGO-09	Explore opportunities to reconfigure access to the south PUDO to enhance circulation.
 Carpool Passengers	ON-LSW-ALGO-10	Implement modified reserved and carpool parking on up to 50% of total spaces.
 Drive & Park	ON-LSW-ALGO-11	Add 450 spaces via surface parking south of the rail corridor.



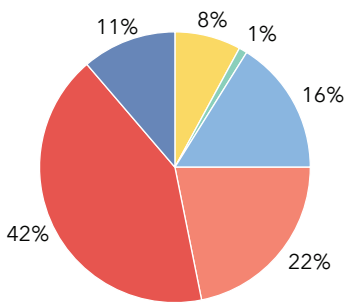
Links: [table of contents](#) | [off-site table](#)

Burlington GO

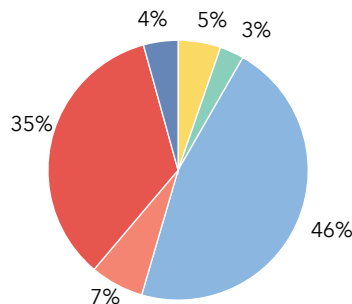
Station Classification

Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		3,300	5,000
Daily Riders' Destination Station		975	2,125
Daily Total Footfall (Boardings + Alightings)		6,900	12,375

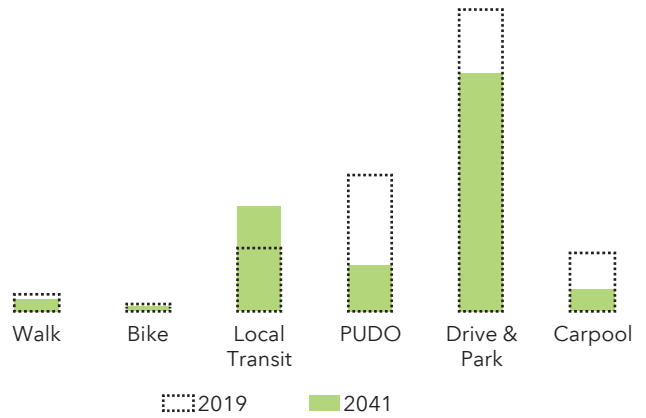
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

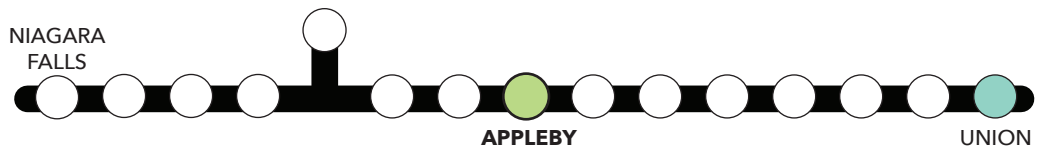


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Southeast: 1 multi-use path on edge of station - Southwest: 1 pedestrian connection - North: 1 pedestrian connection, 1 multi-use path
Bus Facilities	Total: 10 bus bays - South: bus bays (3 GO, 7 Burlington Transit, 1 unassigned)	Total: 15 bus bays and 2 layover - South: bus bays (3 GO, 12 Burlington Transit), 2 layover
Bike Parking	Total: 249 spaces - South: 56 uncovered, 96 covered, 48 secure - North: 24 covered and 25 secure	No facility expansion recommended
Pick-up/ Drop-off Facilities	Total: 48 spaces - South: 40 waiting, 8 loading (peak/ferry)	Total: 58 spaces - North: 17 waiting, 9 loading (high ridership) - South: 24 waiting, 8 loading
Vehicular Parking	Total: 2,288 spaces - North: 931 surface and 784 structure - South: 572 surface	Total: 1,900-2,290 spaces - North: Add 50 spaces - Surplus of 385 spaces - Up to 51% carpool/reserved parking

Burlington GO

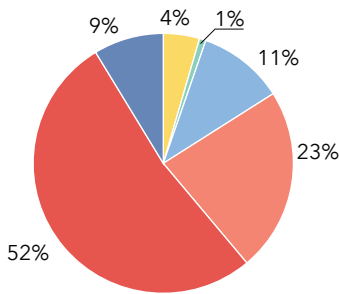
Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-BUGO-01	Develop a pedestrian pathway from the southeast of the station building south to Fairview St.
	ON-LSW-BUGO-02	Develop a pedestrian pathway through the surface parking lot of the north station site.
	ON-LSW-BUGO-03	Develop a multi-use path from Queensway Dr. to the station building along the eastern edge of the north station site.
 Local Transit	ON-LSW-BUGO-04	Work with the City of Burlington and Burlington Transit to identify opportunities to add additional bus bays by optimizing design of the existing bus loop facility or through provision of on-street bays.
 Cycling	ON-LSW-BUGO-05	Explore opportunities to cover the uncovered bike shelters on the south side of the station.
	ON-LSW-BUGO-06	Encourage the City of Burlington, the City of Hamilton, and SoBi to explore the feasibility of bike share expansion to the south of the GO station. Protect space for a future bikeshare docking station where feasible.
 Pick-up/ Drop-off	ON-LSW-BUGO-07	As part of a future station improvement to decommission the northern bus loop provide a northern PUDO in a high ridership configuration with 17 waiting and 9 loading spaces and dedicated access.
	ON-LSW-BUGO-08	Dependent on a future need to resize or reconfigure the southern PUDO, reduce size to 24 waiting and 8 loading spaces with dedicated access, and reallocate space to other modes or uses.
 Carpool Passengers	ON-LSW-BUGO-09	Implement modified reserved and carpool parking on up to 51% of total parking.
 Drive & Park	ON-LSW-BUGO-10	As part of a reconfiguration of the north station site, add 50 parking spaces.
	ON-LSW-BUGO-11	Dependent on a future site redevelopment, upgrades, or other works, total supply may be decreased by 385 spaces.



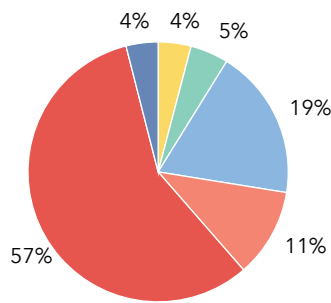
Links: [table of contents](#) | [off-site table](#)

Appleby GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (medium)
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		3,375	2,825
Daily Riders' Destination Station		925	1,700
Daily Total Footfall (Boardings + Alightings)		7,175	8,175

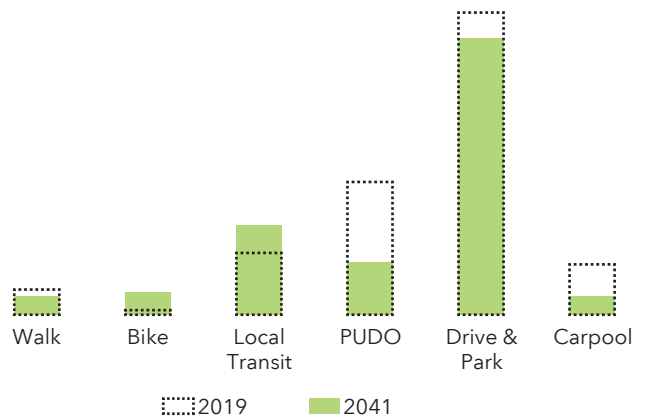
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

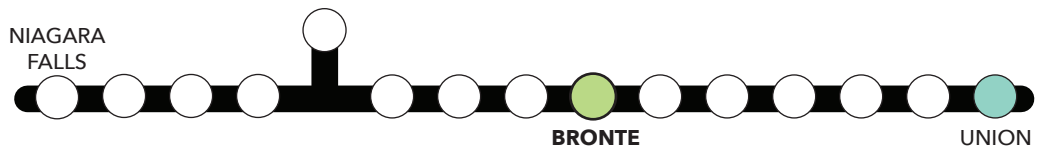


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: pedestrian pathway - South: pedestrian pathway and multi-use path
Bus Facilities	Total: 8 bus bays - South: bus bays (1 GO, 7 Burlington Transit)	Total: 11 bus bays and 2 layovers - South: bus bays (1 GO, 9 Burlington Transit, 1 Oakville Transit), 2 layovers
Bike Parking	Total: 124 spaces - North: 64 covered - South: 64 covered	Total: 240 spaces - North: 64 covered - South: 144 covered, 32 secure
Pick-up/ Drop-off Facilities	Total: 99 spaces - North: 50 waiting, 7 loading (peak/ferry) - South: 35 waiting, 7 loading (peak/ferry)	Total: 70 spaces - North: 29 waiting, 13 loading (high ridership) - South: 19 waiting, 9 loading (peak/ferry)
Vehicular Parking	Total: 2,818 spaces - North: 1,746 surface - South: 1,072 surface	Total: 2,370-2,650 spaces - Surplus of 170 spaces - Surplus of 280 spaces (long-term) - Up to 50% carpool/reserved parking

Appleby GO

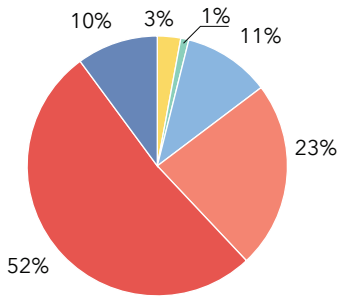
Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-APGO-01	As part of a reconfiguration of the south station site, develop a pedestrian pathway along the central spine of the parking lot with limited access points for vehicles to enter the surface parking areas on either side of the internal circulation road.
	ON-LSW-APGO-02	Explore opportunities to modify the north parking lot to include safe pedestrian connection to the station building
 Local Transit	ON-LSW-APGO-03	Work with the City of Burlington and Burlington Transit to explore expansion of the existing bus facility.
 Cycling	ON-LSW-APGO-04	As part of a reconfiguration of the south station site, expand the number of covered bike parking spaces and incorporate secure bike parking facilities.
 Pick-up/ Drop-off	ON-LSW-APGO-05	As part of a reconfiguration of the south station site reconfigure the south PUDO into a peak/ferry facility with 19 waiting and 9 loading spaces.
	ON-LSW-APGO-06	As part of a reconfiguration of the north station site, reconfigure the north PUDO into a high ridership facility with 29 waiting spaces, 13 loading spaces, and improved access priority.
 Carpool Passengers	ON-LSW-APGO-07	Implement modified reserved and carpool parking on up to 50% of total spaces.
 Drive & Park	ON-LSW-APGO-08	As part of a reconfiguration of the south station site, modify the vehicular circulation network to address conflicts between vehicles and pedestrians.
	ON-LSW-APGO-09	As part of any future site redevelopment, upgrades, or other works, total supply may be decreased by 170 spaces to reallocate space for other modes or uses.
	ON-LSW-APGO-10	Dependent on future opportunities, total supply may be further decreased by 280 spaces. However, these spaces may be maintained to offset any parking losses at the Burlington GO station.



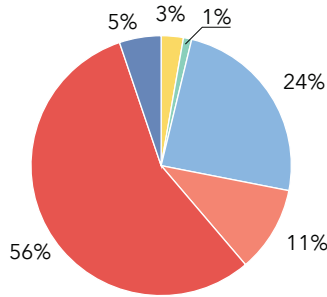
Links: [table of contents](#) | [off-site table](#)

Bronte GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (medium)
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		3,725	2,725
Daily Riders' Destination Station		850	1,175
Daily Total Footfall (Boardings + Alightings)		7,775	7,050

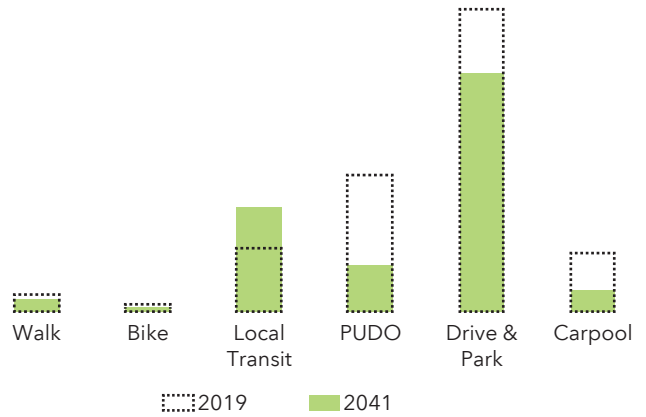
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

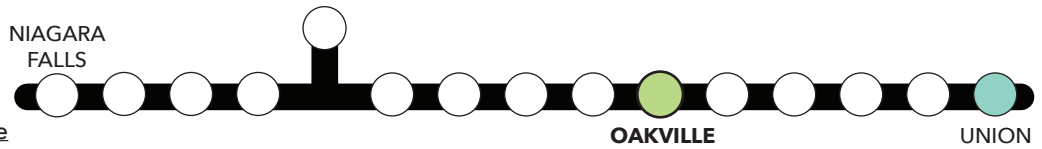


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	Pedestrian walkways and multi-use path	- North/South: Additional pedestrian walkways and multi-use paths
Bus Facilities	Total: 9 bus bays - North: bus bays (1 GO, 8 Oakville Transit)	Total: 12 bus bays - South: bus bays (1 GO, 11 Oakville Transit)
Bike Parking	Total: 64 spaces - North: 16 uncovered and 24 covered - South: 24 covered	Total: 192 spaces - North: 72 covered - South: 88 covered, 32 secure
Pick-up/ Drop-off Facilities	Total: 99 spaces - Northeast: 46 waiting and 5 loading (peak/ferry) - Northwest: 18 waiting and 5 loading (peak/ferry) - South: 20 waiting and 5 loading (peak/ferry)	Total: 58 spaces - North: 26 waiting and 7 loading (peak/ferry) - South: 20 waiting and 5 loading (peak/ferry)
Vehicular Parking	Total: 2,971 spaces - North: 1,990 surface - South: 981 surface	Total: 2,540-2,970 spaces - Surplus of 430 spaces - Up to 50% carpool/reserved parking

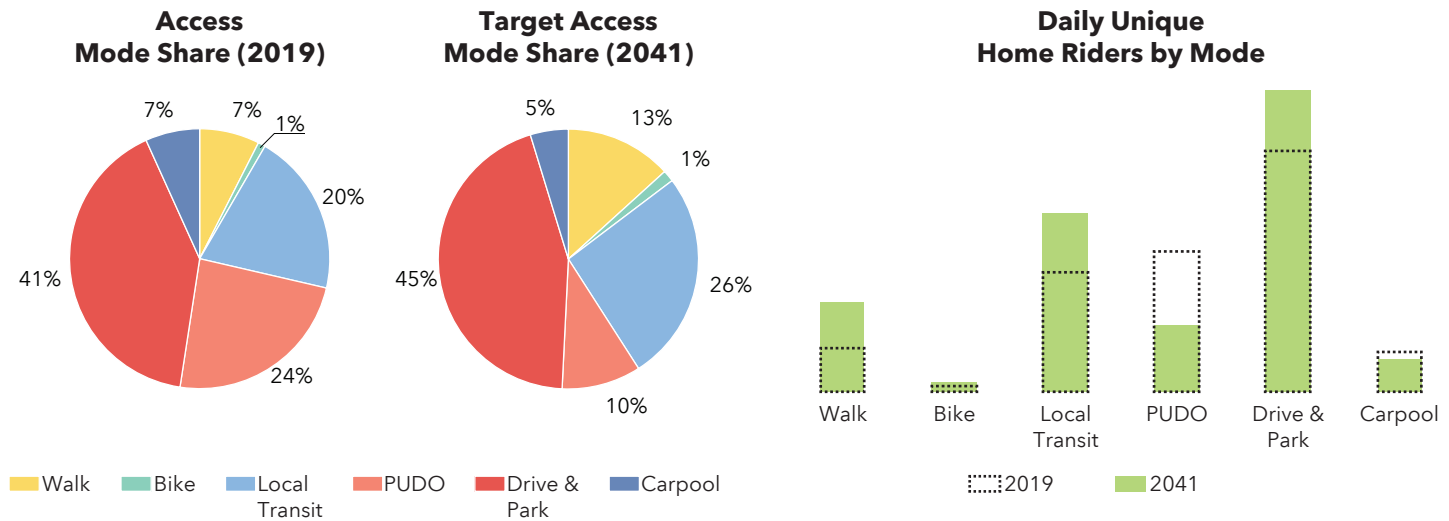
Bronte GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-BTGO-01	Implement dedicated pedestrian pathways throughout the north and south station site.
	ON-LSW-BTGO-02	Implement short-term improvements to pedestrian walkways by demarcating and/or repainting crosswalks on South Service Rd. W. (north of corridor) and parking access road (south of corridor).
	ON-LSW-BTGO-03	Extend the east tunnel to the south side of the corridor.
	ON-LSW-BTGO-04	Dependent on implementation of the Bronte MTSA provide a multi-use path along the edge of the hydro corridor to connect the existing trail to Third Line, to align with the Bronte MTSA study.
 Local Transit	ON-LSW-BTGO-05	Implement wayfinding to direct customers throughout the station site and to key destinations from both rail platforms and bus loop.
	ON-LSW-BTGO-06	Relocate and expand the bus loop to the south station site with a dedicated signaled access off of Speers Rd.
	ON-LSW-BTGO-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	ON-LSW-BTGO-08	Explore opportunities to install covered bike parking at all three tunnel entrances and cover all uncovered bike parking spaces.
	ON-LSW-BTGO-09	Explore opportunities to add 32 secure bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-LSW-BTGO-10	Dependent on a future need to resize or reconfigure the northern PUDO, consider consolidating facilities and reducing size to 26 waiting and 7 loading in a peak/ferry configuration facility with dedicated priority and reallocate space to other modes or uses.
 Carpool Passengers	ON-LSW-BTGO-11	Implement modified reserved and carpool parking on up to 50% of total spaces.
 Drive & Park	ON-LSW-BTGO-12	Dependent on future opportunities, total supply may be decreased by up to 430 spaces. However, these spaces may be maintained to offset any parking losses at the Oakville GO station.
	ON-LSW-BTGO-13	Explore the feasibility of adding parking spaces to the north using alternative parking solutions (e.g., modular spaces to the north lot) or expanding parking south of Speers Rd. to off-set parking loss at Oakville GO station.









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

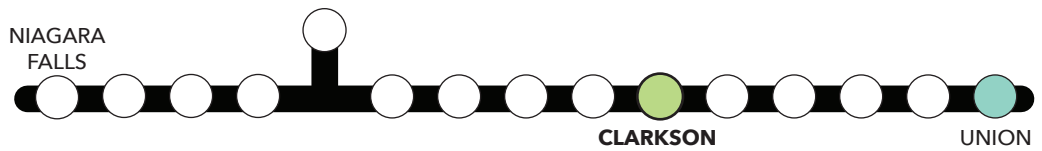
Oakville GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (medium)
Station Access Type (2041)	Transit Priority	Station Service Model	A - Full Service
Parking Typology (2041)	Manage	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		6,325	7,175
Daily Riders' Destination Station		1,650	3,250
Daily Total Footfall (Boardings + Alightings)		13,250	18,575



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: Additional multi-use paths and bikeways - South: 1 multi-use path
Bus Facilities	Total: 14 bus bays - North: bus bays (3 GO, 10 Oakville Transit, 1 unassigned)	Total: 21 bus bays - North: bus bays (3 GO, 18 Oakville Transit)
Bike Parking	Total: 192 spaces - North: 128 covered - South: 64 covered	Total: 256 spaces - North: 128 covered and 64 secure - South: 64 covered
Pick-up/ Drop-off Facilities	Total: 121 spaces - Northeast: 60 waiting, 10 loading (peak/ ferry) - Northwest: 12 waiting, 4 loading (peak/ ferry) - Southeast: 5 waiting, 10 loading - Southwest: 16 waiting, 4 loading (peak/ ferry)	Total: 81 spaces - Northeast: 28 waiting, 12 loading (high ridership) - Northwest: 12 waiting, 4 loading (peak/ ferry) - Southeast: 5 waiting, 10 loading - Southwest: 10 loading (urban or strip)
Vehicular Parking	Total: 4,401 spaces - North: 2,714 surface - South: 291 surface and 1,396 structure	Total: 3,590-4400 spaces - Surplus of 810 spaces - Up to 50% carpool/reserved parking

Oakville GO

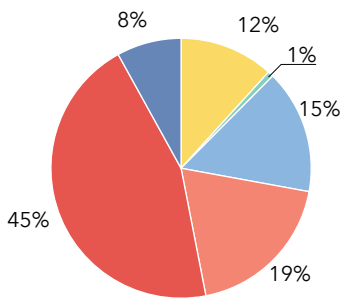
Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-OKGO-01	Implement new multi-use paths and improve pedestrian connections along Lyons Lane, GO access driveway, and bus access driveway.
	ON-LSW-OKGO-02	As part of planned electrification works, maintain or improve the existing pedestrian crossing over the Trafalgar Rd. rail bridge.
	ON-LSW-OKGO-03	Implement new multi-use path and improve pedestrian connections along Old Mill Rd. and adjacent to the existing parking structure.
 Local Transit	ON-LSW-OKGO-04	Work with the Town of Oakville and Oakville Transit to explore options to expand the existing bus facility to a 21 bay bus terminal with dedicated access off Cross Ave.
 Cycling	ON-LSW-OKGO-05	Integrate secure bike parking close to a platform entrance on the north station site.
	ON-LSW-OKGO-06	Consolidate existing covered bike parking to transit plazas near each tunnel entrance on the north station site.
 Pick-up/ Drop-off	ON-LSW-OKGO-07	Dependent on a future need to resize or reconfigure the southwest PUDO, reduce size to 10 loading spaces in urban or strip configuration. Reconfigure egress lane from parking structure.
	ON-LSW-OKGO-08	As part of any future station improvement, reconfigure northeast PUDO into a high ridership configuration with 28 waiting and 12 loading spaces.
 Carpool Passengers	ON-LSW-OKGO-09	Implement modified reserved and carpool parking on up to 50% of total spaces.
 Drive & Park	ON-LSW-OKGO-10	Dependent on a future reconfiguration of the north station site, work with the Town of Oakville to explore options to implement realignment of the local road network to better support Midtown Oakville plans. If full implementation is not feasible, include interim protection for the roadway and placement of utilities.
	ON-LSW-OKGO-11	Dependent on any future site redevelopment, upgrades, or other works, total supply may be decreased by 810 spaces.



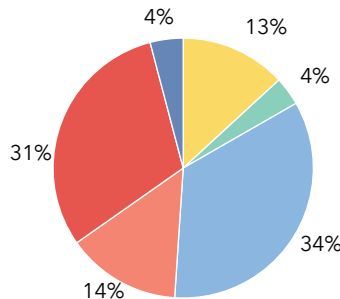
Links: [table of contents](#) | [off-site table](#)

Clarkson GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (High)
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		5,975	10,625
Daily Riders' Destination Station		1,350	2,925
Daily Total Footfall (Boardings + Alightings)		12,375	24,000

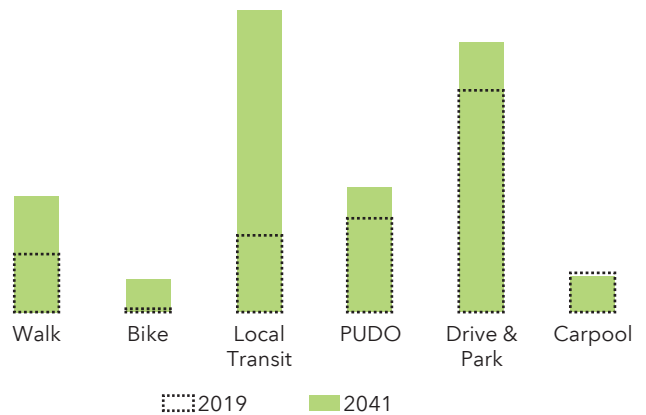
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

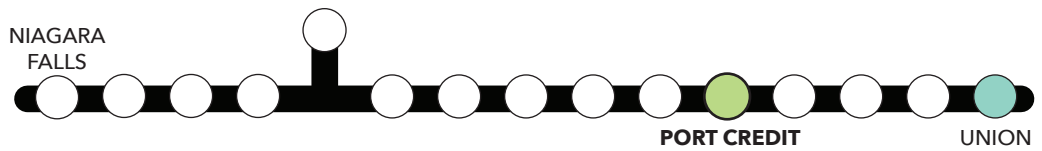


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North/South: Additional pedestrian walkways
Bus Facilities	Total: 8 bus bays - South: bus bays (6 Miway, 2 Oakville Transit)	Total: 14 bus bays and 5 layover - South/ North: bus bays (1 GO, 10 Miway, 3 Oakville Transit), 5 layover (Miway)
Bike Parking	Total: 144 spaces - North: 80 covered - South: 64 covered	Total: 256 spaces - North: 80 covered, 64 secure - South: 80 covered, 32 secure
Pick-up/ Drop-off Facilities	Total: 36 spaces - North: 30 waiting, 6 loading (peak/ferry) - South: 30 waiting, 6 loading (peak/ferry)	Total: 69 spaces - North: 20 waiting, 7 loading (peak/ferry) - South: 35 waiting, 7 loading (high ridership)
Vehicular Parking	Total: 3,872 spaces - North: 1,053 surface - South: 1,246 surface and 1,573 structure	Total: 3,280-3,870 spaces - Surplus of 595 spaces - Up to 76% carpool/reserved parking

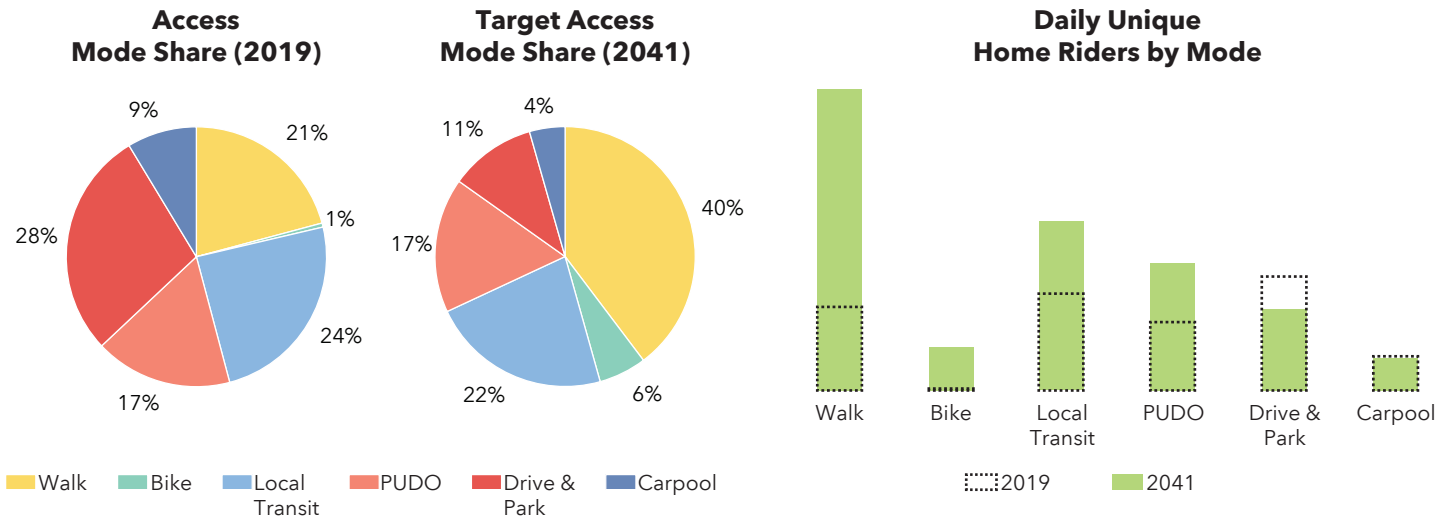
Clarkson GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-CLGO-01	Proceed with planned redevelopment of the south station site including realignment of pedestrian and cycling connections from Southdown Rd.
	ON-LSW-CLGO-02	Reconfigure the internal vehicular circulation on the north-east parking lot to introduce additional pedestrian walkway and reduce conflict between pedestrian and vehicular traffic.
 Local Transit	ON-LSW-CLGO-03	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
	ON-LSW-CLGO-04	Explore on-site options to expand bus facilities including north of the station, if this is not feasible, work with the City of Mississauga to explore alternative options that offer transit priority on off-site facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-LSW-CLGO-05	Integrate secure bike parking into the new station building on the west side of Sheridan Creek.
	ON-LSW-CLGO-06	Add additional covered bike parking to the south station site.
	ON-LSW-CLGO-07	Connect the existing Region of Peel multi-use path along the Hydro One corridor (north of the GO station from Winston Churchill Blvd. to the west to Indian Rd. to the east) to an on-site multi-use path terminating near the tunnel entrance.
	ON-LSW-CLGO-08	Consider future opportunities to add 64 secure spaces.
 Pick-up/ Drop-off	ON-LSW-CLGO-09	As part of any future station improvement, reconfigure the south PUDO into a high ridership facility with 35 waiting and 7 loading spaces.
	ON-LSW-CLGO-10	Provide a paratransit bay in the bus loop or in the PUDO on the station site.
	ON-LSW-CLGO-11	Dependent on a future need to resize or reconfigure the north PUDO, reduce size to minimum 20 waiting and 7 loading in a peak/ferry facility and reallocate space to other modes or uses.
 Carpool Passengers	ON-LSW-CLGO-12	Implement modified reserved and carpool parking on up to 76% of total spaces.
 Drive & Park	ON-LSW-CLGO-13	Dependent on any future site redevelopment, upgrades or other works, total supply may be decreased by 595 spaces.









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

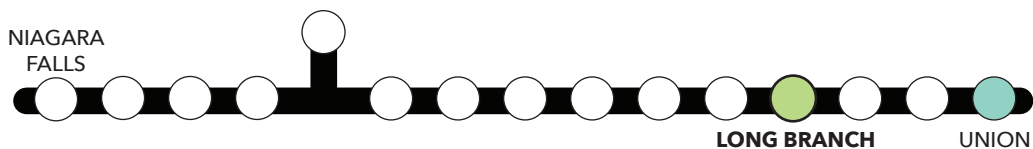
Port Credit GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (medium)
Station Access Type (2041)	Interchange (Active Priority)	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,850	5,375
Daily Riders' Destination Station		700	1,200
Daily Total Footfall (Boardings + Alightings)		5,925	11,675



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- South: 1 multi-use path
Bus Facilities	Total: 5 bus bays - South: bus bays (5 Miway)	Total: 5 bus bays and 1 layover - South: bus bays (5 Miway), 1 layover
Bike Parking	Total: 80 spaces - South: 64 covered - North: 16 covered	Total: 240 spaces - South: 96 covered, 96 secure - North: 48 covered
Pick-up/ Drop-off Facilities	Total: 17 spaces - South: 13 waiting, 4 loading (peak/ferry)	Total: 45 spaces - South: 20 loading (urban) - North: 20 waiting, 5 loading (peak/ferry)
Vehicular Parking	Total: 971 spaces - 971 surface spaces	Total: 545 spaces - Up to 425 spaces will be removed - Up to 58% carpool/reserved parking

Port Credit GO

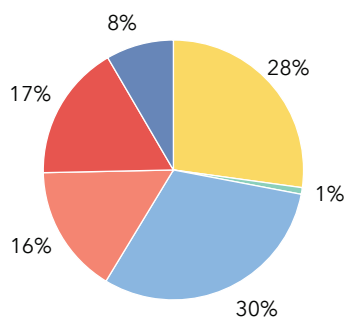
Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-PCGO-01	Work with the City of Mississauga to explore opportunities to develop a pedestrian plaza south of the GO Rail corridor to seamlessly connect the Hurontario LRT platform to the Port Credit GO station. Additionally, consider public realm enhancements along this connection.
 Local Transit	ON-LSW-PCGO-02	Enhance the bus bays along Queen St. E. to address facility needs of current and planned MiWay routes and improve connectivity to the future GO and Hurontario LRT station entrances.
 Cycling	ON-LSW-PCGO-03	Add additional covered bike parking on both sides of the south side of the station
	ON-LSW-PCGO-04	Add covered bike parking spaces near the north tunnel entrance.
	ON-LSW-PCGO-05	Incorporate a secure bike parking facility with a link to Hurontario St.
	ON-LSW-PCGO-06	Work with the City of Mississauga to protect space for bike share docks as part of station renovations, where feasible.
	ON-LSW-PCGO-07	Work with the City of Mississauga and the Hurontario LRT project team to consider options to seamlessly connect the planned multi-use path along the western edge of Hurontario St. with the proposed pedestrian plaza/market space south of the GO Rail corridor.
 Pick-up/ Drop-off	ON-LSW-PCGO-08	Provide a layby for on-demand transit and paratransit vehicles near the station building on the south side or in the PUDO.
	ON-LSW-PCGO-09	Incorporate a pick-up and drop-off facility in the north parking lot.
	ON-LSW-PCGO-10	Reconfigure the south PUDO into a urban configuration facility with 20 loading spaces.
 Carpool Passengers	ON-LSW-PCGO-11	Implement the modified reserved and carpool parking on up to 58% of total spaces.
 Drive & Park	ON-LSW-PCGO-12	Dependent on viability consider opportunities to develop alternative parking solutions to address any shortfall in parking spaces (e.g., modular parking).
	ON-LSW-PCGO-13	Dependent on any future site redevelopment, upgrades, or works, total supply may be decreased by up to 425 spaces.



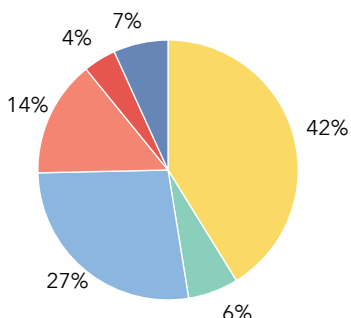
Links: [table of contents](#) | [off-site table](#)

Long Branch GO			
Station Classification			
Station Access Type (2019)	Medium	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,625	3,875
Daily Riders' Destination Station		500	1,975
Daily Total Footfall (Boardings + Alightings)		3,575	10,575

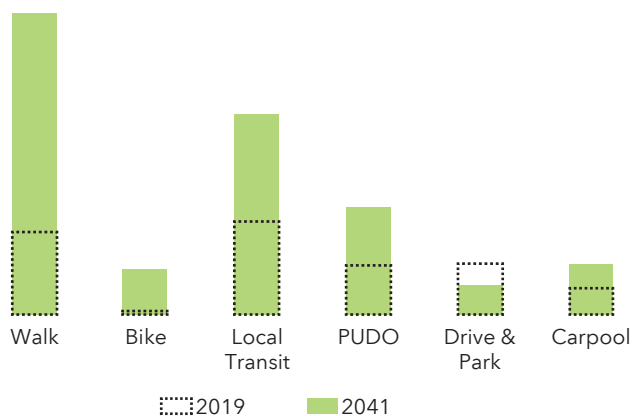
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

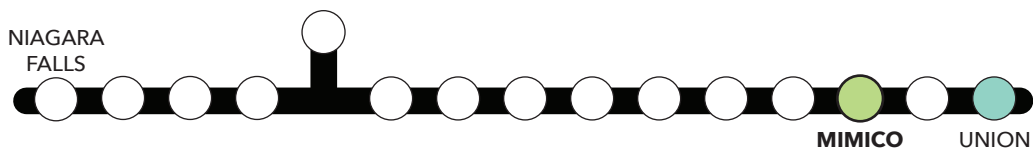


Legend: Walk (Yellow), Bike (Green), Local Transit (Blue), PUDO (Red), Drive & Park (Dark Red), Carpool (Dark Blue)

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: accessible pedestrian walkway - South: pedestrian walkways
Bus Facilities	Total: 2 bus bays and streetcar loop - South: bus bays (2 TTC)	No facility expansion recommended
Bike Parking	Total: 32 spaces - South: 32 covered	Total: 192 spaces - North: 32 covered - South: 96 covered, 64 secure
Pick-up/ Drop-off Facilities	Total: 22 spaces - North: 3 loading (urban) - South: 13 waiting, 6 loading (peak/ferry)	Total: 31 spaces - North: 3 loading (urban) - South: 22 waiting, 6 loading (peak/ferry)
Vehicular Parking	Total: 280 spaces - South: 280 surface	Total: 160 spaces - Surplus of 120 spaces - At least 85% carpool/reserved parking

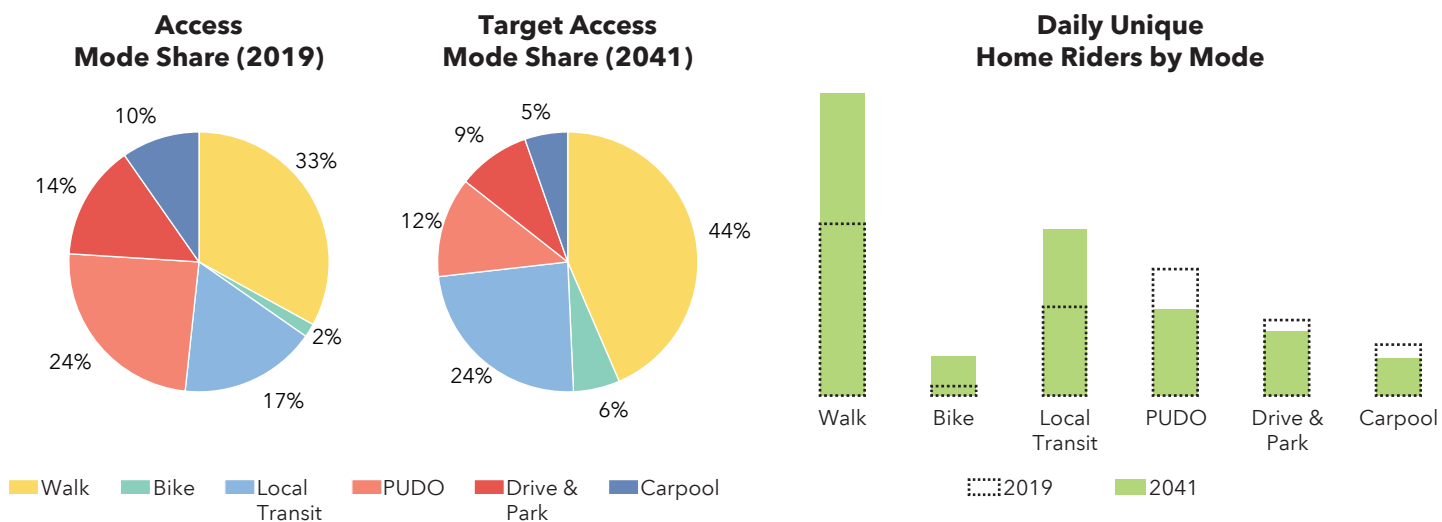
Long Branch GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-LBGO-01	Implement wayfinding through the station site for pedestrians to navigate to the Long Branch Loop to connect to TTC services.
	ON-LSW-LBGO-02	Incorporate a pedestrian path on the western edge of the south station site that connects to Lake Shore Blvd.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-LSW-LBGO-03	Provide covered bike parking at the entrance of the pedestrian path to the north of the GO station.
	ON-LSW-LBGO-04	Add additional covered bike parking on the south side of the station.
	ON-LSW-LBGO-05	Explore opportunities to add 64 secure bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-LSW-LBGO-06	Expand the south PUDO facility to 22 waiting and 6 loading and enhance the internal circulation network.
 Carpool Passengers	ON-LSW-LBGO-07	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-LSW-LBGO-08	As part of any future site redevelopment, upgrades, or works, total supply may be decreased by up to 120 spaces.









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

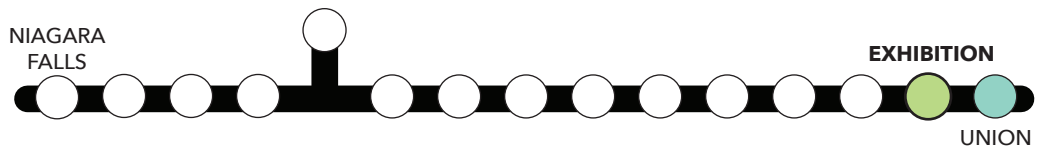
Mimico GO			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,725	2,300
Daily Riders' Destination Station		400	925
Daily Total Footfall (Boardings + Alightings)		3,625	5,825



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Northwest: pedestrian pathway
Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays - South: bus bays (TTC 1 on-site, 1 on-street)
Bike Parking	Total: 42 spaces - North: 42 covered	Total: 122 spaces - North: 42 covered, 48 secure - South: 32 covered
Pick-up/ Drop-off Facilities	Total: 10 spaces - North: 7 waiting, 3 loading (strip)	Total: 21 spaces - North: 6 waiting, 6 loading (peak/ferry) - South: 9 loading (urban)
Vehicular Parking	Total: 310 spaces - North: 310 surface	Total: 210 spaces - Surplus of 100 spaces - Up to 41% carpool/reserved parking

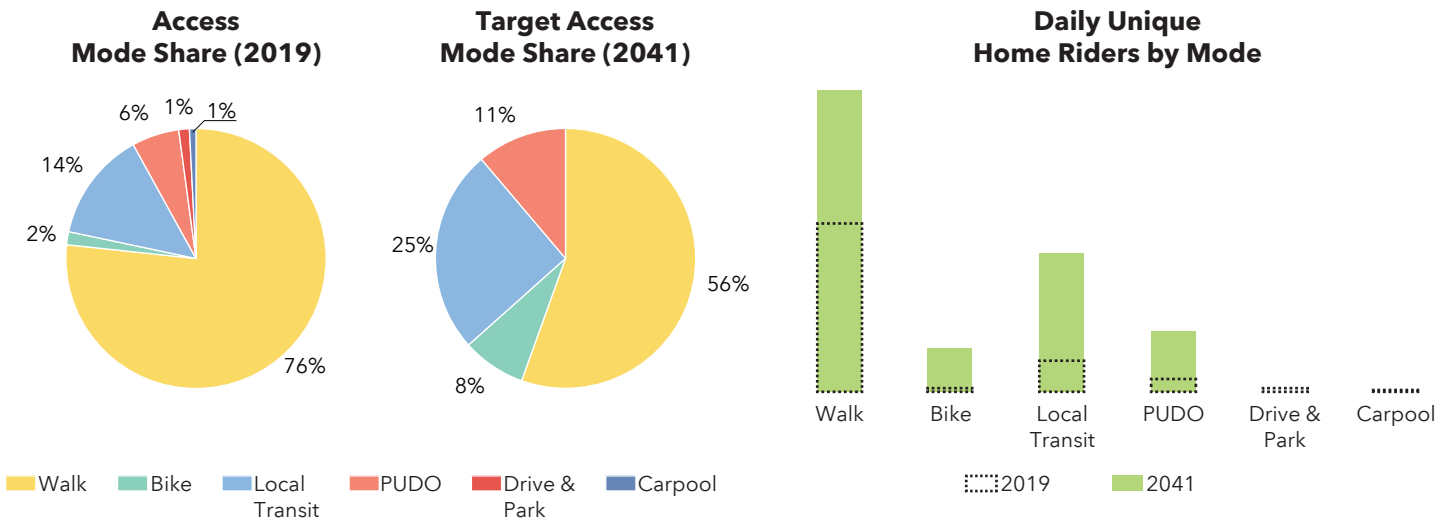
Mimico GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-MMGO-01	Develop a pedestrian connection from the east side of Royal York Rd. to the proposed new station building.
	ON-LSW-MMGO-02	Incorporate future proposed Mimico-Judson Greenway into the north station site.
 Local Transit	ON-LSW-MMGO-03	Work with City of Toronto to provide on-site and on-street bus bays.
 Cycling	ON-LSW-MMGO-04	Incorporate secure bike parking into the planned improvements to the north station site by Windsor St.
	ON-LSW-MMGO-05	Explore opportunities to install covered bike parking south of the station site.
	ON-LSW-MMGO-06	Encourage Bike Share Toronto and the Toronto Parking Authority to consider more locations for bikeshare facility locations south of the GO station to connect to the BikeShare network.
 Pick-up/ Drop-off	ON-LSW-MMGO-07	Incorporate 6 waiting spaces and 6 loading spaces in peak/ferry configuration on the north station site.
	ON-LSW-MMGO-08	As part of the planned reconfiguration of the south station site, incorporate 9 loading spaces in urban configuration.
 Carpool Passengers	ON-LSW-MMGO-09	Implement the modified reserved and carpool parking on up to 41% of total spaces.
 Drive & Park	ON-LSW-MMGO-10	Dependent on any future site redevelopment, upgrades or other works, total supply may be decreased by 100 spaces.









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

Exhibition GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (High)
Station Access Type (2041)	Interchange (Active Priority)	Station Service Model	A - Full Service
Parking Typology (2041)	No parking	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,125	2,750
Daily Riders' Destination Station		2,100	16,400
Daily Total Footfall (Boardings + Alightings)		6,050	34,600



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: Additional pedestrian pathways
Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays, 1 layover - North: bus bay (2 TTC), 1 layover
Bike Parking	Total: 38 spaces - North: 32 covered, 6 secure	Total: 216 spaces - North: 96 covered, 80 secure - South: 48 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 10 spaces - (Off-site) North: 10 loading (urban)
Vehicular Parking	No dedicated facility is currently provided	No facility expansion recommended

Exhibition GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSW-EXGO-01	Work with the City of Toronto and Exhibition Place to explore options to create an additional east entrance to the station to facilitate the crossing of the rail corridor.
	ON-LSW-EXGO-02	Explore opportunities to add pedestrian pathways to the station building.
 Local Transit	ON-LSW-EXGO-03	Work with the City of Toronto and TTC to enhance seamless passenger movements between GO Transit and the Ontario Line, and the passenger waiting area in the Exhibition transit loop.
 Cycling	ON-LSW-EXGO-04	Add 64 covered bike spaces north of the station and 48 covered bike spaces south of the station.
	ON-LSW-EXGO-05	Work with Bike Share Toronto and the Toronto Parking Authority to proceed with planned installation of bike share locations to the north of the GO station site.
	ON-LSW-EXGO-06	Develop an integrated secure bike parking facility north of the station.
 Pick-up/ Drop-off	ON-LSW-EXGO-07	Work with the City of Toronto and add an urban configuration PUDO north of the station.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.