



GO Rail Station Access

February 2023

This version of GO Rail Station Access was released in February 2023.

Version	Date	Notes
1	September 2022	Approved by the Metrolinx Board of Directors as "The GO Rail Station Access Plan 2041 (SAP)"
2	February 2023	Renamed as "GO Rail Station Access"

Send your comments and questions by email to:
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Executive Summary

Purpose of GO Rail Station Access

GO Rail Station Access is a pillar of Metrolinx's GO Expansion Program, which is bringing faster all-day, two-way rail service to communities across the Greater Toronto and Hamilton Area (GTHA). GO Rail Station Access supports enhanced GO station access, improves options for customers, and increases the capacity of GO stations to accommodate ridership growth in a way that is sustainable and financially efficient to 2041.

GO ridership will double over the next two decades, even accounting for the long-term COVID-19 pandemic impacts of remote work.

In the past, Metrolinx accommodated ridership growth by increasing parking to almost 73,000 spaces in total at stations across the rail network. However, continued growth of parking at this rate is financially and environmentally unsustainable. As a result, Metrolinx needs to accommodate more customers by encouraging a major shift in modes of access and limited parking expansion.

Metrolinx's 2016 GO Rail Station Access Plan, built upon the foundations laid in the 2013 GO Transit Rail Station Access and Parking Strategy, emphasized that ridership growth could not

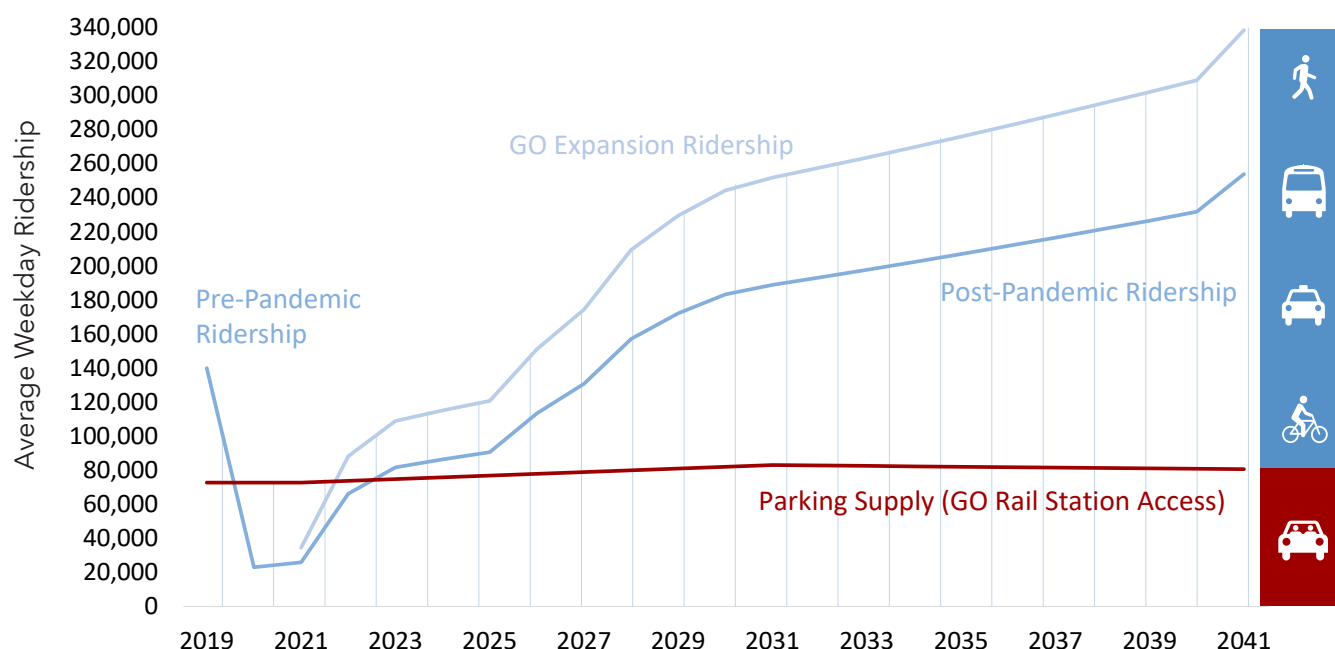


Figure 1 Existing and forecasted future GO Rail ridership accounting for short- and long-term COVID-19 impacts on regional travel.

Sources: 2017 and 2019 GO Rail Passenger Survey, Greater Golden Horseshoe Model, 2020 Statistics Canada Canadian Survey on Business Conditions, 2020 Toronto Regional Board of Trade Survey of Downtown Workers, 2018 GO Expansion Full Business Case, and 2022 Station Access Model.

continue to be accommodated with unlimited parking expansion, and that at the same time, increasing station access capacity was critical for managing ridership growth. It also identified distinct costs and benefits associated with different station access strategies. Metrolinx has also observed a distinct shift toward alternative modes of access across the network, such as walking (from 8.5% to 11%) and local transit (from 8.5% to 18%), and a reduction in the overall prevalence of drive-and-park (64% to 46%) since 2015.

Approach to Managing Growth

GO Rail Station Access maintains the incremental change approach introduced in the 2016 GO Rail Station Access Plan but extends the planning horizon to 2041 and incorporates updated provincial priorities, such as the Transit-Oriented Communities program and pandemic recovery measures to address impacts on regional travel patterns.

Station-Specific Requirements

GO Rail Station Access identifies station-specific requirements to guide investment in all existing and in-delivery (i.e. under construction) GO Rail stations. These requirements include Metrolinx-led improvements on GO station lands (to be implemented independently or in partnership with third parties), and municipal- or developer-led improvements around GO stations on their respective lands. Off-site opportunities are also identified through extensive consultation with municipalities and municipal service providers (MSPs), and reviews of municipal plans.

GO Rail Station Access also includes mode share targets for each station that contribute to mode-specific infrastructure recommendations and Metrolinx’s decision-making on access-related programs and investment.

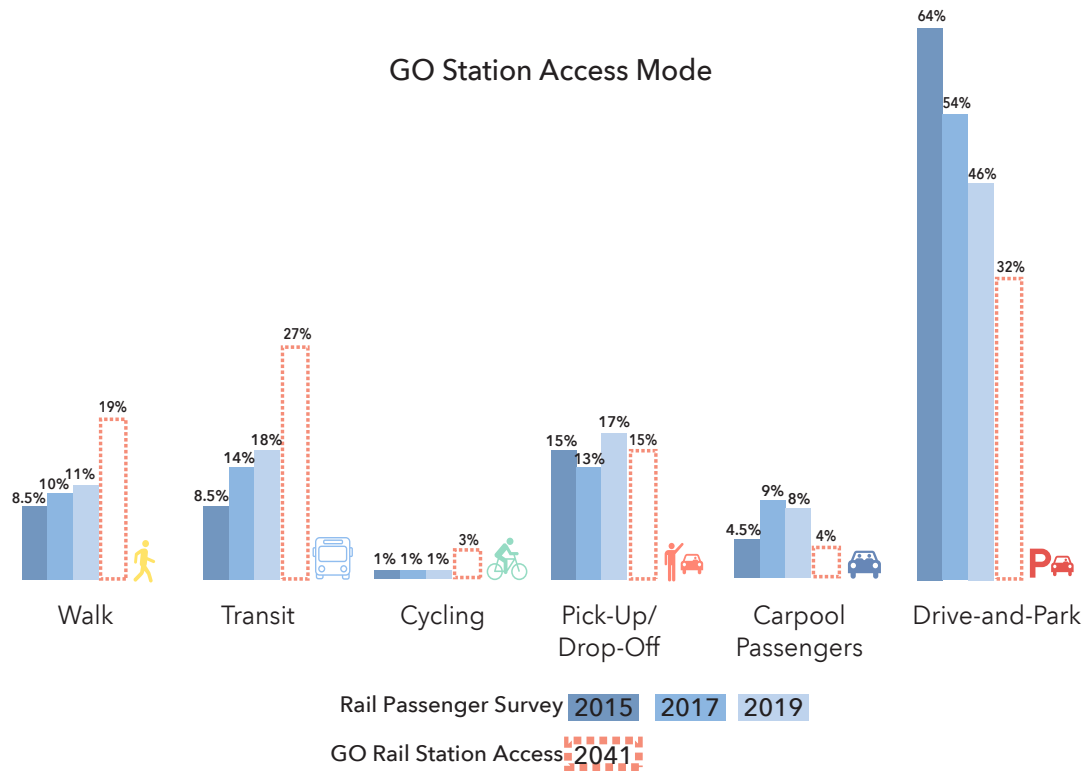


Figure 2 Network-wide mode share of average weekday ridership (excluding Union Station)
 Source: 2015, 2017, and 2019 GO Rail Passenger Survey and 2022 Station Access Model

Analytic Process

To update GO Rail Station Access, station ridership and mode-share were evaluated using Metrolinx's Station Access Model, which calculates the utility (i.e., estimated attractiveness) of each mode of access at individual GO Rail stations. The model considered existing travel patterns and observed historical behaviour (i.e., from the 2017 and 2019 GO Rail Passenger Surveys), unconstrained station ridership (i.e., based on the Greater Golden Horseshoe Model), Metrolinx's GO bus plans, long-term municipal transit service plans, the anticipated COVID-19 outlook and impacts (i.e., based on the Statistics Canada Employer Survey), and other station-level and mode characteristics (i.e., travel time, cost, walk score, and bike score).

Results from the Station Access Model were then used to determine the appropriate size of facilities and identify where additional investment may be required to support future ridership growth.

How to Read this Document

Part 1 of this document include the following sections:

- **Section 1** provides an introduction to this document, including its purpose, use, and relevant policies and plans.
- **Section 2** presents the station-specific requirements, including detailed tables for each GO Rail station, the methodology used, and the process for making amendments.

Part 2 provides four supplementary chapters:

- **Supplement A** describes off-site opportunities for every existing and in-delivery GO Rail station, including those identified by municipalities.
- **Supplement B** presents the foundations of GO Rail Station Access, including the vision, principles, and policies that supported its development and will inform its implementation. It provides a framework for prioritizing access enhancements to support the efficient use of assets, equitable access, and sustainable ridership growth.
- **Supplement C** identifies station access types and additional mode-specific considerations, including guidelines to inform GO Rail station site planning and design by Metrolinx, planning for Major Transit Station Areas (MTSAs) by municipalities, and the preparation and review of lands within MTSAs by private developers.
- **Supplement D** introduces Metrolinx's GO Rail Station Access implementation strategy, including the decision-making framework for on-site improvements, and a monitoring process to measure progress on the shared implementation of access requirements.

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Part 1

GO Rail Station Access

1. Introduction

GO Rail Station Access is a pillar of Metrolinx's [GO Expansion program](#). It supports enhanced GO station access, improves options for customers, and increases the capacity of GO stations to coincide with ridership growth to 2041.

This document provides requirements and guidelines that support the forecasted ridership growth associated with the GO Expansion program, which is bringing faster all-day, two-way rail service to communities across the Greater Toronto and Hamilton Area (GTHA). It supports increased station access capacity and improved options for customers to access GO stations by walking, local transit, cycling, passenger pick-up and drop-off, and parking. The focus is on facilitating alternatives for customers that rely on drive-and-park as their primary station access mode to improve overall first mile access to GO stations. While not in scope for the current GO Rail Station Access document, planning for last mile connectivity will be addressed through future Metrolinx work.

This document updates the 2016 GO Rail Station Access Plan and the 2013 GO Rail Station Access and Parking Strategy while accounting for long-term COVID-19 impacts, new insights on GO Expansion service levels, policy updates such as the Growth Plan for the GGH and initiatives such as the Transit Oriented Communities Program.

This section describes:

- The purpose of this document (1.1),
- How this document will be used (1.2), and
- How this document is organized (1.3).



1.1 Purpose of GO Rail Station Access

The purpose of GO Rail Station Access is to achieve the following objectives:

- **Set requirements to support forecasted ridership growth and related GO Expansion program benefits**
Anticipated GO Rail service levels will provide frequent service to many more customers than today.
- **Enhance the customer experience**
Provide seamless, intuitive, inclusive, safe, reliable, and well-planned facilities to support a positive experience for customers to access GO stations by all modes.
- **Grow multimodal access**
Manage the demand for parking and support customer use of multimodal options, aligned with the GO Rail Hierarchy of Access (see Figure 3 and section B-3.1.1).
- **Support more equitable access**
Consider the impacts and opportunities in station planning processes to remove barriers and increase access to transit for racialized and other equity-seeking communities.
- **Support decision-making**
Ensure that station investments deliver sufficient benefit relative to cost, applying Metrolinx's [Benefits Management Framework](#).
- **Align with regional policies and plans**
Direct station access infrastructure improvements to Major Transit Station Areas (MTSAs), as provided in Ontario's [Growth Plan for the Greater Golden Horseshoe](#) and [Metrolinx's 2041 Regional Transportation Plan](#).

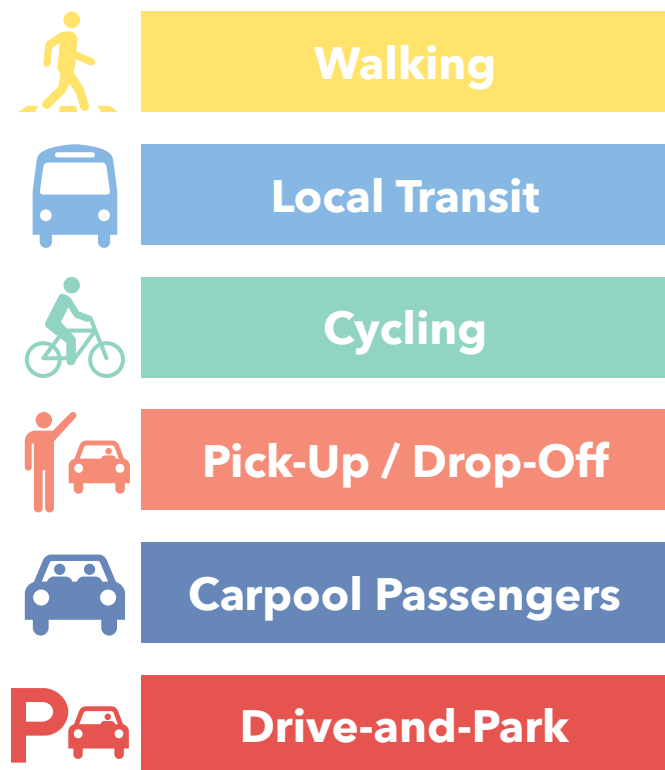


Figure 3 GO Rail Hierarchy of Access

1.2 How this document Will Be Used

This document is a resource for Metrolinx staff and third parties who play a role in planning and delivering station access improvements and redeveloping GO station areas.

1.2.1 What GO Rail Station Access Provides

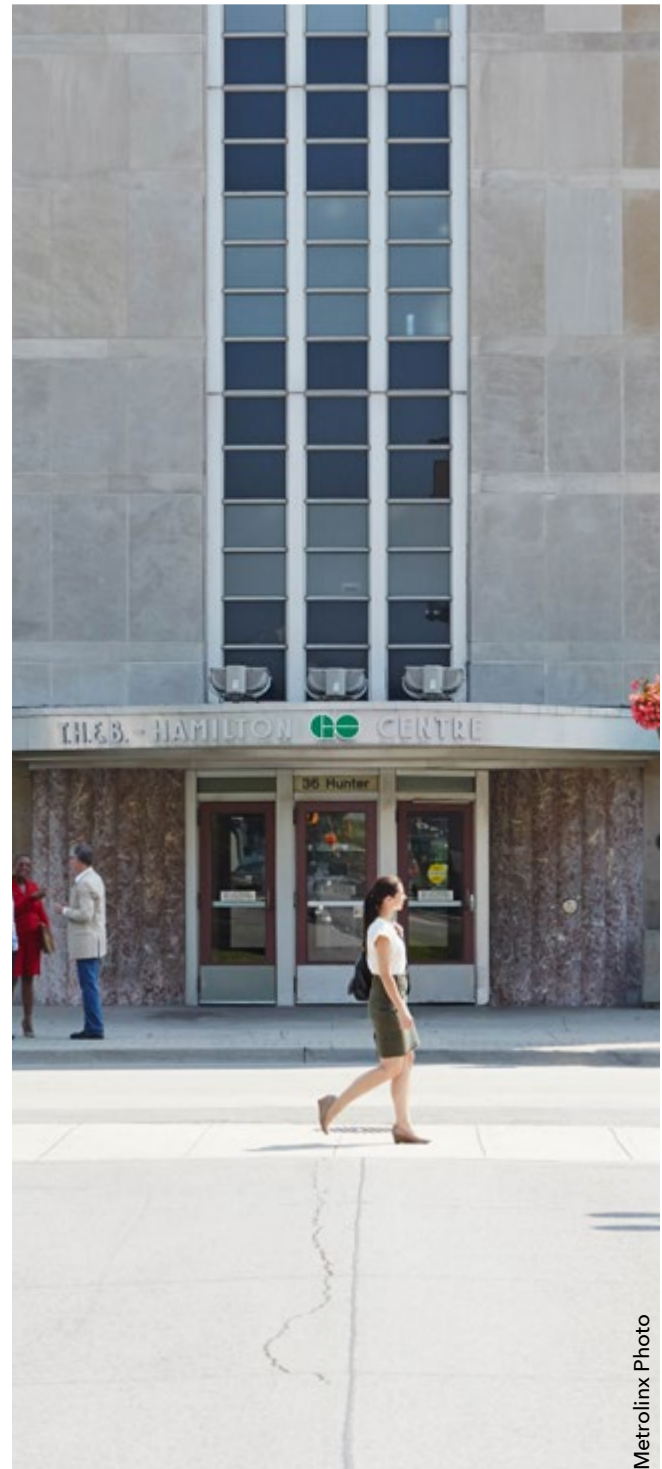
GO Rail Station Access provides:

- Support for investment in GO Rail stations by identifying access requirements for Metrolinx-led procurements and provincial Transit-Oriented Community projects and other opportunities, and informing how existing station upgrades and supporting studies are prioritized;
- Support for coordination among all stakeholders that plan station areas and deliver municipal and regional transit services by informing the review of municipally-led MTSA studies, station-adjacent development applications, official plan reviews, transportation master plans, and other planning studies; and
- A framework for monitoring the progress and success of investments and strategies over time.

1.2.2 Revisions to this document

The station access requirements support implementation of Metrolinx's 2041 Regional Transportation Plan and the GO Expansion program. The requirements are based on a current understanding of station access needs to 2041. This document will be subject to review, as a whole, approximately every five years. As an interim step, Metrolinx will review the requirements periodically as significant new information becomes available to ensure alignment with GO Expansion, fare integration and other related Metrolinx and provincial initiatives and to monitor progress.

Delivery timelines will be aligned with funding, ridership recovery and growth, and service planning, as well as opportunities identified by Metrolinx's Sponsor Office and Capital Projects Group, municipalities, and other third parties.



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1.3 How this document is Organized

This document is structured in two parts.

Part 1 provides context for GO Rail Station Access and the station-specific requirements.

Chapter 1 provides the framework for GO Rail Station Access:

- The purpose and objectives of GO Rail Station Access (1.1);
- How this document is intended to be used and applied over the long term (1.2);
- How this document is organized (1.3);
- The policy and strategic framework for GO Rail Station Access (1.4); and
- Key planning considerations to accommodate growth (1.5).

Chapter 2 presents station-specific requirements and includes:

- An overview of how the requirements apply (2.1);
- A series of station-specific requirements to improve access to all existing and in-delivery

stations (2.2);

- The methodology used to develop the requirements, taking into account current and future GO Rail ridership, station access types, mode share, as well as service levels and timeframes (2.3); and
- Procedures for amending the requirements (2.4).

Part 2 provides essential supplementary information to inform and achieve the requirements of GO Rail Station Access, including:

- Station-specific off-site recommendations for access improvements in the municipal realm (Supplement A)
- The principles and policies that inform station-specific requirements at the station, corridor, and network levels (Supplement B);
- The identification of station access types (Supplement C-1) and mode-specific considerations (Supplement C-2) to inform GO station and MTSA planning;
- A strategy for implementing station access requirements, including delivery opportunities (Supplement D-1), a framework for decision-making (D-2); and
- A process for monitoring success (D-3).

1.4 Supporting Policies and Business Cases

A number of supporting policies and strategic business cases informed the development of this document and will support its implementation. This includes:

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (1.4.1);
- The 2041 Metrolinx Regional Transportation Plan (1.4.2); and
- Additional planning considerations (1.5).

1.4.1 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020, office consolidation)

Ontario's [Growth Plan](#) defines how and where growth and development should take place in the Greater Golden Horseshoe. It emphasizes the importance of integrating land use and infrastructure planning, including transportation infrastructure. It also provides detailed policies to achieve vibrant and complete communities, including enhancing access to transit networks, protecting employment zones, and increasing the amount and variety of housing options.

The Growth Plan sets out general policy objectives for the development of transportation infrastructure. The objectives informed the development of GO Rail Station Access, including:

- Providing connectivity among transportation modes for moving people and goods;
- Offering a balance of transportation choices that reduce reliance on automobiles and promote transit and active transportation;
- Being sustainable and reducing greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making;
- Offering multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;

- Providing for the safety of system users; and
- Directing municipalities to implement Transportation Demand Management (TDM) policies to:

- Reduce trip distance and time;
- Increase the modal share of alternatives to automobiles by setting mode share targets;
- Prioritize active transportation and transit;
- Expand infrastructure to support active transportation; and
- Consider the needs of major trip generators.

The Growth Plan also includes policies on Major Transit Station Areas (MTSAs) that address transportation network objectives. It directs that MTSAs be identified, planned and designed to be transit-supportive, contribute to multimodal access to stations, and enable connections to nearby major trip generators by providing:

- Connections to municipal and regional transit services and transit service integration; and
- Infrastructure to support active transportation, including sidewalks, bicycle lanes and secure bicycle parking, and commuter pick-up and drop-off areas.

The Growth Plan also provides a list of criteria for how all transit planning-related decisions and investments are to be made, including:

- Placing priority on increasing the capacity of existing transit systems to support intensification areas and density targets;
- Facilitating improved linkages from nearby neighbourhoods to urban growth centres, MTSAs, and other strategic growth areas; and
- Increasing the modal share of transit.



GO Rail Station Access was developed, and will be implemented, in conformity with the Growth Plan.

1.4.2 The 2041 Regional Transportation Plan (March 2018)

Metrolinx's 2041 Regional Transportation Plan (RTP) conforms with the Growth Plan and other provincial land use policies intended to help manage growth, establish complete communities, and support more sustainable transportation options. It provides a blueprint for a multimodal transportation system across the Greater Toronto and Hamilton Area that provides safe, convenient, and reliable connections, and supports a high quality of life, a prosperous and competitive economy, and a protected environment. The RTP includes strategies, priority actions, and policies for:

- Delivering regional transit projects that connect more of the region with frequent transit projects, including GO RER (now GO Expansion), subway, light rail transit (LRT), and bus rapid transit (BRT) projects (Strategies 1 and 2);
- Optimizing the GTHA's transportation system, including by integrating fares and services, and by providing improved multimodal options for the first- and last-mile so that travellers can move seamlessly from one transit system to another (Strategy 3);
- Integrating transportation and land use, particularly around transit stations (Strategy 4); and
- Preparing for an uncertain future, including working with the Province to plan and prepare for the development of new technologies such as autonomous vehicles, undertaking joint actions, such as a transition to low-carbon transit vehicles, and adopting new technologies to influence how customers travel and access stations (Strategy 5).

GO Rail Station Access was developed and will be implemented in alignment with the RTP, as well as with Metrolinx's GO Expansion program.

1.5 Additional Planning Considerations

The Greater Toronto and Hamilton Area is growing, with a regional population projected to reach 11.4 million by 2041 (from 7.4 million in 2016).¹

To prepare for this significant growth and to address increasing congestion, the Province of Ontario is making unprecedented investments in both regional and municipal transit.

1.5.1 GO Rail Transit Service is Increasing

[GO Expansion](#) is a transformative Metrolinx program, projected to more than double GO Transit's peak rail service and quadruple its off-peak service. It will provide faster, all-day, two-way service on substantial portions of the GO Rail network and increase regional benefits by providing new travel options. The improvements will be complemented by new stations and a host of other regional and municipal transit projects. Anticipated GO Rail service levels for 2041 at each station are based on the GO Expansion Full Business Case (FBC) and are depicted in Figure 7.

GO Rail service levels include:

- 15-minute, all-day, two-way service: Bi-directional service every 15 minutes or better during the peak period and 15 minutes during the remainder of the weekday.
- All-day two-way service: Bi-directional service every 15 minutes or more for peak hour and peak direction trips, and service from 30 minutes to 1 hour for the remainder of the day.

¹ Hemson Consulting, 2013 Addendum "Greater Golden Horse-shoe Growth Forecasts to 2041"

- Peak-only service: Peak hour, peak direction service every 15 minutes, and service from 30 minutes to 1 hour for the remainder of the peak period.²

² Peak period service refers to trains arriving at Union Station between 6:30 a.m. and 9:30 a.m., and leaving between 3:30 and 7:30 p.m. Weekday service refers to trains travelling between 5:00 a.m. and 1:00 p.m.



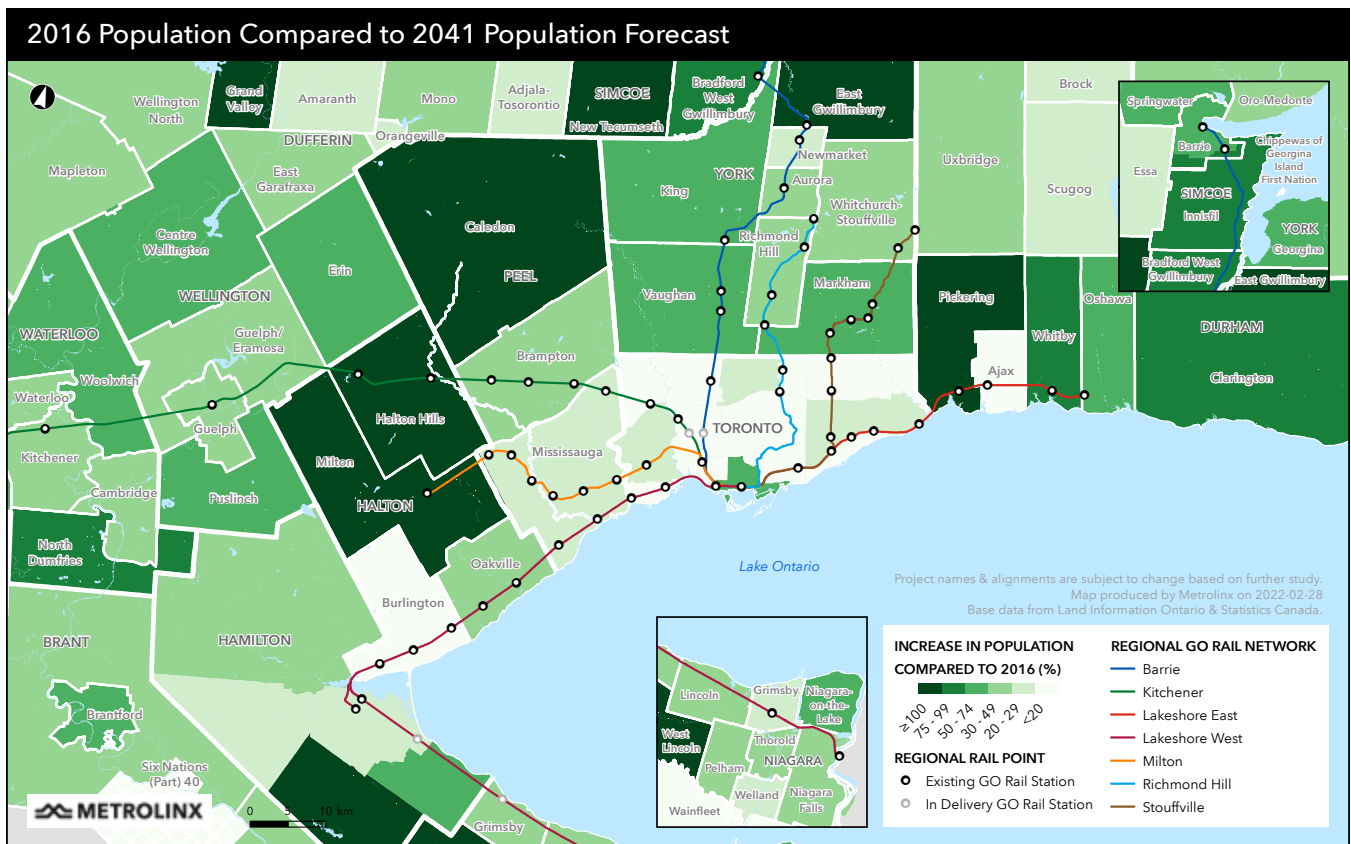


Figure 4 2041 Forecast: percentage increase in population compared to 2016 *Grimsby Station is not part of this document's scope

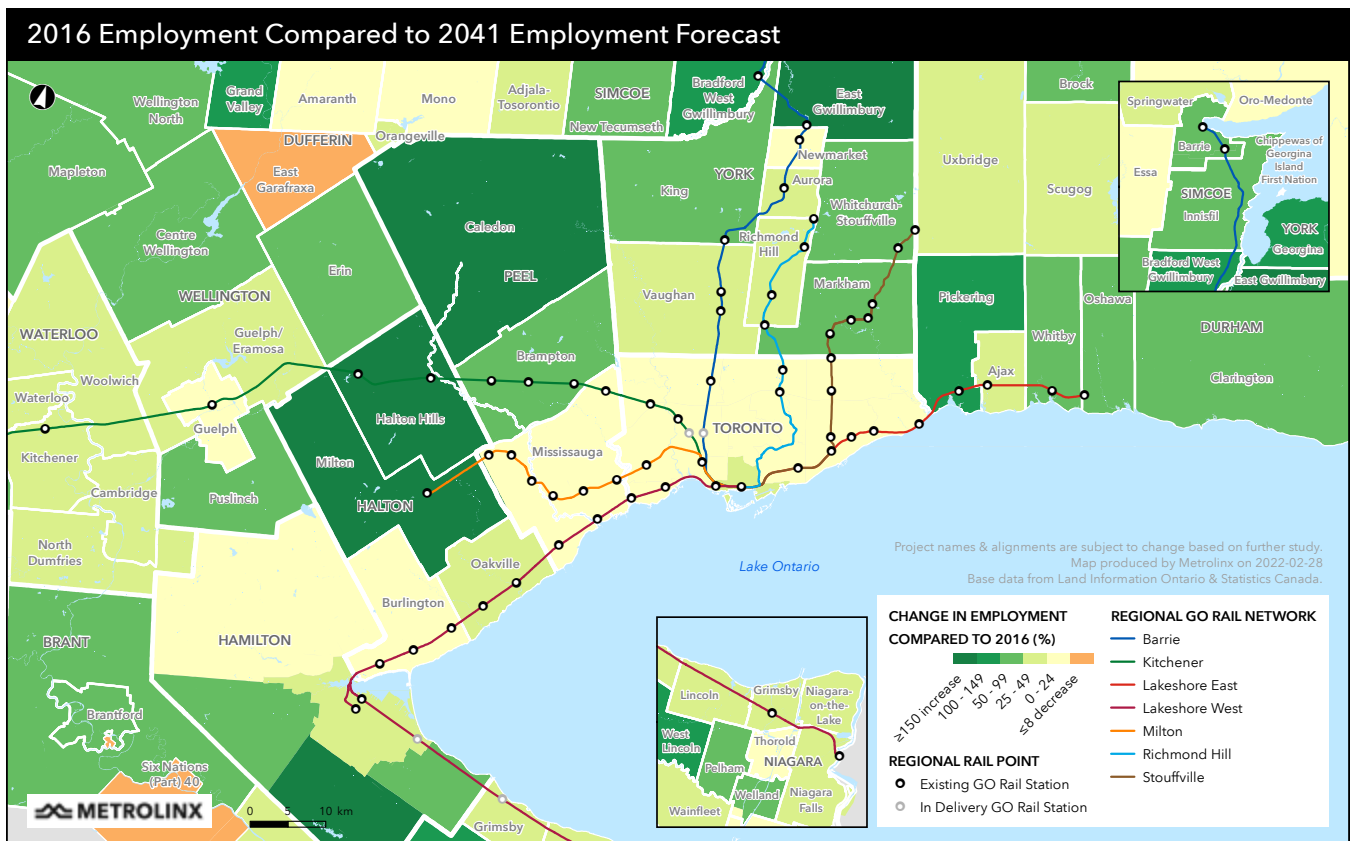


Figure 5 2041 Forecast: percentage increase in jobs compared to 2016 *Grimsby Station is not part of this document's scope

2041 Daily Forecast: Average Daily Footfall (Boardings + Alightings)



Figure 6 2041 Daily forecast: average daily footfall Source: GO Expansion FBC, 2018

*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.

Anticipated 2041 GO Rail Service Levels



Figure 7 Anticipated 2041 GO Rail service levels

Source: GO Expansion FBC, 2018

*Ettobicoke 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.

The GO Expansion program will provide a range of improvements across the GTHA:

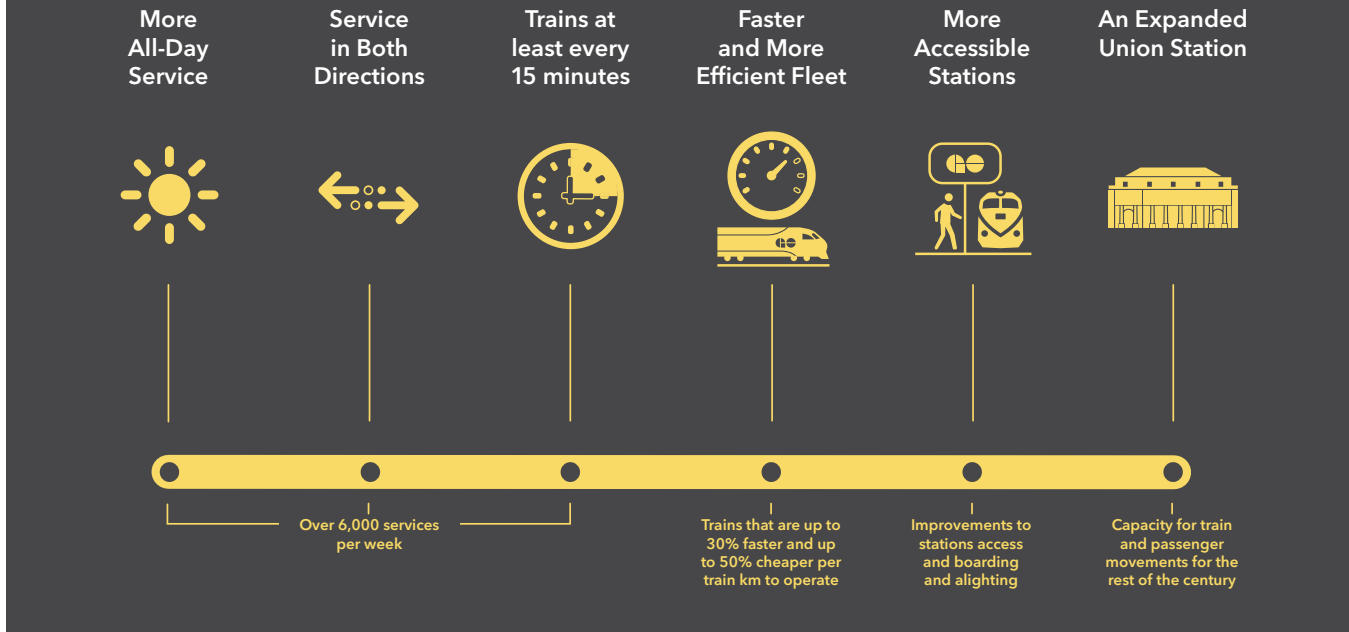


Figure 8 GO Expansion Full Business Case (November 2018)

1.5.2 The GO Expansion Full Business Case Makes the Connection

Metrolinx developed a Full Business Case (FBC) to assess the GO Expansion program (November 2018). The FBC confirms the connection between ridership growth and station access (see [GO Expansion FBC Table E.1](#) and Figure 8).

The FBC provides a proposed investment program, its benefits and costs, and core requirements to successfully implement the GO Expansion program. The FBC demonstrates that GO Expansion is a high-value investment, not just for rail passengers, but for the travellers who do not use GO Rail and for the GO service region as a whole.

The program will provide:

- Reduced travel time and congestion;
- A total of \$1.9 billion in traveller savings over the next 60 years, through reduced gas and parking costs;
- Increased productivity and 8,300 new jobs per year in construction and supply-chain industries;
- Reduced operating costs and increased ridership growth for Metrolinx; and
- Opportunities to partner with the private sector to improve delivery and expand development.

GO Rail Station Access is a pillar of the GO Expansion program and will help Metrolinx achieve the full benefits of the program, as outlined in the FBC.

1.5.3 A Shift to More Sustainable Modes is Essential to Support Growth

Metrolinx's 2016 GO Rail Station Access Plan identified that ridership growth could no longer be accommodated with unlimited parking expansion. The plan recognized that station access capacity was critical to enabling ridership growth and that different station access strategies had distinct costs and benefits. The plan supported ridership growth through an incremental approach to investment that focused on encouraging greater use of sustainable modes determined to have the highest benefit-to-cost ratio. The approach is presented in the GO Rail Hierarchy of Access, which prioritizes access modes starting with walking, followed by transit, cycling, passenger pick-up and drop-off, and drive-and-park.

The incremental approach is carried forward in this document as the preferred strategy for increasing station access capacity and accommodating ridership growth. The objective is to support ridership by gradually reducing the predominance of drive-and-park as the primary station access mode, and improving multimodal options over time to support a shift to more sustainable modes.

For the future, Metrolinx will continue to monitor trends in new and emerging mobility technologies such as Connected and Autonomous Vehicles (CV/AVs), electric vehicle, e-bikes/ e-scooters, etc. and explore how these can be incorporated in future reviews of this document.



Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe

On March 10, 2022, the Province released *Connecting the GGH*, which provides a long-term vision for mobility in the region to 2051 with new infrastructure, better services and policy directions for all modes of transportation to align on-going and future investments by the province and other transportation providers. The GGH plan identifies strategic infrastructure needs, per A Place to Grow, 2020 (APTG), including future transit and road infrastructure.

Metrolinx will work with MTO to inform future reviews and updates to GO Rail Station Access to ensure all plans and programs are coordinated and implemented towards a common transportation vision across the GGH region.

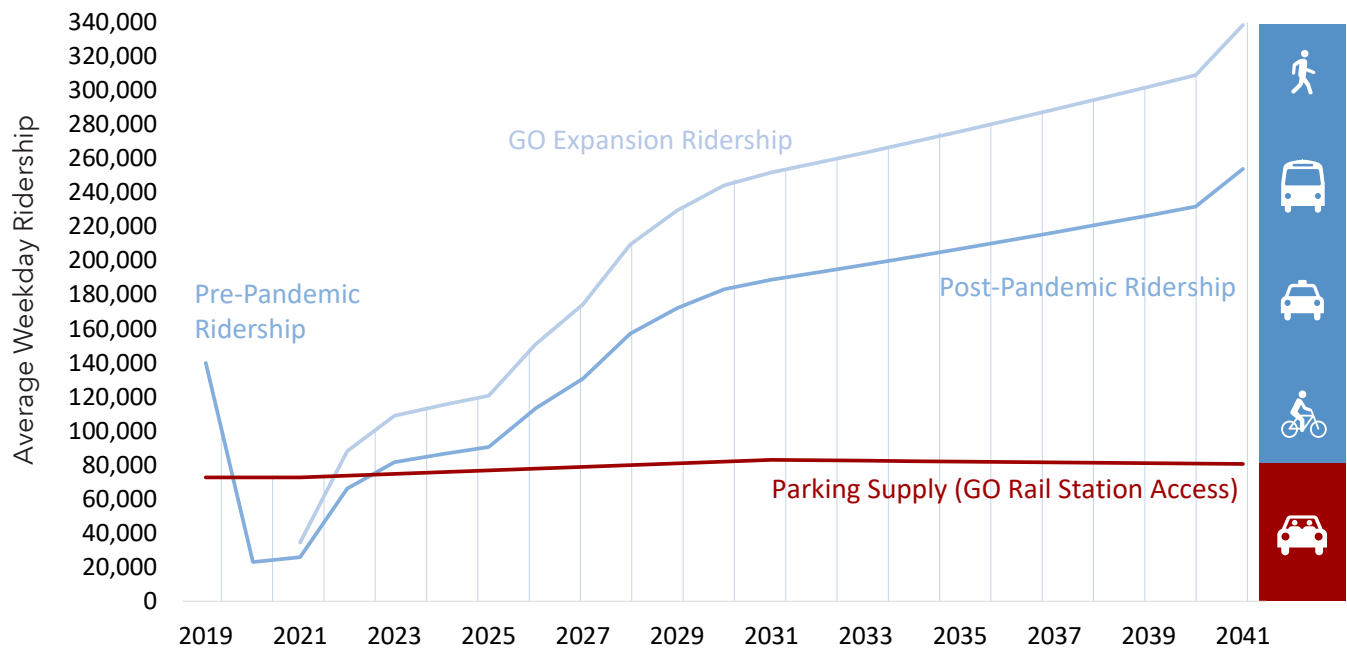


Figure 9 Existing and forecasted future GO Rail ridership accounting for short- and long-term COVID-19 impacts on regional travel.

Sources: 2017 and 2019 GO Rail Passenger Survey, Greater Golden Horseshoe Model, 2020 Statistics Canada Canadian Survey on Business Conditions, 2020 Toronto Regional Board of Trade Survey of Downtown Workers, and 2022 Station Access Model.

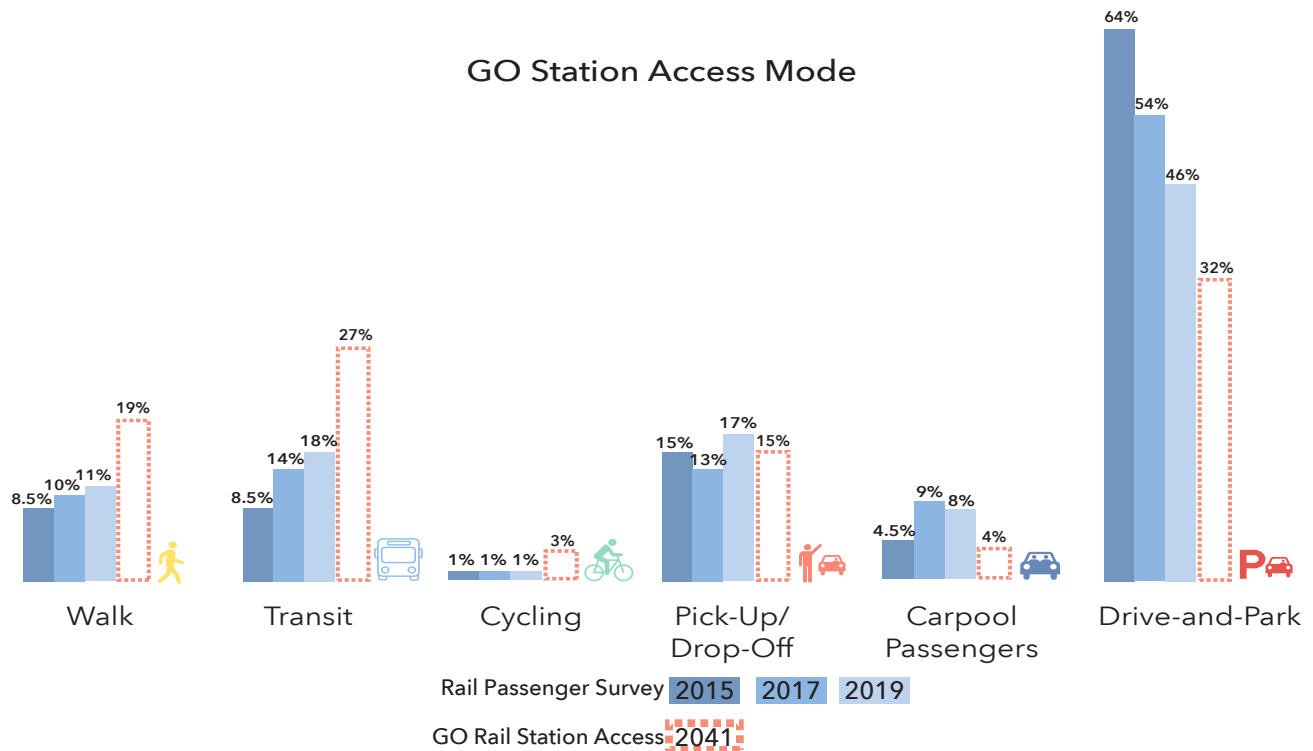


Figure 10 Network-wide mode share of average weekday ridership (excluding Union Station).

Source: 2015, 2017, and 2019 GO Rail Passenger Survey and 2022 Station Access Model.

2041 Daily Forecast: Total Daily Home Riders



Figure 11 2041 Daily forecast: total daily home riders

*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.

2041 Daily Forecast: Total Daily Destination Riders

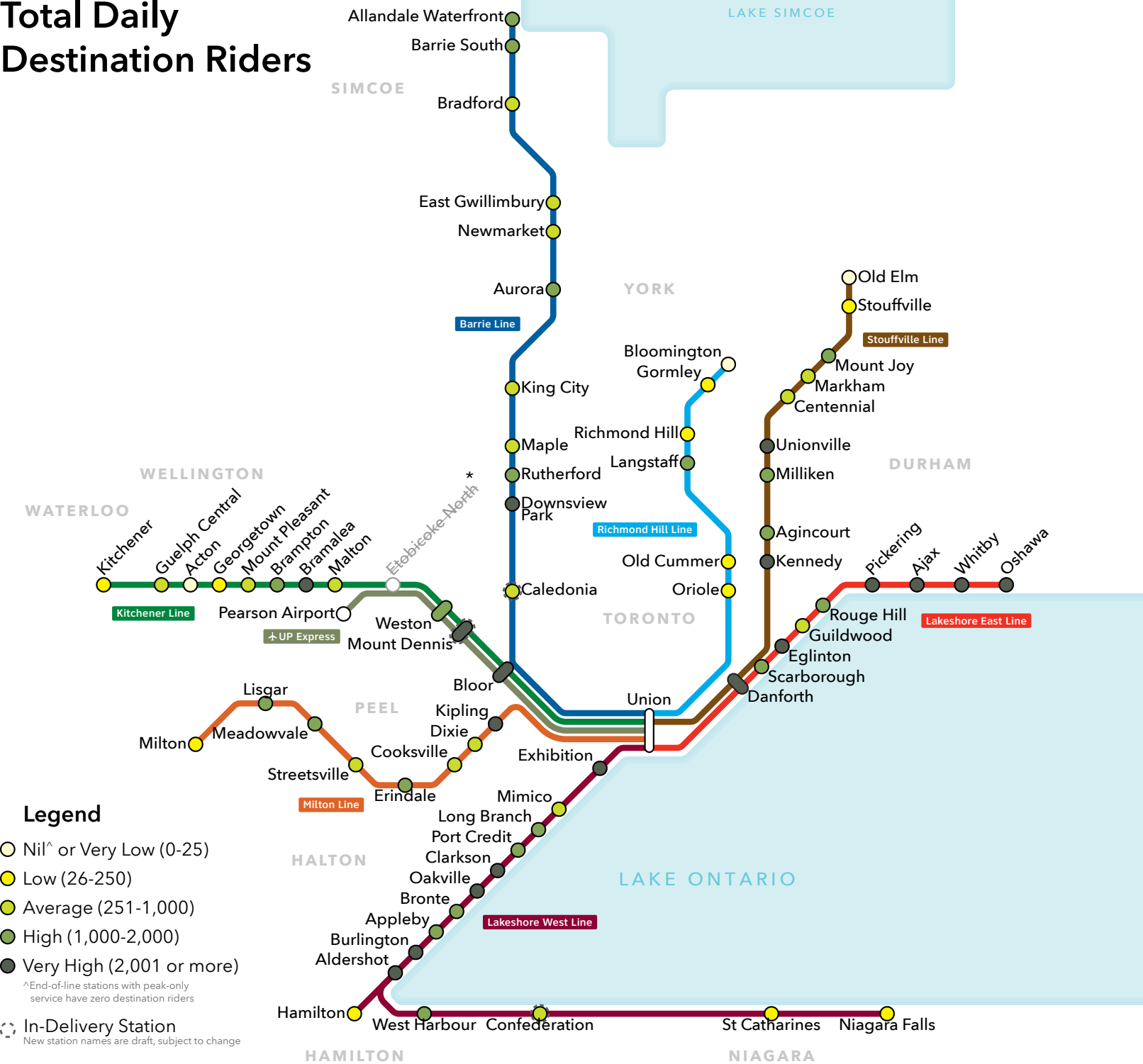


Figure 12 2041 Daily forecast: total daily destination riders

*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.

1.5.4 Improved Multimodal Station Access Benefits Everyone

Beyond managing growth in population and GO Transit ridership, improved station access provides a range of societal benefits:

- **Greater transit access**
Making it easier for customers to access the GO Rail network and other connecting transit services increases the likelihood that they will choose transit. It improves overall satisfaction with transit services and supports people who may not have access to a car or whose schedules may not align with fixed schedule transit services.
- **Access to social and economic opportunities**
Helping to ensure that the benefits of GO Expansion and other transit investments are more equitably experienced by communities and barriers to equity are reduced or eliminated.
- **Improved health and wellness**
Increasing the potential for people to more comfortably walk or cycle to stations can support more active lifestyles, leading to improved health and wellness.
- **Environmental sustainability**
Growing the share of more sustainable modes through improved station access can help contribute to environmental sustainability by reducing vehicular travel and associated greenhouse gas emissions.
- **More efficient land use**
Reducing the need for expensive parking facilities and less land-consumptive modes can help to reduce costs. It also supports partnership opportunities on station lands that can increase the financial efficiency of delivering GO Rail services for customers.
- **Increased safety**
Access enhancements can help to minimize conflicts between pedestrians, cyclists, buses, and drivers at GO stations and in the surrounding community.

Evaluation Process for New Stations

New GO Rail stations may be proposed at any time by Metrolinx and/or third parties through Ontario's Transit-Oriented Communities program and other opportunities.

Once proposed, Metrolinx undertakes a planning assessment and business case analysis for the new station. New station facility requirements are determined through Metrolinx's business case process, applying the same methods for forecasting ridership, mode share, and facility requirements that are used for existing stations included in GO Rail Station Access.

Once the Metrolinx Board endorses an Initial Business Case (IBC), it is adopted and made publicly available. The new station is incorporated into GO Rail network maps and forecasting models* to determine the impacts on ridership, mode share, and facility requirements at adjacent existing and in-delivery stations.

**Note that while new stations are integrated into forecasting models, the station-specific requirements for new stations that are not yet in-delivery are not included in this document, as they may be subject to commercial negotiations. Interested parties should refer to the relevant IBC(s) or contact Metrolinx for information on new stations.*

2. Station-Specific Requirements

This section provides station-specific requirements to improve access to all existing and in-delivery stations across the GO Rail network. It includes:

- An overview of the requirements and how they are applied (2.1);
- A series of station-specific requirement tables to guide station access improvements (2.2);
- The methodology used to develop the requirements (2.3); and
- Procedures for amending the station-specific requirements in this document (2.4).

2.1 Application of Station-Specific Requirements

Station-specific requirements are provided to guide station access improvements to 2041 (with delivery subject to available funding and other considerations).

The station-specific requirements consist of improvements on GO station lands, generally under Metrolinx's responsibility to implement independently, in partnership with third parties and through Transit-Oriented Communities agreements and other opportunities in collaboration with the Ministry of Infrastructure as part of station planning, design, construction, operations, and redevelopment. These are identified in Section "2.2 Station-Specific Requirement Tables".

The improvements around GO stations on municipal or private lands are generally the responsibility of local municipalities and developers to implement through integrated planning, infrastructure and service delivery, redevelopment, and operations. These have been identified as off-site opportunities through Municipal Technical Advisory Committee workshops, reviews of municipal plans and strategies by Metrolinx staff, and outreach to municipal service providers (MSPs). These are documented in [Supplement B](#).

The station-specific requirements and off-site opportunities are intended to inform:

- Metrolinx-led station improvements;
- Ontario-led Transit-Oriented Community projects and other opportunities;
- Municipal capital plans and service planning;
- Municipal planning studies; and
- Municipal reviews of station-adjacent development proposals.

2.2 Station-Specific Requirement Tables

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How to Read the Tables

The first page provides context related to station classifications, existing and projected ridership, as well as a summary of station access requirements.

Station context

Municipality and location of the station along its GO Rail corridor.

Station classification adopted by Metrolinx

These typologies are used by various groups within Metrolinx and inform minimum requirements to support customers based on ridership and local context. Refer to Section 2.3.5.

Current and forecasted daily ridership change

- **Daily Riders' Home Station:** Ridership expected to access the station.
- **Daily Riders' Destination Station:** Ridership expected to egress at the station.
- **Daily Total Footfall:** Total ridership (access and egress, all day) expected for the station, indicating overall ridership change.

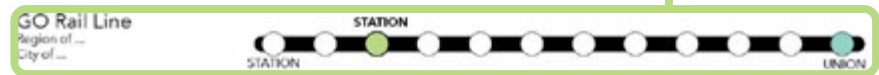
Current and forecasted mode share (all day)

- **Access Mode Share (2019):** Based on the 2019 GO Rail Passenger Survey. A grey chart appears for stations that were not open in 2019.
- **Target Access Mode Share (2041):** Represents the mode share split that the station is expected to achieve based on the Station Access Model if supported by targeted station access investment.

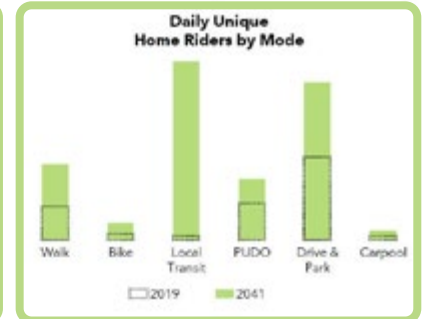
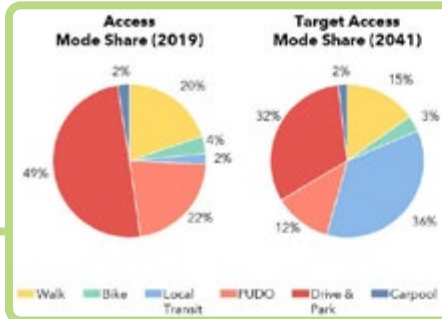
Summary of station access infrastructure

This table provides a summary of quantities for key station access facilities. This should be read with specific requirements on subsequent pages for context.

- **Current (2021):** Existing and in-delivery facilities (as of December 2021).
- **Requirements (2041):** Lists infrastructure needs to support the 2041 projected ridership demand. These requirements are intended as part of a 20-year vision to support the estimated growth and can be built in phases. For off-site (not on Metrolinx owned lands) requirements, please see ["Supplement A: Off-Site Opportunities"](#).



Station Name			
Station Classification			
SAP Station Type (2019)		Station Categorization Framework	
SAP Station Type (2041)		Station Service Model	
Parking typology (2041)		Retail Typology	
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station			
Daily Riders' Destination Station			
Daily Total Footfall (Boardings + Alightings)			



Access ridership per mode





This chart presents total daily access demand for 2041 (Daily Rider's Home Destination). This data, along with context-specific aspects, informed the station access requirements for 2041.

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation		
Bus Facilities		
Bike Parking		
Pick-up/ Drop-off Facilities		
Vehicular Parking		

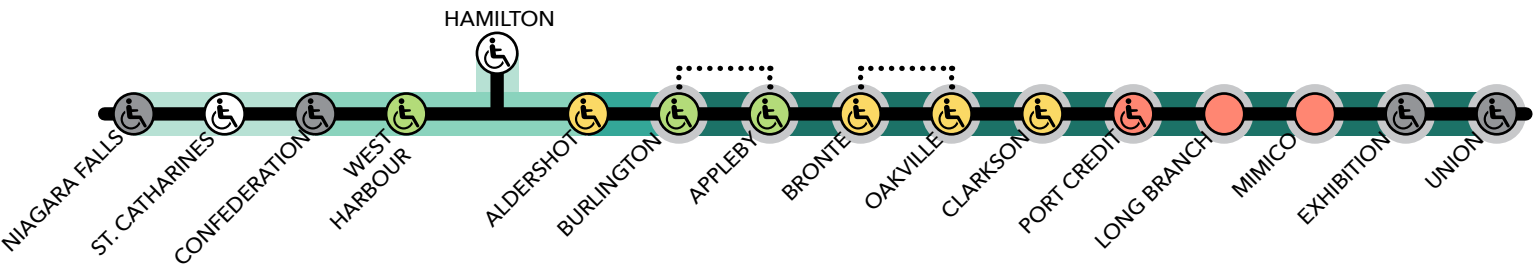
How to Read the Tables (continued)

Subsequent pages provide further detail on station access requirements, including context for implementation (e.g., interdependencies, preferred location, concurrent projects, and other opportunities).

On-site access improvements
Provides context to the summary of station requirements, and identifies additional qualitative improvements (e.g., addressing on-site connectivity gaps, minimizing circulation conflicts, and context-specific requirements).

Station Name		
Station Access Mode	ID	Required Improvements
 Walking		
 Local Transit		
 Cycling		
 Pick-up/ Drop-off		
 Carpool Passengers		
 Drive & Park		

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)

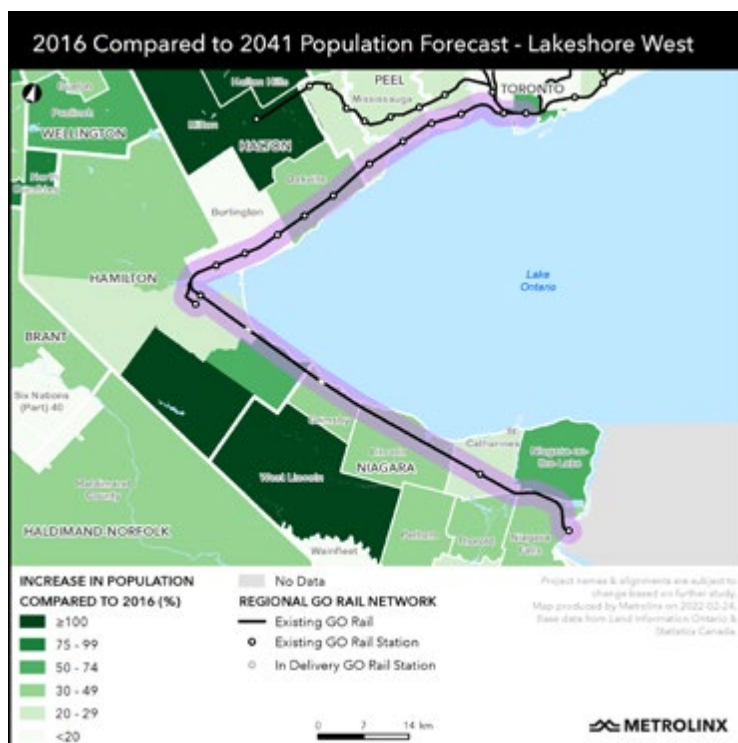
Planned two-way all-day peak service frequency

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

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

Corridor Context

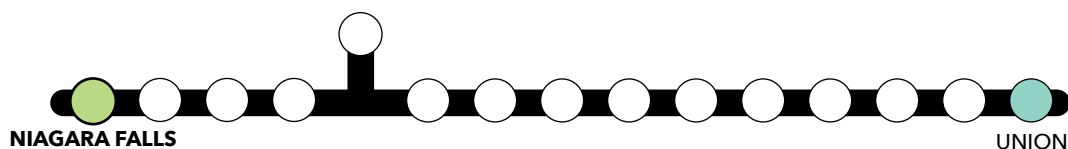
- The Regions of Halton and Niagara are forecasted to see strong population and employment growth out to 2041.
- The corridor is planned for all-day, two-way, 15-minute or less electrified service, operating between Union Station and Burlington GO.
- Customers will increasingly access stations by active 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.



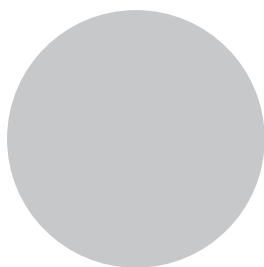
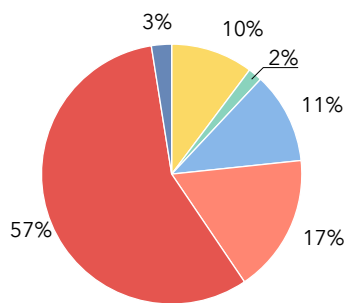
*Grimsby Station is not part of this document's scope



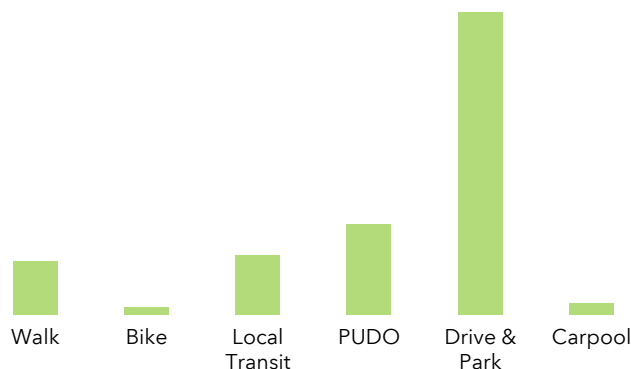
*Grimsby Station is not part of this document's scope


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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)








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

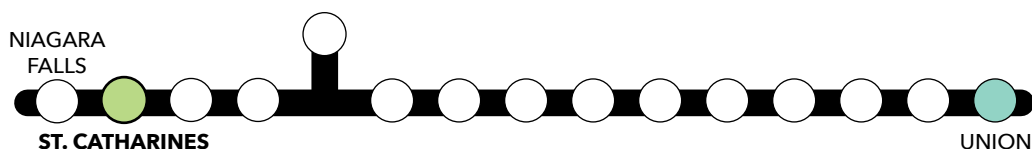
Daily Unique
Home Riders by Mode


2041

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
 Walking	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.
 Local Transit	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.
 Cycling	N/A	No facility expansion recommended at this time.
 Pick-up/ Drop-off	ON-LSW-NFGO-03	Work with Niagara Region to consider developing a PUDO facility adjacent to the main station building.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	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.



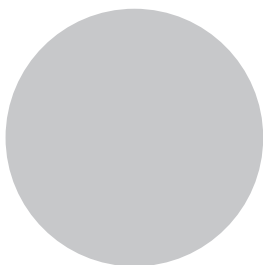
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St. Catharines GO

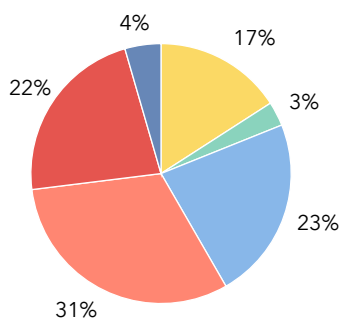
Station Classification

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

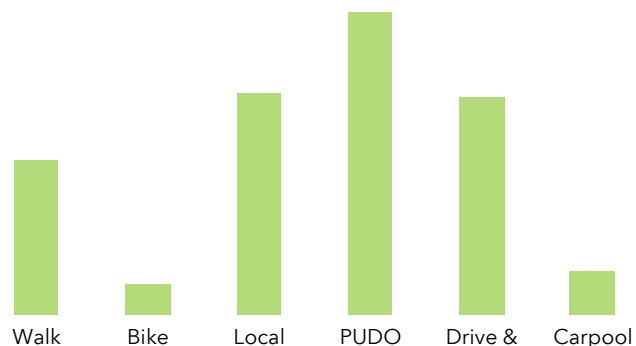
Access
Mode Share (2019)



Target Access
Mode Share (2041)








Daily Unique
Home Riders by Mode









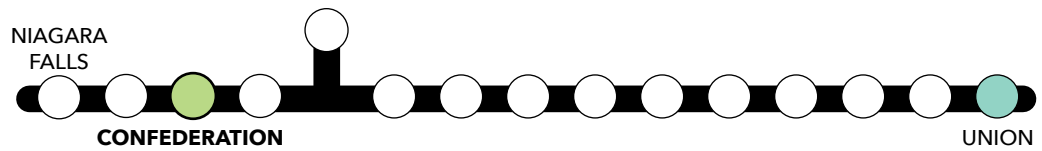
■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

■ 2041

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.



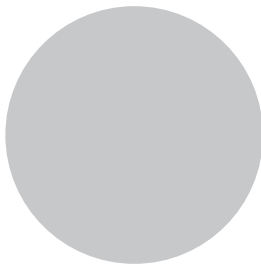
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Confederation GO

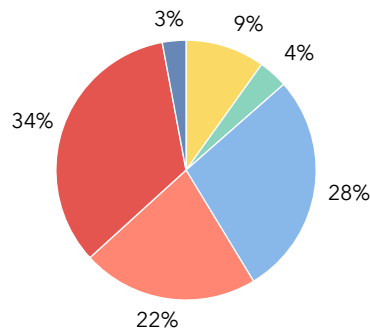
Station Classification

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

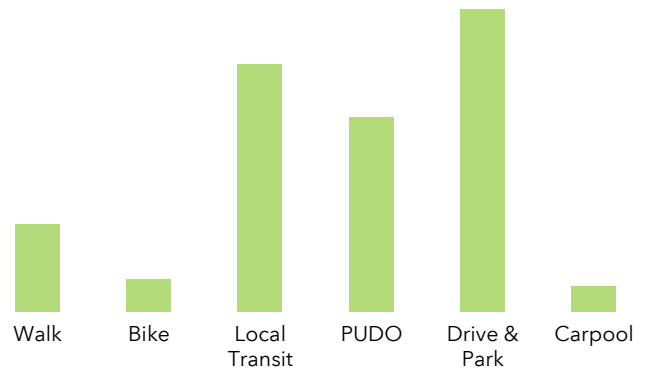
Access
Mode Share (2019)



Target Access
Mode Share (2041)



Daily Unique
Home Riders by Mode









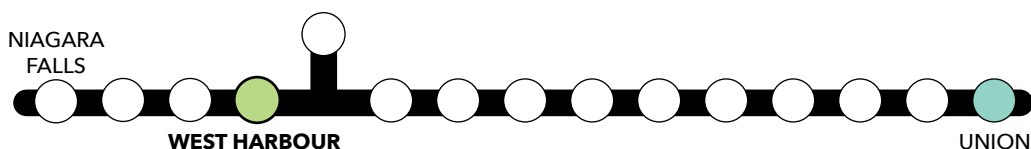
■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

2041

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.



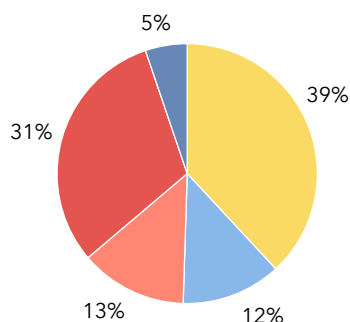
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West Harbour GO

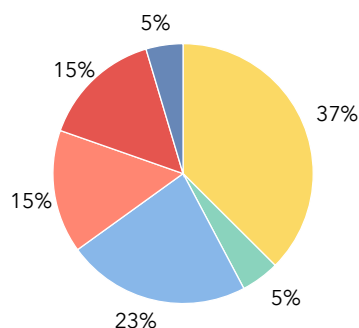
Station Classification

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

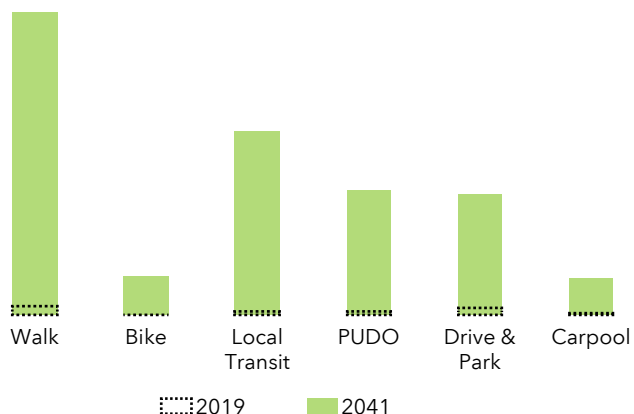
Access
Mode Share (2019)



Target Access
Mode Share (2041)









Daily Unique
Home Riders by Mode

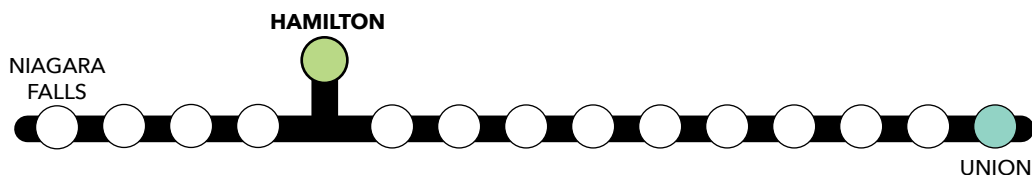


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	Pedestrian 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

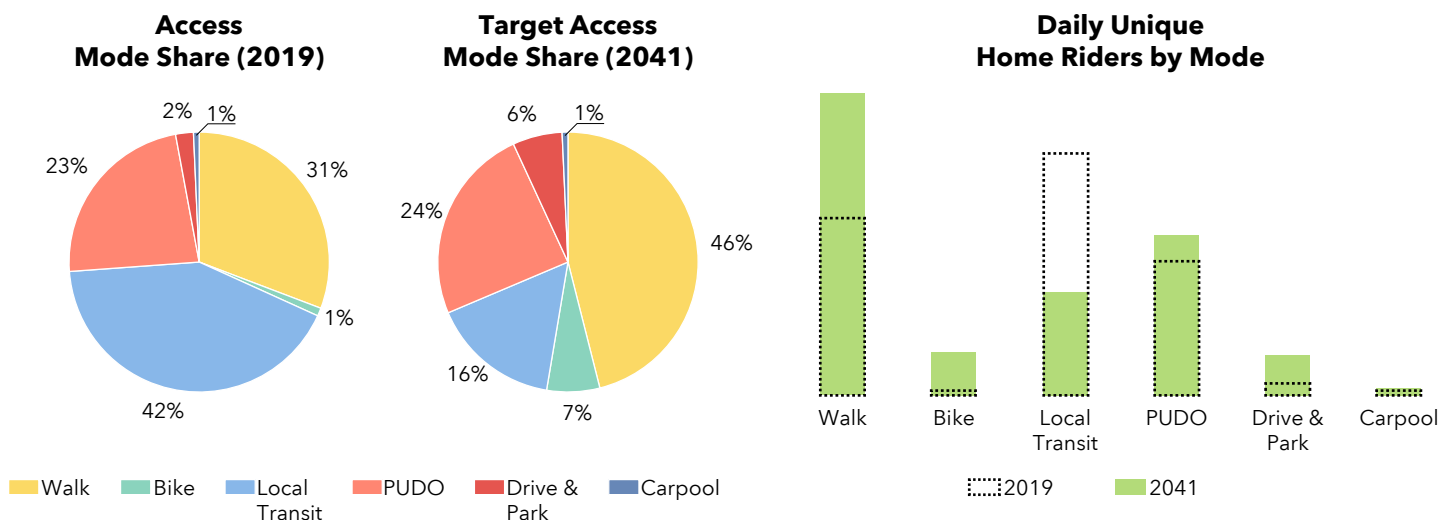
West Harbour GO






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](#)

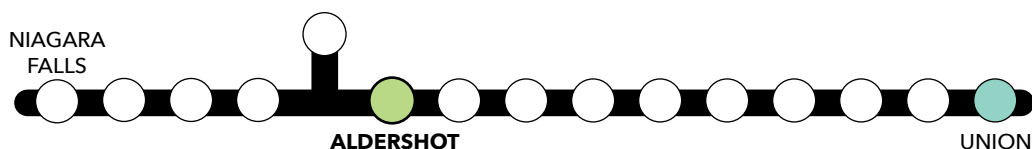
Hamilton GO Centre			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Interchange (Base)
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		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.



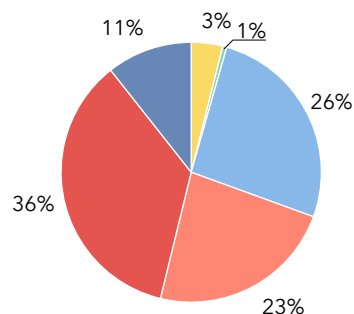
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Aldershot GO

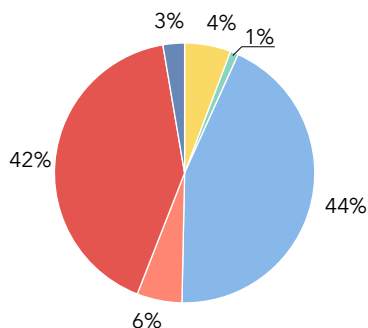
Station Classification

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

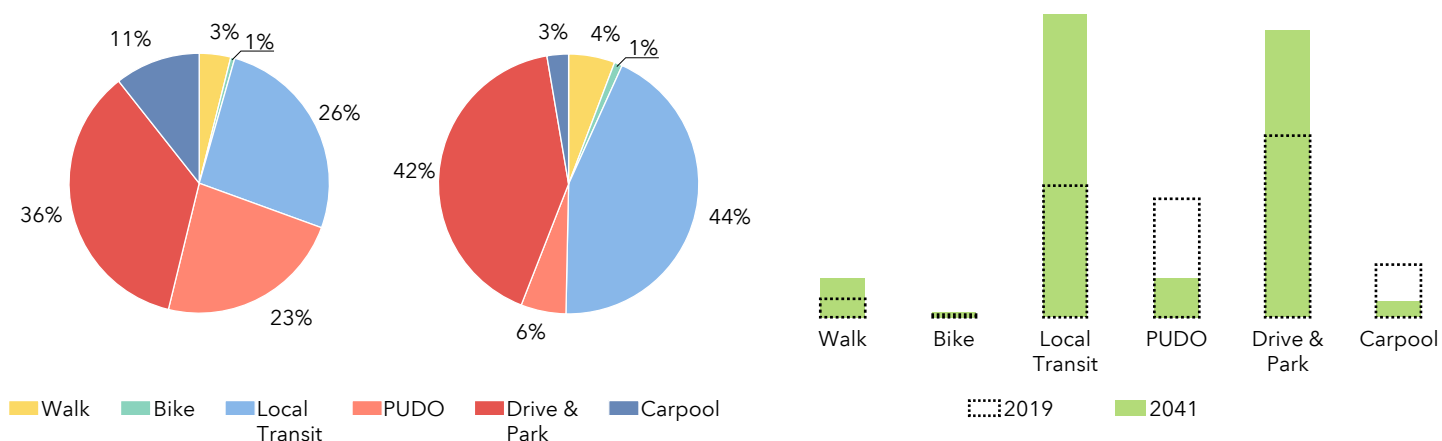
Access Mode Share (2019)



Target Access Mode Share (2041)









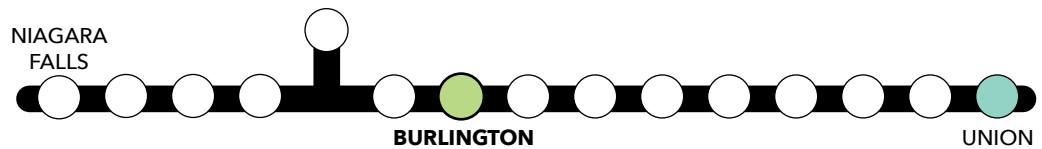
Daily Unique Home Riders by Mode



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.



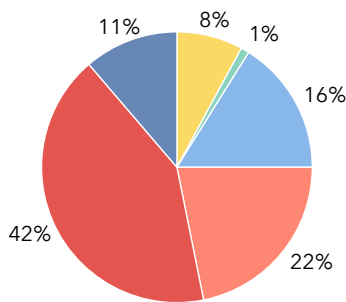
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Burlington GO

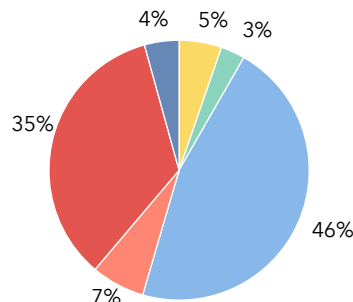
Station Classification

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

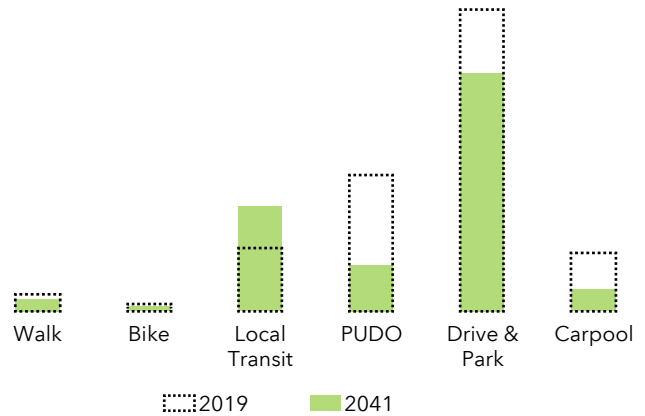
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

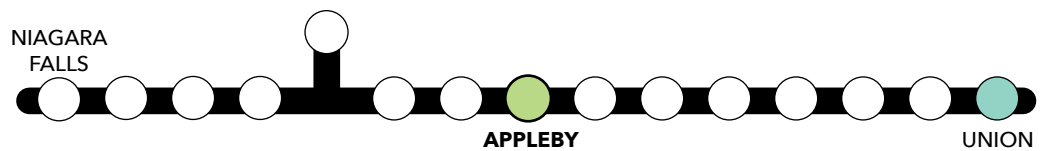


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

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

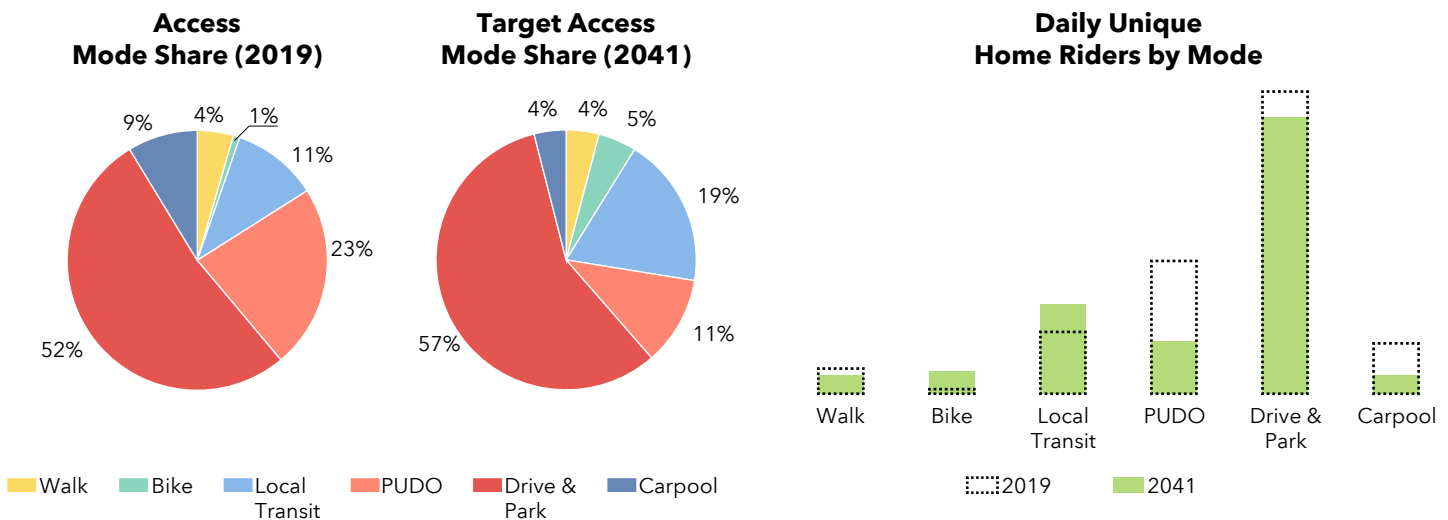
Burlington GO






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.









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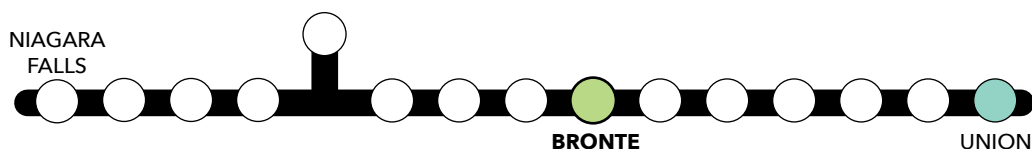
Appleby GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (medium)
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (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



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.



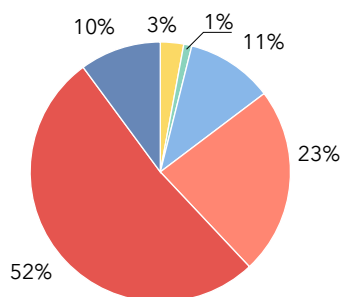
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Bronte GO

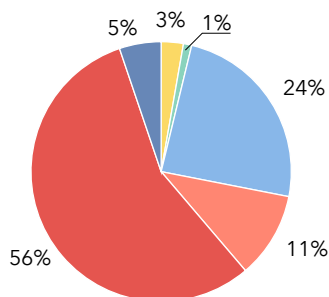
Station Classification

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

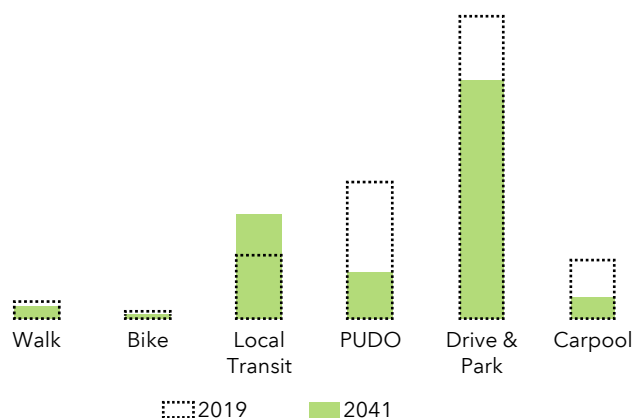
Access Mode Share (2019)








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

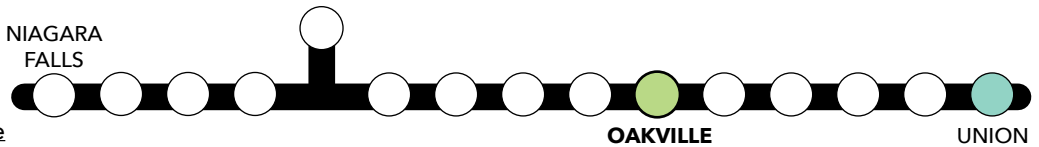
Bronte GO

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.

Lakeshore West Line

Region of Halton
Town of Oakville

NIAGARA
FALLS



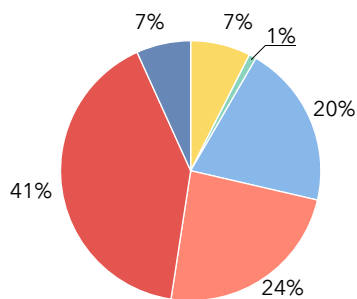
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Oakville GO

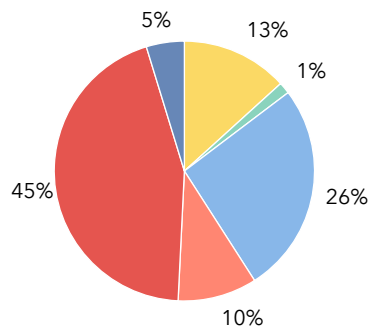
Station Classification

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

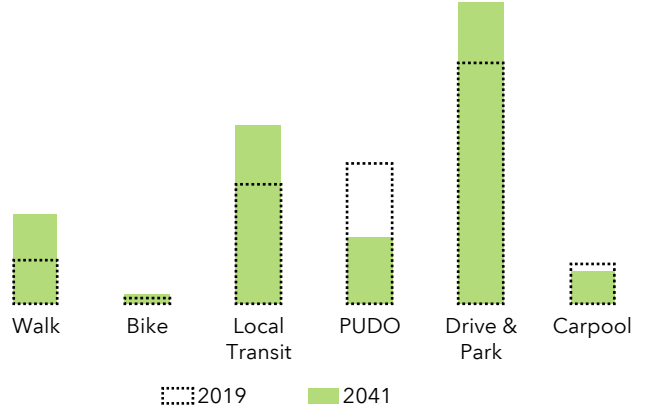
**Access
Mode Share (2019)**








**Target Access
Mode Share (2041)**









**Daily Unique
Home Riders by Mode**

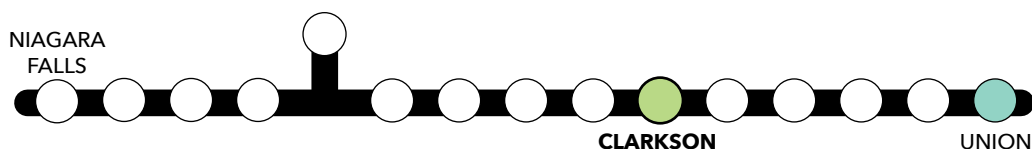


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	- North: 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

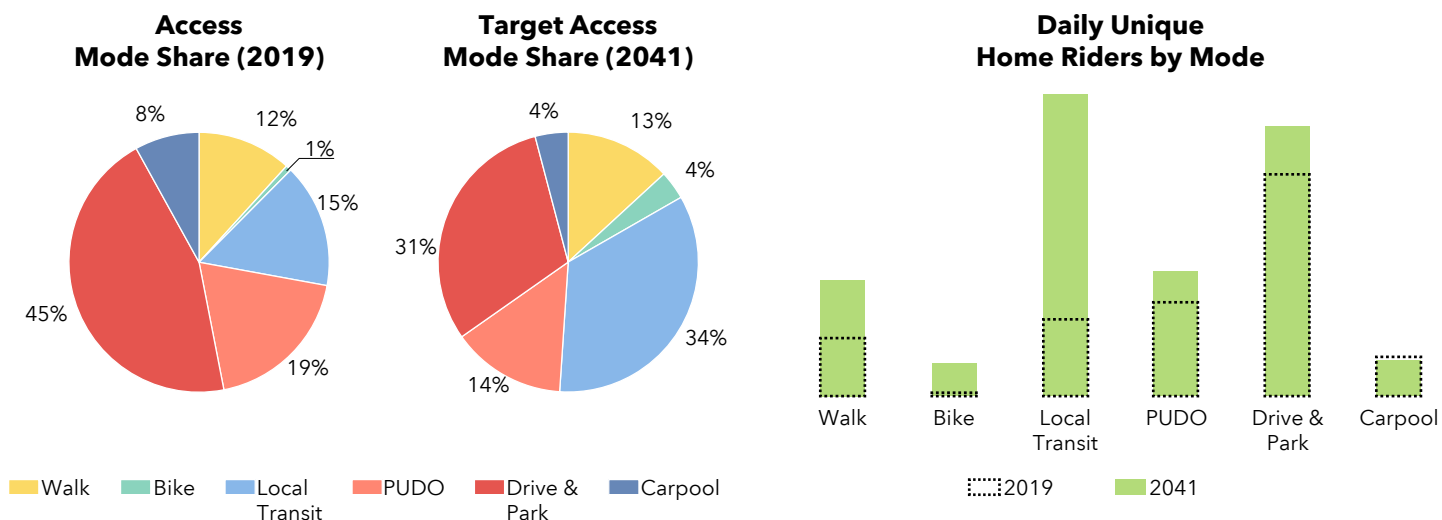
Oakville GO






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.









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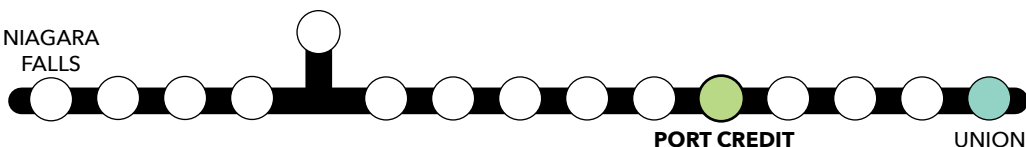
Clarkson GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (High)
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Power Centre
GO Rail Ridership		Current (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



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.



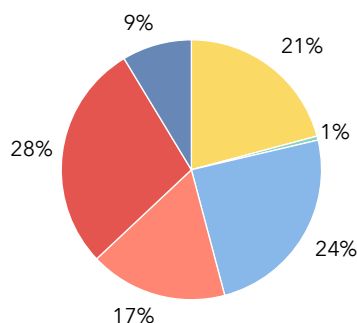
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Port Credit GO

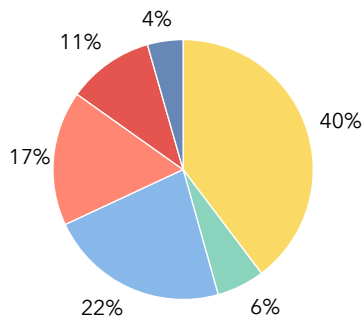
Station Classification

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

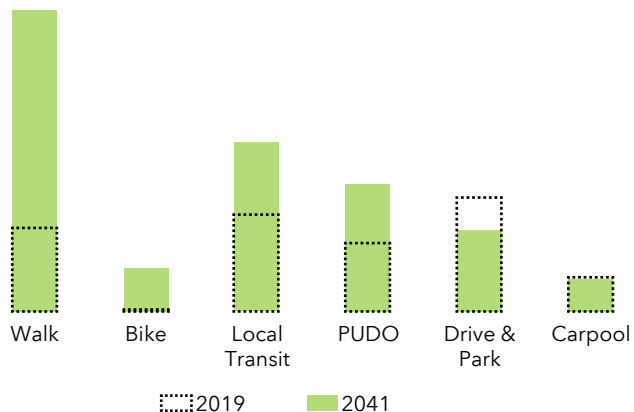
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

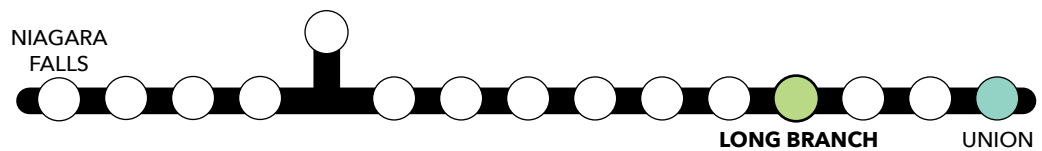


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- South: 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.



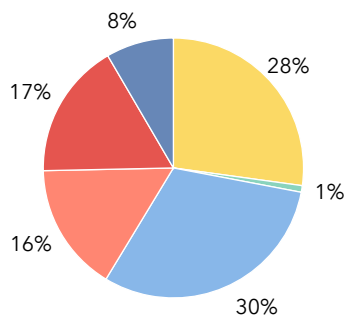
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Long Branch GO

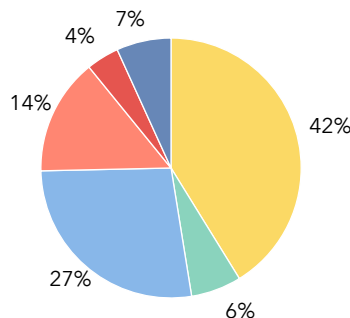
Station Classification

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

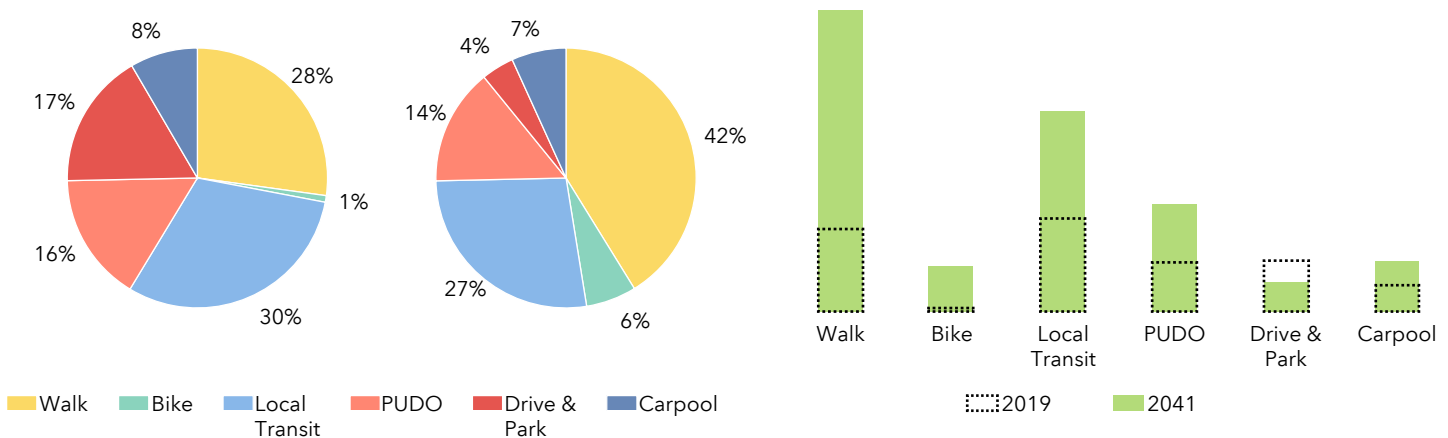
Access
Mode Share (2019)



Target Access
Mode Share (2041)









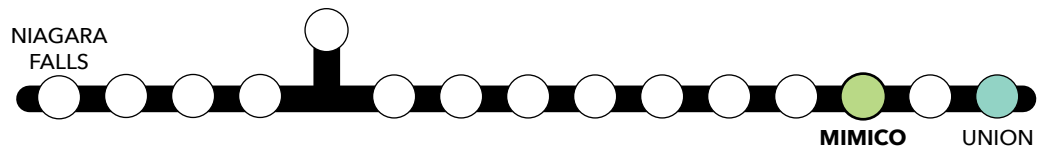
Daily Unique
Home Riders by Mode



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

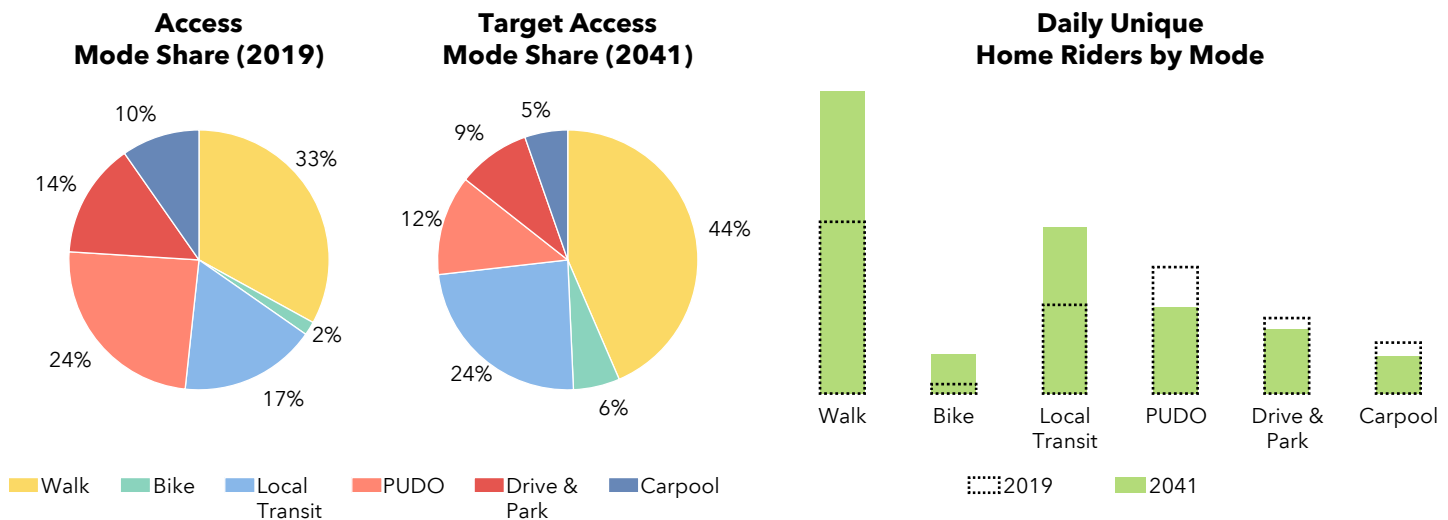
Long Branch GO

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.









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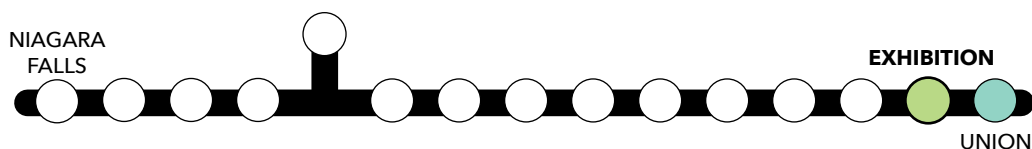
Mimico GO			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	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

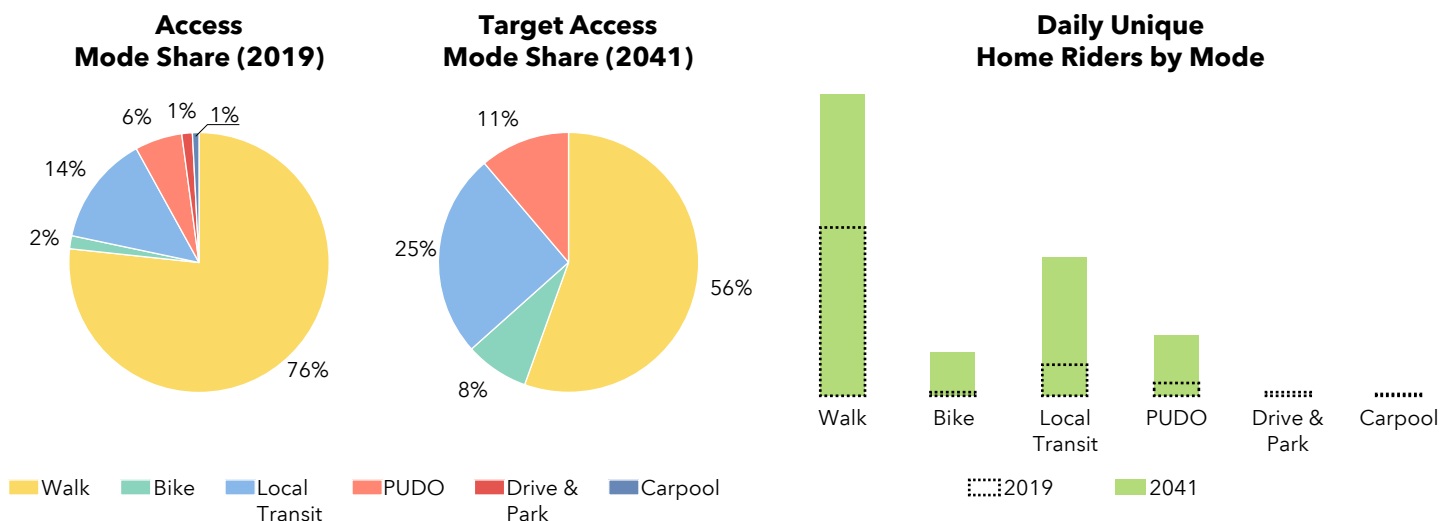
Mimico GO

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.









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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

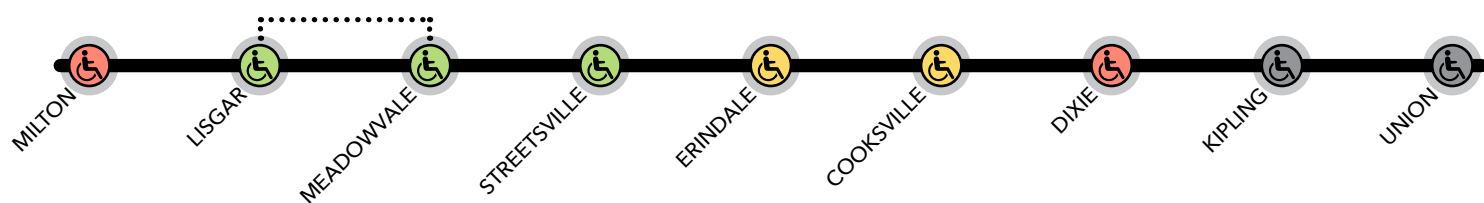


Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: Additional pedestrian pathways
Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays, 1 layover - North: bus bay (2 TTC), 1 layover
Bike Parking	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.

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

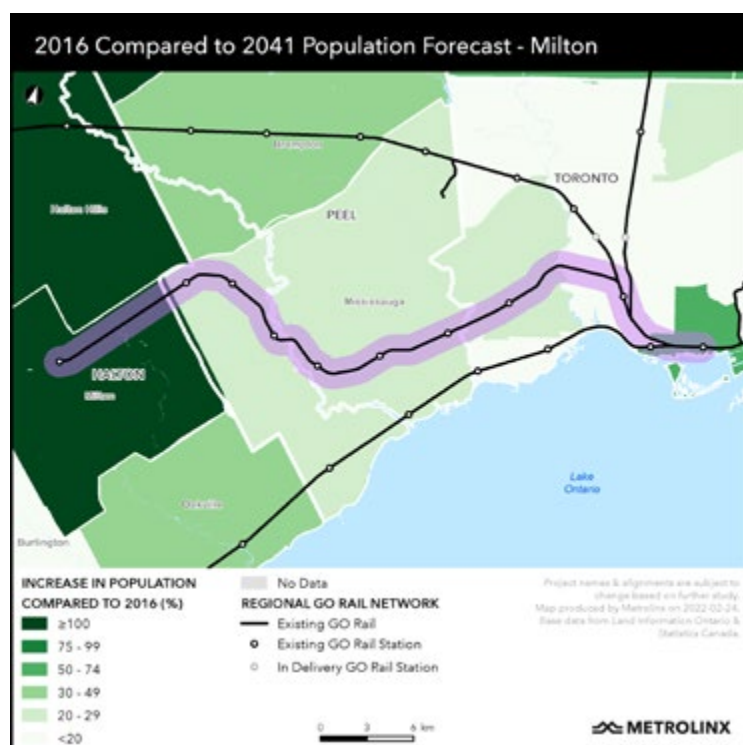
....Couplet stations

(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.

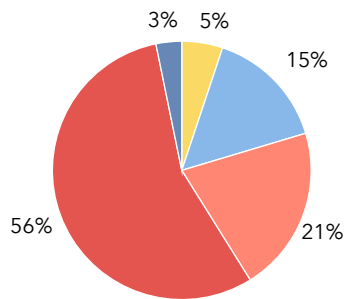




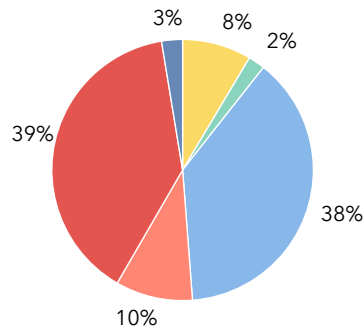
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Milton GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Grow	Retail 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

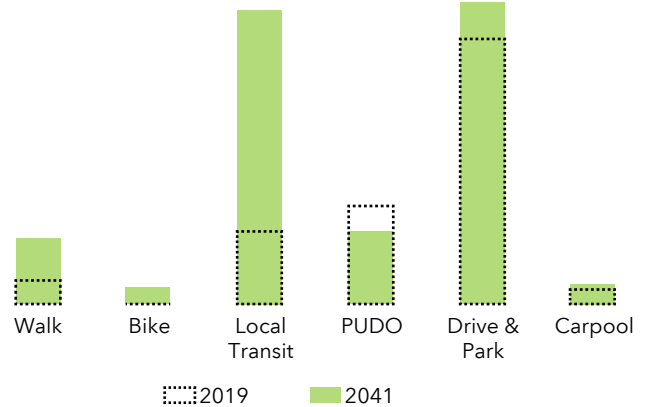
**Access
Mode Share (2019)**








**Target Access
Mode Share (2041)**









**Daily Unique
Home Riders by Mode**

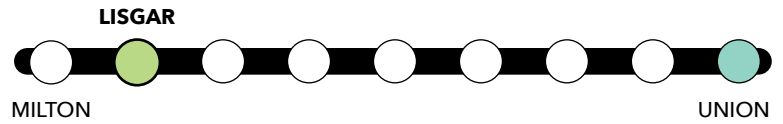


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	- 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

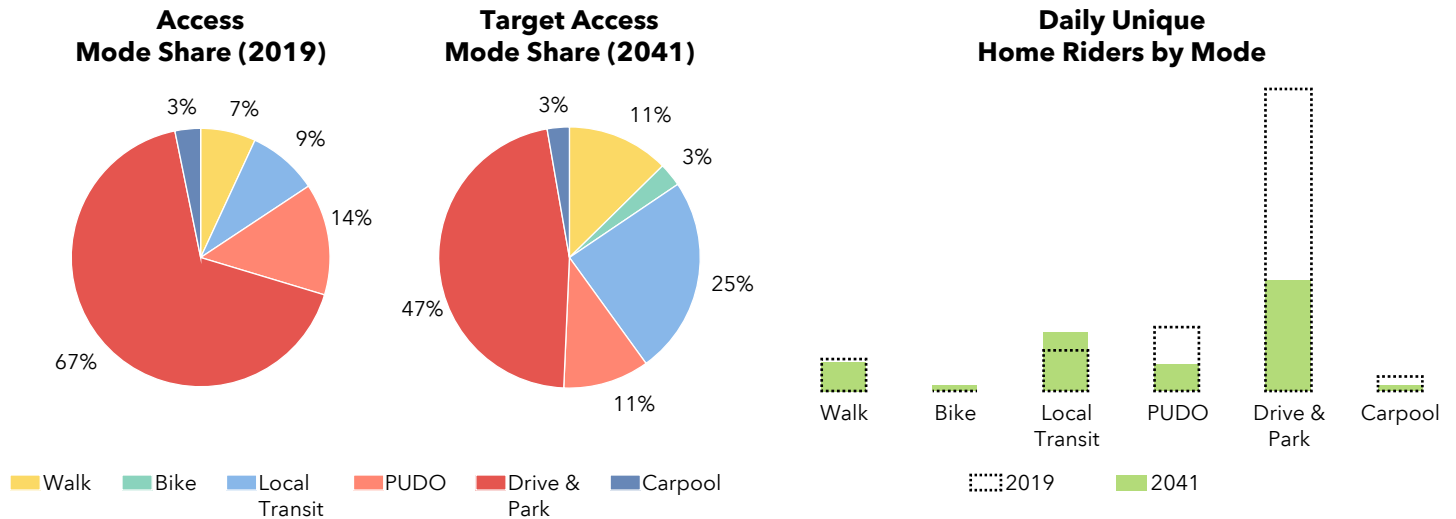
Milton GO

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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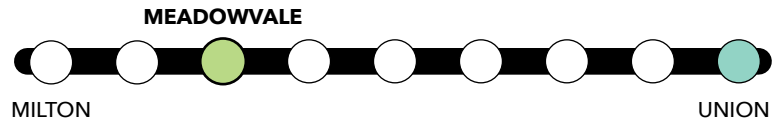
Lisgar GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
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

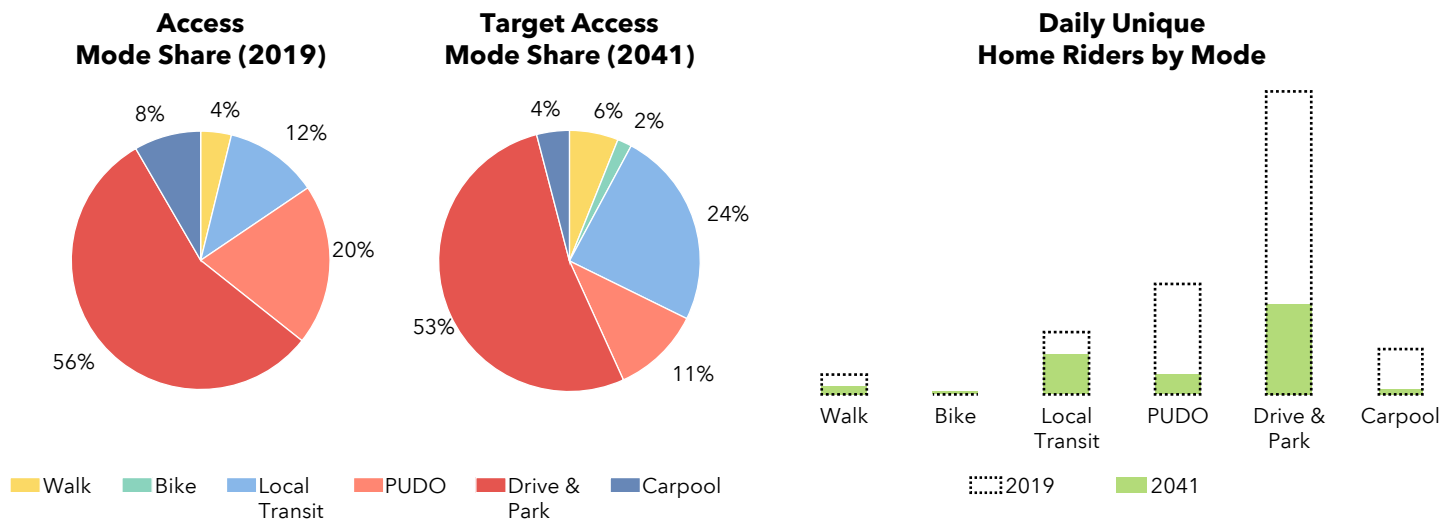
Lisgar GO

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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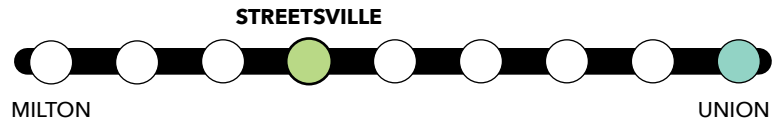
Meadowvale GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	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

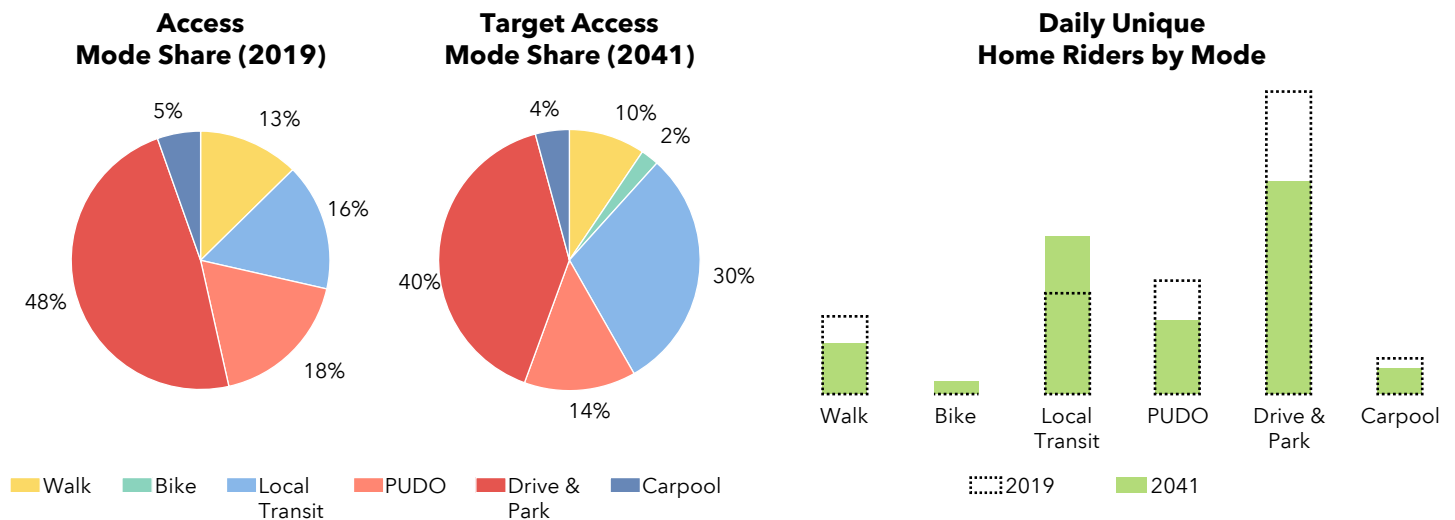
Meadowvale GO

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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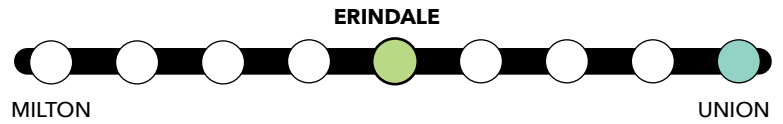
Streetsville GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (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

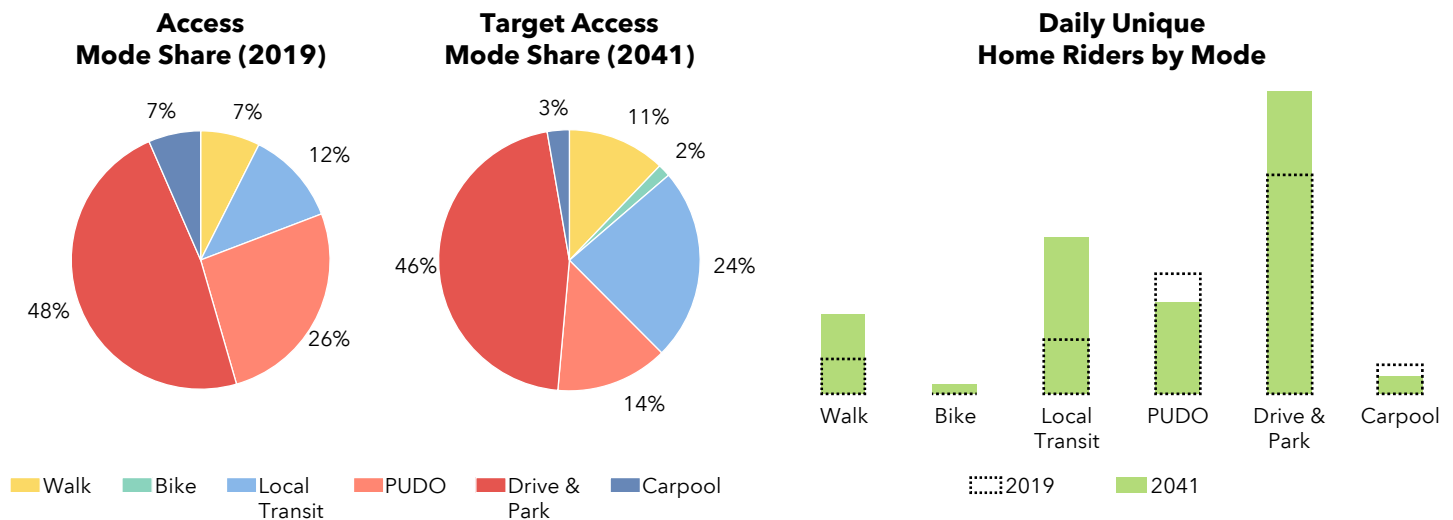
Streetsville GO

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



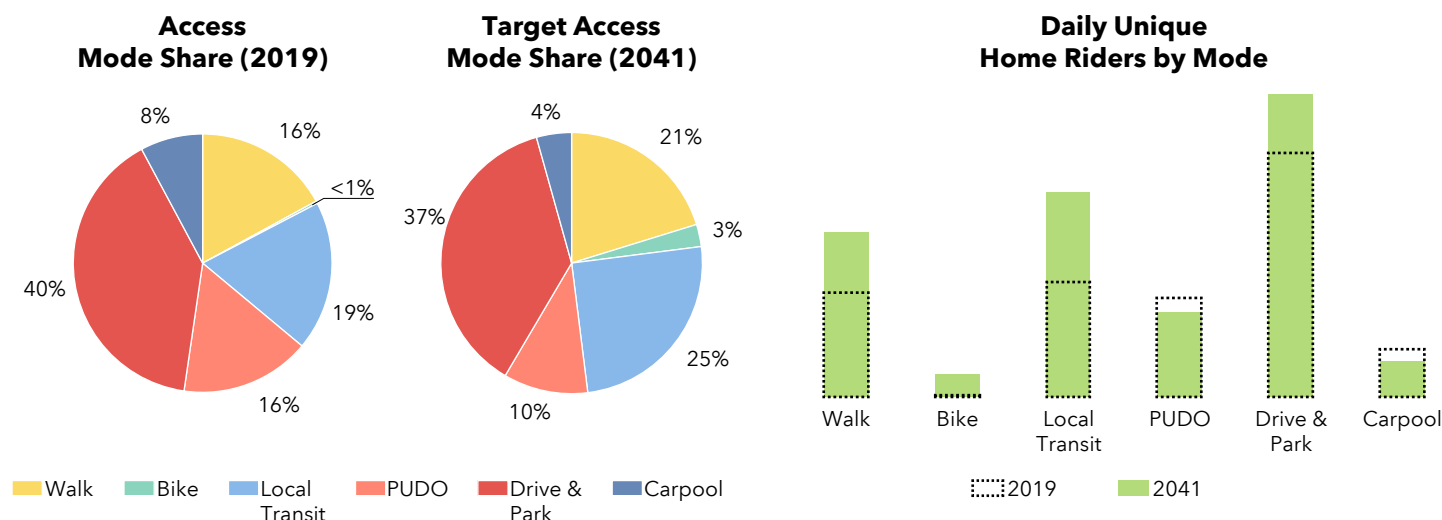
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- West: 1 bike path	No facility expansion recommended at this time
Bus Facilities	Total: 6 bus bays - North: bus bays (3 GO, 2 MiWay, 1 unassigned)	Total: 5 bus bays and 1 layover - North: bus bays (2 GO, 3 MiWay), layover (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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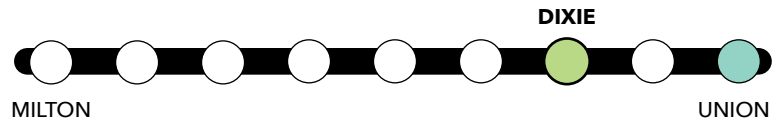
Cooksville GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Interchange (Transit Priority)	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Urban Centre Station (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

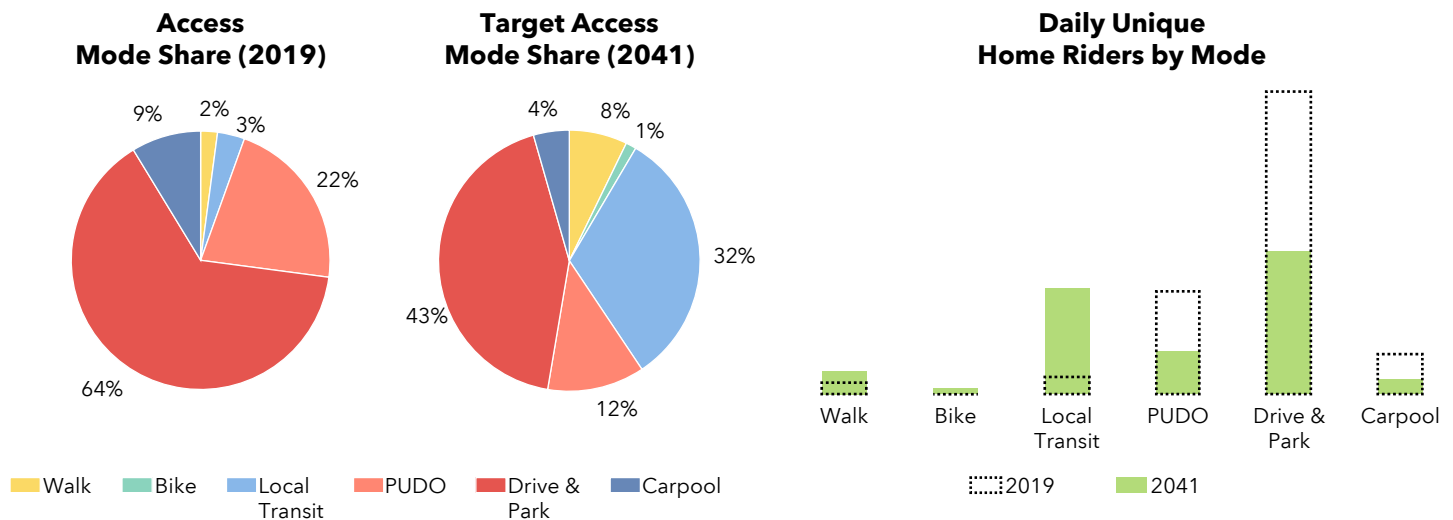
Cooksville GO






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



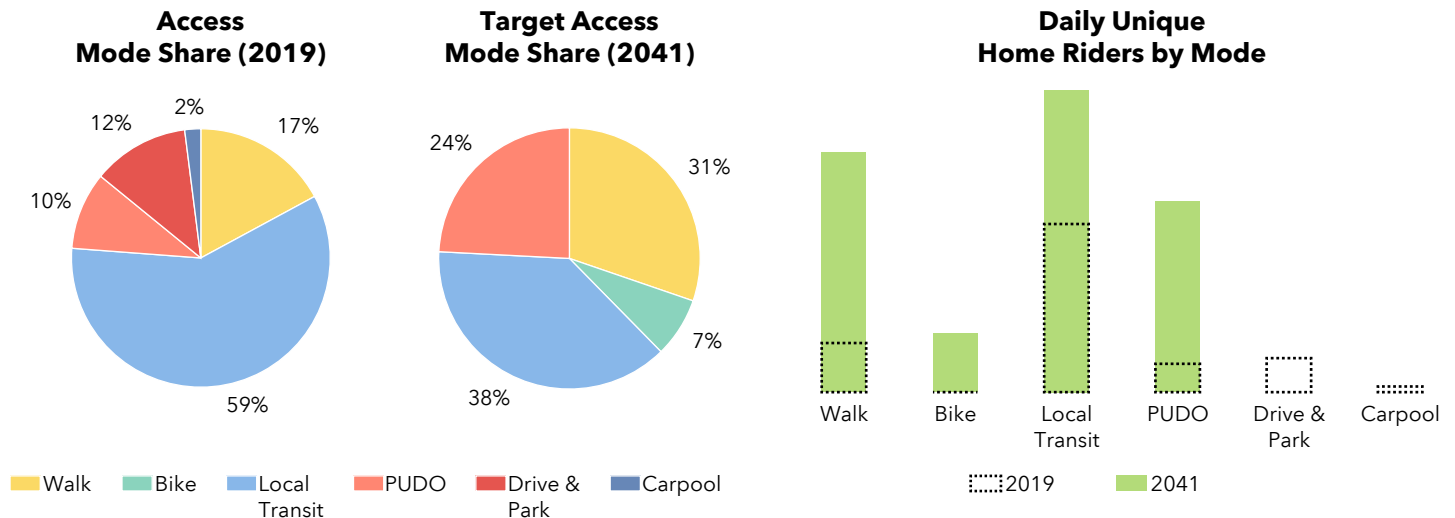
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	- Northwest: dedicated pedestrian walkways	- Northwest: upgraded pedestrian walkway and multi-use path
 Bus Facilities	Total: 2 bus bays - Northeast: bus bays (2 GO)	Total: 3 bus bays - Northeast: bus bays (1 GO, 2 MiWay)
 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.
	ON-MIL-DXGO-03	Expand the bus loop facility with one additional bay.
 Cycling	ON-MIL-DXGO-04	Install a 32-space secure bike room adjacent to a station entrance and on-site cycling connections.
	ON-MIL-DXGO-05	Install a 16-space covered shelter adjacent to the western platform 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

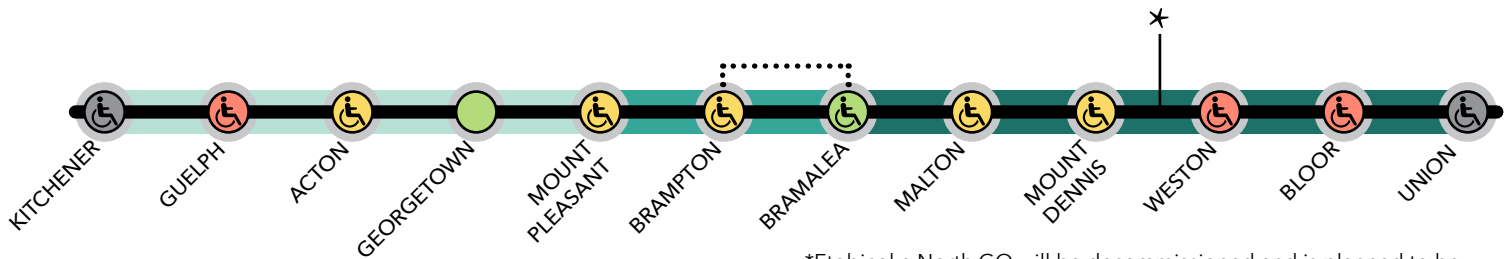


Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	- North: dedicated pedestrian walkways and plaza	No facility expansion recommended at this time
 Bus Facilities	Total: 14 bus bays - North: bus bays (1 GO, 9 MiWay, 3 unsigned)	Total: 16 bus bays and 6 layovers North: 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.

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

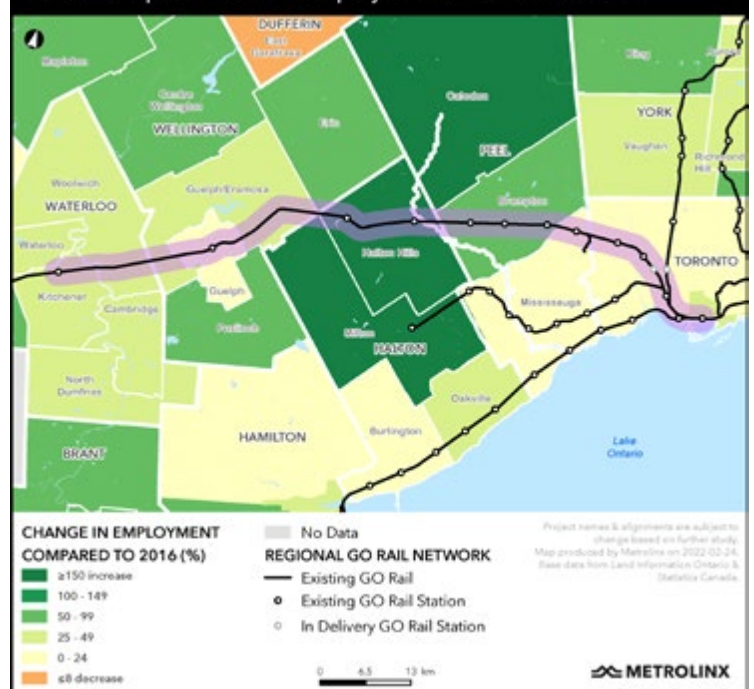
Corridor Context

- 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



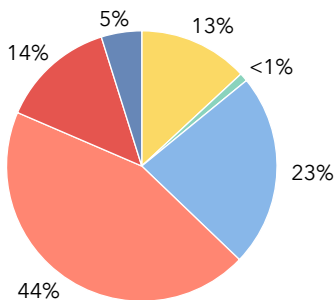
2016 Compared to 2041 Employment Forecast - Kitchener



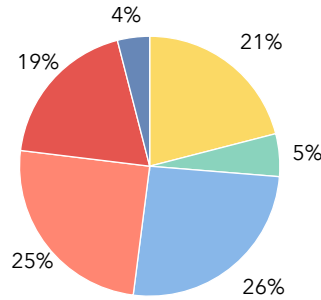

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Kitchener GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Base)
Station Access Type (2041)	Interchange (Transit Priority)	Station Service Model	C - Self Service
Parking Typology (2041)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

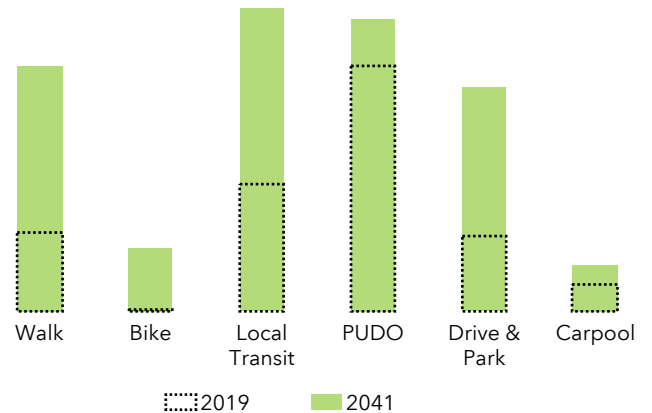
Access Mode Share (2019)



Target Access Mode Share (2041)



Daily Unique Home Riders by Mode









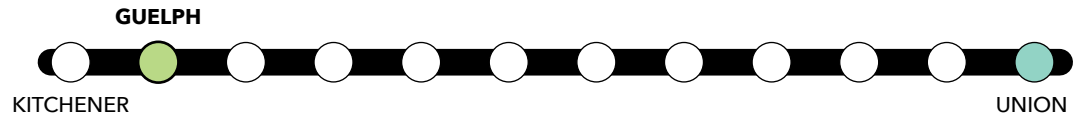
Walk Bike Local Transit PUDO Drive & Park Carpool

2019 2041

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

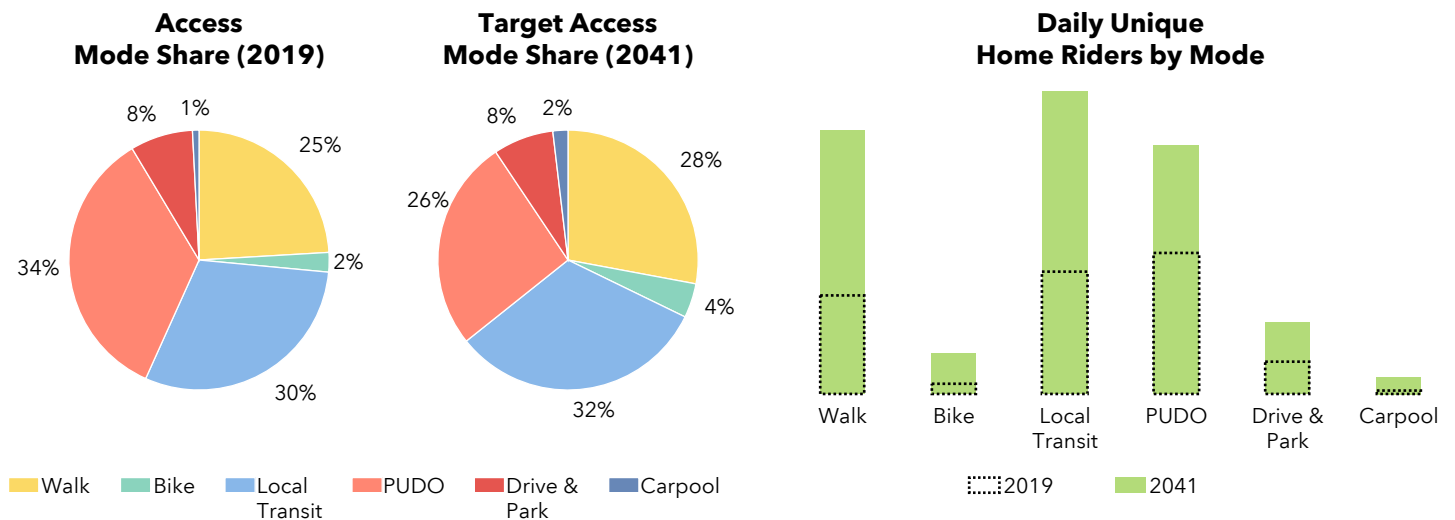
Kitchener GO

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



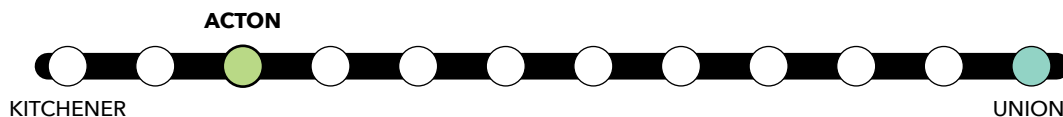
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended at this time
Bus Facilities	Total: 22 bus bays - North: bus bays (2 GO, 14 Guelph Transit, 5 unassigned)	No facility expansion recommended at 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.

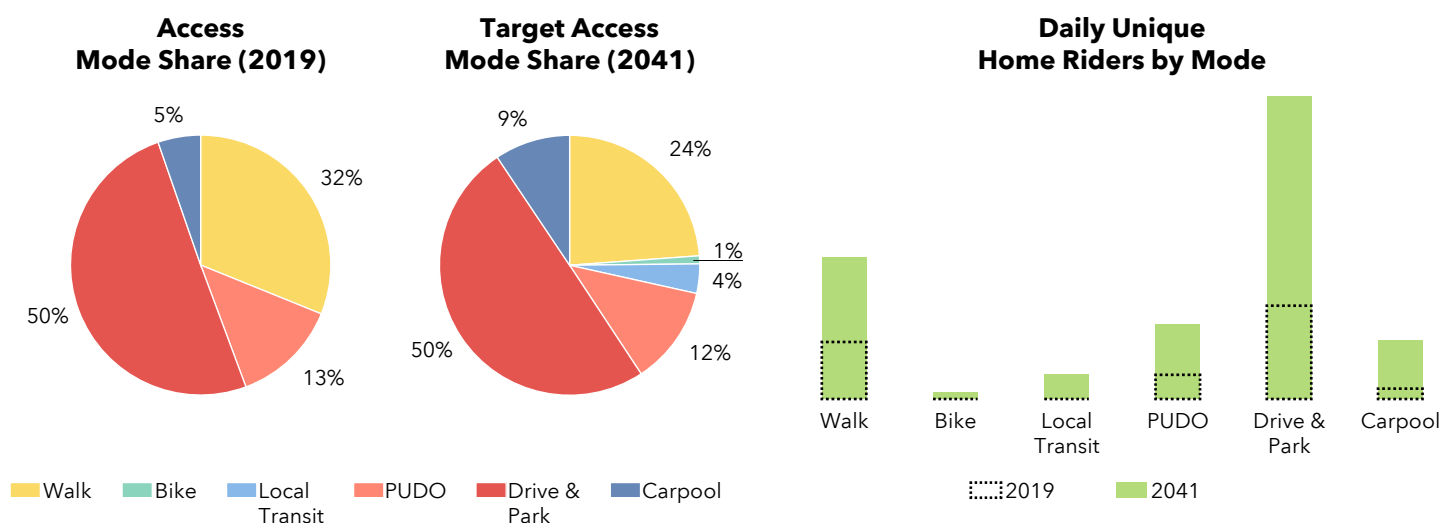
Kitchener Line

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



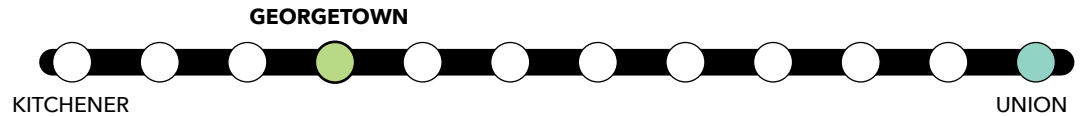
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	South: multi-use path from Eastern Ave.
Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays - 2 bus bays (1 GO, 1 Halton Hills/paratransit)
Bike Parking	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

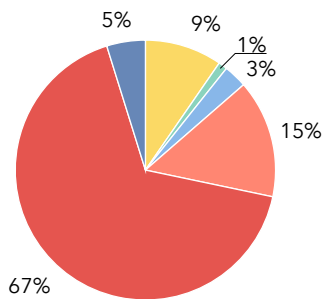
Halton Region
Town of Halton Hills



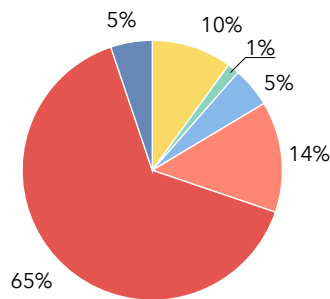
Links: [table of contents](#) | [off-site table](#)

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

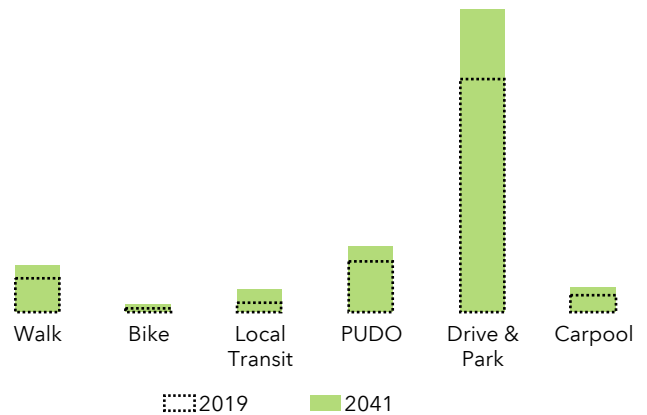
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

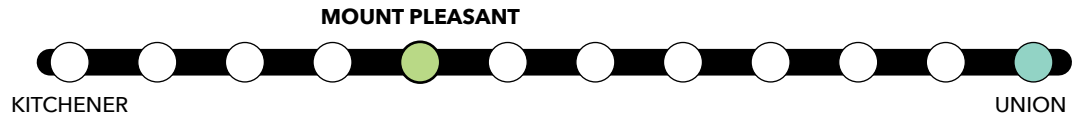


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

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.



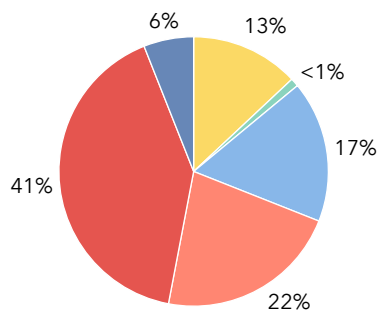
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Mount Pleasant GO

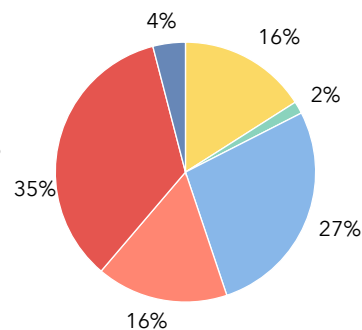
Station Classification

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

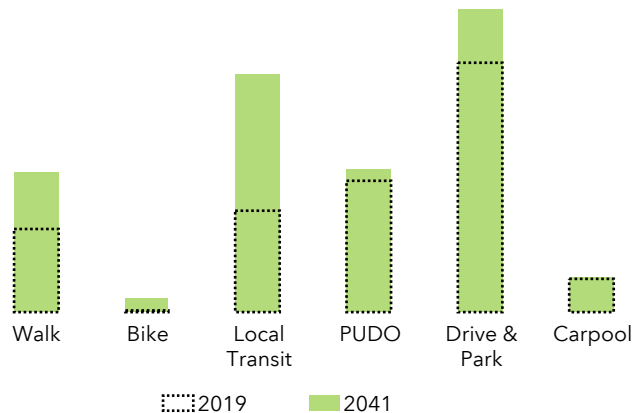
Access Mode Share (2019)



Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

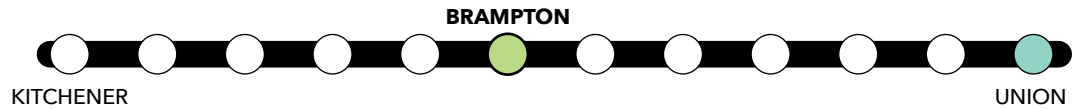
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended at this time
Bus Facilities	Total: 18 bus bays - North: bus bays (9 Brampton Transit) - South: bus bays (2 GO, 6 Brampton Transit), 2 layovers (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.

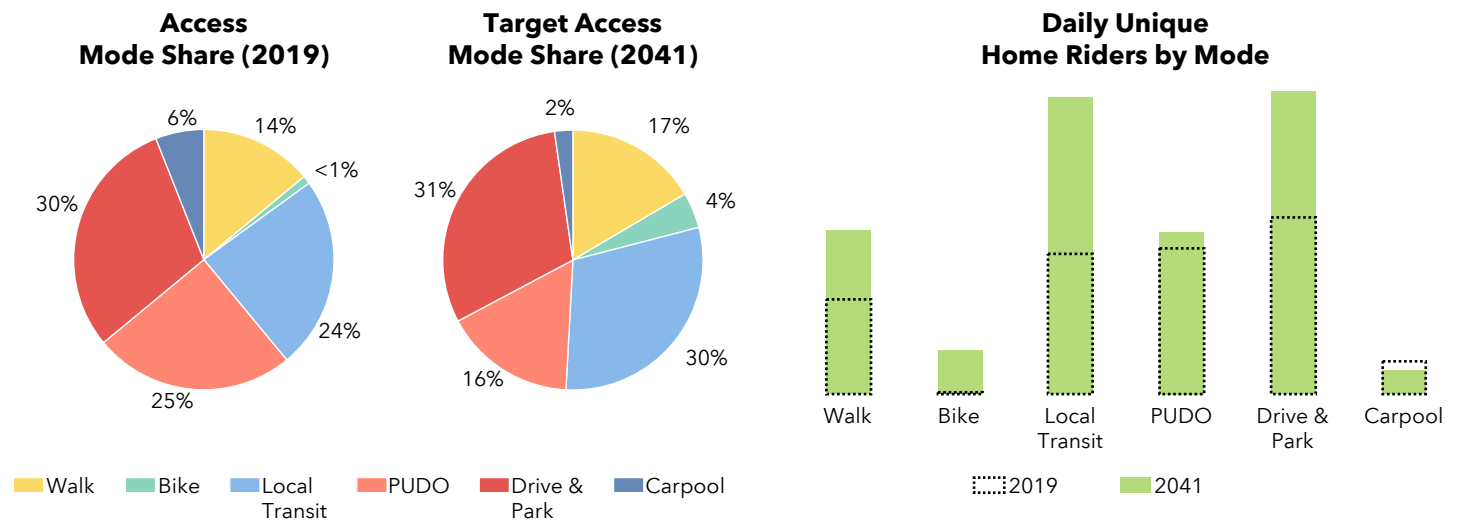
Kitchener Line

Region of Peel
City of Brampton









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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



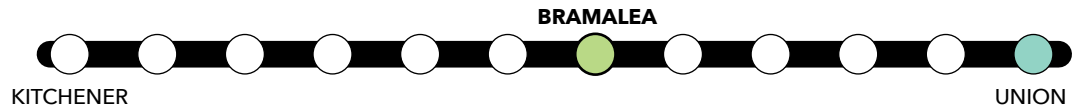
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- North: pedestrian pathways and multi-use path
Bus Facilities	Total: 3 bus bays - South: bus bays (3 GO) (off-site)	No facility expansion recommended at this time
Bike Parking	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.

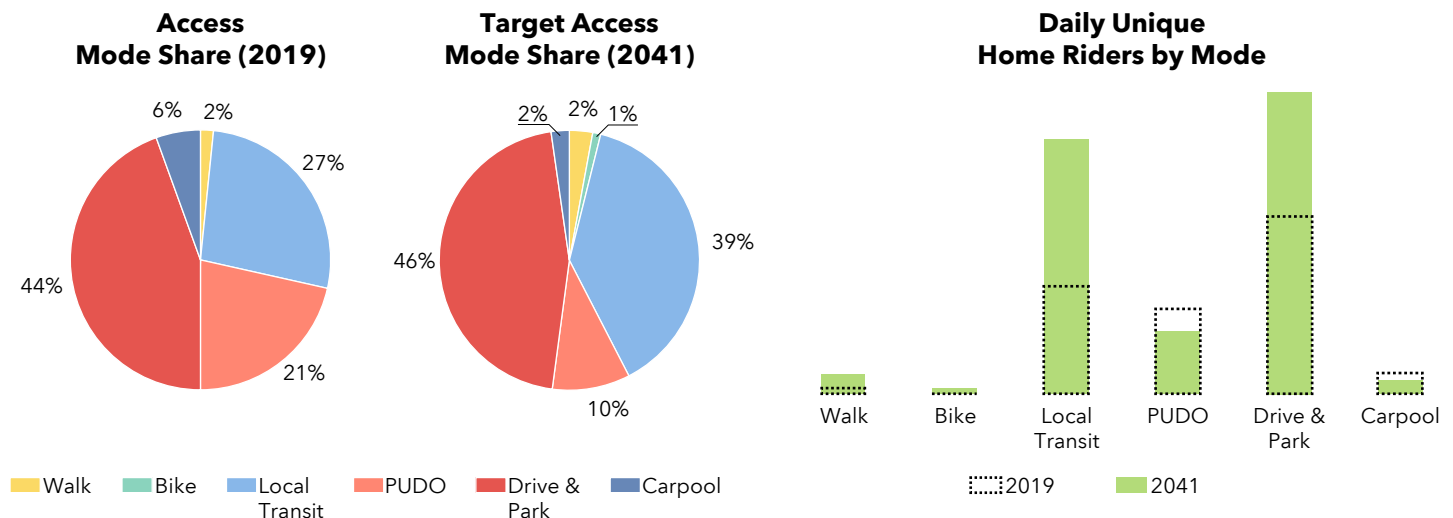
Kitchener Line






Region of Peel
City of Brampton









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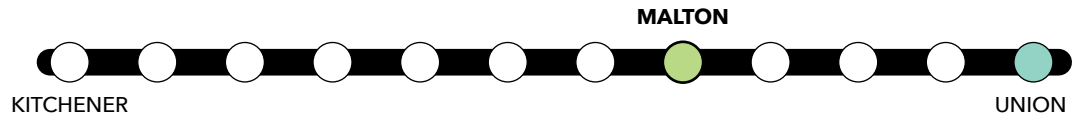
Bramalea GO			
Station Classification			
Station Access Type (2019)	Transit Priority	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Transit Priority	Station Service Model	A - Full Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		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

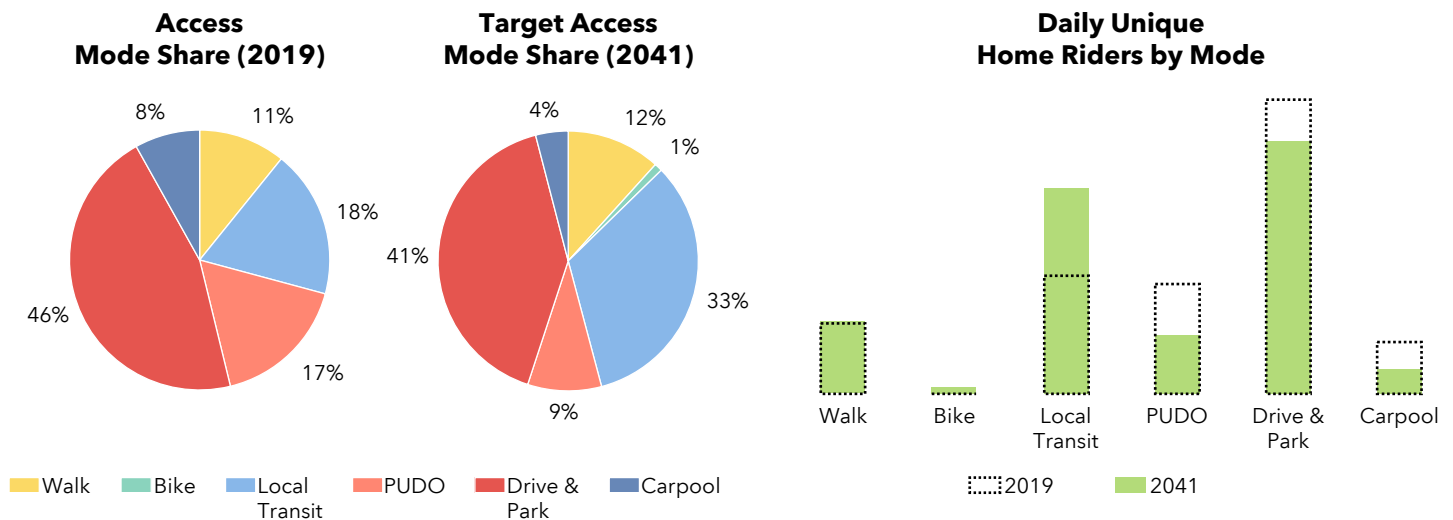
Bramalea GO

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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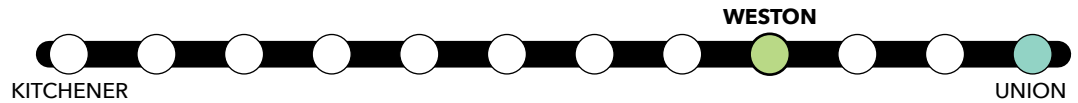
Malton GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (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

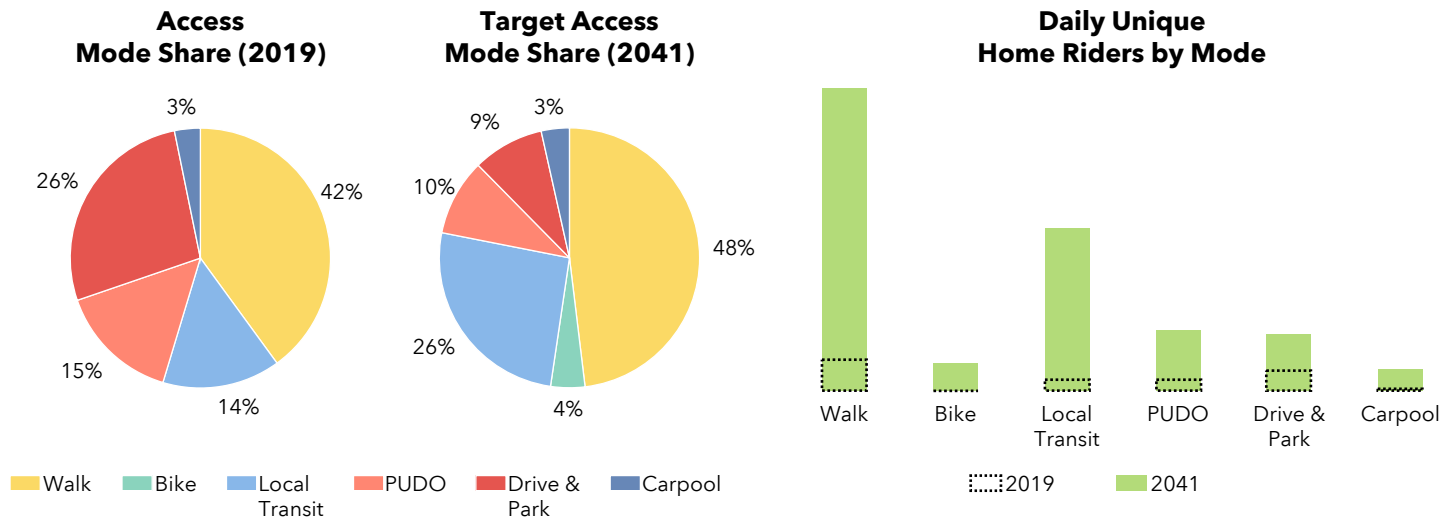
Malton GO






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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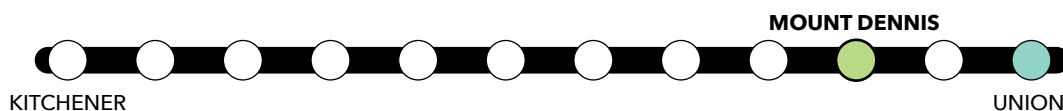
Weston GO			
Station Classification			
Station Access Type (2019)	Active Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	B - Limited Service
Parking Typology (2041)	Maintain	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		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



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.



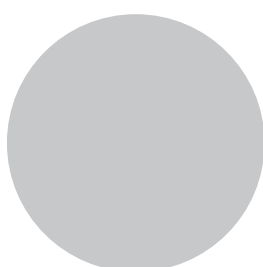
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Mount Dennis GO

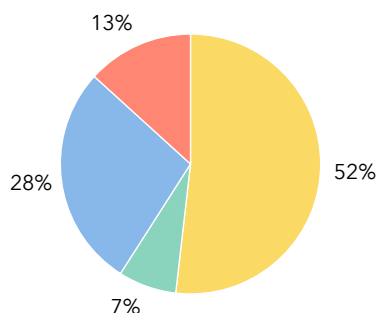
Station Classification

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

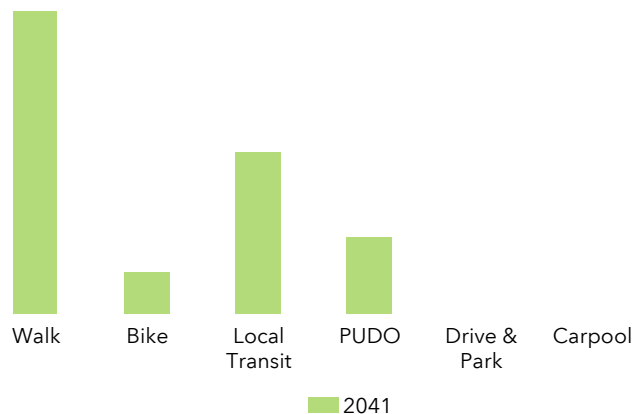
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode

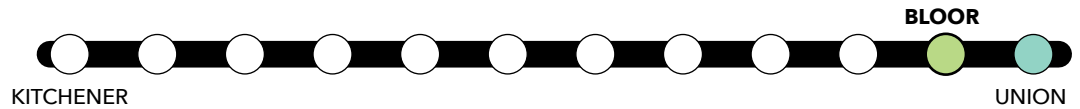


■ Walk
 ■ Bike
 ■ Local Transit
 ■ PUDO
 ■ Drive & Park
 ■ Carpool

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

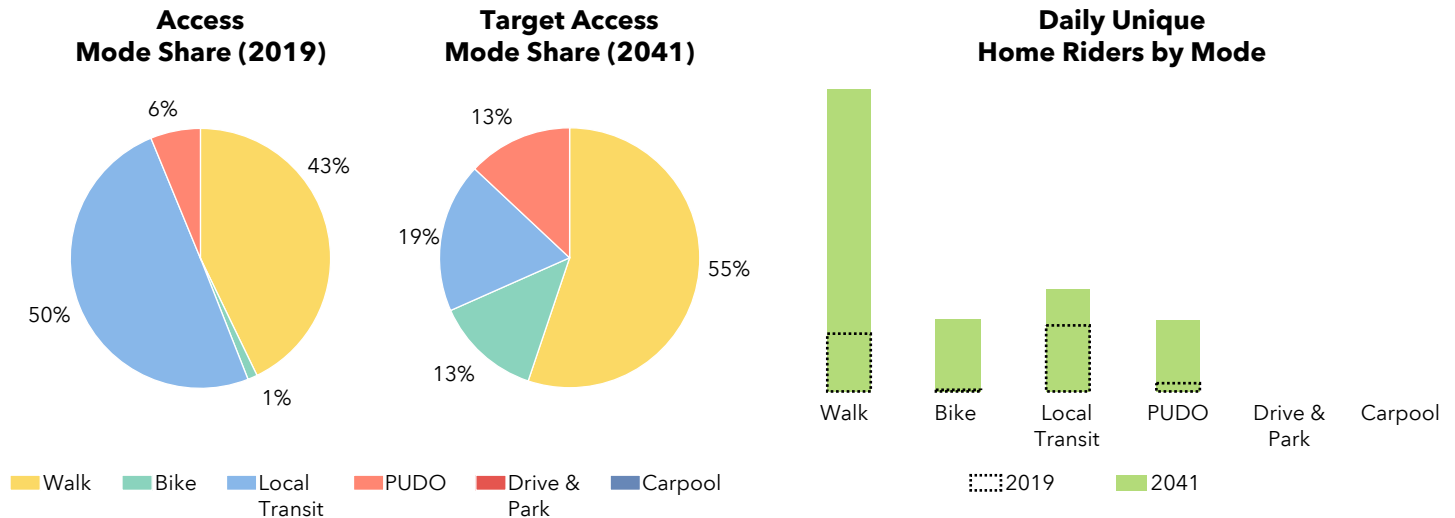
Mount Dennis GO

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.
	ON-KIT-MDGO-03	As part of the Eglinton Crosstown LRT project, a bus terminal is currently under development on the east-side of the rail corridor and will provide a transfer facility for surrounding bus routes.
 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.
	ON-KIT-MDGO-05	As part of the Eglinton Crosstown LRT project, covered bike parking is being installed at the new west station entrance off of Weston Rd. with access from Hollis St.
 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

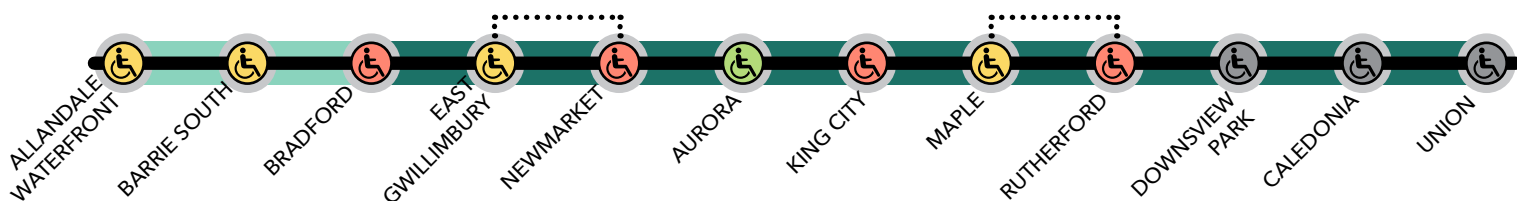


Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Direct pedestrian connection between the GO Rail station and the TTC subway station
Bus Facilities	No dedicated facility is currently provided	No facility expansion recommended 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.

Barrie 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)

Planned two-way all-day peak service frequency

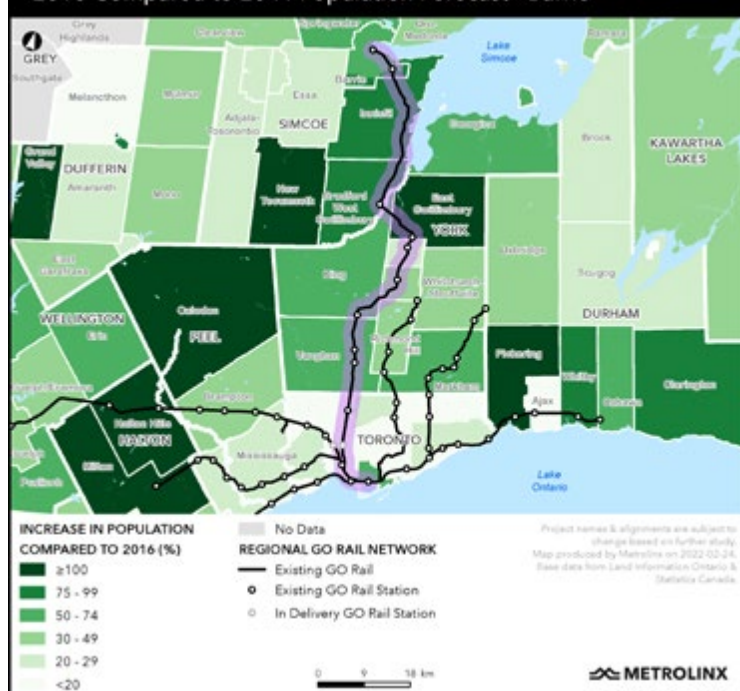
GO Expansion Functional Business Case (2021)

30-min 15-min

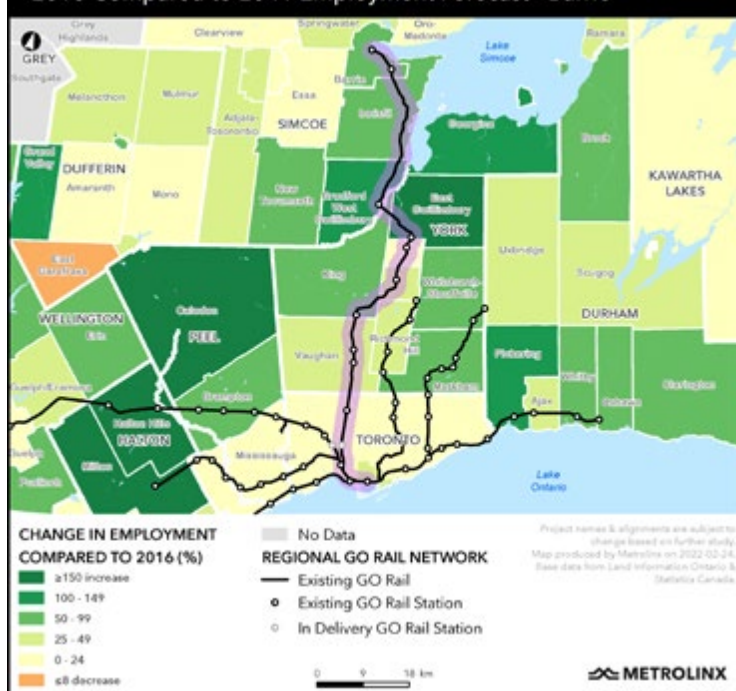
Corridor Context

- The City of Toronto, York Region, Simcoe County, and the City of Barrie are all expected to experience significant population and employment growth over the next 20 years, especially surrounding designated MTSA stations (all GO stations on Barrie corridor).
- GO Expansion is planned for the majority of the Barrie corridor with increased service, two-way, all-day from Union Station to Bradford GO.
- The Barrie corridor is unique in that most of the stations with existing parking are set to experience an increase in parking between 2019 and 2041 as a result of anticipated additional demand due to the service increase.
- Couplet stations: There is overlap between the catchment areas of East Gwillimbury and Newmarket, and Maple and Rutherford, allowing for balancing station access requirements between these stations.

2016 Compared to 2041 Population Forecast - Barrie



2016 Compared to 2041 Employment Forecast - Barrie



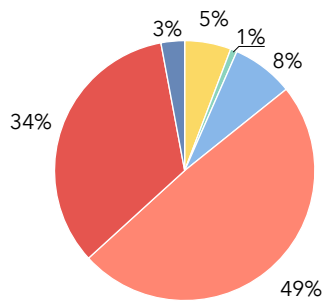
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Allandale Waterfront GO

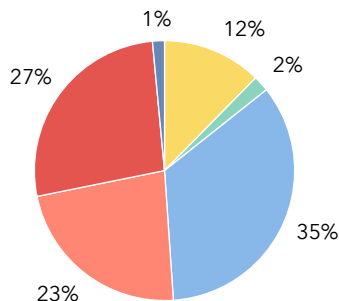
Station Classification

Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		300	1,550
Daily Riders' Destination Station		100	1,375
Daily Total Footfall (Boardings + Alightings)		725	5,100

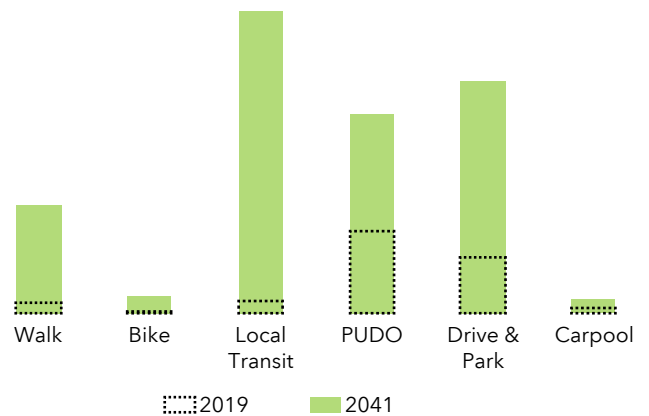
Access
Mode Share (2019)



Target Access
Mode Share (2041)









Daily Unique
Home Riders by Mode



Walk Bike Local Transit PUDO Drive & Park Carpool

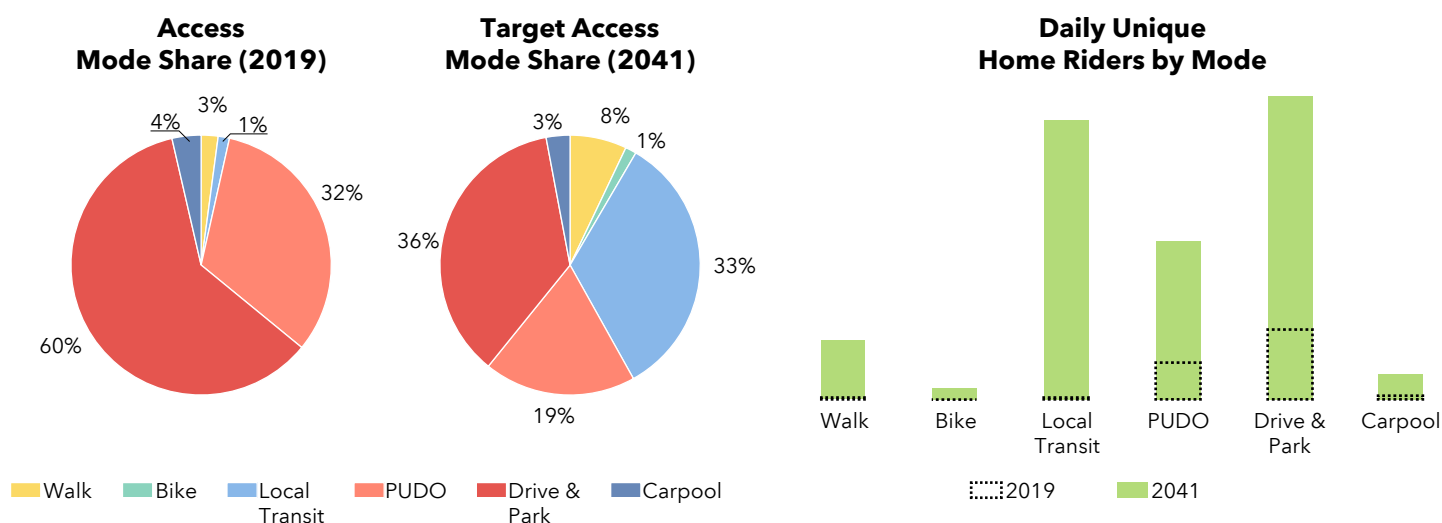
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North/South: Pedestrian pathways - Pedestrian tunnel	- North: Additional pedestrian pathways - North: Multi-use path
Bus Facilities	Total: 6 bus bays - North: bus bays (2 GO, 4 Barrie Transit)	Total: 15 bus bays and 4 layover - (Off-site) North: bus bays (2 GO, 13 Barrie Transit), 4 Layovers
Bike Parking	Total: 64 bike spaces - North: 64 covered	Total: 160 bike spaces - (Off-site) North: 64 covered, 32 secured - (Off-site) South: 64 covered
Pick-up/ Drop-off Facilities	Total: 15 spaces - North: 12 waiting and 3 loading spaces (peak/ferry configuration)	Total: 26 spaces - North: 9 waiting and 4 loading spaces (strip configuration) - South: 7 waiting and 3 loading spaces (urban configuration)
Vehicular Parking	Total: 160 spaces - South: 160 surface	Total: 350 spaces - Add 190 spaces - Up to 44% carpool/reserved parking






Allandale Waterfront GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-BA-ADGO-01	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
 Cycling	ON-BA-ADGO-02	Add 32 spaces of secure supply on the north side of the rail corridor to the west of the tunnel building through any future site redevelopment, upgrades, or other works.
	ON-BA-ADGO-03	Install an additional two, 32-bike capacity, covered shelters for a total capacity of 64 bicycle parking stalls on the south side of the rail corridor.
 Pick-up/ Drop-off	ON-BA-ADGO-04	Modify the existing PUDO north of the station into a strip configuration facility. Include dedicated vehicle waiting areas, and to avoid impact to the ongoing archaeological dig on the historic site north of the GO Station.
 Carpool Passengers	ON-BA-ADGO-05	Implement modified reserved and carpool parking on up to 44% of total spaces.
 Drive & Park	ON-BA-ADGO-06	Add 190 surface parking spaces via alternative parking solutions (e.g., shared and leased surface parking) along the waterfront, on the north-west corner of Tiffin St. and Lakeshore Dr. or west of William St. Future parking can also be explored directly north of the GO station site on the City's historic Allandale site, or through potential TOC opportunities.







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Barrie South GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		450	3,300
Daily Riders' Destination Station		150	1,650
Daily Total Footfall (Boardings + Alightings)		1,100	8,675



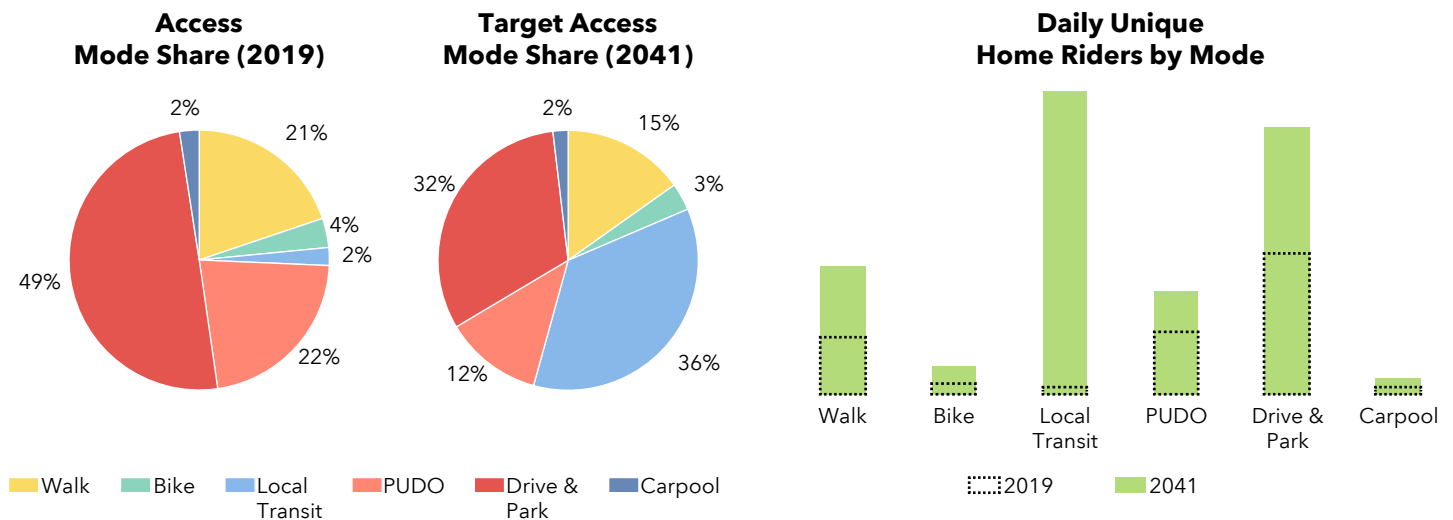
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	- South: pedestrian pathways	- South: additional pedestrian pathways - South: multi-use path
 Bus Facilities	Total: 5 bus bays - South: bus bays (2 GO, 3 Barrie Transit)	Total: 7 bus bays and 2 layovers - South: bus bays (2 GO, 5 Barrie Transit), 2 layovers
 Bike Parking	Total: 64 bike spaces - South: 64 covered	Total: 112 bike spaces - South: 80 covered - South: 32 secure
 Pick-up/ Drop-off Facilities	Total: 33 spaces - South: 26 waiting and 7 loading spaces (peak/ferry configuration)	Total: 33 spaces - No pick-up/drop-off expansion recommended
 Vehicular Parking	Total: 619 spaces - South: 619 surface	Total: 995 spaces - Add 376 spaces - Up to 36% carpool/reserved parking

Barrie South GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-BSGO-01	Implement a boulevard-separated, joint-use path along the northern edge of the station site from Yonge St. to the station platform to reduce conflicts between pedestrians and cyclists with vehicular traffic on the station site. Alternatively, explore a multi-use path to be delivered as part of an adjacent development located northeast of the station.
 Local Transit	ON-BA-BSGO-02	To meet the demand of increased transit service to new and existing communities, expand the existing bus loop northwest of the north parking lot (southwest of the rail corridor) to accommodate this increase in service.
 Cycling	ON-BA-BSGO-03	Explore the feasibility of providing a tunnel entrance on the east side of the rail corridor with a multi-use path that connects to Mapleview Dr. to the south and Pine Dr. to the north to provide improved pedestrian and cycling access to residents on the east side of the rail corridor.
	ON-BA-BSGO-04	Add one additional 16-capacity bike capacity covered shelters for a total capacity of 80 bicycle parking stalls on the southwest side of the rail corridor.
	ON-BA-BSGO-05	Install 32 spaces of secure supply on the southwest side of the rail corridor at the northwest corner of the current GO parking lot, near the proposed MUP through any future site redevelopment, upgrades, or other works.
 Pick-up/ Drop-off	ON-BA-BSGO-06	As part of any future station improvements, reconfigure PUDO to reduce conflicts with other users and enhance priority for pick up/drop off vehicles exiting the GO station site.
 Carpool Passengers	ON-BA-BSGO-07	Implement modified reserved and carpool parking program on up to 36% of total spaces.
 Drive & Park	ON-BA-BSGO-08	Add 425 parking spaces via alternative parking solutions (e.g., shared and leased surface parking) southwest of the rail corridor within walking distance of the GO station.







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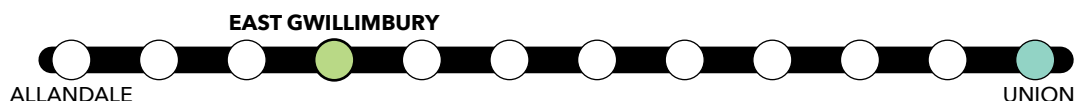
Bradford GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		500	1,475
Daily Riders' Destination Station		150	425
Daily Total Footfall (Boardings + Alightings)		1,175	3,300



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- West: pedestrian pathways - West: multi-use path
Bus Facilities	Total: 3 bus bays - West: bus bays (1 GO, 2 BWG/Simcoe County LINX)	Total: 4 bus bays, 1 layover - West: bus bays (2 GO, 2 BWG/Simcoe County LINX), 1 layover (1 GO)
Bike Parking	Total: 16 bike spaces - West: 16 covered	Total: 48 bike spaces - West: 48 covered
Pick-up/Drop-off Facilities	Total: 12 spaces - West: 12 waiting (peak/ferry configuration)	Total: 9 spaces - West: 7 waiting and 2 loading (peak/ferry configuration)
Vehicular Parking	Total: 359 spaces - West: 359 surface	Total: 460 spaces - Add 101 spaces - Up to 33% carpool/reserved parking

Bradford GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-BDGO-01	Reconfigure the parking areas to create a designated pedestrian pathway from the intersection of Holland St. and Dissette St., through the station site towards the platform. This pathway should prioritize pedestrian safety and reduce conflicts between pedestrians and vehicles.
 Local Transit	ON-BA-BDGO-02	Provide three bus bays to meet GO service and municipal service provider needs due to the increase in transit demand expected at Bradford GO as the terminus station for 15-minute, two-way, all-day rail service.
	ON-BA-BDGO-03	Provide one additional bus bay and one layover space to meet GO service needs once 15-minute, two-way, all-day service is implemented and terminates at Bradford GO station.
 Cycling	ON-BA-BDGO-04	Install 32 covered bike parking spaces at the northeast corner of the current GO parking lot to the west of the rail corridor. This location would allow for cyclists traveling along the proposed cycling connection on the northern edge of the station site to have convenient access to bike parking.
	ON-BA-BDGO-05	A 16-space secure bike parking room on the west side of the rail corridor and east of the station building is currently being delivered.
 Pick-up/ Drop-off	ON-BA-BDGO-06	As part of any future station improvement, reduce the peak/ferry west PUDO to 7 waiting and 2 loading spaces.
 Carpool Passengers	ON-BA-BDGO-07	Implement modified reserved and carpool parking programs on up to 33% of total spaces at the north portion of the main surface parking lot.
 Drive & Park	ON-BA-BDGO-08	Locate 101 additional parking spaces via surface parking on an off-site property to the west of the rail corridor, located within walking distance of the GO station.



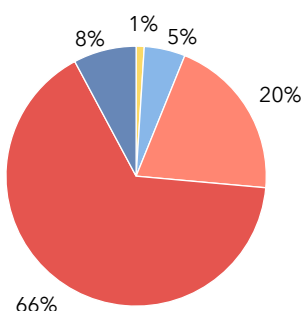
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East Gwillimbury GO

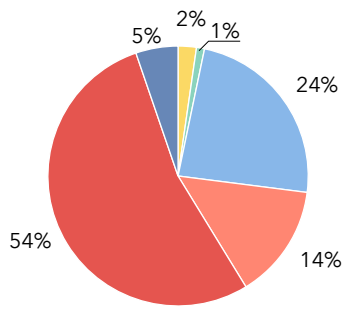
Station Classification

Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange
Station Access Type (2041)	Mixed Modal	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		800	3,200
Daily Riders' Destination Station		200	925
Daily Total Footfall (Boardings + Alightings)		1,775	7,175

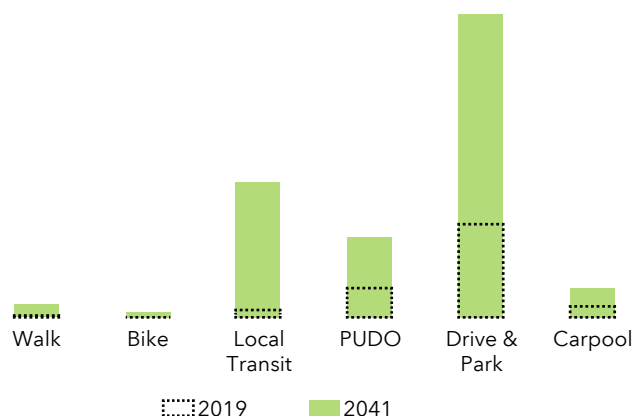
Access Mode Share (2019)



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	- West: pedestrian pathways - West: bike trail connection	- West: additional cycling and pedestrian connections - West: multi-use path
Bus Facilities	Total: 10 bus bays - West: bus bays (3 GO, 2 YRT, 5 unassigned)	Total: 9 bus bays - West: bus bays (3 GO, 6 YRT)
Bike Parking	Total: 64 bike spaces - West: 64 covered	Total: 128 bike spaces - West: 96 covered - West: 16 secure
Pick-up/Drop-off Facilities	Total: 54 spaces - West: 9 waiting (high ridership configuration) - West: 38 waiting and 7 loading spaces (peak/ferry configuration)	Total: 25 spaces - West: 20 waiting and 5 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 992 spaces - West: 992 surface	Total: 1,595 spaces - Add 603 spaces - Up to 31% carpool/reserved parking

East Gwillimbury GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-GWIL-01	Extend the boulevard separated east-west pedestrian connection north of the pick-up/drop-off area to the GO station building.
	ON-BA-GWIL-02	Develop an access from Main St. N. to the station that incorporates a boulevard separated multi-use path that connects to an existing east-west alignment through the station site.
 Local Transit	ON-BA-GWIL-03	Provide 9 bus bays to meet GO service and municipal service provider needs and consider using the space from the existing tenth bus bay for other modes or uses.
 Cycling	ON-BA-GWIL-04	Install a 16-capacity secure bike parking room south of the station building.
	ON-BA-GWIL-05	Install a 32-capacity covered bike shelter in between the reconfigured bus loop and the PUDO area as part of the planned redevelopment of the station, as well as in tandem with the implementation of cycling connections from new developments along Green Ln. to the GO station site.
 Pick-up/ Drop-off	ON-BA-GWIL-06	Remove one of the south vehicle waiting area lanes to allow for the extension of the existing boulevard-separated pedestrian connection on the west side of the parking lot, connecting east toward the station building.
 Carpool Passengers	ON-BA-GWIL-07	Implement modified reserved and carpool parking programs on up to 31% of total spaces with a focus on the eastern section of the main surface parking lot in close proximity to the station building.
 Drive & Park	ON-BA-GWIL-08	Add 603 spaces via alternative parking solutions (e.g., modular parking on the main surface parking lot) west of the rail corridor. If not feasible, explore the ability to locate these spaces through off-site properties located within walking distance of the station.

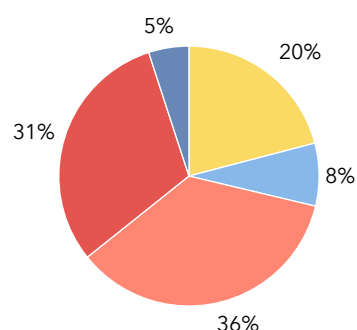
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Newmarket GO

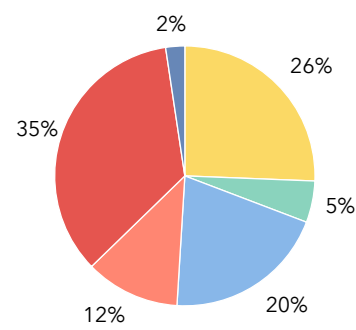
Station Classification

Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange
Station Access Type (2041)	Active Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		625	700
Daily Riders' Destination Station		175	975
Daily Total Footfall (Boardings + Alightings)		1,425	2,975

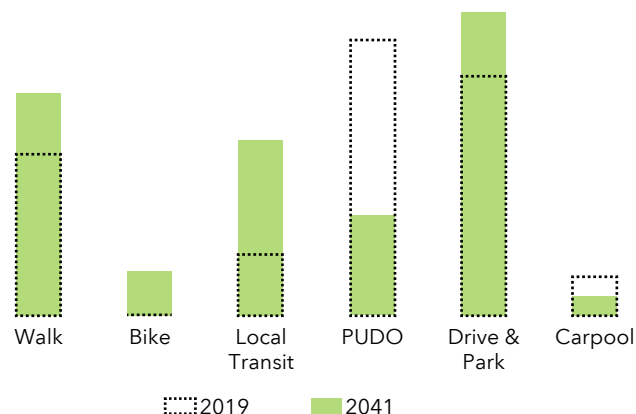
Access
Mode Share (2019)



Target Access
Mode Share (2041)









Daily Unique
Home Riders by Mode



Walk Bike Local Transit PUDO Drive & Park Carpool

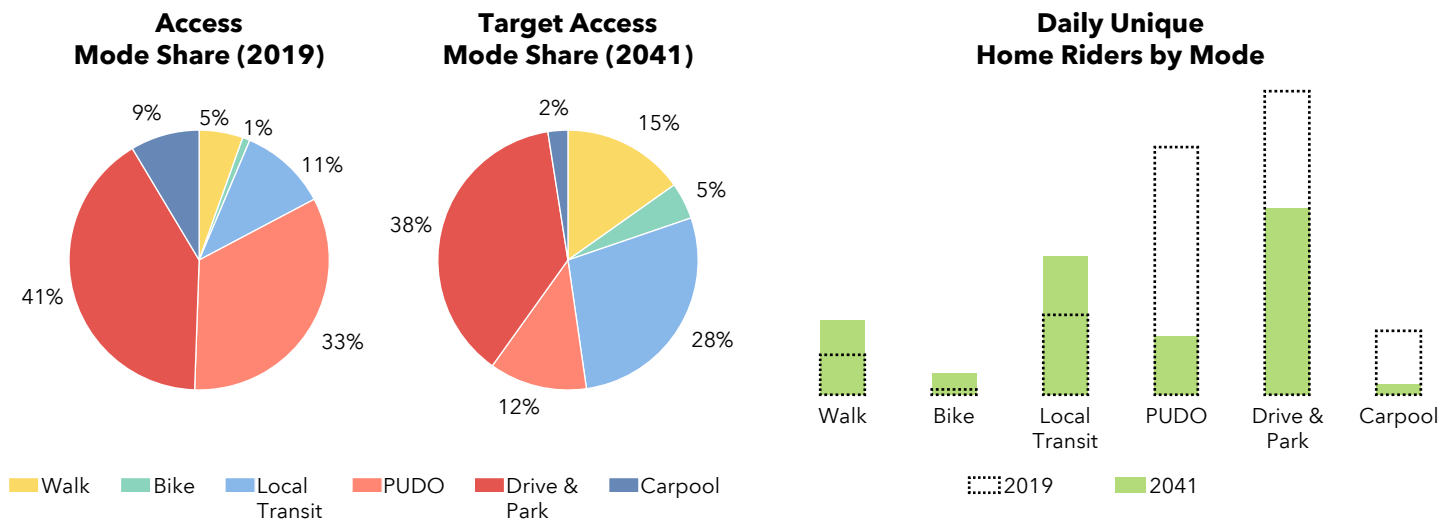
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- East: pedestrian pathways	- East: additional pedestrian pathways - East: bike trail connection - West: pedestrian/cycling connection to Main St. - East: pedestrian plaza
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended
Bike Parking	Total: 64 bike spaces - East: 64 uncovered	Total: 96 bike spaces - East: 96 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 6 spaces - East: 5 waiting and 1 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 273 spaces - East: 273 surface	Total: 260 spaces - Surplus of 15 spaces - Up to 37% carpool/reserved parking

Newmarket GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-NMGO-01	Analyze the feasibility of an entrance on the west side of the rail corridor with a pedestrian and cycling connection to Main St. This would significantly reduce travel times for pedestrians and cyclists to connect to the GO station site.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-BA-NMGO-02	If demand exceeds supply, install a 48-space secured bike parking room on the east side of the rail corridor through future station works or redevelopment projects.
	ON-BA-NMGO-03	Install 32 new covered bike parking spaces on the east side of the rail corridor. As part of any future station improvement, convert existing 64 open bike racks to covered parking.
 Pick-up/ Drop-off	ON-BA-NMGO-04	As part of any future station improvement, develop a peak/ferry configuration pick-up and drop-off facility with 5 waiting and 1 loading spaces in close proximity to the station entrance.
 Carpool Passengers	ON-BA-NMGO-05	Implement modified reserved and carpool parking on up to 37% of total spaces.
 Drive & Park	ON-BA-NMGO-06	As part of any future site development, upgrades or other works, total supply may be decreased by 15 spaces east of the rail corridor and the corresponding space may be used for other access modes.
	ON-BA-NMGO-07	Implement modified pay parking on a portion of the surface parking spaces at this station (approx. 100 spaces).







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Aurora 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)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,775	1,850
Daily Riders' Destination Station		675	1,175
Daily Total Footfall (Boardings + Alightings)		5,600	5,350



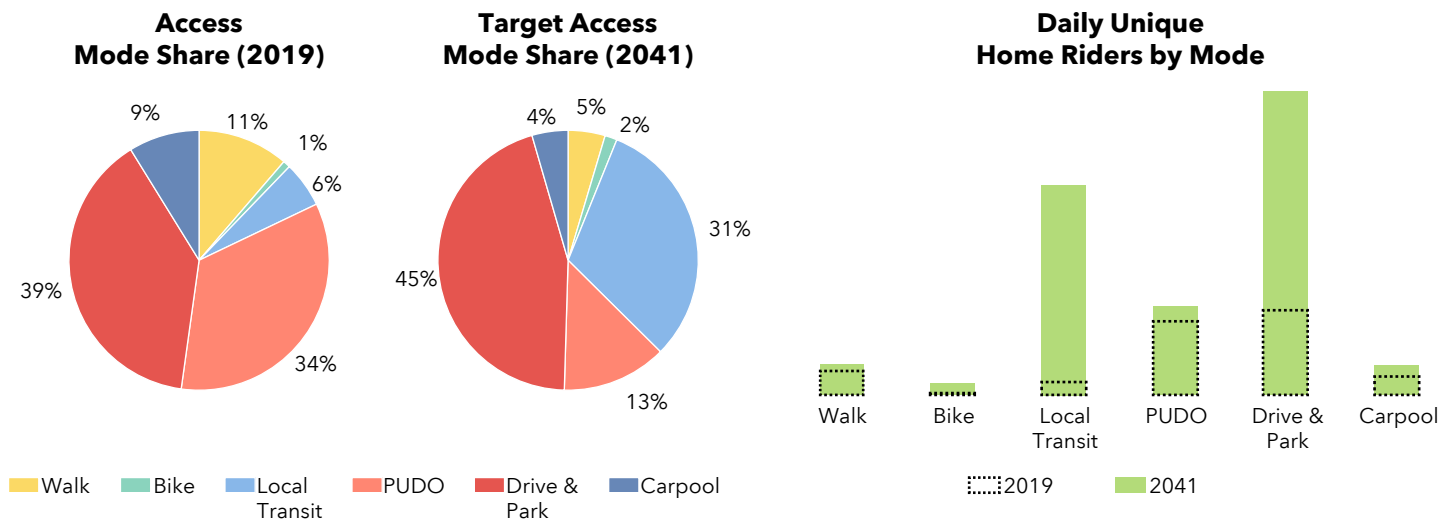
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- East/West: pedestrian pathways	- East: additional pedestrian pathways - East: cycling connections
Bus Facilities	Total: 4 bus bays - East: bus bays (2 GO, 2 YRT)	Total: 5 bus bays - East: bus bays (2 GO, 3 YRT)
Bike Parking	Total: 32 bike spaces - East: 24 covered - East: 8 uncovered	Total: 96 bike spaces - East: 32 secure - East: 48 covered - West: 16 covered
Pick-up/ Drop-off Facilities	Total: 36 spaces - East: 28 waiting and 8 loading (peak/ ferry configuration)	Total: 8 spaces - East: 6 waiting and 2 loading (high ridership configuration)
Vehicular Parking	Total: 1,470 spaces - West: 390 surface - East: 866 structure - East: 214 surface	Total: 1,880 spaces - Add 410 spaces - Up to 47% carpool/reserved parking

Aurora GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-AUGO-01	Reconfigure the internal circulation network to minimize conflicts between pedestrians and vehicular traffic.
 Local Transit	ON-BA-AUGO-02	To meet the demand of increased transit service to new and existing communities, expand the existing bus loop south of the existing station building (east of the rail corridor).
 Cycling	ON-BA-AUGO-03	Add 32 new secured bike parking spaces through future station works or redevelopment projects on the west station entrance.
	ON-BA-AUGO-04	Add 32 new covered bike parking spaces and 32 new secured bike parking spaces through future station works or redevelopment projects at the end of the bike path connecting to the east GO station site and on the west station entrance. Additionally, as part of any future station improvement convert open bike racks to covered bike parking.
 Pick-up/ Drop-off	ON-BA-AUGO-05	As part of the planned grade separation of Wellington St., the Ross St. access from Wellington St. is scheduled to close resulting in the elimination of access to the current pick-up/drop-off facility. Relocate the pick-up/drop-off area to be adjacent to the current bus loop location with priority or dedicated access to Industrial Parkway S. Additionally, consider configuring the vehicle waiting area in the form of short-term parking.
 Carpool Passengers	ON-BA-AUGO-06	Implement modified reserved and carpool parking on up to 47% of total spaces.
 Drive & Park	ON-BA-AUGO-07	Improve the configuration of the internal circulation network and surface parking spaces to address user conflict and safety issues. Explore the feasibility of an east-west connection between the station site and Industrial Parkway S. to address challenges with queuing of vehicles exiting the parking structure and heading westbound from the station site.
	ON-BA-AUGO-08	Add 410 spaces via surface parking east of the rail corridor and north of Centre St. off Scanlon Crt. Locating parking here will ensure that no additional lands within the Aurora Promenade area (which are designated for urban intensification) are used for GO parking expansion.







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King City GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Transit Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		975	3,025
Daily Riders' Destination Station		225	725
Daily Total Footfall (Boardings + Alightings)		1,950	6,550



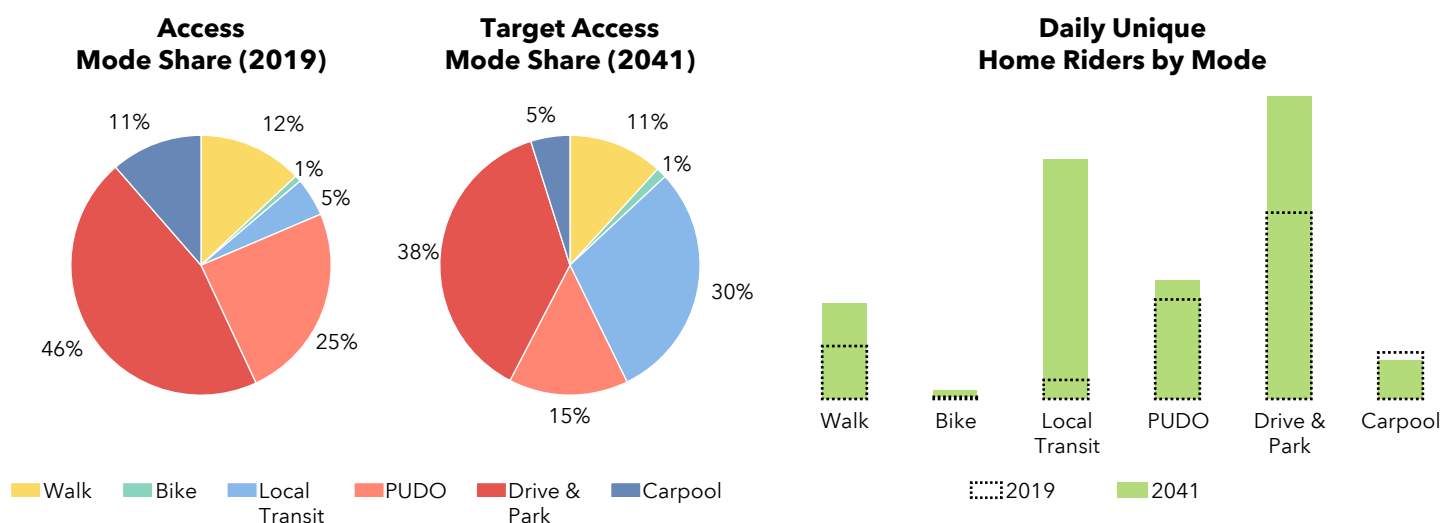
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	Pedestrian pathways
Bus Facilities	Total: 1 bus bay - East: bus bay (1 YRT) (off-site)	No facility expansion recommended
Bike Parking	Total: 16 bike spaces - East: 16 covered	Total: 48 bike spaces - East: 32 covered - East: 16 secure
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 19 spaces - East: 15 waiting and 4 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 616 spaces - West: 116 surface - East: 500 surface	Total: 1,285 spaces - Add 669 spaces - Up to 67% carpool/reserved parking

King City GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-KGGO-01	As part of the planned improvements to the east station site, which includes a possible signalized entrance in alignment with Richard Sierra Ct., implement a pedestrian connection along the east-west alignment of the signalized intersection through the proposed surface parking lot, to the GO station platform.
 Local Transit	ON-BA-KGGO-02	In coordination with the municipal service provider, review opportunities to improve transit vehicle access and egress at the station, prioritizing customer travel time.
 Cycling	ON-BA-KGGO-03	As part of the planned improvements to the east station site, install an additional 16 covered bike parking spaces at the northern end of the main GO station site east of the rail corridor.
	ON-BA-KGGO-04	In coordination with the Township of King, explore opportunities to improve cycling and pedestrian flow through the West Street surface parking lot from the GO station to the trail north of the satellite lot.
	ON-BA-KGGO-05	A 16-space secure bike parking room on the east side of the rail corridor south of the station building is currently being delivered.
 Pick-up/ Drop-off	ON-BA-KGGO-06	As part of the planned redevelopment of the east station site, develop a new pick-up/drop-off facility adjacent to the north end of the east station platform. Configure the vehicle waiting area as short-term parking and provide dedicated access from this facility to Station St.
 Carpool Passengers	ON-BA-KGGO-07	Implement modified reserved and carpool parking on up to 67% of total spaces.
 Drive & Park	ON-BA-KGGO-08	Add 669 spaces via surface and alternative parking solutions (e.g. modular parking) east of the rail corridor on-site or via satellite parking lots in close walking distance to the station.







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Maple 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)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,600	5,125
Daily Riders' Destination Station		500	750
Daily Total Footfall (Boardings + Alightings)		5,250	10,200



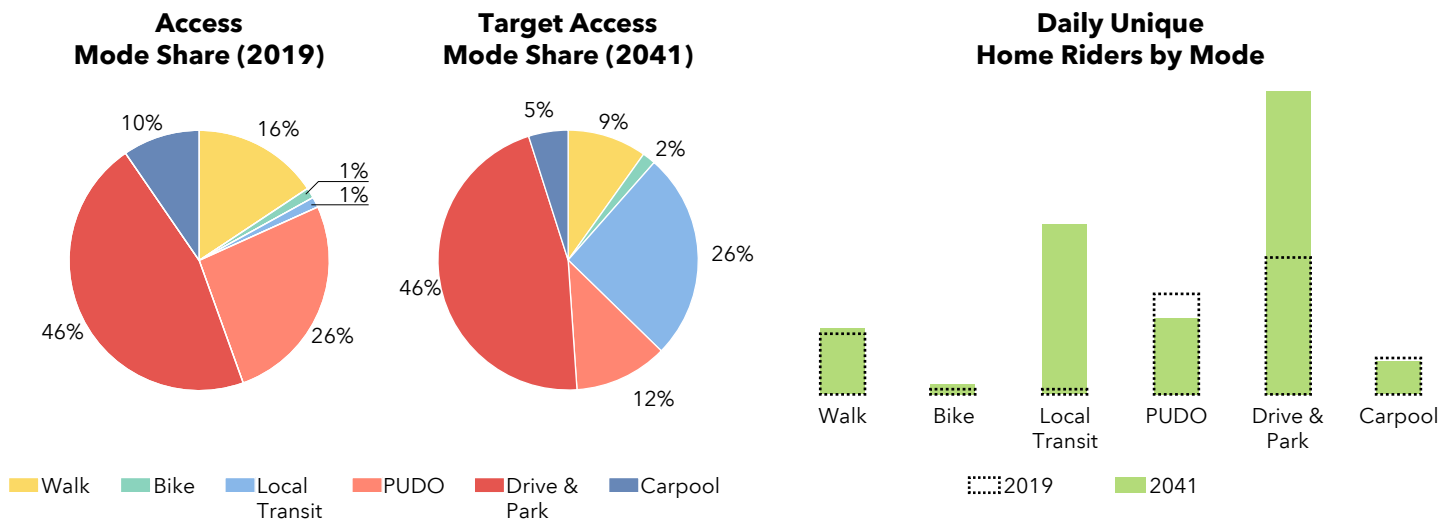
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- East: pedestrian pathways	- East: additional pedestrian pathways - East: two-way, on-street bike lane - East/West: pedestrian bridge - East: pedestrian plaza
Bus Facilities	Total: 1 bus bay - East: bus bays (1 GO)	Total: 4 bus bays - East: bus bays (1 GO, 3 YRT)
Bike Parking	Total : 16 bike spaces - East: 16 covered	Total: 72 bike spaces - East: 48 covered - East: 24 secure
Pick-up/ Drop-off Facilities	Total: 37 spaces - East: 31 waiting and 6 loading spaces (peak/ferry configuration)	Total: 50 spaces - East: 40 waiting and 10 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 1,738 spaces - East: 1,738 surface	Total: 1,955 spaces - Add 217 spaces - Up to 50% carpool/reserved parking

Maple GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-MAGO-01	Proceed with the planned redevelopment of the station site that includes pedestrian connection along Eagle Rock Way, and a public plaza immediately adjacent to the at-grade west entrance of the GO station.
	ON-BA-MAGO-02	Explore the potential to create a western entrance connected through a pedestrian tunnel under the corridor, providing access to residents west of the station.
 Local Transit	ON-BA-MAGO-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-BA-MAGO-04	A new three-level building is currently being delivered south of the bus loop off Eagle Rock Way which will connect the bus loop on the third level to the main station site (at-grade, second level) and the station platforms (basement level, via a tunnel).
 Cycling	ON-BA-MAGO-05	Add 32 covered bike parking spaces east of the rail corridor adjacent to the tunnel entrance as part of a new pedestrian connection to the community west of the station.
	ON-BA-MAGO-06	A 24-space secure bike parking room on the east side of the rail corridor is currently being delivered on the top level of the new three-level building connecting the integrated bus loop to the lower GO Rail level.
 Pick-up/ Drop-off	ON-BA-MAGO-07	As part of any future station improvement, expand the peak/ferry east PUDO to 40 waiting and 10 loading spaces.
	ON-BA-MAGO-08	Reconfigure the internal vehicular circulation network to minimize conflicts between through traffic from the surface parking to the north and the vehicle passenger loading area.
 Carpool Passengers	ON-BA-MAGO-09	Implement modified reserve and carpool parking on up to 59% of total spaces.
 Drive & Park	ON-BA-MAGO-10	Add 218 via surface parking on an off-site property east of the rail corridor located within walking distance of Maple GO Station.







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Rutherford GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	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		1,825	3,125
Daily Riders' Destination Station		325	1,075
Daily Total Footfall (Boardings + Alightings)		3,675	7,350



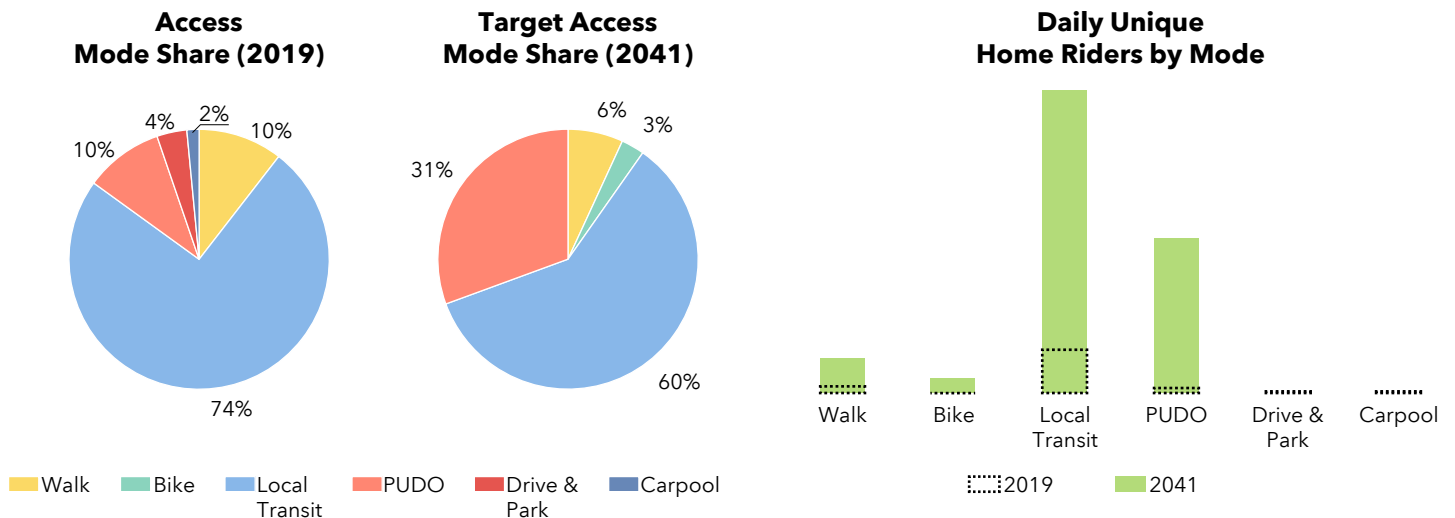
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- West: pedestrian pathways - East/West: pedestrian bridge	- West: pedestrian plaza - West: bike trail connection - West: multi-use path
Bus Facilities	Total: 6 bus bays - West: bus bays (2 GO, 4 YRT)	Total: 4 bus bays, 2 layover - West: bus bays (1 GO, 3 YRT), 2 layover (2 YRT)
Bike Parking	Total: 116 bike spaces - West: 16 uncovered - West: 100 secure	Total: 116 bike spaces - West: 16 covered - West: 100 secure
Pick-up/ Drop-off Facilities	Total: 41 spaces - West: 37 waiting and 4 loading spaces (peak/ferry configuration)	Total: 69 spaces - West: 60 waiting and 9 loading spaces (peak/ferry configuration)
Vehicular Parking	Total: 2,210 spaces - West: 1,012 surface - West: 1,198 structure	Total: 2,210 spaces - Up to 55% carpool/reserved parking






Rutherford GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-RUGO-01	Explore the potential to provide an eastern station entrance with a pedestrian and cycling path along the western edge of the rail corridor to Royal Appian Cres. and Westway Cres.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-BA-RUGO-02	As part of any future station improvement, convert uncovered bike racks to covered bike parking.
	ON-BA-RUGO-03	As part of the planned redevelopment of the station site, consider incorporating a bike path into the northern edge of the station site from Westbourne Dr. to the GO station platform.
 Pick-up/ Drop-off	ON-BA-RUGO-04	Relocate the vehicle passenger loading area in close proximity to the proposed station building with priority access out of the station site to Rutherford Rd., preferably via a signalized intersection.
	ON-BA-RUGO-05	Expand the peak/ferry west PUDO to 60 waiting and 9 loading spaces.
 Carpool Passengers	ON-BA-RUGO-06	Implement modified reserved and carpool parking on up to 55% of total spaces on the 3rd, 4th, and 5th floors of the parking structure.
 Drive & Park	N/A	No facility expansion recommended at this time.







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Downsview Park GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Medium
Station Access Type (2041)	Interchange (Transit 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		250	2,200
Daily Riders' Destination Station		450	6,750
Daily Total Footfall (Boardings + Alightings)		1,100	16,225



Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	- West: pedestrian pathways - West: pedestrian plaza - West: bicycle trail connection	- Additional pedestrian pathways
 Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended
 Bike Parking	Total: 16 bike spaces - West: 16 covered	Total: 80 bike spaces - West: 48 covered - West: 32 secured
 Pick-up/ Drop-off Facilities	Total: 18 spaces - West: 16 waiting and 8 loading spaces (strip configuration)	Total: 13 spaces - (Conditional) West: 10 waiting and 3 loading spaces (strip configuration)
 Vehicular Parking	No dedicated facility is currently provided	No dedicated facility is recommended

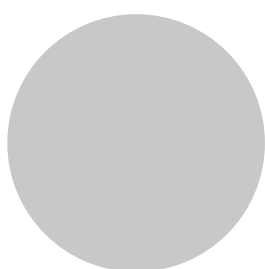
Downsview Park GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-DWPK-01	Consider pedestrian connections from both east and west GO Rail platforms down to the sidewalks along Sheppard Ave.
 Local Transit	ON-BA-DWPK-02	No facility expansion recommended at this time, but this is subject to change as the multimodal transportation network for the area adjacent to the station site is proposed to be expanded in the future to coincide with the proposed high-density development.
 Cycling	ON-BA-DWPK-03	Install 32 additional covered bike parking spaces on the west entrance of the TTC/GO station with access along Bakersfield Rd. to Sheppard Ave.
	ON-BA-DWPK-04	Install 32 secure bike spaces adjacent to the west station entrance to meet the increase in demand expected from the redevelopment of the Downsview Park area.
 Pick-up/ Drop-off	ON-BA-DWPK-05	Conditional on a future need to resize or reconfigure the west PUDO, reduce size to 10 waiting and 3 loading spaces in a strip configuration facility, and reallocate space to other modes or uses.
 Carpool Passengers	ON-BA-DWPK-06	No facility expansion recommended at this time, but this is subject to change depending on the future status of the potential high-density development being proposed by the Municipality.
 Drive & Park	N/A	No facility expansion recommended at this time.

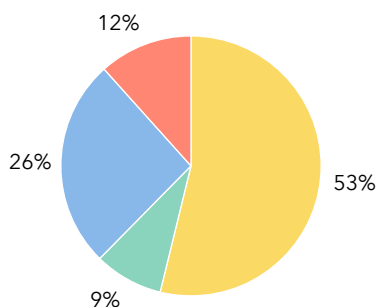
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Caledonia GO			
Station Classification			
Station Access Type (2019)	N/A	Station Categorization Framework	Interchange
Station Access Type (2041)	Interchange (Active Priority)	Station Service Model	C - Self Service
Parking Typology (2041)	New Station	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		N/A	650
Daily Riders' Destination Station		N/A	675
Daily Total Footfall (Boardings + Alightings)		N/A	2,300

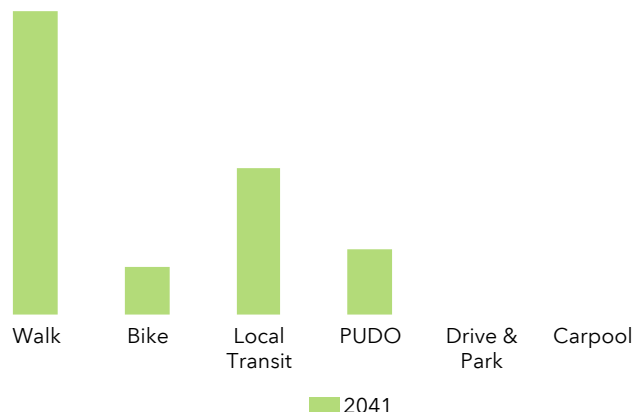
Access Mode Share (2019)








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	- West: pedestrian pathways - East: bicycle trail connection - East/West: pedestrian bridge
 Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended
 Bike Parking	No dedicated facility is currently provided	Total: 64 bike spaces - West: 32 covered - East: 32 covered
 Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 1-5 spaces - East: 1-5 waiting space (urban configuration)
 Vehicular Parking	No dedicated facility is currently provided	No dedicated facility is recommended

Caledonia GO

Station Access Mode	ID	Required Improvements
 Walking	ON-BA-CALE-01	As part of the development of an eastern platform, develop a pedestrian tunnel or bridge connecting the east and west GO platforms together with the Eglinton Crosstown LRT station building.
	ON-BA-CALE-02	As part of the development of an eastern platform, develop a tunnel connection across the north side of the corridor at Bowie Avenue. This connection will also facilitate pedestrian connectivity across the GO Rail corridor for surrounding neighbourhood residents.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-BA-CALE-03	Install 32 covered bike parking spaces on the east side of the rail corridor near the connection from the station to the York Beltline trail.
	ON-BA-CALE-04	Install 16 covered bike parking spaces on the west side of the rail corridor near the west tunnel entrance and the proposed multi-use path connecting the station to Carnarvon Street.
	ON-BA-CALE-05	If usage exceeds expectations, consider installing secure bike spaces adjacent to the north station entrance on the east side of the rail corridor.
 Pick-up/ Drop-off	ON-BA-CALE-06	As part of the development of an east platform, deliver an Urban Configuration PUDO facility with 1-5 waiting spaces (exact number TBD based on GO/ECLRT need and space available) on the east side of the corridor to serve both GO and Crosstown LRT passengers.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.

Richmond Hill Line



LEGEND

Existing barrier-free path of travel

Average parking utilization (pre-COVID-19 pandemic)

Equal or higher than 95%

86%-94%

Equal or less than 85%

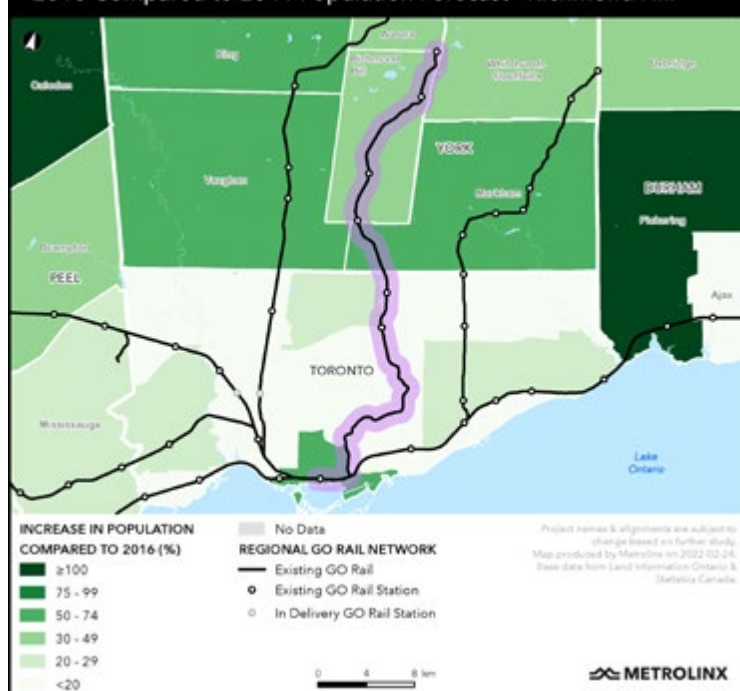
No dedicated GO parking facility

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

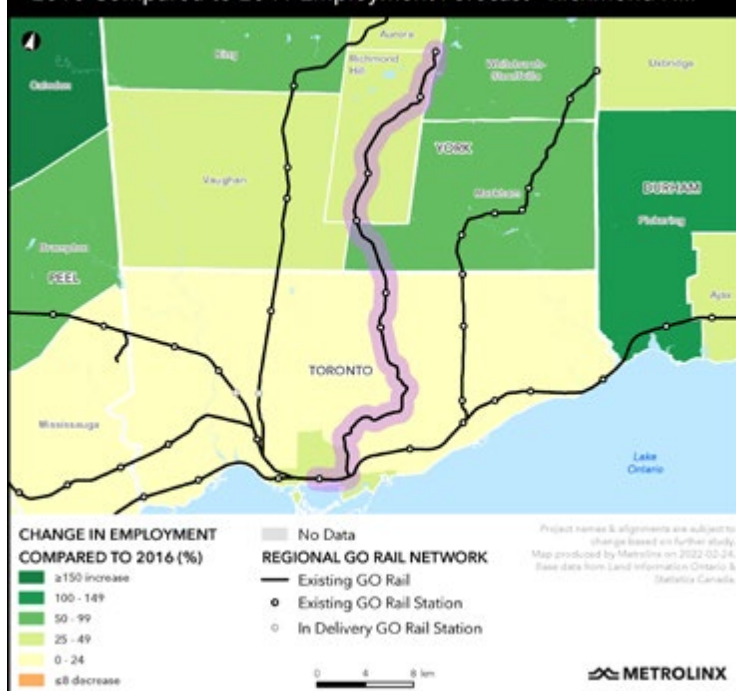
Corridor Context

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

2016 Compared to 2041 Population Forecast - Richmond Hill



2016 Compared to 2041 Employment Forecast - Richmond Hill



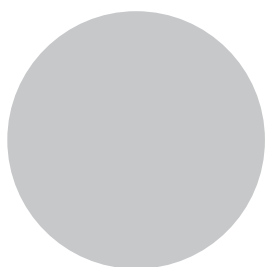
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Bloomington GO

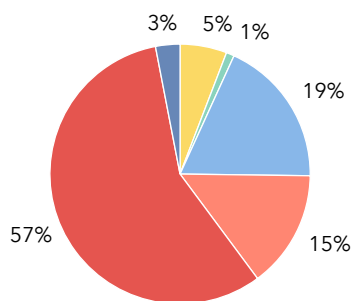
Station Classification

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

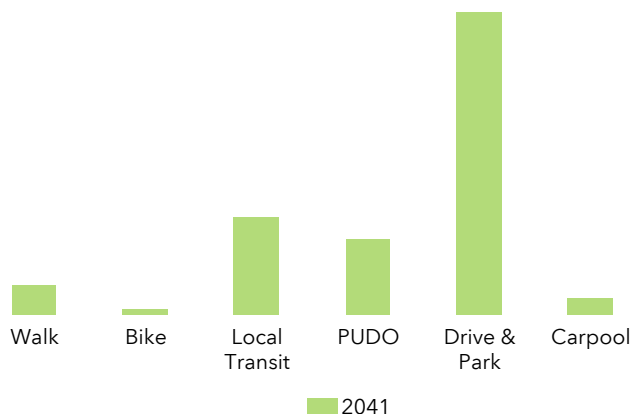
Access
Mode Share (2019)








Target Access
Mode Share (2041)









Daily Unique
Home Riders by Mode



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

Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
 Bus Facilities	Total: 6 bus bays - East: bus bays (2 GO, 1 YRT, 3 unassigned)	No facility expansion recommended
 Bike Parking	Total: 46 spaces - East: 46 covered	No facility expansion recommended
 Pick-up/ Drop-off Facilities	Total: 30 spaces - East: 30 waiting (peak/ferry)	No facility expansion recommended
 Vehicular Parking	Total: 998 spaces - East: 238 surface - East: 760 structure	No facility expansion recommended - Up to 27% carpool/reserved parking

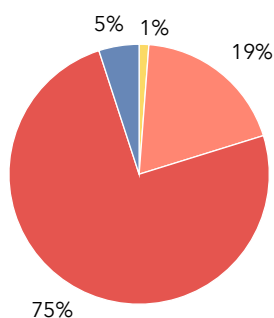
Bloomington GO

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

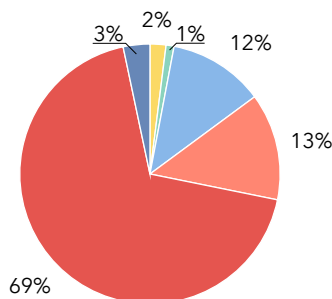
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Gormley GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Access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

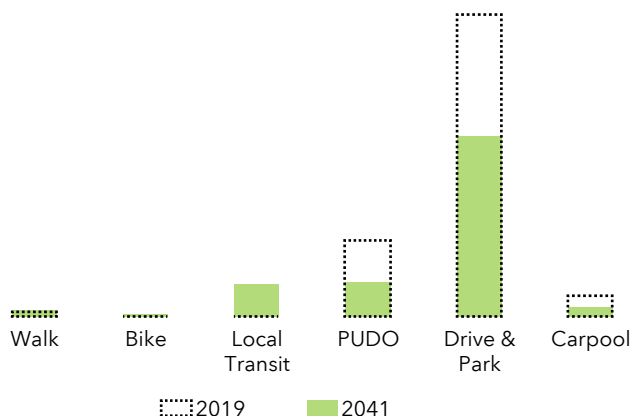
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

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

Gormley GO

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

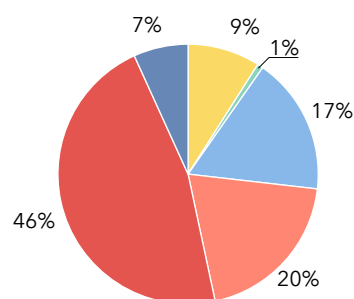
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Richmond Hill GO

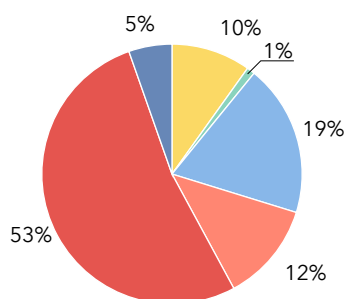
Station Classification

Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Access Station
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,675	2,100
Daily Riders' Destination Station		200	50
Daily Total Footfall (Boardings + Alightings)		5,375	4,075

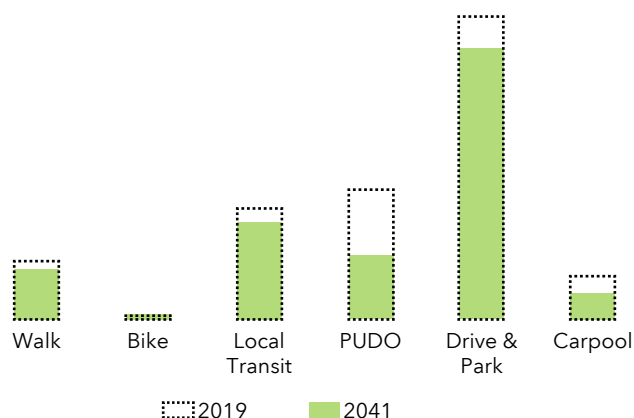
Access Mode Share (2019)








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

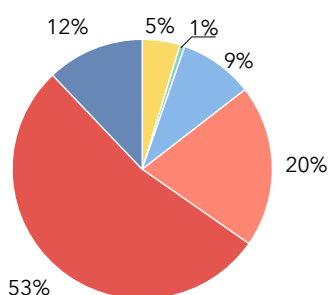
Richmond Hill GO

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

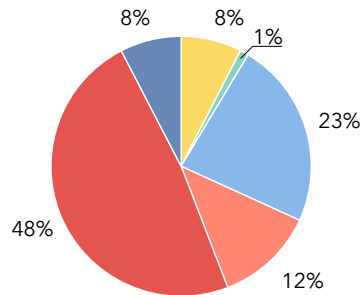
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Langstaff GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Interchange (Mixed Modal)	Station Service Model	B - Limited Service
Parking Typology (2041)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

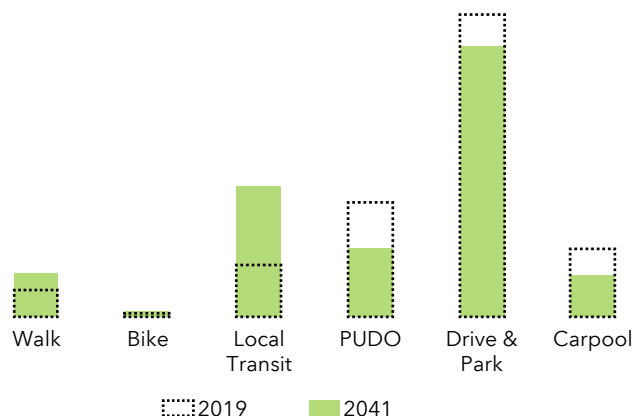
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

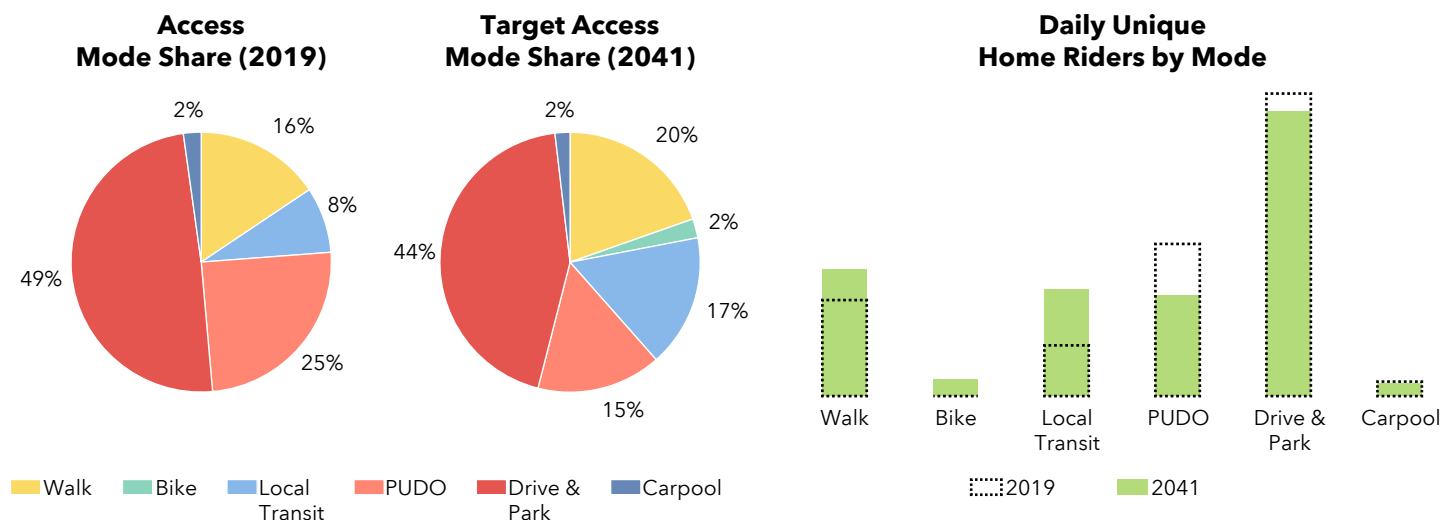
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	- South: pedestrian pathways
 Bus Facilities	Total: 11 bus bays - Northwest: bus bays (3 GO, 8 YRT)	Total: 24 bus bays and 4 layovers - Northwest: bus bays (9 GO, 15 YRT), layovers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






Langstaff GO

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







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



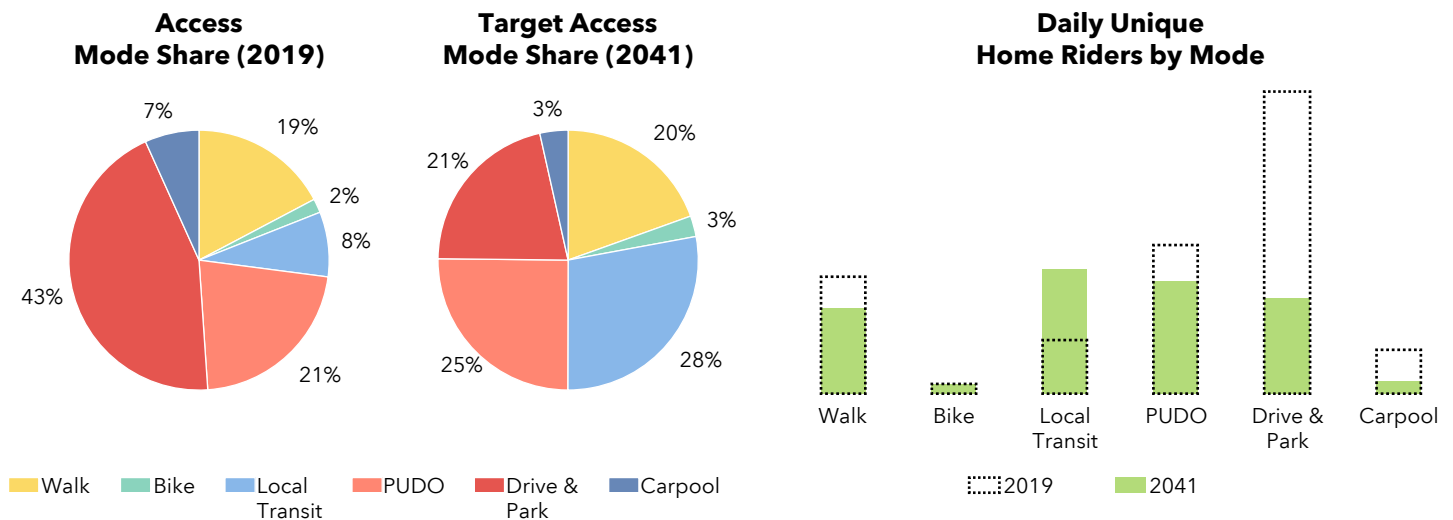
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
 Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays East: bus bays (2 TTC)
 Bike Parking	Total: 32 spaces - East: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






Old Cummer GO

Station Access Mode	ID	Required Improvements
 Walking	ON-RH-CMGO-01	Dependent on any future exploration of platform tunnels at the station, consider providing an entrance to the west side of the corridor and connecting with Pineway Blvd.
	ON-RH-CMGO-02	Work with the City of Toronto and HydroOne to consider a pedestrian link between the north-west corner of Greyhound Dr. and the GO station site.
 Local Transit	ON-RH-CMGO-03	Work with the City of Toronto and TTC to provide on-site or on-street bus bays.
 Cycling	ON-RH-CMGO-04	Add 32 secure bike parking spaces through future station works or redevelopment projects.
	ON-RH-CMGO-05	Install additional covered bike shelters if there is a future western station entrance.
	ON-RH-CMGO-06	Work with the local provider to provide bike share at the station, and protect space for bikeshare docks as part of station renovations, where feasible.
 Pick-up/ Drop-off	ON-RH-CMGO-07	Dependent on a future need to resize or reconfigure the eastern PUDO, reduce size to 14 waiting spaces and 4 loading spaces and reallocate space to other modes or uses.
 Carpool Passengers	ON-RH-CMGO-08	Implement modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.







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



Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
 Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays - (Off-site) Bus bays (2 TTC)
 Bike Parking	Total: 16 spaces - East: 16 covered	Total: 48 spaces - East: 48 covered
 Pick-up/ Drop-off Facilities	Total: 8 spaces - East: 8 loading	Total: 4 spaces - (Off-site): 4 loading
 Vehicular Parking	Total: 280 spaces - East: 280 surface	Total: 59 spaces - East: remove 221 spaces - Up to 85% carpool/reserved parking

Oriole GO

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

Stouffville 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)

Planned two-way all-day peak service frequency

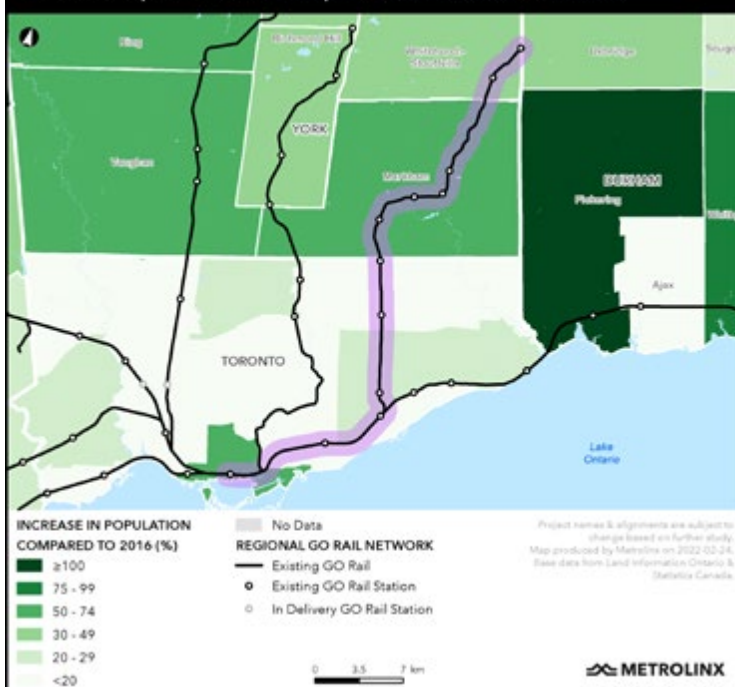
GO Expansion FBC (2018)

20-min 15-min

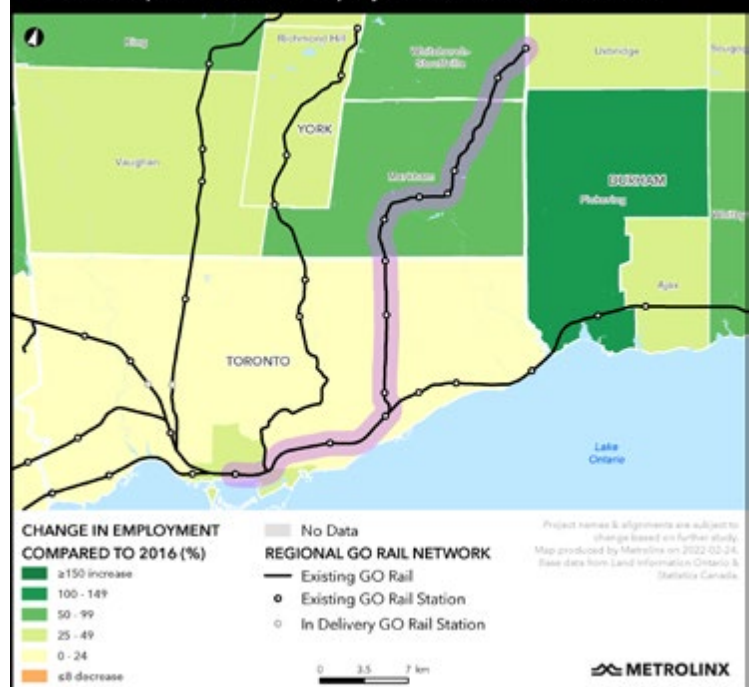
Corridor Context

- The City of Markham and York Region are expected to experience a significant increase in population and employment by 2041, given the growth of technology industries and the future York University - Markham Campus.
- The corridor is planned for 15-minute, all-day, two-way service between Union and Unionville GO.
- Customers will increasingly access stations by walking and transit in comparison to drive-and-park.
- Customers within the catchment area of the Richmond Hill corridor may use the Stouffville line in the future, due to better service levels.
- There are a number of secure bike rooms planned across the corridor as cycling levels are forecasted to increase.

2016 Compared to 2041 Population Forecast - Stouffville



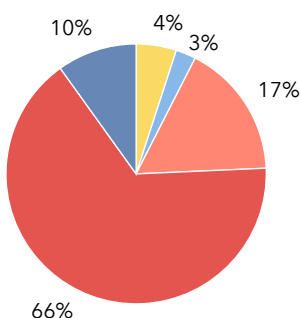
2016 Compared to 2041 Employment Forecast - Stouffville



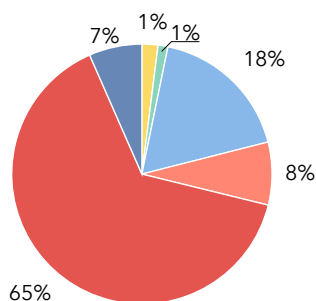
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Old Elm GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		150	125
Daily Riders' Destination Station		25	0
Daily Total Footfall (Boardings + Alightings)		325	250

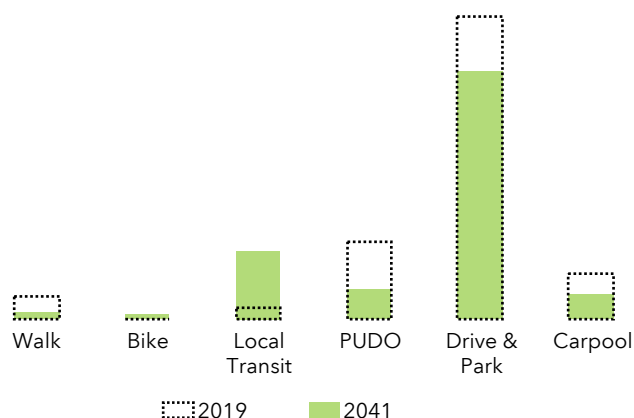
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

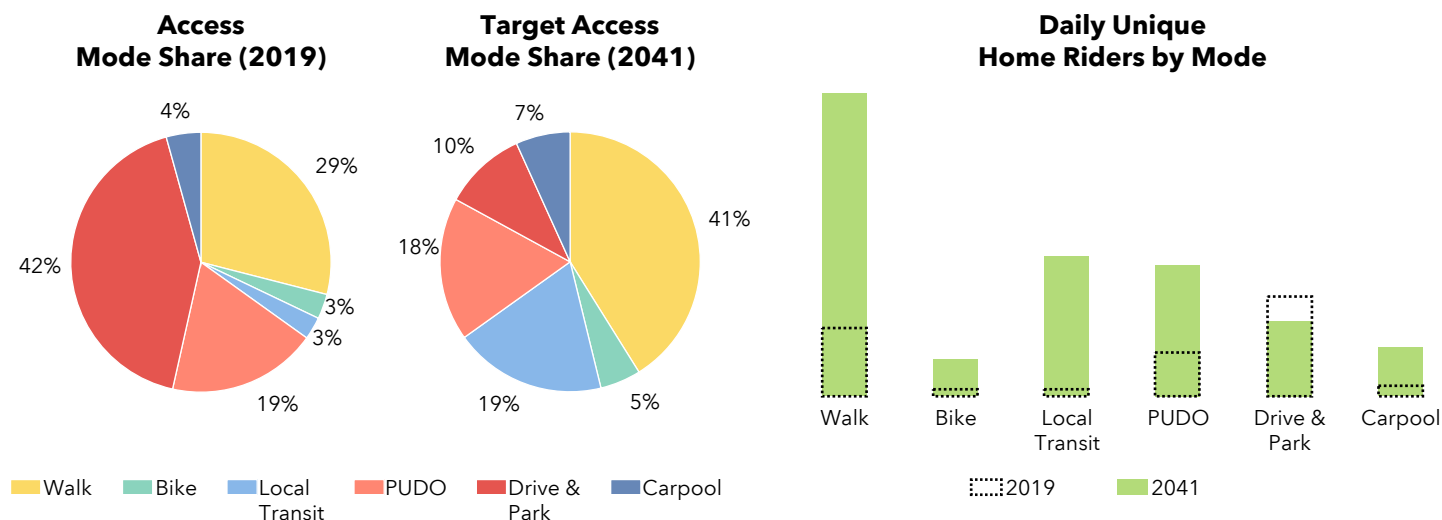
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	- East: multi-use path through the station site
 Bus Facilities	Total: 3 bus bays - East: bus bays (2 GO, 1 unassigned)	Total: 3 bus bays - East: bus bays (2 GO, 1 YRT)
 Bike Parking	Total: 32 spaces - East: 32 covered	Total: 48 spaces - East: 48 covered
 Pick-up/ Drop-off Facilities	Total: 25 spaces - East: 21 waiting and 4 loading (peak/ferry)	Total: 27 spaces - East: 24 waiting and 3 loading spaces (peak/ferry)
 Vehicular Parking	Total: 673 spaces - East: 673 surface	Total: 672 spaces - East: 672 surface - Up to 10% carpool/reserved parking

Old Elm GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-OEGO-01	Incorporate a pedestrian path through the station site to the new station building or entrance.
 Local Transit	ON-ST-OEGO-02	Maintain the capacity of the bus loop while exploring the feasibility of priority or dedicated access to the surrounding road network.
 Cycling	ON-ST-OEGO-03	Install 48 covered bike parking spaces adjacent to the station building
 Pick-up/ Drop-off	ON-ST-OEGO-04	Increase the capacity of the PUDO facility while exploring the feasibility of providing priority or dedicated access to the surrounding road network.
 Carpool Passengers	ON-ST-OEGO-05	Implement the modified reserved and carpool parking on up to 10% of total spaces.
 Drive & Park	ON-ST-OEGO-06	Deliver 672 surface parking spaces with appropriate access to adjacent local roads.







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Stouffville 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)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		575	1,800
Daily Riders' Destination Station		75	75
Daily Total Footfall (Boardings + Alightings)		1,275	3,525



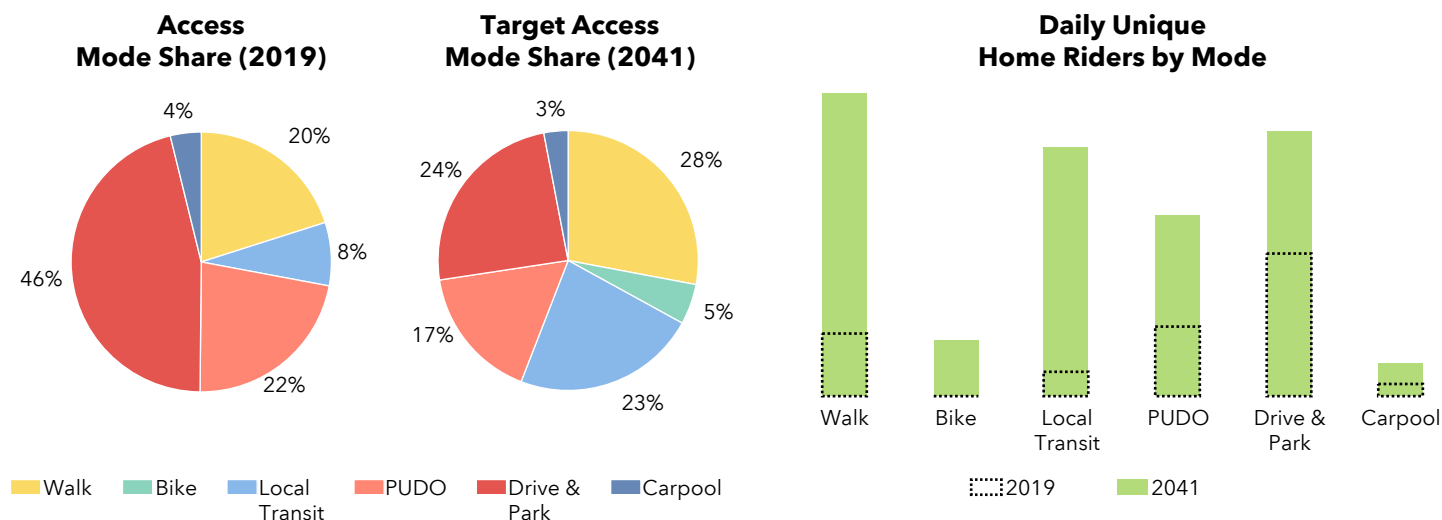
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
Bus Facilities	No dedicated facility is currently provided	Total: 1 bus bay - (Off-site) Southeast: bus bay (1 GO)
Bike Parking	Total: 48 spaces - East: 32 covered, 16 secure - West: 16 covered	Total: 80 spaces - East: 32 covered, 32 secure spaces - West: 16 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 6 spaces - East: 6 loading (strip)
Vehicular Parking	Total: 378 spaces - Northwest: 124 surface - West: 181 surface - East: 73 surface	Total: 205-378 spaces - Surplus of 173 surface - Up to 85% carpool/reserved parking

Stouffville GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-SVGO-01	Consider the feasibility of developing a station entrance/tunnel on the west side of the rail corridor to align with Rupert Ave. or Second St.
 Local Transit	ON-ST-SVGO-02	Work with the Town of Whitchurch-Stouffville 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-ST-SVGO-03	Explore opportunities to add 16 bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-ST-SVGO-04	As part of any future station improvement expand the eastern PUDO to 6 loading spaces, which may result in the loss of parking spaces.
 Carpool Passengers	ON-ST-SVGO-05	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-ST-SVGO-06	As part of any site redevelopment, upgrades or other works, total supply may be decreased by 173 spaces to reallocate space for other modes or uses.







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Mount Joy GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	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		1,925	6,725
Daily Riders' Destination Station		225	1,800
Daily Total Footfall (Boardings + Alightings)		3,800	15,075



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- West: additional pedestrian pathways - West: pedestrian plaza
Bus Facilities	Total: 3 bus bays - West: bus bays (2 GO, 1 unassigned)	Total: 4 bus bays - West: bus bays (2 GO, 2 YRT)
Bike Parking	Total: 96 spaces - West: 96 covered	Total: 192 spaces - West: 64 secure, 128 covered
Pick-up/ Drop-off Facilities	Total: 84 spaces - West: 74 waiting, 10 loading (peak/ferry)	Total: 80 spaces - West: 60 waiting, 20 loading (high rider-ship)
Vehicular Parking	Total: 1,333 spaces - West: 979 surface - East: 354 surface	Total: 1,180-1,333 spaces - Surplus of 153 spaces - Up to 31% carpool/reserved parking

Mount Joy GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-MJGO-01	Implement a multi-use path along the southern extent of the west parking lot to provide an uninterrupted connection between Markham Rd. and the GO platform/tunnel entrance.
	ON-ST-MJGO-02	Implement a pedestrian and cycling connection from the intersection of Bur Oak Ave. and Anderson Ave. to the station building. Additionally, consider incorporating a public plaza in front of the station building that includes pedestrian and cycling amenities.
	ON-ST-MJGO-03	Consider providing a pathway connecting the northwest corner of the GO parking lot to the sidewalk along Bur Oak Ave.
 Local Transit	ON-ST-MJGO-04	Work with the City of Markham and York Region 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-ST-MJGO-05	Add 32 covered bike parking spaces in the west parking lot through future station works or redevelopment projects.
	ON-ST-MJGO-06	Add 64 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-MJGO-07	Dependent on the development of an eastern station entrance, consider installing 16 covered bike spaces adjacent to the east parking lot.
 Pick-up/ Drop-off	ON-ST-MJGO-08	As part of any future station improvement reconfigure the PUDO into a high ridership facility with 60 waiting and 20 loading spaces
 Carpool Passengers	ON-ST-MJGO-09	Implement the modified reserved and carpool parking on up to 31% of total spaces.
 Drive & Park	ON-ST-MJGO-10	Work with the municipality to identify parking replacement alternatives to offset any further parking loss at the GO station.

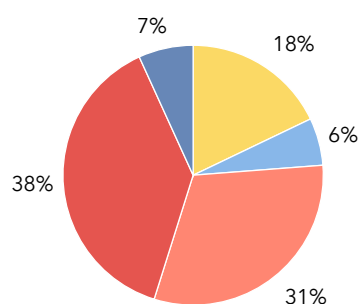
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Markham GO

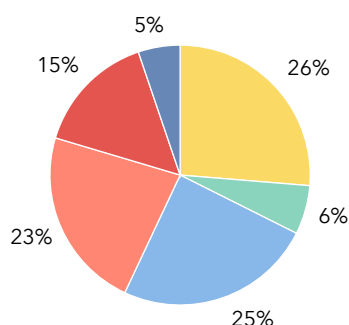
Station Classification

Station Access Type (2019)	Mixed Modal	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		950	2,025
Daily Riders' Destination Station		125	600
Daily Total Footfall (Boardings + Alightings)		1,925	4,650

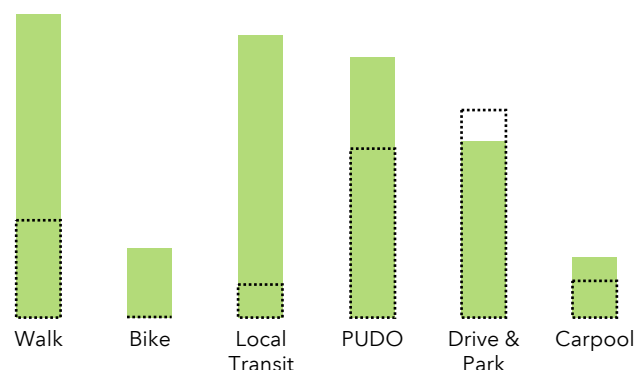
**Access
Mode Share (2019)**



**Target Access
Mode Share (2041)**








**Daily Unique
Home Riders by Mode**









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

2019
 2041

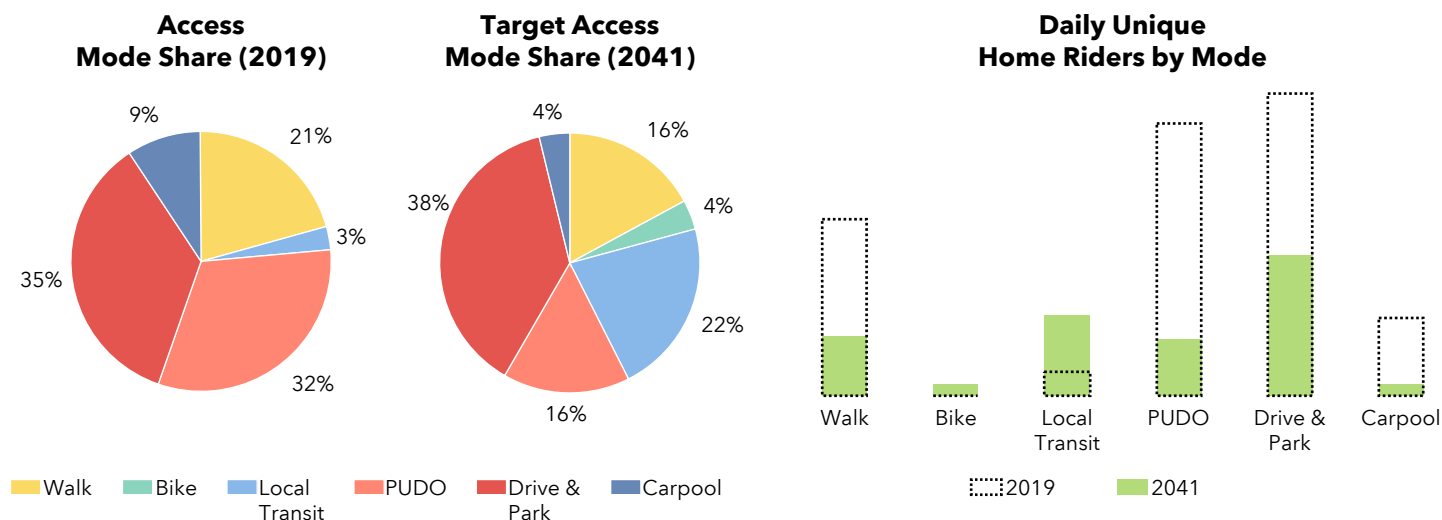
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	- 1 multi-use path and a pedestrian plaza
 Bus Facilities	No dedicated facility is currently provided	Total: 1 bus bay - (Off-site) East: bus bay (1 GO)
 Bike Parking	Total: 40 spaces - East: 32 covered, 8 uncovered	Total: 136 spaces - East: 40 covered, 48 secure - Northwest: 32 covered - Southwest: 16 covered
 Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 35 spaces - East: 28 waiting and 7 loading spaces (peak/ferry)
 Vehicular Parking	Total: 416 spaces - East: 247 surface - West: 169 surface	Total: 336-416 spaces - Surplus of 80 spaces - Up to 22% carpool/reserved parking

Markham GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-MKGO-01	Develop a pedestrian and cycling pathway and plaza on the north edge of the main station lot, which is at the intersection of Ramona Blvd. and Main St. to support walking and cycling from east of the station site.
 Local Transit	ON-ST-MKGO-02	Work with the City of Markham to explore alternative options that offer transit priority on offsite facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-MKGO-03	Add 96 covered spaces on both sides of the station site.
	ON-ST-MKGO-04	As part of any future improvement, convert uncovered bike racks to covered bike parking.
	ON-ST-MKGO-05	Add 48 secure bike parking spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-ST-MKGO-06	Develop a new pick-up and drop-off facility adjacent to the GO station building with dedicated access from Main St., which may result in the loss of parking spaces.
 Carpool Passengers	ON-ST-MKGO-07	Implement the modified reserved, carpool parking on up to 22% of total spaces.
 Drive & Park	ON-ST-MKGO-08	As part of any future redevelopment, upgrades, or other works, supply may be decreased by 80 spaces to reallocate space to other modes or uses.







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Centennial GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Base
Station Access Type (2041)	Mixed Modal	Station Service Model	C - Self Service
Parking Typology (2041)	Maintain	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,075	475
Daily Riders' Destination Station		125	325
Daily Total Footfall (Boardings + Alightings)		2,175	1,425



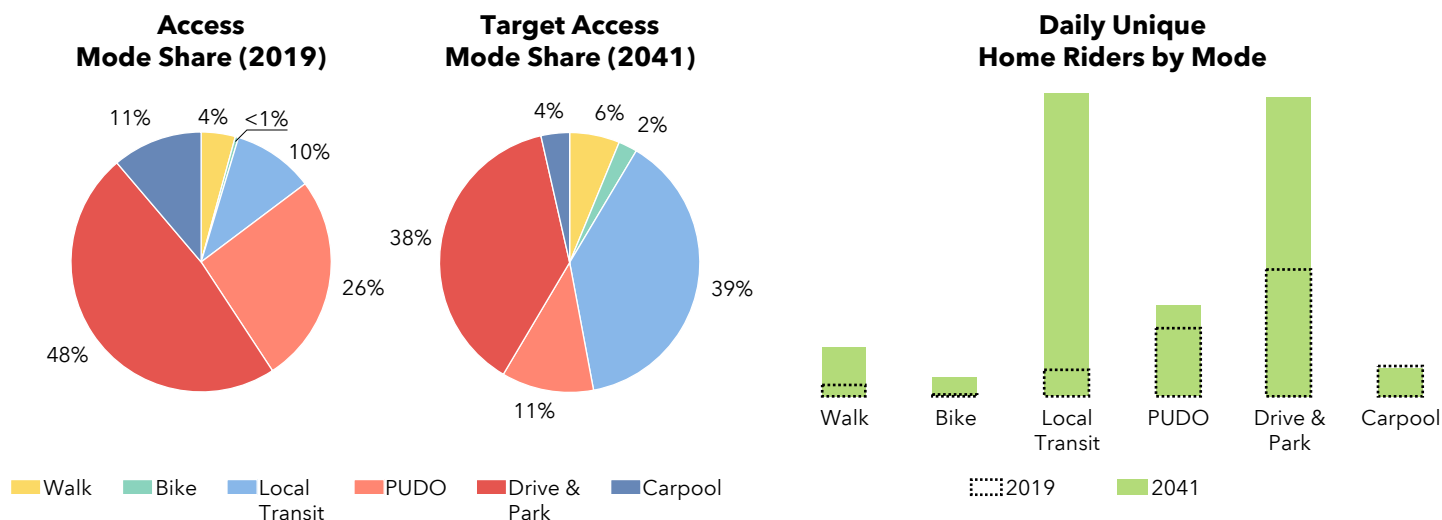
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	No facility expansion recommended
Bus Facilities	No dedicated facility is currently provided	Total: 1 bus bay - (Off-site) South: bus bays (1 GO)
Bike Parking	Total: 64 spaces - South: 56 covered, 8 uncovered	Total: 80 spaces - South: 64 covered, 16 secure
Pick-up/ Drop-off Facilities	Total: 35 spaces - South: 31 waiting, 4 loading (peak/ferry)	Total: 26 spaces - South: 21 waiting, 5 loading (peak/ferry)
Vehicular Parking	Total: 451 spaces - South: 350 structure - South: 101 surface	- No facility expansion recommended - Up to 10% carpool/reserved parking

Centennial GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-ST-CEGO-01	Work with the City of Markham to explore options that offer transit priority on offsite facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-CEGO-02	Add 16 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-CEGO-03	Provide high quality pedestrian and cycling connections through the station site to connect to McCowan Rd. from the east and Bullock Dr. from the south.
	ON-ST-CEGO-04	Dependent on a new north entrance, consider installing a new bike shelter near the new station entrance.
 Pick-up/ Drop-off	ON-ST-CEGO-05	Dependent on a future need to resize or reconfigure the southern PUDO, reduce size to 21 waiting and 5 loading spaces in a peak/ferry facility and reallocate space to other modes or uses.
	ON-ST-CEGO-06	Work with the City of Markham to explore modifications to the pick- up and drop-off area to enhance the circulation of vehicles using the PUDO facility.
 Carpool Passengers	ON-ST-CEGO-07	Implement the modified reserved and carpool parking on up to 10% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.







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Unionville 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)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,275	6,700
Daily Riders' Destination Station		350	4,000
Daily Total Footfall (Boardings + Alightings)		4,675	18,850



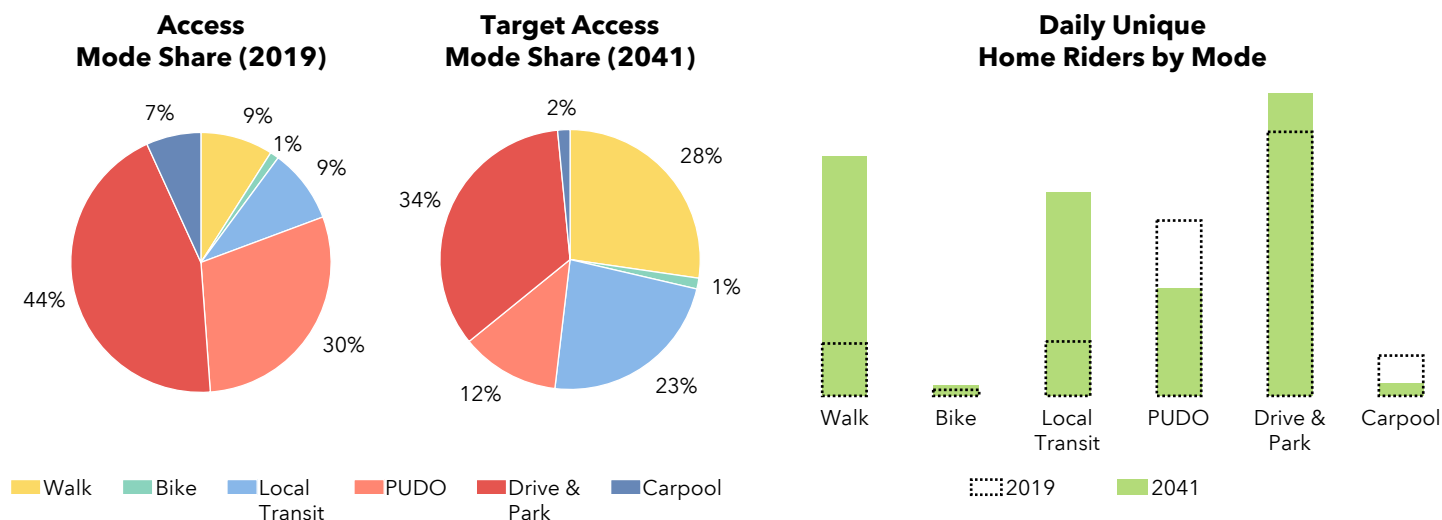
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- Pathway from the west side of the corridor
Bus Facilities	Total: 7 bus bays - East: bus bays (3 YRT, 3 GO, 1 unassigned)	Total: 12 bus bays and 8 layovers - East: bus bays (5 YRT, 7 GO), layovers (8 GO)
Bike Parking	Total: 144 spaces - East: 128 covered, 16 uncovered spaces	Total: 192 spaces - East: 144 covered, 48 secure spaces
Pick-up/ Drop-off Facilities	Total: 40 spaces - East: 33 waiting and 7 loading (peak/ferry)	Total: 40 spaces - East: 23 waiting, 4 loading (high ridership) - West: 10 waiting, 3 loading (peak/ ferry)
Vehicular Parking	Total: 1,906 spaces - East: 1,906 surface	Total: 2,400 spaces - Add 494 spaces - Up to 50% carpool/reserved parking

Unionville GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-UVGO-01	Consider the feasibility of providing a tunnel entrance on the west side of the rail corridor with a multi-use path that connects to Enterprise Blvd. to enhance pedestrian and cycling access to residents on the west side of the rail corridor.
 Local Transit	ON-ST-UVGO-02	Work with York Region and the Ministry of Transportation to identify design solutions that would provide for direct integration between a proposed Viva BRT station, GO Bus, and future 407 Transitway station at the GO station.
	ON-ST-UVGO-03	Explore options to add 5 bus bays and 8 layover spaces. Given that this a transit priority station, this may result in the loss of parking spaces.
 Cycling	ON-ST-UVGO-04	Add 48 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-UVGO-05	Connect the municipal cycling infrastructure to one of the eastern GO station entrances by developing a dedicated cycling path.
	ON-ST-UVGO-06	Reconfigure bike shelters adjacent to planned GO and Viva BRT station buildings on both sides of the GO Rail corridor.
	ON-ST-UVGO-07	Dependent on any future station improvement, convert uncovered bike racks to covered bike parking. Additionally, no bike parking expansion is recommended.
 Pick-up/ Drop-off	ON-ST-UVGO-08	Dependent on a future west side entrance, explore opportunities to integrate a new PUDO facility in peak/ferry style with 10 waiting spaces and 3 loading spaces.
	ON-ST-UVGO-09	Dependent on a future need to resize or reconfigure the eastern PUDO, reduce size to 23 waiting and 4 loading spaces in a peak/ferry facility and reallocate space to other modes or uses.
 Carpool Passengers	ON-ST-UVGO-10	Implement the modified reserved and carpool parking program on 50% of the total parking spaces on the east side of the GO Rail corridor.
 Drive & Park	ON-ST-UVGO-11	Dependent on a future west side entrance, explore opportunities to add 600 spaces (off-site) to enhance vehicle access to the GO station and off-set the potential reduction of parking (approx. 300) on the east side.
	ON-ST-UVGO-12	Work with the City of Markham, the YMCA, and York University to explore options for sharing or modular parking on the east side of the GO Rail corridor and allow for the remainder of the station site to be used for other higher order transit facilities (Viva BRT and 407 Transitway).







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Milliken GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Active Priority	Station Service Model	C - Self Service
Parking Typology (2041)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,100	1,625
Daily Riders' Destination Station		100	1,600
Daily Total Footfall (Boardings + Alightings)		2,250	5,750



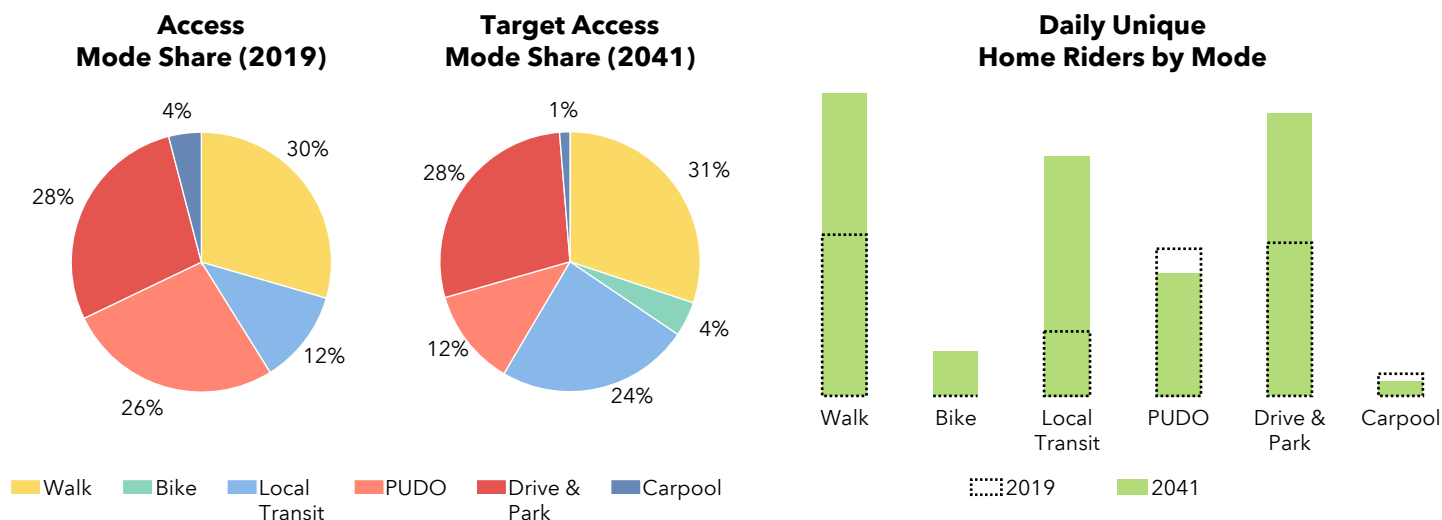
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	No dedicated facility is currently provided	- West: pedestrian pathways - North: pedestrian overpass
Bus Facilities	No dedicated facility is currently provided	Total: 5 bus bays and 1 layover - (Off-site) Northwest: bus bays (5 YRT), layover (1 YRT)
Bike Parking	Total: 32 spaces - West: 32 covered	No facility expansion recommended
Pick-up/ Drop-off Facilities	Total: 36 spaces - West: 33 waiting, 3 loading (peak/ferry)	Total: 25 spaces - West: 22 waiting, 3 loading (peak/ferry)
Vehicular Parking	Total: 665 spaces - West: 665 surface	Total: 825 spaces - Add 160 spaces - Up to 85% carpool/reserved parking






Milliken GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-MIGO-01	Consider the feasibility of providing a tunnel entrance on the east side of the rail corridor with a multi use path that connects to Silver Star Blvd. and Steeles Ave. E to the north. This would improve pedestrian and cycling access to residents on the east side of the rail corridor.
	ON-ST-MIGO-02	Work with the City of Toronto to improve pedestrian and cycling connections through the current GO station site and prioritize pedestrian and cycling connection along Redlea Ave.
	ON-ST-MIGO-03	As part of the Steeles Ave. Grade Separation Environmental Assessment process, work with the City of Toronto, City of Markham, and York Region to explore options to incorporate a pedestrian overpass adjacent to the rail corridor, and a connection from the multi-use path along Steeles Ave. to the GO station platform.
 Local Transit	ON-ST-MIGO-04	Work with the City of Toronto to explore the feasibility of creating on-street bus bays with direct connections to the GO platform.
 Cycling	ON-ST-MIGO-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.
 Pick-up/ Drop-off	ON-ST-MIGO-06	Dependent on a future need to resize or reconfigure the western PUDO, reduce the size to 22 waiting and 3 loading spaces in a peak/ferry facility and reallocate space to other modes or uses.
 Carpool Passengers	ON-ST-MIGO-07	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-ST-MIGO-08	Dependent on any future redevelopment, upgrades, other works, consider adding 160 spaces via alternative parking solutions (e.g., modular parking) on the main west parking lot.







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Agincourt 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)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		775	1,400
Daily Riders' Destination Station		100	1,025
Daily Total Footfall (Boardings + Alightings)		1,600	4,250



Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	- Pedestrian pathways from Dowry St. and Agincourt Dr.
 Bus Facilities	No dedicated facility is currently provided	Total: 2 bus bays - (Off-site) South: bus bays (2 TTC)
 Bike Parking	Total: 32 spaces - West: 32 covered	Total: 80 spaces - West: 48 covered, 32 secure
 Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 29 spaces - West: 24 waiting, 5 loading (peak/ferry)
 Vehicular Parking	Total: 342 spaces - West: 342 surface	Total: 440 spaces - Add 98 surface - Up to 85% carpool/reserved parking

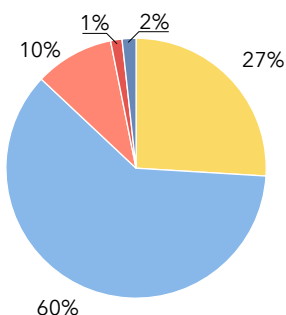
Agincourt GO

Station Access Mode	ID	Required Improvements
 Walking	ON-ST-AGGO-01	As part of the planned redevelopment of the station site, develop pedestrian connections from Dowry St. to the station building, and between the new east platform and Agincourt Dr.
	ON-ST-AGGO-02	Work with the City of Toronto to ensure that the planned Sheppard LRT station is built with a direct pedestrian connection to the GO station platform.
	ON-ST-AGGO-03	Consider improving accessibility for all passengers from the station platform to Sheppard Ave. E. to connect to the TTC bus stops.
 Local Transit	ON-ST-AGGO-04	Work with the City of Toronto to explore the feasibility of creating on-street bus bays or explore alternative options that offer transit priority on offsite facilities such as laybys on local roads with direct connections to the station building and/or platform.
 Cycling	ON-ST-AGGO-05	Add 32 secure bike parking spaces through future station works or redevelopment projects.
	ON-ST-AGGO-06	Work with the local provider to provide bike share at the station, and protect space for bikeshare docks as part of station renovations, where feasible.
	ON-ST-AGGO-07	As part of the planned redevelopment of the station site, install bike shelters on both sides of the station site.
 Pick-up/ Drop-off	ON-ST-AGGO-08	As part of the planned redevelopment of station site, consider developing a PUDO facility adjacent to the new station building with shared access with the remaining station parking lot from Sheppard Ave.
 Carpool Passengers	ON-ST-AGGO-09	Implement the modified reserved and carpool parking on up to 85% of total spaces.
 Drive & Park	ON-ST-AGGO-10	Consider opportunities to expand surface parking by 98 spaces on acquired or leased land near the station.

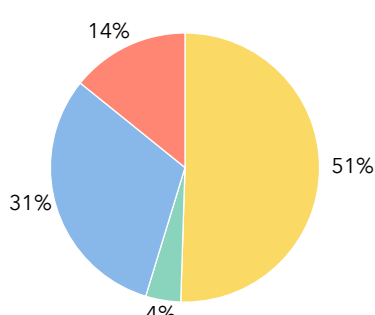
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Kennedy GO			
Station Classification			
Station Access Type (2019)	Interchange	Station Categorization Framework	Interchange (Medium)
Station Access Type (2041)	Interchange (Active Priority)	Station Service Model	C - Self Service
Parking Typology (2041)	No Parking	Retail Typology	Urban Centre Station (TOC)
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		175	1,425
Daily Riders' Destination Station		275	2,650
Daily Total Footfall (Boardings + Alightings)		800	7,300

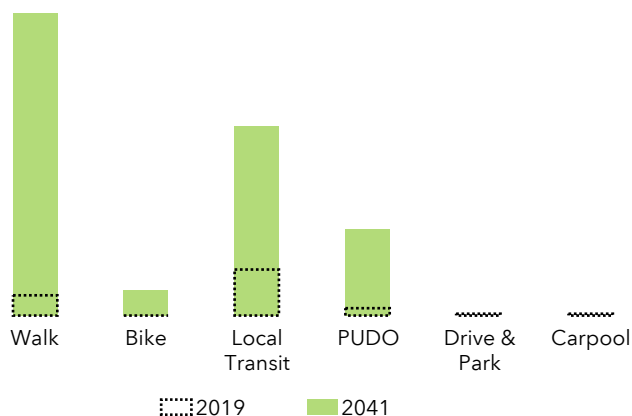
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	No dedicated facility recommended
 Bus Facilities	No dedicated facility is currently provided	No dedicated facility recommended
 Bike Parking	Total: 42 spaces - East: 32 covered, 10 uncovered	Total: 80 spaces - East: 48 covered, 32 secure
 Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 19 spaces - East: 12 waiting, 7 loading (peak/ferry)
 Vehicular Parking	No dedicated facility is currently provided	No dedicated facility recommended

Kennedy GO

Station Access Mode	ID	Required Improvements
 Walking	N/A	No facility expansion recommended at this time.
 Local Transit	ON-ST-KDGO-01	As part of the redevelopment of the TTC/GO station site and in alignment with the Eglinton Crosstown Environmental Assessment, an integrated bus and subway facility is planned to be developed on the west side of the GO Rail corridor.
 Cycling	ON-ST-KDGO-02	Add 32 secure bike parking spaces into the Crosstown LRT Station building.
	ON-ST-KDGO-03	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-ST-KDGO-04	As part of the redevelopment of the TTC/GO station site, bike shelters are planned to be installed as part of the new GO pick-up and drop-off area on the east side of the GO Rail corridor.
 Pick-up/ Drop-off	ON-ST-KDGO-05	As part of the redevelopment of the TTC/GO station site, a dedicated PUDO facility is planned to be constructed on the east side of the corridor that will service both GO Rail and Crosstown LRT customers.
 Carpool Passengers	N/A	No facility expansion recommended at this time.
 Drive & Park	N/A	No facility expansion recommended at this time.

Lakeshore East 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)

Planned two-way all-day peak service frequency

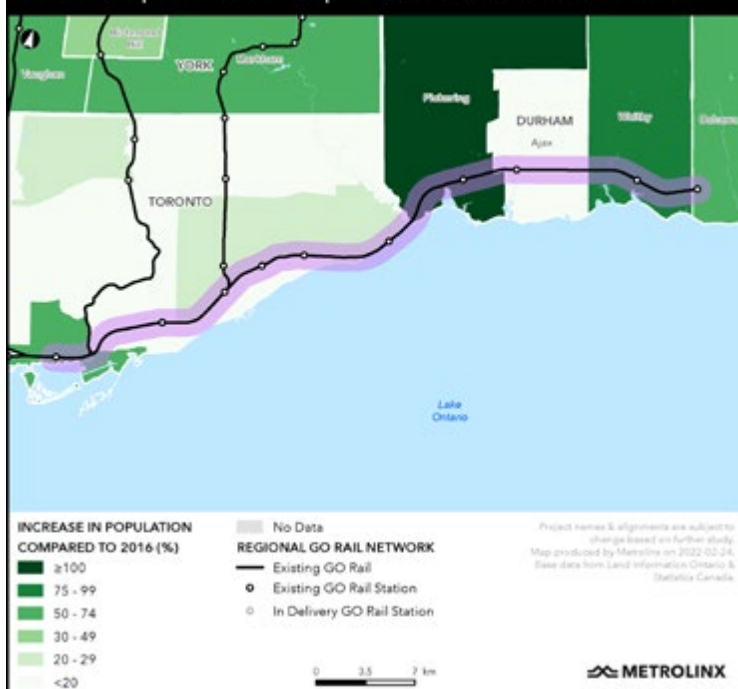
GO Expansion FBC (Nov 2018)

15-min

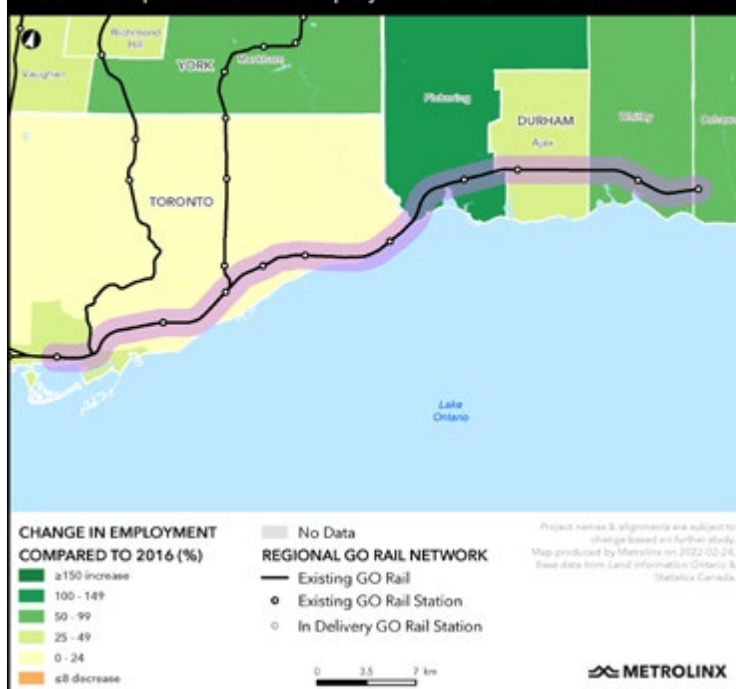
Corridor context

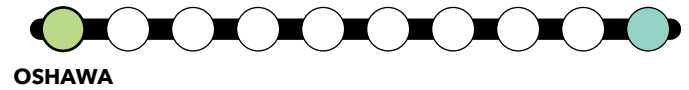
- The Region of Durham is forecasted to see strong population and employment growth out to 2041, while relatively lower growth is forecasted in the Scarborough area of Toronto.
- The corridor is planned for 15-minute-or-less, two-way, all-day electrified service, operating between Union Station and Oshawa GO.
- Customers will increasingly access stations by active transportation (walk/cycle) and local transit modes in favour of drive-and-park.
- Infrastructure requirements at Ajax and Pickering GO were planned as a station couplet due to their proximity to one another and overlapping station catchment areas.
- Historically, this is the second busiest rail corridor by passenger volume in the GO network.

2016 Compared to 2041 Population Forecast - Lakeshore East



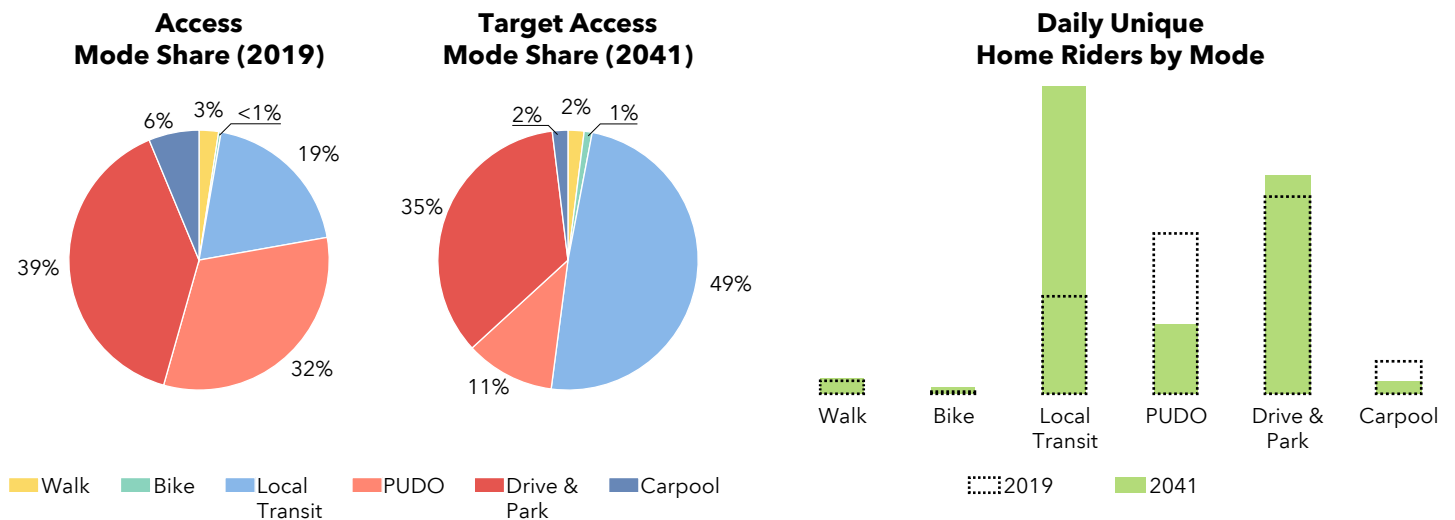
2016 Compared to 2041 Employment Forecast - Lakeshore East
















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Oshawa 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)	Maintain	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		3,625	4,500
Daily Riders' Destination Station		1,275	2,025
Daily Total Footfall (Boardings + Alightings)		8,025	11,425



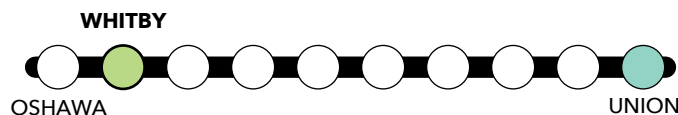
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	No dedicated facility is currently provided	- North: 1 multi-use path - West: 1 pedestrian connection
 Bus Facilities	Total: 11 bus bays - North: bus bays (4 DRT, 4 GO, 2 unassigned, 1 accessible)	No facility expansion recommended at this time
 Bike Parking	Total: 64 spaces - North: 64 covered	Total: 64 spaces - North: relocate 64 covered
 Pick-up/ Drop-off Facilities	Total: 60 spaces - Northeast: 54 waiting, 6 loading (main lot)	Total: 37 spaces - Northeast: 27 waiting, 10 loading (high ridership)
 Vehicular Parking	Total: 2,439 spaces - North: 2,109 surface - West: 330 surface	Total: 2,839 spaces - North: 2,109 spaces - (Dependent) West: add 400 spaces - Up to 49% carpool/reserved parking

Oshawa GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-OSGO-01	Enhance the existing dedicated pedestrian walkway between the station plaza area and parking lot mid-point into a dedicated multi-use path with improved paving and protection measures, and extend this path north to the station entrance at Bloor St. to connect with a future multi-use path and bike lanes.
	ON-LSE-OSGO-02	Add a multi-use path connecting the satellite western parking lot with the main station area via the rail corridor northern edge.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-LSE-OSGO-03	In conjunction with a new north-south multi-use path, relocate the existing bike parking shelters in the parking lot to locations in the station plaza area, closer to the platform, with a shelter located on each side of the station building.
 Pick-up/ Drop-off	ON-LSE-OSGO-04	Dependent on parking expansion and a new multi-use path, provide a platform entrance connection and PUDO facility on the western station lands to turn the site into a secondary access/egress point for the station.
	ON-LSE-OSGO-05	As part of any future station improvements, reconfigure the existing PUDO facility into a high ridership facility with 27 waiting and 10 loading spaces.
 Carpool Passengers	ON-LSE-OSGO-06	Consider implementing the modified reserved and carpool parking programs on up to 49% of total spaces.
 Drive & Park	ON-LSE-OSGO-07	Dependent on demand growth, consider expansion of surface parking by 400 spaces at the station's western satellite lot.

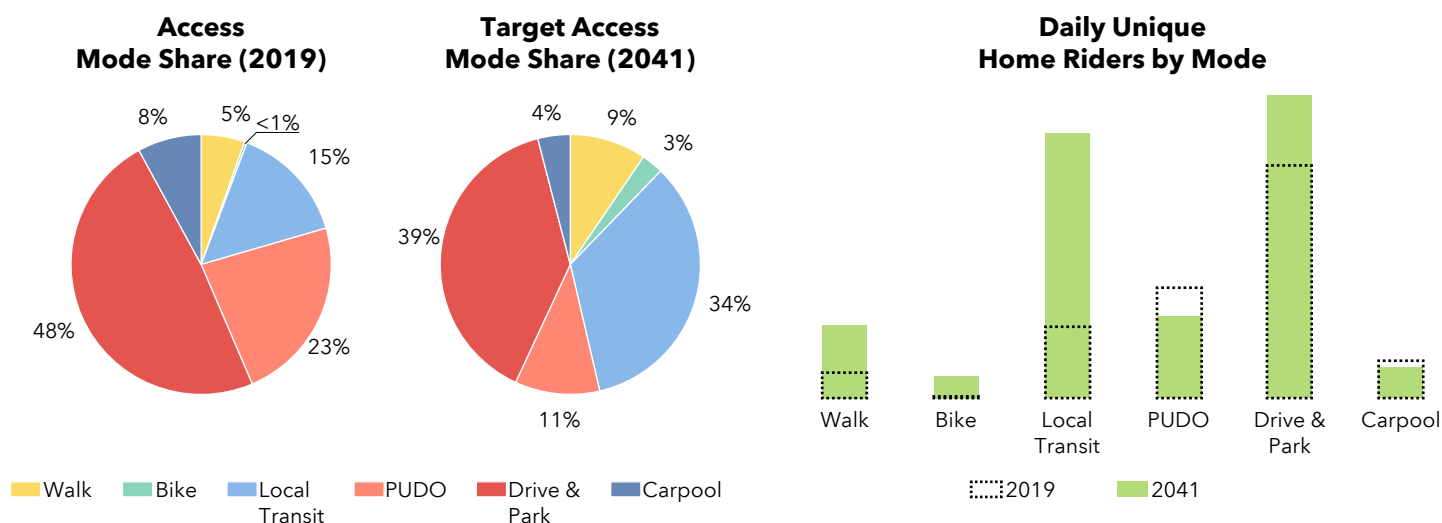
Lakeshore East Line

Region of Durham
Town of Whitby









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Whitby GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Interchange (High)
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		5,100	8,225
Daily Riders' Destination Station		1,300	3,475
Daily Total Footfall (Boardings + Alightings)		10,700	20,750



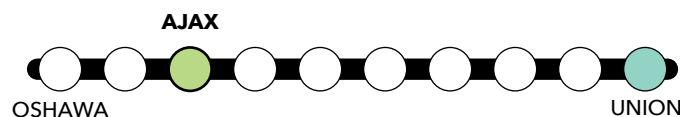
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: 2 dedicated pedestrian connections - South: 1 dedicated pedestrian connection	- South: multi-use path
Bus Facilities	Total: 10 bus bays - North: bus bays (1 Coach Canada, 6 DRT, 3 GO)	Total: 13 bus bays - North: bus bays (10 DRT, 3 GO)
Bike Parking	Total: 104 spaces - North: 64 covered, 8 open - South: 32 covered	Total: 240 spaces - North: 64 secure, 96 covered - South: 80 covered
Pick-up/ Drop-off Facilities	Total: 110 spaces - North: 71 waiting, 7 loading - South: 28 waiting, 4 loading	Total: 79 spaces - North: 39 waiting, 8 loading (high ridership) - South: 28 waiting, 4 loading (peak/ferry)
Vehicular Parking	Total: 3,621 spaces - North: 254 surface - South: 1,432 structure, 1,935 surface	Total: 2,916-3,736 spaces - North: surplus of 30 spaces - South: add 115 modular spaces, loss of up to 820 spaces - Up to 49% carpool/reserved parking

Whitby GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-WHGO-01	As part of the redevelopment of the north station parking lot, maintain provision of a direct pedestrian connection to Henry St.
	ON-LSE-WHGO-02	As part of the redevelopment of the south station parking lot, provide a step-free active transportation connection between Byron St. and the southern pedestrian bridge entrance area. Through this work, an auto connection between Byron St. and the south parking lot should also be studied.
 Local Transit	ON-LSE-WHGO-03	In the long-term, provide for 13 bus bays, adding on to the existing 10 bays.
 Cycling	ON-LSE-WHGO-04	Provide a 10-space secure bike room facility.
	ON-LSE-WHGO-05	As part of the redevelopment of the north station site, provide an additional 32-space bike shelter.
	ON-LSE-WHGO-06	Add an additional 54 secure bike parking spaces to the existing facility.
	ON-LSE-WHGO-07	As part of the redevelopment of the station site, provide a dedicated multi-use path connecting municipal cycling infrastructure on Henry St. to the southern station tunnel entrance area via internal parking lot drive aisles.
 Pick-up/ Drop-off	ON-LSE-WHGO-08	As part of the redevelopment of the south station site, provide two additional bike shelters on the south lot, with one 32-space shelter located in the vicinity of the pedestrian bridge entrance to serve customers coming from the area southeast of the station, and one 16-space shelter at the western tunnel entrance.
	ON-LSE-WHGO-09	As part of the redevelopment of the northern station site, reconfigure the north PUDO into a high ridership facility with 39 waiting and 8 loading spaces.
 Carpool Passengers	ON-LSE-WHGO-10	Consider implementing the modified reserved and carpool parking programs on up to 49% of total spaces.
 Drive & Park	ON-LSE-WHGO-11	Introduce a pilot project with municipal partners to advance a 115-space (net) modular parking structure pilot on the main south parking lot to offset the potential reduction of leased surface spaces (approx. 520-820 spaces). If the pilot proves successful, seek to add an additional 320 spaces with this technology.

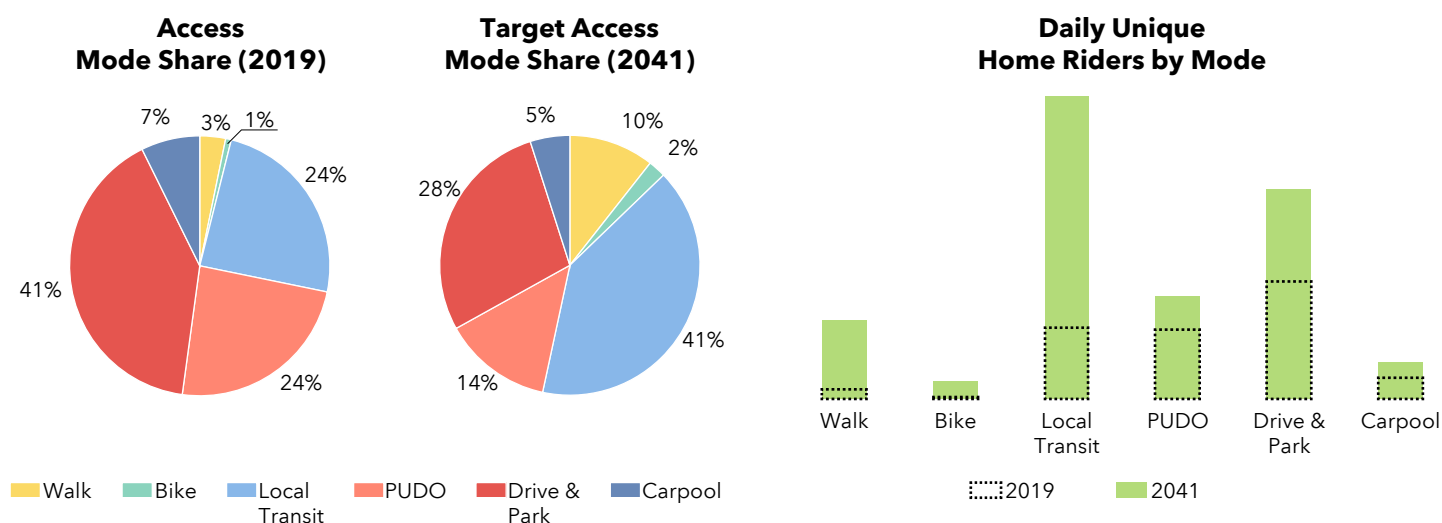
Lakeshore East Line

Region of Durham
Town of Ajax









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Ajax 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)	Grow	Retail Typology	Power Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		4,700	12,025
Daily Riders' Destination Station		1,100	3,425
Daily Total Footfall (Boardings + Alightings)		9,725	27,550



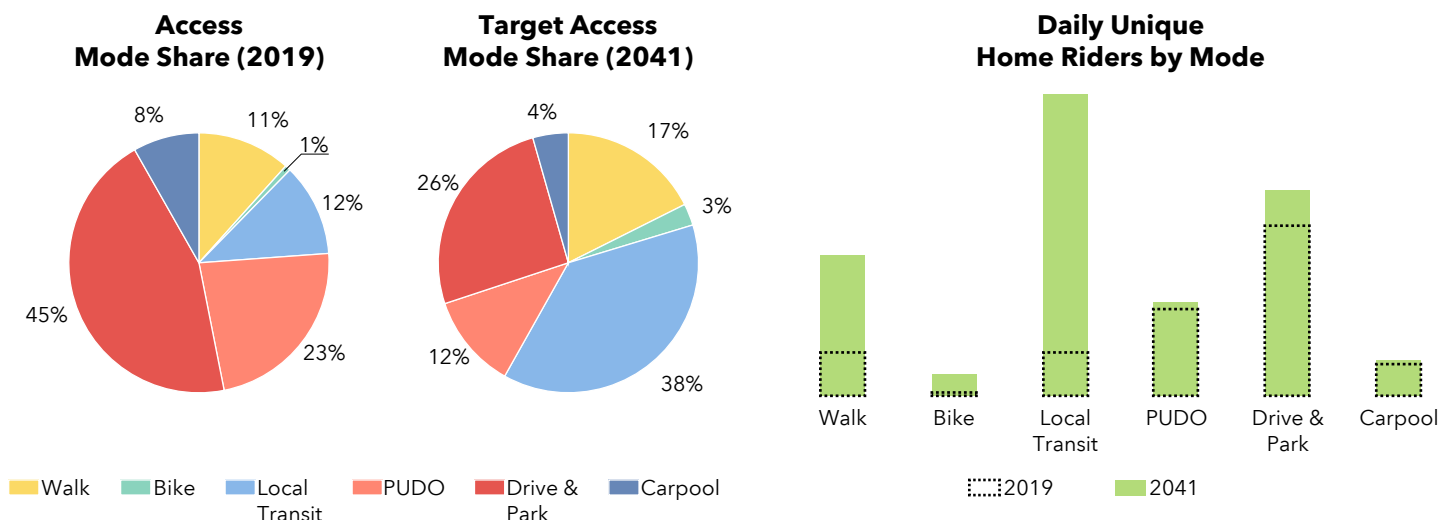
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- Centre: dedicated pedestrian walkway - East: dedicated pedestrian connection	- Centre: 1 multi-use path - East: dedicated pedestrian connection
Bus Facilities	Total: 13 bus bays - East: bus bays (11 DRT, 2 GO)	Total: 15 bus bays and 4 layovers - East: bus bays (11 DRT, 2 GO, 2 unassigned), 4 layovers
Bike Parking	Total: 272 spaces - South: 96 covered, 176 open	Total: 240 spaces - South: 80 secure, 160 covered
Pick-up/ Drop-off Facilities	Total: 86 spaces - West: 51 waiting, 11 loading - South: 20 waiting, 4 loading	Total: 43 spaces - (Dependent) West: 27 waiting, 10 loading (high ridership) - (Dependent) South: 4 waiting, 2 loading (strip)
Vehicular Parking	Total: 3,058 spaces - South: 1,362 structure, 1,696 surface	Total: 3,255 spaces - (Dependent) South: surplus of 200 spaces, add 400 modular spaces - Up to 50% carpool/reserved parking

Ajax GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-AJGO-01	Redevelop the north-east corner of the main station area and retail parking lot to provide a direct, landscaped cycling and pedestrian connection between Westney Rd. and Fairall St. to the main station building.
 Local Transit	ON-LSE-AJGO-02	Proceed with planned redevelopment of the station site that includes an expanded bus loop facility for 15 bays and 4 layover spaces.
 Cycling	ON-LSE-AJGO-03	As part of the redevelopment of the station site, provide two net new 32-space shelters with relocated open bike racks, and consolidate this with the secure bike parking infrastructure east of the bus loop that can be accessed by a direct north-south cycling and pedestrian connection to Fairall St.
	ON-LSE-AJGO-04	As part of the redevelopment of the station site, provide a 32-space secure bike parking facility east of the bus loop that can be accessed by a direct north-south cycling and pedestrian connection to Fairall St.
	ON-LSE-AJGO-05	Integrate a multi-use path on the northern side of Fairall St. at the retail parking lot entrance, to connect to potential multi use paths along Westney Rd. and existing bike lanes on Fairall Rd. east of Westney Rd.
	ON-LSE-AJGO-06	Explore opportunities to add 48 new secure bike parking spaces to the planned facility through future station works or redevelopment projects in the vicinity of the planned bike parking area east of the bus loop.
 Pick-up/ Drop-off	ON-LSE-AJGO-07	To address conflicts between pedestrians and vehicles, and provide enhanced priority for accessibility needs, install an accessible loading area away from the parking structure entrance and closer to Westney Rd.
	ON-LSE-AJGO-08	Dependent on a future need to resize or reconfigure the west PUDO, reduce size to 27 waiting and 10 loading spaces in a high ridership facility and reallocate space to other modes or uses.
	ON-LSE-AJGO-09	Dependent on a future need to resize or reconfigure southern PUDO, reduce size to 4 waiting and 2 loading spaces in a strip style facility and reallocate spaces to other modes or uses.
 Carpool Passengers	ON-LSE-AJGO-10	Consider implementing the modified reserved and carpool parking programs on up to 50% of total spaces.
 Drive & Park	ON-LSE-AJGO-11	Reconfigure the main parking lot to reduce conflicts between pedestrians and vehicles and provide priority egress for transit and PUDO users.
	ON-LSE-AJGO-12	Consider adding 400 spaces using alternative parking solutions (e.g., modular parking) to the main south parking lot as station demand grows.







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Pickering GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	High
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		4,700	9,925
Daily Riders' Destination Station		1,150	5,225
Daily Total Footfall (Boardings + Alightings)		9,925	26,875



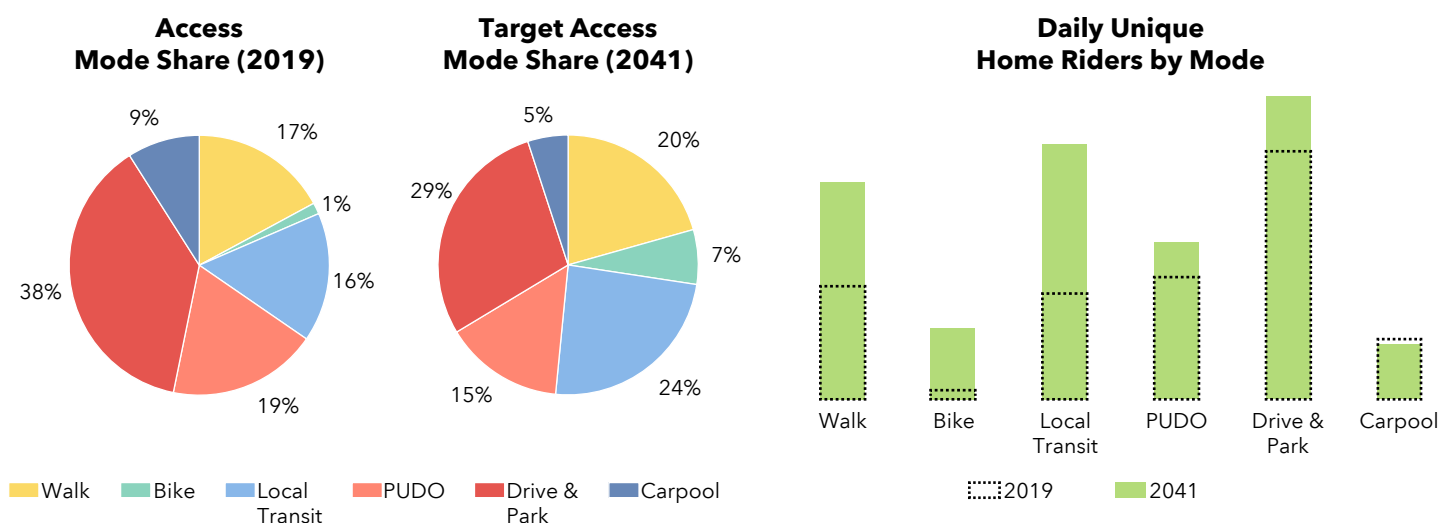
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: pedestrian bridge - South: dedicated pedestrian walkway - East: dedicated pedestrian walkway	- South: 1 multi-use path
Bus Facilities	Total: 8 bus bays - South: bus bays (3 DRT, 2 GO, 3 unassigned)	Total: 9 bus bays and 3 layovers - South: bus bays (4 DRT, 4 GO, 1 unassigned), layovers (3 GO) - North: bus bays (3 DRT) (off-site)
Bike Parking	Total: 176 spaces - North: 64 open - South: 80 covered, 32 open	Total: 256 spaces - North: 64 covered - South: 80 secure, 80 covered - East: 32 covered
Pick-up/ Drop-off Facilities	Total: 42 spaces - South: 34 waiting and 8 loading spaces	Total: 51 spaces - North: 16 waiting (strip) (off-site) - South: 26 waiting, 9 loading (high ridership)
Vehicular Parking	Total: 3,558 spaces - North: 500 structure - South: 1,670 structure, 1,388 surface	Total: 3,169-3,558 spaces - South and East: surplus of 389 spaces - Up to 50% carpool/reserved parking

Pickering GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-PKGO-01	Provide a direct, landscaped cycling and pedestrian connection between the south parking lot entrance at Bayly St. and the west tunnel building entrance, to connect with a planned multi-use path along Bayly St.
	ON-LSE-PKGO-02	To accommodate future growth immediately east of the station, retain the eastern access path between the bus loop and east parking lot, and work with the City of Pickering to provide additional pedestrian connection points along the path to the area to the south, when appropriate.
	ON-LSE-PKGO-03	Install a direct fully-accessible pedestrian access ramp from Liverpool Rd. to the station site where a staircase exists today, along with a dedicated walkway within the station site enabling safe connections between the ramp and main station building area.
 Local Transit	ON-LSE-PKGO-04	Proceed with planned redevelopment of the station site that includes expanded bus loop facility for 9 bays, and explore the opportunity to increase the facility up to 11 bays.
	ON-LSE-PKGO-05	Work with the City of Pickering to identify improvements to integrate a future Bayly St. rapid transit (BRT) service with the modified south bus loop and dedicated access road.
 Cycling	ON-LSE-PKGO-06	Provide a 20-space secure bike parking facility adjacent to the western tunnel entrance.
	ON-LSE-PKGO-07	Install existing open bike racks on the south parking lot under new shelters adjacent to the west tunnel building.
	ON-LSE-PKGO-08	Install a bike shelter in close proximity to the eastern entrance of the pedestrian path that connects the existing east satellite lot to the station building area. Fill the shelter with existing uncovered racks.
	ON-LSE-PKGO-09	Explore opportunities to add 60 new secure bike parking spaces to the existing facility through future station works or redevelopment projects at the main station building area.
 Pick-up/ Drop-off	ON-LSE-PKGO-10	To address conflicts between pedestrians and vehicles and provide enhanced priority for PUDO users, relocate the current facility west of the station building closer to the west station access road. Reconfigure the PUDO facility into a high ridership configuration with 26 waiting and 9 loading spaces. As part of this relocation, consider reconfiguring the vehicle waiting area as accessible parking.
 Carpool Passengers	ON-LSE-PKGO-11	Consider implementing the modified reserved and carpool parking programs on up to 50% of total spaces.
 Drive & Park	ON-LSE-PKGO-12	As part of future site redevelopment, local road network expansion, upgrades or other works, total supply may be decreased by approximately 389 spaces.







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Rouge Hill GO			
Station Classification			
Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		2,600	4,175
Daily Riders' Destination Station		525	1,425
Daily Total Footfall (Boardings + Alightings)		5,350	10,050



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- Southwest: 1 dedicated pedestrian pathway	- Northeast: multi-use path - Centre: dedicated pedestrian walkway and multi-use path
Bus Facilities	Total: 3 bus bays - Northeast: bus bays: (3 TTC)	No facility expansion recommended at this time
Bike Parking	Total: 160 spaces - Northeast: 64 covered, 1 Bike Share station, 4 City of Toronto secure lockers - Southwest: 96 covered	Total: 240 spaces - Northeast: 48 secure, 64 covered - Southwest - 32 secure, 96 covered
Pick-up/ Drop-off Facilities	Total: 51 spaces - Centre: 45 waiting, 6 loading	Total: 37 spaces - Centre: 27 waiting, 10 loading (high ridership)
Vehicular Parking	Total: 1,409 spaces - North: 319 surface - West: 534 surface - Centre: 556 surface	Total: 1,163-1409 spaces - Centre: surplus of 246 spaces - Up to 85% carpool/reserved parking

Rouge Hill GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-ROGO-01	Redevelop the main station site with landscaped pedestrian path and multiple multi-use path connections from Lawrence Ave. E to the new station building.
 Local Transit	ON-LSE-ROGO-02	Identify opportunities for on-demand microtransit solutions in order to introduce improved municipal transit connections.
 Cycling	ON-LSE-ROGO-03	Add one open bike rack per access point between the southern rail platform and Waterfront Trail.
	ON-LSE-ROGO-04	Redevelop the station with bike shelters where the Port Union Village Common Park connects with the main station parking lot.
	ON-LSE-ROGO-05	Relocate bike parking near the entrance to the pedestrian tunnels that connect the Waterfront Trail to the main parking lot.
	ON-LSE-ROGO-06	Install a 32-space secure bike room adjacent to the west tunnel entrance.
	ON-LSE-ROGO-07	Work with the City of Toronto to turn existing Bike Share points at the station and Waterfront Trail into permanent installations.
	ON-LSE-ROGO-08	Add an additional 48 secure bike parking spaces to the planned facility through future station works or redevelopment projects in the vicinity of the station building.
 Pick-up/ Drop-off	ON-LSE-ROGO-09	As part of any future station improvement, reconfigure the PUDO facility into a high ridership facility with 27 waiting and 10 loading spaces.
 Carpool Passengers	ON-LSE-ROGO-10	Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces.
 Drive & Park	ON-LSE-ROGO-11	As part of the planned redevelopment of the main station site parking lot, supply may be reduced by approximately 250 spaces.

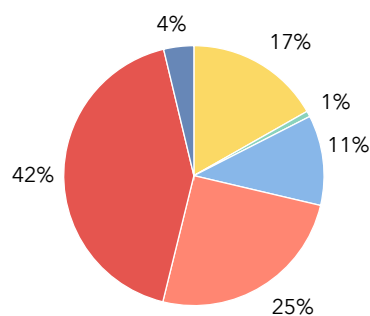
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Guildwood GO

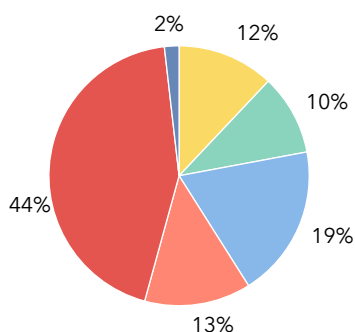
Station Classification

Station Access Type (2019)	Mixed Modal	Station Categorization Framework	Medium
Station Access Type (2041)	Mixed Modal	Station Service Model	B - Limited Service
Parking Typology (2041)	Manage	Retail Typology	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,425	1,225
Daily Riders' Destination Station		275	1,000
Daily Total Footfall (Boardings + Alightings)		2,875	4,000

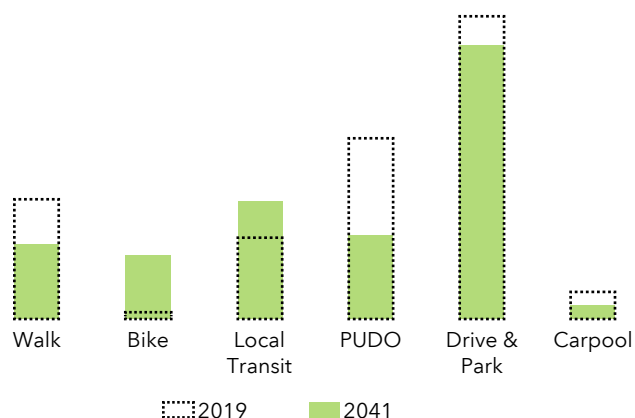
Access Mode Share (2019)








Target Access Mode Share (2041)









Daily Unique Home Riders by Mode



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

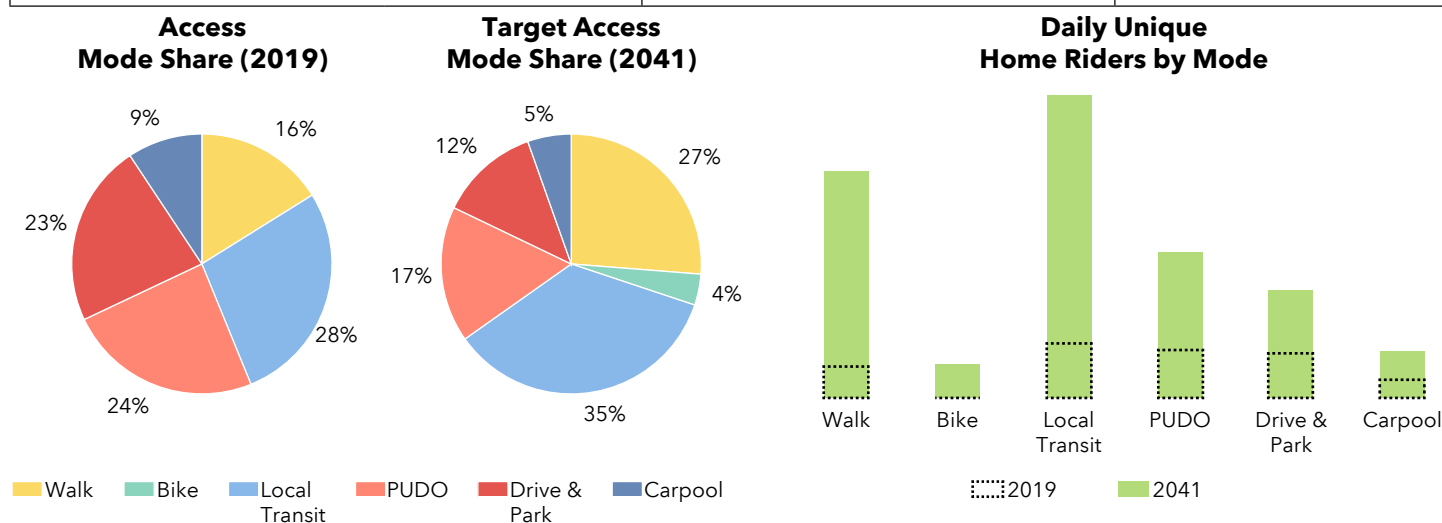
Station Access Facilities	Current (2021)	Requirements (2041)
 Active Transportation	- North: dedicated pedestrian walkway and plaza	- Southwest: dedicated multi-use path connection - North: bike lanes
 Bus Facilities	No dedicated facility is currently provided	Improved on-site local transit access and egress
 Bike Parking	Total: 216 spaces - North: 24 covered, 96 covered, 1 Bike Share station, 6 City of Toronto secure - South: 96 covered	No facility expansion recommended at this time
 Pick-up/ Drop-off Facilities	Total: 56 spaces - North: 30 waiting, 6 loading - South: 16 waiting, 4 loading	Total: 49 spaces - (Dependent) North: 23 waiting, 6 loading (high ridership) - South: 16 waiting, 4 loading
 Vehicular Parking	Total: 903 spaces - North: 671 surface - South: 232 surface	Total: 678-903 spaces - (Dependent) North: surplus of 225 spaces - Up to 85% carpool/reserved parking

Guildwood GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-GUGO-01	Work with the City of Toronto to provide a multi-use path on the south side of the rail corridor under Kingston Rd. to connect the south station area to Dale Ave. and the residential community west of Kingston Rd.
 Local Transit	ON-LSE-GUGO-02	Consider enhancing the cycling connection along the primary entrance road to the north parking lot (aligned with Celeste Dr.) with dedicated bike lanes to reduce conflicts with vehicular traffic.
	ON-LSE-GUGO-03	Work with the City of Toronto and Eglinton Crosstown East LRT East 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 north and south sides of the corridor.
 Cycling	ON-LSE-GUGO-04	Work with the City of Toronto to turn existing Bike Share points at the station into permanent installations on both sides of the rail corridor.
	ON-LSE-GUGO-05	Enhance the cycling connection along the primary entrance road to the north parking lot (aligned with Celeste Dr.) with dedicated bike lanes to reduce conflicts with vehicular traffic.
 Pick-up/ Drop-off	ON-LSE-GUGO-06	Dependent on a future need to resize or reconfigure the northern PUDO, reduce size to 23 waiting and 6 loading spaces in a high ridership facility and reallocate space to other modes or uses.
 Carpool Passengers	ON-LSE-GUGO-07	Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces.
 Drive & Park	ON-LSE-GUGO-08	Dependent on any future site redevelopment, upgrades or other works, total supply may be decreased by 225 spaces.





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Eglinton GO			
Station Classification			
Station Access Type (2019)	Transit Priority	Station Categorization Framework	Medium
Station Access Type (2041)	Active 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		1,550	6,750
Daily Riders' Destination Station		325	2,700
Daily Total Footfall (Boardings + Alightings)		3,125	16,825





Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- North: dedicated pedestrian walkway	- North: larger pedestrian plaza, accessible platform access, paved desire paths - Northeast: dedicated pedestrian connection - South: multi-use path connection - Southwest: multi-use path connection
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended at this time
Bike Parking	Total: 40 spaces - North: 8 open, 6 City of Toronto secure lockers - South: 32 covered	Total: 192 spaces - North: 64 secure, 32 covered - South: 96 covered
Pick-up/ Drop-off Facilities	Total: 25 spaces - North: 21 waiting, 4 loading	Total: 39 spaces - North: 23 waiting, 8 loading (high ridership) - South: 6 waiting, 2 loading (urban)
Vehicular Parking	Total: 789 spaces - North: 241 surface - South: 548 surface	No facility expansion recommended at this time - Up to 85% carpool/reserved parking

Eglinton GO

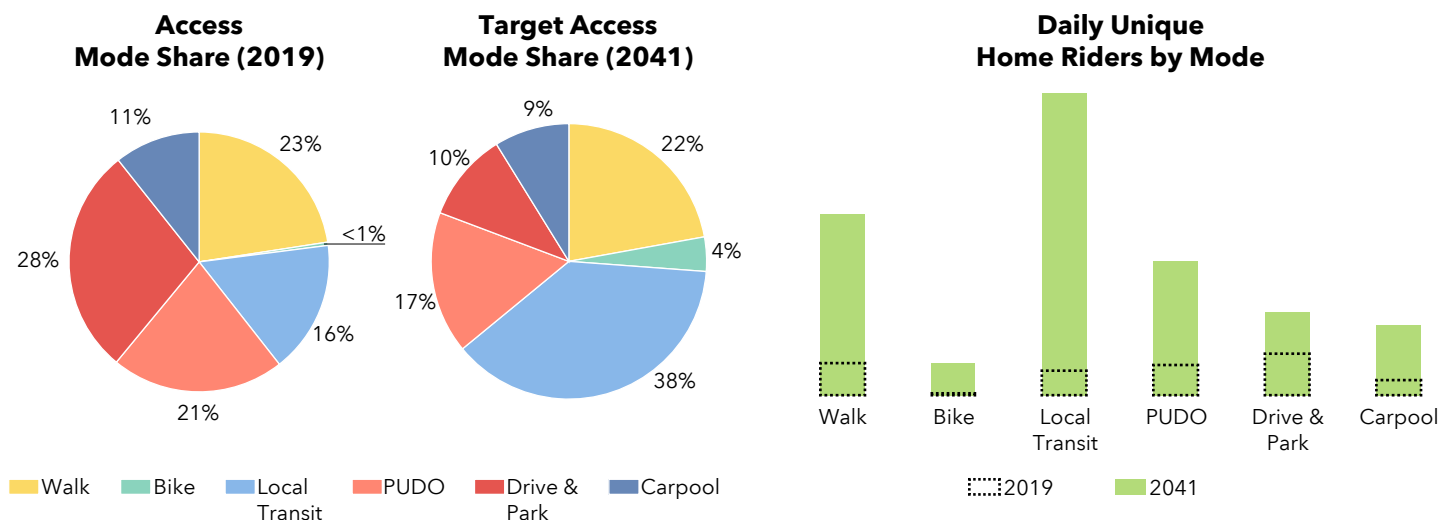
Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-EGGO-01	Complete work to replace existing pedestrian tunnels with two new tunnels, stairwells and elevator access connections to both station platforms. Improvement of the north station area public realm and PUDO waiting area should be coordinated in tandem with these tunnel works.
	ON-LSE-EGGO-02	Provide a direct cycling and pedestrian connection between the south tunnel entrance area and the multi-use path to Colonial Park, along the southwestern edge of the south parking lot. Once the MUP is built, add a new connection between this path and the southern platform at its southwestern extent.
	ON-LSE-EGGO-03	Pave the informal desire path located between the south side sidewalk on Eglinton Ave E. and the station building, west of Bellamy Rd. N.
	ON-LSE-EGGO-04	Provide a direct cycling and pedestrian connection between the south entrance to the east tunnel and the multi-use trail on the southern edge of the south parking lot.
	ON-LSE-EGGO-05	If the rail bridge over Eglinton Ave. is to be widened to allow for additional tracks to enable GO Expansion, allow sufficient space on the northern side to allow for a pedestrian connection between the northern rail platform and the northern parking lot.
	ON-LSE-EGGO-06	In conjunction with relocation of the north PUDO facility west of the station building, consider converting the existing PUDO facility into a car-free station plaza able to facilitate and guide customers walking from Eglinton Ave., existing bus stops, a potential LRT stop, and commuter lots to the station.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-LSE-EGGO-07	Convert existing open bike rack into a 32-space sheltered facility adjacent to the station building, or at the future northeast pedestrian tunnel entrance area. This will allow for improved cycling integration with proposed bike lanes along Eglinton Ave. E. and Bellamy Rd. N.
	ON-LSE-EGGO-08	Work with the City of Toronto to provide Bike Share at the station, and protect space for Bike Share docks as part of station renovations with one bike share station on each side of the rail corridor.
	ON-LSE-EGGO-09	Integrate a secure bike facility at the main station building area, north of the corridor that can be accessed from Eglinton Ave. E. and Bellamy Rd. N. This will allow for improved integration with proposed bike lanes along Eglinton Ave. E and Bellamy Rd. N.
	ON-LSE-EGGO-10	Provide two 32-space bike shelters on the station southern side, one adjacent to the western platform entrance and the other adjacent to the east platform entrance, on the eastern side.
 Pick-up/ Drop-off	ON-LSE-EGGO-11	As part of any future station improvement reconfigure the northern PUDO into a high ridership facility with 23 waiting and 8 loading spaces, on the underutilized north station site lands adjacent to the station building, that can potentially be accessed via the Home Depot internal circulation road that aligns with Torrance Rd.
	ON-LSE-EGGO-12	Provide an urban PUDO facility with 6 waiting and 2 loading spaces into the southern parking lot in the vicinity of the eastern platform entrance area.

Eglinton GO

Station Access Mode	ID	Required Improvements
 Carpool Passengers	ON-LSE-EGGO-13	Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.







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Scarborough 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	Community Centre
GO Rail Ridership		Current (2019)	Forecast (2041)
Daily Riders' Home Station		1,200	6,600
Daily Riders' Destination Station		300	1,825
Daily Total Footfall (Boardings + Alightings)		2,550	15,075



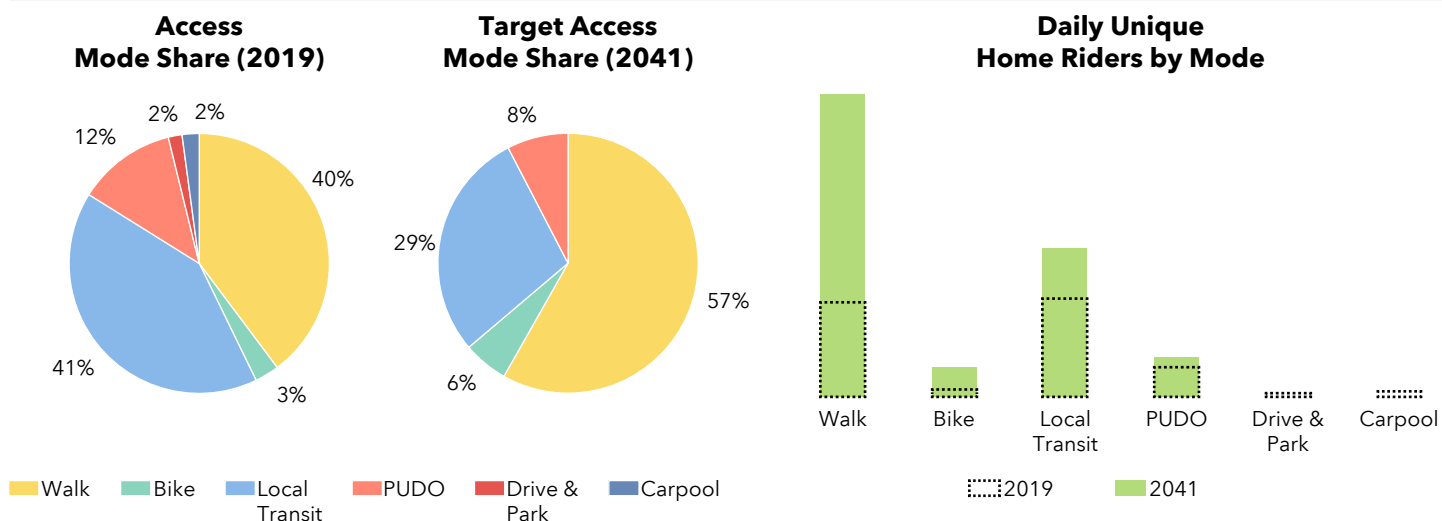
Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- Northeast: dedicated pedestrian walkway	- North: accessible platform access - Northeast: dedicated pedestrian walkway - Southwest: dedicated pedestrian walkway
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended at this time
Bike Parking	Total: 70 spaces - South: 24 secure, 32 covered, 14 open, 6 City of Toronto secure lockers	Total: 192 bike spaces - North: 32 covered - South: 64 secure, 96 covered
Pick-up/ Drop-off Facilities	Total: 34 spaces - South: 28 waiting, 6 loading	Total: 45 spaces - North: 13 waiting (urban)(off-site) - South: 25 waiting, 7 loading (high ridership)
Vehicular Parking	Total: 628 spaces - South: 628 surface	No facility expansion recommended at this time - Up to 85% carpool/reserved parking

Scarborough GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-SCGO-01	Provide a direct cycling and pedestrian connection between the south tunnel entrance and the multi-use trail in Natal Park via the southern and western perimeter of the station parking lot.
	ON-LSE-SCGO-02	Improve the existing northern pedestrian tunnel to a step-free accessible tunnel, connecting St. Clair Ave. E. to the main station site. Additionally, work with the City of Toronto to improve access options across the rail corridor, between the lands northwest of the rail corridor and the station site, by exploring and extension of the accessible southern pedestrian tunnel.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-LSE-SCGO-03	(In Plan) Provide a 24-space secure bike parking facility adjacent to the southern station building's northeastern side.
	ON-LSE-SCGO-04	Add one 32-space bike shelter on the western edge of the parking lot adjacent to southern tunnel entrance and the multi-use path connection to Natal Park.
	ON-LSE-SCGO-05	Provide an additional 32-space bike shelter in close proximity to the existing shelter on the eastern side of the main station building.
	ON-LSE-SCGO-06	Provide a 32-space bike shelter on the north side of the GO station that can be accessed via St. Clair Ave. This will allow for improved integration with proposed bike lanes along St. Clair Ave. and Linden Ave.
	ON-LSE-SCGO-07	Expand the existing secure bike parking room facility by 40 new spaces through future station works or redevelopment projects.
 Pick-up/ Drop-off	ON-LSE-SCGO-08	Provide an urban style PUDO facility on the north side of the rail corridor that can be accessed from St. Clair Ave. and Linden Ave.
	ON-LSE-SCGO-09	As part of any future station improvement, reconfigure the southern PUDO facility into a high ridership facility with 25 waiting and 7 loading spaces.
 Carpool Passengers	ON-LSE-SCGO-10	Consider implementing the modified reserved and carpool parking programs on up to 85% of total spaces.
 Drive & Park	N/A	No facility expansion recommended at this time.







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Danforth 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		1,450	3,125
Daily Riders' Destination Station		550	4,425
Daily Total Footfall (Boardings + Alightings)		3,125	13,600



Station Access Facilities	Current (2021)	Requirements (2041)
Active Transportation	- Northwest: dedicated pedestrian walkway - South: dedicated pedestrian walkways	- Northeast: dedicated pedestrian connection - Northwest: pedestrian plaza, dedicated pedestrian platform connection
Bus Facilities	No dedicated facility is currently provided	No dedicated facility is recommended at this time
Bike Parking	Total: 48 spaces - North: 16 open - South: 32 covered	Total: 160 spaces - North: 64 secure, 64 covered - South: 32 covered
Pick-up/ Drop-off Facilities	No dedicated facility is currently provided	Total: 12 spaces - (Off-site) North: 9 waiting (urban) - (Off-site) South: 3 waiting (urban)
Vehicular Parking	No dedicated facility is currently provided	No dedicated facility is recommended at this time

Danforth GO

Station Access Mode	ID	Required Improvements
 Walking	ON-LSE-DAGO-01	Develop a public plaza adjacent the station building on the north side of the station that responds to the significant grade changes on either side of the station and serves the wider public in addition to transit users.
	ON-LSE-DAGO-02	Develop a dedicated pedestrian connection from the northern station platform to the foot of Dawes Rd.
 Local Transit	N/A	No facility expansion recommended at this time.
 Cycling	ON-LSE-DAGO-03	Relocate the bike shelter at the southern station entrance to be located directly in front of the south station entrance building. This will eliminate back tracking movements for users coming from the east, and place the parking facility closer to the station facility for users coming from the west.
	ON-LSE-DAGO-04	Add a 64-space secure bike parking facility in the vicinity of the northern station entrance area.
	ON-LSE-DAGO-05	Add two 32-space bike parking shelters in the vicinity of the north station entrance area. Convert the existing open bike parking to be included in one of the new shelters.
 Pick-up/ Drop-off	N/A	No on-site 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.

2.3 Methodology to Develop the Station-Specific Requirements

The station-specific requirements in GO Rail Station Access are based on work undertaken by provincial and municipal governments, including:

- The provincial Growth Plan for the Greater Golden Horseshoe and Metrolinx's 2041 Regional Transportation Plan;
- Regional and municipal plans and studies; and
- The Greater Golden Horseshoe Model (GGHM), and the Station Access Model.

This section provides further details on key components of the process (see Figure 13):

- Step 1: Inputs;
- Step 2: Station Access Model; and
- Step 3: Station access requirements.

2.3.1 Step 1: Inputs

The inputs used in GO Rail Station Access are based on two major components:

- **Customer inputs** that inform travel patterns, historical trends, and population growth;
- **Service inputs**, including but not limited to: existing parking and PUDO supply at stations, transit service plans, and other mode-specific inputs.

Customer inputs

The current ridership used in this document is based on customer inputs extracted from the 2019 GO Rail Passenger Survey. The survey is part of Metrolinx's ongoing efforts to monitor ridership, market trends, and commuter travel behaviour.

The future 2041 forecast uses ridership outputs from the GGHM (adjusted for the impact of the COVID-19 pandemic, resulting in an increased tendency to work from home) as an input to the Station Access Model.

The ridership reported by the GGHM refers to the number of people accessing their home stations (the station where people start their GO Rail round trip) and alighting at destination stations (the station where people end the first part of their GO Rail round trip).

GGHM inputs and assumptions include:

- Land Use
 - The land use scenario reflects GGH-wide population and employment targets for the 2041 horizon as set out in the Growth Plan but allocates land use based on market trends. This is the standard land use forecast that Metrolinx applies for

The GGHM is Ontario's multimodal Regional Travel Demand Model used by both the Ontario Ministry of Transportation (MTO) and Metrolinx to forecast future transportation demand. The model network covers the Greater Golden Horseshoe (GGH), including the Greater Toronto and Hamilton Area (GTHA) and beyond, including the Niagara Peninsula through Waterloo Region, Barrie and Simcoe Region, and Peterborough and Northumberland Region in the east.

The GGHM forecasts the choices that individual travellers will make, including where to travel, what mode to use, and when to travel, using baseline population and employment forecasts. It represents a full 24-hour weekday period, enabling integrated peak and off-peak modelling and analysis, and assumes that parking at stations is not constrained.



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business cases and planning studies.

- Transit Network

- The forecasted 2041 GO Rail ridership builds on the GO Expansion Full Business Case (FBC), assuming the same rail network.
- Modelled rail services do not include off-peak rail service on the Milton and Richmond Hill corridors. The lack of all-day service may result in lower ridership growth or net decreases at stations on each corridor, and underutilization of certain facilities as travellers relocate to stations on adjacent corridors with all-day services.
- Municipal transit networks that connect to GO stations were updated based on the information received from the municipal transit service providers and includes both local transit and GO Bus.
- The forecast scenario assumes full regional transit fare integration in the future with free transfers between GO Rail services and all municipal transit service providers, as well as among all municipal transit service providers.

Post-Model **COVID-19 adjustments** accounted for the following factors:

- The baseline ridership forecast ("business as usual") generated by the GGHM is based

on land use growth and service expansion that is consistent with current plans, assuming pre-COVID-19 travel patterns and behaviours.

- To reflect the expected increase and tendency to telework (i.e., reduced trips) after the COVID-19 pandemic, station-specific ridership reduction factors were estimated based on available survey data¹ and existing ridership trends. These COVID-19 adjusted ridership outputs from the GGHM are used as an input to the Station Access Model.
- The approach assumes that the growth rate will not be impacted by increased teleworking during the post-pandemic transformation; however, the magnitude of ridership will be impacted by the increase in teleworking. The station-specific growth factors have been developed using growth rates from the [GO Expansion Full Business Case Model](#).
- As the impact of teleworking and ridership recovery is expected to be volatile for the short and medium term, Metrolinx will monitor ridership trends and adjust the forecast as needed.

¹ Canadian Survey on Business Conditions (Statistics Canada, 2020), Census Employment Data (Statistics Canada, 2016), Transportation Tomorrow Survey (University of Toronto, 2016), and Survey of Downtown Workers (Toronto Region Board of Trade, 2020)

Service inputs

In addition to customer inputs, the Station Access Model incorporates context-specific information to generate future mode shares and final ridership forecasts. These inputs and assumptions are defined at the station and zone-level (based on distance from the station), including:

- 2017 & 2019 GO Rail Passenger survey
- Initial parking and PUDO quantities
- Travel and waiting time per mode
- Access cost per mode
- Walk score and bike score

2.3.2 Step 2: Station Access Model

Station Access Model Outcomes

The Station Access Model generates daily home and destination riders for each station. Forecasts are provided for a.m. peak period (06:00-09:00) and off-peak period (09:00- 16:00) based on when riders are assumed to start the first part of their GO Rail round trip, resulting in the following outputs:

- 2041 ridership (AM and off-peak)
- 2041 mode shares
- Initial quantity of bike parking, PUDO, and vehicular parking spaces

Ridership and mode shares presented in the station-specific requirement tables (Section 2.2) are a blend of the AM and off-peak results to present an all-day average.

The Station Access modelling process is an iterative exercise and a number of model runs were undertaken to arrive at an optimized scenario related to ridership, mode share and initial station access facility requirements.

Limitations of the Model

Feedback between Stations: The Station Access Model does not allow for feedback between stations on ridership and mode share. As such, the model does not account for the potential of riders at one station who choose

to use an alternate station if their preferred access mode is not available at their home station (typically due to the absence of available parking options). This limitation may result in under- or over-estimation of the demand at specific stations that are close enough to allow for home station diversion depending on the availability of facilities. The impact at the system level, however, is not anticipated to be significant.

Demographic Data: As the Station Access Model relies on 2016 Transportation Tomorrow Survey (TTS) data based on existing conditions, people, and behaviours, it does not forecast demographic changes in communities over time. As a result, station-specific requirements for 2041 are based on existing demographics that may not be the same in 2041. Since demographics affect mode choice, there is potential for a mismatch in the mode share targets and associated facility requirements over time. This limitation will be considered and corrected as part of the scheduled 5-year updates to this document, which will incorporate updated TTS data that captures demographic change and its influence on travel behaviour.

2.3.3 Step 3: Station Access Requirements

The initial quantities for station access infrastructure (bike parking, PUDO, vehicular parking) provided by the Station Access Model outputs are reviewed with a context-specific lens, accounting for the following aspects:

- Station-specific context:
 - Customer satisfaction (CSAT scores)
 - Existing supply
 - Parking utilization (pre-pandemic)
 - Higher order transit
 - GO Expansion plan and extensions
 - GO Bus plans
 - Land values
- External plans:
 - Municipal plans

- Municipal service providers plans
- Local policies
- External stakeholder engagement

Station specific context, external plans, and modelling results were used to establish the final station access infrastructure requirements considering the following for each mode:

- **Walking:** multi-use paths and sidewalks are identified through engagement with local municipalities, review of local plans, and connection gaps that need to be addressed;
- **Local transit:** GO Bus and local municipal service providers provide bus bay and layover requirements to facilitate the

anticipated future service levels;



- **Cycling:** modelled bike demand is multiplied by a daily turnover rate of 1.2 and split between covered and secure bike parking;
- **Pick-up/Drop-off:** modelled PUDO demand is used to generate the number of waiting and loading spaces. Post-model adjustments are made based on the proposed PUDO configuration;
- **Drive-and-park:** modelled parking demand confirms the established station parking requirement.

STEP 1: INPUTS

CUSTOMER INPUTS

-  **2017 & 2019 GO RPS**
Existing travel patterns and historical trends
-  **GGH Model**
2041 forecasted ridership
-  **COVID-19 Outlook**
Long-term impacts - Statistics Canada Employer Survey

SERVICE INPUTS

-  **GO & Local Transit**
Planned local transit network & frequency
-  **Initial Draft Parking & PUDO Quantities**
- Additional Mode Specific Inputs**
 - Travel and waiting time
 - Cost
 - Customer behaviour
 - Walk score, Bike score

STEP 2: STATION ACCESS MODEL

MODELLING PROCESS

Per station:

- 2041 mode-shares
- 2041 ridership (a.m. and off-peak)
- Bike parking, PUDO spaces, and vehicular parking numbers

MODEL OUTPUTS

1. Station Access Model outputs
2. Station specific-context
3. External Plans

REVIEW CONDITIONS

Iterative model runs to adjust and arrive at optimized scenario

STEP 3: RESULTS

STATION ACCESS REQUIREMENTS



Optimal on-site station access quantity requirements for each station to support the projected ridership for 2041:

- Number of cycle and vehicle parking, bus bays & layovers, and PUDO spaces
- Walking and cycling paths determined through the identification of connection gaps and municipal engagement

Figure 13 Station access requirements modelling process

2.3.4 Mode Share Targets: Current and Forecasted

Mode share targets for 2041 are included in this document. The targets are critical in order to establish objectives for levels of access by each mode and inform Metrolinx's decision-making on access programs and investments. Existing mode shares are derived from the 2017 and 2019 GO Rail Passenger Surveys for each mode.

Walking

Station-specific walking mode share targets for 2041 are based on Station Access Model analysis that evaluates the relative attractiveness of walking for current and future GO Rail customers. It accounts for:

- Forecasted growth in population in the surrounding station area,
- Expected quality of the local pedestrian environment around each GO station as it evolves over time through redevelopment, in accordance with provincial and municipal land use policy, and the station-specific approach to parking management identified in this document, and
- Connectivity enhancements to reduce travel time for pedestrians.

Local Transit

Station-specific transit mode share targets for 2041 are based on station access choice analysis that evaluates the relative attractiveness of transit for current and future GO Rail customers. It accounts for:

- Current and planned improvements to municipal transit service frequencies, travel times, and wait times,
- Forecasted growth in population in proximity to current transit stops, and
- Updated transit fares that coincide with transit fare system integration.

Cycling

Station-specific cycling mode share targets for 2041 are based on a station access choice analysis that evaluates the relative attractiveness

of cycling for current and future GO Rail customers. It accounts for:

- Forecasted growth in population within cycling distance to the GO stations,
- The quality of the cycling environment around GO stations and cycling travel times, and
- Metrolinx's station-specific approach to parking management.

Pick-Up and Drop-Off

Station-specific passenger pick-up and drop-off (PUDO) mode share targets for 2041 are based on station access choice analysis that evaluates the relative attractiveness of PUDO for current and future GO Rail customers. It accounts for:

- Forecasted growth in population within driving distance to each GO station, and current and future road congestion around each GO station, and
- Road congestion and travel times, and the provision of PUDO facilities.

PUDO configurations need to be responsive to the frequency of trains as well as to the local station context. Standard configurations are provided in Metrolinx's GO Design Requirements Manual and include both waiting areas for cars and passenger loading areas at a curbside zone.

Drive-and-Park

Station-specific drive-and-park mode share targets for 2041 are based on station access choice analysis that evaluates the relative attractiveness of parking for current and future GO Rail customers. It accounts for:

- Forecasted growth in population around GO stations,
- Road congestion, travel times, and fuel costs, and
- The provision of parking spaces identified in this document.

2041 Daily Forecast: Average Daily Footfall (Boardings + Alightings)



Figure 14 Daily forecast: average daily footfall

*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.

2.3.5 Station Classification

This document presents five station classifications to inform Metrolinx, municipalities, and third parties the various priorities and guidelines for infrastructure at each station, as follows:

- **Station Access type:** categorization is based on predominant access mode and informs prioritization for station access requirements and implementation;
- **Parking typology:** provides policy direction on vehicular parking supply based on demand forecast and local context;
- **Station categorization framework:** informs non-access requirements based on ridership;
- **Station service model:** identifies level of customer support; and
- **Retail typology:** identifies opportunities for non-fare revenue initiatives.

These typologies are presented in the station-specific requirement tables as a resource to enhance the understanding of a station’s context and needs for the future.

Station Access Type

Also referred to as station access typology, is based on the 2041 projected mode share and will be used to prioritize the implementation of new infrastructure required at each station.

The Station Access Typologies (see Table 1) are:

- **Active Priority:** stations where walking and cycling will be the predominant mode
- **Transit Priority:** stations expected to have local transit as main access mode, therefore, transit infrastructure is required
- **Mixed Modal:** stations where drive and park will be the predominant mode alongside other modes
- **Interchange:** stations with higher-order transit transfers

Further details on the station access types are presented in [Supplement C](#).

Station Access Typology	Active Priority Stations	Transit Priority Stations	Mixed Modal Stations
Mode share	More than 28% walk/ bike	More than 25% transit Less than 29% walk/ bike	More than 40% drive-and-park
Overlay	Interchange Stations: Any station that connects with higher-order transit (subway or light rail) services		

Table 1 Station access typology

Future Station Access Typology



Figure 15 Future station access typology

*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.

Parking Typology

These categories indicate the policy objective for the parking supply at each station to 2041.

The parking typologies are:

- **Grow:** Stations where more parking is likely required to meet GO Expansion ridership projections.
- **Maintain:** Stations where 2041 parking requirements will remain the same as existing supply.
- **Manage:** Stations where 2041 parking will be reduced relative to existing supply.

Station Categorization Framework Level

Metrolinx's Station Categorization Framework (SCF) is used to identify non-station access-related "site neutral" requirements (e.g., communications, fare payment, waiting areas, retail, washrooms, platforms, and canopies) based on forecasted daily ridership rather than station-specific site conditions.

The SCF levels are:

- **Base:** Less than 4,000 daily riders.
- **Medium:** 4,000-20,000 daily riders.
- **High:** More than 20,000 daily riders.
- **Interchange:** A GO station with direct subway/LRT connection or more than ten bus bays.

SCF site neutral requirements and levels are not determined by this document but are reported in station-specific tables (Section 2.2) for ease of reference.



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Station Service Model

Metrolinx's Station Service Model is used to identify the level of service provided to customers at individual GO stations (i.e., ticketing and staff support).

Station Service Models are:

- **A - Full Service Model:** Roaming station ambassadors, with service counter and virtual assistance.
- **B - Limited Service Model:** Roaming station ambassadors and virtual assistance.
- **C - Self Service Model:** Virtual assistance.

Station Service Models are not determined by this document but are reported in station-specific tables (Section 2.2) for ease of reference.

Retail Typology

Metrolinx retail typology reflects station characteristics that are not part of the decision-making process for providing retail services at GO Rail stations. These typologies are assessed through quantitative benchmarks such as demographics, ridership, and specific site conditions.

The Retail Types and characteristics are:

- **Power Centre Station:** Multiple modes, high ridership, and residential density with many easy access options.
- **Community Centre Station:** Variable ridership and lower residential density with many easy access options.
- **Urban Centre Station (TOC):** High ridership density and active transportation access.
- **Access Station:** Low ridership, residential density, and many access options.

Retail Types are not determined by this document but are reported in station-specific tables for ease of reference (see Section 2.2).

2.4 Procedures for Amending Station-Specific Access Requirements

Metrolinx will consider proposed amendments to mode share targets and access facility requirements as a station's context evolves over time.

Amendments to some requirements may be proposed by any party that is actively pursuing redevelopment or upgrades to an existing station and will be evaluated by Metrolinx using a benefits management framework. The primary goal should be to maintain station access capacity across modes to accommodate forecasted ridership growth and support the GO Expansion program.

If an amendment could reduce station access capacity and thereby cause a decline in forecasted ridership, Metrolinx may require a business case to evaluate whether the overall project benefits are positive despite the ridership impact (see [Supplement D](#)).



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Part 2

Supplements

Supplement A:

Off-Site Opportunities

A-1 Background

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

Technical input was received through:

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

A-2 Key Themes

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

A willingness to engage and collaborate

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

Reducing auto mode share

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

Balancing local transit service with station access

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

Coordinating on-demand transit strategies with MSPs

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

Completing and connecting to the active transportation network

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

Leveraging Transit-Oriented Communities for multimodal access enhancements

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

Not just commuter stations

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

Responding to context

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

A-3 Municipal Access Planning Considerations

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

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

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

A-4 Off-Site Opportunities Tables

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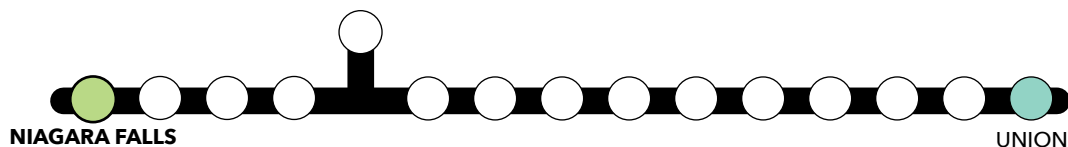
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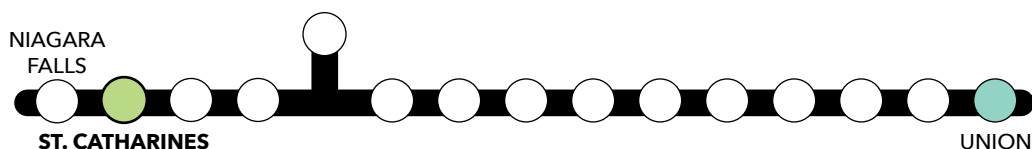
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Niagara Falls GO

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






Lakeshore West Line

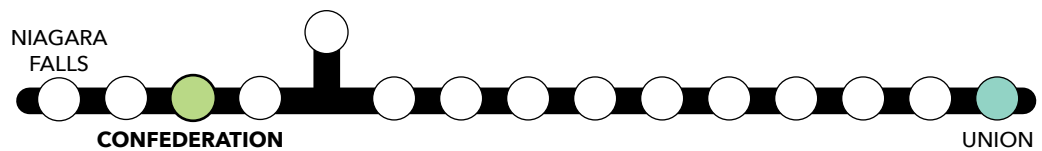
Region of Niagara
City of St. Catharines



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St. Catharines GO

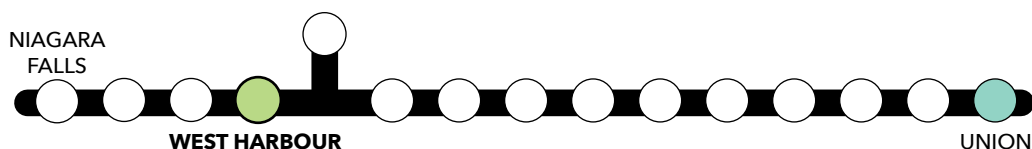
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-CAGO-01	The Region of Niagara is providing walkways and multi-use paths as part of the St. Catharines station renovations.
 Local Transit	OFF-LSW-CAGO-02	The Region of Niagara is providing bus bays as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



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Confederation GO

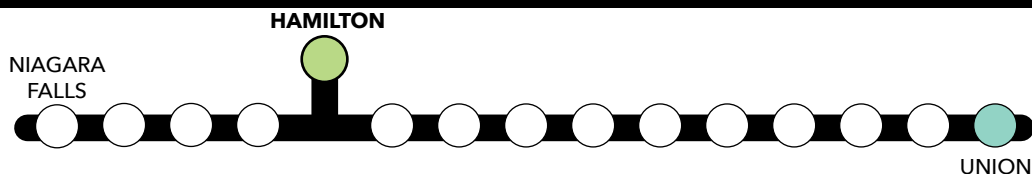
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-CONF-01	Encourage the City of Hamilton to implement the planned multi-use trail along Goderich Rd. and Centennial Parkway to connect the station with the Waterfront Trail. Connect the trail with the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



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West Harbour GO

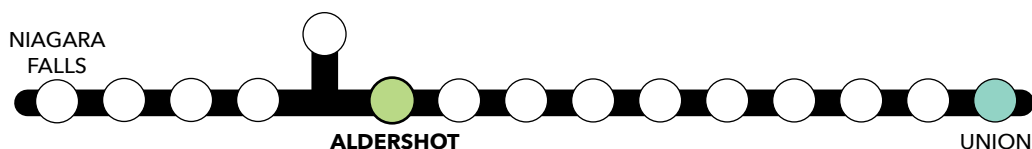
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-WHBR-01	Work with City of Hamilton to implement a sidewalk along north side of Stuart St. between Bay St. N. and MacNab St. N.
	OFF-LSW-WHBR-02	Work with City of Hamilton and HSR to improve connections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



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Hamilton GO Centre

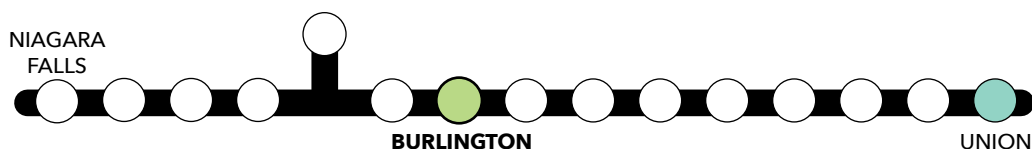
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-HMGO-01	Encourage the City of Hamilton to identify improvements to signage and wayfinding from the residential areas south-west of the GO station.
 Local Transit	OFF-LSW-HMGO-02	Engage customers through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



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Aldershot GO

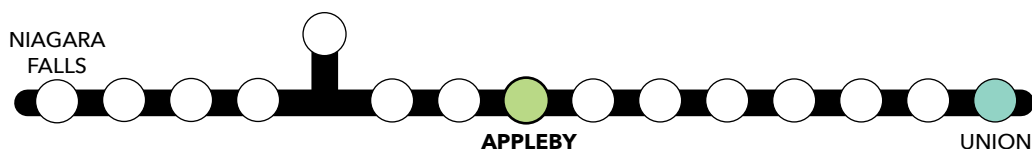
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-ALGO-01	Work the City of Burlington to integrate a pedestrian connection below Waterdown Rd. overpass along the south side of the GO Rail corridor to terminate at Railway Rd.
	OFF-LSW-ALGO-02	Consider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



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Burlington GO

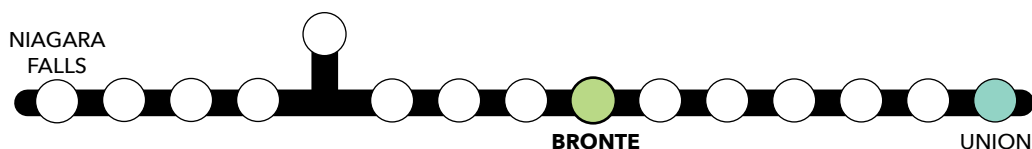
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-BUGO-01	Encourage the City of Burlington to expedite planned implementation of proposed protected bike lanes on Fairview St. and Plains Rd with connections to on-site multi-use paths.
	OFF-LSW-BUGO-02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



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Appleby GO

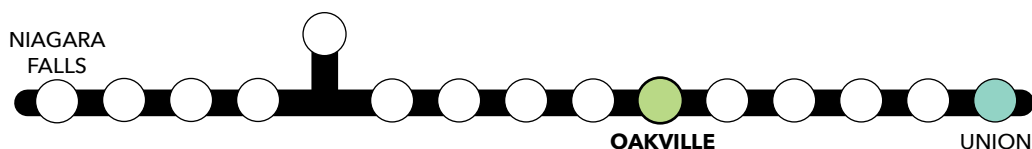
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-APGO-01	Encourage the City of Burlington to implement connections between the Centennial Bikeway multi-use trail to the south of the GO station and local residential streets Bridle Wood Rd. and Sheraton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



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Bronte GO

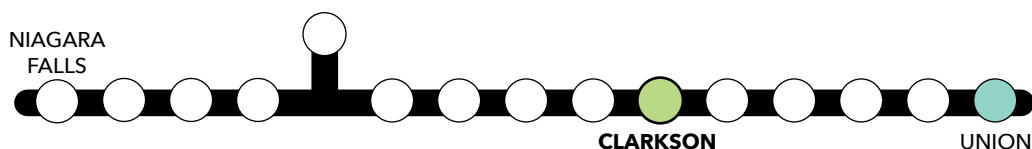
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-BTGO-01	Encourage the Town of Oakville to implement a multi-use trail along Wyecroft Rd. and Third Line.
	OFF-LSW-BTGO-02	Encourage the Town of Oakville to explore options to introduce a pedestrian and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



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Oakville GO

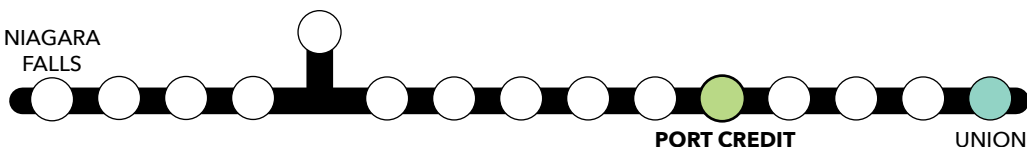
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-OKGO-01	Work the Town of Oakville to explore options to implement the Midtown Strategy, which identifies two north-south active transportation crossings on either side of Trafalgar Rd. across the QEW.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








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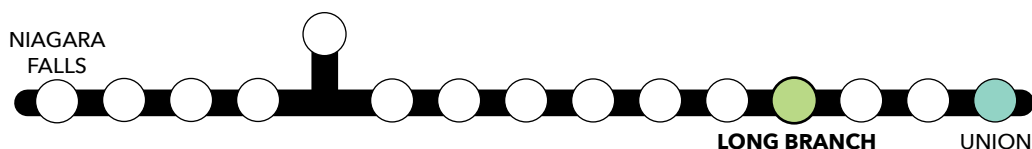
Clarkson GO

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

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Port Credit GO

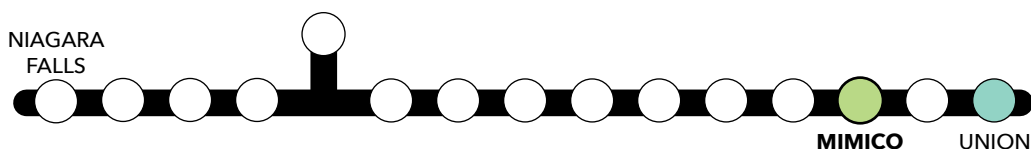
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-PCGO-01	Encourage the City of Mississauga to incorporate pedestrian and cycling priority measures as part of the planned realignment of Inglewood Dr. and Eaglewood Blvd. to the north of the GO station.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



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Long Branch GO

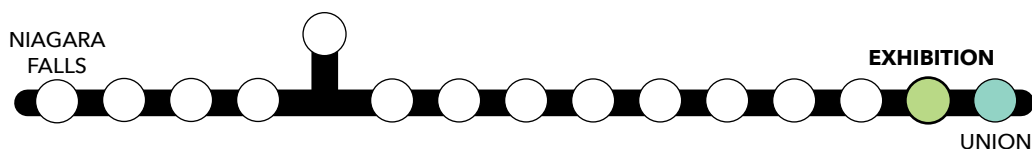
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-LSW-LBGO-01	Encourage the City of Toronto to implement a cross walk on Exmoor Rd where pedestrians cross to access the Long Branch Loop and TTC services.
	OFF-LSW-LBGO-02	Explore opportunities with the TRCA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



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Mimico GO

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



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Exhibition GO

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








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Milton GO

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






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Lisgar GO

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

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Meadowvale GO

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






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Streetsville GO

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

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Erindale GO

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

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Cooksville GO

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






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Dixie GO

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






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Kipling GO

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







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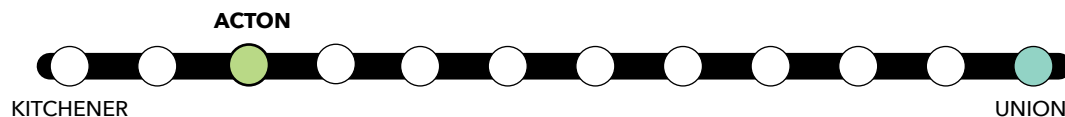
Kitchener GO

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

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Guelph GO

Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-GUEP-01	Encourage the City of Guelph to explore the development of a more direct pedestrian connection to the station platform from the intersection of Macdonnell St. and Woolwich St.
	OFF-KIT-GUEP-02	Encourage the City of Guelph to consider improvements to way-finding and signage along Macdowell St. to improve pedestrian and cycling connectivity across Speed River.
 Local Transit	OFF-KIT-GUEP-03	Engage customers through localized TDM campaigns; educate and promote local transit connectivity with the local GO station, through personalized travel planning consultation, information outreach campaigns, and community incentive programs.
 Cycling	OFF-KIT-GUEP-04	Work with the City of Guelph on exploring options to provide active transportation connections across the rail corridor, including better connecting the bus loop to GO services.
	OFF-KIT-GUEP-05	Encourage the City of Guelph to enhance cycling infrastructure along Macdonell St. from the GO station to John Galt Park and the connection to the Royal Recreational Trail.
	OFF-KIT-GUEP-06	Encourage the City of Guelph to prioritize implementation of planned cycling infrastructure along Paisley St. and Quebec St. from Silver Creek Pkwy. to the west to Wyndham St. to the east, and south along Wyndham St. to the station site.
	OFF-KIT-GUEP-07	Encourage the City of Guelph to prioritize implementation of a planned cycling connection across Speed River to the northeast of the GO station.
 Pick-up/ Drop-off	OFF-KIT-GUEP-08	Encourage the City of Guelph to prioritize implementation of planned cycling infrastructure along Macdonell St. from Wyndham St. to the west to Arthur St. to the east and north along Arthur St. and Delhi St. to Speedvale Ave. to the north.
	N/A	No off-site plans identified through municipal engagement.
 Drive & Park	OFF-KIT-GUEP-09	Consider a shared parking agreement or partnership with the City of Guelph to connect paid parking spaces in the immediate vicinity of the GO station to customers.



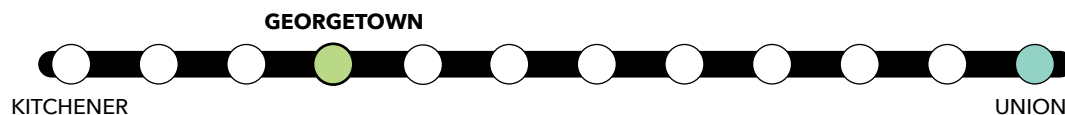
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Acton GO

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






Kitchener Line

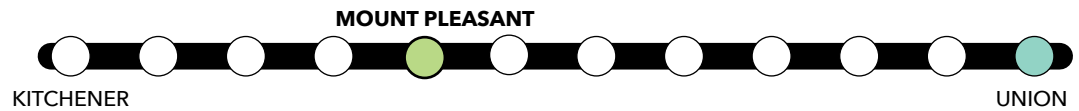
Halton Region
Town of Halton Hills



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Georatown GO

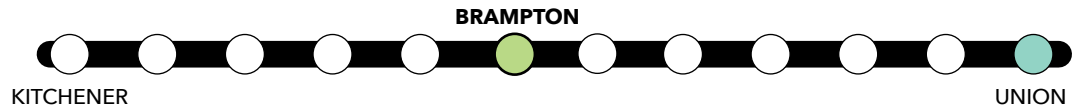
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-GEGO-01	Encourage the Town of Halton Hills to install sidewalks, lighting, way-finding and signage in areas adjacent to the GO station that do not have sidewalks.
	OFF-KIT-GEGO-02	Currently, there is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



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Mount Pleasant GO

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






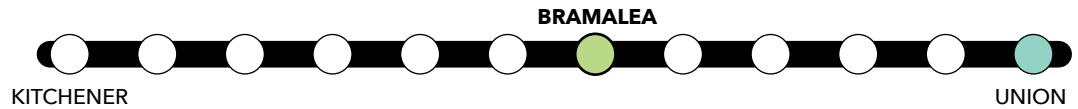
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Brampton GO

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






Brampton GO

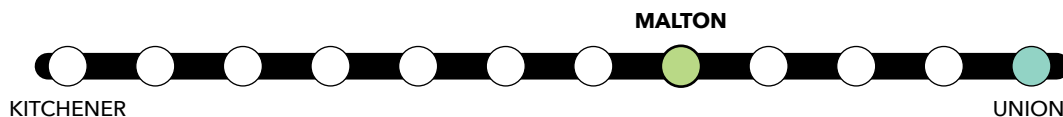
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Cycling	OFF-KIT-BRGO-12	Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Church St, from Mill St. to the west to Ken Whillans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



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Bramalea GO

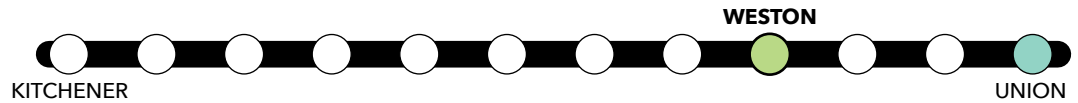
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-BLGO-01	Encourage the City of Brampton to formalize the pedestrian desire line from Orenda Rd. to Steeles Ave. at the western entrance of the GO station.
	OFF-KIT-BLGO-02	Encourage the Region of Peel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



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Malton GO

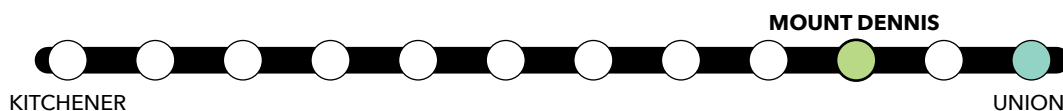
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-MTGO-01	Work with the Region of Peel to improve pedestrian access from the current pedestrian connection from Victory Cres. to the station by providing a crosswalk and signalized intersection, or providing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



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Weston GO

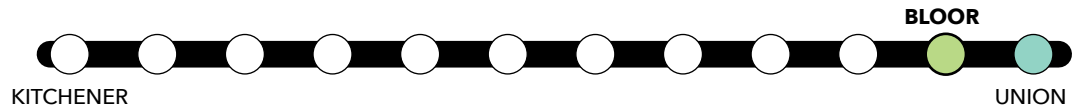
Station Access Mode	ID	Off-Site Improvements Identified Through Municipal Engagement
 Walking	OFF-KIT-WSGO-01	Work with the City of Toronto to explore opportunities to develop eastern entrances to the GO/UP Express station with pedestrian and cycling connections to the intersection of Lawrence Ave. and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



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Mount Dennis GO

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








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Bloor GO

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




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Allandale Waterfront GO



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

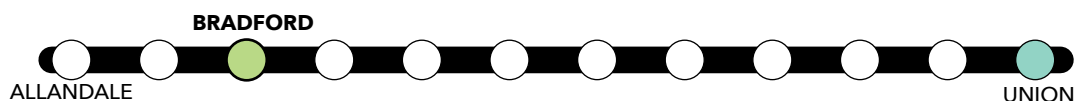
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Barrie South GO

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






Barrie South GO

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








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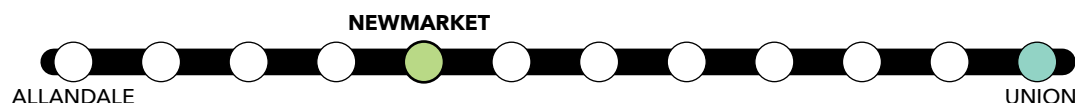
Bradford GO

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

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East Gwillimbury GO

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



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Newmarket GO

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



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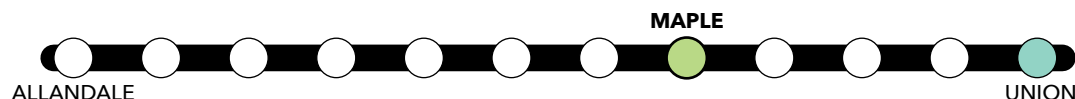
Aurora GO

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

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King City GO

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








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Maple GO

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






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Rutherford GO

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






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Downsview Park GO

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






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Caledonia GO

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






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Bloomington GO

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






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Gormley GO

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






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Richmond Hill GO

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






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Langstaff GO

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






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Old Cummer GO






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

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Oriole GO






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

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






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Stouffville GO

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






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Mount Joy GO

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






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Markham GO

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






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Centennial GO

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






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Unionville GO

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






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Milliken GO

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






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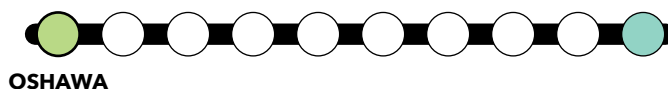
Agincourt GO

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

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Kennedy GO

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








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Oshawa GO

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






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Whitby GO

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






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Ajax GO

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






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Pickering GO

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






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Rouge Hill GO

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






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Guildwood GO

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






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Eglinton GO

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




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Scarborough GO



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

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

Danforth GO

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

Danforth GO

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

Supplement B:

Foundations of GO Rail Station Access

B-1 Vision

GO Rail Station Access will be integrated with each station area's redevelopment over time in a way that supports ridership growth, regional economic development, and city building. The planning and implementation of access improvements will:

- remove barriers for equity-seeking communities to access the GO Rail network;
- prioritize safety, customer experience, and quality of design; and
- reduce dependence on single-occupancy vehicles in the Greater Golden Horseshoe region.

Decision History

2013 - GO Transit Rail Parking and Station Access Plan: Adopted to direct decision making and investment in parking facilities and accommodate the ridership growth over the next two decades.

2016 - GO Rail Station Access Plan and Initial Business Case (IBC): Adopted as an update to the 2013 plan in response to province's commitment to GO Expansion. Incremental Change is the preferred scenario to shift investment towards access alternatives to accommodate the anticipated doubling of GO Rail ridership.

2018 - GO Expansion Full Business Case (FBC): Approved, setting the stage for the transformation of GO Rail into a rapid rail system with 15-minute, all-day, two-way service across most of the GO Rail network. The FBC provides further details on proposed service patterns. Ridership forecasts assume that suitable infrastructure is in place for customers to reach stations.

2018 - Transit Oriented Communities Market Driven Strategy: Adopted and identifies the opportunity to maximize the Province's investment in transit infrastructure as well as work with third parties to deliver new or improved transit infrastructure and stations.

B-2 Principles

B-2.1 Supporting All Modes

Investments will support ridership growth and support customer access to the stations by walking, municipal transit, cycling, and other vehicles to ensure safe and efficient movement to and through station areas for all GO Transit customers, aligned with the Hierarchy of Access.

B-2.2 Equitable Access

An equity lens will inform the planning and delivery of station access improvements to increase access to frequent and reliable transit services by racialized and equity-seeking communities and reduce secondary negative impacts of projects and programs.

B-2.3 A Multi-Dimensional Approach

A three-tiered system, corridor, and station-level approach will be used to plan and deliver station access investments.

B-2.4 Maximizing Benefits

Access investments will be evaluated according to Metrolinx's business case framework, considering strategic, economic, financial, deliverability, and operational factors, to support evidence-based decisions that maximize benefits for Metrolinx, customers, municipalities, and the region.

B-2.5 Working in Partnership

Ongoing engagement and public and private sector partnerships will be explored to support the successful planning and delivery of station access improvements.

B-2.6 Phased Implementation

Investments and programs will be delivered incrementally over time, seek value for money, and be subject to provincial funding and other delivery opportunities.

The principles that guide decisions and investments for improving station access will be aligned with all related provincial and Metrolinx policies and plans.

B-3 Policies

B-3.1 Supporting All Modes

Supporting and reinforcing a mode shift by increasing access options for customers is essential for addressing the legacy of policies and pricing signals that have favoured driving over other modes. It is also needed to mitigate the related negative economic, social, and environmental impacts associated with an over-reliance on drive-and-park.

Complementary transportation demand management (TDM) programs and marketing are cost-effective ways to maximize the benefits of new infrastructure and services to encourage a mode shift, especially when there are key opportunities for customer behaviour change. Sustained behaviour change can be difficult to achieve; however, people are more likely to try something new during periods of change in their daily routines. To support a shift in station access, behaviour change programs should be introduced:

- During times of construction at stations;
- Following the delivery of new infrastructure at stations and in surrounding communities;
- Following changes in individual life circumstances (e.g., a new job or home); and
- During the expected COVID-19 pandemic recovery period, as customers adjust to potential new work and commuting arrangements.

B-3.1.1 Application of the Hierarchy of Access

The system-wide policies and programs identified in this section have been developed to guide decision-making and implementation of the Hierarchy of Access.

Based on a station access choice analysis completed as part of the GO Rail Station Access Plan (2016), the Hierarchy of Access presents a prioritization of modes based on levels of impact for shifting travel to more sustainable alternatives. The study demonstrated that local transit has a substantial impact in travel behaviour changes, therefore, it is prioritized over cycling in the Hierarchy of Access. The hierarchy is ordered from highest priority to lowest priority as follows:



Walking



Local Transit



Cycling



Pick-Up / Drop-Off



Carpool Passengers



Drive-and-Park

	Walk	Transit	Cycling	Pick-Up/ Drop-Off	Carpool Passenger	Drive & Park
Existing (2019)	11%	18%	1%	17%	8%	45%
	55%					
Target (2041)	16%	35%*	3%	11%**	4%	31%
	69%					

Notes: * Target (2041) transit includes microtransit

** Target (2041) pick-up and drop-off includes rideshare

Table 2 Access targets

Access enhancements will be prioritized using Metrolinx's Hierarchy of Access to ensure more efficient use of assets, support equitable access to the GO Rail network, and enable sustainable growth in ridership.

Metrolinx will target an increase in modes other than drive-and-park from approximately 55% in 2019 to approximately 69% by 2041 (Table 2) based on the mode-specific requirements outlined below. Station-specific mode share targets are based on local characteristics and are intended to support the system-wide access targets (see Section 2.3.3).

B-3.1.2 Mode Shift Programming

1. Programs that provide incentives and information for GO customers to shift to more sustainable modes than drive-and-park will:
 - Recognize strategic opportunities to influence station access choices afforded by the behaviour change moments that GO Transit customers experience;
 - Identify specific mode shift programs and strategies, such as municipal TDM policies, transit oriented community TDM policies, PRESTO fare incentives, and commercial partnerships to deliver customer information and improve the customer experience;

Case Study

Temporary Construction and Customer Experience Requirements for GO Facilities

Developed in 2020, this document identified temporary construction as a strategic opportunity to influence behaviour and mode choice of customers accessing the stations.

The purpose of [these requirements](#) is to ensure that a holistic approach is taken to coordinate and mitigate impacts on customers, operations, access, and infrastructure at GO facilities.

These requirements are to be followed when planning, designing, constructing, and maintaining an in-service GO facility in order to uphold operational integrity and Metrolinx customer service principles.

Compliance with these requirements will ensure that work performed provides seamless integration within the operational site while maintaining customer satisfaction, and supports the goals of the GO Rail Hierarchy of Access during construction.

- Include specific marketing strategies and promotions that incentivize the use of active modes for customers who have access to these options; and
- Identify principles for determining which stations should be prioritized, including by developing an understanding of station characteristics and customer profiles at each location.

B-3.1.3 Managing Parking

1. Metrolinx's parking strategy will be advanced by:

- Expanding the number of programmed parking spaces (reserved and carpool) provided at all GO stations from approximately 7% in 2019 to approximately 52% by 2041, and by developing new parking products that support a more diverse range of trip purposes and arrival times;
- Implementing a parking management system to improve the customer experience for booking reserved parking spaces;
- Exploring opportunities for deploying a cost-effective, technology-based solution to gather and report on parking utilization, and provide real-time information on parking availability for customers; and
- Improving ride-matching services for carpool users and better enforcement of carpool parking to increase its mode share.

2. Parking needs at existing and new stations have been evaluated and prioritized at the corridor and station levels, based on the following criteria:

- **Availability of other modes:** Lower priority for parking expansion will be given where other transportation choices exist or are planned.
- **Potential for other modes:** Lower priority for parking expansion will be given at stations where:
 - A geographically-compact customer base provides greater potential for the provision and promotion of other

modes;

- A historical mode shift has demonstrated a higher than average willingness for customers to switch modes; and
- Other opportunities and improvements have been identified.

- **Utilization, capacity, and future demand:**

The demand for parking and other modes of station access will be estimated based on:

- Current parking utilization and capacity;
- Anticipated growth in peak and mid-day ridership demand in line with the local population; and
- Employment growth and improvements in level of service.

- **Local context:** The surrounding road network capacity, provincial policy, and municipal plans for the station area, including opportunities for intensification, will be considered.

- **Financial considerations:** The financial costs of delivering parking related to expected ridership benefits will be considered including:

- The cost to acquire or lease land in the local area;
- Construction costs; and
- Opportunity costs of potential lost intensification opportunities.

3. Before parking is expanded, other options will be exhausted, including optimizing the existing parking supply, exploring shared and modular parking, and identifying opportunities to increase the use of other modes.
4. Targeted parking expansion will be considered only if it supports ridership growth with the aim of moderating growth of the parking supply compared to historical trends. Parking expansion will use a market-driven parking strategy that considers the value of the land and appropriate benefit-to-cost analysis.

5. Targeted parking expansion will prioritize surface parking over the development of structured parking due to the relatively high cost and inflexible nature of parking structures. The market-driven parking strategy will outline when structured parking may be appropriate. The expansion of structured parking is discouraged across the GO network and will only be considered where it is critical for ridership growth, considering:

- **Costs:** When accounting for lifecycle costs, structured parking is the most expensive form of parking to implement.

- **Flexibility:** While surface parking may be adapted as parking needs change over time, structured parking provides little flexibility or opportunity for other uses.

These criteria informed the parking typologies for all stations with existing or planned parking supply. Updated parking supply recommendations were prepared for this document using a four-step process (see Figure 16).

2041 PARKING SUPPLY DEVELOPMENT PROCESS

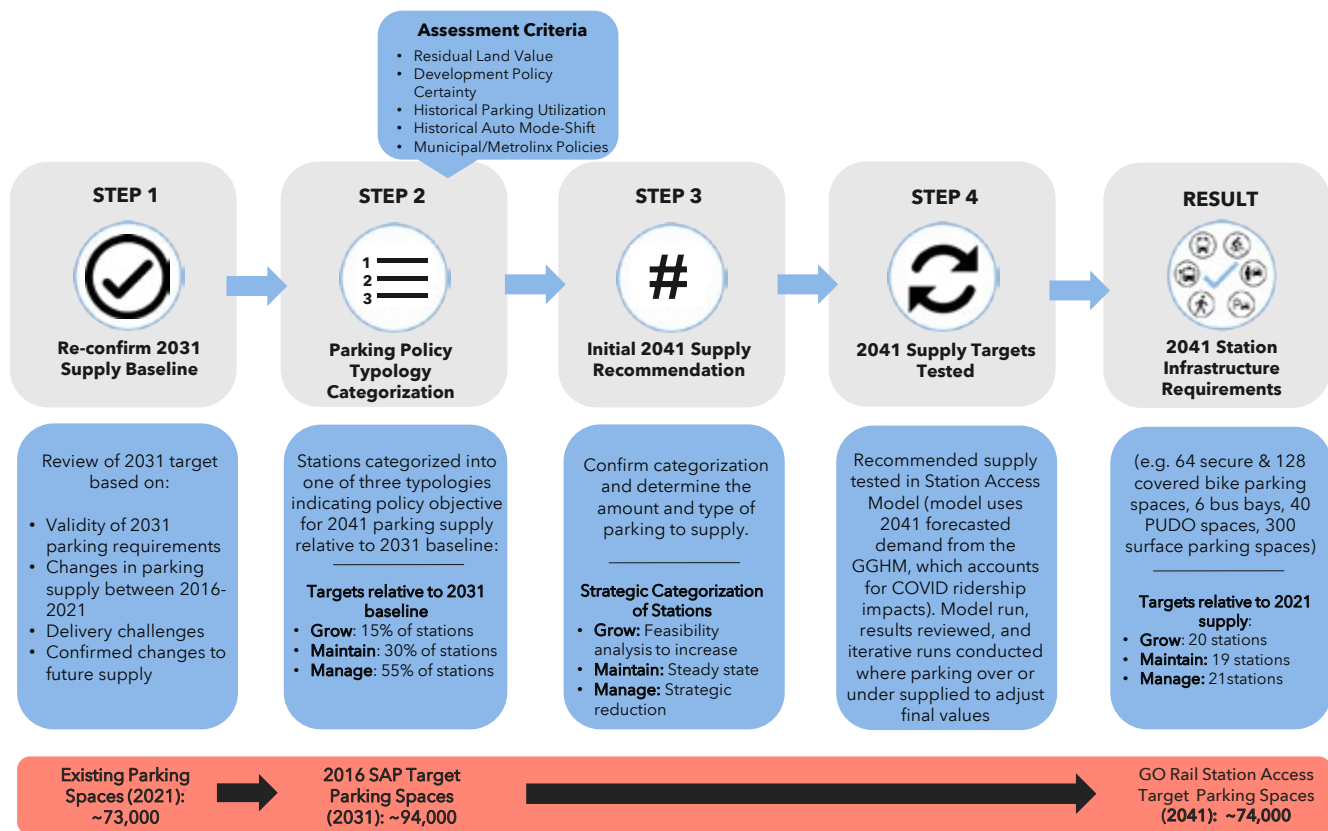


Figure 16 2041 Parking supply development process

Net Change in Parking Supply



Figure 17 Net change in parking supply

*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.



Metrolinx Photo

B-3.2 Equitable Access

Transit is a critical public service that connects people to jobs, services, education, and recreational opportunities. Still, not all communities are equitably served by the existing transit network, nor do they experience the impacts of investments in the same way. Racialized communities are less likely to have access to frequent and reliable transit services, which limits social and economic opportunities and compounds disadvantages, creating a negative feedback loop known as “transportation-related social exclusion.”

B-3.2.1 Planning for station access will seek to reduce transportation barriers for racialized and equity-seeking communities and enhance transportation by:

1. Developing planning methods that consider the impacts and benefits for racialized communities, such as in data collection and analysis, evaluation frameworks, consultation, and monitoring;
2. Working with racialized and equity-seeking communities to identify and remove barriers to station access and facilitate greater use of the GO Rail network as a connection to jobs, services, education, and recreational opportunities; and
3. Equitably and strategically distributing investments in station access infrastructure, services, and programs.

B-3.3 A Multi-Dimensional Approach

Each GO Rail station is unique in terms of its location and function in its community, relationship to other stations, and role in the broader transportation network. The access characteristics of one station may be influenced or supported by the features of other nearby stations. Characteristics of station access can also significantly affect the primary mode of station access and the ability to shift modes over the long term. The planning and delivery of station access improvements requires consideration at the system, corridor, and station levels to reflect the distinct access requirements of each GO Rail station.

B-3.3.1 The role of each station along the rail corridor and in the broader transit network will be considered when determining access strategies.

B-3.3.2 Investments will consider the evolving character of each station as defined by existing provincial and municipal plans and policies.

B-3.4 Maximizing Benefits

Evidence-based decision-making plays a vital role in the selection, design, and delivery of transportation investments to ensure they deliver value over the lifecycle of a project.

Metrolinx's business case framework is a critical element of the decision-making process that supports the planning and evaluation of station

access improvements. It provides a robust and transparent method for assessing options and making investment decisions that maximize benefits in key areas.

B-3.4.1 Decisions about station access improvements, programs, and services will be based on Metrolinx's business case framework.

B-3.4.2 Investments in station access will demonstrate benefits in four key areas of the business case framework:

1. **The Strategic Case:** Compliance and fit with the provincial and municipal planning policy context, the long-term vision for the station area, the interests of key stakeholders, and the ability to address a problem or opportunity.
2. **The Economic Case:** An understanding of the long-term value to society, including how the capital and operating costs of an investment may balance against a range of potential economic, environmental, health, and user benefits and impacts.
3. **The Financial Case:** An understanding of the financial resources required to implement the investment, and the cash flow impact for Metrolinx or the organization delivering the investment.
4. **The Deliverability and Operations Case:** The technical and commercial feasibility of the investment, including the ability to deliver the investment, maintain it over time, and minimize risks.

Coordinating with Municipal Service Providers

The GO Rail Station Access has been informed by feedback from municipal service providers including consideration of current municipal service plans. While transit integration is crucial to growing the municipal transit mode share for GO Rail station access and shifting away from drive-and-park over time, transit does not currently function as a single network across the region. Improved fare and service integration is needed to enhance transit competitiveness, support more equitable access to the GO Rail network, and attract people to choose transit for general transportation purposes and as a mode of accessing GO stations.

Within this context, Metrolinx is working with the Province and municipal service providers to remove barriers to transit use and to improve the experience for customers transferring between transit services across the region. While on-demand transit (ODT) services are more challenging to integrate as they are demand-responsive, there are opportunities for future integration, including utilizing contemporary technologies to make booking more appealing to customers, and integrating ODT in pick-up and drop-off facilities.

B-3.5 Working in Partnership

Partnerships play a crucial role in enhancing station access, such as through improved municipal transit services, changes to local land use patterns, area-wide streetscapes and mobility improvements, or the creation of new Transit-Oriented Communities.

Partnerships require continuing collaboration between Metrolinx and the municipal service providers that integrate with the GO Rail network, with private interests that provide services, and the numerous communities that are affected by, and have the potential to benefit from, improved access to GO Rail transit services.

Planning and Delivery:

B-3.5.1 Metrolinx will plan and provide access improvements in partnership with:

- Provincial ministries and agencies, including the Ministry of Transportation and Infrastructure Ontario;
- Municipalities, including upper- and lower-tier municipalities and municipal service providers;
- Private sector developers; and
- Other stakeholders as necessary, such as VIA Rail, intercommunity bus operators, etc.

B-3.5.2 Metrolinx will establish partnerships to:

- Deliver station access improvements and improve the station access customer experience;
- Expand ridership beyond traditional transit customers;
- Deliver rewards programs that incentivize desired travel behaviours;
- Deliver ride-sharing solutions;
- Generate non-fare revenue; and
- Explore joint-marketing for TDM and promoting transit and active modes.

B-3.5.3 Metrolinx will undertake consultation with the public and impacted communities according to the consultation strategy included in Supplement C of this document.

B-3.5.4 Metrolinx will consult with local, municipal, and provincial partners as part of the scheduled five-year reviews of this document.

B-3.5.5 Collaboration between Metrolinx and municipal service providers will be based on shared objectives and understanding of the roles and responsibilities for research, project development, and project implementation.

B-3.5.6 Station access improvements will be coordinated with municipal service providers to support the increased use of municipal transit as a first- and last-mile solution.

B-3.5.7 Metrolinx will engage municipal service providers when developing GO station business cases and detailed station designs to ensure stations can accommodate the municipal service provider services required to attain the target transit mode shares.

B-3.5.8 Metrolinx must provide consistent and timely information to the municipal service provider service planning processes and incorporate municipal service provider feedback into GO Rail service planning and schedule development to:

- Support more direct transit connections between stations and current and future GO Rail customers;
- Improve service between GO Rail stations and area destinations; and
- Harmonize schedules.

B-3.5.9 Metrolinx will support and coordinate with municipal service providers and municipalities to explore delivery of on-demand transit (ODT) services that prioritize connecting customers to GO Rail service by:

- Researching opportunities for adopting ODT service models through new research, knowledge sharing, pilot programs, and future demand modelling to understand its potential future impact; and
- Developing appropriate guidance and design standards for accommodating ODT at stations to ensure priority access, orderly and safe circulation, and a clear and predictable customer experience.

B-3.5.10 Metrolinx and municipal service providers will work to develop approaches for accommodating electric bus charging facilities at GO Rail stations in order to support environmental sustainability.

B-3.5.11 Collaboration between Metrolinx and municipal service providers will be informed by efforts aimed at:

- Defining and communicating the cost and benefits of municipal transit compared to other access modes;
- Developing a range of solutions and better tools for right-sizing bus facilities that optimize bus bay configuration, utilization, and infrastructure investments; and
- Developing better forecasting tools for on-site infrastructure requirements at GO stations that reflect the typical five-year municipal transit service planning horizon (rather than the 20-year planning horizon used by GO Transit).

Complementary Plans and Objectives:

B-3.5.12 Access enhancements will complement and be supported by municipal policies and plans for land use and development, transportation, and parking, with consideration given to the areas surrounding GO Rail stations and the funding of infrastructure and services for more sustainable (non-single occupancy vehicle) modes of station access. Major Transit Station Area planning undertaken by municipalities for lands around GO stations should address multimodal station access.

B-3.6 Phased Implementation

Investments in station access will occur over time as resources and opportunities permit, and in response to the timing of service improvements and ridership growth.

B-3.6.1 Investments will seek value for money and depend on the availability of provincial funding and other delivery opportunities, such as through third parties.

B-3.6.2 Investments will be phased to respond strategically to ridership demand and local opportunities, focusing on areas with the most significant gains.



Metrolinx Photo

Supplement C:

Station Access Types and Mode-Specific Considerations

The station access enhancements presented in this supplement are intended to make walking, cycling, transit, and pick-up and drop-off (PUDO) more attractive to GO customers, and to better integrate parking into safe and well-designed station areas.

Section C-1 presents three GO station access types with similar access and mobility characteristics (see Section 2.3.2). An “interchange” station type overlay is also introduced to highlight the unique aspects and objectives for stations that provide transfers to other forms of higher-order transit (subway or LRT/BRT). A series of station access objectives is identified for each type, along with key strategies and priority investments needed to increase customer choice and support a shift to a new access option.

Section C-2 provides a series of mode-specific considerations, recommending best practices to enhance access at all types of GO stations. These considerations should be read in conjunction with other applicable [Metrolinx standards](#) that provide more specific design guidance.

How to Use This Supplement

The station access types and design guidelines that follow are intended to inform GO station site planning and design by Metrolinx, municipal planning for Major Transit Station Areas (MTSAs), and the preparation and review of private development proposals for lands within MTSAs. Together they enable Metrolinx, municipalities, and private developers to use resources efficiently, coordinate work, and plan for supportive development that will help to improve customer choice and access to stations by more sustainable modes.

C-1 Station Access Types

Table 3 presents three types of stations based on their existing access mode shares. Each station within the station-specific requirements table has been classified with an existing station access type (based on the 2019 mode share) and anticipated future station access type (based on the mode share targets for 2041).

A series of objectives are identified in sections C1.1-C1.4 for each existing station access type. The objectives can be used to inform access investments to support a shift to more sustainable access modes, aligned with the Hierarchy of Access, and enable each station to achieve its 2041 mode share targets.

A special interchange overlay designation and additional objectives are included for those stations that have connections to higher-order transit (subway or LRT/BRT) services.

How the Station Access Types Compare to the GO Station Categorization Framework

In addition to station access types described in this section, Section 2.3.2 of this document also refers to the GO Station Categorization Framework. Each uses different information and serves different purposes.

The **station access types** are based on *mode shares* at existing stations and are used to identify shared characteristics and objectives, and appropriate station design guidelines.

The **GO Station Categorization Framework categories** are based on *total daily GO ridership* to inform station improvements that are not related to station access (e.g., fare payment, retail, and washrooms).

Station Access Type	Active Priority Stations	Transit Priority Stations	Mixed Modal Stations
Primary Access Mode	More than 28% walk/ bike	More than 25% transit Less than 29% walk/ bike	More than 40% drive- and-park
Overlay	Interchange Stations: Any station that connects with higher-order transit (subway or light rail) services		

Table 3 Station Access Types

While the station access type guidelines in this section are based on each station’s current station access type, the station-specific requirements tables in Section 2.2 also note the forecasted station access types in 2041 (based on the Station Access Model).

Existing Station Access Typology



Figure 18 Existing station types

*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.

Future Station Access Typology



Figure 19 Future station types

*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.

C-1.1 Active Priority Stations

- More than 28% access by active modes (walking and cycling).

Common Characteristics

- Often located in existing centres or proximate to significant development with a well-connected street and block network and a mix of municipal or regional destinations.
- Typically, stations are compact given their constrained location in existing centres or built-up areas.
- Investments in station access require consideration of development adjacencies, opportunities, and impacts.

Objectives

Active Priority stations have significant potential to attract more customers using active modes of access due to the walk- and bike-friendly nature of the local street network and proximity to higher-density residential and commercial activity. Access investments in these stations need to leverage the surrounding context and already high active mode share by focusing on improvements that fill gaps in existing active transportation routes and facilities.

1. Align station access points with the surrounding street and block network and improve the integration of the station with surrounding pedestrian and cycling infrastructure. This may include coordination between Metrolinx and local municipalities to bridge infrastructure gaps (e.g., sidewalks, bikeways, signalized crossings) between the station lands and the surrounding networks. **[AP]**
2. Identify opportunities to extend bike and pedestrian infrastructure and complete any gaps within 800 m of the station to expand the walkshed and bikeshed to more customers. Improvements could include new crosswalks, traffic signals where required, wayfinding, and other amenities that support a safe and comfortable experience for pedestrians and cyclists. **[AP]**

3. Provide year-round maintenance of pedestrian and cycling facilities to ensure they remain safe and attractive for customers, including by ensuring timely snow and litter removal and repair of lighting and surface conditions. **[AP]**
4. Protect space for facilities such as bike share stations and secure and covered bike parking, and explore opportunities to integrate and share these facilities with adjacent development. **[AP]**
5. Work with municipal service providers, local municipalities, and private landowners to leverage new development to help improve pedestrian and cycling access to and from the station and support the accommodation of connecting transit services. **[AP] [TP]**
6. Integrate station facilities for municipal transit and PUDO to minimize impacts on surrounding uses and support the integration of the station with adjacent uses and development. Strategies for improved station integration could include distributing PUDO activities to reduce impacts on any one place and orienting bus facilities to reduce noise impacts on sensitive land uses. **[TP]**
7. Optimize bus bay configurations and minimize infrastructure requirements to support the integration of stations with surrounding development. Strategies could include the use of on-street bus facilities or dynamic bus bay assignments, where appropriate and compatible with municipal service provider operating requirements and seamless customer transfers. **[TP]**

[AP] Indicates an objective supporting greater Active Priority

[TP] Indicates an objective supporting greater Transit Priority

[MP] Indicates an objective to optimize multimodal priority in stations with higher vehicular mode share

Note: To reduce repetition, some objectives apply to more than one station type, as indicated.



C-1.2 Transit Priority Stations

- More than 25% access by transit.
- Less than 29% access by active modes (walking and cycling).

Common Characteristics

- A convergence of connecting transit infrastructure with high service frequency.
- Often located in evolving employment areas and stable neighbourhoods proximate to the station.
- Often more expansive stations given their lower-density surroundings.

Objectives

Transit Priority stations are already important places that have high transit mode access. Access-related investments need to reinforce these stations as important transit transfer points while supporting their transition to Active Priority stations that have a greater share of active modes (walking and cycling).

1. Review whether enhanced municipal transit integration is needed at stations, including by coordinating GO and municipal service provider schedules and providing short and convenient transfers between services. **[TP]**
2. Provide bus priority measures, such as dedicated access infrastructure and signal timing, and schedule coordination to minimize travel time delays for GO and non-GO customers on municipal buses that serve the GO station. **[TP]**
3. Provide safe, direct, and continuous walkways from buses to platforms, supported by crosswalks, signals, wayfinding, and other amenities. **[TP]**
4. Bridge the gap between the station and local pedestrian and cycling networks within the station area by establishing new or enhanced walkways and safe cycling routes. This may include coordination between Metrolinx and local municipalities. **[TP] [AP]**
5. Organize surface parking areas and key access routes to connect with the adjacent street and block networks to support improved walkability and redevelopment of the station area over time. **[AP]**

C-1.3 Mixed Modal Stations

- More than 40% access by drive-and-park.
- Less than 29% access by active modes (walking and cycling).
- Less than 26% access by transit.

Common Characteristics

- Often located within lower-density employment areas or on the periphery of built-up areas with easy highway access.
- Often have limited or infrequent municipal transit service, sometimes due to being away from important transit corridors or hubs of transfer.
- Often at a distance from local activity centres and with a poor relationship and connectivity to important pedestrian and cycling corridors.
- Often represent terminus stations for the rail corridor whereby some customers drive far distances, beyond the local municipal service provider service area, to get to the GO network.
- Typically, are more expansive stations with large areas of surface parking, wide roadways, and large blocks with little dedicated pedestrian and cycling infrastructure.

Objectives

Mixed Modal stations are important gateways to the GO Rail network that serve larger and typically more dispersed catchment areas than stations with higher levels of sustainable access.

Access-related investments in these stations need to reduce the amount of space required for parking by incentivizing customer access by higher occupancy vehicles or on-demand transit (ODT) and exploring parking management programs and redesign opportunities.

1. Optimize the use of available parking through the use of reserved and carpool spaces, as well as real-time information on parking availability for customers. **[MP]**
2. Provide safe, direct, and continuous pedestrian and cycling infrastructure on station lands, and connections to the broader area, including through the reorganization of large surface parking areas into smaller operational lots and with dedicated infrastructure along busy streets. **[MP] [AP]**
3. Orient and design PUDO facilities to ensure they support priority access by personal vehicles, shuttle, and ODT services. **[TP]**
4. Grant priority to ODT vehicles by reserving locations within PUDO areas. **[TP]**
5. Identify opportunities to enhance municipal transit integration at stations, including by coordinating schedules and providing short and convenient transfers between transit services. **[TP]**
6. Provide bus priority measures, such as dedicated access infrastructure and signal timing, and schedule coordination to minimize travel time delays for GO and non-GO customers aboard municipal buses serving the GO station. **[TP]**

C-1.4 Interchange Stations

“Interchange” is an additional category applied to GO stations that provide connections to higher-order transit (subway or LRT/BRT).

Characteristics

Interchange stations have unique access characteristics but also present heightened opportunities for partnerships to align resources and coordinate work on improving access by more sustainable modes.

Objectives

In addition to the primary station type objectives for Active Priority, Transit Priority, and Mixed Modal stations, those with an interchange function require particular attention to support access to, and transfers between, connecting transit services to contribute to a more seamless transit network (as described in the 2041 Regional Transportation Plan).

1. Provide direct and comfortable transfers between connecting transit services with minimal walking distances and changes in grade (e.g., stairs and elevators). **[TP]**
2. Minimize the footprint of connecting transit facilities including by using dynamic bus bays or on-street facilities (where appropriate), and making more efficient use of space through the sharing of facilities and amenities between GO Rail and the connecting transit services. **[AP] [TP]**
3. Consider opportunities for sharing transit access facilities (e.g., bus bays, PUDO areas, bike parking) between all connecting transit services.
4. Disperse and integrate PUDO facilities on- and off-site to minimize the land use impact of accommodating PUDO requirements. **[TP]**
5. Coordinate wayfinding, including information hubs at platform and bus bay locations to orient customers to the facility, connecting transit services, the station area, and the surrounding area. **[AP] [TP]**
6. Ensure that new development helps to improve pedestrian and cycling access to and from the station and supports transfers between connecting transit services. **[AP]**

C-2 Mode-Specific Considerations

While Section C-1 identifies stations with similar characteristics and provides targeted objectives for supporting mode shifts, the mode-specific considerations in this section present important objectives for designing station access facilities for walking, transit, cycling, pick-up and drop-off, and drive-and-park that apply to all station access types (C-1). This section includes a number of general considerations (C-2.1) and mode-specific considerations (C-2.2 to C-2.7) for enhancing station access, acknowledging that each mode has unique opportunities and challenges.

These considerations include access-related improvements that are both on- and off-site and should be read in conjunction with Metrolinx's [Design Standards and Requirements](#), as applicable.



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C-2.1 General Station Access Considerations

The design of GO Rail station facilities plays an important role in supporting station access and promoting a shift to more sustainable access modes that enhance customer choice. Appropriate siting, orientation, and layout of station infrastructure and amenities can support more intuitive and efficient access for all customers and limit conflict among different modes. High quality urban design, landscape architecture, and wayfinding can enhance the customer experience when accessing the station by any mode and as customers travel to their destination. Redevelopment on or near station lands can help support a further shift to greater use of active modes over time.

The following are important access-related considerations for station design.

Metrolinx's [Design Standards and Requirements](#) seek to create consistency for the user experience, maximize independent access, and increase safety for customers with disabilities.

Design

1. Ensure conformity with Metrolinx Design Standards and Requirements, as appropriate.
2. Organize driveways, walkways, and bikeways to reduce conflict with vehicular traffic and extend and connect the surrounding pedestrian and cycling networks to the station platforms. Access routes must be direct, convenient, safe, and accessible.
3. Create an attractive and comfortable public realm with clearly defined pedestrian areas and a strong sense of place to support a walkable station area and promote transit use.
4. Encourage high quality design of the public realm that is sensitive to the surrounding built context and community vision.
5. Integrate the interior planning and design of the station building within the site and connecting modes to facilitate safe, convenient, and intuitive intermodal transfers.
6. Design the interior of the station building to establish clear sightlines to adjacent transit modes and important station amenities to promote customer safety and comfort.

Access

7. Create accessible station sites and buildings that can be approached, entered, egressed, and used by persons with disabilities as for any other customer with a similar level of convenience, safety, dignity, and customer experience, in conformity with Metrolinx standards.

Wayfinding

8. Create intuitive transit stations with consistent and clear station design. Wayfinding must support a logical sequence of predictable spaces, clear sightlines, and barrier-free movement for users travelling to and from the station, as appropriate for the station access type.
9. Ensure that the design of new signage and wayfinding for new stations and the retrofit of existing stations signage and wayfinding conforms to Metrolinx standards for greater consistency across the GO Rail network. Coordinate station wayfinding with local communities to streamline access to and from area destinations, such as by incorporating wayfinding signage at key destinations or decision points in the surrounding station area.

Station Redevelopment

10. Align station access routes such as walkways, bikeways, and drive aisles with existing and future patterns of streets, blocks, and pedestrian connections. The block pattern will inform the organization of new Transit-Oriented Community development that is integrated with the GO station through direct and clear pedestrian and cycling connections over time.
11. Focus and integrate a mix of uses at transit-supportive densities at and around GO stations to support greater levels of walking and cycling access over time.



Metrolinx Photo

C-2.2 Walking

Supporting pedestrian access to GO stations is the highest priority in the Hierarchy of Access. Walking is the most cost-effective means of accessing the GO Rail network. It requires minimal station infrastructure and allows for more efficient use of GO station properties and facilities. With the introduction of increased service through the GO Expansion plan and the planned intensification around transit stations through the province's Transit-Oriented Communities initiative, there is significant potential to increase ridership growth from residents and workers who are within walking distance of the station.

Metrolinx's 2019 Rail Passenger Survey reported that on a system-wide basis, approximately 14% of GO Rail customers walked to their station. However, within 800 m of the station, walking accounted for the majority of access trips. The highest levels of pedestrian access are typically found in areas that feature finer-grained street networks with short blocks and high intersection densities, limited parking, and generally medium- to high-density development.

Despite the financial, social, and environmental benefits of walking for customers, there remain several challenges for pedestrians at GO stations. These challenges exist more noticeably in urban areas with less density:

- Poor network connectivity, particularly in the station area, where fragmented or indirect pedestrian routes result in longer walk times;
- Conflicts with vehicles along major streets and at intersections;
- Conflicts among modes that can create uncomfortable and unsafe walking conditions at stations;
- Dispersed development that can leave pedestrians more exposed to inclement weather than in urban areas; and
- The difficulty in trip-chaining (stopping at multiple locations on the way to or from the station) on foot in areas where amenities and destinations are dispersed.

The following are important considerations to support pedestrian access.

C-2.2.1 On-Site

Connectivity

1. Provide safe, direct, and continuous walkways from the closest local road(s) to more than one platform access point.
2. Prioritize connections that minimize walking distances between the station and local destinations, and those that increase the station walkshed.
3. Separate walkways and pedestrian routes from vehicular traffic with grade separation or curbs to increase safety and accessibility and avoid pedestrian and vehicle conflict.

Amenities

4. Provide an attractive pedestrian environment that is safe and comfortable, supported by crosswalks, dedicated signals, and wayfinding.
5. Design and orient amenities such as waiting areas, self-service kiosks, service counters, waste receptacles, washrooms, Wi-Fi, and retail to pedestrians, to support the journey and experience of those on foot.
6. Provide year-round maintenance of walkways and pedestrian areas, including snow clearance, garbage removal, and surface repairs, to ensure they remain safe and attractive throughout the year.

Comfort

7. Frame station access paths with landscape elements that guide people toward the station and platform while maintaining sightlines.
8. Incorporate landscaping to maximize shade along pedestrian routes and provide soft landscaping with varied trees and plantings to enhance the customer experience.
9. Provide accessible curbs and crosswalks where pedestrian paths intersect with roads.
10. Incorporate Crime Prevention Through Environmental Design techniques to optimize passive surveillance.

C-2.2.2 Off-Site

Connectivity

1. Connect the station site to adjacent communities and fill gaps in the pedestrian network through new or enhanced sidewalks, local pathways, and bridges or underpasses, as appropriate to increase the station walkshed. Opportunities to remedy the gap between on-site and off-site walkways must be prioritized and coordinated between Metrolinx, the local municipality, and private developers.
2. Build or retrofit a network of complete streets leading to and from the station to balance the movement of pedestrians, cyclists, transit, and vehicles.
3. Install crosswalks with clear signage and markings along key routes leading to and from the station to guide pedestrians and alert road users to the designated crossing points.

Comfort

4. Create an attractive and comfortable public realm with a strong sense of place to support a walkable station area and promote transit use.
5. Prioritize sidewalks, pathways, streets, and intersections in proximity to the station for higher quality pedestrian amenities, such as new and improved crossings, lighting, seating, and waste receptacles.

Trip Generation

6. Focus and integrate a greater mix of uses at transit-supportive densities at and around the transit station to make it easier for customers to reach the station and area destinations on foot. A mix of employment, housing, regional attractions, public services, and public spaces are critical for increasing ridership and maximizing the benefits of transit investment.

C-2.3 Transit

First- and last-mile connections to GO Rail stations can be served by bus and on-demand transit (ODT) services, and their access can be prioritized. Municipal and regional bus services are also an essential complement to the GO Rail system, helping to support ridership and link local communities to the regional transit network.

Metrolinx's shift to more frequent all-day, two-way service creates an opportunity to explore tools for right-sizing bus facilities (to optimize bus bay configuration and utilization), and for minimizing infrastructure requirements (tailored

to each station access type). Concurrently, the 10-Year GO Bus Strategy plans for a staged transition to regional express service with a focus on linkages between destinations outside of Toronto and with some key nodes situated at GO stations along the 400-series highway network, potentially increasing demand for bus bays at these GO stations.

ODT is another opportunity to improve transit access by connecting customers to GO stations in locations underserved by traditional transit. As a flexible, on-demand service, ODT can improve convenience for customers and reduce travel times, thereby making transit an attractive alternative to drive-and-park.

In 2019, approximately 15% of passengers relied on transit to access a GO station. Both transit and auto-based modes are typical modes of access for longer-distance journeys to the station. Increasing the transit mode share is dependent on improvements to transit access relative to auto-based modes and offers the greatest potential to achieve a mode shift away from drive-and-park. Transit competes directly with private vehicle access, a mode that remains a mainly free, convenient option at many stations.

To make transit more convenient and affordable for customers, the following programs were initiated:

1. GO Co-fare Discounts with Transit

Partners: As of March 14, 2022, travel was made free between GO Transit and most local transit agencies through GO Transit co-fare agreements. This increased co-fare discount of 75% to 100% includes connections to and from GO and these local transit systems: Durham Region Transit, Milton Transit, Grand River Transit, Guelph Transit, Oakville Transit, MiWay, Brampton Transit, Hamilton Street Railway, Burlington Transit, Bradford West Gwillimbury Transit and York Region Transit.

2. GO Youth Concessions: On March 14, 2022, PRESTO discounts for youth and post-secondary students were increased to 40 per cent off the full adult fare, almost double the current discounts. This applies to GO Transit and UP Express customers who are 13 to 19-years-old or anyone enrolled in full-time post-secondary education. Kids under 12 will continue to ride free on GO Transit.

3. GO Affordability Pilot in Region of Peel: Starting March 14, 2022, riders with an Affordable Transit Program fare type under the Peel Region Affordable Transit Program are being reimbursed 50 per cent of the PRESTO adult fare when travelling on GO Transit using a PRESTO card. The pilot will be rolled out to other transit systems in a phased approach.

On-demand transit (ODT) services are municipally-run, demand-responsive transit services that typically use smaller vehicles than buses and serve areas with lower trip densities. ODT may use both pick-up and drop-off (PUDO) and bus bays at GO stations.

Achieving an increased transit mode share will require that the following challenges be addressed:

- Traffic delays, both on-site and off-site, which disrupt bus travel speed and reliability;
- Infrequent bus service or bus scheduling that does not align with GO Rail schedules;
- Conflicts between pedestrians, buses, and other vehicles, which can impede bus traffic flow and create unsafe and uncomfortable conditions for waiting transit customers;
- Weak or indirect connections between the station building and bus stops, which increases travel times for transferring customers; and
- Remaining gaps in fare integration among transit services, which is a disincentive for some transferring customers.

The following guidelines are important considerations to enhance the viability of transit access to GO stations.

C-2.3.1 On-Site Connectivity

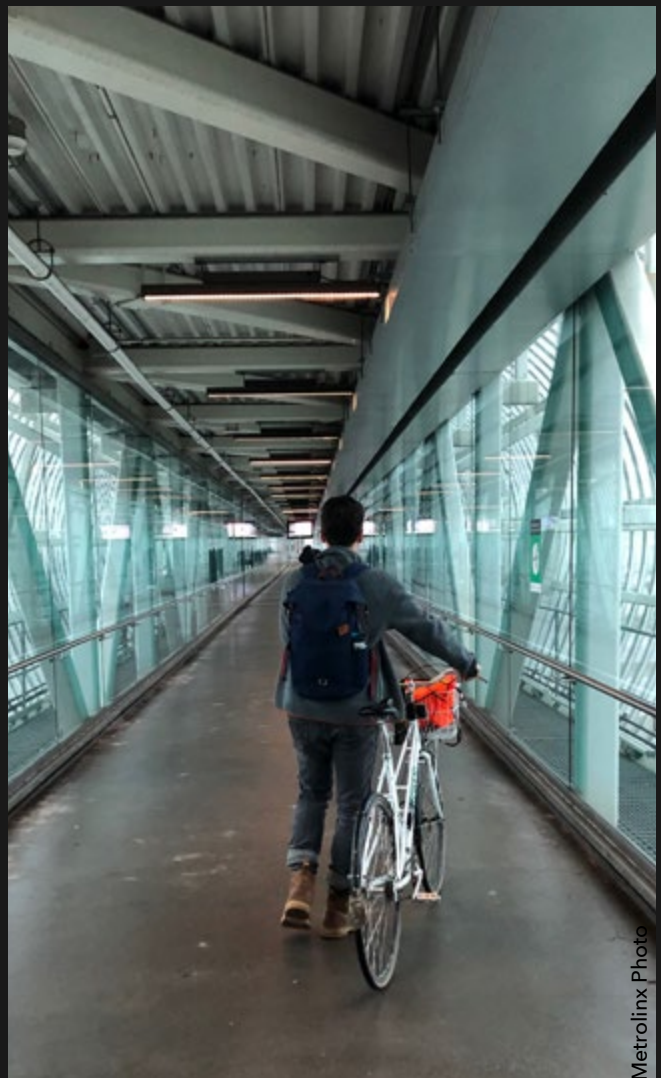
1. Design transit facilities and connecting local street intersections to speed transit access and egress through priority measures that minimize transfer and waiting times for both terminating and non-terminating municipal transit services.
2. Separate bus access routes from other vehicles, bicycle, and pedestrian traffic where possible. The configuration for a bus loop needs to be selected based on site constraints and optimal traffic flow patterns.
3. Create clear, direct, and short transfers between transit modes and routes, including ODT, accessible conventional transit, and specialized transit.
4. Locate bus facilities to minimize travel distances to the rail platform.
5. Increase the priority of ODT vehicles within PUDO areas through dedicated locations that minimize travel time between ODT and GO Rail services.

Amenities

6. Provide a high level of customer amenity in passenger waiting areas to enhance customer comfort, safety, and information, including seating, waste receptacles, and shelter.

C-2.3.2 Off-Site Connectivity

1. Coordinate local feeder transit service schedules and routes to improve connectivity between municipal transit services and the GO network.
2. Adopt transit priority measures at station entrance locations, including dedicated access and egress lanes and signalized entrance points to ensure the efficient movement of surface transit into and out of the station.
3. Adopt transit priority measures between the station, the surrounding community, and key transit corridors including transit priority lanes and signals to reduce travel times between the station and the community.
4. Complement the reduction of commuter parking by coordinating with municipal service providers to improve the frequency and convenience of feeder transit services to stations.
5. Explore the potential for ODT services where densities may be too low to support conventional fixed route transit services.
6. Coordinate arrival and departure times for accessible transit services to make interregional travel more convenient.



MetroInx Photo

C-2.4 Cycling

Approximately 1% of GO Rail passengers arrived at GO stations by bicycle in 2019. While this represents a fraction of GO customers, cycling is a viable alternative mode of access for passengers located between 1 and 5 km from the station, many of whom would otherwise drive to the station.

A shift toward higher cycling access levels can help reduce demand for parking at stations and aligns with Metrolinx's prioritization of more sustainable modes of station access and increasing customer choice. In the context of the COVID-19 pandemic, there was an increase in active travel that coincided with new investments in cycling infrastructure. There is the potential to develop cycling as a mode of station access.

Despite the tremendous opportunity that cycling represents to support first- and last-mile connectivity, customer uptake is hindered by a number of challenges, including:

- An overall lack of safe cycling infrastructure and supporting amenities, such as a connecting network of dedicated and protected cycling routes between stations and the surrounding areas;
- On-site conflict points, particularly where cycling routes pass through PUDO areas, bus loops, and vehicle turning areas;
- Inconveniently located bicycle parking facilities that are not close to the station entrance or adjacent to connecting bikeways;
- Limited availability of bicycle parking at the end destination, as well as peak period restrictions on bringing bicycles aboard GO trains (due to capacity limitations), prevent riders from continuing their journey from their alighting station; and
- Cold and inclement weather, which is a deterrent for some cyclists.

The following are important considerations to support cycling access. See the Metrolinx Design Standards and Requirements for more detail.

C-2.4.1 On-Site Connectivity

1. Provide safe, direct, and continuous bikeways leading from local streets and pathways to on-site bike parking locations. Routes must be step-free, avoid significant grade changes, and be supported by marked crossings, signage, and dedicated signals.
2. Align station bikeways with local cycling routes and community trails to support seamless connections.
3. Provide dedicated bikeways to minimize conflicts between pedestrians and cyclists. Where dedicated bikeways are not possible, implement multi-use paths leading to covered and secure bicycle parking.
4. Support the integration of bike share service by preserving space for facilities in station upgrades.

Amenities

5. Provide secure and covered bicycle parking at stations with a split of one-third secure of existing and new supply and two-thirds covered.
6. Locate secure and covered bicycle parking areas in highly visible locations in the vicinity of platform access points. Comfortable, direct, and continuous walking routes must connect bike storage locations to platforms and other access modes.
7. Provide year-round maintenance of bikeways, including snow clearance, garbage removal, and surface repairs, to ensure they remain safe and attractive throughout the year.
8. Provide additional bicycle amenities (e.g., bike repair stands and pumps) at stations with higher volumes of cycling activity or that connect to regional cycling routes.

C-2.4.2 Off-Site Connectivity

1. Create safe and direct cycling routes to GO stations from major destinations and regional cycling networks. Opportunities to bridge the gap between on-site and off-site bikeways through trail connections, bikeways, and improved crossings must be prioritized and coordinated between Metrolinx and municipalities.
2. Create cycling communities with a comprehensive and connected network of safe cycling routes comprised of quiet neighbourhood streets, off-street bikeways, and separated bike lanes.
3. Build or retrofit a network of complete streets leading to and from GO stations to create a balance between the movement of pedestrians, cyclists, transit, and vehicles.
4. Integrate shared bicycle parking and opportunities for bike share services in new developments.
5. Integrate bike share facilities at and around GO stations with complementary facilities at key destinations within a convenient, rideable distance of the GO station.

Wayfinding

6. Provide wayfinding and signage that facilitates the efficient navigation of the transit station area and improves access to the station from local cycling networks.

Open data platforms can be a useful tool for providing an inventory of cycling routes and amenities that can be integrated as a resource into a variety of digital tools and cycling-supportive applications.

C-2.5 Pick-Up and Drop-Off

Passenger pick-up and drop-off (PUDO) is becoming an increasingly important mode of access for GO customers due to more frequent GO services and the growing customer use of ride-sharing services. However, where dedicated PUDO space is not provided, customers may be dropped off in unsafe locations.

In 2019, PUDO accounted for approximately 17% of GO Rail passenger access trips. PUDO typically serves passengers travelling to and from distances that are too long for walking or cycling to the station, and from areas without convenient transit access. While PUDO can contribute to station area congestion, investment in PUDO facilities can reduce the demand for parking and related land requirements.

Despite the strong demand for improved and expanded PUDO access, its growth is hindered by:

- An absence of PUDO facilities at some stations where demand exists;
- Capacity constraints at stations with existing PUDO facilities due to high ridership and more frequent GO Rail service;
- Facility design and layout that limits operating efficiency and comfort for PUDO users;
- Increased demand for and conflict with ODT services; and
- Conflicts with drive-and-park users, resulting in increased travel time.

PUDO facilities are the preferred station location for private vehicles, ride-sharing, and ODT where municipalities use smaller vehicles that are not safe to mix with bus traffic. The use of ride-sharing is growing significantly in terms of mode share and the availability of services across the GO Rail network. The growth of ride-sharing is expected to continue and will place increased demand on PUDO facilities at GO stations.

Over time, it will be critical to design PUDO facilities to be responsive to the anticipated growth of technology-enabled mobility options, including ride-sharing and ODT.

The following are important considerations to support PUDO access.

C-2.5.1 On-Site Configuration

1. The Metrolinx [Design Standards and Requirements](#) identify the preferred PUDO configuration based on future ridership, service patterns, and local context. The preferred PUDO for each GO Rail station is provided in Section 2.2.

Connectivity

2. Prioritize PUDO facility access to and from the local road network over drive-and-park traffic.
3. Clearly demarcate PUDO areas at station entrances and preserve clear sightlines to PUDO facilities.
4. Locate PUDO facilities on the shortest possible accessible route to the station building and platform entrance, while following the Hierarchy of Access.
5. Locate loading areas to facilitate safe and convenient access to the station building, passenger waiting area, rail platforms, and bus platforms.
6. Provide PUDO facilities at stations to increase accessibility for customers with disabilities, as well as customers arriving by private vehicle or ride-share.

Comfort

7. PUDO facilities need to have one-way traffic flow with the opportunity for recirculation to reduce vehicular conflicts and maximize traffic flow efficiency.
8. PUDO facilities must be designed and located to avoid conflicts with other modes.
9. Pedestrian movements to and from the PUDO facility to the station building or rail platforms must be aligned parallel to traffic flow to limit pedestrian and vehicle conflict.
10. The PUDO facility needs to be visible from enclosed passenger waiting areas.

C-2.5.2 Off-Site Development

1. Explore the potential to integrate PUDO at adjacent developments to increase convenience for users and dilute the flow of traffic to and from the station.

C-2.6 Drive-and-Park and Carpool

Metrolinx's focus is on supporting ridership growth by reducing the predominance of drive-and-park as the primary station access mode, and by improving options (over time) for customers to get to GO stations by walking, transit, cycling, and PUDO.

Drive-and-park continues to be the single most prevalent mode of station access across the GO Rail network, in part as a result of legacy conditions that have prioritized parking facilities and subsidies that have incentivized driving over other modes. However, while the 2019 Rail Passenger Survey reported that about 45% of passengers accessed the stations by car and used over 72,000 parking spaces operated by Metrolinx, these numbers have dropped significantly since 2015 and are expected to continue dropping, with a forecasted drive-and-park mode share of 32% by 2041.

Given the high cost and liability considerations associated with structured parking, the extensive land area required for surface parking, the impacts of parking on creating transit-supportive places, and the limited capacity of surrounding local road networks, unrestricted parking expansion is not a viable or sustainable option.

Challenges include:

- Parking demand management and right-sizing of facilities must be considered in ridership recovery strategies following the COVID-19 pandemic. In the recovery phase and over the long term, there is the risk that an oversupply of parking will induce greater parking demand, which will require monitoring.
- Increased use of car-sharing and technology-enabled mobility services, which dynamically match commuters travelling to similar destinations, may increase demand for parking.
- There is a current lack of technology and a need for new technologies to improve the booking process for parking reservations and provide real-time information on the availability of parking.
- There is a misalignment between existing reserved parking products and customer travel behaviours, with the need for new products that provide greater flexibility and better utilize the parking supply.

The following are important considerations to optimize available parking to enhance safety and usability, while integrating parking within Mixed Modal stations.

C-2.6.1 On-Site

Connectivity

1. Provide a complete system of vehicular roads and access points that promote efficient circulation and maintain fluid access to and from local streets.
2. Separate parking access points and drive aisles from connecting transit services entering and exiting the station, where possible.

Layout

3. Organize drive aisles and parking areas to minimize vehicle conflicts with pedestrians and cyclists by reducing the number of crossing points with pedestrian and cycling routes.
4. Organize large surface parking areas into smaller lots to manage traffic flow, facilitate better site navigation, and provide safe pedestrian walking routes from parking spaces to the rail platform.
5. Divide large lots using clear, simply-paved paths that connect to main pathways.
6. Protect for future intensification or development opportunities through the layout of lots, drive aisles, and utilities.
7. Orient and design new structured parking to protect for future development opportunities and consider long-term plans at and around stations.

Provision

8. The target number of general parking and reserved parking spaces for each GO station is provided in Section 2.2, based on future ridership and local context.
9. Develop and integrate cost-effective mechanisms to monitor parking utilization, to assess parking demand and the need for demand management programs.
10. Explore the use of modular or alternative parking solutions, such as co-located and shared or leased parking solutions to provide flexibility and minimize costs. Modular parking locations are provided in Section 2.2.

Comfort

11. Use rehabilitation of existing parking areas as an opportunity to incorporate improved landscaping to enhance the customer experience.
12. Design drive aisles to passively encourage speed reduction.

Targeted parking expansion will prioritize surface parking over the development of structured parking due to the relatively high cost and inflexible nature of parking structures. Metrolinx's market driven parking strategy will outline when structured parking may be appropriate.

C-2.6.2 Off-Site Efficiency

1. Minimize surface parking areas, integrate parking within development, and orient and design any approved new structured parking structures.
2. Develop TDM plans for station areas and integrate station-specific travel plans into the planning approvals process for new developments.
3. Develop short- and long-term area-wide parking strategies with minimum and maximum parking standards and shared use parking practices.



Metrolinx Photo

Supplement D: Implementation

This supplement provides the Station Access Implementation Strategy, the decision-making framework for Metrolinx's on-site improvements, the approach to community consultation, and how Metrolinx will measure progress on the implementation of GO Rail Station Access.

The implementation of access enhancements will be:

1. Incremental and occur over time as resources and opportunities allow;
2. Delivered through the coordinated efforts of Metrolinx divisions and external partners in their respective roles and capacities;
3. Coordinated with other GO Rail station infrastructure improvements; and
4. Responsive to the timing of service expansion and ridership growth trends in the post-pandemic transformation phase and over the document's 20-year horizon.



Metrolinx Photo

D-1 Requirements, Phasing, and Delivery Opportunities

Implementation of GO Rail Station Access requires consideration of two key components:

1. Station-specific requirements; and
2. Delivery opportunities.

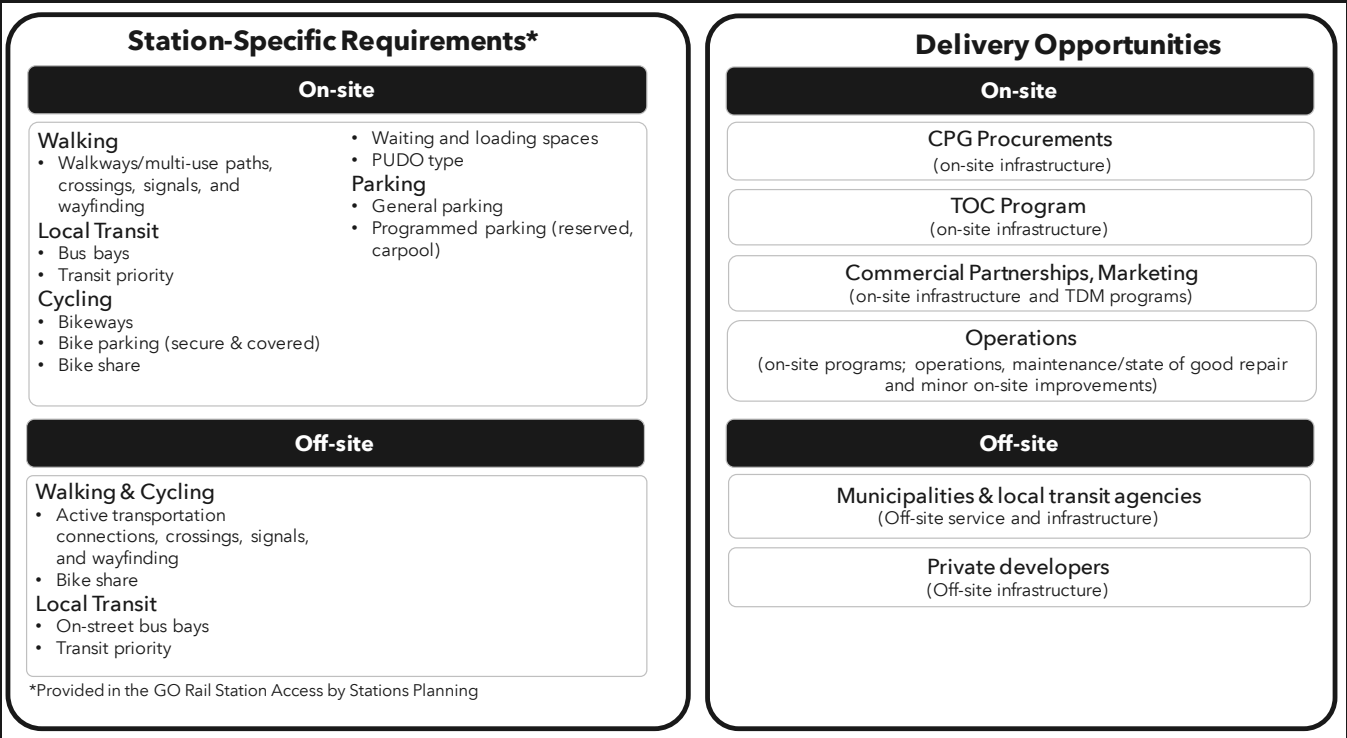


Figure 20 GO Rail Station Access Implementation

D-1.1 Station-Specific Requirements

This document provides each station's on-site access requirements, including for walking, transit, cycling, PUDO, and parking modes (Section 2.2). The station-specific requirements reflect Metrolinx's current station access strategies, policy directions, service plans, and ridership forecasts, as well as information provided by municipalities on local plans for GO station areas.

D-1.2 Phasing

The GO Rail Station Access horizon aligns with the Greater Golden Horseshoe Model (the regional transportation forecasting tool), the GO Expansion Full Business Case, and the 2041 Regional Transportation Plan.

Metrolinx will determine the phasing of on-site requirements as part of broader capital and operations planning for GO stations, and alongside other station requirements and priorities such as accessibility, communications, fare payment, maintenance, and value for money. Phasing will also be determined by observed and forecast ridership growth over the 20-year horizon.

Third parties such as municipalities, municipal service providers, private developers, and businesses will determine phasing of off-site requirements as part of their respective project and service planning initiatives.

D-1.3 Delivery Opportunities

Responsibilities for implementing the station access requirements will be shared by Metrolinx and with third parties.

On-site requirements are station access infrastructure and programs located on lands owned or leased by Metrolinx. This includes non-Metrolinx lands abutting the station site where station access infrastructure is provided.

Requirements for these facilities are established by Metrolinx, and Metrolinx has defined roles for the delivery and maintenance of the infrastructure and the programs. Metrolinx's on-site implementation will involve:

- The Planning and Development business unit, to determine station access requirements, phasing timeframes, mechanisms, and funding.
- The Capital Projects Group, Transit-Oriented Communities, Operations, and Marketing business units, to determine delivery schedules and implement on-site station access infrastructure, programs, and maintenance.

Off-site opportunities are station access infrastructure and programs located away from the station sites and off Metrolinx-owned or leased station lands. For off-site station access improvements, municipalities and municipal service providers are responsible for establishing requirements and providing improvements to the transportation networks, lands, density, and transit services. Third-party off-site implementation will involve:

- Municipalities, to support the delivery of station access improvements through planning and area-related capital works and maintenance initiatives.
- Municipal service providers, to support station access through the delivery and operations of connecting transit services.
- Private developers, to support the delivery of off-site improvements through the layout and design of adjacent developments and the provision of complementary facilities, such as bike share stations, connecting walkways, and spaces for informal pick-up and drop-off activity.

D-2 Decision-Making Framework for On-Site Station Access Improvements

Station access improvements are one component of the planning and design of GO Rail stations. Decisions about the location of priority improvements are considered alongside other on-site requirements and priorities.

The decision-making framework, provided in Table 4, is a suggested screening tool that may be used to inform decision-making on station access improvements within Metrolinx's business case and benefits management framework.

While the Hierarchy of Access informs the prioritization of station-specific requirements, Metrolinx's business units can use this suggested framework to inform priorities at a corridor and system-wide level, including:

- Station site planning exercises across the network (by Planning and Development);
- Capital investment (through Transit-Oriented Community solicitations or Metrolinx-led procurements led by the Capital Projects Group and Sponsor Office); and
- Program delivery (by Operations and Marketing).

Criteria*	Measure		Business Case Lens
City building and economic development	<ul style="list-style-type: none"> Station located at or in proximity to (Y/N): <ul style="list-style-type: none"> An urban growth centre A provincially significant employment zone Other major trip generators Supportive MSP and transit-supportive planning and designations by municipality (Y/N) 		Strategic
Equity**	<ul style="list-style-type: none"> Improves station access for racialized and equity-seeking communities (Y/N) Improves regional transportation connectivity for racialized and equity-seeking communities (Y/N) 		Strategic
Station transit function	<ul style="list-style-type: none"> Service level (all-day, two-way service) (Y/N) Ridership Interchange station connected to Frequent Rapid Transit Network or major bus terminal (10+ bus bays) (Y/N) 		Strategic Economic Financial
Access characteristics	<ul style="list-style-type: none"> GO Rail Station Access implementation progress Opportunities to coordinate access improvements across the corridor (Y/N) Mode share 	<ul style="list-style-type: none"> Connectivity Assessment Tool scores Transit Connectivity scores Customer willingness to walk or bike survey (%) Percentage of customers living within 1 km and within 3 km of the GO station Safety concerns (Y: high, medium, low concern/N) 	Strategic Economic
Deliverability	<ul style="list-style-type: none"> Land available for station upgrades and expansion (Y/N) Land values (TOC opportunities) Barriers (Y: major, minor/N) Complexity and cost of infrastructure requirements (Y: High, medium, low/N) Interface with other planned procurements and construction projections (Y/N) 		Financial Deliverability

* Non-weighted criteria, consistent with evaluation frameworks used for new station assessments.

** Equity measures to be developed by Metrolinx as part of ongoing efforts to improve methods for identifying impacts of transit projects on racialized and equity-seeking communities.

Table 4 Station Access Decision-Making Framework

D-3 Defining and Monitoring Success for Station Access

D-3.1 Considerations for Monitoring Key Performance Indicators

Monitoring key performance indicators (KPIs) is important for fostering accountability for GO Rail Station Access implementation by Metrolinx and third parties, as well as for celebrating successes and identifying where alternate strategies or further resources are needed to achieve

this document's objectives over time. Table 5 suggests KPIs for monitoring implementation.

Metrolinx will conduct a full review of this document within five years of its publication.

Indicator	Measure	Frequency	Business Unit Owner
Station Access Infrastructure Delivery Progress	Percentage of completion of new on-site station access infrastructure by mode, facility type, station and corridor.	Annual	<ul style="list-style-type: none"> CPG Reporting Operations
Station Access Program Delivery Progress	Qualitative reporting on implementation progress for key station access programs.	Annual	<ul style="list-style-type: none"> Stations Planning Station Services Marketing
Ridership Growth	Year-over-year total daily ridership by station.	Annual	<ul style="list-style-type: none"> Customer Analytics
Mode Shift*	Mode share by station (as reported in the GO Rail Passenger Survey every 2 years).	Bi-annual	<ul style="list-style-type: none"> Market Research
Equity in Station Access	<p>Impact of investment in station access improvements on reducing barriers for racialized and equity-seeking communities to access GO Rail stations (measure to be developed).</p> <p>Qualitative report on consultation with racialized and equity-seeking communities on station access projects and plans, noting the number of formal meetings or other outreach mechanisms, key messages, and outcomes.</p>	Annual	<ul style="list-style-type: none"> Stations Planning Planning, Development and Sponsor Office
Consultation on Station Access	Qualitative report on engagement and outreach with municipal staff, noting the number of formal meetings, key messages on station access by the municipality, and highlights of off-site station access projects.	Annual	<ul style="list-style-type: none"> Stations Planning Municipal Sponsor Community Relations

* The Sustainability Strategy (2022-2026) will also include a KPI for mode shift.

Table 5 Station Access Decision-Making Framework: Key Performance Indicators

D-3.2 Monitoring Impacts on Racialized and Equity-Seeking Communities

Metrolinx recognizes that not all communities are equitably served by the transit network.

Metrolinx is undertaking research to identify new indicators for measuring equity, including the impact of station access improvements on reducing barriers to the GO Rail network for racialized and equity-seeking communities. Metrolinx continues to explore and implement best practices and monitor provincial directions for addressing equity and anti-racism in transit project planning and delivery.

D-3.3 Reporting

Progress updates on the implementation of this document and associated station access objectives and outcomes will be coordinated by Metrolinx's Planning and Development unit, with contributions from applicable business unit owners from the organization noted in Table 5. Regular reporting will be provided to Metrolinx's Senior Management Team, including:

- Bi-annual reporting on mode shift; and
- Annual reporting on:
 - Infrastructure planning and delivery;
 - Program development and delivery;
 - Municipal engagement and plans;
 - Equity indicator(s); and
 - Trends in ridership recovery and travel behaviours and their impact on station access during the post-pandemic transformation phase (2022-2026).

Progress reporting will be used to inform and adjust strategies and resource allocations over time to achieve the objectives of this document.

Monitoring trends during the post-pandemic transformation phase

Metrolinx will continue monitoring ridership recovery and transformation, as well as key trends that may affect station access facility planning. This involves considering peak spread, telework, location shifts for work and home, and mode preferences. In the short term (2022-2026), an annual review of relevant and available data that is collected and reported by Metrolinx and third parties during the post-COVID-19 pandemic transformation will be undertaken.

Table of Abbreviations

BAU	Business as Usual
CPG	Capital Projects Group (Metrolinx)
DRT	Durham Region Transit
FBC	Full Business Case
GGH	Greater Golden Horseshoe
GGHM	Greater Golden Horseshoe Model
GRT	Grand River Transit
GTHA	Greater Toronto and Hamilton Area
HSR	Hamilton Street Railway
IBC	Initial Business Case
KPI	Key Performance Indicator
MiWay	Mississauga Transit
MSP	Municipal Service Provider
MTSA	Major Transit Station Area
MTO	Ministry of Transportation (Ontario)
ODT	On-Demand Transit
PDBC	Preliminary Design Business Case
PUDO	Pick-Up and Drop-Off
RTP	2041 Regional Transportation Plan
SCF	Station Categorization Framework
TDM	Transportation Demand Management
TOC	Transit-Oriented Community
TPA	Toronto Parking Authority
TRCA	Toronto and Region Conservation Authority
TTS	Transportation Tomorrow Survey
VIVA	York Region Transit's Rapid Transit Service
YNSE	Yonge North Subway Expansion
WEGO	Niagara Falls/Niagara Parks Commission bus service
YRT	York Region Transit
ZÜM	Brampton Transit's Bus Rapid Transit Service

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