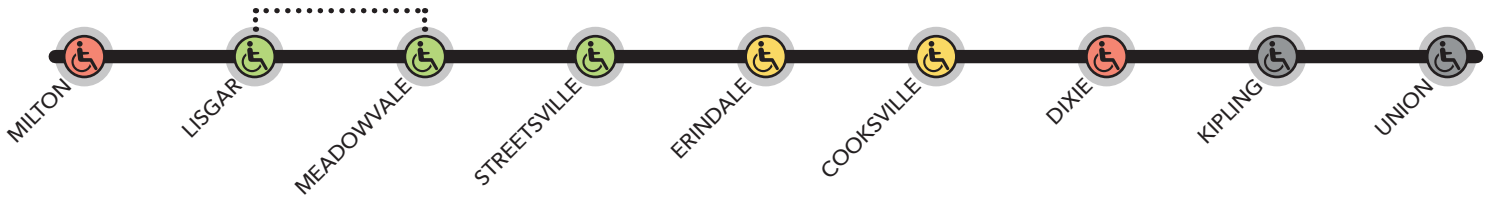


Milton Line



LEGEND

Existing barrier-free path of travel

Average parking utilization (pre-COVID-19 pandemic)

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

....Couplet stations

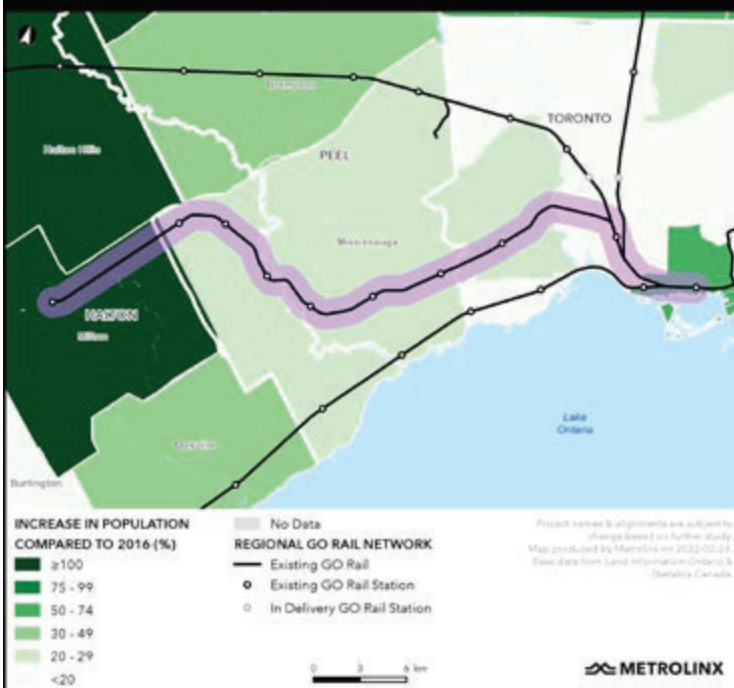
(stations with similar catchment area, one of them with parking capacity)

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

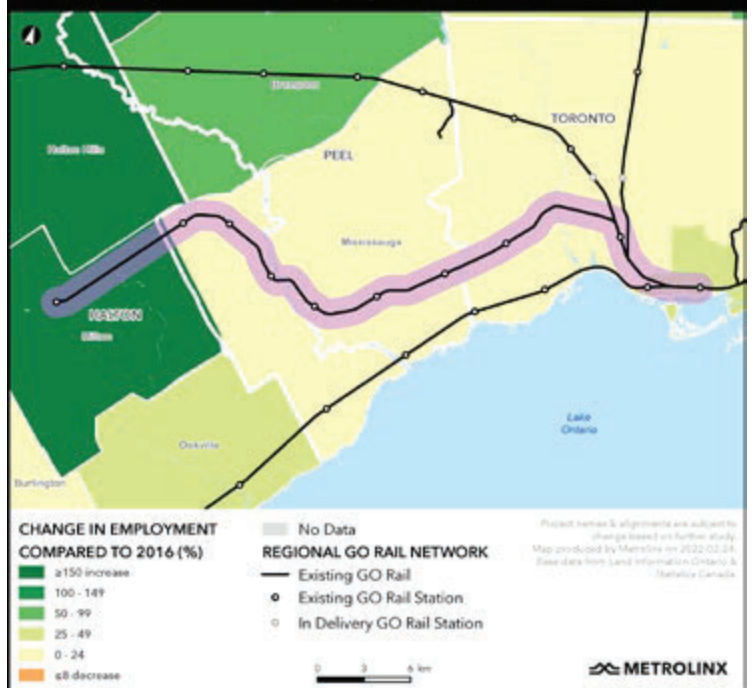
Corridor Context

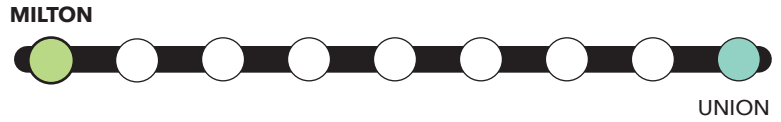
- The Town of Milton and the Town of Halton Hills are expected to have a high increase in population and jobs by 2041.
- Currently, the Milton GO corridor does not have a plan for increase to all-day, two-way service; the feasibility for service increase is challenged by the high freight activity along these tracks.
- Most stations are expected to experience a significant increase of customers accessing the stations by local transit, especially at Milton GO. Kipling GO is anticipated to have a significant increase of customers walking or cycling to access the station.
- Customers within the catchment area of Milton corridor are often using Lakeshore West, increasing the demand on that corridor.
- Some stations along this corridor are serving equity-seeking communities.

2016 Compared to 2041 Population Forecast - Milton



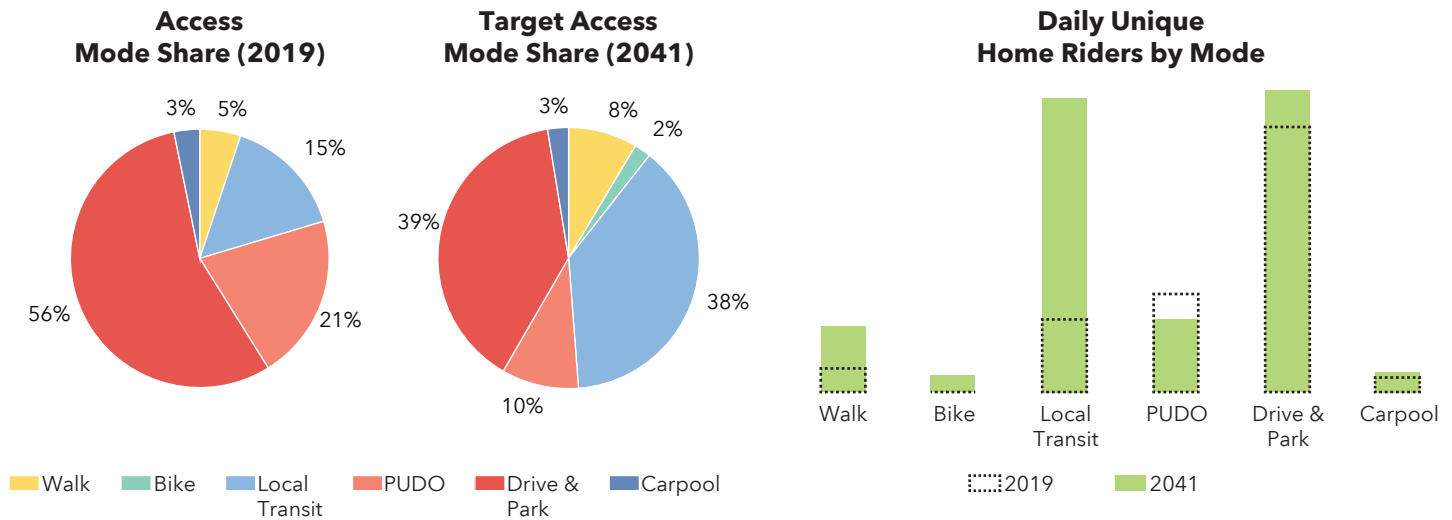
2016 Compared to 2041 Employment Forecast - Milton











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Milton 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)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,350	3,800
Daily Riders' Destination Station		350	225
Daily Total Footfall (Boardings + Alightings)		4,900	7,575



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: pedestrian plaza	- South: dedicated pedestrian walkway
Bus Facilities	Total: 7 bus bays North: bus bays (3 GO, 4 Milton Transit)	Total: 18 bus bays and 4 layovers - North: bus bays (3 GO, 1 Halton Hills, 14 Milton Transit), layover (4 GO)
Bike Parking	Total: 64 spaces - North: 64 covered	Total: 160 spaces - North: 96 covered - South: 32 secure, 32 covered
Pick-up/ Drop-off Facilities	Total: 40 spaces - North: 33 waiting, 7 loading	Total: 40 spaces - North: 16 waiting, 4 loading (peak/ferry) - South: 14 waiting, 6 loading (high rider-ship)
Vehicular Parking	Total: 1,472 spaces - North: 1,472 surface	Total: 1,860-2,320 spaces - (Dependent) North: surplus 460 spaces - (Dependent) South: add 850 spaces - Up to 41% carpool/reserved parking

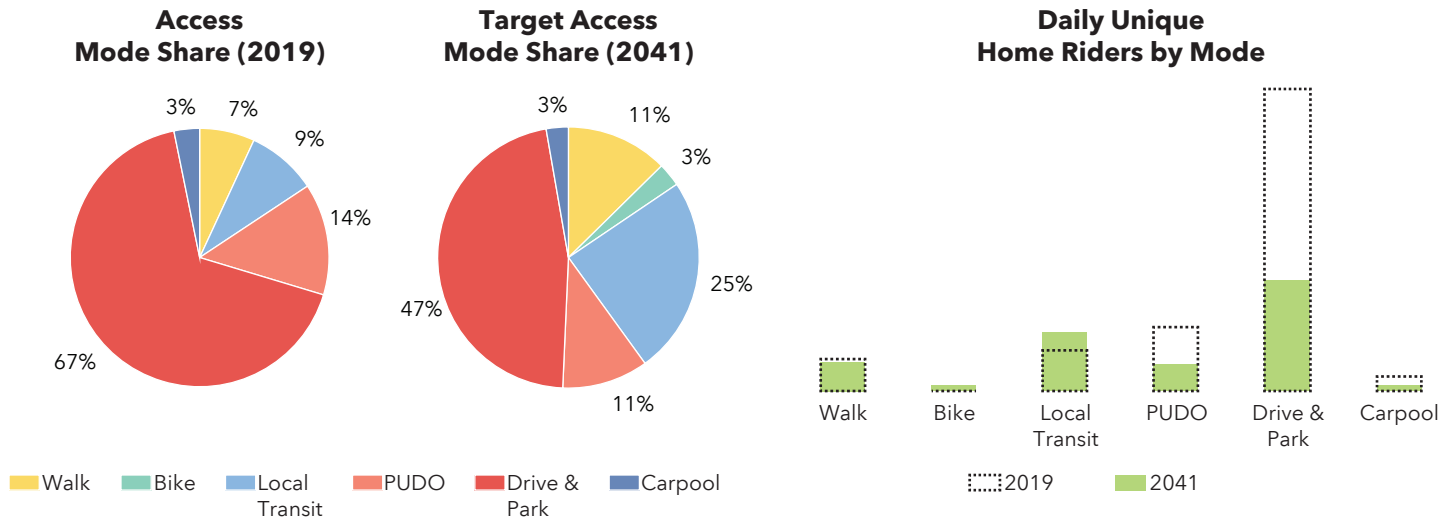
Milton GO

Station Access Mode	ID	Required Improvements
 Walking	ON-MIL-MNGO-01	As part of development of a potential new south station parking lot, work with the Town of Milton to explore the feasibility of incorporating a north-south boulevard separated pedestrian and cycling connection from Nipissing Rd. to a potential future south station entrance. Additionally, consider extending this connection south of Nipissing Rd. to Childs Dr.
 Local Transit	ON-MIL-MNGO-02	Expand the bus loop to accommodate additional Milton Transit and GO buses.
	ON-MIL-MNGO-03	Work with Milton Transit to determine the design and circulation network within the modified linear bus facility to effectively accommodate future GO Bus, Milton Transit buses, and other facility needs.
 Cycling	ON-MIL-MNGO-04	Incorporate a 32-space secure bike parking facility into the new south station entrance.
	ON-MIL-MNGO-05	Install a 32-space bike shelter on each side of the rail corridor in proximity to proposed bike paths where they terminate at the proposed new station entrances.
	ON-MIL-MNGO-06	Work with the City of Milton to consider the development of a joint-use trail along the north-west side of the GO Rail corridor.
 Pick-up/ Drop-off	ON-MIL-MNGO-07	With station facility expansion south of the rail corridor, develop a new high ridership style PUDO facility with 29 waiting and 7 loading spaces. Ensure that the facility has priority or dedicated access to Nipissing Rd.
	ON-MIL-MNGO-08	As part of the planned redevelopment of the north station site, modify and reduce the capacity of the PUDO facility while enhancing access priority by moving the PUDO to the western side of the station site.
 Carpool Passengers	ON-MIL-MNGO-09	Consider implementing the modified reserved and carpool parking programs on up to 41% of total spaces.
 Drive & Park	ON-MIL-MNGO-10	Expand the vehicle parking to the south of the station in a phased approach, for a total of 850 surface parking spaces, with 450 initial spaces in the short-term, and an additional conditional 400 in the medium-term should demand require it.
	ON-MIL-MNGO-11	Dependent on any future site redevelopment, upgrades, or other works, total supply may be decreased by 460 spaces.









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Lisgar GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
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		225	475
Daily Riders' Destination Station		75	50
Daily Total Footfall (Boardings + Alightings)		675	975



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended at this time
Bus Facilities	Total: 6 bus bays - North: bus bay (1 Brampton Transit, 2 GO, 1 MiWay, 2 unassigned)	Total: 8 bus bays and 3 layovers - North: bus bays (3 Brampton Transit, 1 GO, 1 Halton Hills, 3 MiWay), layovers (1 Brampton Transit, 2 MiWay)
Bike Parking	Total: 64 spaces - North: 32 covered - East: 32 covered	Total: 64 spaces - North: relocate 32 covered - East: 32 covered
Pick-up/ Drop-off Facilities	Total: 49 spaces - North: 42 waiting and 7 loading spaces	No facility expansion recommended at this time
Vehicular Parking	Total: 715 spaces - North: 715 surface	- No facility expansion recommended at this time - Up to 75% carpool/reserved parking

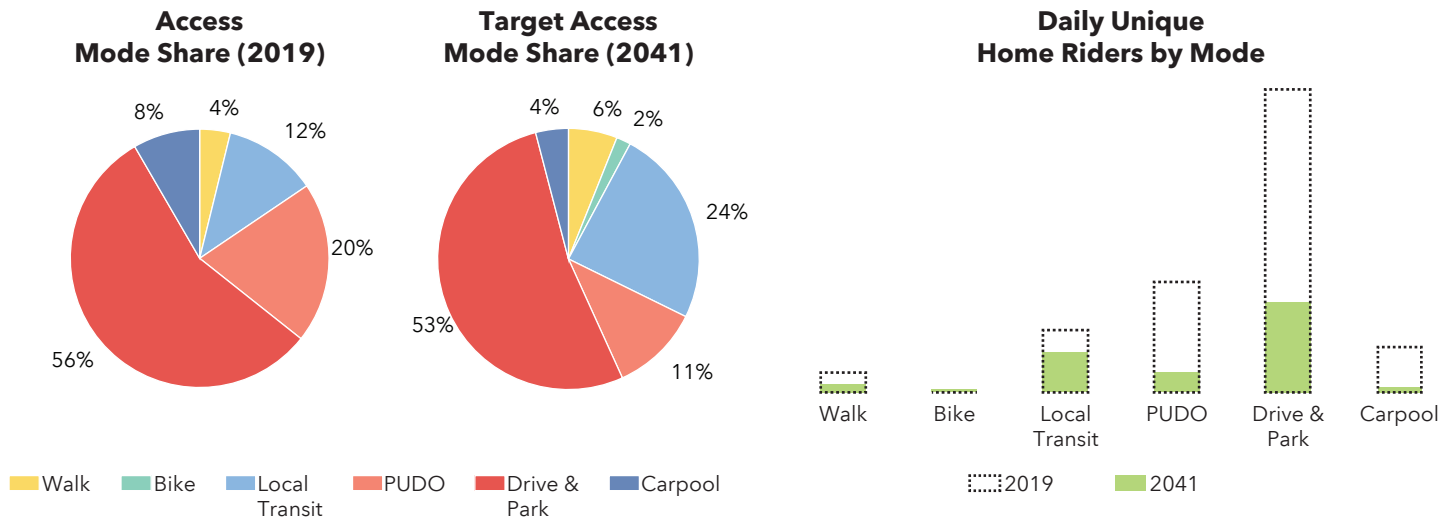
Lisgar GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-MIL-LGGO-01	Expand the bus loop to accommodate 1 additional bus bay and 3 layover facilities.
 Cycling	ON-MIL-LGGO-02	Relocate the covered bike parking located in the parking lot to the station plaza adjacent to the on site cycling facilities and station building.
	ON-MIL-LGGO-03	Dependent on two-way all day service being confirmed for the Milton Corridor, add a 32-space secure bike room facility in the station building vicinity, or if station demand exceeds forecasted levels.
 Pick-up/ Drop-off	ON-MIL-LGGO-04	Dependent on two-way all day service being confirmed for the Milton Corridor, reconfigure the PUDO facility to a high ridership style with 34 waiting and 8 loading spaces, and reallocate any unused space to other modes or uses.
 Carpool Passengers	ON-MIL-LGGO-05	Consider implementing the modified reserved and carpool parking programs on up to 75% of total spaces.
 Drive & Park	ON-MIL-LGGO-06	Dependent on two-way all day service being confirmed for the Milton Corridor, consider adding 150 surface spaces on the undeveloped station lands north of Argentia Rd., or if station demand exceeds forecasted levels.









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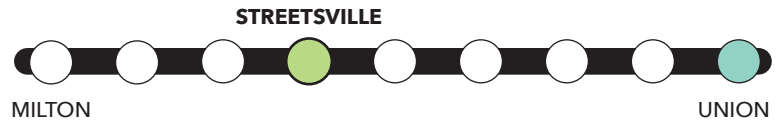
Meadowvale GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,900	600
Daily Riders' Destination Station		225	1,050
Daily Total Footfall (Boardings + Alightings)		3,850	3,075



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: dedicated pedestrian walkway - South: dedicated pedestrian walkway, pedestrian plaza	No facility expansion recommended at this time
Bus Facilities	Total: 6 bus bays - South: bus bays (5 GO, 1 MiWay)	Total: 9 bus bays and 1 layover - South: bus bays (5 GO, 2 MiWay, 2 Brampton Transit), layover (1 MiWay)
Bike Parking	Total: 64 spaces - North: 32 covered - South: 32 covered	No facility expansion recommended at this time
Pick-up/ Drop-off Facilities	Total: 44 spaces - North: 12 waiting, 10 loading - South: 18 waiting, 4 loading	No facility expansion recommended at this time
Vehicular Parking	Total: 1,652 spaces - North: 386 surface - South: 1,266 surface	- No facility expansion recommended at this time - Up to 75% carpool/reserved parking

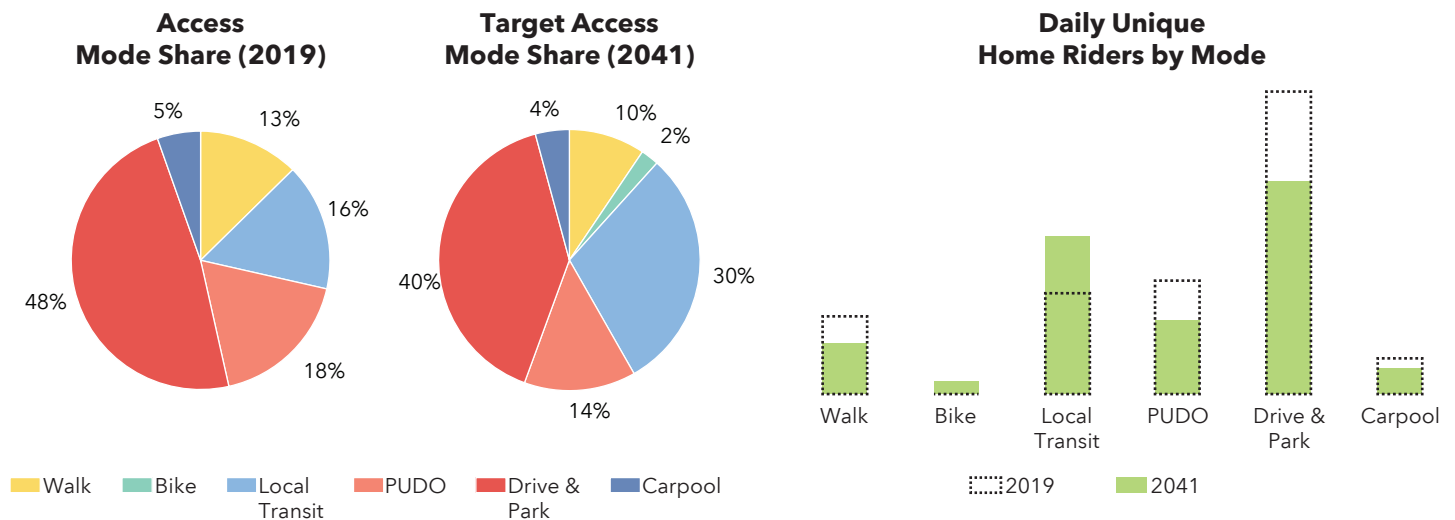
Meadowvale GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-MIL-MDGO-01	Expand the bus loop to provide 9 bays and 1 layover space. In conjunction with this work, consider providing full priority access/egress for buses from Millcreek Dr.
 Cycling	ON-MIL-MDGO-02	Dependent on two-way, all-day service being confirmed for the Milton Corridor, add a 32-space secure bike room facility in the station building vicinity, or if station demand exceeds forecasted levels.
 Pick-up/ Drop-off	ON-MIL-MDGO-03	Dependent on two-way, all day service being confirmed for the Milton Corridor, reconfigure the south PUDO facility to a high ridership style with 14 waiting and 5 loading spaces, and reallocate any unused space to other modes or uses.
 Carpool Passengers	ON-MIL-MDGO-04	Consider implementing the modified reserved and carpool parking programs on up to 75% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.









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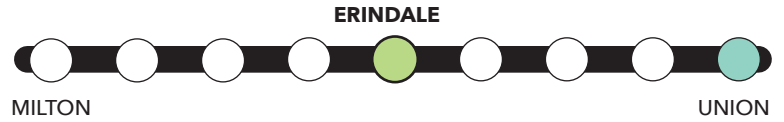
Streetsville GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,675	2,225
Daily Riders' Destination Station		250	950
Daily Total Footfall (Boardings + Alightings)		5,200	6,000



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- South: multiple dedicated pedestrian walkways and one multi-use path	- South: extend multi-use path to Thomas St.
Bus Facilities	Total: 2 bus bays - South: bus bays (1 GO, 1 MiWay)	Total: 3 bus bays and 2 layovers - South: bus bays (1 GO, 2 MiWay), layovers (1 GO, 1 MiWay)
Bike Parking	Total: 144 spaces - North: 16 covered - South: 32 secure, 96 covered	Total: 160 spaces - North: 32 covered - South: 32 secure, 96 covered
Pick-up/ Drop-off Facilities	Total: 49 spaces - South: 39 waiting, 10 loading	Total: 59 spaces - South: 54 waiting, 5 loading (peak/ferry)
Vehicular Parking	Total: 1,541 spaces - North: 233 surface - South: 1,308 surface	Total: 1,181-1,541 spaces - Surplus of 360 spaces - Up to 85% carpool/reserved parking

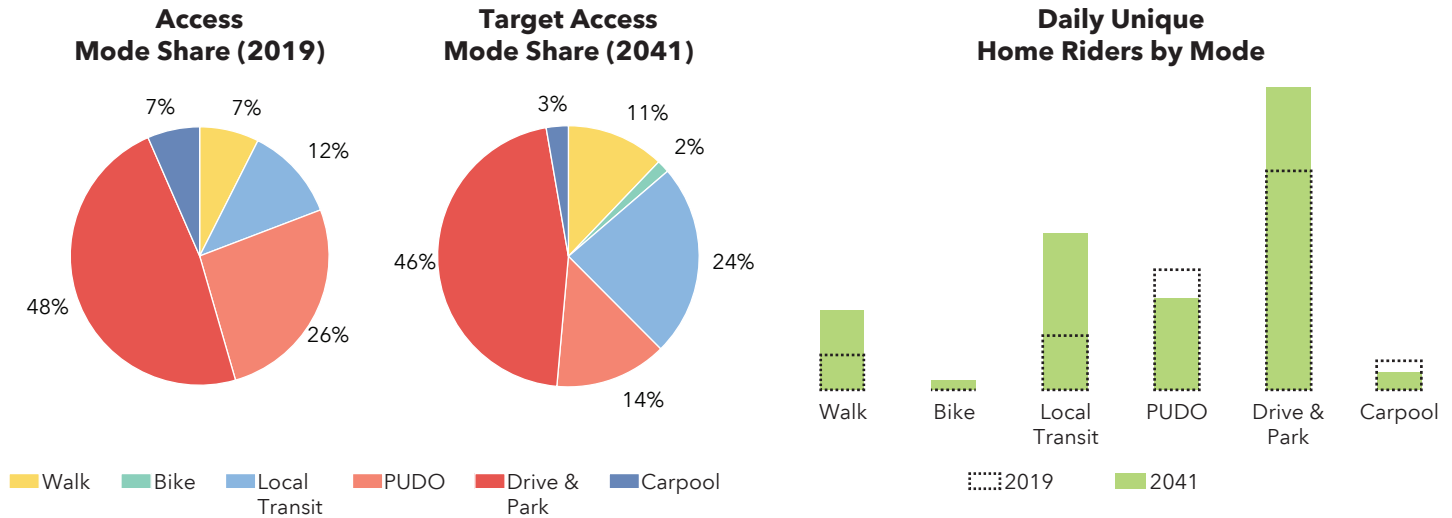
Streetsville GO

Station Access Mode	ID	Required Improvements
 Walking	ON-MIL-STGO-01	Provide a multi-use path on-site along the rail corridor or station access road to connect cyclists and pedestrians from Thomas St. to the main station building plaza area.
 Local Transit	ON-MIL-STGO-02	Expand bus loop to accommodate 3 bays and 2 layovers with a separated access from the pick-up and drop-off facility.
 Cycling	ON-MIL-STGO-03	Install a 16-space shelter on the concrete pad adjacent to the existing eastern side shelter.
 Pick-up/ Drop-off	ON-MIL-STGO-04	Reconfigure and expand the PUDO facility to 54 waiting and 5 loading spaces while providing separate access between the PUDO and the bus loop facilities.
	ON-MIL-STGO-05	Dependent on two-way, all-day service being confirmed for the Milton Corridor, reconfigure the PUDO facility to a high ridership style with 43 waiting and 6 loading spaces, and reallocate any unused space to other modes or uses.
 Carpool Passengers	ON-MIL-STGO-06	Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces.
 Drive & Park	ON-MIL-STGO-07	As part of any future site redevelopment, upgrades or other works, total supply may be decreased by 360 spaces.









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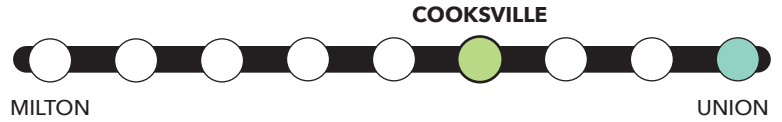
Erindale GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,650	3,800
Daily Riders' Destination Station		225	1,150
Daily Total Footfall (Boardings + Alightings)		5,175	9,325



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- West: 1 bike path	No facility expansion recommended at this time
Bus Facilities	Total: 6 bus bays - North: bus bays (3 GO, 2 MiWay, 1 unassigned)	Total: 5 bus bays and 1 layover - North: bus bays (2 GO, 3 MiWay), layover (1 MiWay)
Bike Parking	Total: 44 spaces - Northwest: 44 covered	Total: 96 spaces - North: 32 secure, 64 covered
Pick-up/Drop-off Facilities	Total: 48 spaces - Northwest: 42 waiting, 6 loading	No facility expansion recommended at this time
Vehicular Parking	Total: 2,193 spaces - Northwest: 693 surface - Northeast: 1,500 structure	- No facility expansion recommended at this time - Up to 75% carpool/reserved parking

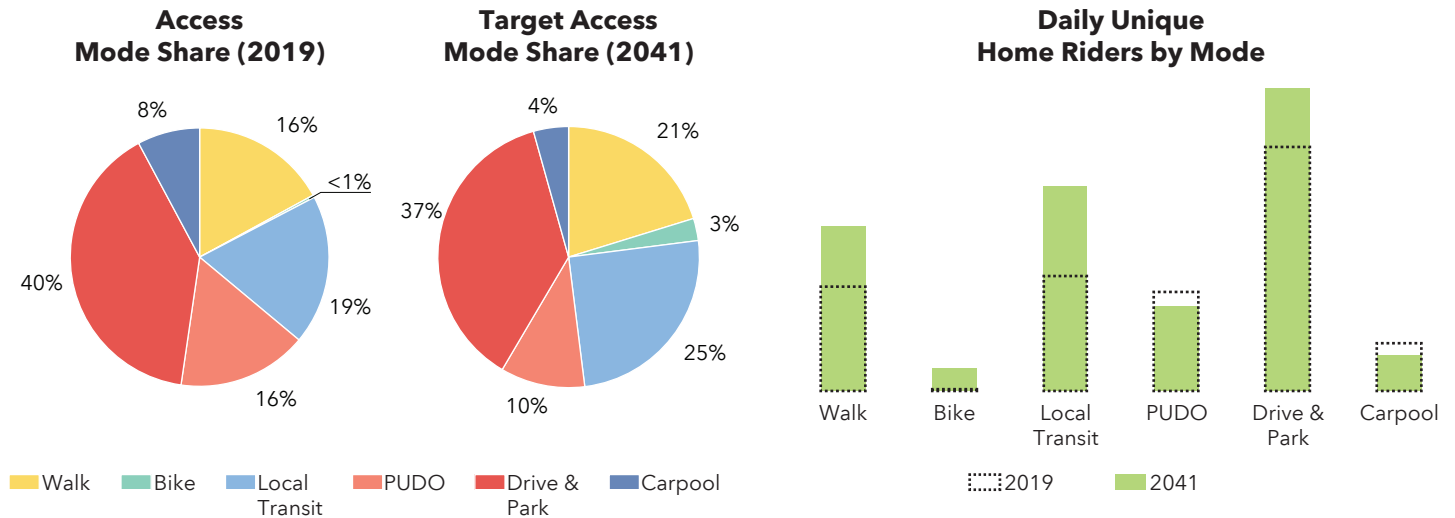
Erindale GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-MIL-ERGO-01	Reallocate bus bays as needed based on service provider needs.
 Cycling	ON-MIL-ERGO-02	Install a secure bike parking facility adjacent to existing on-site bike parking facilities.
	ON-MIL-ERGO-03	Replace the existing 12-space bike shelter with a 32-space facility.
 Pick-up/ Drop-off	ON-MIL-ERGO-04	Dependent on two-way, all day service being confirmed for the Milton Corridor, reconfigure the PUDO facility to a high ridership style with 34 waiting and 7 loading spaces, and reallocate any unused space to other modes or uses.
 Carpool Passengers	ON-MIL-ERGO-05	Consider implementing the modified reserved and carpool parking programs on up to 75% of total spaces.
 Drive & Park	ON-MIL-ERGO-06	Seek opportunities to enable the reconfiguration of on-site traffic circulation from Rathburn Rd. W to increase safety for vehicles and buses entering the station and parking structure, and all pedestrians and cyclists using this road.









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Cooksville GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Interchange (Transit 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	3,800
Daily Riders' Destination Station		250	400
Daily Total Footfall (Boardings + Alightings)		5,700	7,900



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: dedicated pedestrian platform access point - South: multi-use path, pedestrian plaza	- (Dependent) North: additional pedestrian platform connections
Bus Facilities	Total: 10 bus bays - South: (2 GO, 1 MiWay, 7 unassigned)	Total: 10 bus bays - South: bus bays (2 GO, 4 MiWay, 3 unassigned), layover (1 MiWay)
Bike Parking	Total: 96 spaces - South: 48 secure, 48 covered	Total: 128 spaces - South: 48 secure, 80 covered
Pick-up/Drop-off Facilities	Total: 65 spaces - South: 60 waiting, 5 loading	No facility expansion recommended at this time
Vehicular Parking	Total: 2,161 spaces - South: 261 surface - South: 1,900 structure	Total: 1,756-2,161 spaces - Surplus of 405 spaces - Up to 47% carpool/reserved parking

Cooksville GO

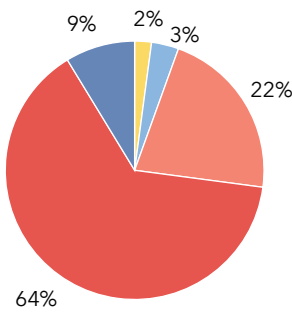
Station Access Mode	ID	Required Improvements
 Walking	ON-MIL-CKGO-01	Dependent on a northern track being installed, find a solution to maintain the existing pedestrian access connection from Hurontario St. and allow for direct platform access from areas north of the corridor.
 Local Transit	ON-MIL-CKGO-02	Provide priority access to bus and PUDO customers on the station site via priority access routes.
	ON-MIL-CKGO-03	Consider providing electric vehicle bus charging facilities within the bus loop to support the future MiWay Transit bus fleet.
 Cycling	ON-MIL-CKGO-04	Add an additional 32-space bike shelter in the station plaza area.
 Pick-up/ Drop-off	ON-MIL-CKGO-05	Dependent on two-way, all-day service being confirmed for the Milton Corridor, reconfigure the PUDO facility to a high ridership style with 42 waiting and 6 loading spaces and reallocate any unused space to other modes or uses.
 Carpool Passengers	ON-MIL-CKGO-06	Consider implementing the modified reserved and carpool parking programs on up to 47% of total spaces.
 Drive & Park	ON-MIL-CKGO-07	As part of any future site redevelopment, facility upgrades, lease expiry, or other works, total supply may be decreased by up to 405 spaces.



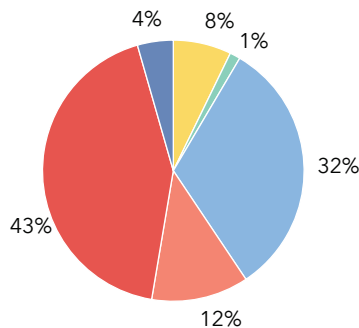
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Dixie GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Manage	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,175	825
Daily Riders' Destination Station		125	325
Daily Total Footfall (Boardings + Alightings)		2,350	2,200

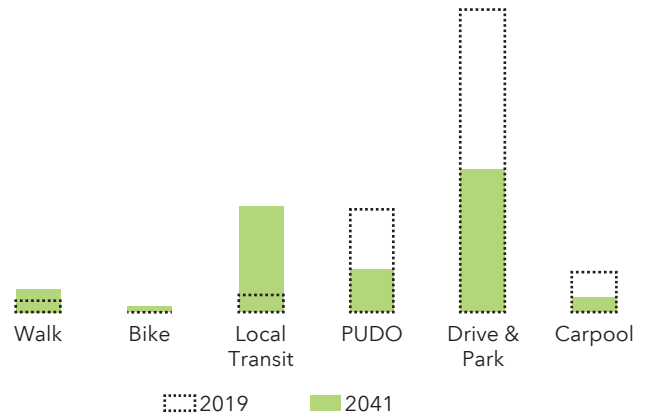
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- Northwest: dedicated pedestrian walkways	- Northwest: upgraded pedestrian walkway and multi-use path
Bus Facilities	Total: 2 bus bays - Northeast: bus bays (2 GO)	Total: 3 bus bays - Northeast: bus bays (1 GO, 2 MiWay)
Bike Parking	Total: 32 spaces - Northeast: 32 covered	Total: 80 spaces - Northeast: 32 secure, 32 covered - Northwest: 16 covered
Pick-up/Drop-off Facilities	Total: 42 spaces - North: 34 waiting, 8 loading spaces	Total: 33 spaces - North: 24 waiting, 9 loading (high ridership)
Vehicular Parking	Total: 933 spaces - North: 933 surface	Total: 733-933 spaces - (Dependent) Surplus of 200 spaces - Up to 80% carpool/reserved parking

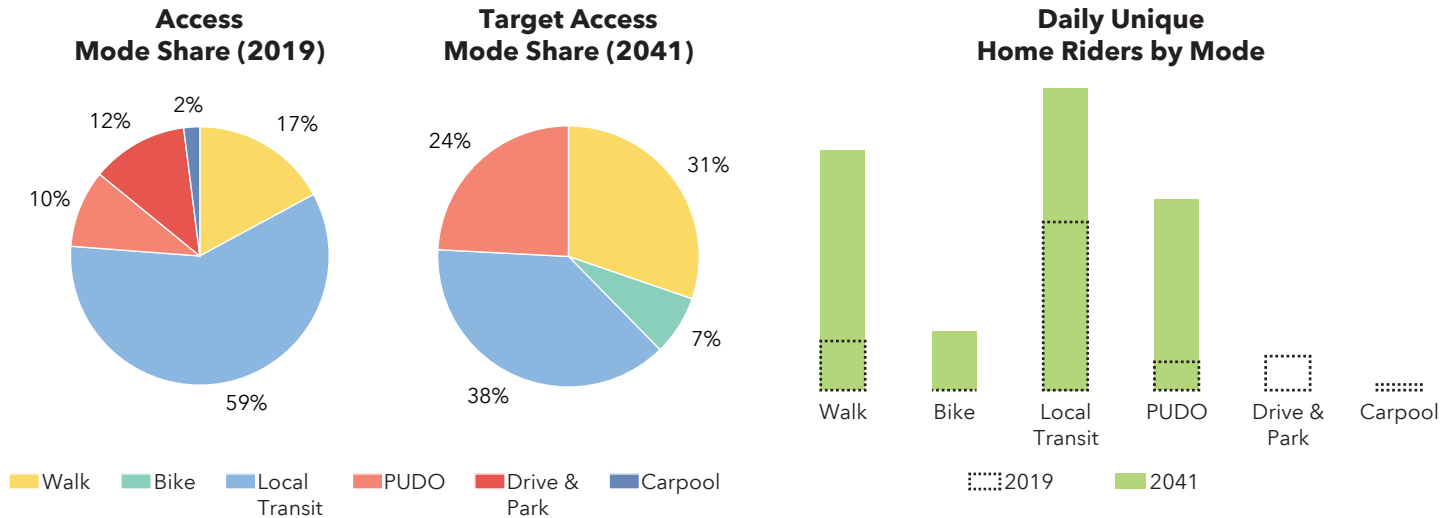
Dixie GO

Station Access Mode	ID	Required Improvements
 Walking	ON-MIL-DXGO-01	Rehabilitate the walkway and multi-use path, including curb cuts, that connect the station building area to the western access service road.
 Local Transit	ON-MIL-DXGO-02	Provide a transit priority lane on the existing entry/exit road to allow buses to bypass vehicular traffic and improve transit connections.
 Cycling	ON-MIL-DXGO-04	Install a 32-space secure bike room adjacent to a station entrance and on-site cycling connections.
 Pick-up/ Drop-off	ON-MIL-DXGO-06	Dependent on two-way all day service being confirmed for the Milton Corridor, reconfigure the PUDO facility to a high ridership style with 24 waiting and 9 loading spaces, and reallocate any unused space to other modes or uses.
 Carpool Passengers	ON-MIL-DXGO-07	Consider implementing the modified reserved and carpool parking programs on up to 77% of total spaces.
 Drive & Park	ON-MIL-DXGO-08	As part of any future site redevelopment, upgrades or other works, total supply may be decreased by 200 spaces.









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Kipling GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Interchange (Active Priority)	Station Service Model	B - Limited Service
Parking Typology (2041)	No Parking	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		675	1,875
Daily Riders' Destination Station		725	3,150
Daily Total Footfall (Boardings + Alightings)		2,450	9,450



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: dedicated pedestrian walkways and plaza	No facility expansion recommended at this time
Bus Facilities	Total: 14 bus bays - North: bus bays (1 GO, 9 MiWay, 3 unassigned)	Total: 16 bus bays and 6 layovers North: bus bays (4 GO, 12 MiWay), layovers (6 MiWay)
Bike Parking	Total: 90 spaces - North: 24 lockers, 42 covered and 24 uncovered spaces (City of Toronto)	Total: 130 spaces - North: 32 secure, 42 covered, 1 bikeshare station - South: 32 covered
Pick-up/ Drop-off Facilities	Total: 66 spaces - 63 waiting, 3 loading spaces (City of Toronto)	No facility expansion recommended at this time
Vehicular Parking	No dedicated Metrolinx facility currently provided	No facility expansion recommended at this time

Kipling GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-MIL-KPGO-01	Consider opportunities to expand bus bay capacity to 16 bays and 6 layover spaces either at the bus terminal or other locations on the station site.
 Cycling	ON-MIL-KPGO-02	Work with TPA and TTC to explore the installation of a 32-space covered bike shelter adjacent to the station tunnel entrance on the southern city-owned parking lot.
	ON-MIL-KPGO-03	Dependent on demand, install a 32-space bike parking shelter in the north station plaza area.
 Pick-up/ Drop-off	N/A	No facility expansion recommended at this time.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.