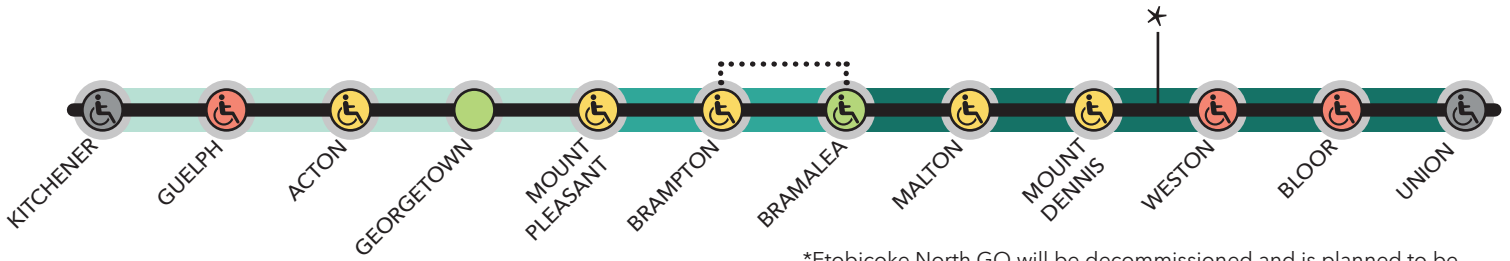


Kitchener Line



*Etobicoke North GO will be decommissioned and is planned to be replaced by a future GO Station along the Kitchener corridor. As such, no station access recommendations were identified.

LEGEND

Existing barrier-free path of travel

Average parking utilization (pre-COVID-19 pandemic)

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

Couplet stations

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

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

Planned two-way all-day peak service frequency

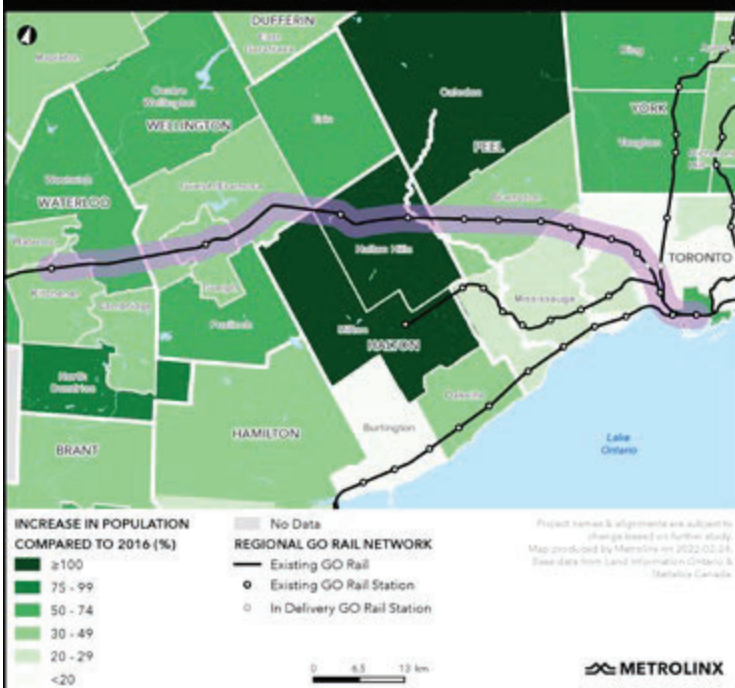
Kitchener GO Rail Service Expansion PDBC (March 2021)

- 60-min
- 30-min
- 15-min

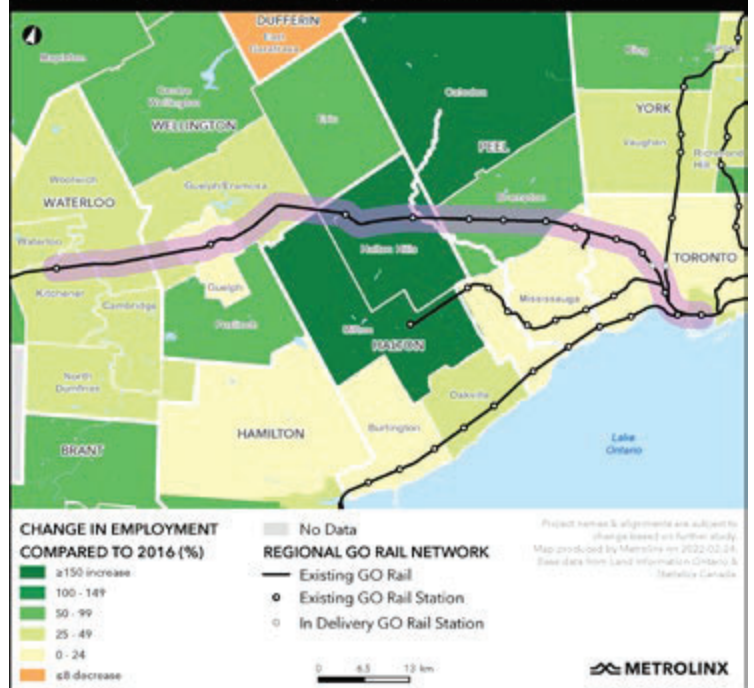
Corridor Context

- The Town of Halton Hills is expected to experience significant population and employment growth by 2041.
- The corridor is planned for 15-minute, all-day, two-way service between Union Station and Bramalea GO.
- Customers will increasingly access stations by active transportation (walk/cycle) and local transit modes in comparison to automobile.
- Couplet stations: Infrastructure requirements may be balanced between Brampton GO and Bramalea GO due to their proximity to one another and overlapping station catchment areas. If a new station at Breslau is confirmed, consider it as a couplet to Kitchener GO for parking and PUDO provision.
- Some municipalities along this corridor perceive a potential for attracting employers in the technology sector due to connectivity with the universities of Waterloo and Guelph, as well as the City of Toronto.

2016 Compared to 2041 Population Forecast - Kitchener



2016 Compared to 2041 Employment Forecast - Kitchener

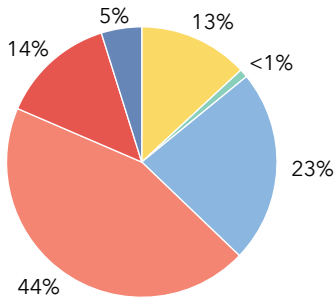




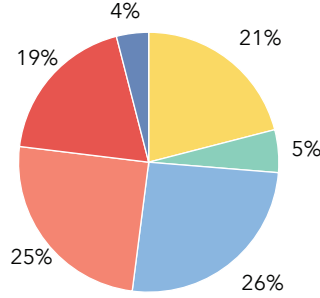
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Kitchener GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Base)
Station Access Type (2041)	Interchange (Transit Priority)	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	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

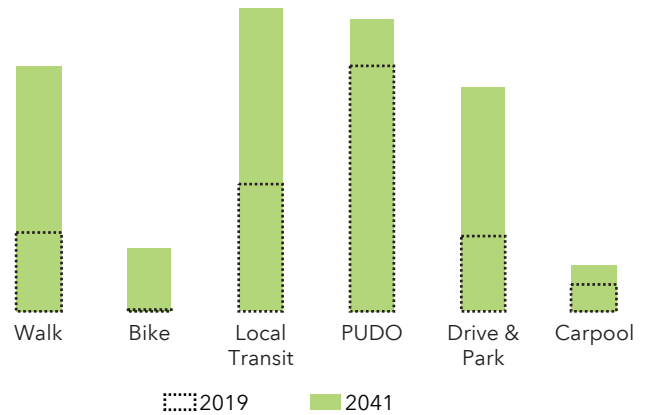
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

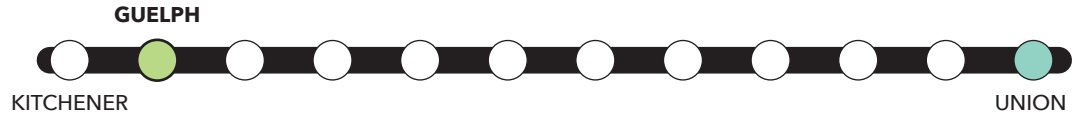


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- East and West: 2 accessible pedestrian tunnels providing north-south connection
Bus Facilities	Total: 1 bus bays - South: bus bays (1 GO)	Total: 4 bus bays and 2 layovers - (Off-site) South: bus bays (4 GO), layovers (2 GO)
Bike Parking	Total: 13 spaces - South: 13 covered	Total: 32 spaces - North: 32 covered spaces (off-site)
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 28 waiting and 7 loading - (Off-site) South: 28 waiting, 7 loading (peak/ferry)
Vehicular Parking	No dedicated facility is currently provided	No facility expansion recommended at this time at this time

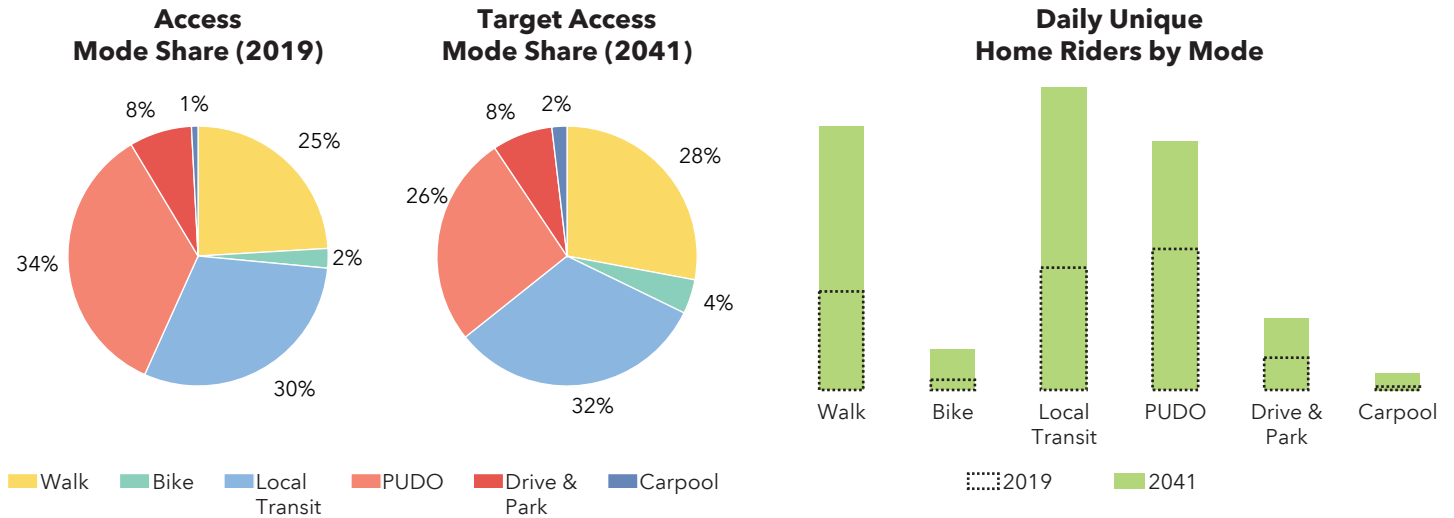
Kitchener GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-KITC-01	Two pedestrian tunnels are proposed as part of the relocation of the Kitchener GO station and connectivity with the new King-Victoria Transit Hub. These tunnels provide accessible north-south connection from Breithaupt St. to Victoria St. with a main entrance to the GO Rail station adjacent to Waterloo St. and a secondary entrance on Duke St.
 Local Transit	ON-KIT-KITC-02	The Region of Waterloo is providing bus bays and layover spaces as part of the King-Victoria Transit Hub. Phase 1 includes 3 bays and 2 layover spaces for GO Bus.
 Cycling	ON-KIT-KITC-03	The Region of Waterloo is providing bicycle parking as part of the King-Victoria Transit Hub. Ensure this facility is located close to the station entrance.
 Pick-up/ Drop-off	ON-KIT-KITC-04	The Region of Waterloo is providing the PUDO facility as part of the King- Victoria Transit Hub. Due to site constraints, identify if PUDO supply requires additional site to meet demand.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time. The Region of Waterloo is providing off-site parking as part of the King-Victoria Transit Hub.









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Guelph GO			
Station Classification			
Station Access Type (2019)	Transit Priority	Station Categorization Framework	Interchange (Base)
Station Access Type (2041)	Active Priority	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		250	575
Daily Riders' Destination Station		75	625
Daily Total Footfall (Boardings + Alightings)		600	2,250



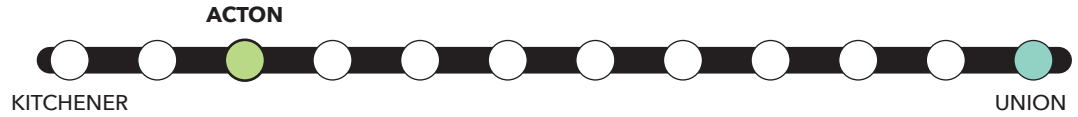
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended at this time
Bus Facilities	Total: 22 bus bays - North: bus bays (2 GO, 14 Guelph Transit, 5 unassigned)	No facility expansion recommended at this time
Bike Parking	Total: 32 spaces - South: 12 open - North: 16 covered	Total: 88 spaces - South: 32 secure, 32 covered - North: 32 covered
Pick-up/ Drop-off Facilities	Total: 30 spaces - South: 16 waiting, 4 loading - North: 5 waiting, 5 loading	Total: 48 spaces - South: 26 waiting, 6 loading (peak/ferry) - North: 11 waiting, 5 loading (urban)
Vehicular Parking	Total: 18 spaces - South: 18 surface	Total: 70 spaces - Add 52 spaces - Up to 17% carpool/reserved parking

Guelph GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-KIT-GUEP-01	Convert existing open rack on the south site into a 32-space covered shelter.
	ON-KIT-GUEP-02	Convert existing shelter adjacent to the north station building into a 32-space covered shelter.
	ON-KIT-GUEP-03	Install a 32-space secure bike parking facility within the PUDO area on the south GO station site.
	ON-KIT-GUEP-04	Install bicycle trough at the 100 Steps bridge, complementing the work provided by the City of Guelph.
 Pick-up/ Drop-off	ON-KIT-GUEP-05	Expand the south PUDO to facility equivalent to 26 waiting and 6 loading spaces (peak/ferry).
	ON-KIT-GUEP-06	Expand the north PUDO to facility equivalent to 11 waiting and 5 loading spaces (peak/ferry).
 Carpool Passengers	ON-KIT-GUEP-07	Implement reserved and carpool parking programs on up to 17% of total spaces.
 Drive & Park	ON-KIT-GUEP-08	Add 52 parking spaces and evaluate impacts of PUDO expansion to existing parking supply. Consider exploring off-site shared parking alternatives with the City of Guelph.

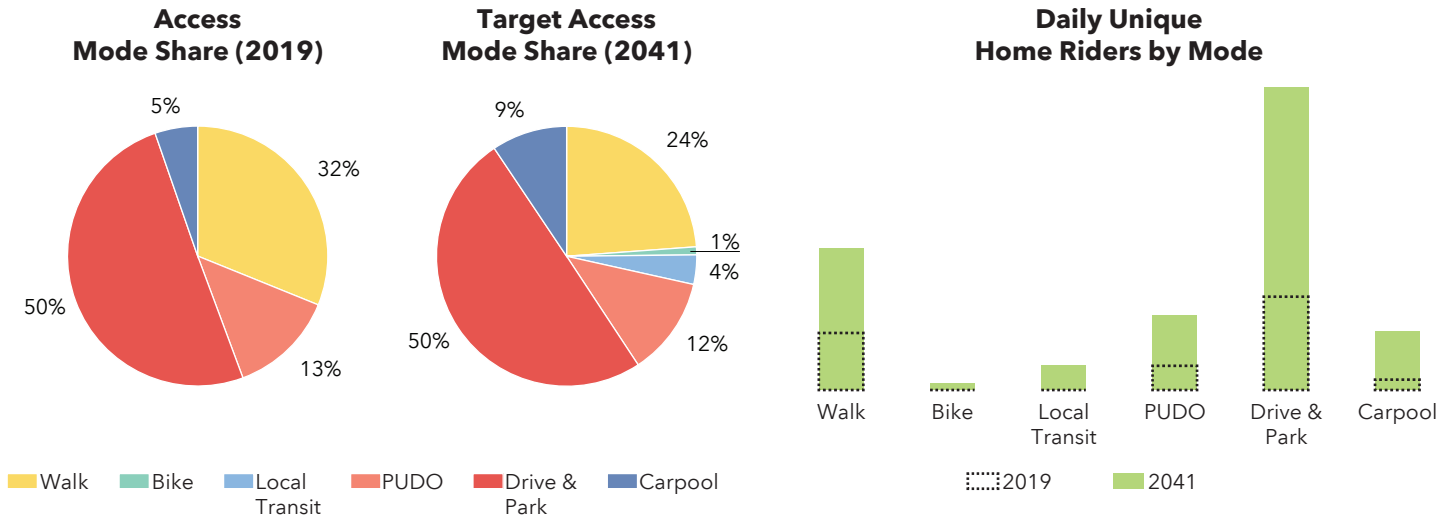
Kitchener Line

Halton Region
Town of Halton Hills









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Acton GO			
Station Classification			
Station Access Type (2019)	Active Priority	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		100	325
Daily Riders' Destination Station		25	25
Daily Total Footfall (Boardings + Alightings)		250	675



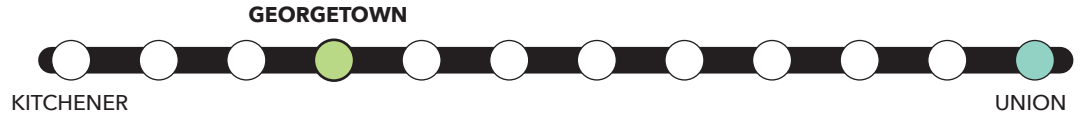
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	South: multi-use path from Eastern Ave.
Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays - 2 bus bays (1 GO, 1 Halton Hills/paratransit)
Bike Parking	Total: 16 spaces - South: 16 covered	Total: 32 spaces - South: 32 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 20 spaces - South: 16 waiting, 4 loading (peak/ferry)
Vehicular Parking	Total: 44 spaces - South: 44 surface	Total: 150 spaces - Add 106 spaces - Up to 30% carpool/reserved parking

Acton GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-ATGO-01	Implement a multi-use path from Eastern Ave. to the southern station entrance.
 Local Transit	ON-KIT-ATGO-02	Implement bus bays to meet GO service needs potentially co-located with a future facility to meet local transit needs. Work with the Town of Halton Hills to confirm requirements, including paratransit needs.
 Cycling	ON-KIT-ATGO-03	Add 16-space covered bike parking adjacent to the south station entrance for a total of 32 covered bicycle parking.
 Pick-up/ Drop-off	ON-KIT-ATGO-04	Provide a PUDO facility equivalent to a peak/ferry configuration with 16 waiting and 4 loading spaces.
 Carpool Passengers	ON-KIT-ATGO-05	Implement modified reserved and carpool parking programs on up to 30% of total spaces.
 Drive & Park	ON-KIT-ATGO-06	Expand parking supply for a total of 150 spaces.
	ON-KIT-ATGO-07	Expand parking supply to a total of 190 parking spaces.

Kitchener Line

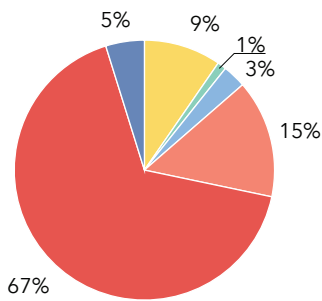
Halton Region
Town of Halton Hills



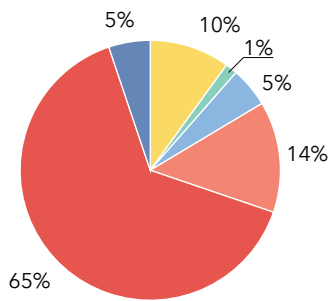
Links: [table of contents](#) | [off-site table](#)

Georgetown 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		575	775
Daily Riders' Destination Station		125	100
Daily Total Footfall (Boardings + Alightings)		1,200	1,625

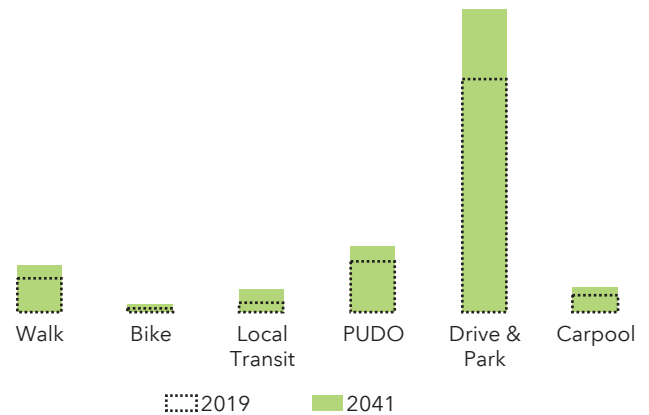
Access Mode Share (2019)



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	- Accessible pedestrian tunnel - South: dedicated pedestrian connections - North: dedicated pedestrian connections
Bus Facilities	Total: 1 bus bay - North: bus bay (1 GO)	Total: 2 bus bays - North: bus bays (1 GO, 1 Halton Hills)
Bike Parking	Total: 64 spaces - North: 32 covered - South: 32 covered	No facility expansion recommended at this time
Pick-up/ Drop-off Facilities	Total: 23 spaces - South: 20 waiting, 3 loading (peak/ferry)	Total: 28 spaces - South: 20 waiting, 3 loading (peak/ferry) - North: 5 waiting (urban)
Vehicular Parking	Total: 651 spaces	Total: 850 spaces - Add 199 surface - Up to 17% carpool/reserved

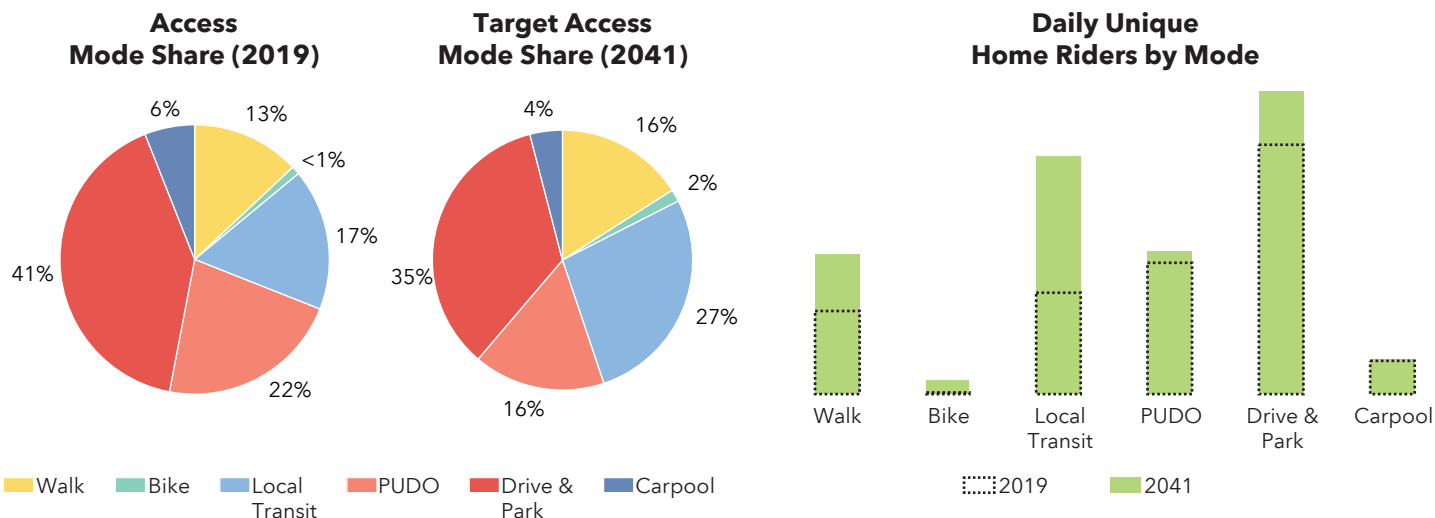
Georgetown GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-GEGO-01	Provide an accessible pedestrian tunnel connecting both platforms.
	ON-KIT-GEGO-02	Identify and implement pedestrian facilities to connect the tunnel entrances (and potential new bus bay location) with adjacent public roads at both the north and south side of the station.
 Local Transit	ON-KIT-GEGO-03	Provide a total of two bus bays to accommodate local transit service after confirming with Halton Hills on local transit requirements.
	ON-KIT-GEGO-04	With the implementation of an accessible pedestrian tunnel, relocate the existing bus bay to the south side of the station.
 Cycling	N/A	No facility expansion recommended at this time.
 Pick-up/ Drop-off	ON-KIT-GEGO-05	Implement an urban style PUDO facility on the north side of the station. If 30-minute all-day, two-way service is confirmed, review PUDO requirements.
 Carpool Passengers	ON-KIT-GEGO-06	Implement modified reserved and carpool parking programs on up to 17% of total spaces.
 Drive & Park	ON-KIT-GEGO-07	Explore options to provide an additional 199 parking spaces on the north station site. Review parking requirements when train service pattern is confirmed.









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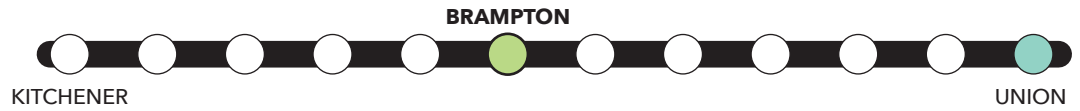
Mount Pleasant GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		3,375	4,875
Daily Riders' Destination Station		550	925
Daily Total Footfall (Boardings + Alightings)		6,725	10,400



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: 18 bus bays - North: bus bays (9 Brampton Transit) - South: bus bays (2 GO, 6 Brampton Transit), 2 layovers (2 Brampton Transit)	Total: 21 bus bays and 2 layovers - North: bus bays (9 Brampton Transit) - South: bus bays (2 GO, 10 Brampton Transit), layovers (2 Brampton Transit)
Bike Parking	Total: 80 spaces - North: 16 covered - South: 64 covered	Total: 224 spaces - North: 80 covered - South: 112 covered, 32 secure
Pick-up/Drop-off Facilities	Total: 80 waiting and 26 loading - North: 6 loading (urban) - Northeast: 10 waiting, 9 loading (peak/ferry) - Southeast: 24 waiting, 4 loading (peak/ferry) - Southwest: 46 waiting, 7 loading (peak/ferry)	No facility expansion recommended at this time
Vehicular Parking	Total: 1,497 spaces - North: 222 surface - South: 1,265 surface	Total: 1,650 spaces - Add 153 spaces - Up to 19% carpool/reserved parking

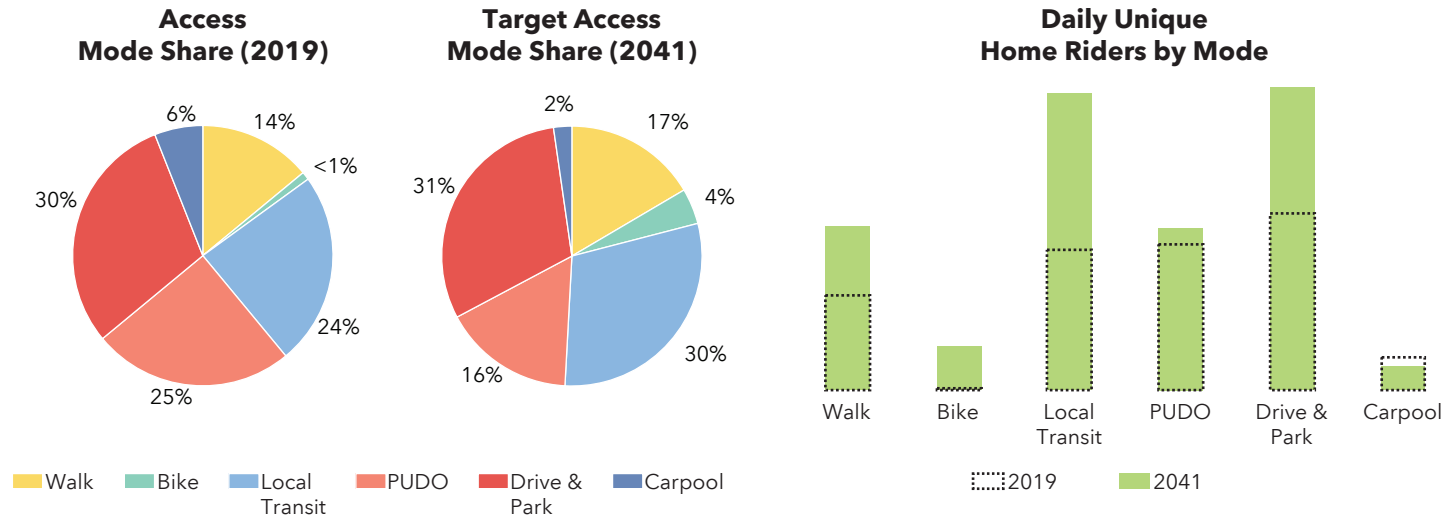
Mount Pleasant GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-KIT-MPGO-01	Expand bus facility to accommodate requirements for local transit service.
	ON-KIT-MPGO-02	Consider expanding electric vehicle bus charging facilities to support the future Brampton Transit bus fleet.
 Cycling	ON-KIT-MPGO-03	Increase covered bicycle parking supply by 64 spaces on north and 48 spaces on south.
	ON-KIT-MPGO-04	Install 32-space secured bicycle parking on south.
 Pick-up/ Drop-off	ON-KIT-MPGO-05	Reconfigure southwest PUDO to increase access priority by closing off entrance to the western parking lot with a raised multi-use path.
 Carpool Passengers	ON-KIT-MPGO-06	Implement modified reserved and carpool parking on up to 19% of total spaces.
 Drive & Park	ON-KIT-MPGO-07	Increase parking supply via surface parking, preferably adjacent to the south parking lot.









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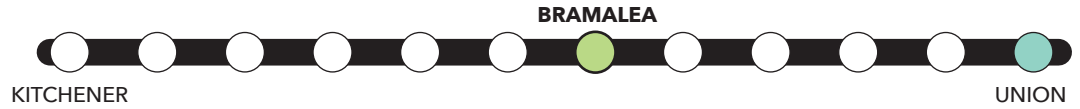
Brampton GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,350	3,925
Daily Riders' Destination Station		525	1,175
Daily Total Footfall (Boardings + Alightings)		4,975	9,250



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: pedestrian pathways and multi-use path
Bus Facilities	Total: 3 bus bays - South: bus bays (3 GO) (off-site)	No facility expansion recommended at this time
Bike Parking	Total: 64 spaces - North: 64 covered	Total: 144 spaces - North: 64 covered - North: 48 secure - South: 32 covered
Pick-up/ Drop-off Facilities	Total: 32 spaces - North: 28 waiting, 4 loading (peak/ferry)	Total: 58 spaces - North: 34 waiting, 12 loading (high ridership) - (Off-site) South: 12 on-street waiting spaces (urban)
Vehicular Parking	Total: 1,122 spaces - North: 695 surface - Southwest: 152 surface - South: 275 surface	No facility expansion recommended at this time - Up to 40% carpool/reserved parking

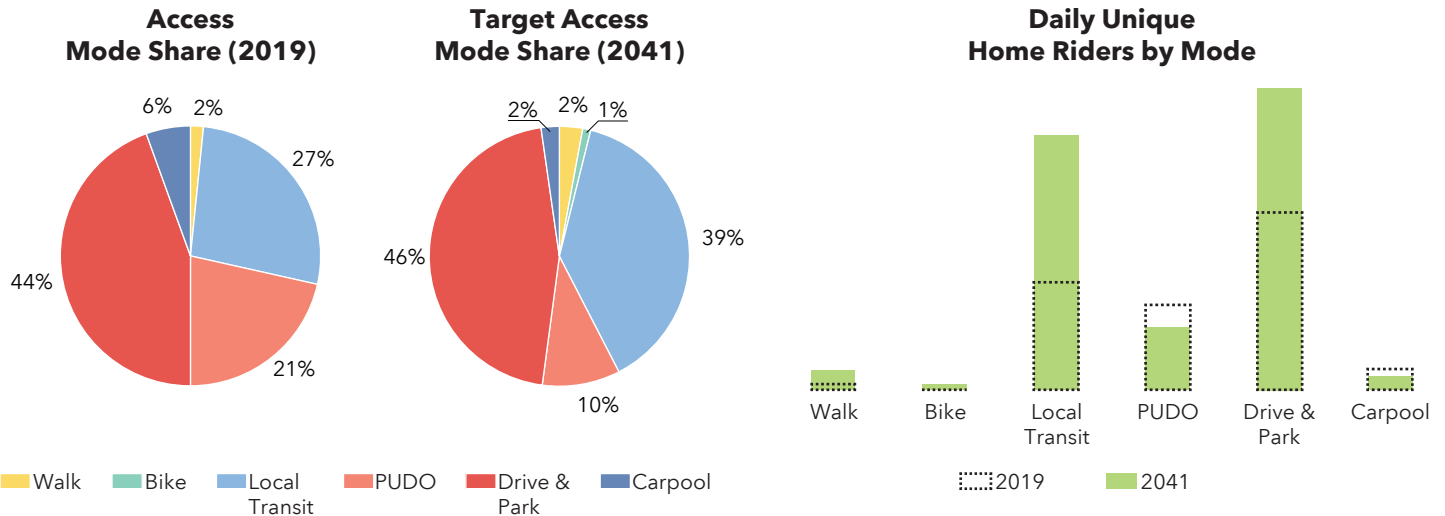
Brampton GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-BRGO-01	Improve on-site pedestrian and cycling crossings and define a multi-use path from the northwest station entrance to existing sidewalks and potential cycling infrastructure on Church St.
 Local Transit	ON-KIT-BRGO-02	Work with the City of Brampton and Brampton Transit in the delivery of the proposed Downtown Transit Hub. New bus facilities should allow for service increases and route modification.
	ON-KIT-BRGO-03	Current GO Bus demand is 3 bays. If improvements to the GO Bus network are in place, review bus bay requirements and coordinate with the Brampton Transit Hub project team.
	ON-KIT-BRGO-04	Depending on advancement of the Brampton Queen St.-Hwy. 7 BRT, work with the project team on the options for integration between the rapid transit corridor, the Brampton GO Rail station, and the Downtown Transit Hub.
 Cycling	ON-KIT-BRGO-05	Install 48 secure bike parking spaces adjacent to the north station entrance.
	ON-KIT-BRGO-06	Install 32 covered bike parking spaces adjacent to the southwest station entrance along Railroad St. near Mill St.
 Pick-up/ Drop-off	ON-KIT-BRGO-07	Implement dedicated access from PUDO to Church St.
	ON-KIT-BRGO-08	Increase capacity of the north PUDO by reconfiguring it to a high ridership layout (34 waiting and 12 loading spaces).
	ON-KIT-BRGO-09	Work with the City of Brampton on the Railroad St. reconfiguration project.
 Carpool Passengers	ON-KIT-BRGO-10	Consider implementing the modified reserved and carpool parking on up to 40% of total spaces.
 Drive & Park	ON-KIT-BRGO-11	No facility expansion recommended at this time. If two-way, all-day service is confirmed for this station, parking typology, and requirements should be reviewed.









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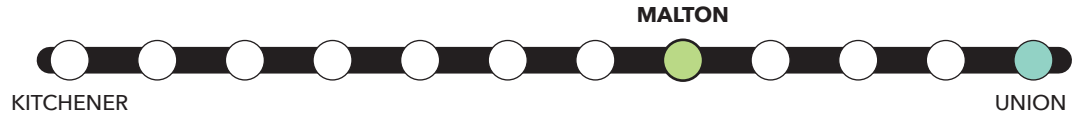
Bramalea GO			
Station Classification			
Station Access Type (2019)	Transit Priority	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Transit Priority	Station Service Model	A - Full Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,850	4,675
Daily Riders' Destination Station		750	3,150
Daily Total Footfall (Boardings + Alightings)		6,175	13,875



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- South: multi-use path
Bus Facilities	Total: 14 bus bays - North: bus bays (8 GO, 6 Brampton), layovers (5 unassigned)	Total: 15 bus bays and 5 layovers - North: bus bays (7 GO, 8 Brampton), layovers (3 GO, 2 Brampton)
Bike Parking	Total: 32 spaces - North: 32 covered - South: 8 covered	Total: 48 spaces - North: 32 covered - South: 16 covered
Pick-up/ Drop-off Facilities	Total: 94 spaces - North: 51 waiting and 5 loading (peak/ ferry configuration) - South: 32 waiting and 6 loading (peak/ ferry configuration)	Total: 54 spaces - North: 25 waiting and 4 loading (high ridership configuration) - South: 21 waiting and 4 loading (high ridership configuration)
Vehicular Parking	Total: 4,228 spaces - North: 2,059 structured and 1,300 surface - South: 869 surface	Total: 3,100-4,228 spaces - Surplus of 1,128 spaces - Up to 36% carpool/reserved parking

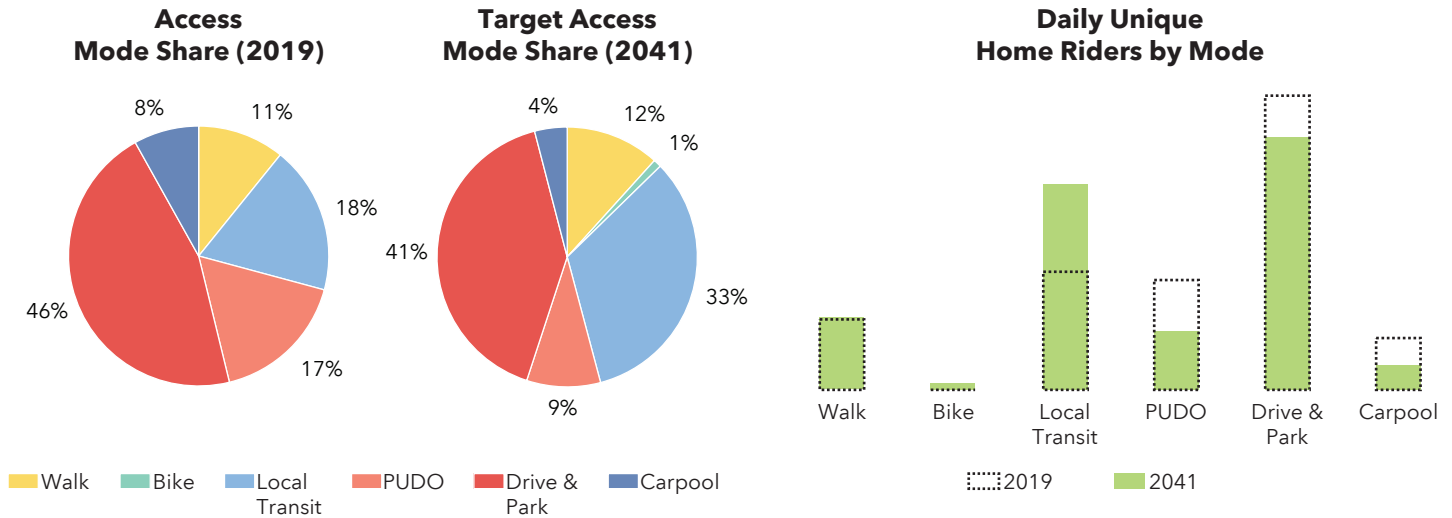
Bramalea GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-BLGO-01	Provide multi-use path from the south station entrance to Alfred Kuehne Blvd. (off-site) and connect to the municipal sidewalk.
 Local Transit	ON-KIT-BLGO-02	Confirm bus bay requirements and identify alternatives to accommodate additional demand.
 Cycling	ON-KIT-BLGO-03	Improve wayfinding for clarity of cycling routes in the site.
	ON-KIT-BLGO-04	Install a 16-space covered bike parking facility on the south side of the rail corridor in close proximity to the main station building and multi-use path connection.
 Pick-up/ Drop-off	ON-KIT-BLGO-05	Consider modifying into high ridership configuration and reducing number of spaces.
 Carpool Passengers	ON-KIT-BLGO-06	Consider implementing the modified reserved and carpool parking on up to 36% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time. Identify changes on Brampton GO station parking demand and implications for Bramalea's parking occupancy.









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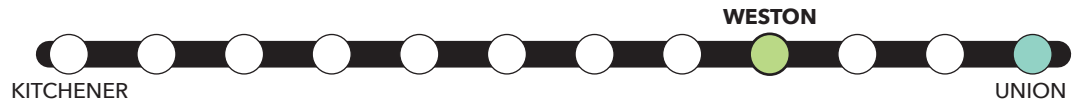
Malton GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,250	1,200
Daily Riders' Destination Station		275	850
Daily Total Footfall (Boardings + Alightings)		2,575	3,625



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- West: multi-use path
Bus Facilities	Total: 1 bus bay - North: 1 bus bay	Total: 8 bus bays and 1 layover - North: bus bays (2 MiWay, 6 Brampton Transit), layover (1 Brampton Transit)
Bike Parking	Total: 64 spaces - North: 32 covered	No facility expansion recommended at this time
Pick-up/ Drop-off Facilities	Total: 29 spaces - North: 24 waiting spaces and 5 loading (peak/ferry)	No facility expansion recommended at this time
Vehicular Parking	Total: 698 spaces - North: 698 surface	Total: 698 spaces - No facility expansion recommended at this time - Up to 15% carpool/reserved parking

Malton GO

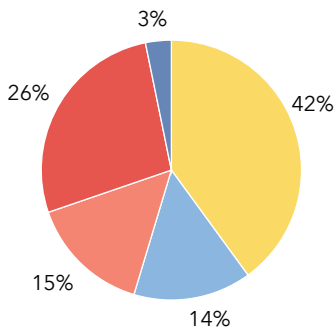
Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-MTGO-01	Develop a multi-use path along the western edge of access road for direct connection with the station building.
 Local Transit	ON-KIT-MTGO-02	Explore on-site options to expand bus facilities at the station. If this is not feasible, 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. If expanding the bus facility, consider providing electric vehicle bus charging to support the future MiWay bus fleet.
	ON-KIT-MTGO-03	Implement transit priority lanes to improve access to the bus loop and reduce diversion times.
 Cycling	N/A	No facility expansion recommended at this time.
 Pick-up/ Drop-off	ON-KIT-MTGO-04	Improve vehicular access to/from PUDO, minimizing conflicts with other movements.
 Carpool Passengers	ON-KIT-MTGO-05	Consider implementing the modified reserved and carpool parking on up to 15% of total spaces
 Drive & Park	ON-KIT-MTGO-06	No facility expansion recommended at this time. If transit facility is not implemented and parking utilization is high, consider alternative parking solutions (i.e., shared parking with the International Centre or modular parking) to reallocate 400 parking spaces towards south of the GO station and north of Hull St.



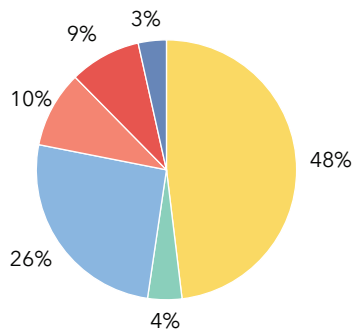
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Weston GO			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		450	3,575
Daily Riders' Destination Station		125	1,550
Daily Total Footfall (Boardings + Alightings)		975	9,000

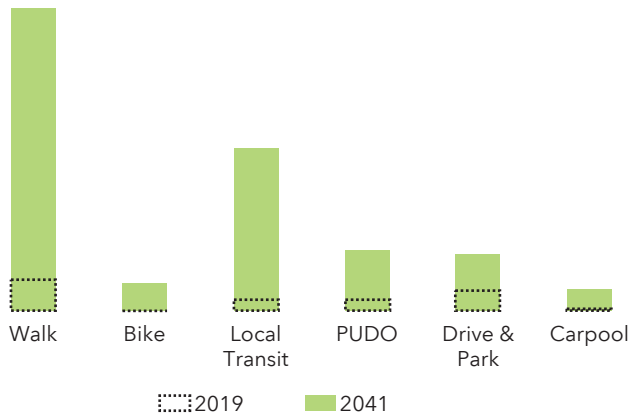
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- South: pedestrian pathways	No facility expansion recommended at this time
Bus Facilities	No dedicated facility is currently provided	No facility expansion recommended at this time
Bike Parking	Total: 32 spaces - North: 32 covered	Total: 144 spaces - North: 64 covered - South: 32 covered - South: 48 secure
Pick-up/ Drop-off Facilities	Total: 6 spaces - South: 6 loading (strip configuration)	Total: 18 spaces - 14 waiting, 4 loading (peak/ferry)
Vehicular Parking	Total: 325 spaces - North: 130 surface, 68 leased - South: 127 surface	No facility expansion recommended at this time - Up to 85% carpool/reserved parking

Weston GO

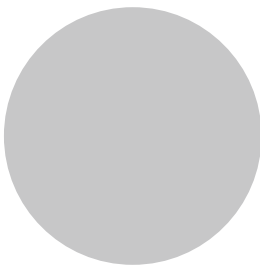
Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-KIT-WSGO-01	Install 64 covered bike parking spaces on the north side of the rail corridor and 32 covered bike parking south of the rail corridor.
	ON-KIT-WSGO-02	Install 48 secure bike parking spaces south of the rail corridor.
	ON-KIT-WSGO-03	A 16-space secure bike parking room in the North lot to the west of the station building and south of the existing covered bike parking is currently being delivered.
 Pick-up/ Drop-off	ON-KIT-WSGO-04	Reconfigure south-west PUDO into a PUDO facility equivalent to a peak/ferry configuration with 14 waiting and 4 loading spaces.
 Carpool Passengers	ON-KIT-WSGO-05	Implement modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-KIT-WSGO-06	Work with UP Express to explore opportunities to deliver customized parking management solutions to support evening and weekend use for special event and airport users.
	ON-KIT-WSGO-07	No facility expansion recommended at this time. Explore parking alternatives to allocate supply affected if leasing is not renewed.



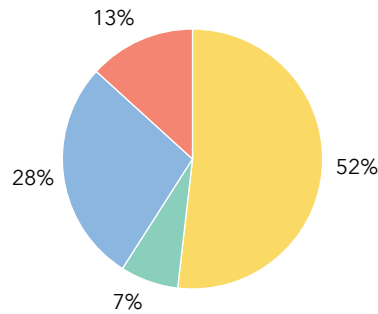
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Mount Dennis GO			
Station Classification			
Station Access Type (2019)	N/A	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	New Station	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	2,050
Daily Riders' Destination Station		N/A	3,425
Daily Total Footfall (Boardings + Alightings)		N/A	9,525

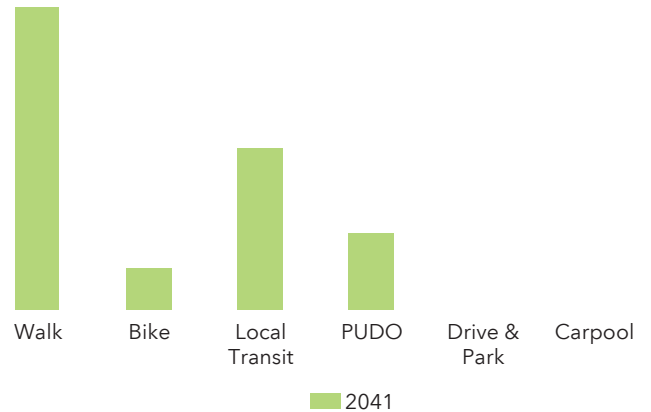
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Pedestrian connectivity with employment areas adjacent to the station
Bus Facilities	No dedicated facility is currently provided	Total: 15 bus bays - Northeast: 15 bus bays (15 TTC)
Bike Parking	No dedicated facility is currently provided	Total: 128 spaces - 80 secure, 48 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 33 spaces - East: 29 waiting and 4 loading (peak/ferry)
Vehicular Parking	No dedicated facility is currently provided	No facility expansion recommended at this time

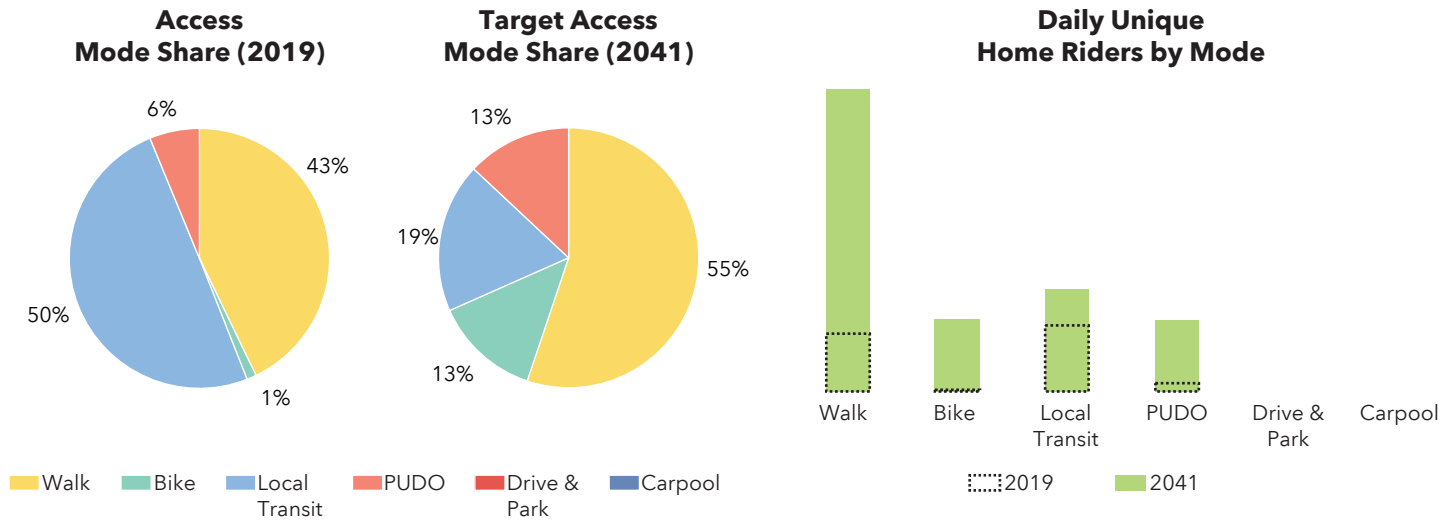
Mount Dennis GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-MDGO-01	Identify opportunities to implement pedestrian connections to employment areas north of the LRT station.
 Local Transit	ON-KIT-MDGO-02	As part of the Eglinton Crosstown LRT project, an integrated Crosstown LRT, GO, and UP Express station is currently under development.
 Cycling	ON-KIT-MDGO-04	As part of the Eglinton Crosstown LRT project, a secure bike room is being integrated into the station entrance building.
 Pick-up/ Drop-off	ON-KIT-MDGO-06	As part of the Eglinton Crosstown LRT project, a pick-up and drop-off facility is currently under development on the east side of the rail corridor with dedicated access to a private road connecting south to Eglinton Ave. No additional facility enhancements are recommended.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.









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Bloor 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		375	1,550
Daily Riders' Destination Station		375	3,025
Daily Total Footfall (Boardings + Alightings)		1,200	8,200



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Direct pedestrian connection between the GO Rail station and the TTC subway station
Bus Facilities	No dedicated facility is currently provided	No facility expansion recommended at this time
Bike Parking	Total: 32 spaces - East: 32 uncovered	Total: 208 spaces - West: 64 covered - East: 80 covered - East: 64 secure spaces
Pick-up/ Drop-off Facilities	Total: 5 spaces - West: 5 loading (strip configuration)	Total: 8 spaces - West: 6 waiting, 2 loading (strip configuration)
Vehicular Parking	No dedicated facility is currently provided	No facility expansion recommended at this time

Bloor GO

Station Access Mode	ID	Required Improvements
 Walking	ON-KIT-BOGO-01	Study the feasibility for a direct pedestrian connection between the GO Rail station and the TTC subway station.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-KIT-BOGO-02	Install 64 covered bike parking spaces on the west side of the rail corridor and 80 covered bike parking spaces on the east. As part of any future station improvement, convert open bike racks to covered bike parking.
	ON-KIT-BOGO-03	Install 64 new secure bike parking spaces on the east side of the rail corridor.
 Pick-up/ Drop-off	ON-KIT-BOGO-04	As part of the planned enhancements to the pick-up and drop-off area, consider widening the pedestrian waiting area and pathway to the north commercial plaza to reduce potential conflicts between pedestrians and vehicular traffic.
	ON-KIT-BOGO-05	As part of any future station improvement, expand the west strip PUDO facility to 6 waiting and 2 loading spaces. To account for the planned high-rise residential development along Dundas St. west of the GO station entrance, the pick-up and drop-off area entrance road is being expanded to provide enhanced visibility for drivers circling across the pick-up and drop-off area loop.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.