GO Rail Station Access Plan

Final Report

December 12, 2016

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Acknowledgements

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1 EXECUTIVE SUMMARY

Introduction

This document updates the 2013 GO Transit Rail Parking & Station Access Plan in response to the Provincial commitment to Regional Express Rail (RER), which will increase GO service and support the development of new stations throughout the GO rail network. The document updates the 2013 Plan to reflect these changes in service and stations, and the significant increase in ridership expected as a result of these upgrades.

The transition to RER is anticipated to result in substantial ridership growth and changes to the patterns of station usage, including an increase in off peak users and reverse commuters. GO rail ridership is projected to more than double from an average of close to 100,000 daily weekday riders in 2016 to 225,000-250,000 weekday riders in 2031 (excluding riders starting their GO rail round trip at Union), but these forecasts do not reflect existing station access constraints.

Approximately 85% of station parking lots are at or near capacity and the time required to find a parking spot, as well as levels of illegal parking, are increasing.

If current station access patterns remain unchanged to 2031, GO rail stations would need approximately 75,000 to 80,000 additional parking spaces.

This level of parking expansion would be financially unsustainable; would severely add to congestion around GO stations, limiting access for multiple modes; would not align with provincial and municipal planning objectives; and would significantly limit the ability to achieve provincial intensification targets around GO stations.

The scale of forecast ridership growth, combined with a provincial emphasis on more sustainable modes of transportation, land use intensification and reurbanization, means it will no longer be practical or desirable to meet ridership growth primarily through parking expansion.

A shift towards investment in more sustainable modes of access will be required to accommodate and encourage ridership growth in a sustainable and financially responsible way.

The 2016 Plan is a high level document intended to be used by Metrolinx to help inform decision making on capital investments, coordinate between stakeholders, support multi-modal access, and monitor the progress and success of investments and strategies over time.

Policy & Principles

To support the economic, environmental and social goals and ensure objectives of Provincial and Metrolinx's principal policy documents inform and guide station access, the following vision and principles have been refined since the 2013 Plan. The policy for station access is also detailed in Section 3.

Vision

GO Transit rail station access will be planned and delivered in an integrated, sustainable, and financially efficient manner to grow ridership, enhance all customers' experience and safety, and reduce the dependency on single-occupant vehicles.

Access improvements for all modes will be planned, delivered, and managed in collaboration with key local and provincial partners to support transportation and land use objectives for increasing the economic competitiveness of the GTHA, improving the quality of life of local communities, and contributing to the region's environmental sustainability.

Access improvements will be targeted to maximize returns on investment, support a shift to transit and active transportation, promote the development of more walkable, higher density communities surrounding GO rail stations, and implement Provincial policy objectives.

Guiding Principles

1. **A Multi-Dimensional Approach:** A system, corridor, and station level approach is required for the planning and delivery of station access investments.
2. **Supporting All Modes:** Investment will support ridership growth while creating a balance between the movement of pedestrians, cyclists, local transit and other vehicles to ensure safe and efficient movement to and through the station for all GO Transit customers. The modal hierarchy will prioritize more sustainable travel behaviour and reflect provincial and Metrolinx policies.
3. **Strategic Parking Expansion:** Targeted parking expansion will continue to support ridership growth while minimizing conflicts with relevant policy objectives.
4. **Financial Efficiency:** Investment will be subject to triple bottom-line multiple-account evaluation, including consideration of value for money using life cycle costing analysis that includes capital and operating costs, as well as amortization.
5. **Working in Partnership:** Ongoing engagement and partnerships are required for the successful planning and delivery of the policy and associated plans.
6. **Sustainable Growth:** Projects resulting from the policy will be delivered in phases in order to achieve the vision, and support sustainable ridership growth, for the short-term (2017 to 2021), medium-term (2022 to 2026 years) and long-term (2027-2031).

Guidelines

A number of design strategies can be implemented to enhance rail station access for all GO customers. The recommended guidelines draw from existing Metrolinx design manuals and documents, and also consider Metrolinx's 2031 access targets and the hierarchy of station access detailed below.

Hierarchy of Access

Station access investments will be generally prioritized based on an ideal hierarchy of access which favours pedestrians, followed by transit, cycling, pick up/drop off and parking. This hierarchy will help to ensure a more efficient use of Metrolinx assets and enable growth in ridership without requiring an increase in footprint to accommodate parking.

Access Targets

Access targets are set at the system-wide and station-specific levels to help assess current performance levels and measure success over time. Over the next 15 years to 2031, Metrolinx is expecting an increase of over 125,000-150,000 GO rail passengers (excluding those starting their GO rail round trip at Union) and targeting a shift from a parking dependent mode shares of approximately 67% in 2015 to 42-46% by 2031.

2015 ACCESS LEVELS (ACTUAL)		2031 ACCESS TARGET	
		2013 Plan	2016 Plan
Pedestrian	8.5%	50%**	12-14%
Transit	8.5%		25-27%*
Cycling	1%		2-4%
Pick up/Drop off	15%		20-22%
Carpool Passengers	4.5%	50%	5-7%
Drive and Park	62%		36-38%
Total	**100%^**	**100%**	**100%**

*2016 Transit target includes micro-transit

** The 2013 GO Transit Rail Parking and Station Access Plan only provided 2031 access mode targets for parking dependent modes.

^0.5% (not shown) is for "Other" category in 2015 GO Rail Passenger Survey

Station Design Guidelines

A number of station design strategies can be found in existing Metrolinx documents and design manuals. The design of the GO station facilities is key to optimizing station access for all passengers. The orientation and layout of station facilities should focus on enhancing the experience for GO customers, and ensuring that patterns of access reflect station access priorities. The design of the stations should also support future intensification and redevelopment.

Mode-Specific Guidelines

To support station access, a series of mode-specific guidelines have been pulled from existing policy documents and also includes a discussion of future challenges and opportunities. A summary of these guidelines are discussed here, with more guidelines provided in Section 4.

Walking

At the Station

Provide on-site pedestrian connections that are designed to support direct, safe and convenient access into the station while minimizing conflict with vehicles and other users.

Around the Station

Establish a network of safe, comfortable and well-maintained pedestrian routes that connect directly to the station and are activated with a mix of higher density, transit-supportive uses.

Transit

At the Station
Provide a high level of transit user amenity, and ensure clear and direct transfers between transit modes and routes.

Around the Station
Coordinate local and regional transit service schedules and fare systems, and consider leveraging technology-based mobility solutions in areas where conventional local transit is not viable.

Cycling

At the Station
Create safe, comfortable and direct bicycle routes to the station, and support cyclists by providing secure storage areas and supporting amenities.

Around the Station
Create safe and direct pedestrian and cycling routes to transit stations that are complemented with clear wayfinding and potential bike share programs within the station area.

Pick Up/Drop Off (Kiss & Ride)

At the Station
Enhance pick up/drop off access by providing appropriately-located pick up/drop off facilities which are designed to ensure efficient access to the station while mitigating conflict with other users. Explore partnerships to leverage the potential of technology-enabled mobility options.

Around the Station
Where space is limited near station entrances, locate a satellite "cell phone" lot in the station vicinity.

Drive and Park (and Carpool Passengers)

At the Station
Use parking management strategies to address parking capacity issues at GO stations without encouraging an increase in parking-dependent access.

Around the Station
Explore innovative strategies for providing and managing parking to optimize use of the available supply and respond to growth in car-sharing and technology-enabled mobility services.

Station Types

A series of station types have been developed as a way to understand stations with similar access characteristics and help inform where to focus station access investments. These station types are based on the existing Metrolinx Mobility Hub types, with select new sub-categories to account for distinct access characteristics.

Every station is different, and many stations evolve over time and/or share the characteristics of different types. Investments at all stations should aim to conform to the access hierarchy, as outlined in Section 4.2, and ensure that access is feasible and attractive to all passengers using each mode of access.

Station Types:

Urban Transit Node

- Mature Urban Transit Node
- Emerging Urban Transit Node/Emerging Urban Growth Centre

Urban Transit Nodes are major and local centres with a mix of uses and moderate to high densities. Typically there is some available land for redevelopment, primarily through infill. Some are mature and some are emerging.

Historic Suburban Town Centre

- Gateway Historic Suburban Town Centre

Historic Suburban Town Centres are towns/smaller city centres with low to medium density development, including a mix of uses with some area destinations and a more walkable street network with smaller block sizes. Some are Gateway Historic Suburban Town Centres, which also serve a larger rural catchment area.

Suburban Transit Node

- Gateway Suburban Transit Node

Suburban Transit Nodes are located within suburban areas, and are in most cases supported by local transit. They are defined by Metrolinx as "destinations with auto-oriented urban form, good land availability for development, and a growing market for mixed use development." They include stations located within and on the edge of suburban areas. Some are Gateway Suburban Transit Nodes, which also serve a larger rural catchment area.

Implementation

Station access improvements will occur at the system-wide, corridor-wide and station-specific scales. Solutions at the system-wide scale are important as they support Metrolinx's mandate of increasing ridership more broadly across the network. They are different from station-specific solutions, which respond to the place-specific characteristics of each station area.

System-Wide Recommendations

The benefit of **system-wide** recommendations is that they help to ensure consistency across all GO stations, allowing customers to expect similar service levels regardless of where or how they choose to access the GO rail network. They include programmatic, operational and technological solutions applied across all GO rail stations. Emerging technology-based solutions, including trip planning or ride-sharing applications such as the recently released Triplinx tool, are transforming how users access the GO network.

These system-wide recommendations can generally be understood in the following categories: **Parking Management, On-Demand Mobility, Active Transportation, Customer Information,** and **Transit Integration (Fare and Service).**

Station-Specific Recommendations

Station-specific recommendations are for each individual station. They are informed by the relationship of the station to other stations on the corridor and the level of service it will receive. These station recommendations are found in Appendix B, organized by corridor. Note that recommendations for new GO stations are based on current information, and may evolve as planning work continues at these sites.

In order to implement station-specific recommendations, Metrolinx needs to work with internal and external stakeholders to establish/continue work programs to guide implementation. While both sets of stakeholders need to be engaged in these areas, the following identifies the primary stakeholder groups:

- Primarily Internal: Station access recommendations on GO owned or leased lands
- Primarily External: Station Access improvements on municipal lands

Discussions are already underway and work is in progress at a number of stations.

Decision-Making Framework

Decisions on station access investments need to be considered in the context of and in alignment with the Metrolinx and GO 5-Year Strategies and business planning. The Decision-Making Framework is to be used both by Metrolinx staff as well as stakeholders to assist with recommending the location and scope of station-specific access investments. This framework applies the Policy and Guiding Principles, ensuring these high level policies are translated into practical questions to be considered when recommending investment decisions. This framework is intended to assist in the prioritization of tools and guidelines presented in this document. The framework consists of a series of questions further discussed in Section 6.

Defining and Monitoring Success for Station Access

Monitoring the success of station access improvements is critical to enable staff and stakeholders to learn lessons from investments that are made. It can help to ensure successful programs are identified and replicated, while less successful programs are amended as necessary to improve results.

The first step of monitoring the Plan will require determining the most efficient and effective indicators and methods for measuring key characteristics (e.g. ability to grow ridership, increase use of sustainable station access modes, etc.).

Progress will be reported to the Metrolinx Board of Directors as well as municipalities and other partners:

- Annually on implementation of the system-wide strategies.
- Every two years on the implementation of station-specific access improvements, recognizing construction is a longer term activity, and access mode targets to coincide with results of the GO Rail Passenger Survey (conducted every two years).
- To be determined for reporting on other characteristics.

2 INTRODUCTION

This document updates the 2013 GO Transit Rail Parking & Station Access Plan in response to the Provincial commitment to Regional Express Rail (RER), which will increase GO service and support the development of new stations throughout the GO rail network. The document updates the 2013 Plan to reflect these changes in service and stations, and the significant increase in ridership expected as a result of these upgrades.

2.1 PURPOSE OF THIS DOCUMENT AND HOW IT WILL BE USED

The 2016 GO Rail Station Access Plan ('the 2016 Plan') is an update of the 2013 GO Transit Rail Parking and Station Access Plan ('the 2013 Plan') and addresses the following objectives:

- **Growing multi-modal access:** Strategies need to be identified to increase use of multi-modal station access options.
- **Enhancing the customer experience:** Station access issues are the second most common customer complaint (after 'crowding on trains').
- **Supporting ridership growth:** Station access investments are needed to leverage new stations and the expansion of GO rail service to 15 minute two-way all-day service for substantial portions of the GO rail network (see Figure 1), as well as improve access at all stations.
- **Managing demand for new parking:** Reduction in automobile mode share for station access, particularly single occupant vehicles, is needed to lower the demand for new parking and realize ridership growth.
- **Supporting transit-oriented development:** Stations across the system have been identified as Mobility Hubs and/or Urban Growth Centres, recognizing the intent to increase density and intensification around GO stations.
- **Promoting cost effectiveness:** Value for money must be ensured to maintain cost to revenue efficiency, with consideration for the current environment of fiscal constraint. Joint development and opportunities for partnerships with the private sector can be also be explored as a means of achieving cost effectiveness.
- **Further aligning policy:** Metrolinx policies will align with direction from The Big Move Regional Transportation Plan, the Mobility Hub Guidelines, as well as the Province's Growth Plan for the Greater Golden Horseshoe, Transit Supportive Guidelines, and Freight Supportive Guidelines. The Plan is being updated in the context of the review of the Metrolinx Regional Transportation Plan and Province's coordinated review of The Growth Plan, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan. The 2016 Plan aligns with the latest Provincial and Metrolinx plans and when it is next reviewed, will reflect any updates to those plans.

The 2016 Plan updates and refines the policy, decision-making framework, and system-wide and station-specific strategies from the 2013 Plan. This update further includes the addition of station types that have been adapted from the Metrolinx Mobility Hub Guidelines to illustrate access challenges at stations with similar characteristics. It includes a series of guidelines referenced from key Metrolinx documents aimed at enhancing station access.

The 2016 Plan is a high level document intended to be used by Metrolinx to help:

- inform decision making on capital investments at GO rail stations and guide any supporting study or analysis needed to implement recommendations;
- coordinate between all stakeholders who plan station areas and deliver local and regional transit services;
- ensure both planning and operations staff have the necessary information and are working from a common set of principles and guidelines;
- support strategies that provide customers with multi-modal station access options; and
- provide a tool for monitoring the progress and success of investments and strategies over time.

The 2016 Plan is also intended to assist municipal and transit stakeholders in understanding how they can support improved access to GO rail stations through complementary programs and initiatives. There is a role for everyone to play in ensuring the success of the regional transit network. The Plan does not replace any supporting studies, analysis or coordination needed to be undertaken by municipalities to implement them. It is recognized that supporting studies or funding commitments by municipalities are subject to inclusion in their capital plans and may be dependent on other regional and local planning. The Plan considers station access at GO rail stations only; however, it is anticipated that the majority of guiding principles and policies would remain applicable to other GO Transit customer facilities.

Planning Horizon

This Plan provides recommendations to 2031, while Provincial regional planning looks to 2041. The Station Access Plan recommendations are grounded in current understanding of mobility needs for the next 10-15 years, recognizing that the rapidly changing mobility environment of ride-sourcing, autonomous vehicles, etc. may significantly change the longer term vision. As such, the recommendations attempt to provide flexibility where possible, particularly in looking at a range of parking provision options.

2.2
HOW THE PLAN IS STRUCTURED

The 2016 Plan is structured in two parts: the main document and appendices. The main document contains a high level vision, principles, strategies, and guidelines for each access mode, a description of station types, and implementation section. The main document is anticipated to remain current with little to no change over a longer period of time.

The appendices contain more detailed information, including the relevant Provincial and Metrolinx policies and system-wide and station-specific recommendations. This recommendations portion of the document will be revisited every two to three years as required, to reflect investments as they are made and to track station access progress.

2.3
BACKGROUND

Major transit investments are taking place

The Greater Toronto and Hamilton Area (GTHA) is growing. The region is projected to grow from 6.8 million in 2011 to 10.1 million by 2041[1]. To prepare for this significant growth in population and to address rising levels of congestion, the Province of Ontario is making unprecedented investments in both regional and local transit. These investments are included as part of its Moving Ontario Forward plan, which will invest $31.5 billion over ten years for transit, transportation, and other priority infrastructure projects across the province.

A signature project in the region, GO Regional Express Rail (GO RER) is a transformative initiative to provide faster and more frequent service on the GO Transit rail network with electrification on core segments, including the Union-Pearson Express. RER is expected to more than double GO's peak rail service and quadruple its off-peak service. GO RER will provide service with 15-minute frequencies and in both directions during weekdays, evenings, and weekends to substantial portions of the GO network over the next ten years. The service will create substantial benefits by providing new travel options that will transform the transportation system across the region. It will be complemented by the addition of new stations and a host of other regional and municipal transit projects throughout the region. Additional improvements include transitioning to an integrated fare payment system and ultimately toward an integrated regional fare system.

Figure 1 depicts anticipated GO Rail Service Levels, summarizing information about the following planned service levels at each GO rail station:

- 15 min Two-way All-day: Bi-directional GO rail service at frequencies of 15 minutes or better during the peak period and 15 minutes during the remainder of the weekday.
- Two-way All-day: Bi-directional GO rail service at frequencies of 15 minute or better for peak hour, peak direction trips, and frequencies ranging from 30 minutes to 1 hour for the remainder of the day.
- Peak-only: Peak hour, Peak direction service at frequencies of 15 minutes, and frequencies ranging from 30 minutes to 1 hour for the remainder of the peak period.

Note:

- Peak period service refers to trains arriving at Union station between 6:30-9:30 AM 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. on the GO rail network.

[1] Hemson Consulting, 2012 "Greater Golden Horseshoe Growth Forecasts to 2041"

Anticipated GO Rail Service Levels

FIGURE 1. Anticipated GO rail service levels

Improved Station Access is essential to achieve GO's increased ridership potential

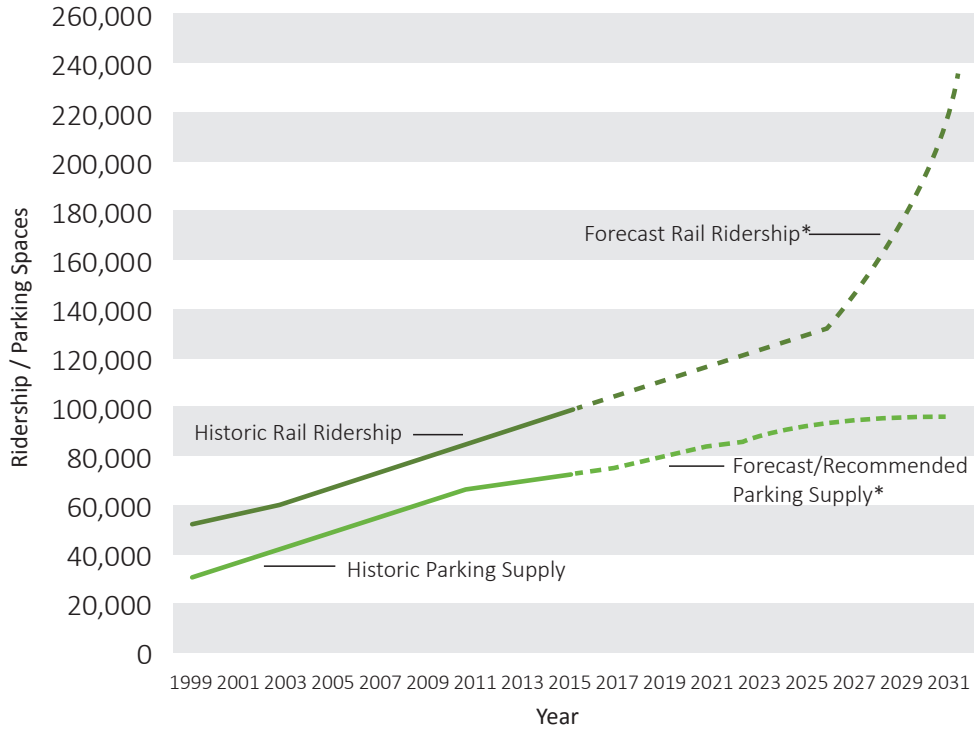
GO rail ridership is projected to more than double from an average of close to 100,000 daily weekday riders in 2016 to 225,000-250,000 weekday riders in 2031 (excluding riders starting their GO rail round trip at Union), but these forecasts do not reflect existing station access constraints.

Ridership growth can no longer be accommodated through unlimited parking expansion

Historically, there has been an alignment between the provision of parking and the growth in GO Transit rail ridership (see Figure 2). While there is significant variation between stations and lines across the network, over 60% of GO Transit rail riders currently Drive and Park at the station. The majority of these users arrive in single occupant vehicles (Figure 3). To accommodate this demand, Metrolinx has added an average of 2,800 new parking spaces annually at its rail stations over the past ten years by purchasing and leasing available land near stations for surface parking and redeveloping some surface parking into parking structures or structured parking. With over 70,000 parking spaces, of which approximately 60,000 are surface spaces and 10,000 are structure spaces, Metrolinx is currently one of the largest parking operators in North America. Despite significant parking expansion, there continue to be parking pressures at many stations.

FIGURE 2. GO Rail Parking Supply and Ridership Growth

Sources: GO Rail Cordon Counts and 2031 GO Rail Ridership Forecast



*Note: Forecast curves are conceptual and subject to change. Planned GO Rail service, station access and infrastructure implementation will have an impact on: the rate and timing of ridership growth to reach 2031 forecast, and the rate and timing of recommended parking growth beyond 2021.

Approximately 85% of station parking lots are at or near capacity and the time required to find a parking spot, as well as levels of illegal parking, are increasing. Increasing parking demand is impacting local road networks and many customers now experience longer egress times from stations. These challenges put GO Transit's strong customer value proposition, as outlined in Our Passenger Charter, at risk.

If current station access patterns remain unchanged into 2031, GO rail stations would need approximately 75,000 to 80,000 additional parking spaces. Alternatively, if the parking expansion rate over the last ten years was maintained for the next 15 years, this would result in approximately 42,000 new parking spaces. These levels of parking expansion would be financially unsustainable; would severely add to congestion around GO stations, limiting access for multiple modes; would not align with provincial and municipal planning objectives; and would significantly limit the ability to achieve provincial intensification targets around GO stations.

The policy context supports an increase in ridership and a shift to more sustainable modes of access

Metrolinx policy is supportive of increasing GO rail ridership and improving station access. The promotion of other modes of station access at GO rail stations aligns with key regional and provincial policy and guidelines, including The Growth Plan for the Greater Golden Horseshoe, and The Big Move. These policies also support transit oriented development at designated Mobility Hubs. A summary of the key supporting policy directions and strategies can be found in Appendix A.

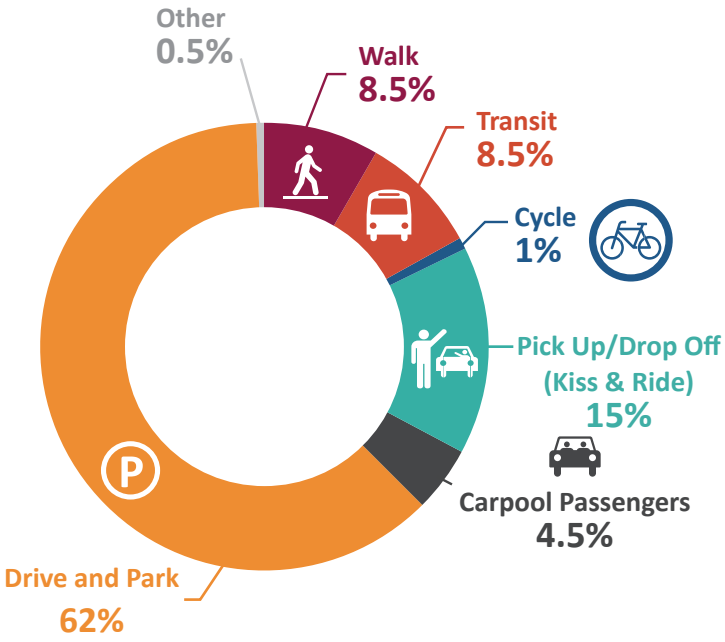


FIGURE 3. Riders travelling to GO rail stations (2015).
Source: 2015 GO Rail Passenger Survey

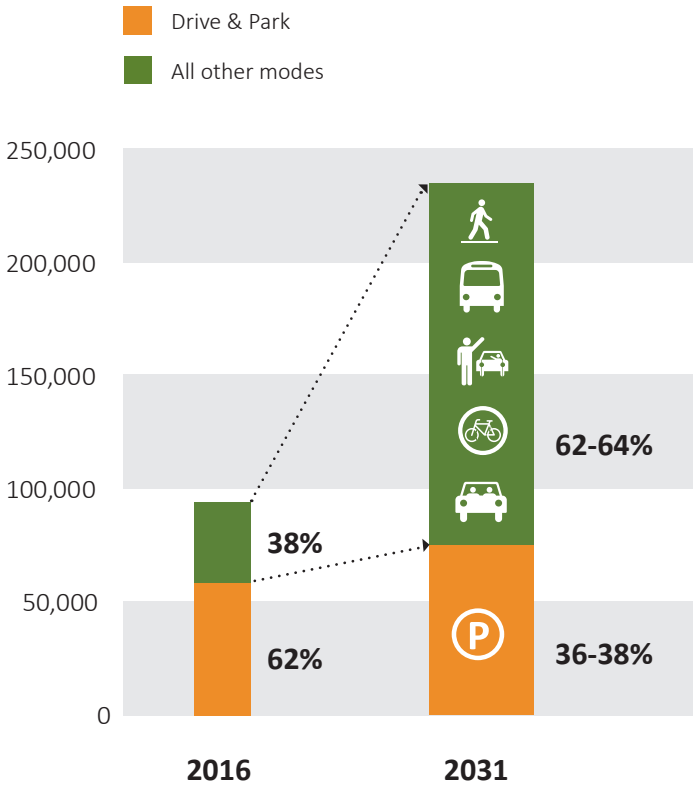


FIGURE 4. Average weekday riders, showing how use of alternative travel modes will need to grow to meet ridership forecasts (excluding riders starting their two way GO rail journey at Union)

Sources: 2015 GO Rail Passenger Survey, 2016 Spring Cordon Counts, and 2031 GO Rail Ridership Forecast

Supporting ridership growth will require a range of access improvements

On-board rail capacity is unlikely to be a limitation to ridership growth once two-way, all day service is operational along all corridors. However, station access holds both an opportunity and a potential constraint to achieving the desired level of ridership.

The expected substantial growth in ridership, combined with a provincial emphasis on more sustainable modes of transportation, land use intensification and reurbanization, means that in most cases it will no longer be practical or desirable to meet ridership growth primarily through parking expansion. While parking investment will still be required to support ridership, a shift towards investment in more sustainable modes of access will be required to accommodate and encourage ridership growth in a sustainable and financially responsible way (Figure 4).

Planning for improved station access will require an understanding of station needs and opportunities

Moving forward, solutions for station access investments will need to respond to Metrolinx's desire to shift the station access modal split while increasing ridership. This will require an understanding of current access needs and opportunities at the station and within larger station areas. It also requires an understanding of the role that Metrolinx and their local partners have in improving station access.

To better understand station access needs and opportunities, Metrolinx engaged in discussions with key stakeholders and undertook a review of current access challenges for all users.

Access Challenges and Opportunities

Metrolinx studied challenges and opportunities associated with each access mode through a series of Topic Papers, to inform recommendations in this Plan. The conclusions are discussed below:

Drive and Park is becoming less competitive: For the majority of customers driving and parking at stations is currently a competitive option in terms of time and cost. However, with increases in congestion around stations, growth in the cost of auto ownership, and limitations on parking availability at stations, this option will become less competitive in the future.

Multi-modal options can become more competitive: Currently, alternatives to driving and parking are not available or competitive for many customers. However, with proposed enhancements to infrastructure and services, combined with increasing constraints to and better management of parking at stations, these alternatives can become more competitive in the future.

Pick up/drop off will remain an important mode: This is the second most used access mode today (see Figure 3) and is competitive for many customers in terms of time and cost. However, it is limited to customers who can get driven to and from station or are willing to pay taxi fares. It is also less competitive at stations with average to very high ridership that lack capacity within their pick up/drop off facilities or lack priority access to the station site. With the recent growth in use of and reduction in fares for ride-sourcing services, this mode is expected to become a viable option for more customers in the future. Additionally, as GO rail service levels increase, improvements to the capacity and configuration of facilities and access priority will be needed to maintain its attractiveness to customers.

Cycling is a low cost alternative, but only viable for some: Cycling plays a limited role in station access today and is highest at stations with adequate bike facilities that are surrounded by a well connected, bike-friendly street network. Cycling can play a larger role in the future at a wider range of stations if station level bike facilities are improved and the quality and connectivity of bike infrastructure around stations are enhanced.

Transit is not as competitive as auto oriented modes: Transit plays a modest role in station access today and is highest around stations where customers are in close proximity to a direct, high frequency, local route with seamless transfer to GO rail service. Transit can play a significantly greater role in the future if its competitiveness can be improved by enhancing coverage and frequencies, and improving priority access and facilities for seamless transfer to GO rail service.

Walking is a low cost alternative for many customers: Walking is the third most used access mode today (see Figure 3). However, many customers who could walk today use other modes because of the quality of pedestrian infrastructure and the public realm. Walking can also become an option for more customers if local street network connectivity can be enhanced and more development occurs within walking distance of stations.

Stakeholder Consultations

Extensive internal engagement was conducted through a working group and presentations at multiple points to capital and operating groups, senior leadership, and the Metrolinx Board of Directors. An initial and revised draft version of this document was also circulated widely for comment throughout Metrolinx.

Municipal planning and transportation staff, as well as municipal service providers, were engaged at three key points in the development of this plan:

Fall 2015: Workshops were held on the Legislated Review of the Regional Transportation Plan and the update to the GO Rail Station Access Plan. The Station Access component of the workshops focused on discussion of key station access themes and site-specific challenges and opportunities at the stations in their municipalities. These discussions helped shape the scenarios that were explored and evaluated as well as station-specific recommendations.

Spring 2016: Workshops discussing the scenarios being considered and evaluated and, at a high level, what that would mean for stations in their municipalities.

- Business-As-Usual, which prioritizes long term parking expansion while nominally supporting other modes;
- Incremental Change, which limits parking expansion and incrementally shifts focus to growing other modes; and
- Big Changes and Partnerships, which restricts parking expansion and aggressively shifts the focus to growing other modes

No municipality supported the Business-As-Usual scenario, some supported the Incremental Change scenario, and many supported the Big Changes and Partnerships scenario.

FIGURE 5. 2015 Fall Durham Region Workshop

Fall 2016: A draft of the Plan was shared with municipalities and service providers for comment and teleconferences were held to answer questions and concerns. The key feedback was:

- Concerns about parking expansion as it makes it challenging for other modes such as local transit to compete and to meet intensification goals and requirements (e.g. parking is land consumptive, limits traffic capacity for new development, and can cause congestion for local transit).
- Generally, support for recommended expansion and modification of the reserved parking program and desire for system-wide paid parking.
- Questions about roles and responsibilities as well as desire for funding for station access improvements on municipal lands and local transit service increases.
- Generally a positive response to micro-transit recommendations and interest in further discussion.

Their feedback was key to the provision of better clarity and accuracy in the revised document.

Staff from the Transit Policy Branch of the Ministry of Transportation were also engaged at key points in the development of the Plan, including the Fall 2015 workshops and review of initial and revised draft versions of the document.

In Spring 2016, Metrolinx held a series of public Open Houses in municipalities across the Region and conducted engagement online through metrolinxengage.com on a number of Metrolinx subjects, including Station Access. Feedback from these sources helped inform station-specific recommendations.

In general, feedback from the engagement process indicated a general desire to move to more sustainable forms of transportation, but the speed at which and how to do that differed depending on the stakeholder asked. This document attempts to strike a balance between the sometimes competing priorities and mandates of those consulted.

3 POLICY & PRINCIPLES

The policy and principles inform and guide station access decision making and investment to demonstrate value for money, integration with land use objectives, alignment with customers' needs, and consideration of the availability and potential for all modes. The policy and principles reflect the need to grow transit ridership while promoting a shift towards more sustainable modes of access. Delivery of the GO Rail Station Access Plan will support the economic, environmental and social goals and objectives of the Province's Growth Plan for the Greater Golden Horseshoe and Metrolinx's principal policy documents.

3.1 VISION

GO Transit rail station access will be planned and delivered in an integrated, sustainable, and financially efficient manner to grow ridership, enhance all customers' experience and safety, and reduce the dependency on single-occupant vehicles.

Access improvements for all modes will be planned, delivered, and managed in collaboration with key local and provincial partners to support transportation and land use objectives for increasing the economic competitiveness of the GTHA, improving the quality of life of local communities, and contributing to the region's environmental sustainability.

Access improvements will be targeted to maximize returns on investment, support a shift to transit and active transportation, promote the development of more walkable, higher density communities surrounding GO stations, and implement Provincial policy objectives.

3.2 GUIDING PRINCIPLES

1. **A Multi-Dimensional Approach:** A system, corridor, and station level approach is required for the planning and delivery of station access investments.
2. **Supporting All Modes:** Investment will support ridership growth while creating a balance between the movement of pedestrians, cyclists, local transit and other vehicles to ensure safe and efficient movement to and through the station for all GO Transit customers. The modal hierarchy will prioritize more sustainable travel behaviour and reflect provincial and Metrolinx policies.
3. **Strategic Parking Expansion:** Targeted parking expansion will continue to support ridership growth while minimizing conflicts with relevant policy objectives.
4. **Financial Efficiency:** Investment will be subject to triple bottom-line multiple-account evaluation, including consideration of value for money using life cycle costing analysis that includes capital and operating costs, as well as amortization.
5. **Working in Partnership:** Ongoing engagement and partnerships are required for the successful planning and delivery of the policy and associated plans.
6. **Sustainable Growth:** Projects resulting from the policy will be delivered in phases in order to achieve the vision, and support sustainable ridership growth, for the short-term (2017 to 2021), medium-term (2022 to 2026 years) and long-term (2027-2031).

3.3
POLICY

3.3.1 A Multi-Dimensional Approach

a) Responding to Network and Line Characteristics

i. The role of each station along a corridor and within the broader transit network will be taken into account when determining access strategies.

ii. Investments will consider the evolving character of each station within the GO rail network as defined by existing provincial and local plans and policies. This will ensure investments help to support the changing role of the station within the community over time and are positioned to capture new riders that result from those changes.

b) Informed by Station-Specific Understanding

i. Station planning and design should account for the long-term vision of the station and surrounding community, and demonstrate value for money. The level of detail in the station plans will be commensurate with the needs and opportunities being addressed, as well as the proposed level and anticipated impact of investments.

ii. Investments in enhanced station access will have consideration for:

- **technical feasibility:** impacts on expansion potential, local transportation networks, access and egress times to maintain a positive customer value proposition, and the environment;
- **financial feasibility:** demonstration of value for money;
- **policy fit:** compliance and fit with the national, provincial, and local planning policy context and collaboration with key stakeholders;
- **customer fit:** an understanding of the origins and destinations of customer travel, their motivations and concerns for mode choice, as derived from a station travel plan (see Section 3.3.5); and
- **potential opportunities:** where possible, coordinated with other public and/or private sector partners.

c) Consistent with Design Objectives & Requirements

i. Station design will adhere to provincial and local policy and statutory regulations.

ii. Station design will adhere to the GO Design Requirements Manual, Design Excellence Guidelines and Metrolinx's Mobility Hub Guidelines where applicable.

iii. Efforts will be coordinated within Metrolinx to ensure the Policy is integrated into all relevant operations, so that improvements to parking will be maintained in all seasons and across all stations.

iv. At stations in Mobility Hubs, or with high development potential, the design, delivery and management of station access will adhere to the Mobility Hub Guidelines.

v. Station access, as well as development opportunities for the station will be considered together to balance all of Metrolinx's operational and strategic transportation planning objectives.

3.3.2 Supporting All Modes

a) Growing Ridership and Sustainable Station Access Modes

i. Investments will be focused on increasing ridership and sustainable modes of access for both new and existing riders, growing ridership in a way that has the least impact on existing resources. This will help to ensure an increase in multimodal access while retaining Metrolinx's focus on increasing overall ridership. In keeping with other Metrolinx principles and policies, an emphasis will be placed on the overall customer experience to further attract and retain a greater number of riders.

ii. Stations will be designed to optimize the use of available land, with consideration for:
   - more beneficial land uses and the timing of municipal plans and growth;
   - opportunities to provide safe and direct access for pedestrians, cyclists, local transit and other modes to surrounding neighbourhoods; and
   - improvements to traffic flow, safety, and egress times, in keeping with the modal hierarchy.

b) Supporting a Hierarchy of Station Access

i. At a system level, access enhancements will be evaluated using the modal hierarchy outlined in this GO Rail Station Access Plan.

ii. Station design will prioritize access, in line with the modal hierarchy presented in this document.

iii. Parking will prioritize access by carpool, ultra low carbon vehicles, scooters and motorcycles by locating these facilities in closest proximity to the station entrance.

iv. Station design will minimize walking distances from the surrounding community and parking areas to the station building and platform access points.

v. Station operations will continue to prioritize safety, comfort, and the mobility needs of all users.

3.3.3 Strategic Parking Expansion

a) Targeted Parking Expansion

i. Before parking is expanded, other options will be considered, including more beneficial land uses, the opportunity to increase the use of other modes, shared parking and joint development opportunities, as well as opportunities for providing parking at nearby stations to meet customer needs.

ii. Targeted parking expansion will continue to support ridership growth, with the aim of moderating the growth in parking supply in comparison to historical trends.

iii. Parking needs at existing and new stations will be determined and prioritized at a corridor and station level, 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, and where other pilot opportunities and improvements have been identified.
   - **Occupancy and Current and Future Demand:** The demand for parking and other modes of station access will be estimated based on: current occupancy and capacity, anticipated growth in peak and midday ridership demand in line with local population and employment growth, existing or anticipated demand for electric vehicle charging stations and associated parking spaces, and improvements in level of service and rail capacity.
   - **Local Context:** Surrounding road network capacity and municipal plans for the station area need to be considered when determining parking expansion.

b) Supporting Development Objectives

i. Where a station is designated a Mobility Hub or there is identified development potential:
   - opportunities for shared parking with the public or private sectors or meeting customer parking needs at nearby stations should be considered before parking is expanded;
   - parking expansion should protect for future development opportunities and should consider long term plans at and around stations;
   - parking expansion and replacement as part of joint development will be appropriate to local conditions and plans; and
   - assistance will be sought from the local municipality in securing development potential and the potential to capture land value uplift.

ii. Parking expansion will be planned and located to protect for future development opportunities. This recognizes that surface parking can be viewed as an interim use that can be redeveloped as the transportation system and local community evolve, while parking structures are more permanent facilities.

c) Improving Parking Efficiency

i. The reserved parking program will be expanded and improved to better manage demand, and ensure parking is available for those who have limited access to alternatives.

ii. The Carpool to GO program will be expanded and improved across the network to encourage greater use of multi-occupancy vehicles for station access.

iii. Consider the development of branded spaces to prioritize more efficient means of parking. With the working title of 'the Green Zone', this area may include parking for bicycles, motorcycles, carpooling, car sharing, and low emission vehicles.

iv. Structured parking will be considered where:

- there is sufficient parking demand;
- there is low land availability in close proximity to the station building and platform access points for surface parking;
- there is high development potential, with opportunities for delivery as part of joint development;
- it does not inhibit development potential;
- it is suitable, given the surrounding built and natural environment;
- other modes of station access and parking alternatives have already been considered and exhausted; and
- there is a strong understanding of the costs and benefits of the project.

v. When planning for the construction of parking structures, the Framework provided in this document should be applied to determine what level of temporary parking and other station access solutions are required, with the intent of maximizing the potential for modal shift and minimizing parking replacement.

3.3.4 Financial Efficiency

a) Informed Decision Making

i. Decisions will be based on a business case analysis, having regard for economic, financial, strategic and operational considerations, with progress being tracked to ensure objectives are being achieved.

ii. Financial measures to change travel behaviour, such as paid parking, will be considered for the potential to further manage demand for parking while supporting ridership growth.

b) Cost Effective

i. Station maintenance will be delivered in a cost effective manner to minimize the costs of parking rehabilitation over the life cycle of the asset, and with parking rehabilitation planned as part of station planning work.

ii. Stations will be designed to help minimize enforcement issues.

3.3.5 Working in Partnership

a) Working with Partners

i. Partners can play a key role in helping to improve station access, whether it be through the provision of improved local transit service, changes to local land use patterns, area wide streetscape and mobility improvements or through new transit supportive developments. A Metrolinx-led station travel plan provides the structure and process to consult with these stakeholders, takes consideration of their key issues and concerns to inform station site design, explore opportunities for integrated investments, as well as actions that could be delivered by the wider community.

ii. Access improvements will be planned and provided in partnership with provincial and municipal stakeholders, including local transit agencies and Transportation Management Associations, and in consultation with customers and local communities. Opportunities to partner with the private sector on access improvements will also be considered.

iii. The Policy and wider GO Rail Station Access Plan will be reviewed and amended approximately every five years, or sooner if required, in conjunction with local, municipal and provincial partners, and in the context of the GO RER procurement model.

b) Complementing Plans and Objectives

i. Access enhancements will complement, and be complemented by wider municipal land use and development, transportation, and parking policies and plans, with particular consideration given to the areas surrounding GO rail stations and the provision and funding of infrastructure and services for other modes of station access.

3.3.6 Sustainable Growth

i. Investment in improving station access will happen incrementally over time in the short-term (2017 to 2021), medium-term (2022 to 2026 years) and long-term (2027 to 2031) timeframes.

ii. Investments will be strategic and include quick wins identified to respond to ridership demand and local opportunities, focusing on areas with the largest gain within the shortest timeframe. The focus will change over time based on lessons learned and to respond to the changing context of the station areas.

4 GUIDELINES

The primary focus of station access enhancements is to support transit ridership while encouraging a modal shift towards greater levels of walking, cycling and transit access. Metrolinx has already developed a number of detailed strategies and design standards that can be leveraged to support these objectives. Many of the pertinent strategies and standards can be found in the Mobility Hub Guidelines (MHG), the GO Transit Design Excellence Guidelines (DEG), and the GO Design Requirements Manual (DRM).

The following chapter draws from these existing design manuals and documents, and presents the key strategies and guidelines that can be used to enhance access for all modes. The strategies are organized into two categories: recommendations for lands at the GO station that are within Metrolinx's purview, and recommendations for improvements outside the immediate station property and are at the discretion of local municipalities to implement.

The strategies presented in this chapter provide a high level overview of the key design recommendations and best design practices. More detailed direction is found within the original referenced documents.

4.1 HIERARCHY OF ACCESS

The 2008 Regional Transportation Plan (RTP) policy 5.11 provides the following direction on prioritizing investments by travel mode:

All relevant decision-making, such as planning, designing, financing and operating the transportation system, locating major trip generators, and designing communities and individual building should promote a shift in travel behaviours to the maximum extend that is feasible, based on the following passenger transportation hierarchy:

i. Trip reduction, shortening or avoidance

ii. Active transportation

iii. Transit

iv. Ride-sharing and taxis

v. Single-occupancy vehicles

The GO Rail Station Access Plan is aligned with the intent of this policy and recommends that investments in station access infrastructure should help promote a shift away from driving and parking personal vehicles at GO stations to a range of more sustainable alternatives.

Station access choice analysis completed as part of the development of this plan helped inform the hierarchy of station access modes identified in Figure 6. While the majority of the hierarchy is directly aligned with the 2008 RTP Policy 5.11, the analysis showed that transit access to stations could play a substantially larger role in shifting travel behaviour and therefore was prioritized above cycling. Station access investments will be generally prioritized based on an ideal hierarchy of access which favours pedestrians, followed by transit, cycling, pick up/drop off and parking. This hierarchy will help to ensure a more efficient use of Metrolinx assets and enable growth in ridership without requiring an increase in footprint to accommodate parking.

This hierarchy will help form the basis for investment decisions and the allocation of resources and space. It is intended to support balanced investment decisions that can increase ridership and encourage a modal shift away from parking-based modes. However, station access improvements will need to also reflect the existing and planned character of each station area and consider which modes of access should be prioritized based on the potential number of customers for any given mode. This recognizes that some stations (e.g. terminus stations in predominantly rural areas) are mainly auto and transit dependent and that station contexts evolve over time, requiring the need to shift priorities.

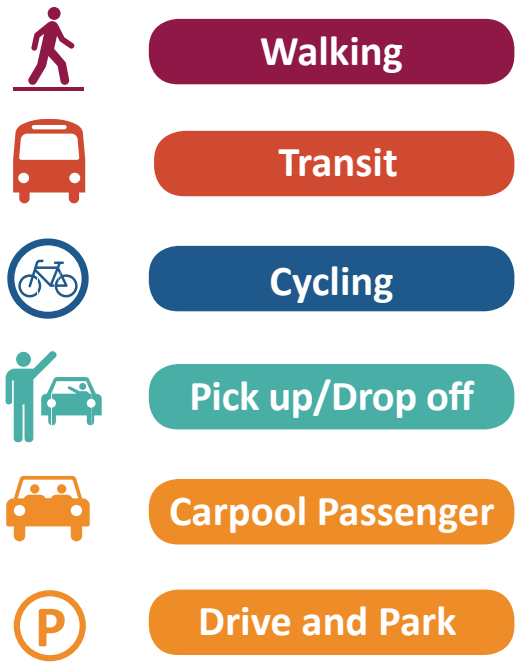


FIGURE 6. Station Access Investments should be prioritized based on a hierarchy of access that favours pedestrians, followed by transit, cycling, pick up/drop off, carpool and parking.

4.2
ACCESS TARGETS

Access targets are set at the system-wide and station-specific levels to help assess current performance levels and measure success over time. Over the next 15 years to 2031, Metrolinx is expecting an increase of over 125,000-150,000 GO rail passengers (excluding those starting their GO round trip at Union) and targeting a shift from a parking dependent mode shares of approximately 67% in 2015 to 41-45% by 2031.

2015 ACCESS LEVELS (ACTUAL)		2031 ACCESS TARGET	
		2013 Plan	2016 Plan
Walking	8.5%	50%**	12-14%
Transit	8.5%		25-27%*
Cycling	1%		2-4%
Pick up/Drop off	15%		20-22%
Carpool Passengers	4.5%	50%	5-7%
Drive and Park	62%		36-38%
Total	**100%^**	**100%**	**100%**

*2016 GO Rail Station Access Plan Transit target includes micro-transit

** The 2013 GO Transit Rail Parking and Station Access Plan only provided 2031 access mode targets for parking dependent modes

^0.5% (not shown) is for "Other" category in 2015 GO Rail Passenger Survey

FIGURE 7. Access Target Table

4.3
STATION DESIGN GUIDELINES

The design of the GO station facilities is key to optimizing station access for all passengers. Appropriate siting, orientation and layout of station infrastructure and amenities can ensure an efficient and comfortable access experience that limits conflict between different modes and users. The customer experience of accessing the station from all modes can also be enhanced through high quality urban design, architecture and landscape architecture.

The following strategies and guidelines represent the best practices in station design, and are applicable to both new and existing stations. For new stations, these design strategies should be considered and implemented where appropriate as part of station planning, design and construction. For existing stations, Metrolinx should consider opportunities to retrofit these stations as other investments are made (including relevant public or private sector investments) or as capital becomes available to meet the strategic design objectives set out below.

These guidelines should be read in conjunction with Metrolinx design guidelines and requirements documents, and their implementation is subject to available funding. A number of stations within the GO network are also designated Mobility Hubs, and in these instances the design of these stations should adhere to the Mobility Hub Guidelines.

4.3.1 Station Siting, Design and Layout

Site Organization

- Key principles in site planning and organization include: separating modes of travel; ensuring connectivity to community pathways, walkways and transit; planning for future flexibility; maximization of barrier free routes, and the creation of a network of pedestrian pathways. (DRM, Site Planning and Organization)
- GO stations and terminals are deemed “accessible” when step-free access is provided from, and between, all public areas of a station building to the accessible railcar or bus. GO Transit requires the provision of amenities for customers who use mobility devices; have hearing or sight impairments; are elderly or ill; or travel with children. (DRM, Universal Access)
- Create understandable and accessible transit stations through consistency and clarity in station entrances and interfaces, spaces, layout, and visual cues connected by barrier-free movement spaces. (MHG, #3.4)
- Ensure pedestrian and cycling facilities are designed to a high standard of safety, security, and comfort for all users, including persons with disabilities and persons using mobility devices. (MHG #1.3.3)

Wayfinding

- Develop wayfinding and signage to support efficient navigation of the transit station and station area. (MHG, #3.5)
- Design the wayfinding program to help customers navigate the site with ease while addressing the functionality in these spaces. The wayfinding program should be well thought out, easy to use, and enable a seamless trip journey for all types of users. (DRM, Wayfinding)
- Signage design, placement and layout shall take into account the varying mobility and cognitive skills of potential customers. (DRM, Signage)
- In future, wayfinding plans should align with the Regional Transit Wayfinding Harmonization Initiative and the approach outlined in the forthcoming GTHA Transit Wayfinding Standard, currently under development and expected be complete by late 2017.

Design and Amenity

- The interior planning and design of the station building should be integrated with the site environment to facilitate safe and convenient intermodal transfers, based on intuitive wayfinding and the customer journey. (DRM, Station Buildings)
- Design the interior of the station building to establish sight lines to adjacent transit modes and key station amenities, and to promote customer safety and comfort. (DRM, Station Buildings)
- Encourage high-quality station architecture and public realm design that is sensitive to the surrounding built context and community vision. (MHG, #3.1)
- Provide a high level of customer amenity to enhance customer comfort, safety and information. (MHG, #3.3)
- Create an attractive and comfortable public realm with a strong sense of place in order to support a walkable station area and promote the use of transit. (MHG, #6.1)

4.3.2 Station Development Over Time

- Focus and integrate increased and transit-supportive densities at, and around, transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transition to the surrounding community. (MHG, #5.2)
- Develop detailed phasing strategies that are connected with infrastructure improvements. (MHG, #8.1)

4.4
WALKING

Supporting pedestrian access to GO stations is a key priority for Metrolinx. Walking is the most cost-effective means of accessing the GO rail network, as it requires minimal station infrastructure and allows for the efficient use of Metrolinx assets and its station properties. With the introduction of increased GO service and the anticipated intensification around transit stations, there is significant potential to capture ridership growth from residents and workers within walking distance of the station.

On a system-wide basis, approximately 9% of GO Rail passengers walk to their station. However, within 800 metres of the station walking accounts for the majority of access trips. The highest levels of pedestrian access are typically found in Mature Urban Transit Nodes and Historic Suburban Town Centres which feature finer-grained street networks of short blocks with high intersection densities, limited parking, and generally medium and high-density development.

Despite the financial, social and environmental benefits of walking, there are a number of challenges for pedestrians accessing GO stations. These challenges exist more noticeably in less urban areas, and they include:

- Poor network connectivity, particularly within 800 metres of the station where fragmented or indirect pedestrian routes result in longer walking times;
- Conflicts with vehicles along major streets and intersections;
- Conflicts with a range of users at the station itself, which can create uncomfortable and unsafe walking conditions;
- Low development densities and activity levels around the station, which also leaves pedestrians more exposed to inclement weather than in urban areas; and
- The need/desire to trip-chain using a vehicle (e.g. stopping at daycare, the grocery store, etc.)

The following are key strategies to support pedestrian access to the stations. Further details for each of these strategies can be found in the relevant reference documents.

4.4.1 At the Station

Connectivity

- Provide direct pedestrian paths, continuous from the closest local road, to at least two platform access points. (DRM, Rail Platform and Platform Access)
- Incorporate dedicated and continuous pedestrian routes throughout the station and to surrounding areas. (DRM, Pedestrian Connections)
- Provide continuous, unobstructed external and internal paths connecting all accessible elements and spaces to enable personal barrier free mobility. (DRM, Accessible Route)
- Build and retrofit the pedestrian environment to meet or exceed accessibility guidelines and standards. (MHG, #2.4)

Amenity

- Provide an attractive pedestrian environment with a high level of priority, safety, and amenities. (MHG, #2.4)
- To support the customer journey and experience, provide pedestrian-oriented amenities that may include seating, wayfinding, self-service kiosks, service counters, waste receptacles, digital signage, washrooms, charging stations, pay phones and retail. (DRM, Station Building)
- Retail and other services should be integrated into the station and landscape to provide convenience for returning customers and bring a mix of uses on to the site. (DEG)

Comfort

- Incorporate landscaping to maximize shade along pedestrian routes, and provide soft landscaping with varied trees and plantings. (DRM, Landscaping and Civil Works)
- Provide accessible curbs where pedestrian paths intersect with roads. (DRM, Pedestrian Connections)
- Frame station access paths with landscape elements that guide people towards the station and platform. (DEG)
- Incorporating Crime Prevention Through Environmental Design (CPTED) techniques should be considered in the design of pedestrian corridors to optimize natural surveillance. (MHG, #6.1.1)

4.4.2 Around the Station

Land Use

- Focus and integrate increased and transit-supportive densities at, and around, transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transition to the surrounding community. (MHG, #5.2)
- Provide a diverse mix of uses, including employment, housing, regional attractions and public spaces to create a high quality urban environment in close proximity to the transit station. (MHG, #5.1)

Connectivity

- Connect the station site with adjacent communities via sidewalks, local pathways or bridges. (DRM, Rail Platform Access)
- Create safe and direct pedestrian and cycling routes to rapid transit stations from major destinations and regional cycling and pedestrian networks, including the provision of safe and accessible routes for persons using mobility devices. (MHG, #1.3)
- Build or retrofit a network of complete streets to create a balance between the movement of pedestrians, cyclists, transit and vehicles. (MHG, #2.3)
- Install crosswalks with clear signage and markings to provide guidance for pedestrians and alert road users of a designated crossing point. (DRM, Pedestrian Connection)

Comfort

- Provide an attractive pedestrian environment with a high level of priority, safety and amenities. (MHG, #2.4)
- Create an attractive and comfortable public realm with a strong sense of place in order to support a walkable station area and promote the use of transit. (MHG, #6.1)

4.4.3 Future Pedestrian Access Considerations

Over time, greater integration of land use development and transportation infrastructure is anticipated, as per the policies of the Growth Plan regarding increased densities within major transit station areas. A number of GO stations are designated growth areas and will need to be planned in accordance with Provincial growth management policies. As the lands around the stations redevelop, it will be important to work with local municipalities to ensure that new buildings are planned and designed to respond to the station and support comfortable pedestrian access. There is also a greater need to ensure new uses around the stations are transit-supportive and capable of generating increased ridership.

FIGURE 8. A lack of pedestrian supportive infrastructure can be a major deterrent for people who may live or work within walking distance (~800m) to the station.

4.5 TRANSIT

Both Metrolinx and the Province have identified first mile/last mile connections to GO stations as a priority. Local and regional bus services are an important complement to the GO rail system, helping to support ridership and link local communities to the regional transit network. Currently, approximately 9% of passengers rely 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, with transit access typically regarded as an alternative to driving. As a result, increasing the transit mode share is dependent on improvements in transit access relative to auto-based modes. Investments in transit are therefore a Metrolinx priority, as increasing transit access offers the greatest potential to achieve a modal shift away from Drive and Park.

Transit competes directly with private vehicular access, a mode which remains a mainly free, convenient option at many stations. Conversely, transit costs customers either a reduced or full local transit fare (depending on the location) and may not be as convenient for some. Achieving this desired shift in modal share towards transit will require that the following key transit access challenges be addressed:

- Traffic delays, both on-site and off-site, which disrupts bus traffic flow and reliability;
- Infrequent bus service or bus scheduling that does not align with GO rail schedules, recognizing that Metrolinx is responsible for communicating rail schedule changes to local service providers and coordinating with them;
- Conflicts between pedestrians, buses and other vehicles, which can impede bus traffic flow and create uncomfortable conditions for waiting transit users;
- Weak or indirect connections between the station building and bus stops, which extends travel times for transferring passengers; and
- Lack of fare integration between a few local transit systems (e.g. the Toronto Transit Commission) and the GO rail network.

The following are key strategies to enhance the viability of transit access to GO stations. Further details for each of these strategies can be found in the relevant reference documents.

4.5.1 At the Station

Amenity

- Provide a high level of customer amenity to enhance customer comfort, safety and information. (MHG, #3.3)

Comfort

- Create understandable and accessible transit stations through consistency and clarity in station entrances and interfaces, spaces, layout, and visual cues connected by barrier-free movement spaces. (MHG, #3.4)

Connectivity

- Bus loops shall provide separate access for buses, separated from other vehicular, bicycle and pedestrian traffic. The configuration for a bus loop is to be selected based on site constraints and optimal traffic flow patterns. (DRM, Bus Loops)
- Create clear, direct and short transfers between transit modes and routes, including accessible conventional and specialized transit. (MHG, #1.1)
- Locate rail platforms to minimize travel distances to adjacent transit modes. (DRM, Rail Platform and Platform Access)
- Specialized transit vehicles could be accommodated for off-street transfers at bus loops, while services provided by accessible taxis can be accommodated in designated accessible pick up and drop off areas. (MHG, #1.1)

Micro-transit: refers to on-demand, dynamically-routed transit services typically using smaller vehicles (such as vans) than conventional buses, supported by an online application (e.g. Bridj.com or Chariot.com.)

4.5.2 Around the Station

Connectivity

- Coordinate local feeder transit service schedules and routes to improve connectivity between local, regional, and rapid transit services. (MHG, #1.2)
- Adopt transit priority measures to ensure the efficient movement of surface transit to and from the station area. (MHG, #1.5)
- Limit commuter parking expansion by prioritizing feeder transit services to stations. (MHG, #4.2)
- When appropriate, coordinate arrival and departure times for accessible transit services to allow for convenient inter-regional travel. (MHG, #1.1)

4.5.3 Future Transit Access Considerations

In highly urban areas and in intensifying suburban municipalities, transit agencies have or are organizing their routes on the grid of arterial roads. As such, for GO stations near arterials, transit agencies often do not want to use valuable time entering the station for some or all routes. Safe, direct, and comfortable pedestrian connections between the on-street transit stops become critical in these scenarios.

Innovative technology-based mobility solutions are also changing how some passengers access the GO rail network. These new mobility options include user-based, on-demand services that rely on the emerging 'sharing' economy. While some ride-sharing services may compete with conventional bus services, other models such as micro-transit can complement conventional transit. For example, micro-transit services offer more targeted transit-like services in lower-density areas where public transit service is not viable. For more information on micro-transit, ride-sourcing and other on-demand mobility solutions, refer to Appendix B.

There is also an opportunity to explore private sector shuttle services to complement, encourage ridership to, and create a seamless journey to major attractions, destinations, and/or events.

Another key opportunity for improving transit access is for Metrolinx to continue working with GTHA municipalities to establish an integrated fare structure. Increased adoption of the PRESTO fare system across the GTHA can support seamless travel and improve the overall customer experience.

Finally, using technology to deploy dynamically assigned bus bays can allow for more efficient use of bus facilities, which would minimize their size and allow for better integration with other modes.

Accessible Transit

Integrating specialized and accessible regional conventional transit is a foundational element in improving cross-boundary mobility, which will provide a viable service for longer-distance trips for a majority of specialized transit users.

Conventional and specialized transit systems used to function as distinct operators with separate customer bases. Changing attitudes and legislation such as Accessibility for Ontarians with Disabilities Act (AODA) has meant that conventional infrastructure is becoming increasingly accessible. The result is an increased reliance on specialized transit to provide first mile and last mile service as a feeder to conventional services for customers with disabilities. This not only provides faster cross-boundary trips for customers with disabilities but also helps ease pressure on specialized capacity. Ensuring stations and hubs have the appropriate amenities to accommodate specialized service is paramount.

This is consistent with the “family of services” approach to booking accessible travel, already in place in York Region, and increasingly applied elsewhere. York Region's Mobility Plus actively promotes and facilitates connections by specialized transit clients with regional accessible conventional services such as GO, TTC and Züm by having reservations staff encourage this type of trip, by guaranteeing that a specialized transit connecting trip will be provided on the same day it is requested, and by providing travel training and other information to familiarize the passenger with the conventional service and transfer location.

4.6 CYCLING

Current rates of cycling access are very low, with approximately 1% of GO rail passengers arriving at a GO station by bicycle. However, cycling represents a viable alternative mode of access for passengers located between 1 and 5 kilometres from the station, many of whom would otherwise drive to the station. Encouraging a shift towards higher levels of cycling access has the potential to reduce demand for parking at stations, and aligns with Metrolinx's desire to prioritize more sustainable modes of station access. Encouraging this shift will also help move the province toward an aspirational goal set in Ontario's Cycling Strategy: a built environment that supports and promotes cycling for trips under 5km.

The low rates of cycling access suggest cycling is not regarded as a viable option for many GO Rail passengers. Uptake of cycling, particularly within less urban areas, is hindered by infrastructure gaps and other challenges, including:

- An overall lack of safe cycling infrastructure and supporting amenities, such as secure bike parking, at the station and within the broader station area;
- On-site conflict points, particularly if cycling routes pass through pick up/drop off areas, bus loops or vehicle turning areas;
- Bicycle parking facilities that are not always provided in a convenient location near the station entrance;
- Limited availability of bicycle parking at the end destination, as well as peak period restrictions on bringing bikes aboard GO trains due to capacity limitations, prevents riders from continuing their journey from the alighting station; and
- Cold and inclement weather, which is a deterrent for some cyclists.

The following are key strategies to support cycling access to the stations. Further details for each of these strategies can be found in the relevant reference documents.

4.6.1 At the Station

Connectivity

- Ensure a direct and delineated system of bike paths leading from the local access points to the bike storage locations on site. (DRM, Bicycle Infrastructure)
- Connect the cyclist pathways on site with local cyclist infrastructure via roadways and community trails. (DRM, Bicycle Infrastructure)
- Implement shared paths in conjunction with and leading to sheltered bicycle areas. (DRM, Bicycle Infrastructure)

Amenity

- Provide secure and plentiful bicycle parking at station entrances with additional cycling amenities at high volume locations. (MHG, #1.4)
- Provide sheltered bike areas that are integrated with the station design and located in highly visible areas in vicinity of platform access points. (DRM, Bicycle Infrastructure)

4.6.2 Around the Station

Connectivity

- Create safe and direct pedestrian and cycling routes to rapid transit stations from major destinations and regional cycling and pedestrian networks. (MHG, #1.3)
- Create cycling-supportive streets and communities. (MHG, #2.5)
- Build or retrofit a network of complete streets to create a balance between the movement of pedestrians, cyclists, transit, and vehicles. (MHG, #2.3)

Wayfinding

- Develop wayfinding and signage to support the efficient navigation of the transit station and station area. (MHG, #3.5)

FIGURE 9. The provision of dedicated bike facilities located in convenient and prominent locations can help to encourage greater cycling to and from stations.

4.6.3 Future Cycling Access Considerations

There has been growing interest in developing and expanding bike share programs across a number of municipalities in the region, including Toronto, Mississauga, Hamilton, and Waterloo. The development of bike share programs at the GO stations and within the surrounding station area can support passengers' first and last-mile journeys to and from the station. Bike share programs require a critical mass of users and are therefore most viable in more urban contexts. An effective bike share program requires bike share facilities to be located not only at the station, but throughout the station area and at destinations as well.

Clear signage and wayfinding at the station and throughout the station area is also critical to ensuring that cyclists can easily navigate to and from the station. Consideration should also be given to potential increased demand for electric bikes and scooters, such as providing charging stations and secure parking.

FIGURE 10. Dedicated cycling routes connecting the station to area destinations and cycling routes can improve access for cyclists.

4.7

PICK UP/DROP OFF (KISS & RIDE)

With increasing GO service and growing use of ride-sharing and technology-based transportation services, pick up/drop off (pick up/drop off, also known in the GO context as "Kiss & Ride") is expected to become an increasingly important mode of access for GO customers. Currently, this mode accounts for approximately 15% of GO Rail passenger access trips, and represents the most frequently used alternative to vehicular parking at the station. Pick up/drop off typically serves passengers traveling from greater distances. While pick up/drop off contributes to congestion, its key advantage is that it serves as a substitute to parking, and therefore investments in pick up/drop off have the potential to decrease demand for parking.

Despite strong demand for pick up/drop off access, potential growth of pick up/drop off is hindered by certain challenges and infrastructure gaps, including:

- Capacity constraints at stations with existing pick up/drop off facilities;
- An absence of pick up/drop off facilities at some stations where demand exists;
- Facility design and layout that limits operating efficiency and comfort for pick up/drop off users; and
- Lack of signage or wayfinding around the station area to direct potential customers to the pick up/drop off facilities.

The following are key strategies to enhance pick up/drop off as an alternative to parking at GO stations. Further details for each of these strategies can be found in the relevant reference documents.

4.7.1 At the Station

Connectivity

- Locate pick up/drop off and taxi areas adjacent to station entrances to minimize walking distances. (MHG, #1.6.3)
- Provide separate access for pick up/drop off, where possible. (DRM, Site Planning and Organization)
- Locate pick up/drop off areas on the shortest possible accessible route to the station or tunnel entrance (DRM, Kiss & Ride), while following the modal hierarchy.
- Services provided by accessible taxis can be accommodated in designated accessible pick up and drop off areas. (MHG, #1.1)

Comfort

- Pick up/drop off and taxi areas should provide one-way traffic flow with the opportunity for recirculation to reduce vehicular conflicts and maximize efficiency of traffic flow. (MHG, #1.6.2)
- Organize pedestrian movement to be parallel with the flow of traffic to minimize conflict between cars and people. (DRM, Kiss & Ride)
- Allow for a physical separation between vehicles and pedestrians using a raised curb or landscaped buffer. (DRM, Kiss & Ride)
- Ensure the drop off area is visible from enclosed passenger waiting areas. (DRM, Kiss & Ride)

Wayfinding

- Provide clearly marked and protected access for pedestrians and cyclists at station areas to minimize conflicts, particularly at passenger pick up and drop offs, bus facilities, and parking access points. (MHG, #1.6)
- Ensure pick up/drop off and taxi areas are clearly marked with enforced limits for waiting times to prevent congestion. (MHG, #1.6.5)

4.7.2 Around the Station

Comfort

- Locate clearly marked taxi and passenger pick up areas within direct sight and at close proximity to station entrances. (MHG, #1.1.6)

Amenity

- Where space is limited near station entrances, locate a satellite "cell-phone lot" in the station vicinity to reduce congestion at passenger pick up facilities. Provide pay phones with free short-duration calls to coordinate taxi or passenger pick up at pick up areas. (MHG, #1.1.6)

4.7.3 Future Pick up/Drop off Access Considerations

The shift towards technology-enabled shared mobility is expected to have implications for pick up/drop off access. Growth in ride-sharing and Demand Responsive Shuttles (DRS) could create new patterns of pick up/drop off access to the GO stations. Ride-sharing programs such as Demand Response Shuttles (DRS) are based on ride requests from passengers. They operate along flexible routes and are most effective in areas with lower densities or scattered origin points, which are not conducive to fixed-route local transit service.

Over time, it will be critical to design pick up/drop off facilities to respond to anticipated growth in technology-enabled mobility options, including ride-sharing, on-demand ride-sourcing, and car-sharing. For instance, as ride-sharing and DRS services grow in popularity, there may be a need for designated pick up/drop off facilities to support these higher-capacity shuttle and ride-sharing vehicles. There may also be opportunities for Metrolinx and local transit providers to partner with third-party dynamic carpooling service providers to support ride-matching and shuttle service options for commuters.

FIGURE 11. Dedicated pick up/drop off facilities for shuttle or ride-sharing services can help improve service and increase the attractiveness of these options.

4.8

DRIVE AND PARK (AND CARPOOL PASSENGERS)

Driving and parking is the most prevalent mode of station access across the GO rail network. About 62% of passengers access the stations by car and make use of over 70,000 parking spaces operated by Metrolinx. Drive and Park remains the most competitive option for GO customers residing in less urban areas, particularly those that need to travel greater distances to access the station and/or need to access additional destinations along the way. For some, parking availability means the difference between taking GO Transit or driving all the way to their destination. As a result, parking at GO stations will continue to be a crucial component of GO's service model.

The introduction of increased GO rail service and the anticipated growth in ridership has unique implications on Drive and Park demand. Demand for parking is expected to increase during the mid-day period when parking facilities with high utilization rates are already at capacity.

Given the high cost of constructing parking structures, the extensive land area required to accommodate surface parking, and the limited capacity of surrounding local road networks, unrestricted expansion of parking is not a viable or sustainable option. Instead, the focus for Metrolinx is on innovative management of its parking supply and sharing parking with other public or private sector providers to address the increase in demand without expanding the on-site parking supply, where possible. Carpooling can help use existing space more efficiently, and can be greatly enhanced using new technology tools available, both for ride-matching and enforcement. When planning for station infrastructure and design improvements, priority should be given to encouraging alternative modes of access, including walking, transit, cycling, pick up/drop off, as well as carpool parking.

The following strategies are intended to address parking capacity issues that cannot be resolved by other modes, rather than to increase the Drive and Park mode share. The strategies are also intended to help optimize use of the available parking supply, both on-site and off-site. Further details for each of these strategies can be found in the relevant reference documents.

4.8.1 At the Station

Layout

- Organize large surface parking areas into smaller lots to manage traffic flow, facilitate better site navigation, and balance desired direct access to the rail platform. (DRM, Vehicular Access)
- Divide large lots using clear, simply paved paths that connect to main pathways. (DEG)

Connectivity

- Provide a complete system of vehicular roads and access points that promotes efficient circulation and maintains fluid access and egress to and from local streets. (DRM, Vehicular Access)
- Design roads to passively encourage speed reduction. (DRM, Vehicular Access)

Provision

- Assess customer parking needs on a corridor or system basis and locate and design parking to maximize development and ridership potential at transit stations. (MHG, #4.1)
- Implement parking pricing strategies as part of an overall transportation demand management program. (MHG, #4.5)
- Implement commuter parking pricing with incentives for carpooling and alternative fuel vehicles. (MHG, #4.3)

Amenity

- Provide electric vehicle charging stations on-site, and indoors if a parking structure exists. (DRM, EV Charging Station)
- Allocate 1% of total parking spaces as carpool spaces in proximity to barrier free parking, and provide clear signage and wayfinding (DRM, Carpool to GO Parking). Explore the potential of increasing this allocation to 5-7% as the carpool program expands potentially in combination with changes to reserved parking, recognizing the need for an efficient and cost-effective enforcement system to be in place.

Comfort

- Design parking facilities to a high level of architectural and landscape quality to reduce negative impacts on the environment and streetscape. (MHG, #4.7)
- Adhere to basic parking design requirements for parking decks, which include: efficient traffic patterns for access and egress; efficient internal pedestrian and vehicular flow that minimizes conflict and congestion; consideration for pedestrian and bicycle access; and appropriate wayfinding. (DRM, Multi-Level Parking Garages)

4.8.2 Around the Station

Efficiency

- Develop transportation demand management plans for Mobility Hubs and integrate development-specific travel plans into the planning approvals process. (MHG, #2.2)
- Minimize surface parking and integrate parking within surrounding development and parking structures. (MHG, #4.6)
- Develop a short and long term area-wide parking strategy with maximum and minimum parking standards and shared use parking practices. (MHG, #4.4)

4.8.3 Future Drive and Park Access Considerations

A number of important changes are taking place that may impact the traditional Drive and Park model. One trend is increased use of car-sharing and technology-enabled mobility services which dynamically match up commuters who are traveling to a similar destination. To respond to growing demand for dynamic car-sharing, there is a need to ensure GO parking facilities can accommodate a growing number of carpool and car-sharing users.

There are also opportunities to optimize use of the available parking supply at the GO stations and within the immediate station area. Potential innovative parking management strategies include:

- A modified reserved parking strategy for GO parking facilities to provide greater parking certainty during the peak periods, while also ensuring parking is available for mid-day and off-peak users. The reserved parking strategy could also be designed to support a growing number of carpool users.
- Providing real-time monitoring and signage of parking availability to allow passengers to choose alternative parking lots or other station access options if capacity is limited.
- Improving ride matching services for carpool users and better enforcement of carpool parking to increase its mode share.
- Considering opportunities for remote parking areas, which could be connected to the station by high frequency transit service, shuttles buses, bike share programs or by other personalized access options.
- Encouraging peer-to-peer parking for both residential spaces and commercial lot owners, enabling a private market of parking supply, where owners of parking spaces can rent their spaces to passengers seeking to park near the station.
- Working with adjacent land owners, businesses, shopping centres and institutions to explore opportunities for partnership and shared Drive and Park arrangements that optimize the use of existing, underutilized or new parking facilities near transit.

5 STATION TYPES

A series of station types have been developed as a way to understand stations with similar access characteristics and help inform where to focus station access investments. These station types are based on the existing Metrolinx Mobility Hub types, with select new sub-categories to account for distinct access characteristics.

An understanding of station types and the opportunities and challenges they present from an access perspective can help Metrolinx, partner agencies and local governments strategically focus their investments in station access improvements. The following station types are not intended to replace a more station-specific understanding of access issues, but instead highlight some of the common characteristics and access challenges experienced at GO stations across the GGH.

These types reflect existing Metrolinx Hub types and are consistent with provincially designated Mobility Hubs and Urban Growth Centres. Station types that include Urban Growth Centres account for a higher potential for growth in the larger station area, while types that include Mobility Hubs account for higher current and projected GO rail ridership. Every station is different, many evolve over time and share the characteristics of different types. Investments at all stations should aim to conform to the access hierarchy, as outlined in Section 4.2, and ensure access is feasible and attractive to all passengers using each mode of access.

As illustrated in the following maps, levels of ridership vary within and across station types. Stations with higher ridership should take priority for access improvements over those with low ridership, as these improvements have a greater potential to increase the overall number of passengers taking GO rail service. Stations with high numbers of riders using it as their home station (that is, the station at which they start their GO rail round trip) typically have different access challenges than stations with a high number of riders using it as their destination station (that is, the station at which they end the first trip of their GO rail round trip). The GO rail network has traditionally been planned to account for the fact that most line stations were the 'Home' stations and Union was the main 'Destination'. The 'first mile' to the home station has been primarily addressed to date by providing parking while the 'last mile' at Union was well served by transit and multiple destinations within walking distance. With the coming of two-way all-day service to more GO corridors, many stations will see their status as destinations increase, and last mile access will be critical.

The following section identifies some of the common access challenges and objectives from within the system.

Station Types:

Urban Transit Node*

- Mature Urban Transit Node
- Emerging Urban Transit Node/Emerging Urban Growth Centre*

Historic Suburban Town Centre*

- Gateway Historic Suburban Town Centre

Suburban Transit Node*

- Gateway Suburban Transit Node

*indicates types listed in the Mobility Hub Guidelines

Aerial perspective of Hamilton GO Station
(Mature Urban Transit Node)

Aerial perspective of Unionville GO Station
(Emerging Urban Growth Centre)

Aerial perspective of Guelph GO Station
(Historic Suburban Town Centre)

Aerial perspective of Acton GO Station
(Gateway Historic Suburban Town Centre)

Aerial perspective of Ajax GO Station
(Suburban Transit Node)

Aerial perspective of Lincolnville GO Station
(Gateway Suburban Transit Node)

2031 Daily Forecast: GO Rail Riders' Home Station

FIGURE 12. 2031 Daily Forecast: Home Station

2031 Daily Forecast: GO Rail Riders' Destination Station

FIGURE 13. 2031 Daily Forecast: Destination Station

5.1

URBAN TRANSIT NODES

Urban Transit Nodes are major and local centres with a mix of uses and moderate to high densities. Typically there is some available land for redevelopment, primarily through infill. Some are mature and some are emerging.

Mature Urban Transit Nodes

Mature Urban Transit Nodes are located within established areas of larger municipalities. They include major and local centres with a mix of uses and relatively high densities, with some opportunity for redevelopment. They are characterized by their proximity to existing local transit options and tend to feature characteristics that are supportive of access by more active transportation modes. Despite these opportunities, access to these stations can be constrained by existing patterns of development and land ownership that require coordination with a range of stakeholders.

Mature Urban Transit Nodes have significant potential to attract ridership due to their proximity to higher density residential and commercial activity. These stations are compact, often with a smaller footprint located within well-established communities, close to local destinations with limited opportunity for station expansion.

Access investments for these stations can be less costly and focused on active transportation routes and facilities. This could include the establishment of new or improved connections to area destinations. The proximity to higher levels of transit service creates an impetus for better integrating transit services while minimizing operating impacts on adjacent uses. Parking lots and pick up/drop off facilities are generally inappropriate additions for these stations. Any pick up/drop off needs, such as taxi areas, should be accommodated curbside, if required and if curbside is within comfortable walking distance of the station entrance.

Objectives:

1. Enhancing stations to improve their integration with the surrounding street and block network
2. Integrating connecting transit services in a way that minimizes impacts on surrounding uses and users
3. Working with area partners to ensure that new development helps to improve pedestrian and cycling access to and from the station and/or support the accommodation of connecting transit services
4. Discouraging /eliminating dedicated parking facilities at the station area, exploring partnerships to provide parking in the larger station area, if necessary
5. Providing facilities such as bike share stations or secure parking to support passengers wishing to cycle to and from their destination

Example Mature Urban Transit Node Stations:

Bloor, Hamilton, Kitchener, Liberty Village

Aerial perspective of Bloor GO Station.

Emerging Urban Transit Nodes/ Emerging Urban Growth Centres

Emerging Urban Transit Nodes/Emerging Urban Growth Centres are generally located in suburban contexts or auto oriented urban areas, but are evolving into more urban places. They are often areas with fewer nearby walkable destinations; however, prevailing planning policies target these areas to accommodate denser development in the future. These stations include some Urban Growth Centres.

Investment at these stations should focus on transit, cycling, and pick up/drop off facilities, which can help to provide access for users who may be traveling from up to several kilometres away without limiting the potential for the more immediate station area to intensify over time. A key strategy for the planning and design of access improvements in emerging areas is to ensure that they help to put in place a more urban block pattern which can support longer term intensification. This means ensuring more land intensive infrastructure such as pick up/drop off and transit access facilities are designed to be as compact as possible and located where they will have the least impact on future development. While parking may be an important mode of access in the short to medium term in some of these locations, parking expansion, which is both land intensive and less supportive of broader growth centre objectives, should be discouraged.

Example Emerging Urban Transit Node Stations:

Caledonia, Don Yard-Unilever, Mount Dennis

Example Emerging Urban Growth Centre Stations:

Milton, Oakville, Pickering, Unionville

Objectives:

1. Organizing areas of surface parking and key access routes to connect with adjacent uses and support the reurbanization of the station area over time
2. Developing more compact pick up/drop off and transit facilities to limit their impact on the future redevelopment potential of the station lands
3. Linking pedestrian and cycling access routes with broader active transportation networks
4. Minimizing substantial parking expansions which run counter to the objectives of the station area
5. Improving pedestrian and cycling connectivity between the station and local activity centres

Aerial perspective of Pickering GO Station.

5.2

HISTORIC SUBURBAN TOWN CENTRES

Historic Suburban Town Centres are towns/smaller city centres with low to medium density development, including a mix of uses with some area destinations and a more walkable street network with smaller block sizes. These stations include some Urban Growth Centres and are similar in context to Urban Transit Nodes, but some are located in smaller centres that are less transit focused and have lower densities. The stations themselves are often compact and there are few station expansion opportunities.

The focus of investment at these stations should be to support walking and cycling from the immediate station area as well as strengthening transit connections. Pedestrian and cycling enhancements should focus on facilitating more direct connections to and from the station with signalized crossings and the establishment of a more pleasant pedestrian and cycling environment. The proximity of these stations to more established residential and commercial areas means that substantial parking expansion is often not required. Pick up/drop off facilities should be designed to be as compact as possible and oriented so that their use has minimal impact on adjacent streets and open spaces.

Objectives:

1. Enhancing stations to improve their integration with the surrounding street and block network
2. Working with area partners to ensure that new development help to improve pedestrian and cycling access to and from the station
3. Improving pedestrian and cycling connectivity between the station and local activity centres
4. Linking pedestrian and cycling access routes with broader active transportation networks
5. Integrating connecting transit services and pick up/drop off facilities in a way that minimizes impacts on surrounding uses and users
6. Providing facilities such as bike share stations or secure parking to support passengers wishing to cycle to and from their destination

Example Historic Suburban Town Centre Stations:

Allandale Waterfront, Brampton, Guelph, Markham, Stouffville

Aerial perspective of Allandale Waterfront GO Station.

Gateway Historic Suburban Town Centre

Some Historic Suburban Town Centres also serve a Gateway function, in that they are located in town/smaller city centres but also serve a large catchment of suburban and rural users. Their setting means that while located within or near walkable street networks, they must also serve the needs of a larger rural area. In many cases there may also be limited or no facilities to serve these users. Lower densities and proximity to rural areas can mean there may be limited and/or infrequent local transit service.

The large catchment areas and urban setting means that the focus of investment at these stations should be on pick up/drop off and parking facilities, in addition to connecting to surrounding active transportation networks. These include improvements to support access for pick up/drop off users as well as those aimed at optimizing the use of the available parking supply. While the focus of station access in the short to medium term will be on vehicular access, the layout and organization of these facilities should help to break down larger areas of surface parking into a series of smaller "blocks" that can help to define a pattern for further urbanization around the station area over time.

Additional Gateway Objectives:

7. Organizing areas of surface parking and key access routes to support the intensification and further urbanization of the station area over time
8. Optimizing the use of available parking through prioritization of carpool users and more compact vehicles

Example Gateway Historic Suburban Town Centre Stations:

Acton, Bradford, Georgetown

Aerial perspective of Bradford GO Station.

5.3

SUBURBAN TRANSIT NODES

Suburban Transit Nodes are located within suburban areas, and are in most cases supported by local transit. They are defined by Metrolinx as "destinations with auto-oriented urban form, good land availability for development, and a growing market for mixed use development." They include stations located within and on the edge of suburban areas. Stations include evolving employment areas and stable neighbourhoods proximate to the station with limited potential for change. They may also contain areas of higher density residential development located adjacent to or in close proximity to the station.

Due to the generally lower densities and suburban street and block pattern which can increase travel distances, the focus of investment at these stations should be on cycling, pick up/drop off and improved transit facilities. Cycling access should focus on connections to nearby employment and residential uses to support access for people who may be living and working beyond a comfortable walk to the station; in many cases there may be opportunities to connect to the surrounding trail network to help expand the cycling catchment area. Facilities at the station should be designed to support passengers wishing to depart from the station on bike to reach their destination. Transit access improvements should focus on facilitating more direct access, with routes that connect to key activity centres. Pick up/drop off facilities should serve both neighbouring residential communities and employment uses, allowing for personal vehicle and shuttle drop off. In cases where there is an existing cluster of higher density development, an opportunity may exist to support higher levels of pedestrian access through improved sidewalk connectivity, more direct path networks and crossing points that can minimize travel distances.

Objectives:

1. Linking pedestrian and cycling access routes with broader active transportation networks, and providing safer cycling facilities along busy streets and arterials
2. Establishing new pedestrian and cycling linkages that can help to reduce travel distances for these users
3. Designing transit facilities to speed transit access and minimize transfer/waiting times particularly for services connecting to key activity centres
4. Orienting pick up/drop off facilities where they can be conveniently accessed by personal vehicles and shuttle services
5. Optimizing the use of available parking through prioritization of carpool users and more compact vehicles

Example Suburban Transit Node Stations:

Ajax, Erindale, Rouge Hill, Scarborough

Aerial perspective of Rouge Hill GO Station.

Gateway Suburban Transit Nodes

Some Suburban Transit Nodes also serve a Gateway function, in that they are located on the periphery of built up areas that also serve a large catchment of suburban and rural users. Their setting and distance from activity generators means that they may be difficult to access for pedestrians and cyclists beyond immediately adjacent planned transit oriented developments. In many cases there may also be limited or no facilities to serve these users. Lower densities and proximity to rural areas can mean that there may be limited and/or infrequent local transit service. In contrast to more constrained and suburban stations, these stations may have greater potential for expansion over time.

The large catchment areas and distances to other trip generators means that the focus of investment at these stations should be on pick up/drop off and parking facilities, in addition to connecting to surrounding active transportation networks. These include improvements to support access for pick up/drop off users as well as those aimed at optimizing the use of the available parking supply. While the focus of station access in the short to medium term will be on vehicular access, the layout and organization of these facilities should help to break down larger areas of surface parking into a series of smaller "blocks" that can help to define a pattern for reurbanization in and around the station area over time. However, some of these stations are located outside of settlement areas and, as such, the lands may not be identified for redevelopment in the longer term.

Additional Gateway Objectives:

6. Organizing areas of surface parking and key access routes to support the intensification and reurbanization of the station area over time
7. Providing facilities such as bike share stations or secure parking to support passengers wishing to cycle from the station to their place of employment
8. Ensuring pedestrian crossings across arterials to local destinations is direct and safe, and establishing new connections to reduce travel distances

Example Gateway Suburban Transit Node Stations:

Barrie South, Bloomington, Breslau, Lincolnville

Aerial perspective of Barrie South GO Station.

6 IMPLEMENTATION

6.1 SYSTEM-WIDE AND STATION-SPECIFIC RECOMMENDATIONS

This update to the Plan will help guide Metrolinx staff and their consultants' station planning and design work for procurement of projects that will be included as part of Regional Express Rail as well as other supporting investments. It will also help to guide longer term system improvements to 2031. Station access improvements will occur at the system-wide and station-specific scales. Recommendations at the system-wide scale are important as they support Metrolinx's mandate of increasing ridership more broadly across the network. They are different from station-specific recommendations which respond to the place-specific characteristics of each station area.

It is assumed Metrolinx will be primarily responsible for improvements to its system, service and lands; municipalities and municipal service providers will be primarily responsible for improvements to their lands and transit services. However, it is expected there may exceptions to these roles as the system-wide and station-specific recommendations are further elaborated and refined.

Implementation needs to be closely coordinated with the Metrolinx capital procurement strategy for expanding service and upgrading stations, which plans for the majority of station improvements to be constructed in the medium term (2022 to 2026), using an Alternative Financing and Procurement (AFP) process. The station access recommendations will guide planning underway as well as the development of Reference Concept Designs and Project Specific Output Specifications (PSOS).

Where possible, implementation should also be aligned with municipal infrastructure improvements that ultimately benefit station access.

6.1.1 System-Wide Recommendations

The benefit of system-wide recommendations is that they help gain consistency across all GO rail stations, allowing customers to expect similar service levels regardless of where or how they choose to access the network. They include programmatic, operational and technological solutions applied across all GO stations. Emerging technology-based solutions, including trip planning or ride-sharing applications such as the recently released Triplinx tool, are transforming how users access the GO rail network.

These system-wide recommendations can generally be understood in the following categories: Parking Management, On-Demand Mobility, Active Transportation, Customer Information, and Transit Integration (Fare and Service). More information on the system-wide strategies is available in Appendix B.

In order to implement system wide recommendations, Metrolinx needs to work with internal and external stakeholders to establish/continue work programs that guide implementation. While both sets of stakeholders need to be engaged in these areas, the following identifies the primary stakeholder groups (* identifies where discussions are already underway or work is in progress):

- **Primarily Internal to Metrolinx:** Parking Management (modular parking feasibility*, modified reserved parking*), Active Transportation (secure bike parking*), Customer Information (digital signage* harmonized signage and wayfinding*, travel planning*)
- **Primarily External:** Active Transportation (bike share*), On-demand Mobility (micro-transit*), Transit Integration

Metrolinx Internal Responsibilities

Metrolinx is an organization that plans, builds, and operates. While internal stakeholders from multiple groups will be engaged throughout the development and implementation of the system-wide recommendations, it is expected that, generally, Planning and Policy and Customer Experience and Marketing will lead the initial work of refining the recommendations further; the Capital Projects Group will lead the design, construction, and installation of any required station infrastructure, and Metrolinx Operations will lead deployment and ongoing operations, for initiatives where Metrolinx is responsible for operations.

6.1.2 Station-Specific Recommendations

Station-specific recommendations are for each individual station and are informed by the relationship of the station to other stations on the corridor. Station-specific recommendations respond to the characteristics of the seven GO rail corridors and the distinct user characteristics along each line, particularly tied to the corridor service levels. These station recommendations are found in Appendix B, organized by corridor. Note that recommendations for new GO stations are based on current information, and may evolve as planning work continues at these sites.

In order to implement station-specific recommendations, Metrolinx needs to work with internal and external stakeholders to establish/continue work programs to guide implementation. While both sets of stakeholders need to be engaged in these areas, the following identifies the primary stakeholder groups:

- Primarily Internal: Station access recommendations on GO owned or leased lands
- Primarily External: Station Access improvements on municipal lands

Discussions are already underway and work is in progress at a number of stations.

Metrolinx Internal Responsibilities for GO Owned or Leased Facilities:

While internal stakeholders from each respective group will be engaged throughout the development and implementation of the station-specific recommendations, it is expected that, generally, Planning and Policy and the Capital Projects Group will lead the refinement of station-specific recommendations into concepts; the Capital Projects Group will lead the design and construction of infrastructure; and Metrolinx Operations will lead deployment and ongoing operations.

6.2 DECISION-MAKING FRAMEWORK

Decisions on station access investments need to be considered in the context of and in alignment with the Metrolinx and GO 5-Year Strategies and business planning. The Decision-Making Framework is to be used both by Metrolinx staff as well as stakeholders to assist with recommending the location and scope of station-specific access investments. This framework applies the Policy Statement and Guiding Principles, ensuring these high level policies are translated into practical questions to be considered when recommending investment decisions. This framework is intended to assist in the prioritization of tools and guidelines presented in this document.

The Decision-Making Framework should also be applied as part of station planning and design work. Station Master Plans have the potential to provide ongoing guidance for investment in parking and station access at a station level. The prioritization of station planning should consider the timing and scale of improvements to the level of rail service, the nature and scale of parking and station access needs and opportunities, the schedule for parking rehabilitation, whether there is a Mobility Hub designation, and the development potential of each individual station.

A flowchart to summarize the Decision-Making Framework and the key questions to consider at each stage of its application is presented on the following page. The criteria are not mutually exclusive and should be considered collectively and as a series of processes. This framework should also be applied as part of station planning work by Metrolinx staff.

Preliminary Considerations – Identification of Draft Station Access Priorities

- ☐ What are the current ridership numbers and/or forecast or target for future demand?
- ☐ What are the current access characteristics, opportunities, constraints and challenges?
- ☐ What is the current and target modal split?
- ☐ What is/are the station type(s)? What are the relevant objectives for this station based on this type?
- ☐ What is the land availability at this station? Are there opportunities for partnership to deliver station access investments?
- ☐ Does the design of the station currently meet the Chapter 4 Guidelines? Are there gaps in the current design that should be addressed?
- ☐ How do the access characteristics for the station relate to adjacent stations along the corridor? Are there opportunities to coordinate access improvements with other stations along the corridor to maximize station type objectives?
- ☐ Are there immediate opportunities to support preferred modes of access given the station type? Have there been any quick wins identified?

Draft Station Access Priorities

Secondary Considerations – Verification of Draft Station Access Priorities

- ☐ What are the tradeoffs that come from making proposed station access investments? Is there a business case for investment in these modes?
- ☐ Have these investments been implemented by Metrolinx elsewhere? Are there case studies by other agencies? Were they successful?

Preferred Station Access Priorities

6.3
DEFINING AND MONITORING SUCCESS FOR STATION ACCESS

Monitoring the success of station access improvements is critical to enable staff and stakeholders to learn lessons from the investments that are made. It can help to ensure successful programs are identified and replicated, while less successful programs are amended as necessary to improve results. In general, monitoring should focus on several characteristics:

- the ability of the improvements to grow ridership;
- the ability to increase use of sustainable station access modes;
- implications of the improvements on station/system operations;
- the efficiency (cost per rider gained) of the improvements; and
- the additional external costs/benefits of the improvements (for example, the impacts on other policy objectives such as land use efficiency, i.e. station footprint vs. number of riders).

The first step of monitoring the Plan will require determining the most efficient and effective indicators and methods for measuring these characteristics. For example, the GO Rail Passenger Survey, conducted every two years, will be used to measure access mode targets; and 'Before' and 'After' monitoring for specific projects can be used to measure impacts and identify lessons learned.

Progress will be reported to the Metrolinx Board of Directors as well as municipalities and other partners:

- Annually on implementation of system-wide strategies.
- Every two years on the implementation of station-specific access improvements, recognizing construction is a longer term activity, and access mode targets to coincide with results of the GO Rail Passenger Survey.
- To be determined for reporting on other characteristics.

The indicators used to monitor the Plan will help inform Metrolinx key performance indicators and ongoing strategic and business planning processes at Metrolinx.

The next full review of the Plan should be conducted in five years, which by that time, should include station access improvements confirmed to built using the AFP process.

GO Rail Station Access Plan Appendices

Final Report

December 12, 2016

METROLINX
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APPENDIX A: KEY SUPPORTING POLICY DIRECTIONS AND STRATEGIES

The following section provides excerpts of key policy directions that have informed the GO Rail Station Access Plan.

Growth Plan for the Greater Golden Horseshoe (Ministry of Infrastructure Ontario, 2006)

Policies include:

- offering a balance of transportation choices that reduce reliance upon any single mode, and promotes transit, cycling and walking;
- being sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making; and
- offering multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Furthermore, the Growth Plan outlines several criteria that inform decisions on transit planning and investment. Criteria relevant to the GO Rail Station Access Plan include:

- placing priority on increasing the capacity of existing transit systems to support intensification areas;
- facilitating improved linkages from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas; and
- increasing the modal share of transit.

The Big Move (Metrolinx, 2008)

Policy 7.15 Municipalities, in conjunction with transit agencies, landowners, major stakeholders, and public agencies and institutions, shall prepare detailed master plans for each mobility hub. Where appropriate, master plans should also be prepared for major transit station areas and unique destinations. At minimum, master plans will establish: a surface parking reduction strategy in conjunction with transit agencies, that is based on site-specific redevelopment opportunities and existing planned availability of other modes of access to the mobility hub, and that includes a scheduled transition from free surface parking to a limited supply of fairly priced, structured parking, and policies to set aside reserved parking spaces for carpool and car sharing vehicles.

GO 2020 (GO Transit, 2007)

Station Access – Active transportation modes (walking and cycling) and public transit will have priority access to stations and terminals, with dedicated access provided where appropriate. GO Transit will make most efficient use of the parking provided through carpooling, car sharing, and other measures. GO Transit will identify opportunities to separate parking charges from transit fares at selected locations to encourage walking, cycling, and taking transit to the station.

Metrolinx Five Year Strategy (2015-2020)

Objective 4: Increase travel choices throughout the GTHA, by implementing a variety of initiatives to enhance mobility options for people and freight.

Deliverable 4g. Increase choices for accessing GO Transit stations in alignment with the GO Transit Rail Parking and Station Access Plan, with the goal of increasing the percentage of passengers arriving via active and sustainable modes to 50 percent by 2031. This will include improvements to transit, walking, and cycling infrastructure, and strategic parking expansion.

Objective 5: Foster transit-supportive land uses to leverage public transportation investments by coordinating and stimulating development in the vicinity of transit.

Deliverable 5b. Promote the planning and implementation of mobility hubs through:

- Promoting municipal application of the Mobility Hub Guidelines in planning activities and investments.
- Completing plans to guide development of designated mobility hubs, with the construction of supportive infrastructure at applicable stations.

Objective 9: Enable frequent Regional Express Rail service and an attractive complementary bus network, by delivering required GO Transit infrastructure.

Deliverable 9c. Construct additional stations and complete enhancements to existing facilities to improve customer access to GO Transit rail services.

Mobility Hub Guidelines (Metrolinx, 2011)

Guideline 4.1 Assess commuter parking needs on a corridor or system basis and locate and design parking to maximize development and ridership potential at transit stations.

Guideline 4.2 Limit commuter parking expansion by prioritizing feeder transit services to mobility hub stations.

Guideline 4.6 Minimize surface parking and integrate parking within surrounding development and parking structures.

Guideline 4.7 Design parking facilities to a high level of architectural and landscape quality to reduce negative impacts on the environment and landscape.

Metrolinx Sustainability Strategy (2015-2020)

Goal 2. Reduce Energy Use and Emissions: We will adopt processes, programs, and technologies that allow us to effectively track, monitor, and reduce our energy consumption, and carbon and air emissions.

Action 2.1 Reduce energy consumption.

Action 2.2 Reduce greenhouse gas (GHG) emissions.

Goal 3. Integrate sustainability in our supply chain: Minimize the impact associated with the use, extraction, processing, transport, maintenance, and disposal of materials.

Action 3.4 Promote use of modular and adaptive design in our infrastructure projects.

APPENDIX B: SYSTEM-WIDE AND STATION-SPECIFIC RECOMMENDATIONS

The following section discusses recommendations to improve access for all modes system wide and at each station across the GO rail network. These recommendations are to be used to guide station access improvements to 2031 and are subject to available funding.

It includes improvements for the station sites, which are assumed to be primarily the responsibility of Metrolinx, and recommendations for around the station sites, which are assumed to be primarily the responsibility of the local municipality, but are subject to further discussion on a case-by-case basis. It reflects current knowledge and understanding of expected service levels and forecasted ridership. It will be updated as required when major changes to service, access improvements, ridership, or policy are proposed or implemented; or every five years as part of the full review of the GO Rail Station Access Plan.

The recommendations were informed by a business case assessment used to evaluate the impact of station access interventions at the network, corridor, and station-specific level in three scenarios:

- Business-As-Usual, which prioritizes long term parking expansion while nominally supporting other modes;
- Incremental Change, which limits parking expansion and incrementally shifts focus to growing other modes; and
- Big Changes and Partnerships, which restricts parking expansion and aggressively shifts the focus to growing other modes.

The business case assessment also evaluated which scenario has the best chance of achieving ridership forecasts (which do not reflect constraints such as land availability, road network capacity, etc.).

The Incremental Change scenario performed the best in the economic and financial cases, and was selected as the preferred scenario to optimize for the system-wide and station-specific recommendations provided in this Appendix. The recommendations aim to meet current station access demands, while moving towards solutions that reduce reliance on single-occupancy vehicles in the longer term.

Note that recommendations for new GO stations are based on current information, and may evolve as planning work continues at these sites.

Across the network, improvements to station sites that are recommended by 2031 include, approximately:

21 km of walkways

4,200 additional sheltered bike parking spaces

2,100 additional secure bike parking spaces

24 stations with significant potential for micro-transit

24,000 additional parking spaces for a total of **95,000**

- **14,700** parking spaces delivered via surface and alternative parking solutions (see GO Rail Parking Management below)
- **9,300** parking spaces delivered via parking structures.
- **40%** of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.

System-Wide Recommendations

There are a number of system-wide recommendation areas that have been identified for implementation of the GO Rail Station Access Plan. These include:

- Parking Management
- On-demand Mobility
- Active Transportation
- Customer Information
- Transit Integration

More information on the objectives and outcomes associated with these solution areas are identified in the following tables. Implementation strategies for these system-wide recommendations are not identified in this appendix, however, a summary of general areas of responsibilities is provided in Chapter 6 of the GO Rail Station Access Plan. Implementation strategies will be developed and confirmed following the completion of the Plan.

GO RAIL PARKING MANAGEMENT

Background

Metrolinx' s current issues in managing and expanding parking at GO rail stations are highlighted below:

- ***High parking demand:*** Parking supply is in high demand across the network (85+% average occupancy rate in 2015-16) and in many stations parking supply is not sufficient to meet demand, resulting in customer complaints and illegal off-site parking (e.g. Aldershot GO, Aurora GO and Milton GO).
- ***Using free parking to grow ridership:*** To date, Metrolinx has relied in part on continuous expansion of parking that is free to customers to attract new customers to the GO rail service (approximately 2,800 new spaces per year from 2005-2015).
- ***Parking expansion challenges:*** Due to limited road capacity around GO stations, increasing land prices, and land use policies that support intensification around transit in the GTHA, large scale parking expansion is becoming increasingly challenging around most GO stations.
- ***Structured parking is expensive:*** Over the past 5 years, Metrolinx has delivered the majority of parking expansion using structures (approximately 10,000 structure spaces by 2016). When accounting for lifecycle costs, structured parking is the costliest form of expansion to implement.
- ***Parking expansion, particularly surface parking, is often not supported by municipal and transit service provider stakeholders:*** Municipal stakeholders continue to express concern that surface expansion at many stations creates inhospitable environments around transit and does not align with municipal and provincial objectives of intensification and place-making around GO stations. They have also identified that parking expansion limits traffic capacity needed for new development.
- ***New urban stations being planned with limited parking:*** Subject to funding availability, Environmental Assessment processes and further planning, engineering and design work, Metrolinx is proposing 8 new GO station locations in the City of Toronto – most of which without parking capacity. Metrolinx will need to rely on a multi-modal strategy to attract riders to these potential new stations.
- ***Targeted parking expansion to support growth in GO ridership:*** Metrolinx will continue to address acute short-term parking needs and deliver long-term parking supply for customers with limited station access alternatives. Implementation of the recommendations identified in this plan will result in Metrolinx expanding from approximately 72,200 parking spaces at GO rail stations in 2017 to 81,000 parking spaces by 2021, and 95,000 spaces by 2031 (including parking associated with 24 planned/proposed stations).
- ***Reduced reliance on parking and shift to multi-modal strategy:*** Metrolinx needs to be the catalyst for passenger modal shift from personal automobile use to other station access modes – walking, local transit, micro-transit, cycling, pick up/drop off, and carpooling.

Recommendations

Parking Demand Management: Modified Reserved, Carpool, and Electric Vehicle Parking Program

- Currently Metrolinx provides assigned parking spaces at GO rail stations for a monthly fee on request to individual GO rail customers, at a small fee upon request for electric vehicle (EV) customers, and at no fee upon request for carpool customers.
- As part of the implementation of the GO Rail Station Access Plan, explore opportunities to modify and expand reserved, carpool and electric vehicle parking options at GO stations to improve the efficient use of existing parking supply and expand its availability to a wider range of customers by considering the following:
  - Transition from individually-assigned parking spaces to areas of pooled, unassigned reserved, carpool, and EV parking spaces.

	o Pre-allocate and expand the number of reserved, carpool, and EV parking spaces provided across all GO stations from approximately 6% in 2016 to approximately 40% by 2026. o Develop a dynamic pricing model for reserved parking that prioritizes pricing for peak-period users and explores varying the price across stations to reflect parking utilization rates and market price of land and parking around a given GO station. o Integrate carpool and EV parking (approximately 5-7% of all parking spaces) as well as off-peak concession options (i.e. discounted or free spaces) within the dynamic pricing model. o Prioritize implementation of changes at stations where the majority of existing and future commuters originate from within 5km of the GO station and have access to viable alternatives to driving and parking at the GO station. o Deliver web and mobile applications that can provide real-time parking information and manage bookings for the modified reserved, carpool, and EV parking program and support ride-sharing to increase carpooling. o Develop short-term and medium-term compliance and customer information system that includes possible implementation of manual or automatic License Plate Recognition technology.
	Recommendations
Alternative Parking Solutions: Modular, Co-located, Shared, Leased and Peer-to-peer Parking	• Currently, the majority of parking expansion around GO rail stations is delivered via surface parking lots or parking structures on Metrolinx owned land immediately adjacent to GO rail stations. • As part of the implementation of the GO Rail Station Access Plan, explore opportunities to deliver parking expansion using a range of alternative parking solutions that reduce the upfront capital cost associated with parking, leverage existing underused parking spaces around GO rail stations and provide greater flexibility to reduce the amount of parking provided in the future by considering the following: o Explore delivery of modular parking, which is a form of low-cost prefabricated structured parking that is typically single-story in height and can be constructed within two to three months. This type of parking typically rests on columns over existing surface parking lots and can address temporary parking needs stemming from construction related disruptions and long-term parking needs due to growth in ridership. Modular parking can also be dismantled, moved and reassembled with relative ease and provide a high degree of flexibility and adaptability in response to changing demands and priorities for parking capacity at GO rail stations in the medium to long-term. o Explore delivery of co-located and/or shared structure/surface parking, which allows multiple organizations with high parking demands within urban transit nodes to share the upfront capital costs and ongoing maintenance obligations associated with parking. This type of parking may require Metrolinx to explore alternative design, and management standards for such facilities that reflect the needs of both Metrolinx and partner organizations. o Explore leasing or partnership opportunities that can provide underused on-street, public or private surface or structure spaces to GO rail customers. This type of parking may require Metrolinx to improve non-Metrolinx facilities to meet Metrolinx standards and is typically limited to short- to medium-term lease lengths. o Explore opportunities to promote the use of publically available private parking around GO stations including peer-to-peer parking spaces. This type of parking is not intended to be delivered or managed by Metrolinx, and therefore does not require partnership or lease agreements.

ON-DEMAND MOBILITY

Background

On-demand mobility is a fast growing segment of the transportation system that uses new mobility models and technologies to provide more flexible transportation options. While these solutions pose risks and complexities that are still being assessed by municipal and provincial governments, some of these models could play a vital role in addressing GO rail station access needs in the future. They include:

- Micro-Transit: The term "micro-transit" can refer to a spectrum of service models that are adapted to the needs of the community it serves. Typically micro-transit services make use of mini-buses or large vans with 12-24 passenger capacity, with routes generated on-demand and in real-time, based on individual traveler choices and aggregated to improve efficiency (e.g. Bridg.com or RideCo.com).
- Ridesourcing: The term "ridesourcing" typically refers to the use of an online platform that connects travelers with drivers offering to transport them in exchange for payment. Taxi and Transportation Network Companies (TNCs), such as Uber or Lyft, are the most widely known operators of these platforms. They operate a wide variety of services including on-demand single occupancy car services (e.g. Taxi) to pooled ride services (e.g. UberPool).

The growth in on-demand mobility solutions has the potential to accelerate the trend for motor vehicles to become autonomous in the future. Autonomous Vehicle (also referred to as AV's, driverless or self-driving cars) refers to motor vehicle technology that allows vehicles to sense their environment using GPS, LIDAR and radar. This allows vehicles to navigate roads without human input and make intelligent decisions about interacting with other road users. This technology could result in a significant increase in pick-up and drop-off as a station access mode use in the future.

Recommendations

Micro-Transit

- Currently, there are limited examples of micro-transit that serve GO rail stations (e.g. YRT is currently exploring on-demand transit services) within the GO rail service area. Additionally, Metrolinx already accommodates the types of vehicles that micro-transit typically uses (e.g. mini-bus and large vans) for shuttles, etc. on a case by case basis. They are accommodated in either the on-site bus loop, on-site pick up/drop off area, or off-site along adjacent local roads.
- As part of the implementation of the GO Rail Station Access Plan, explore opportunities to coordinate with Municipal Service Providers (MSP's) and municipalities to deliver micro-transit services that prioritize connecting customers within 5km of a GO station to GO rail service during the peak period by considering the following:
    - Station access choice analysis recommends that micro-transit services be considered at and around 24 GO rail stations. These stations performed best because of their high concentration of riders within close proximity of the GO station and the relative attractiveness of an on-demand micro-transit service, when compared to current and future alternatives that are available to them to connect to GO rail service. It is therefore recommended that Metrolinx work with MSP's and municipalities to validate and refine the locations where micro-transit services should be considered.
    - Support MSP's in exploring micro-transit delivery models for selected station areas by supporting research, knowledge sharing and exploration of pilot initiatives with the aim of offering more frequent, targeted and convenient transit-like services for prices that are comparable to other competing modes of private travel. The delivery model should include consideration for the type of on-demand routing model (door to door service or using existing local transit stops), vehicle types (mini-bus or large vans), booking system (advanced booking versus same day booking on phone and/or mobile application) payment system (e.g.. Mobile Application, Credit Card and/or PRESTO integration), accessibility, pricing scheme (flat fares comparable to local transit or fare by distance) service catchment area (3-5 km from a

	GO station or a cluster of GO stations), and station infrastructure (within existing pick-up and drop-off area, bus loop, or on-street). o Encourage implementation of municipal-specific micro-transit service, with priority placed on large ridership, high growth and high future service level stations. Additionally, explore opportunities for Metrolinx to promote and incent use of such services by GO customers.
	Recommendations
Ridesourcing	• Currently, taxis provide first mile/last mile connections across the GO rail network. Increasingly, other ridesourcing providers (such as Uber) are servicing this market. While there are a wide range of regulatory barriers and differing approaches to addressing them across the GO rail service area, ridesourcing can play a crucial role in addressing the needs of fast growing first mile/last mile needs from off-peak and counter-peak trips. • As part of the implementation of the GO Rail Station Access Plan, explore partnership opportunities within the municipal and provincial regulatory framework that can deliver ridesourcing solutions that prioritize connecting customers to employment uses and other destinations around from certain GO stations during the peak and provide alternatives for off-peak GO rail customers by considering the following: o Station access choice analysis recommends that ridesourcing services be considered at and around 32 GO rail stations. These stations performed best because of their high off-peak ridership, and potential as a destination station within the GO rail network. It is therefore recommended that Metrolinx should validate and refine the locations where ridesourcing services should be considered to address these growing rail ridership markets. o Explore ridesourcing delivery models for selected station areas with the aim of offering more frequent, targeted and convenient services for prices that are comparable to other competing modes of private travel. The delivery model should include consideration for the type of on-demand routing model (door to door service or using existing local transit stops), vehicle types (small-vans, personal vehicles), booking system (advance booking vs same day booking on phone and/or mobile application) payment system (i.e. Mobile Application, Credit Card and/or PRESTO integration), accessibility, pricing scheme (flat fares comparable to local transit or fare by distance) service catchment area (5-10 km from a GO station or a cluster of GO stations), and station infrastructure (within existing pick-up and drop-off area or on-street). o Explore partnership opportunities to support implementation of municipal specific or system-wide ridesourcing service, with priority placed on stations projected to have substantial off-peak and counter-peak ridership. Additionally, explore opportunities for Metrolinx to promote and incent use of such services by GO customers.

OTHER SYSTEM-WIDE RECOMMENDATIONS

Background	Improvements to Active Transportation, Customer Information and Transit Integration are incorporated in a number of the station-specific recommendations found in the later part of this appendix. This section is therefore intended to highlight system-wide recommendations that align with these station-specific recommendations in these three areas.
	Recommendations
Active Transportation	• Currently, there is inconsistent use of walking and cycling as a station access mode across the GO rail network. This is a result of a number of factors, including street connectivity, quality of pedestrian environment on both municipal infrastructure and GO station sites. • As part of the implementation of the GO Rail Station Access Plan, Metrolinx should engage with internal stakeholders, customers and external stakeholders to build on the station-specific recommendations to improve the quality and connectivity of active transportation infrastructure and services by considering the following: o Explore support for bike sharing programs, such as Hamilton's SoBi and the Toronto BikeShare system, which offers a convenient station access option for GO rail customers in urban mix-used environments, particularly when the program is well-integrated with the surrounding bike share network. o Expand covered and secure bike storage solutions and cycling amenities, such as bike repair facilities, across the network with priority placed on stations surrounded by high quality cycling networks and large current and forecasted GO rail ridership. o Consider developing marketing and promotions programs that promote use of active modes for customers that have access to these options. Additionally, ensure that secure bike parking and bike-share programs consider integration with existing information and payment platforms (e.g. PRESTO).
Customer Information	• Currently, GO rail customers have limited and fragmented information to inform their station access mode choices. • As part of the implementation of the GO Rail Station Access Plan, Metrolinx should engage with internal stakeholders, customers and external stakeholders to improve the availability of real-time decision support information for customers to help shift their travel behaviour by considering the following: o Engage customers in mapping out their station access journeys and determining their travel preferences to better understand and support shifts in travel behaviour. o Providing accurate and readily-available information to GO rail customers to enable them to make informed decisions about how best to access their home station and connect to employment uses and other destinations at their destination station. o Leverage recent technological innovations that allow for information about train and bus scheduling, parking availability, and bike share options to be made available in real-time through digital platforms, mobile applications, or at digital kiosks and information screens at GO stations. o Explore strategic investments in data gathering and improving information flow with GO rail customers to ensure a consistent and customer-focused experience. • Private sector partnerships can help improve the station access customer experience, expand the reach beyond traditional transit customers, address operational and financial considerations and generate non-fare revenue. Where possible, leverage partnerships to deliver customer information and improve the customer experience, such as consider using a rewards program as a mechanism to reinforce and incent desired customer behavior, including station access habits.

Transit Integration	• Currently, Municipal Service Providers (MSPs) connect to GO rail service at the majority of GO stations with a significant number using the GO rail station as nodes, hubs or terminus points for their local transit network. To support the integration of regional transit services and promote use of local transit as a preferred station access mode, Metrolinx has invested in on-site bus loops, passenger and/or driver amenities across large portions of the GO rail network. • Additionally, local transit customers connecting to GO rail service have access to 75% discount on their local transit fare as part of the co-fare agreement across most GO stations outside of the City of Toronto. While infrastructure and incentives have been expanded to date to support and incent use of local transit as a first-mile/last-mile solution, opportunities exist to improve both fare and service integration that, if pursued, would ensure that local transit plays a larger role in providing station access options for GO rail customers in the future. • As part of the implementation of the GO Rail Station Access Plan, engage with MSP's to improve fare and service integration by considering the following: o Catchment area analysis recommends that changes to local transit services be considered at the majority of GO rail stations. These stations have geographic concentration of current and future GO rail passengers that may benefit from more direct routes closer to their homes. Additionally, some services may provide connections to destinations around GO stations. It is therefore recommended that Metrolinx support transit integration work. o Station access choice analysis also recommends that frequency improvements and schedule harmonization be considered by all MSP's on routes currently and planned to connect to GO rail service. It is therefore recommended that Metrolinx continue to provide input into MSP service planning processes and incorporate MSP feedback into GO rail service planning and schedule development efforts. o With on-demand mobility solutions becoming more prevalent, it is recommended that Metrolinx support MPS's with knowledge sharing and research to support refinement and rationalization of their service offerings to be complementary of such emerging solutions. o Work with MSPs to explore the feasilbity of using dynamically assigned bus bays to allow for more efficient use of bus facilities, which would minimize their size and allow for better integration with other modes. o A process is underway to explore short-, medium- and long-term strategies to improve fare integration among transit providers in the GTHA. The station access choice analysis supports integration approaches that would enable the increased use of local transit as a first-mile, last-mile solution. Stakeholders involved in the regional fare integration process should therefore continue to consider the potential impacts of such strategies on improving station access to the GO rail network. This should include consideration impact of a regional fare integration process on fares associated with other station access modes (e.g. on-demand mobility, bike sharing and modified reserved parking).

System-Wide Recommendations

Station-specific recommendations have been identified for each current and planned GO rail station area. These recommendations are divided by station access mode (walking, local transit & micro-transit, cycling, pick up/drop off, drive & park and carpool passengers). They provide contextual information about current and forecasted GO rail ridership by station, current and target mode shares for each station access mode at each station and development potential at each station. The station-specific recommendations also provide station facility targets, and suggestions to Metrolinx and municipal stakeholders to guide investments in facilities and services for each station access mode. The methodology used to develop these station-specific recommendations is identified below.

METHODOLOGY AND DEFINITIONS FOR STATION-SPECIFIC RECOMMENDATIONS	
Current/ Forecasted GO Rail Ridership	• Current (2016) and forecasted (2031) GO rail ridership information is provided as part of each station-specific recommendation. • Current and forecasted all-day weekday ridership forms the basis of station access choice assessment and was crucial in determining the size and scale of recommended improvements at a given station. • Current (2016) GO rail ridership information was based on GO rail cordon count information from Spring 2016. • Forecasted (2031) GO rail ridership information builds on the GO Regional Express Rail (RER) Initial Business Case direct demand ridership forecast, which had a strong emphasis on off-peak travel, economic benefits and revenue. It includes an updated weekday peak-period forecast that was based on a four-stage travel demand model (GGH Model version 3), which estimates demand by evaluating land use and the relative time and costs of all transportation modes. This update also accounts for refinements in the GO RER service concept as well as the announcement of additional new GO stations in 2016; however, for some stations service levels remain under development in consultation with CN and CP. It is does not account for existing station access capacity constraints (i.e. it assumes riders who want to drive and park have parking available). • **Daily Riders' Home Station/Destination Station indicates:** o Home: Number of riders daily for whom this is their home station, that is, the station at which they start their GO rail round trip. o Destination: Number of riders daily for whom this is their destination station, that is, the station at which they end the first part of their GO rail round trip. • A Nil ridership forecast refers to end of line stations with peak-only rail service with zero destination riders.
Development Potential	• Development Potential was evaluated for the 800m radius around existing GO stations in 2016 and each station was provided with a low, moderate or high categorization: o **Low** development potential refers to GO station areas where one or a combination of planning, market and transit conditions are not considered immediately supportive of new medium-to-high-density residential and/or commercial office development. The potential for new development of this nature is beyond 15 years. o **Moderate** development potential refers to GO station areas where many of the existing and future planning, market and transit conditions are considered supportive of new medium-to-high-density residential and/or commercial office development, however, the timing of such development is not expected to occur until 5 to 15 years. o **High** development potential refers to GO station areas where there is evidence of immediate and continued demand (0 to 5 years) for new medium-to-high-density residential and/or commercial office development.

	• The initial business case analysis completed for the 12 new GO stations (recommended in the June 28th, 2016 report to the Metrolinx Board) included an evaluation of development potential around the stations. The low, moderate, or high classification noted above has been applied to those stations, with the caveat that time frames for development would be extended, given these stations do not yet exist.
Time Frames	• **Short-term:** 2017-2021 • **Medium-term:** 2022 to 2026 • **Long-term:** 2027-2031
Walking	• Existing mode shares are derived from the 2015 GO Rail Passenger Survey. • Station-specific walking mode share targets are based on station access choice analysis that evaluates the relative attractiveness of walking for current and future GO rail customers. It accounts for: o forecasted growth in population within the walk-shed- defined as a real 800m walk from the GO station entrance to the fare paid zone (versus an 800m radius from the station entrance), o quality of the current and recommended pedestrian environment, and enhancements to connectivity that will reduce travel time for pedestrians and expanding the walkshed to service more current and future GO rail customers. • Station-specific walking recommendations are divided into four categories: o Improvements to the quality, safety and connectivity of the pedestrian infrastructure within a GO rail station. These improvements are intended to provide priority to pedestrians while reducing conflicts with other uses on a GO station site. o Improvements to the quality of and amenities around existing municipal pedestrian infrastructure. These improvements are intended to increase walking for those already within walking distance of GO stations by improving the quality of their pedestrian journey. o Improvements to the connectivity of the municipal pedestrian network that result in expansions to the walkshed around GO stations. These improvements are intended to increase the number of current and future GO riders that are within walking distance of the GO station. o Support for intensification of land uses within the walkshed around GO stations. These improvements are intended to increase the number of future GO rail passengers or destinations within walking distance of a GO rail station.
Local Transit and Micro-transit	• Existing mode shares are derived from the 2015 GO Rail Passenger Survey. • Station-specific local transit mode share targets 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 possible increases to local transit service frequencies and forecasted growth in population within proximity to current transit stops (defined as a 400m radius around each local transit stop). • Station-specific local transit recommendations are divided into five categories: o Improvements to existing facilities (e.g. passenger amenities), development of new facilities (e.g. bus loop expansion) and improvements to site access (e.g. dedicated signalized access to station site). These improvements are intended to provide priority to local transit users connecting to GO rail service while reducing conflicts with other uses on a GO station site. o Increased frequency of service and modification to existing routes for areas with a high concentration of GO rail customers. These recommendations are intended to improve the attractiveness of local transit for the majority of GO rail customers and encourage service frequencies that are aligned between GO rail and local transit providers.

	o Introduction of new routes to service future growth areas and existing underserved areas with a high concentration of GO rail customers. These improvements are intended to ensure that future growth in GO rail ridership can use local transit to connect to GO rail service. o Introduction of new micro-transit service offering for high ridership stations where the majority of riders are within 5km of the GO station. These improvements are intended to provide an attractive alternative to current GO rail customers who drive and park. o Reduction in transfer fares between MSP's in the GTHA in the short-term and eliminating such fares in the medium to long-term. These improvements are intended to align with the recommendations of the Regional Fare Integration process, and in particular would improve connectivity between TTC local bus and streetcar services and GO rail service.
Cycling	• Existing mode shares are derived from the 2015 GO Rail Passenger Survey. • Station-specific cycling share targets are based on 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 (3.5 km) to the GO station and current and future cycling infrastructure around GO stations. • Station-specific cycling recommendations are divided into three categories: o Improvements to the quality, safety and connectivity of the cycling infrastructure within a GO rail station site. These improvements are intended to provide priority to cyclists while reducing conflicts with other uses on a GO station site. o Improvements to the quality of and amenities around existing municipal infrastructure. These improvements are intended to increase cycling for those already within cycling distance of GO stations by improving the quality of their pedestrian journey. o Improvements to the connectivity of the municipal cycling network that result in expansions to the cycle shed around GO stations. These improvements are intended to increase the number of current and future GO riders that are within cycling distance of the GO station.
Pick up/ drop off	• Existing mode shares are derived from the 2015 GO Rail Passenger Survey. • Station-specific pick-up and drop-off mode share targets are based on station access choice analysis that evaluates the relative attractiveness of pick-up and drop-off for current and future GO rail customers. It accounts for forecasted growth in population within driving distance to the GO station and current and future road congestion around GO stations. • Station-specific pick-up and drop-off recommendations are divided into two categories: o Improvements to the capacity, configuration and access to the pick-up and drop-off infrastructure within a GO rail station site or along a municipal road. These improvements are intended to provide priority to pick-up and drop-off users, provide adequate capacity within the station site to meet peak demand conditions and ensure that the configuration of the facility addresses the needs of higher frequency rail service on a GO station site. o Introduction of new ridesourcing services for off-peak and counter-peak riders at certain GO stations. These improvements are intended to provide options for new GO rail customers during times where there is limited parking capacity within the network. • Configuration needs to be responsive to the frequency of trains as well as the local station context. o **Waiting area** is where the cars wait to pick up their passengers. It can be in the form of the current GO standard of multiple lanes or in short-term parking lots. o **Passenger Loading Area** is the curbside zone where passengers can be picked up or dropped off. In more urban locations, if the standard GO configuration is not appropriate, the passenger loading area may also be the waiting area.

Drive & Park **Carpool Passengers**	• Existing mode shares are derived from the 2015 GO Rail Passenger Survey. • Station-specific drive and park mode share targets 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 station and current and future road congestion around GO stations. • Station-specific drive and park recommendations are divided into two categories: o Management of existing parking by introduction of modified reserved parking and expanded carpool parking. These improvements reduce demand for parking during the peak period and increase the efficiency of existing parking supply. o Expanding parking in a context specific manner to address the needs of customers with limited station access alternatives and in particular at large catchment and large ridership stations. These improvements ensure that the right parking expansion solution is provided to address remaining parking demand after prioritizing all other station access modes.

Lakeshore West Line

The following ridership changes are expected on the Lakeshore West line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 29,000 in 2016 to 57,000 in 2031, an increase of 100%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 3,000 in 2016 to 13,000 in 2031, an increase of 290%.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

4 km of walkways

1,025 additional sheltered bike parking spaces

500 additional secure bike parking spaces

6 stations with significant potential for micro-transit

1,600 additional parking spaces

39% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.

Legend

Service Levels

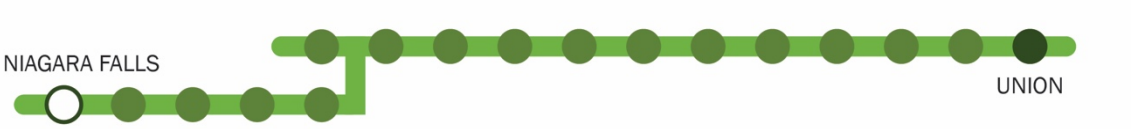
- 15 min Two-way All-day
- Two-way All-day
- Peak-only
- Service level under development in consultation with CN/CP
- Planned/Proposed Station
  New station names are draft, subject to change

Policy Framework

- Urban Growth Centre
- Mobility Hub

*Service levels subject to ongoing analysis

^Status to be determined



Niagara Falls GO*

GO Rail Ridership	Current (2016)	Forecast (2031)
Daily Riders' Home Station	Not Applicable	Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable	Nil or Nil or Very Low (0-25)

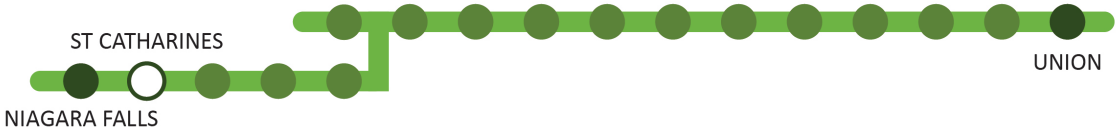
Facility Type and Capacity	Current (2016)	Recommended Target (2031)
Bus Facilities	No dedicated bus facility for GO customers provided at VIA station.	(TENTATIVE) Add 4-6 bus bay facility.
Bike Parking	No dedicated bike parking for GO customers provided at VIA station.	(TENTATIVE) Add 64 covered and 24 secure spaces. Total: 88 spaces.
Pick up/drop off Facilities	No dedicated pick up/drop off facility for GO customers provided at VIA station.	(TENTATIVE) Add 16 vehicle waiting area with a 4 vehicle passenger loading area.
Vehicular Parking	No dedicated parking for GO customers provided at VIA station.	(TENTATIVE) No parking expansion recommended.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	52-54	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, 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	Not Applicable	20-22	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, work with Niagara Falls Transit and Niagara Region Transit to evaluate local transit facility needs at the station site including the need for a 4-6 bus bay facility with priority access in and out of the station site. • Medium-term: As part of the planning process associated with new GO service and station improvements at this station, engage with Canadian and US-based coach bus operators to consider opportunities to integrate such services with Niagara GO.
Cycling	Not Applicable	8-10	• Medium-term: As part of the planning process associated with new GO stations, consider installing bike shelters and some secure bike lockers adjacent to the main station building. • Medium-term: Encourage the City of Niagara Falls to consider improvements to cycling infrastructure along Bridge St., and Erie Ave. to improve connectivity for cyclists to Niagara GO.

Pick up/drop off	Not Applicable	20-22	• Medium-term: As part of the planning process associated with new GO stations, consider developing a pick up/drop off facility adjacent to the main station building with priority access in and out of the station site.
Drive & Park	Not Applicable	0	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	Not Applicable	0	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

Lakeshore West Line



St. Catharines GO*

GO Rail Ridership	Current (2016)	Forecast (2031)
Daily Riders' Home Station	Not Applicable	Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable	Nil or Nil or Very Low (0-25)

Facility Type and Capacity	Current (2016)	Recommended Target (2031)
Bus Facilities	No dedicated bus facility for GO customers provided at VIA station.	(TENTATIVE) Add 2-3 bus bay facility.
Bike Parking	No dedicated bike parking for GO customers provided at VIA station.	(TENTATIVE) Add 48 covered spaces.
Pick up/drop off Facilities	No dedicated pick up/drop off facility for GO customers provided at VIA station.	(TENTATIVE) Add 16 vehicle waiting area with a 4 vehicle passenger loading area.
Vehicular Parking	No dedicated parking for GO customers provided at VIA station.	(TENTATIVE) Add 200 surface spaces.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, 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	Not Applicable	10-12	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, work with St. Catharines Transit Commission and Niagara Region Transit to evaluate local transit facility needs at the station site including the need for a 2-3 bus bay facility with priority access in and out of the station site. • Medium-term: Work with St Catharines to evaluate the infrastructure needs along Louth St. and Ridley Rd. that may need to be addressed to support local transit integration into the station site and provide transit connections to St. Catharines Downtown.
Cycling	Not Applicable	1-2	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, consider installing bike shelters and some secure bike lockers adjacent to the main station building. • Medium-term: 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	Not Applicable	16-18	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, consider developing a pick up/drop off facility adjacent to the

			main station building with priority access in and out of the station site.
Drive & Park	Not Applicable	62-64	• Medium-term: As part of the planning process associated with new GO service and station improvements at this station, consider adding 200 surface parking spaces at this station. • Long-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	Not Applicable	5-7	
Updates			

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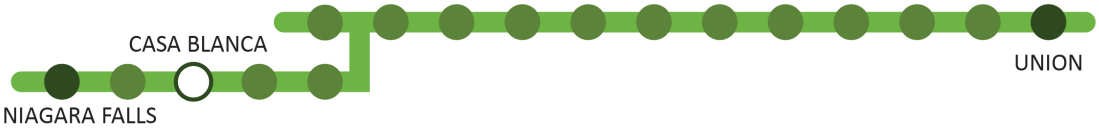
Lakeshore West Line



Casablanca GO*

GO Rail Ridership	Current (2016)	Forecast (2031)
Daily Riders' Home Station	Not Applicable	Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable	Nil or Nil or Very Low (0-25)

Facility Type and Capacity	Current (2016)	Recommended Target (2031)
Bus Facilities	Not Applicable	(TENTATIVE) Add 2-3 bus bay facility.
Bike Parking	Not Applicable	(TENTATIVE) Add 48 covered spaces.
Pick up/drop off Facilities	Not Applicable	(TENTATIVE) Add 16 vehicle waiting area with a 4 vehicle passenger loading area.
Vehicular Parking	Not Applicable	(TENTATIVE) Add 200 surface spaces.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new GO station, consider providing high quality pedestrian and cycling connections through the station site to connect to the adjacent municipal street network. Specifically, consider connections to Casablanca Blvd. and Livingston Ave.
Local Transit	Not Applicable	10-12	• Short-term: The Town of Grimsby is reviewing the feasibility of launching a local transit service. As part of this review, encourage the Town to explore options that build on the current Niagara Regional Transit service to deliver transit to their residents with consideration given to on-demand/micro-transit service modals. Additionally, encourage the Town to prioritize connections to GO rail service in alignment with planned GO rail frequencies. • Medium-term: Work with the Town of Grimsby to identify the facility needs associated with any future transit service that connects to the station including the need for a 2-3 bus bay facility with priority access in and out of the station site. Additionally, consider co-locating such a future facility to meet GO Bus, paratransit and pick up/drop off needs at this station.
Cycling	Not Applicable	1-2	• Medium-term: As part of the planning process associated with new GO stations, consider installing bike shelters and some secure bike lockers adjacent to the main station building. • Medium-term: Encourage the Town of Grimsby to consider improvements to cycling infrastructure along Casablanca Blvd. and Livingston Ave. to improve cycling connectivity to Casablanca GO.
Pick up/drop off	Not Applicable	16-18	• Medium-term: As part of the planning process associated with new GO stations, consider developing a pick up/drop off facility adjacent to the main station building with priority access in and out of the station site.

Drive & Park	Not Applicable	62-64	• Medium-term: As part of the planning process associated with new GO stations, consider adding 200 surface parking spaces at this station. • Long-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	Not Applicable	5-7	
Updates			

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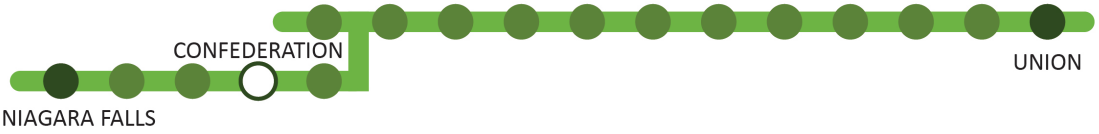


Confederation GO*

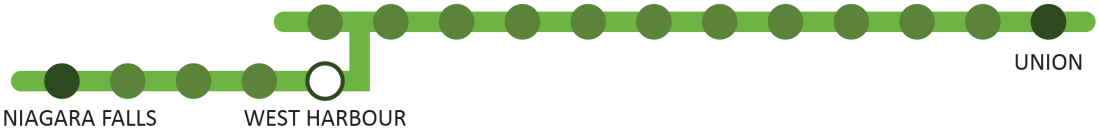
GO Rail Ridership	Current (2016)	Forecast (2031)
Daily Riders' Home Station	Not Applicable	Low (1,001-2,000)
Daily Riders' Destination Station	Not Applicable	Low (26-250)

Facility Type and Capacity	Current (2016)	Recommended Target (2031)
Bus Facilities	Not Applicable	North: 5 bay bus loop with dedicated access to Goderich Rd.
Bike Parking	Not Applicable	North: Add 30 covered and 10 secure spaces. South: Add 40 covered spaces. Total: 80 spaces.
Pick up/drop off Facilities	Not Applicable	North: 16 vehicle waiting area with 4 vehicle passenger loading area. South: 28 vehicle waiting area with 6 vehicle passenger loading area.
Vehicular Parking	Not Applicable	North: Add 200 surface spaces. South: Add 250 surface spaces. (CONDITIONAL) South: Add 200 surface spaces. Total: 450-650 spaces.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	8-10	• Short-term: As part of the planned station site improvements, consider implementing pedestrian connections from Centennial Parkway to the station building on the north side of the corridor. Additionally, consider developing a pedestrian plaza around the station building with passenger amenities. • Medium-term: As part of the planned station site improvements, consider developing a dedicated pedestrian & cycling path along the eastern edge of the south parking lot to provide an effective pedestrian connection to the south tunnel entrance.
Local Transit	Not Applicable	16-18	• Short-term: A 5 bus bay loop on the north side of the rail corridor with dedicated access to Goderich Rd. is current planned to be constructed at this station. • Short-term: As part of the planned station site improvements a 5 bay bus loop with dedicated access to Goderich Rd. is in the process of being constructed and will provide connections to three HSR routes at this station. • Medium-term: Encourage HSR to improve transit connectivity to the Centennial Neighborhoods in the immediate vicinity of the GO station, as well as residential neighborhoods to the south (e.g. Valley Park, Highland, and Folker), employment areas to the north and north-west (i.e. Stoney Creek Business Park), and east-west connectivity along Barton St.

Cycling	Not Applicable	3-5	• Medium-term: Consider developing a dedicated pedestrian & cycling path along the east edge of the south parking lot and work with the City of Hamilton to consider integrate a cycling connection along Aerosmith Rd. to the cycling infrastructure along Centennial Parkway. • Medium-term: Consider installing bike shelters and secure bike parking spaces adjacent to the bike path and south tunnel entrance and north station building. • Medium-term: Encourage the City of Hamilton and SoBi to explore the feasibility of bike share expansion at and to the south of the Confederation GO station.
Pick up/drop off	Not Applicable	18-20	• Short-term: North station access infrastructure is in the process of being constructed and includes a pick up/drop off facility with priority egress out of the station site. • Medium-term: As part of the planned south station site improvements, consider developing a pick up/drop off facility with priority access to Aerosmith Rd.
Drive & Park	Not Applicable	50-52	• Short-term: As part of the planned station site improvements, consider developing 450 surface parking spaces to the north of the station site. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all surface parking spaces to the north of the station site (appx. 200 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • (CONDITIONAL) Long-term: If ridership growth exceeds current forecasts, consider developing the remainder the south station site, which would add 200 surface parking spaces.
Carpool Passengers	Not Applicable	5-7	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

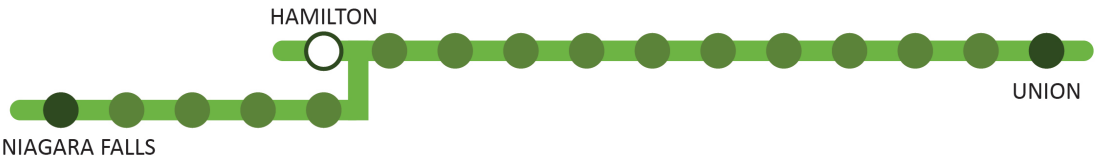


West Harbour GO

Station Area Characteristics			
Policy Framework	Mobility Hub and Urban Growth Centre		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	50		Very Low (1,000 or less)
Daily Riders' Destination Station	0		Low (51- 250)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable		South: High-quality connection to Hamilton LRT
Bus Facilities	South: 2 bus bays adjacent to station building with dedicated access to MacNab St.		No facility expansion recommended.
Bike Parking	Bike storage currently under construction		South: 24 secure bike locker spaces.
Pick up/drop off Facilities	South: 16 vehicle waiting area with a 4 vehicle passenger loading area.		South: 12 vehicle on-street waiting area on Stuart St.
Vehicular Parking	South: 335 structure spaces.		No parking expansion recommended.
Station Access Modes	**Current Modal Split (2015) %***	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	64	32-34	• Short-term: Recently opened station provides pedestrian connectivity off of Bay St. as well as a pedestrian plaza between McNab St. and James St. • Medium-term: Encourage the City of Hamilton to continue to support land use intensification around West Harbour GO station to grow walk-up ridership.
Local Transit	Not Available	22-24	• Short-term: Encourage HSR to explore options to enhance the coverage provided by bus routes that connect to this station. • Medium-term: Encourage the Hamilton LRT project team to explore design solutions to integrate the future Hamilton LRT with the GO station and associated bus facilities.
Cycling	18	8-10	• Short-term: Recently opened station provides bike access to the south off of Stuart St., McCabe St. and James St. There is bike parking provided within the main station plaza and adjacent to the Stuart St. station entrance. • Short-term: Work with SoBi and the City of Hamilton to promote use of bike-share as station access option for GO customers using service at West Harbour GO. • Medium-term: Consider options to provide secure bike lockers adjacent to the Stuart St. station entrance.
Pick up/drop off	12	16-18	• Medium-term: Encourage the City of Hamilton to designate on-street parking along Stuart St. south of the West Harbour GO Station as a vehicle waiting area. • Medium-term: Consider ride-sourcing partnerships to provide current drive-and-park customers with alternatives.

Drive & Park	Not Available	18-20	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces (except accessible spaces) at this station (appx. 335 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	Not Available	4-6	
Updates			

* Current Access Split data was gathered immediately after GO rail service began at West Harbour GO and before all station facilities (e.g. parking, bus loop etc.) were constructed. It is therefore an incomplete representation of current station access mode splits.



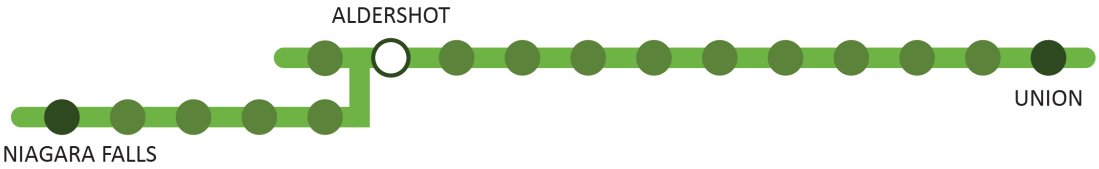
Hamilton GO

Station Area Characteristics		
Policy Framework	Mobility Hub and Urban Growth Centre	
Development Potential	High	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	500	Low (1,001-2,000)
Daily Riders' Destination Station	0	High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**	**Target (2031)**
Rapid Transit Connectivity	Not Applicable	North: Enhanced pedestrian connection to Hamilton LRT.
Bus Facilities	South: 4 bus bays at GO bus terminal facility are allocated to HSR. Remaining HSR routes stop on-street on James St. and John St.	South: Enhance bus terminal facilities.
Bike Parking	North: 16 open and 32 covered spaces.	North: Add 64 covered and 64 secure spaces. South: Add 64 open spaces. Total: 240 spaces.
Pick up/drop off Facilities	South: 12 vehicle on-street waiting area on the Haymarket St.	South: 12 vehicle on-street waiting area on Hughson St.
Vehicular Parking	No dedicated parking for GO customers. (City of Hamilton pay parking available).	No parking expansion recommended.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	28	42-44	• Short-term: Encourage the City of Hamilton to identify improvements to signage and wayfinding from the residential areas south-west of the GO station. • Medium-term: As service level increases are introduced to Hamilton GO, consider developing a communications and marketing campaign to encourage Aldershot GO customers to currently reside within walking distance of Hamilton GO to consider shifting to using service at Hamilton GO.
Local Transit	36	32-34	• Medium-term: Work with the City of Hamilton and HSR to explore enhancements to the Hamilton GO Bus facility to improve integration of HSR routes and Hamilton LRT to GO bus and rail services. • Medium-term: Encourage the Hamilton LRT project team to explore design solutions to integrate the future Hamilton LRT with the GO station and associated bus facilities.
Cycling	8	8-10	• Short-term: Work with the City of Hamilton to explore installation of additional bike shelters at the intersection of John St. and Hunter St.

			• Short-term: Work with the City of Hamilton to explore installation of open bike racks along Haymarket St. or Hughson St. • Short-term: Work with SoBi and the City of Hamilton to promote use of bike-share as station access option for GO customers using service at Hamilton GO. • Medium-term: Consider incorporating secure bike parking into planned upgrades to the Hamilton GO Bus Terminal.
 Pick up/drop off	23	18-20	• Short-term: Encourage the City of Hamilton to designate on-street parking along Hughson St. south of the Hamilton GO Station as a vehicle waiting area. • Short-term: Encourage the City of Hamilton to review existing signage and wayfinding along John St. to ensure that passengers are informed of the on-street pick up/drop off facilities along Hughson St. and Haymarket St. • Medium-term: Consider ride-sourcing partnerships to provide current drive-and-park customers with alternatives and connections to employment uses and other destinations.
 Drive & Park	3	0	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	0	0	
Updates			

Lakeshore West Line



Aldershot GO

Station Area Characteristics		
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	2,025	Low (1,001-2,000)/ Average (2,001-4,000)
Daily Riders' Destination Station	150	Low (26-250)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	North: 7 bay bus loop with dedicated access.	North: Enhance passenger amenities.
Bike Parking	North: 16 covered spaces.	South: Add 48 covered and 24 secure spaces. Total: 88 spaces.
Pick up/drop off Facilities	North: 20 vehicle waiting area with 5 vehicle passenger loading area South: 24 vehicle waiting area with 4 vehicle passenger loading area.	South: Maintain priority access as part of south site redevelopment.
Vehicular Parking	North: 935 surface spaces. South: 705 surface spaces. Total: 1,640 spaces at 91-100% utilization.	South: Add 450 surface spaces (CONDITIONAL) Add 450 surface spaces. Total: 2,090-2,540 spaces.

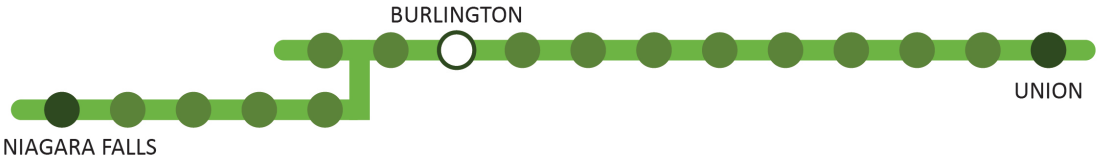
Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	2	4-6	• Short-term: Consider developing an enhanced pedestrian connection to the south-east station building through the surface parking area with adequate landscaping which would ideally be combined with SWM bioswale and traffic calming measures to ensure pedestrian priority. • Short-term: Work the City of Burlington to consider integrating a pedestrian connection below Waterdown Rd. along the south side of the GO rail corridor to terminate at Railway Rd. This will allow for improved pedestrian connectivity with the anticipated intensification planned to the west of Waterdown Rd. • Short-term: Consider developing a primary entrance and internal access road to align with the property boundaries of the future residential/multi-use development site to the south-west of the station site with a sidewalk on both sides of the entrance road. This would allow for our internal road network to be framed by residential development on one side and enable us to develop a joint use path along the west side of this internal road to the primary station building. • Short-term: Consider the development of an east-west pedestrian connection along the south edge of the parking area to demarcate the joint development areas further south towards Masonry Crt. from the station site.

Lakeshore West Line

Local Transit	2% (+14 GO Bus)	18-20	• Short-term: 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. • Medium-term: Encourage Burlington Transit to increase service frequencies to align with current and planned GO rail frequencies for routes that service the Plains Rd corridor from York Blvd. to the west to QEW to the east. • Medium-term: Engage with HSR and Burlington Transit to explore introduction of east-west local transit feeder routes between the Waterdown community to the north and the Aldershot GO station. • Medium-term: Engage with Burlington Transit to explore introduction of east-west local transit feeder routes along Townsend Ave., Hendrie Ave. and North Shore Blvd. to provide enhanced connections for Burlington residents to the Aldershot GO station.
Cycling	1	2-4	• Short-term: As part of a reconfiguration of the south station site, consider integrating bike shelters and a secure bike parking room adjacent to both the primary station building and east station building. • Short-term: Encourage the City of Burlington, the City of Hamilton and SoBi to explore the feasibility of bike share expansion at and to the south of the Aldershot GO station. • Medium-term: Work with the City of Burlington to explore the feasibility of developing a joint use path to the south-east of the station site to connect Gover Park to a south station entrance. • Medium-term: Encourage the City of Burlington to consider extending the planned bike lanes along Plains Rd. from Francis Rd. to St. Matthews Ave. Additionally, consider developing cycling infrastructure along St Matthews Ave. to connect to the south station site.
Pick up/drop off	8	16-18	• Short-term: As part of a reconfiguration of the station site, consider improvements to the vehicular circulation network on the north station site to improve priority for pick up/drop off users. • Medium-term: Consider ride-sourcing partnerships to provide current drive-and-park customers with alternatives.
Drive & Park	70	54-56	• Short-term: As part of a reconfiguration of the station site, consider consolidating and expand existing surface parking on the south side of the rail corridor by 450 surface spaces. • Short-term: Configure the access and internal circulation network of the south parking lot to facilitate joint development opportunities along Masonry Court. • Short-term: Consider implementing the modified reserved,
Carpool Passengers	3	6-8	

			carpool, and EV parking program on the west half of the south parking lot (appx. 750 spaces). • Medium-term: Work with the City of Burlington to explore options for the redevelopment of the parking spaces in the south parking lot (appx. 450 spaces) in support of the city's urban intensification policies surrounding this station. Consider offsetting parking lost to joint development using surface parking along a linear configuration eastward along the rail corridor or using alternative parking solutions around the station site (e.g. co-located or shared parking in the joint development sites or modular parking on the north surface parking lot). • (CONDITIONAL) Long-term: If planned rail service levels are increased and ridership growth exceeds current forecasts, consider adding 450 surface parking spaces along the south side of the rail corridor or using alternative parking solutions to expand parking (e.g. shared and/or modular parking spaces).
Updates			

Lakeshore West Line



Burlington GO

Station Area Characteristics		
Policy Framework	Mobility Hub	
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	2,725	High (4,001-8,000)
Daily Riders' Destination Station	150	High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	North: 7 bus bay loop with dedicated access. South: 4 bus bay loop with dedicated access.	North: Remove facility. South: New 10 bus bay loop with dedicated access.
Bike Parking	South: 48 open spaces.	South: Add 120 covered and 48 secure spaces. Total: 216 spaces.
Pick up/drop off Facilities	North: 18 vehicle waiting area in 2 lanes with 9 vehicle passenger loading area. South: 40 vehicle waiting area in 5 lanes with 8 vehicle passenger loading area.	North: Relocate and reconfigure facility. South: Reconfigure and enhance access & circulation of facility.
Vehicular Parking	North: 931 surface and 784 structure spaces. South: 361 surface spaces. Total: 2,076 spaces at 81-90% utilization.	North: Add 150 surface spaces. Total: 2,226 spaces.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	3	6-8	• Short-term: As part of a reconfiguration of the south station side, enhancements are being made to pedestrian pathways that will reduce conflicts between pedestrian's and vehicular traffic and provide more direct connectivity between the new station building and Fairview St. • Short-term: As part of a reconfiguration of the north station site, consider developing a pedestrian pathway though the surface parking lot. • Medium-term: Encourage the City of Burlington 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. This will substantially reduce travel times for pedestrians from these residential areas to connect to Burlington GO. • Medium-term: Encourage the City of Burlington to expedite implementation of proposed public realm improvements and land use intensification along Fairview St.

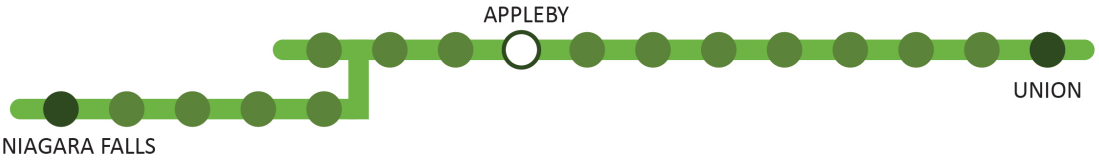
Lakeshore West Line

Local Transit	5.5% (+5 GO Bus)	18-20	• Short-term: Encourage Burlington Transit to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: A modified 10 bay bus loop with dedicated access from Fairview St. is currently under construction at this station. Continue with planned decommissioning of the current bus loop to the north after the construction of the south bus loop is complete. • Medium-term: To support increased use of local transit as a station access mode, encourage Burlington Transit to prioritize frequency increases along major east-west (Lakeshore Rd. West, New St., Upper Middle Rd. and Dundas St.) and north-south (Brant St. and Guelph Line) corridors with direct connections to Burlington GO Station. • Medium-term: To support increased use of micro-transit as a station access mode, consider targeting the service to the high concentration of GO customers that reside in low density residential areas to the north (Headon, Brant Hills, Mountainview and Palmer neighbourhoods) and south (Roseland and Brant neighbourhoods) of Burlington GO. • Medium-term: Encourage Burlington Transit to ensure that during the peak period, schedules of high frequency bus routes that connect at Burlington GO are aligned with express GO train services.
Micro-Transit	Not Applicable	8-10	
Cycling	1	3-5	• Short-term: As part of the redevelopment of the south station site, consider incorporating sufficient bike shelter storage and cycling connections to Fairview St. • Medium-term: Consider incorporating a secure bike facility or lockers adjacent to the new station building on the south station site. • Medium-term: Encourage the City of Burlington to prioritize implementation of cycling infrastructure along Drury Ln., Prospect St., Grahams Ln., Stephenson Dr. and Caroline St. These improvements are intended to facilitate improved cycling connectivity to residential areas to the south of the GO station. • Medium-term: Encourage the City of Burlington to consider extending the planned bike lanes along New St from Walkers Line to Drury Ln. • Medium-term: Encourage the City of Burlington, the City of Hamilton and SoBi to explore the feasibility of bike share expansion at and to the south of the Burlington GO station.

Lakeshore West Line

 Pick up/drop off	11	20-22	• Short-term: Redesign of south station site will include enhancements to the south pick up/drop off facility to improve internal site circulation and enhance priority of such users exiting the station site. • Medium-term: Consider design solutions on the north parking lot that can reduce vehicle queuing from the pick up/drop off facility, enhance access priority and reconfigure the vehicle waiting area as short-term parking.
 Drive & Park	67	38-40	• Short-term: As part of a reconfiguration of the north station site, consider adding 150 parking spaces. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all structure parking spaces (appx. 784 spaces). • Medium-term: Work with the City of Burlington to explore options for the redevelopment of the parking spaces in the south parking lot (appx. 361 spaces) in support of the city's urban intensification policies surrounding this station. Consider offsetting parking lost to joint development using alternative parking solutions around the station site (e.g. co-located or shared parking in the joint development sites or modular parking on the north surface parking lot).
 Carpool Passengers	7	7-9	
Updates			

Lakeshore West Line



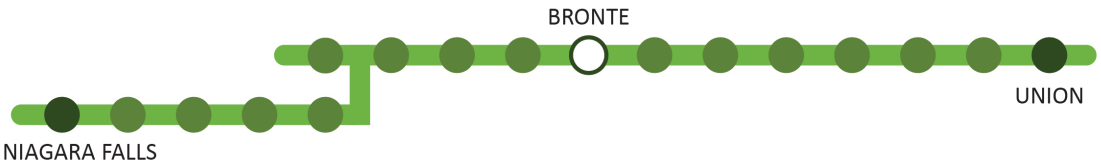
Appleby GO

Station Area Characteristics		
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	3,375	High (4,001-8,000)
Daily Riders' Destination Station	250	Average (251-1,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	South: 3 bus bay loop with dedicated access.	South: Consider expanding bus loop to address demand from Burlington Transit.
Bike Parking	North: 16 open and 24 covered spaces. South: 24 covered spaces. Total: 64 spaces.	South: Add 80 covered and 48 secure spaces. Total: 192 spaces.
Pick up/drop off Facilities	North: 50 vehicle waiting area in 7 lanes with 7 vehicle passenger loading area. South: 35 vehicle waiting area in 5 lanes with 7 vehicle passenger loading area.	North: Modify to 35 vehicle waiting area configured as short-term parking with 7 vehicle passenger loading area and priority access.
Vehicular Parking	North: 1,746 surface spaces. South: 1,072 surface spaces. 2,818 surface spaces at 81-90% utilization.	No parking expansion recommended.

Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	4	6-8	• Medium-term: As part of a reconfiguration of the south parking lot, consider reducing conflicts between pedestrian's and vehicular traffic by developing 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. • Medium-term: Encourage the City of Burlington to implement connections between the built-use trail to the south of the GO station and local residential streets Bride 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. • Medium-term: Encourage the City of Burlington to improve lighting, signage and wayfinding on the multi-use path to the south of the GO station to support all year use of the path to connect to GO service.
Local Transit	8	14-16	• Short-term: Encourage Burlington Transit to explore options to deliver micro-transit service in the 4-5km 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.
Micro-Transit	Not Applicable	8-10	

			• Medium-term: Work with the City of Burlington and Burlington Transit to explore the prospect of developing an expanded bus facility with dedicated access at a signalized intersection on the south side of the station. This facility could supplement the finite capacity of the bus loop under construction at Burlington GO station. • Medium-term: To support increased use of local transit as a station access mode, encourage Burlington Transit to prioritize frequency increases along major east-west (Lakeshore Rd. West, New St., Upper Middle Rd. and Dundas St.) and north-south (Appleby Line, Walkers Line and Burloak Dr.) corridors with direct connections to Appleby GO Station. • Medium-term: To support increased use of micro-transit as a station access mode, consider targeting the service to the high concentration of GO customers that reside in low density residential areas to the north (Orchard, Rose and Alton neighbourhoods) and south (Appleby and Shoreacres neighbourhoods) of Appleby GO. • Medium-term: Coordinate with Burlington Transit to ensure that during the peak period, schedules of high frequency bus routes that connect at Appleby GO are aligned with express GO train services.
Cycling	2	4-6	• Medium-term: As part of a reconfiguration of the south parking lot, consider expanding the capacity of the existing bike shelters and incorporate secure bike parking facilities. • Medium-term: Encourage the City of Burlington to prioritize implementation of cycling infrastructure along Appleby Ln. from New St. to Fairview St. as per the City of Burlington Cycling Master Plan.
Pick up/drop off	13	16-18	• Medium-term: Consider design solutions on the north parking lot that can improve vehicle circulation in the pick up/ drop off facility and provide greater access priority. Additionally, consider modifying the configuration of the north vehicle waiting area to short-term parking.
Drive & Park	71	46-48	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the south surface parking lot (1,000 spaces). • Medium-term: As part of a reconfiguration of the south station site, consider modifications to the vehicular circulation network to address conflicts between vehicles and pedestrians. • Long-term: Work with the City of Burlington to explore options for the redevelopment of the parking spaces on the southern half of the south parking lot (appx. 500 spaces) in support of the city's current and future urban intensification policies
Carpool Passengers	5	6-8	

			surrounding this station. Consider offsetting parking lost to joint development using alternative parking solutions around the station site (e.g. co-located or shared parking in the joint development sites or modular parking on the north surface parking lot).
Updates			



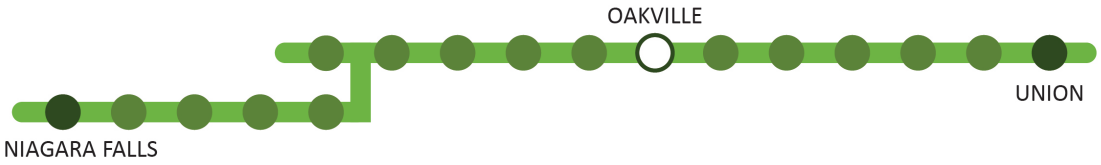
Bronte GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	3,850	High (4,001-8,000)	
Daily Riders' Destination Station	150	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 8 bus bay loop with dedicated access.	North: Remove existing facility. South: Develop a new 12 bus bay facility with dedicated access.	
Bike Parking	16 open and 80 covered bike parking spaces.	North: Add 32 covered spaces. South: Add 64 covered and 48 secure spaces. Total: 240 spaces.	
Pick up/drop off Facilities	North-east: 46 vehicle waiting area in 9 lanes with 5 vehicle passenger loading area. North-west: 18 vehicle waiting area in 4 lanes and 5 vehicle passenger loading area. South: 20 vehicle waiting area in 4 lanes with 5 vehicle passenger loading area.	North: Modify to 28 vehicle waiting area in 4 lanes with 7 vehicle passenger loading area with priority access. South: Modify to 28 vehicle waiting area in 4 lanes with 7 vehicle passenger loading area.	
Vehicular Parking	North-east: 528 surface spaces. North-west: 1,462 surface spaces. South: 981 surface spaces. Total: 2,971 surface spaces at 81-90% utilization.	South: Add 250 surface spaces. Total: 3,221 spaces.	
Station Access Modes	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	1	6-8	• Medium-term: Proceed with implementation of Bronte Station Master Plan that identifies extending the east tunnel to the south side of the corridor and dedicated pedestrian pathways throughout the north and south parking lot. This will reduce conflicts with vehicular traffic and improve the user experience of pedestrians. • Medium-term: 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. • Medium-term: Encourage the Town of Oakville to review the intensification policies for the station area to align with potential changes arising from the Coordinated Review of the Regional Growth Plan. Specifically, as part of the planned Speers Rd. corridor study, consider changes that support development of pedestrian oriented higher intensity non-residential and mixed-use developed that increase walking up

			ridership and provide employment and other destinations in walking distance of the station.
Local Transit	7	12-14	• Short-term: Encourage Oakville Transit to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: As part of the planned redevelopment of the station site, consider relocating and expanding the bus loop to the south with a dedicated signaled access off of Speers Rd. • Medium-term: Coordinate with Oakville Transit to ensure that during the peak period, schedules of high frequency bus routes that connect at Bronte GO are aligned with express GO train services. • Medium-term: To support increased use of local transit as a station access mode, encourage Oakville Transit to prioritize frequency increases along major east-west (Rebecca St., Lakeshore Rd. West, Upper Middle Rd., Westoak Trails Blvd. and Pine Glen Rd.) and north-south (Bronte Rd., Third Line and Fourth Line) corridors with direct connections to Bronte GO Station. • Medium-term: To support increased use of micro-transit as a station access mode, consider targeting the service to the high concentration of GO customers that reside in residential communities to the north (Westmount, West Oak Trails, and the west half of the Glen Abbey neighbourhoods) and south (Bronte and areas east till Fourth Line) of Bronte GO.
Micro-Transit	Not Applicable	6-8	
Cycling	2	3-5	• Medium-term: Encourage the Town of Oakville to consider extending the bikeway along Speers Rd. east to Third Line. This will connect the bike network around the GO station to the planned bike paths on the south station site. • Medium-term: As part of the planned redevelopment of the station site based on the Bronte Station Master Plan, consider developing cycling connections across the station site including the western and eastern edge of both the south and north parking lot as well as along the north boundary of the rail corridor. • Medium-term: Consider installing bike shelters at all three tunnel entrances (2 on the north and 1 on the south) as per the Bronte Station Master Plan. • Medium-term: Consider integrating a secure bike room within the proposed new station building identified in the Bronte Station Master Plan.

Lakeshore West Line

 Pick up/drop off	12	14-16	• Medium-term: As part of the planned redevelopment of the station site, consider developing a pick up/drop off facility on the north parking lot that repurposes the current dedicated bus loop access. • Medium-term: As part of the planned redevelopment of the station site, consider enhancements to the south pick up/drop off facility to address issues with the internal circulation network and shared access.
 Drive & Park	73	52-54	• Short-term: As part of the planned redevelopment of the station site, consider expanding surface parking by 250 spaces. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the south surface parking lot (appx. 980 spaces). • Medium-term: Consider expanding parking south of Speers Rd. to off-set parking lost from the development of the new bus loop on the south station site. • (OPTIONAL) Medium/Long-term: Explore the feasibility of adding parking spaces to the north using alternative parking solutions (e.g. modular spaces to the north lot) to address possible reductions in supply below 3,900 spaces at Oakville GO.
 Carpool Passengers	6	7-9	
Updates			



Oakville GO

Station Area Characteristics		
Policy Framework	Urban Growth Centre & Mobility Hub	
Development Potential	High	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	5,950	Very High (8,001 or more)
Daily Riders' Destination Station	525	High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable	Potential connectivity with proposed Trafalgar bus rapid transit (BRT).
Bus Facilities	North: 10 bus bay loop with dedicated access.	North: Develop new 20 bus bay terminal facility with dedicated access to modified Cross Ave. alignment.
Bike Parking	North: 160 covered spaces.	North: Add 64 secure spaces. South: Add 64 covered spaces. Total: 288 spaces.
Pick up/drop off Facilities	North-east: 60 vehicle waiting area in 6 lanes with a 10 vehicle passenger loading area. North-west: 12 vehicle waiting area with 4 vehicle passenger loading area. South-west: 16 vehicle waiting area with 4 vehicle passenger loading area.	North-east: Modify to 42 vehicle waiting area configured as short-term parking with 8 vehicle passenger loading area. South-east: Add 12 vehicle waiting area and 8 vehicle passenger loading area.
Vehicular Parking	North: 2,714 surface spaces. South: 291 surface and 1,396 surface spaces. Total: 4,401 spaces at 81-90% utilization.	North: Relocate 1,870 surface spaces. Total: 4,401 spaces.

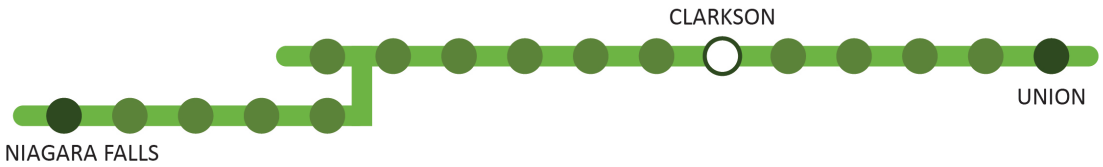
Station Access Modes	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	6	10-12	• Short-term: As part of the Town of Oakville's update to its Active Transportation Master Plan, encourage the Town to identify improvements to pedestrian and cycling connectivity to Oakville GO. • Medium-term: Work with the Town of Oakville to explore options to implement the Midtown Oakville Mobility Hub Study and Midtown EA, which recommend a more extensive and finer grid pattern of streets, with shorter blocks, that offers more choices for travelling, particularly for pedestrians north of the GO corridor. • Medium-term: Encourage the Region of Halton to implement proposed walking and cycling improvements identified as part of the Trafalgar Rd. EA in the immediate vicinity of the GO • Medium-term: Encourage the Town of Oakville to consider improvements to north-south pedestrian connectivity across

			Cornwall Rd. from Chartwell Rd. to the east to Trafalgar Rd. to the west. • Medium-term: Consider joint development opportunities on the north parking lots that are west of Trafalgar Rd. and south of Cross Ave. to support growth in walk-up ridership at Oakville GO.
 Local Transit	12	18-20	• Short-term: Encourage Oakville Transit to explore options to deliver micro-transit service in the 4-5km 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. • Medium-term: Work with the Town of Oakville and Oakville Transit to explore options to implement the Midtown Oakville Mobility Hub Study and Midtown EA, which includes the realignment of Cross Ave. and the construction of a new station building that is integrated with a 20 bay bus terminal facility with dedicated access off of Cross Ave. • Medium-term: Coordinate with Oakville Transit to ensure that during the peak period, schedules of high frequency bus routes that connect at Oakville GO are aligned with express GO train services. • Medium-term: To support increased use of local transit as a station access mode, encourage Oakville Transit to prioritize frequency increases along major east-west (Rebecca St., Lakeshore Rd. E, Upper Middle Rd. E) and north-south (Trafalgar Rd, Sixth Line, Eighth Line, Chartwell Rd., Morrison Rd., Kerr St. and Dorval Dr.) corridors with direct connections to Oakville GO station. • Medium-term: To support increased use of micro-transit as a station access mode, consider targeting the service to the high concentration of GO customers that reside in residential areas to the north (College Park, River Oaks, Falgarwood and West Wedgewood Creek neighbourhoods) and south (Central Oakville and Morrison neighbourhoods) of Oakville GO. • Long-term: Work with Oakville Transit to explore options for integrating a possible future bus rapid transit (BRT) service from Midtown Oakville north along a dedicated alignment across QEW and then along Trafalgar Rd. will integrate with planned bus infrastructure at Oakville GO station.
 Micro-Transit	Not Applicable	12-14	
 Cycling	1	2-4	• Short-term: Encourage the Town of Oakville to expedite implementation of a proposed bikeway on Cornwall Rd. from Kerr St. to Allan Rd. This will provide a safer connection for GO customers that reside south-west of the station site to connect to GO service. • Short-term: Encourage the Town of Oakville to prioritize

			implementation proposed cycling enhancements to Allan Rd. from Cornwall Rd. to the south to Lakeshore Blvd. Medium-term: Encourage the Town of Oakville to develop an east-west multi-use path along the north side of rail corridor that would provide easy and convenient access for pedestrians and cyclists. • Medium-term: Consider integrating a secure bike parking room into the proposed bus terminal station building to be located on the east side of Trafalgar Rd. north of Cross Ave. • Medium-term: Consider integrating a bike shelter within the proposed pick up/drop off loop facility on the south edge of the GO corridor east of Trafalgar Rd. • Medium-term: Consider integrating a bike shelter at the intersection of Old Mill Rd. and the southern edge of the GO corridor. • Long-term: Work the Town of Oakville to explore options to implement the Midtown EA, which identifies two north-south active transportation crossings on either side of Trafalgar Rd. across the QEW. • Long-term: 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	12	22-24	• Medium-term: As part of the planned redevelopment of the north station site, consider modifications of pick up/drop off facility to expand its capacity and configure the vehicle waiting area as short-term parking. • Medium-term: As identified in the Midtown Oakville Mobility Hub Study, consider integrating a new pick up/drop off loop facility on the south edge of the GO corridor east of Trafalgar Rd.
Drive & Park	61	30-32	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all structure parking spaces (appx. 1,390 spaces). • Medium-term: Work with the Town of Oakville to explore options to implement Midtown Oakville Mobility Hub Study including the realignment of the local road network to the north of the station site to better support intensification. • Medium-term: Work with Hydro One to explore options to implement the recommendations of the Midtown Hydro One Feasibility Study to offset surface parking spaces lost to joint development on the current north parking lot with new surface spaces along the hydro corridor east of the Trafalgar Rd. • Medium-term: Consider joint development opportunities on the north parking lots that are west of Trafalgar Rd. and south of Cross Ave. (appx. 1,870 surface spaces). Offset parking lost to
Carpool Passengers	6	6-8	

			development through surface parking along the Hydro One corridor to the east of Trafalgar Rd. or alternative parking solutions (e.g. Co-located or shared parking within the joint development or modular parking on the remaining surface parking lots). • Long-term: Consider the timing of local transit/micro-transit enhancements when considering the pace of exploring joint development opportunities.
Updates			

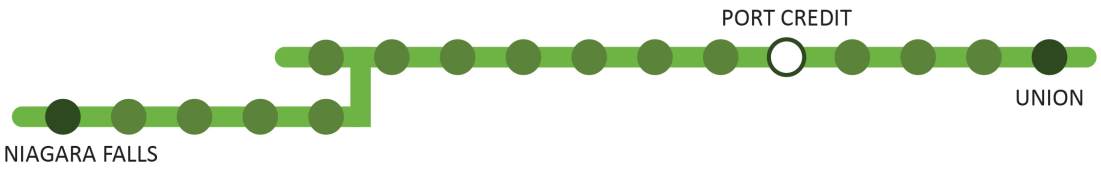
Lakeshore West Line



Clarkson GO			
Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	5,150		Very High (8,001 or more)
Daily Riders' Destination Station	225		High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	South: 6 bus bay loop with dedicated access.		South: Modify to 12 bus bay loop with dedicated access.
Bike Parking	South: 16 open and 48 covered spaces. Total: 64 spaces.		North: Add 64 covered spaces. South: Add 64 covered and 32 secure spaces. Total: 224 spaces.
Pick up/drop off Facilities	North: 30 vehicle waiting area in 7 lanes with a 6 vehicle passenger loading area (north). South: 30 vehicle waiting area in 5 lanes with a 6 vehicle passenger loading area.		North: Modify to 28 vehicle waiting area configured as short-term parking with a 6 vehicle passenger loading area. South: Modify to 42 vehicle waiting area in 7 lanes with 6 vehicle passenger loading area.
Vehicular Parking	South: 2,229 surface and 1,571 structure spaces. Total: 3,800 spaces at 81-90% utilization.		South: Reduce surface parking by 300 spaces. Total: 3,500 spaces.
Station Access Modes	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	12	12-14	• Short-term: Proceed with planned implementation of an expanded pedestrian and cycling crossing across Sheridan Creek on the north parking lot that includes a pedestrian connection to the north centre tunnel entrance. • Medium-term: Proceed with planned redevelopment of the south station site that includes realignment of pedestrian and cycling connections from Southdown Rd. • Medium-term: Consider joint development opportunities on the southern half of south surface lot to support growth in walk-up ridership at Clarkson GO. • Long-term: Consider reconfiguring the internal vehicular circulation on the north-west parking lot to reduce conflict between pedestrian and vehicular traffic.
Local Transit	8	14-16	• Short-term: Encourage MiWay to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: Proceed with planned expansion of the bus loop to
Micro-Transit	Not Applicable	10-12	

			the south with a dedicated signalized access off of Southdown Rd., in part to address the current and future needs of MiWay and Oakville Transit at this station. • Medium-term: To support increased use of local transit as a station access mode, encourage MiWay and Oakville Transit to prioritize frequency increases along major east-west (Lakeshore Rd./Royal Windsor Dr. and Dundas St.) and north-south (Erin Mills Pkwy/Southdown Rd., Winston Churchill Blvd., and Ford Dr./Ninth Line Rd.) corridors with direct connections to Clarkson GO Station. • Medium-term: To support increased use of micro-transit as a station access mode, consider targeting the service to the high concentration of GO customers that reside in low density residential areas to the north (Erin Mills and Sheridan neighbourhoods) and south (Clarkson-Lorne Park neighbourhood) of Clarkson GO.
Cycling	1	2-4	• Short-term: As part of the planned improvements to the south side of the station site the cycling and pedestrian bridge across Sheridan Creek in being relocated to immediately south of the GO rail corridor. Consider integrating secure bike parking into the new station building on the west side of Sheridan Creek and bike shelters on the east side of Sheridan Creek to align with the planned bridge relocation. • Short-term: The Region of Peel are planning to implement a portion of the planned multi-use path along the Hydro One corridor to the north of the GO station from Winston Churchill Blvd. to the west to Indian Rd. to the east, which will improve walking and cycling access to the station. Consider continuing the multi-use path on the west side of Sheridan Creek along the west edge of the north-west parking lot and east across the rail corridor to north-centre tunnel entrance. • Medium-term: Install additional bike shelters at the north-west tunnel entrance. • Medium-term: Work with the City of Mississauga to extend the multi-use path along the south side of Lakeshore Blvd. West to connect with the current path along the east side of Southdown Rd. • Medium-term: 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	11	16-18	• Short-term: As part of the planned redevelopment of the south station site, consider incorporating a pick up/drop off facility with priority access. • Medium-term: Consider expanding and modifying the configuration of the north pick up/drop off facility to improve

			site circulation and reduce conflicts with pedestrians.
Drive & Park	63	40-42	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all structure parking spaces (1,571 spaces). • Medium-term: As part of the planned redevelopment of the station site that implements the recommendations of the Clarkson GO Station Master Plan, consider reducing the south surface parking lot by 300 spaces. • Medium-term: Consider joint development opportunities on the southern half of south surface lot (830 spaces). Offset parking lost through alternative parking solutions (i.e. co-located, modular or shared parking).
Carpool Parking	5	6-8	
Updates			



Port Credit GO

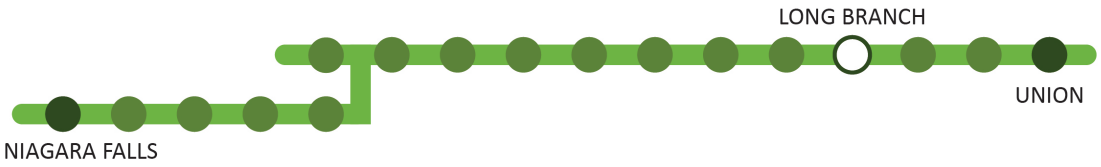
Station Area Characteristics			
Policy Framework	Mobility Hub		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,425	High (4,001-8,000)	
Daily Riders' Destination Station	150	High (1,001-2,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	East: High quality connection to Hurontario Light Rail Transit (LRT).	
Bus Facilities	South: 5 on-street bays with shared access along Queen St. East.	South: Modify to 6 on-street bays with shared access along Queen St. East.	
Bike Parking	South: 8 open and 64 covered spaces. Total: 72 spaces.	North: Add 32 covered spaces. South: Add 32 covered and 32 secure spaces. Total: 168 spaces.	
Pick up/drop off Facilities	South: 13 vehicle waiting area in 3 lanes with 4 vehicle passenger loading area.	North: Add 30 vehicle waiting area with 6 vehicle passenger loading area. South: Modify to 5 vehicle waiting area near station entrance and 15 vehicle on-street waiting area.	
Vehicular Parking	North: 350 surface spaces. South: 620 surface spaces. Total: 970 spaces at 91-100% utilization.	South: Add 400 spaces using alternative parking solutions or a parking structure. Total: 1,370 spaces.	
Station Access Modes	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	24	30-32	• Short-term: As part of the planned improvements to the north parking lot, consider developing an uninterrupted pedestrian connection from Hurontario St. to the primary north tunnel entrance. • Medium-term: 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. • Medium-term: Work with the City of Mississauga to explore the feasibility of building a pedestrian bridge across Hurontario St. on the south side of the GO corridor with a pedestrian and cycling path connection to Queen St. E and associated improvements to wayfinding and signage along Queen St. E and Elmwood Ave. • Medium-term: Work with the City of Mississauga to explore opportunities for developing a pedestrian plaza/market space south of the GO rail corridor to seamlessly connect the

			Hurontario LRT platform and the new GO station building. Additionally, consider public realm enhancements along this connection.
Local Transit	10	18-20	• Short-term: As part of the planned enhancements to the south station site, consider enhancements to the current 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. • Short-term: Encourage MiWay to develop and enhance frequencies for local routes that service the Lakeshore Rd. and Mississauga Rd. corridors and the Mineola and Lorne Park neighbourhoods and provide direction connections to Port Credit GO. • Medium-term: Work with the Hurontario LRT team to ensure that the station platform connects seamlessly with Port Credit GO via a pedestrian bridge over Hurontario St. on the south side of the GO corridor. • Medium-term: If the recommendations in this Plan to consider micro-transit at Clarkson GO and Cooksville GO are implemented, a number of existing Port Credit GO customers who drive and park may have competitive options to connect to GO service using micro-transit at these two neighbouring stations. It is therefore recommended that Metrolinx work with MiWay to encourage such customers to consider shifting their home station and reducing parking pressure at Port Credit GO.
Cycling	3	4-6	• Short-term: Encourage the City of Mississauga to enhance the cycling and pedestrian connection from Vesta Dr. to the north tunnel entrance. • Short-term: As part of the planned enhancements to the north parking lot, consider providing an additional bike shelter at the north tunnel entrance. • Short-term: 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. • Medium-term: Work with the City of Mississauga and the HLRT 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. • Medium-term: As part of the planned expansion to parking on the south station site, consider incorporating a secure bike parking facility with a link to Hurontario St. • Medium-term: Work with Bike Share Toronto/TPA, to explore

			the feasibility of bike share expansion at and to the south of the Port Credit GO and future HLRT stations. • Long-term: 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. • Long-term: Encourage the City of Mississauga to consider introducing cycling lanes along Lakeshore Blvd. west of Hurontario St.
Pick up/drop off	11	20-22	• Short-term: As part of the planned enhancements to the north parking lot, consider incorporating a pick up/drop off facility with the vehicle waiting area configured as short-term parking. • Short-term: As part of the planned redevelopment of the south station site, consider relocating the current south pick up/drop off facility with the goal of retaining at least a 5 vehicle waiting area in close proximity to the new primary station building. • Short-term: Work with the City of Mississauga to identify an on-street vehicle waiting area along Queen St. or Helene St. in close proximity to the proposed GO station entrance. • Medium-term: Consider ride-sourcing partnerships to provide current drive and park customers with alternatives.
Drive & Park	48	24-26	• Short-term: As part of the planned redevelopment of the north and south station sit, consider reducing parking on the north lot by 50 spaces to accommodate a pick up/drop off facility, and explore the feasibility of expanding parking by 200 spaces to the west of the station site using alternative parking solutions (e.g. 200 modular parking spaces on the west parking lot). • Medium-term: Subject to further analysis and budget availability, consider expanding parking by another 250 spaces by developing a parking structure as part of the planned redevelopment of the south parking lot to facilitate joint-development. If a parking structure is not deemed to be feasible, consider alternative parking solutions in the surrounding area (e.g. shared parking,). • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on any future structure parking spaces at this station (appx. 800 spaces). • Medium/Long- term: Consider opportunities to develop alternative parking solutions to address any shortfall in parking spaces from the development of a parking structure (e.g. modular parking).
Carpool Passengers	3	4-6	

Updates

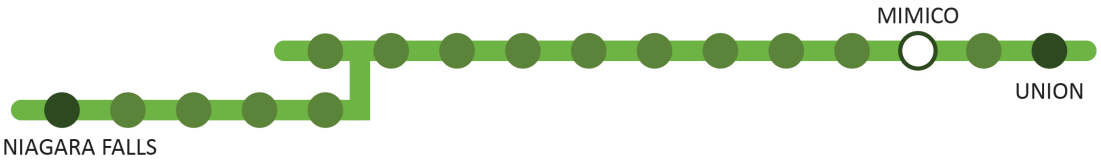
Lakeshore West Line



Long Branch GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	1,000		Low (1,001-2,000)
Daily Riders' Destination Station	200		Average (251-1,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus/Streetcar Facilities	South: Long Branch Transit Loop.		No facility expansion recommended.
Bike Parking	South: 20 open and 9 covered spaces. Total: 29 spaces.		North: Add 48 covered spaces South: Add 32 covered and 32 secure spaces. Total: 141 spaces.
Pick up/drop off Facilities	South: 13 vehicle waiting area in 2 lanes with 6 vehicle passenger loading area.		South: Modify and expand to 20 vehicle waiting area in 6 lanes with 4 vehicle passenger loading area.
Vehicular Parking	South: 280 surface parking spaces at 91-100% utilization.		South: Reduce surface parking by 100 spaces. Total: 180 spaces.
Station Access Modes	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	41	48-50	• Short-term: As part of the planned improvements to the south station site, consider incorporating a pedestrian path on the western edge of the station site that connects to Lake Shore Blvd. • Short-term: As part of the planned improvements to the south station site, consider including a pedestrian connection to the residential communities to the north of the station. • Medium-term: Encourage the City of Toronto to install a pedestrian crossing to align with Forty-first St. to the south.
Local Transit	9	16-18	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: 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. • Medium-term: Encourage MiWay to develop and enhance frequencies for local routes that service the Inspiration Lakeview planning area and provide direct connections to Port Credit GO. • Medium-term: Work with TTC and MiWay to assess the long-term vision for the Long Branch transit loop and current and

			planned routes that connect to GO transit at this location. As part of this assessment, explore options to improve passenger movement between to the new GO station building being planned to be located on the east end of the GO station parking lot.
Cycling	2	5-7	• Short-term: As part of the planned improvements to the station site, consider integrating covered bike parking adjacent to the station building and a secure bike room as part of the station site. • Medium-term: Encourage the City of Toronto to expedite the implementation of a planned bike lane along Brownsline Rd. • Medium-term: Work with the City of Toronto to develop covered bike parking at the entrance of the pedestrian path to the north of the GO station. • Medium-term: Work with Bike Share Toronto/Toronto Parking Authority (TPA) to consider bike share locations around this GO station, including the Inspiration Lakeview planning area.
Pick up/drop off	15	18-20	• Short-term: As part of the planned reconfiguration of south station site, consider enhancements that better integrate the pick up/drop off facility with the new station building and internal circulation network. • Medium-term: Consider ride-sourcing partnerships to provide current drive-and-park customers, who will be impacted by reduction in parking, with alternatives.
Drive & Park	26	10-12	• Short-term: As part of the planned redevelopment of the station site, consider reducing the capacity of the current parking lot by approximately 100 spaces. If all parking will be impacted due to construction, explore alternative sites in the area for temporary parking during construction. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all (excluding accessible spaces) parking spaces (appx. 180 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	6	3-5	
Updates			



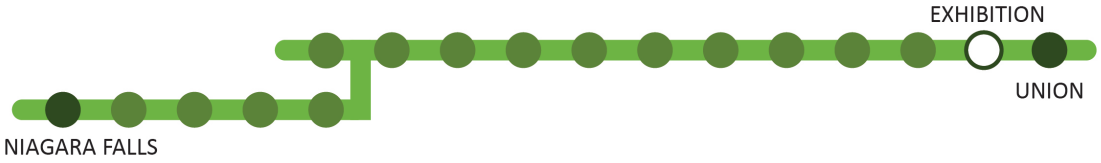
Mimico GO

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	1,275		Average (2,001-4,000)
Daily Riders' Destination Station	250		Average (251-1,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	On-street bus stops along Royal York Rd., Portland St. & Mimico Ave.		Improve on-street bus facilities and enhance connections.
Bike Parking	North: 39 covered spaces.		North: Add 32 covered and 24 secure spaces. South: Add 32 covered and 12 secure spaces. Total: 129 spaces.
Pick up/drop off Facilities	North: 7 vehicle waiting area in 2 lanes with 3 vehicle passenger loading area.		North: Modify to 8 vehicle waiting area with 4 vehicle passenger loading area. South: 12 vehicle on-street waiting area.
Vehicular Parking	North: 310 surface spaces at 91-100% utilization.		North: Reduce surface parking by 100 spaces. Total: 210 spaces.
Station Access Modes	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	32	42-44	• Short-term: Proceed with planned improvements to the station site that includes the development of a pedestrian connection from the east side of Royal York Rd. to the proposed new station building. • Medium-term: Encourage the City of Toronto and Toronto and Region Conservation Authority (TRCA) to implement the Mimico Creek Bridge to enhance cycling and pedestrian connectivity between West Humber Bay Shores community and the Mimico GO station. • Medium-term: 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.
Local Transit	1	18-20	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: 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 connects between GO and existing local transit routes and stops. • Short-term: Encourage the City of Toronto and TTC to install a

			bus shelter on the north side of Portland St.at its intersection with Buckingham St. • Short-term: Encourage the City of Toronto and TTC to install a bus shelter on the east and west side, of Royal York Rd. at its intersection with Newcastle St. • Medium-term: 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. • Medium-term: Work with the City of Toronto and TTC to explore the feasibility of integrating TTC routes at the Mimico GO station.
 Cycling	1+	4-6	• Short-term: Consider incorporating covered and secure bike parking into the planned improvements to the north station site accessible by Windsor St. and the south station entrance along Blue Goose St. (conditional on availability of space). • Medium-term: Encourage the City of Toronto and TRCA to enhance cycling infrastructure as part of the proposed Mimico Creek Bridge to enhance connectivity between West Humber Bay Shores community and the Mimico GO station. • Medium-term: Work with Bike Share Toronto/Toronto Parking Authority (TPA) to consider bike share facility locations around this GO station.
 Pick up/drop off	12	22-24	• Short-term: As part of the planned reconfiguration of north station site, consider enhancements that better integrate the new station building, pick up/drop off area and internal circulation network. • Short-term: Work with the City of Toronto to identify an on-street vehicle waiting area along Manchester St. for customers originating from the south. • Medium-term: Consider ride-sourcing partnerships to provide current drive-and-park customers, who will be impacted by reduction in parking, with alternatives to connect to the GO station.
 Drive & Park	47	10-12	• Short-term: As part of the planned reconfiguration of north station site, parking in the main parking lot will be reduced by approximately 100 spaces. If all parking will be impacted due to construction, consider alternative sites in the area for temporary parking during construction. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all (excluding accessible spaces) parking spaces (appx. 210 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	4	4-6	

Lakeshore West Line

Updates



Exhibition GO

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	425		Very Low (1,000 or less)
Daily Riders' Destination Station	1,225		Very High (2,001-9,500)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not applicable		Potential connectivity with proposed Waterfront West Light Rail Transit (LRT).
Bus/Streetcar Facilities	South: Exhibition Transit Loop.		South: Enhance connection to Exhibition Transit Loop.
Bike Parking	North: 32 open bike parking spaces.		North: Add 64 covered and 64 secure spaces. Total: 160 spaces.
Pick up/drop off Facilities	No dedicated facility for GO customers.		North: Add 24 vehicle on-street waiting area.
Vehicular Parking	No dedicated parking spaces for GO customers.		No parking expansion recommended.
Station Access Modes	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	78	60-62	• Short-term: Encourage the City of Toronto to promote further intensification north and south (e.g. Ontario Place) of the GO station that will support growth in walk up ridership and employment and destination uses within walking distance of this station. • Short-term: Encourage Exhibition Place and Ontario Place to consider improvements to wayfinding and signage that can provide improved connectivity from Exhibition GO to the various special events venues south of the station. • Medium-term: Encourage the City of Toronto to prioritize pedestrian infrastructure, signage and wayfinding along the proposed Liberty New St., which would significantly expand the walkable area around this station. • Medium-term: To improve pedestrian safety and mobility at Exhibition GO, particularly during special events, work with Exhibition Place to explore options to create an entrance to the station on the south side of Manitoba Dr. along Nova Scotia Ave. Additionally, work with the City of Toronto and Exhibition Place to explore options to create an additional east entrance to the station/crossing of the rail corridor, ideally connecting to the covered walkway to the south and the proposed municipal street north of the station.
Local Transit	17	18-20	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO.

			• Medium-term: Work with the City of Toronto and TTC to enhance seamless passenger movements between the south entrance of the GO station and the passenger waiting area in the Exhibition transit loop. • Medium/Long-term: Encourage the City of Toronto to consider extending the streetcar network from the Exhibition Loop to the Dufferin Gate Loop, as proposed as part of the Waterfront West LRT extension, to improve connectivity and integration between the TTC streetcar and bus network and GO rail network at this station.
Cycling	1+	4-6	• Short-term: Work with Bike Share Toronto/Toronto Parking Authority to proceed with planned installation of bike share locations to the north of the GO station site. • Medium-term: Work with the City of Toronto to consider the development of an integrated secure bike parking facility and bike shelter to the north of the GO station that can be used by commuters and special event patrons. • Medium-term: Encourage the City of Toronto to consider developing a cycling path or on-street line as part of the proposed Liberty New St., which would significantly improve access to cyclists from residential areas to the north-west of the station. • Medium-term: Encourage the City of Toronto to consider expediting the development of proposed cycling improvements along Springhurst Ave. • Long-term: Encourage Exhibition Place and Ontario Place to consider identifying a bike corridor with either an on-street bike lane or a separated cycling path that can connect the cycling path along Lake Shore Blvd. with the south entrance to Exhibition GO station.
Pick up/drop off	6	18-20	• Short-term: Consider ride-sourcing partnerships to provide connections to employment and destination uses in Liberty Village. • Medium-term: Encourage with the City of Toronto to consider developing an on-street vehicle waiting area along the proposed Library New St., or connecting north-south streets between Atlantic Rd. and Dufferin St.
Drive & Park	0	0	• No parking related recommendations identified.
Carpool Passengers	0	0	
Updates			

Milton Line

The following ridership changes are expected on the Milton line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 15,000 in 2016 to 20,000 in 2031, an increase of 35%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 700 in 2016 to 1,000 in 2031, an increase of 45%.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

1.5 km of walkways

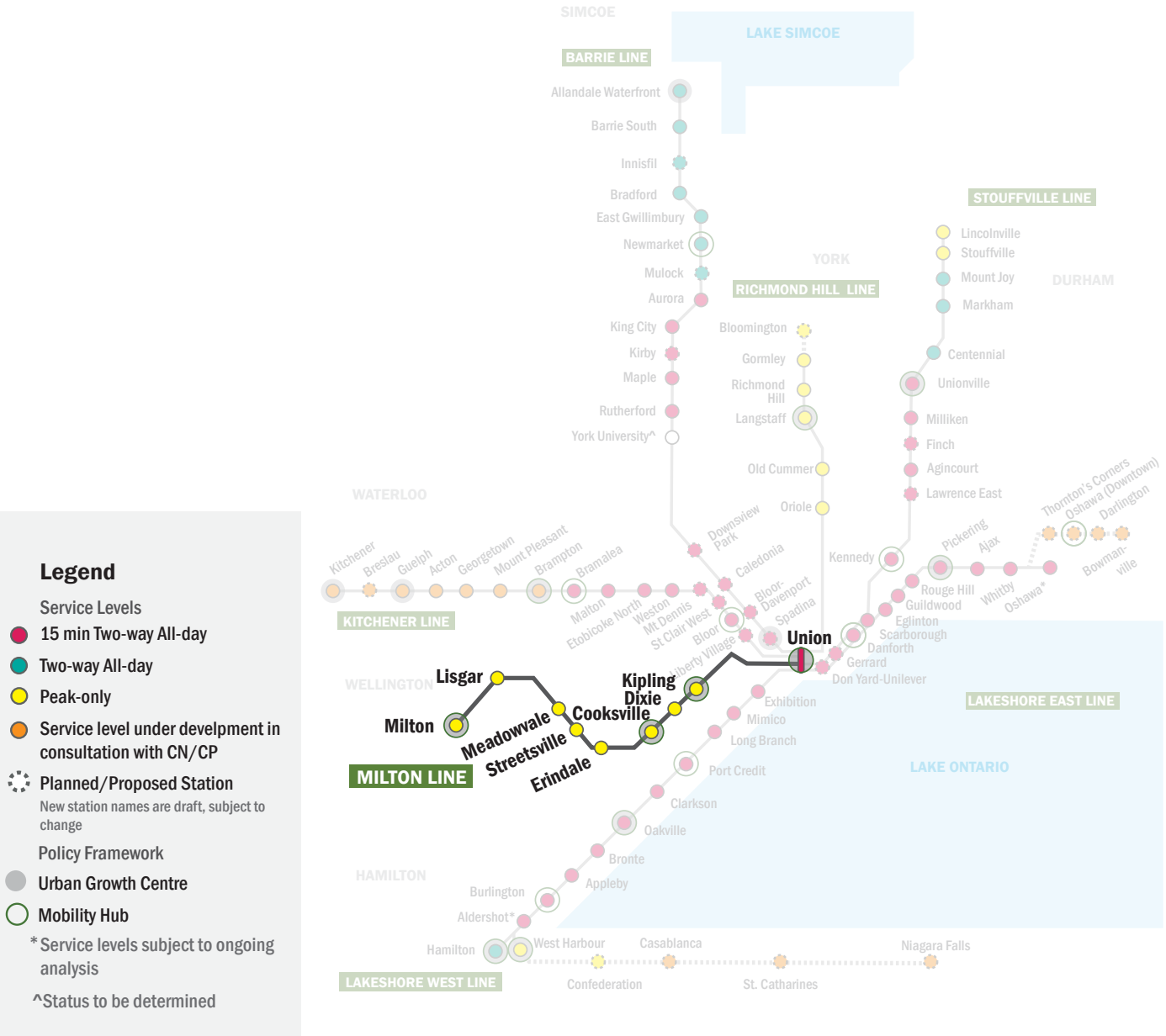
130 additional sheltered bike parking spaces

150 additional secure bike parking spaces

2 stations with significant potential for micro-transit

1,900 additional parking spaces

37% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.



Legend

Service Levels

- 15 min Two-way All-day
- Two-way All-day
- Peak-only
- Service level under develpment in consultation with CN/CP
- Planned/Proposed Station
  New station names are draft, subject to change

Policy Framework

- Urban Growth Centre
- Mobility Hub

*Service levels subject to ongoing analysis

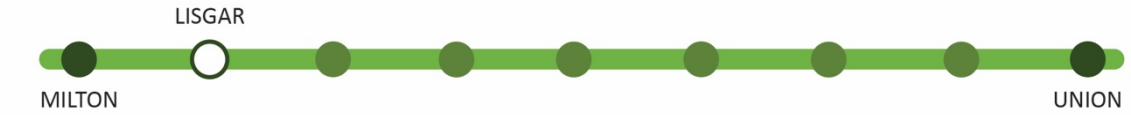
^Status to be determined

Milton GO			
Station Area Characteristics			
Policy Framework	Urban Growth Centre & Mobility Hub		
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,250	High (4,001-8,000)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 7 bay bus loop with dedicated access.	North: Reconfigure and expand to 8+ bus bay facility with dedicated access.	
Bike Parking	North: 32 covered and 8 open spaces. Total: 40 spaces.	South: Add 32 covered and 32 secure spaces Total: 104 spaces.	
Pick up/drop off Facilities	North: 33 vehicle waiting area in 5 lanes with 7 vehicle passenger loading area.	North: Modify to 16 vehicle waiting area and 4 vehicle passenger loading area. South: Add 36 vehicle waiting area and 6 vehicle passenger loading area.	
Vehicular Parking	North: 1,472 surface spaces at 100% utilization.	South: Add 850 spaces via surface Total: 2,322 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	3	6-8	• Short-term: 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 Nippising Rd. to Childs Dr. • Medium-term: 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. • Medium-term: 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. This would provide a more direct route for pedestrians to the south-west of the GO station to connect to a potential south station entrance. • Medium-term: Consider joint development opportunities along the north half of the north parking lot, in alignment with municipal and provincial intensification policies, and to support growth in walkup ridership. • Medium-term: Encourage the Town of Milton to consider enhancements to the public realm along Main St. immediately north of the station site.

Milton Line

Local Transit	10	18-20	• Short-term: Encourage Milton Transit to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: Work with Milton Transit to determine the design and circulation network within the modified bus loop to effectively accommodate future GO Bus, Milton Transit buses and micro-transit facility needs. Consider a linear configuring for the modified bus loop that aligns the bus bays along the length of the station platform with a dedicated entrance from Main St. and exit to Drew Centre.
Micro-Transit	Not Applicable	10-12	
Cycling	1	2-4	• Short-term: Consider installing bike shelters where proposed bike paths through the north and south station site connect to the new station entrances. Additionally, consider incorporating secure bike parking spaces into the new south station entrance. • Medium-term: Work with the City of Milton to consider the development of the joint-use trail along the north-west side of the GO rail corridor. • Medium-term: 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. • Medium-term: Encourage the City of Milton to develop enhanced bike infrastructure along Main St. from Thompson Rd. to the east to Ontario St. to the west.
Pick up/drop off	15	10-12	• Short-term: Consider developing a new pick up/drop off facility to the south of the rail corridor with priority or dedicated access to Nippissin Rd. • Short-term: As part of the planned redevelopment of the north station site, consider modifying and reducing the capacity of the pick up/drop off facility while enhancing access priority.
Drive & Park	64	48-50	• Short-term: Work with the Town of Milton to consider opportunities to facilitate intensification of Metrolinx-owned lands along Main St. on the north portion of the main station parking lot. • Short-term: Consider opportunities to acquire land to expand and relocate surface parking to the south of the rail corridor for a net increase of 450 parking spaces. Additionally, ensure that any parking lost to support joint development (appx. 500 spaces) on the north parking lot is accommodated within the potential new south lot. • Short-term: Consider implementing the modified reserved, carpool, and EV parking on potential new surface parking spaces on the south parking lot (appx. 950 spaces). • Medium-term: Consider adding 400 surface parking spaces, or explore alternative parking solutions (e.g. modular parking on the south parking lot). If neither option is feasible, consider conventional structured parking,
Carpool Passengers	5	6-8	

			preferably on the south of the rail corridor, but to be determined based on a number of factors, including land availability.
Updates			

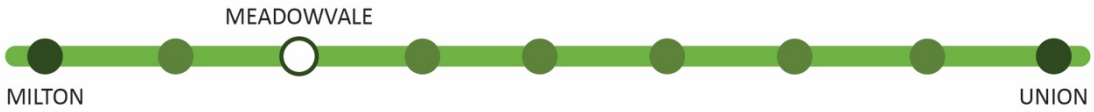


Lisgar GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	825	Low (1,001-2,000)	
Daily Riders' Destination Station	0	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 6 bay bus loop with dedicated access.	No facility expansion recommended.	
Bike Parking	North: 32 covered spaces.	North: Add 16 secure spaces. Total: 48 spaces.	
Pick up/drop off Facilities	North: 42 vehicle waiting area in 6 lanes with 7 vehicle passenger loading area.	No facility expansion recommended.	
Vehicular Parking	North: 715 surface spaces at 61-70% utilization.	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	7	14-16	• Medium-term: Work with the City of Mississauga to consider options for a pedestrian crossing across Tenth Line Rd. on the south side of the corridor to connect the residential communities on the east side of the corridor more directly to the GO station. • Long-term: As part of 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	4	8-10	• Medium-term: Encourage MiWay and Brampton Transit to enhance local routes serving communities along Steels Ave., Tenth Line W, Argentia Rd. and Meadowpine Blvd. & Meadowvale Blvd. to connect to the Lisgar GO station and align frequencies with planned GO rail service levels.
Cycling	2	3-5	• Medium-term: Consider adding secure bike parking facilities adjacent to the north station entrance and on-site cycling connections. • Medium-term: Encourage the City of Mississauga to consider developing a dedicated two-way cycling path on the west side of Tenth Line Rd. from Cactus Rd. to immediately north of the rail underpass.
Pick up/drop off	19	18-20	• No pick up/drop off recommendations identified.
Drive & Park	63	50-52	• Short-term: Consider implementing the modified reserved, carpool, and EV parking on the southern portion of the surface parking lot (appx. 220 spaces). • Medium-term: Consider providing information about
Carpool Passengers	5	7-9	

			available peer-to-peer parking options around this station to GO rail customers.
Updates			

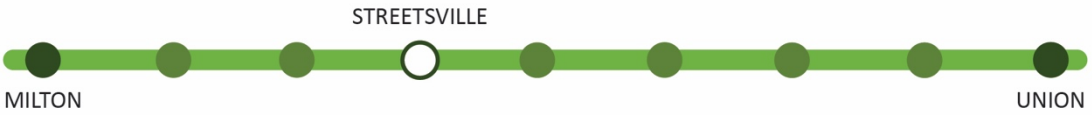


Meadowvale GO

Station Area Characteristics		
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	2,100	Low (1,001-2,000)
Daily Riders' Destination Station	25	Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	South: 3 bay bus loop with shared access.	No facility expansion recommended.
Bike Parking	South: 32 covered spaces.	South: Add 32 covered and 16 secure spaces. Total: 80 spaces.
Pick up/drop off Facilities	North: 12 vehicle waiting area in 2 lanes with 10 vehicle passenger loading area. South: 18 vehicle waiting area in 9 lanes with 4 vehicle passenger loading area.	No facility expansion recommended.
Vehicular Parking	North: 386 surface spaces. South: 1,266 surface spaces. Total: 1,652 spaces at 91-100% utilization.	No parking expansion recommended.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	1	4-6	• Short-term: Consider developing a tree-lined boulevard entrance road that connects Aquitaine Ave. to the GO station building and provides improved infrastructure for pedestrians and cyclists while mitigating the impact of conflict points with vehicular traffic. Address any parking losses stemming from the implementation of the boulevard entrance through the expansion of the north parking. • Medium-term: Encourage the City of Mississauga to explore opportunities to provide a direct pedestrian and cycling connection between Barrisdale Dr. to Aquitaine Ave.
Local Transit	5	12-14	• Medium-term: Encourage MiWay to enhance local rotes serving communities along the Millcreek Dr., Falconer Dr., Queen St. S. and Mississauga Rd. corridors and connect to the Meadowvale GO station and align frequencies with planned GO rail service levels. • Medium-term: Encourage MiWay to explore opportunities to integrate and improve connectivity of bus routes from the Meadowvale Town Centre to the GO station.
Cycling	1	2-4	• Medium-term: Consider adding covered and secure bike parking facilities adjacent to the south station entrance and on-site cycling connections. • Medium-term: Encourage Peel Region to address gaps in the multi-use path along Derry Rd. west of the GO station. • Long-term: Encourage the City of Mississauga to consider development of a cycling path along Aquitaine Ave. from

			Tenth Line Rd. to the GO station building and on Millcreek Dr. from the station to Derry Rd.
 Pick up/drop off	18	18-20	• No pick up/drop off recommendations identified.
 Drive & Park	67	56-58	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the western portion of the southern surface parking lot (appx. 600 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	7	8-10	
Updates			



Streetsville GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,700	Average (2,001-4,000)	
Daily Riders' Destination Station	25	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	West: 2 bus bay loop with shared access with pick up/drop off area.	West: Expand to 4-6 bus bay loop and separate access from pick up/drop off area.	
Bike Parking	East: 8 open spaces. West: 64 covered and 8 open spaces.	East: Add 32 covered and 32 secure spaces. Total: 144 spaces.	
Pick up/drop off Facilities	West: 39 vehicle waiting area in 7 lanes with 10 vehicle passenger loading area.	West: Modify to 56 vehicle waiting area with 8 vehicle passenger loading area.	
Vehicular Parking	East: 233 surface spaces. West: 1,308 surface spaces. Total: 1,541 spaces at 91-100% utilization.	West: Add 260 surface spaces. Total: 1,800 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	10	10-12	• Short-term: 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. • Medium-term: 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	10	18-20	• Medium-term: Consider expanding the bus loop to 4-6 bays with a separated access from the pick up/drop off area. • Medium-term: Encourage MiWay to enhance current and planned local transit routes along the Thomas St, Mississauga Rd, and McDowell Dr., corridors to connect to GO service on the station site and align with planned GO rail service levels.
Cycling	1	2-4	• Medium-term: Consider adding secure bike parking adjacent to the east station entrance and on-site cycling connections. • Medium-term: Encourage the City of Mississauga to expand the multi-use path along the west side of Mississauga Rd./Queen St. from Erin Centre Blvd. to the rail corridor. • Long-term: Consider developing a direct connection between the joint-use path and the GO station platform long the south side of the rail corridor.
Pick up/drop off	18	14-16	• Medium-term: Consider reconfiguring and expanding the vehicle waiting area and separating the access between the pick up/drop off area and the bus loop.

			• Medium-term: Consider ride-sourcing partnerships to provide drive & park customers with alternatives at this station.
Drive & Park	56	50-52	• Short-term: Consider adding 260 surface parking spaces to the west side of the rail corridor. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the east half of the southern surface parking lot (appx. 650 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	5	6-8	
Updates			

Erindale GO

Station Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,350	Average (2,001-4,000)	
Daily Riders' Destination Station	25	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 6 bay bus loop with dedicated access.	No facility expansion recommended.	
Bike Parking	North: 28 covered and 32 open spaces.	North: Add 16 secure spaces. Total: 76 spaces.	
Pick up/drop off Facilities	North: 42 vehicle waiting area in 7 lanes with 6 vehicle passenger loading area.	North: Expand to 56 vehicle waiting area.	
Vehicular Parking	North: 693 surface and 1,490 structure spaces. Total: 2,183 spaces at 71-80% utilization.	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	5	10-12	• Medium-term: Encourage the City of Mississauga to consider developing 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	7	14-16	• Medium-term: Encourage MiWay to enhance the frequencies of current and planned local transit routes that service communities along the Creditview Rd and Eglinton Ave West and East corridors to align with planning GO rail service levels. • Medium-term: Explore opportunities for directly connecting additional local routes, including but not limited to communities served along the Credit Woodlands Tr., Burnhamthorpe Rd., Mavis Rd. and Windsor Hill Blvd. corridors, to better connect customers to the south, west and north-east of the station. • Medium-term: Encourage the City of Mississauga to consider transit priority measures along Rathburn Rd. and at its intersection with Creditview Rd.
Cycling	0	1-2	• Medium-term: Consider adding secure bike parking facilities adjacent to the east station entrance and on-site cycling connections. • Medium-term: 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. • Medium-term: Encourage the City of Mississauga to develop bike lanes along Central Parkway Rd. to Eglington Ave. to the north.
Pick up/drop off	25	16-18	• Medium-term: Consider reconfiguring the existing pick up/drop off area to accommodate additional vehicle waiting area capacity. • Medium-term: Consider ride-sourcing partnerships to provide drive & park customers with alternatives at this station.

Drive & Park	58	54-56	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the three out of the 5 levels of the parking structure (appx. 900 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	4	5-7	
Updates			

Cooksville GO

Station Area Characteristics			
Policy Framework	Urban Growth Centre & Mobility Hub		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,975	High (4,001-8,000)	
Daily Riders' Destination Station	25	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	South: High-quality connection to Hurontario LRT.	
Bus Facilities	South: 3 bay bus loop with dedicated access.	South: Expand to 10 bay bus loop with priority access.	
Bike Parking	South: 32 covered spaces (south).	South: Add 48 covered and 24 secure spaces Total: 104 spaces.	
Pick up/drop off Facilities	South: 47 vehicle waiting area in 8 lanes with a 6 vehicle passenger loading area.	South: Expand to 64 vehicle waiting area and 7 vehicle passenger loading area.	
Vehicular Parking	South: 1,677 surface spaces at 81-90% utilization.	South: Add 800 spaces via a parking structure. Total: 2,477 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	13	14-16	• Short-term: Work with the Hurontario LRT project team to consider developing a pedestrian bridge that connects the LRT station to the GO station. • Medium-term: Encourage the City of Mississauga to consider options to connect Surbray Grove Rd. to the north station entrance.
Local Transit	12	16-18	• Short-term: Proceed with planned improvements to station bus facilities that include expansion of the bus loop to 10 bus bays with dedicated access to the John St. Extension. • Short-term: Encourage MiWay to explore options to deliver micro-transit service in the 4-5km 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. • Medium-term: Encourage MiWay build on its current 5 year service plan (MiWay 5), to enhance frequencies of bus routes serving east-west (e.g. Bloor St., Queensway, Hillcrest Ave., Central Pkwy. and Burnhamthorpe Rd.) and north-south (e.g. Creditview Rd., Mavis Rd. and Confederation Pkwy.) corridors to better service to better serve the high concentration of GO riders in the Hurontario, Fairview, Mississauga Valleys and Cooksville neighbourhoods. • Medium-term: Work with the Hurontario LRT project team to consider options to effectively integrate the Hurontario LRT platforms with the GO station.
Micro-Transit	Not Applicable	8-10	

 Cycling	0	2-4	• Short-term: Consider adding covered and secure bike parking facilities adjacent to the south station entrance and on-site cycling connections. • Short-term: Encourage the City of Mississauga and the HLRT team to consider connecting the dedicated bike lanes along Hurontario St. into the GO station site. • Medium-term: 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	18	14-16	• Short-term: As part of the planned redevelopment of the station side, the vehicle waiting area and passenger loading area is being expanded to accommodate short/medium-term growth needs and ensure access priority is maintained.
 Drive & Park	52	42-44	• Short-term: As part of the planned redevelopment of the station site, a parking structure with approximately 1,900 spaces is planned to be constructed. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on parking areas closest to the station, such as on all surface parking spaces north of the John St. Extension & on the first two levels of the parking structure (appx. 850 spaces). • Medium-term: Consider joint development opportunities on the remaining unused surface parking spaces (appx. 300 spaces), in alignment with the municipal and provincial intensification policies for the station area.
 Carpool Passengers	3	4-6	
Updates			

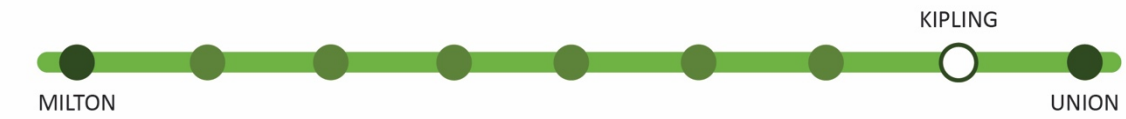
Dixie GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	1,050	Low (1,001-2,000)	
Daily Riders' Destination Station	25	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 4 bay bus loop with dedicated access.	No facility expansion recommended.	
Bike Parking	North: 16 covered spaces.	North: Add 16 covered and 10 secure spaces Total: 42 spaces.	
Pick up/drop off Facilities	North: 77 vehicle waiting area in 15 lanes with a 5 vehicle passenger loading area.	No facility expansion recommended.	
Vehicular Parking	North: 993 surface spaces at 81-90% utilization.	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	2	4-6	• Medium-term: To provide pedestrian connections south of the corridor, consider developing a pedestrian and cycling connect 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. • Medium-term: 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 their planned multi-use trail along Dixie Rd. • Medium-term: 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.
Local Transit	6	14-16	• Medium-term: Encourage MiWay to enhance local transit routes that serve the communities along Paisley Blvd. W/ N Service Rd., Lakeshore E/ Ogden Ave. and Tomken Rd. corridors to connect to GO service on the station site and align with planned GO rail service levels.
Cycling	0	1-2	• Medium-term: Consider adding covered and secure bike parking facilities adjacent to a station entrance and on-site cycling connections. • Medium-term: 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. • Medium-term: Encourage the Region of Peel, City of

			Mississauga and Hydro One to explore opportunities to provide cycling connections along their east-west hydro corridor to connect to future Dixie Rd. cycling infrastructure.
 Pick up/drop off	17	16-18	• Medium-term: Consider ride-sourcing partnerships to connect GO customers to employment and destination uses around the station.
 Drive & Park	72	60-62	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the southern portion of the surface parking lot (appx. 350 spaces).
 Carpool Passengers	3	5-7	
Updates			

Milton Line



Kipling GO

Station Area Characteristics		
Policy Framework	Urban Growth Centre & Mobility Hub	
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	800	Very Low (1,000 or less)
Daily Riders' Destination Station	525	Average (251-1,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Rapid Transit Connectivity	North: Direct connection to TTC subway line 2 (Bloor-Danforth).	North: Improved connection to the subway and new interchange with BRT services that will use the Mississauga Transitway is currently under construction. North: Potential connectivity with proposed Dundas bus rapid transit (BRT).
Bus Facilities	North: 9 bay bus TTC loop with dedicated access.	North: 14 bus bay MiWay/GO bus loop currently under construction.
Bike Parking	North: 12 open spaces.	North: Add 24 covered and 24 secure spaces. Total: 60 spaces.
Pick up/drop off Facilities	North: 26 vehicle waiting area in a carousel with 6 vehicle passenger loading area (TTC facility).	North: Modify to 94 vehicle waiting area with 6 vehicle passenger loading area (TTC/GO joint facility) currently under construction.
Vehicular Parking	No dedicated parking for GO customers. (1,300-1,465 TPA/TTC pay parking available).	No Metrolinx parking recommended.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	35	36-38	• Short-term: Encourage the City of Toronto to consider implementing planned improvements to public realm, including enhancements to Acorn Ave., as part of the broader redevelopment of the station site.
Local Transit	8	14-16	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: With the completion of the construction of the bus terminal, 14 MiWay routes, 10 TTC routes (at the existing TTC bus station), and 2-4 GO bus routes will connect to GO rail service at this station. • Long-term: 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	1	2-4	• Short-term: As part of the planned redevelopment of the GO/TTC station site, consider installing covered and secure bike parking adjacent to the north station entrance. • Sort-term: As part of the planned redevelopment of the GO/TTC station site, encourage the City of Toronto to consider implementing improvements to cycling infrastructure on surrounding municipal roads such as Acorn Ave.
 Pick up/drop off	19	20-22	• Short-term: As part of the planned redevelopment of the GO/TTC station site, the vehicle waiting area will be reconfigured as short-term parking and expanded to accommodate GO and TTC customer needs.
 Drive & Park	32	26-28	• Medium-term: Consider greater coordination with TPA and TTC to support GO customer use of TPA/TTC paid parking spaces at this station.
 Carpool Passengers	2	2-4	
Updates			

Kitchener Line

The following ridership changes are expected on the Kitchener line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 12,000 in 2016 to 41,500 in 2031, an increase of 240%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 600 in 2016 to 12,500 in 2031, an increase of 2,000%.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

3.5 km of walkways

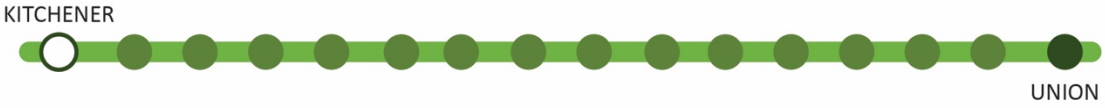
500 additional sheltered bike parking spaces

350 additional secure bike parking spaces

4 stations with significant potential for micro-transit

4,700 additional parking spaces

35% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.



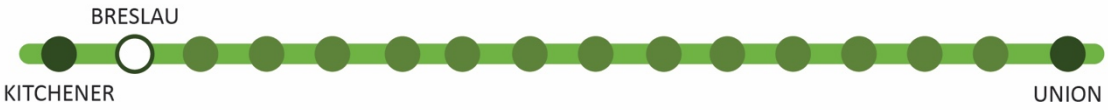
Kitchener GO

Station Area Characteristics			
Policy Framework	Urban Growth Centre		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	225	Very Low (1,000 or less)	
Daily Riders' Destination Station	0	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	South-west: High quality connection to Ion LRT at proposed Kitchener Transit Hub.	
Bus Facilities	South: On-street stops along Weber St. and Victoria St.	South: Add 6 bay bus loop for regional providers and enhanced on street local bus stops.	
Bike Parking	South: 13 covered spaces.	South: Add 32 covered and 24 secure spaces. North: Add 32 covered spaces. Total: 88 spaces.	
Pick up/drop off Facilities	No dedicated pick up/drop off facility for GO customers currently provided.	North: Add 8 vehicle on-street waiting area. South: Add 12 vehicle waiting area with 4 vehicle passenger loading area in shared facility.	
Vehicular Parking	South: 115 spaces (65 surface spaces managed by VIA Rail and 50 spaces by the Region of Waterloo).	South: Pay parking spaces at proposed Kitchener Transit Hub.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	23	34-36	• Short-term: 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. Ensure that these connections incorporate pedestrian amenities and public realm improvements to enhance the pedestrian experience. • Short-term: The proposed Kitchener Transit Hub also recommends the development of a pedestrian tunnel on the east side of the GO rail platform alignment to provide a north-south pedestrian connection from Waterloo Rd. to Victoria St. with an entrance to the GO rail station. Metrolinx should work with the project team to ensure that the proposed pedestrian connection addresses GO rail design requirements and safety standards while facilitating improved connectivity to the GO station from the north. • Short/Medium-term: Support efforts by the City of Kitchener to continue to pursue intensification in the immediate vicinity of the Kitchener Transit Hub. This will increase walk-up ridership and

			expand access to employment along the Kitchener GO rail corridor.
Local Transit	12	20-22	• Short-term: The proposed Kitchener Transit Hub integrates the planned Ion LRT platform along King St. with the Kitchener GO station. Additionally, it includes a 6 bay bus loop that is intended for use by GO Bus and regional bus providers. • Short-term: GRT plans to reconfigure its bus network around Ion LRT with incremental service increases for local bus routes connecting through the intersection of King and Victoria St at 3 on-street bus stops on Victoria St and two on King St. with pedestrian connectivity via a signalized intersection to the Kitchener Transit Hub. • Medium-term: Encourage GRT to explore enhancements to the frequencies of local bus services that connect to the station to align them with planned GO rail service frequencies. • Medium-term: Encourage the Region of Waterloo, the City of Kitchener and GRT to incorporate improvements to passenger amenities, wayfinding and signage at the 5 on-street bus stops that are in the immediate vicinity of the Kitchener Transit Hub. • Medium-term: Engage with GRT to explore the feasibility of connecting bus routes that service western Kitchener and Victoria St within the station bus loop. This would facilitate greater connectivity for current and potential GO customers and improve connections to jobs along the Victoria St. corridor.
Cycling	4	8-10	• Short-term: The proposed Kitchener Transit Hub includes three bike parking areas, with two located along the south side of the GO station platform alignment. Consider installing adequate capacity at these locations to support GO rail passenger needs. • Short-term: Consider adding covered and secure bike parking adjacent to the future north GO station entrance on Waterloo St. Additionally, consider improvements to cycling infrastructure along Waterloo St. from the station entrance to the south to Wellington St. to the north. • Short-term: Work with the City of Kitchener and 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. • Medium-term: Encourage the City of Kitchener to prioritize planned improvements to cycling infrastructure along Glasgow St. from Kneel Dr. to the west along Walker 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. • Medium-term: 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 Kuga St. to River Bend Rd. This will provide improved cycling connections for residents that are north and south of the Kitchener Transit Hub. • Long-term: 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 options for GO rail customers connecting to jobs in Kitchener.
 Pick up/drop off	38	18-20	• Medium-term: The proposed Kitchener Transit Hub includes a pick up/drop off facility to be 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. • Medium-term: 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. • Medium-term: Consider ride-sourcing partnerships to provide connections to employment uses and other destinations in Kitchener Downtown.
 Drive & Park	23	18-20	• Medium-term: Work with the Region of Waterloo and GRT to facilitate the transition from current Metrolinx parking facilitates to the future pay parking facilities at the Kitchener Transit Hub.
 Carpool Passengers	0	2-4	
Updates			

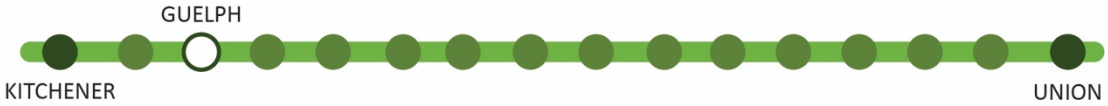


Breslau GO*			
Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Applicable	Low (1,001-2,000)	
Daily Riders' Destination Station	Not Applicable	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	Not Applicable	North: Add 1-3 on-street bus bays.	
Bike Parking	Not Applicable	North: Add 24 covered and 6 secure spaces. Total: 30 spaces.	
Pick up/drop off Facilities	Not Applicable	North: Add 24 vehicle waiting area with 6 vehicle passenger loading area.	
Vehicular Parking	Not Applicable	North: Add 550 surface spaces. (CONDITIONAL) North: Add 450 surface spaces. Total: 550-1,000 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	6-8	• Short-term: Encourage the Township of Woolwich to ensure that the Thomasfield Development, which is immediately north of the proposed station site, incorporates a permeable local street network with sidewalks, that connect to the GO station. Additionally, consider incorporating appropriate lighting, signage and wayfinding along proposed Street A to provide an enhanced pedestrian experience.
Local Transit	Not Applicable	4-6	• Short-term: Grand River Transit currently has no service in the Township of Woolwich. • Medium-term: As part of the planning and EA process associated with the new Breslau GO station, encourage GRT to explore the feasibility of extending existing and planned local transit routes to the Breslau GO station to provide greater connectivity from the communities of Heritage Park, Idlewood, Hespler, and Fairfield to Breslau GO. Additionally, consider stops along the Victoria St. and Woolwick St. corridors to provide options for future residents within the Breslau Settlement Area to connect to the station. • Medium-term: Consider a southern extension to the proposed Street A within the Townsfield Homes development to the GO rail corridor with a loop at the end of the road extension. Additionally, consider incorporating on-street bus bays within the loop to support GRT routes that are planned to be integrated at this station.

			• Medium-term: Encourage GRT to consider increases to local bus service frequencies for routes connecting to Breslau GO to align with planned GO rail service frequencies. • Medium-Term: Encourage GRT to connect the Region of Waterloo International Airport and the Maple Grove employment node with the Breslau GO station.
 Cycling	Not Applicable	2-4	• Short-term: Encourage the Township of Woolwich to explore the feasibility of implementing cycling infrastructure along the proposed Street A within the Thomasfield Development that will connect the GO station to Victoria St. • Medium-term: As part of the planning and EA process associated with the new Breslau GO station, consider installing bike parking facilities adjacent to both north station entrances. • Medium-term: Encourage the Township of Woolwich to explore the feasibility of developing a multi-use path along the north side of the GO rail corridor from proposed north-west station entrance heading west along the GO rail corridor to Woolwich St. Additionally, consider developing a connection between this path and the multi-use path that parallels Townsend Dr. to provide a connection to the residential areas north-west of the station.
 Pick up/drop off	Not Applicable	18-20	• Medium-term: As part of the planning and EA process associated with the new Breslau GO station, consider developing a pick up/drop off facility in close proximity to the north-east station entrance. Additionally, consider providing priority access for users of this facility. • Long-term: Consider ride-sourcing partnerships if ridership at this station is significantly in excess of current forecasts.
 Drive & Park	Not Applicable	68-70	• Medium-term: As part of the planning and EA process associated with the new Breslau GO station, consider developing 550 surface parking spaces on the north side of the rail corridor with access to the Greenhouse Rd. extension and the proposed local road network in the Thomasfield Homes development. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on a portion of parking spaces within close proximity to the proposed east station entrance (appx. 150 spaces). • (CONDITIONAL)Long-term: Consider adding up to 450 additional surface spaces if ridership at this station is significantly in excess of current forecasts. If surface spaces are deemed unfeasible, consider alternative parking solutions
 Carpool Passengers	Not Applicable	2-4	

			(e.g. modular parking on the north parking lot).
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

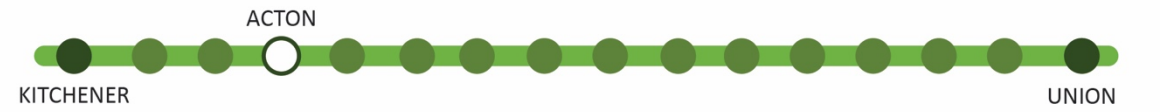


Guelph GO

Station Area Characteristics		
Policy Framework	Urban Growth Centre	
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	150	Very Low (1,000 or less)
Daily Riders' Destination Station	0	Average (251-1,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	North: 11 bay bus loop with dedicated access via Carden St.	No facility expansion recommended.
Bike Parking	North: 10 covered (owned by City) and 34 open spaces.	South: Add 24 secure spaces. Total: 68 spaces.
Pick up/drop off Facilities	North: 5 vehicle waiting area with 5 vehicle passenger loading area (VIA managed facility). South: 16 vehicle waiting area in 3 lanes with 4 vehicle passenger loading area.	No facility expansion recommended.
Vehicular Parking	South: 12 surface spaces at 91-100% utilization.	No parking expansion recommended.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	25	26-28	• Short/Medium-term: Encourage the City of Guelph to continue to pursue intensification in the immediate vicinity of the Guelph GO station. This will increase walk-up ridership to this station. • Medium-term: Encourage the City of Guelph to explore the development of a more direct pedestrian and cycling connection to the station platform from the intersection of Macdonnell St. and Woolwick St. • Medium-term: Encourage the City of Guelph to consider improvements to wayfinding and signage along Macdowell St. to improve pedestrian and cycling connectivity across Speed River.
Local Transit	18	22-24	• Medium-term: Encourage Guelph Transit to explore options to enhance local bus service frequencies to align with planned GO rail service frequencies. • Medium-term: Encourage Guelph Transit to explore delivery of more cost effective on-demand solutions to connect customers to early morning trains that depart prior to commencement of conventional Guelph Transit services.
Cycling	7	8-10	• Short-term: Consider secure bike parking capacity within the pick up/drop off area on the south GO station site. Additionally, consider converting open bike spaces to bike

			shelters. • Short-term: Encourage the City of Guelph to enhance the cycling infrastructure along Macdonell St. from the GO station to John Galt Park and the connection to the Royal Recreational Trail. • Medium-term: Encourage the City of Guelph to prioritize implementation of planned cycling infrastructure along Paisley St. and Quebec St. from Silver Creek Parkway to the west to Wyndham St. to the east, and south along Wyndham St. to the station site. • Medium-term: Encourage the City of Guelph to prioritize implementation of a planned cycling connection across Speed River to the north east of the GO station • Medium-term: 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.
Pick up/drop off	29	24-26	• No pick up/drop off recommendations identified.
Drive & Park	7	18-20	• Medium-term: Consider 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.
Carpool Passengers	0	2-4	
Updates			

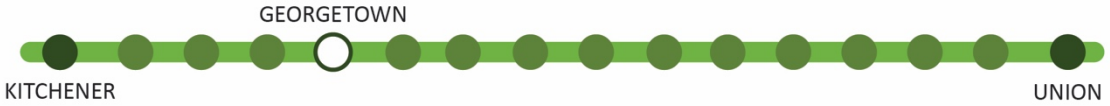


Acton GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	75	Very Low (1,000 or less)	
Daily Riders' Destination Station	0	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	No local transit facilities.	See Pick up/drop off facilities.	
Bike Parking	South: 32 covered spaces.	South: Add 10 secure spaces. Total: 42 spaces.	
Pick up/drop off Facilities	No pick up/drop off facilities.	(TENTATIVE) South: Add 16 vehicle waiting area with 4 vehicle passenger loading area to be shared with potential on-demand transit service.	
Vehicular Parking	South: 46 surface spaces with 81-90% utilization.	South: Add 200 surface spaces. Total: 246 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	28	28-30	• Short-term: 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. • Medium-term: 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. • Long-term: Encourage the Town of Halton Hills to promote intensification to the south of the GO station to increase walkup ridership at this station.
Local Transit	0	Not Applicable	• Medium-term: Encourage the Town of Halton Hills to explore options that build on the current ActiVan and Taxi Scrip programs to deliver transit to their residents with consideration given to on-demand/micro-transit service modals. Additionally, encourage the Town to prioritize connections to GO rail service in alignment with current and planned GO rail frequencies. • Medium-term: 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 pick up/drop off needs at this station.
Micro-Transit	Not Applicable	18-20	
Cycling	0	4-6	• Medium-term: Consider installing secure bike parking adjacent to south station entrance. • Medium-term: 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. This will provide effective options for resident's south-west of the GO station to cycle to the station site. • Medium-term: 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. This will provide effective options for residents north-east of the GO station to cycle to the station site. • Medium-term: 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. This will provide effective options for residents north of the GO station to cycle to the station site.
Pick up/drop off	28	20-22	• Medium-term: Consider developing a pick up/drop off facility that includes provision for a possible on-demand transit service adjacent to one of the south-west station entrance locations.
Drive & Park	44	28-30	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Medium-term: Consider adding 200 surface spaces at this station to the south of the rail corridor. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on a portion of additional parking provided at this station (appx. 75 parking spaces).
Carpool Passengers	0	2-4	
Updates			

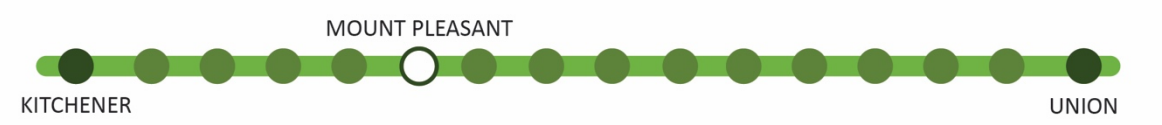


Georgetown GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	675	Average (2,001-4000)	
Daily Riders' Destination Station	0	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	No local transit facilities.	See Pick up/drop off facilities.	
Bike Parking	South: 32 covered spaces.	North: Add 32 covered spaces. South: Add 10 secure spaces. Total: 74 spaces.	
Pick up/drop off Facilities	South: 20 vehicle waiting area in 6 lanes with 3 vehicle passenger loading area.	(TENTATIVE) South: Expand existing facility to 44 vehicle waiting area with 8 vehicle passenger loading area to be shared with potential on-demand transit service.	
Vehicular Parking	North: 225 surface spaces. South:426 surface spaces. Total: 651 spaces with 71-80% utilization	North: Add 250 spaces via alternative solutions. (CONDITIONAL) North: Add 400 spaces via alternative parking solutions. Total: 901-1,301 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	8	10-12	• Short-term: 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. • Short-term: 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. • Medium-term: Encourage the Town of Halton Hills to extend the sidewalk infrastructure along the east side of Victoria St. to the GO rail corridor. • Medium-term: 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.

			• Long-term: Encourage the Town of Halton Hills to continue to pursue intensification in the immediate vicinity of the Georgetown GO Station as per the Georgetown GO Station Area Secondary Plan. This will increase walk-up ridership to this station.
Local Transit	0	Not Applicable	• Medium-term: Encourage the Town of Halton Hills to explore options that build on the current ActiVan and Taxi Scrip programs to deliver transit to their residents with consideration given to on-demand/micro-transit service modals. Additionally, encourage the Town to prioritize connections to GO rail service in alignment with current and planned GO rail frequencies. • Medium-term: 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 pick up/drop off needs at this station.
Micro-Transit	Not Applicable	12-14	
Cycling	0	2-4	• Medium-term: Consider installing additional bike shelters and secure bike parking adjacent to the north and south station entrance and in proximity to recommended cycling connections to the station site. • Medium-term: 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 site. • Medium-term: 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. • Medium-term: Encourage the Town of Halton Hills to consider prioritizing implementation of planned cycling infrastructure along Victoria St., King St. and Queen St. in the immediate vicinity of the GO station. This will ensure that appropriate cycling links are provided between recommended improvements to the Georgetown cycling network and the GO station site.
Pick up/drop off	13	22-24	• Medium-term: As part of a redeveloped station site, consider expanding the pick up/drop off facility that includes provision for an a possible on-demand transit service.

Drive & Park	74	48-50	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces within the north surface parking lot (appx. 225 spaces). Additionally, consider expanding reserved parking in tandem with any parking expansions being explored in the medium-term. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Medium-term: Consider options to provide an additional 250 surface parking spaces on adjacent to the south station site. • (CONDITIONAL) Medium-term: If frequent two-way rail service levels are confirmed at this station, consider adding 400 parking spaces using alternative parking solutions (e.g. shared and/or modular parking spaces).
Carpool Passengers	4	6-8	
Updates			



Mount Pleasant GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,575	Very High (8,001 or more)	
Daily Riders' Destination Station	0	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 9 bay bus loop with shared access on Commuter Dr. South: 9 bay bus loop with dedicated access to Lagerfeld Dr.	(CONDITIONAL) North: Add16 on-street vehicle waiting area spaces to the north for potential on-demand micro-transit service.	
Bike Parking	South: 16 covered spaces.	North: Add 64 covered and 24 secure spaces. South: Add 48 covered spaces. Total: 152 spaces.	
Pick up/drop off Facilities	South-east: 24 vehicle waiting area in 8 lanes with 4 vehicle passenger loading area. South-west: 46 vehicle waiting area in 12 lanes with 7 vehicle passenger loading area.	North: Add 6 vehicle on-street waiting area.	
Vehicular Parking	North: 222 surface spaces. South: 1,265 surface spaces. Total: 1,497 spaces with a 71-80% utilization.	South: Add 400 surface parking spaces. (CONDITIONAL) South: Add 950 spaces via alternative parking solutions or a structure. Total: 1,897-2,847 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	15	16-18	• Short-term: Encourage the Region of Peel and the City of Brampton to consider designing the intersection between the proposed East-West Connector and Mississauga Rd. to support pedestrians and cyclists from future development to the southwest of the rail corridor connecting to the GO station site via Lagerfeld Dr. • Short-term: 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. • Medium-term: Consider improving pedestrian and cycling connection between Lagerfeld Dr. and the GO station platform that reduces conflicts with vehicular traffic. • Medium-term: Encourage 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. These linkages will provide quicker connections for pedestrians and cyclists from northeast of the station. • Long-term: 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 Bovair Dr. This could include the use of landscaping to enhance the pedestrian environment and narrowing of the pedestrian crossing distance by removing/revising right turn Channel Islands.
Local Transit	4	14-16	• Medium-term: Encourage Brampton Transit to explore options to deliver micro-transit service in the 4-5km 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. Additionally, work with the City of Brampton to assess the feasibility of using on-street parking spaces along Commuter Dr. and Salvation Rd. to support the delivery of micro-transit. • Medium-term: Encourage Brampton Transit to consider modifying the service loop of the bus route servicing the Elbern Markell Dr. community to include the community north of Queen Street W. • Medium-term: Encourage Brampton Transit to consider modifying the bus route servicing the Edenbrook Hill Dr. and Queen Mary Dr. communities to connect to the Mount Pleasant GO station. This will provide a direct transit connection to the residential areas north-east of the GO station that have a high concentration of GO rail customers. • Medium-term: Encourage Brampton Transit to enhance the frequencies on bus routes servicing the communities of Mount Pleasant, and the Elbern Markell Dr./Bonnie Braes Dr. and Mississauga Rd. corridors to align with future GO rail service levels. • Long-term: Encourage Brampton Transit to develop local transit service expansion routes needed to link the new urban areas to the west of the station.
Micro-Transit	Not Applicable	10-12	
Cycling	1	2-4	• Short-term: Consider installing additional bike shelters and secure bike parking adjacent to the north and south station entrance. • Short-term: 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 East-West Connector road.

			• Medium-term: Encourage the City of Brampton to enhance the wayfinding and signage along the multi-use path along Bovaird Dr. W to Chinguacousy Rd. • Medium-term: Encourage the City of Brampton to consider implementing planned cycling infrastructure along Creditview Rd. and James Potter Rd. west of the GO station are connected to the station site via cycling infrastructure along Lagerfeld Dr. Additionally, consider extending such infrastructure west in tandem with future development of these areas. • Medium-term: 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. • Medium-term: Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Brisdale Dr. Wanless Dr. to the north to Groverwood Dr. to the south and further west along Groverwood Dr. to Salvation Rd. These improvements will provide enhanced cycling connections for the high concentration of GO rail customers that reside in this area.
 Pick up/drop off	14	20-22	• Medium-term: Consider restricting access from the southwest pick up/drop off area to the parking to the west to provide dedicated access to Lagerfeld Dr. • Medium-term: Work with City of Brampton to explore the feasibility of developing an on-street vehicle waiting area along Commuter Dr .
 Drive & Park	63	34-36	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the eastern half of the south surface parking lot (appx. 550 spaces). • Medium-term: Consider expanding surface parking by 400 spaces adjacent to the south parking lot. • (CONDITIONAL) Medium-term: If frequent two-way rail service levels are confirmed at this station, consider opportunities to expand parking by 950 spaces using alternative parking solutions (e.g. modular parking spaces on the south parking lot). If alternative parking solutions are deemed unfeasible, consider developing a parking structure on the south parking lot.
 Carpool Passengers	2	4-6	
Updates			

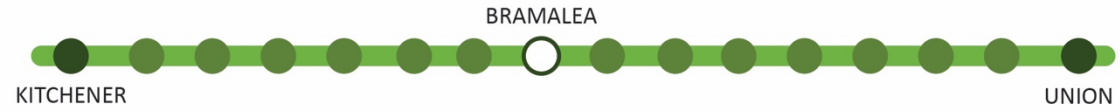
Brampton GO

Station Area Characteristics			
Policy Framework	Urban Growth Centre & Mobility Hub		
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,350	Very High (8,001 or more)	
Daily Riders' Destination Station	25	Very High (2,001-9,500)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	South: Potential connectivity with proposed Queen St. bus rapid transit (BRT).	
Bus Facilities	South: 5 bay bus loop with dedicated access to George St. and Nelson St.	South: Consider expansion to accommodate current constraints and long term growth needs.	
Bike Parking	North: 32 covered and 8 open spaces.	North: Add 24 secure spaces. South: Add 48 covered spaces. Total: 112 spaces.	
Pick up/drop off Facilities	North: 28 vehicle waiting area in 7 lanes with 4 vehicle passenger loading area.	North: Add 40 vehicle waiting area spaces via short-term parking. South: Add 12 vehicle on-street waiting area.	
Vehicular Parking	North: 702 surface spaces. South: 161 surface spaces. Total: 863 spaces with 91-100% utilization	South: Add 250 surface spaces. (CONDITIONAL) North: Add 400 spaces via alternative parking solutions Total: 1,113-1,513 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	8	12-14	• Short-term: 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). • Short-term: As part of the planning process associated with determining the location of a future University campus in the City of Brampton, encourage the City of Brampton to consider locations within walking distance of Brampton GO station. • Medium-term: Consider improving 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. • Medium-term: 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.

			• Medium-term: Consider enhancements to the pedestrian crossing across the McKillop Ln. 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. • Medium-term: Work with the City of Brampton to support intensification in the immediate vicinity of the GO station to increase walk-up ridership at Brampton GO.
 Local Transit	7	18-20	• Short-term: Encourage Brampton Transit to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: Encourage Brampton Transit to explore opportunities to enhance frequencies along Kennedy Rd. between Bovaird Dr. E. and Steels Ave., including improving patron transfers to match the Zum service schedule along Queen St. E/Highway 7 corridor. • Short-term: Work with the project team for the Hurontario LRT to identify and protect for a transit connection between future LRT Gateway Terminal station and the Brampton GO station and Brampton Transit bus terminal. • Medium-term: Work with Brampton Transit and the City of Brampton to explore opportunities to address safety, capacity and circulation constraints associated with Downtown Transit Terminal and adjacent on-street bus stops. • Medium-term: 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. • Medium-term: 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. • Medium-term: Work with the project team for the future Brampton Queen Street RT corridor to ensure that any future RT station is integrated with the Brampton GO station and Brampton Transit bus terminal.
 Micro-Transit	Not Applicable	8-10	
 Cycling	1	2-4	• Short-term: Consider installing additional bike shelters adjacent to the southwest station entrance along Railroad St. near Mill St. • Medium-term: Consider installing additional secure bike spaces adjacent to the north station entrance. • Medium-term: Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Railroad St. from the south-west GO

			station entrance near Mill St. to Haggert Ave. to the west and through Chris Gibson Park terminating at Mc Laughling Rd. • Medium-term: Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Mc Laughling Rd. from Queen St. to the south to Flowertown Ave. to the north. • Medium-term: Encourage the City of Brampton to consider prioritizing implementation of planned cycling infrastructure along Flowertown Ave. from McLaughlin Rd. to the east to Chinguacousy Rd. to the west. • Medium-term: 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 north-east of the GO station. • Medium-term: Encourage the City of Brampton to consider improving wayfinding and signage of cycling routes to highlight key cycling connections. • Long-term: 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	24	26-28	• Short-term: Encourage the City of Brampton to identify opportunities for the introduction of on-street vehicle waiting area to the south-west of the GO station site in close proximity to the intersection of Mill St. and Railroad St. • Medium-term: Consider restricting access from the current pick up/drop off facility and parking to the west to provide dedicated access to Church St. • Medium-term: Consider repurposing a portion of the parking to the east of the current pick up/drop off facility into additional vehicle waiting area spaces via short-term parking.
Drive & Park	53	28-30	• Short-term: Consider proceeding with the expansion of surface parking expansion to the south of the GO station (appx. 200 spaces). • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the north surface parking lot (appx. 600 spaces). • Medium-term: Explore joint development opportunities on the south and north-east parking lot in alignment with municipal and provincial intensification policies for this area. Offset lost parking by exploring alternative parking solutions. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail
Carpool Passengers	3	4-6	

			customers. • (CONDITIONAL) Medium-term: If frequent two-way rail service levels are confirmed at this station, consider adding 400 parking using alternative parking solutions (e.g. modular parking spaces on the north parking lot). If alternative parking solutions is deemed unfeasible, explore opportunities for surface, shared and leased parking around the station site.
Updates			



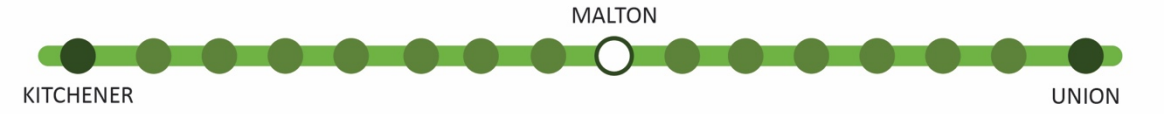
Bramalea GO

Station Area Characteristics			
Policy Framework	Mobility Hub		
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,375	High (4,001-8,000)	
Daily Riders' Destination Station	150	High (1,001-2,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 11 bay bus loop with shared access to Steeles Ave.	North: Modify to 14 bay bus loop with dedicated access from Steeles Ave. and priority access to Bramalea Rd.	
Bike Parking	North:40 covered and 8 open spaces (north).	North: Add 12 secure spaces. Total: 60 spaces.	
Pick up/drop off Facilities	North: 42 vehicle waiting area in 7 lanes with 6 vehicle passenger loading area. South: 35 vehicle waiting area in 6 lanes with 7 vehicle passenger loading area.	North: Modify facility to improve vehicular circulation.	
Vehicular Parking	North: 1,725 surface spaces. South: 646 surface spaces. Total: 2,371 spaces with a 81-90% utilization	North: Add 2,060 space parking structure and maintain 1,330 surface spaces. Total: 3,391 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	1	4-6	• Short-term: 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 Steele 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. • Medium-term: 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, wayfinding, and signage and incorporated along Avondale Blvd. and the proposed link. • Medium-term: Encourage the City of Brampton to identify opportunities to intensify employment uses in the immediate vicinity of the GO station to expand its role as a destination station.

			• Long-term: Engage with the City of Brampton to evaluate the feasibility of developing a sidewalk that links the south station entrance along southern access road to Alfred Kuchne Blvd. This will provide a safe option for destination bound customers to walk to jobs in the immediate vicinity of the GO station. • Long-term: Work with the City of Brampton and Ministry of Transportation to provide/protect for a multiuse path south of the GO station to the future 407 Transitway along Highway 407.
 Local Transit	9	18-20	• Short-term: As part of the planned redevelopment of the north station site in alignment with the recommendations of the Bramalea Station Master Plan, consider realigning and expanding the bus loop along a linear configuration to accommodate the needs of local bus routes, Züm and GO Bus routes with dedicated signalized access to the surrounding road network. • Medium-term: Encourage Brampton Transit to enhance frequencies of current and future bus routes servicing the Bramalea GO station to aligned with planned GO rail service levels at Bramalea GO station.
 Cycling	0	1-2	• Short-term: As part of the planned redevelopment of the north station site, consider installing bike shelters and secure bike lockers in close proximity to the main station building and multi-use path connection. • Short-term: Consider improving wayfinding within the station site by clearly defining cycling routes. • Medium-term: 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 Steels Ave. to the south. • Medium-term: Encourage the Region of Peel to prioritize the feasibility review and implementation of cycling infrastructure along Steeles Ave. from Brampton Rd. to the east to the signalized station entrance to the west. • Medium-term: 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.

Pick up/drop off	13	22-24	• Short-term: As part of the planned redevelopment of the station site in alignment with the recommendations of the Bramalea Station Master Plan, consider expanding the capacity of the northern pick up/drop off facility. • Medium-term: Consider ride-sourcing partnerships to provide connections to employment uses and other destinations around this station.
Drive & Park	70	50-52	• Short-term: As part of the planned redevelopment of the north station site in alignment with the recommendations of the Bramalea Station Master Plan, consider developing a parking structure on the north parking lot with access to a second signalized access to Bramalea Rd. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on the 3rd, 4th and 5th floor of the proposed parking structure (appx. 1,220 spaces).
Carpool Passengers	4	5-7	
Updates			

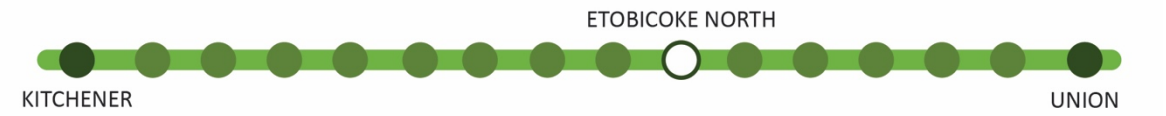


Malton GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	1,125		Low (1,001-2,000)
Daily Riders' Destination Station	50		High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	North: Bus loop (without bus bays) with shared access to signalized intersection with Derry Rd.		North: Enhance to 4-6 bay bus loop.
Bike Parking	North: 16 covered spaces.		North: Add 32 covered and 12 secure spaces Total: 60 spaces.
Pick up/drop off Facilities	North: 24 vehicle waiting area in 7 lanes with 5 vehicle passenger loading area.		South: 12 vehicle waiting area with 3 vehicle passenger loading area.
Vehicular Parking	North: 698 surface parking spaces with 91-100% utilization.		South: Add 400 spaces via surface or alternative parking solutions for a total of 1,098 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	2	4-6	• Medium-term: Consider developing a boulevard separated joint-use path along the eastern edge of access road that connects to the GO station site to the entrance of the bus loop and pick up/drop off area. Additionally, consider reconfiguring the bus loop to provide adequate clearance for this boulevard separated joint-use path to connect directly to the main station building entrance. • Medium-term: Work with the City of Mississauga to identify improvements to lighting, wayfinding 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	1% (+5 GO Bus)	16-18	• Medium-term: Consider modifications to the current bus loop that would incorporate 4-6 bus bays with enhanced passenger waiting area and amenities. Additionally, consider options that can facilitate integration of a multi-use path into the station site. • Medium-term: Encourage MiWay to enhance the frequencies on bus routes servicing the Airport and north-west corridors to align with future GO rail service levels. • Medium-term: Encourage MiWay to explore the feasibility of integrating bus routes servicing the Derry Rd E corridor into the station bus loop. These bus routes could support the forecasted growth in egress trips to the Airport Employment Areas.

			• Medium-term: Encourage Brampton Transit to evaluate the feasibility of providing local transit connections to communities along the Gore Rd and Airport Rd corridors to the Malton GO station and increasing service frequencies to align with future GO rail service levels. This will provide direct connections to the high concentration of Malton GO customers that reside in the north-east Brampton.
 Cycling	0	1-2	• Medium-term: Consider installing additional bike shelters and secure bike parking at the end of the proposed joint-use path connecting to the north station building. • Medium-term: 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 Malton GO station. • Medium-term: 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 Victoria Crest to Derry Rd. Additionally, consider enhancements to this connection to make it more suitable for joint-use by pedestrians and cyclists and align the path to connect to the signalized intersection east of the rail corridor on Derry Rd. This will provide the most direct connection to the GO station building.
 Pick up/drop off	12	16-18	• Medium-term: Consider removing the parking spaces along the pick up/drop off vehicle turnaround to reduce vehicular conflict. • Medium-term: Work with the International Centre to the south of the GO rail corridor to explore opportunities to incorporate a pick up/drop off facility as part any future discussions on shared parking on the parking lot immediately adjacent to the south station entrance. • Medium-term: Consider ride-sourcing partnerships to provide connections to employment uses and other destination within the Airport Employment Area.
 Drive & Park	76	56-58	• Short-term: Work with the International Centre to the south of the GO rail corridor to explore the feasibility of sharing the approximately 400 surface parking spaces immediately south of the GO station and north of Hull St. with GO customers during weekday commute hours (6 A.M.-6 P.M.). Additionally, consider implementing the modified reserved, carpool, and EV parking program on all such shared spaces.
 Carpool Passengers	5	7-9	

			• (CONDITIONAL) Medium-term: If shared parking opportunities with the International Centre are deemed unfeasible, consider adding 500 space using alternative parking solutions (e.g. modular parking spaces on the current north GO parking lot or on a potential south shared parking lot). Additionally, consider implementing the modified reserved, carpool, and EV parking program on all such shared spaces.
Updates			

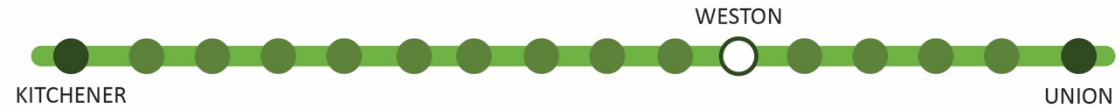


Etobicoke North GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	625		Low (1,001-2,000)
Daily Riders' Destination Station	50		Average (251-1,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	On-street stops along Kipling Ave. and Belfield Rd.		(TENTATIVE) Improve connection to on-street bus facilities.
Bike Parking	South: 16 covered spaces.		(TENTATIVE) South: Add 64 covered and 32 secure spaces. Total: 96 spaces.
Pick up/drop off Facilities	South: 8 vehicle waiting area in 3 lanes with 3 vehicle passenger loading area.		(TENTATIVE) North: New facility with 20 vehicle waiting area and 4 vehicle passenger loading area.
Vehicular Parking	North: 431 surface spaces. South: 257 surface spaces. Total: 688 spaces with 61-70% utilization.		(TENTATIVE) No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	1	12-14	• Medium-term: As part of a possible station relocation to south-east of Hwy 401, consider incorporating pedestrian connections from a possible south station entrance to the local road network. • Medium-term: Encourage the City of Toronto to consider improvements to lighting, signage and wayfinding in areas south of the rail corridor that would be within walking distance of the possible GO station entrance. • Medium-term: Consider options to provide direct pedestrian connections to employment uses to the north of a possible future station entrance.
Local Transit	4	18-20	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: As part of a possible station relocation to south-east of Hwy 401, encourage the City of Toronto and TTC to identify on-street bus stop and shelter locations along Islington Ave. in close proximity to a possible future station site. • Medium-term: As part of a possible station relocation to south-east of Hwy 401, consider implementing a vertical pedestrian connection between possible bus stop/shelters

			along Islington Ave. and a possible future GO station platform. • Medium-tem: Encourage the TTC to explore introduction of additional local transit routes that provide a direct connection from the Kipling Heights and West Humber Estate neighbourhoods to the GO station.
Cycling	0	2-4	• Medium-term: As part of a possible station relocation to south-east of Hwy 401, consider incorporating a bike shelter into a possible south entrance to the GO station. Additionally, consider incorporating a secure bike parking room into the station entrance facility. • Medium-term: Encourage the City of Toronto to explore the feasibility of implementing a bike lane or path that connects trails terminating at Wincott Park to a possible future station location to the north. This could involve improvements to bike infrastructure along Wincott Dr. north, Cheeta Pl. north, York Rd. north, Westhampton Dr. east, Lemsford Rd. east, and Adriatic Rd. north to connect to the south side of the GO rail corridor. These improvements would support cyclists connecting to service at this station from the Martin Grove Gardens and Richview communities. • Medium-term: Encourage the City of Toronto to explore the feasibility of implementing improvements to cycling infrastructure along Kingsview Blvd. west of York Rd. to provide effective options to Kingsview Village residents.
Pick up/drop off	8	24-26	• Medium-term: As part of a possible station relocation to south-east of Hwy 401, consider developing a pick up/drop off facility in close proximity to a station entrance with dedicated or priority access to the station site. • Medium-term: Consider ride-sourcing partnerships to provide connections to employment uses and other destination within the Airport Employment Area.
Drive & Park	82	38-40	• Medium-term: Metrolinx is evaluating the viability of maintaining this station at its current location. As part of this planning process, station relocation to south-east of Hwy 401 its current considered. If this planning proceed results in the relocation of the station to south-east of Hwy 401, consider replacing the current supply of surface parking at the station. • Medium-term: If this station is relocated, consider implementing the modified reserve parking program on all of the proposed surface parking spaces (excluding accessible spaces) being considered for the new location (appx. 688 spaces).
Carpool Passengers	3	6-8	

Updates

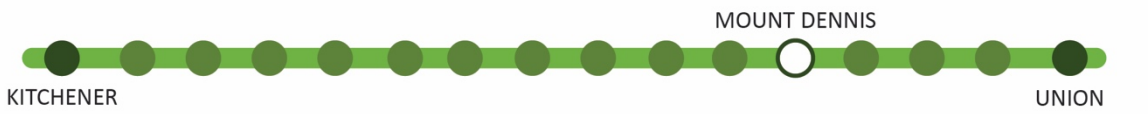


Weston GO/UP

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	1,200	Average (2,001-4,000)	
Daily Riders' Destination Station	100	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	West: On-street stops along Lawrence Ave. and Weston Rd.	West: Improve connection to on-street bus facilities.	
Bike Parking	North-west: 32 covered spaces.	North-east: Add 16 covered spaces. North-west: Add 16 secure spaces. South-east: Add 16 covered spaces. South-west: Add 32 covered spaces. Total: 112 spaces.	
Pick up/drop off Facilities	North-west: 6 vehicle waiting area with 3 vehicle passenger loading area. South-west: 10 vehicle waiting area in 2 lanes with 4 vehicle passenger loading area.	North-east: 9 vehicle waiting area with 3 vehicle passenger loading area.	
Vehicular Parking	North-west: 203 surface spaces. South-west: 127 surface spaces. Total: 330 spaces with 91-100% utilization.	No parking expansion recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Available	32-34	• Medium-term: Work with the City of Toronto to explore opportunities to develop eastern entrances to the GO/UP 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 wayfinding and signage along Ralph St. and Wright St. as part of the development of any future eastern entrances. • Medium-term: 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	Not Available	22-24	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: 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 station at Lawrence Ave. and Ralph St.

			• Medium-term: 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. • Medium-term: Work with the City of Toronto to explore the feasibility of directly connecting local transit services to the Weston GO/UP station site.
 Cycling	0	4-6	• Short-term: Encourage the City of Toronto to explore enhancements to lighting, wayfinding and signage at Raymore Park and along Humber River Recreational Trail that connects to Hickory Tree Rd. and Bellevue Cres. to the GO/UP station site. This would provide enhanced pedestrian and cycling connections for residents within the Humber Heights and Westmount neighbourhoods to the Weston GO/UP station. • Medium-term: Consider installing bike shelters on the west side of the rail corridor at the south station entrance and at the possible future eastern entrance locations. Additionally, consider incorporating secure bike parking adjacent to the current north station entrance on the west side of the rail corridor. • Medium-term: 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, with a connection to a possible new south station entrance off of Wright Ave. Additionally, explore similar improvements along Rosemount Ave. from Queens lee Ave. to the north to Ralph St. to the south.
 Pick up/drop off	Not Available	26-28	• Medium-term: An assessment of potential eastern passenger pick up/drop off areas was completed in 2013 as part of the Weston Station Master Planning process. Consider working with adjacent land owners and the City of Toronto to explore the feasibility of an on-street or shared pick up/drop off area along the alignment of Ross St. • Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
 Drive & Park	Not Available	16-18	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces (excluding accessible spaces) at this station (appx. 330 spaces). • Short-term: Work with UP Express to explore opportunities to deliver customized parking management solutions to
 Carpool Passengers	Not Available	2-4	

			support evening and weekend use for special event and airport users. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Medium-term: Consider joint development opportunities on the main north GO station parking lot at the corner of Lawrence Ave. and Weston Rd., in alignment with the Weston Station Master Plan and municipal intensification priorities for this area. • Medium-term: Consider offsetting parking lost on the main north GO parking lot from joint development by exploring surface parking or alternative parking solutions (e.g. modular parking expansion on the south parking lot and shared parking agreements with adjacent residential towers).
Updates			

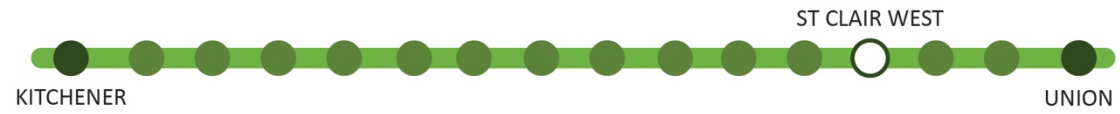


Mount Dennis GO/UP*

Station Area Characteristics			
Policy Framework	Mobility Hub		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Applicable	Low (1,001-2,000)	
Daily Riders' Destination Station	Not Applicable	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	East: Develop high quality connection between Eglinton Crosstown LRT, GO and UP stations.	
Bus Facilities	Not Applicable	East: Integrated Crosstown LRT, GO and UP stations with a connected 14 bus bay terminal.	
Bike Parking	Not Applicable	West: 40 open spaces in front of the Eglinton Crosstown LRT station building and 80 secure spaces in a bike room in Eglington Crosstown LRT station building. Total: 120 spaces.	
Pick up/drop off Facilities	Not Applicable	East: 30 vehicle waiting area configured as short-term parking with 5 vehicle passenger loading area.	
Vehicular Parking	Not Applicable	No parking expansion recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	46-48	• Short-term: 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. • Medium-term: Encourage the City of Toronto to support intensification in the immediate vicinity of the GO station, in alignment with the Mount Dennis Mobility Hub Study. This includes the intensification of lands south to the new east GO/UP station entrance as well as along Weston Rd. to support growth in walk-up ridership.
Local Transit	Not Applicable	26-28	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: As part of the Eglinton Crosstown LRT project, an integrated Crosstown LRT, GO and UP station is curranty under development. • Short-term: As part of the Eglinton Crosstown LRT project, a 16 bay 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	0	4-6	• Short-term: As part of the Eglinton Crosstown LRT project, bike racks are being installed at the new west station entrance off of Weston Rd. with access from Hollis St. Additionally, a secure bike room is also being integrated into this station entrance building. • Short-term: The City of Toronto is planning to undertake pedestrian and cycling improvements to Eglington Ave., east and west of the future Mount Dennis LRT/GO/UP station, alongside the development of the Eglinton Crosstown LRT and in alignment with the vision for the street identified in the City's Eglinton Connects Study and the Mount Dennis Mobility Hub Study. • Medium-term: 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 Lamton 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	Not Applicable	24-26	• Short-term: As part of the Eglinton Crosstown LRT project, a pick up/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.
 Drive & Park	Not Applicable	0	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	Not Applicable	0	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.



St Clair West GO*

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Applicable	Very Low (1,000 or less)	
Daily Riders' Destination Station	Not Applicable	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus/Streetcar Facilities	Not Applicable	South: Integration with St. Clair Streetcar.	
Bike Parking	Not Applicable	East: Add 32 covered and 32 secure spaces. Total: 64 spaces.	
Pick up/drop off Facilities	Not Applicable	East: 12 vehicle waiting area.	
Vehicular Parking	Not Applicable	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	56-58	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider developing a vertical pedestrian connection from the southern end of the GO station platform to the sidewalk along the north side of St. Clair Ave. • Medium-term: Encourage the City of Toronto to identify improvements to wayfinding and signage along Union St. and Townsley St. to better connect pedestrians to this future GO station. Additionally, consider incorporating similar improvements long Gunn St. to the west as part of the proposed grade separated eastward extension to connect with Turnberry Ave.
Local Transit	Not Applicable	20-22	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: Encourage the City of Toronto and the TTC to explore relocation of the Townsley Loop from Old Weston Rd. to immediately adjacent to the south station entrance on the east side of the rail corridor. This would facilitate direct connection to the community along the Davenport Rd. corridor. • Medium-term: Encourage the TTC to explore extending bus routes along the Runnymede Rd./St Clair Ave. W corridor past Gunns Loop to connect to the proposed new loop adjacent to the new GO station entrance. Additionally, consider rerouting bus service along the Symington Ave corridor to incorporate a stop in the proposed GO station bus loop.

			• Medium-term: Encourage the City of Toronto and TTC to explore solutions to provide an enhanced pedestrian connection with improvements to signage and wayfinding to the St. Clair Streetcar Station at Old Weston Rd. and St. Clair Ave.
 Cycling	Not Applicable	4-6	• Medium-term: As part of the planning process associated with new Toronto GO Stations, consider incorporating bike shelters and secure bike parking into the proposed north entrance on the east side of the rail corridor. • Medium-term: Encourage the City of Toronto to expedite implementation of planned connections between the Sandra Park Trail to the east and Lavendar Creek Trail adjacent to the proposed north station entrance. As part of any such future connection consider incorporating enhancements to signage and wayfinding along the Trail to better connect cyclists to the new GO station entrance. • Long-term: Work with the City of Toronto to facilitate extension of the West Toronto Rail Path along the eastern length of the GO rail corridor with connections to both south and north station entrances.
 Pick up/drop off	Not Applicable	20-22	• Medium-term: As part of the planning process associated with this new Toronto GO station, consider developing an on-street or on-site pick up/drop off facility along Union St. in close proximity to the proposed south station entrance on the east side of the rail corridor.
 Drive & Park	Not Applicable	0	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	Not Applicable	0	
Updates			

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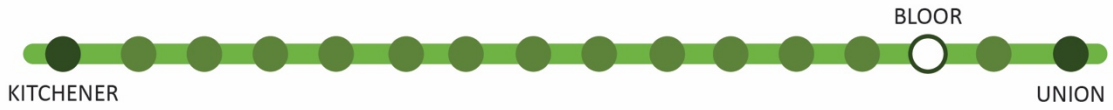
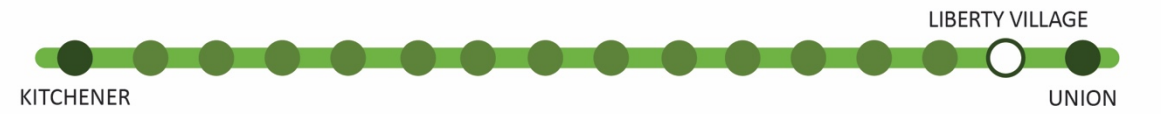


Bloor GO/UP

Station Area Characteristics			
Policy Framework	Mobility Hub		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	500	Low (1,001-2,000)	
Daily Riders' Destination Station	200	High (1,001-2,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	West: Out-of-station pedestrian connection to Dundas West subway station (Line 2 Bloor-Danforth).	West: Fully integrated underground connection between the GO/UP station and the TTC Dundas West subway station and bus loop.	
Bus/Streetcar Facilities	West: Out-of-station pedestrian connection to TTC bus/streetcar loop at Dundas West subway station.		
Bike Parking	East: 38 open spaces and 4 secure spaces. (City of Toronto facilities).	East: Add 32 covered and 16 secure spaces. West: Add 16 covered spaces. Total: 64 spaces (excludes City of Toronto facilities).	
Pick up/drop off Facilities	West:5 vehicle passenger loading area with shared access from Dundas St..	West: Modify to 8 vehicle waiting area with 5 vehicle passenger loading area.	
Vehicular Parking	No dedicated parking spaces for GO customers.	No parking expansion recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Available	54-56	• Short-term: Encourage the City of Toronto to improve signage and wayfinding on Macaulay Ave. and Edwin Ave. to the east of the station. • Medium-term: 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	Not Available	22-24	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: Metrolinx is currently engaged in discussions with the Crossways development and TTC to develop a fixed underground connection to the TTC subway platform at Dundas W. from the Bloor GO station.
Cycling	Not Available	6-8	• Medium-term: Consider the impacts associated with planned expansion of the GO rail corridor to the West Toronto Bike Path and explore mitigation measures. Additionally, consider

			installing bike shelters and secure bike lockers along the bike path at the north entrance to the station platform. • Medium-term: Work with TPA and Bike Share Toronto to identify bike share locations to the west to Runnymede Rd., to the north to Dundas St. and south to Wright Ave. and south of the GO station. • Medium-term: Encourage the City of Toronto to expedite 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.
Pick up/drop off	Not Available	16-18	• Medium-term: As part of the planned high-rise residential development along Dundas St. west of the GO station entrance, the pick up/drop off area entrance road is being expanded to provide enhanced visibility for drivers circling across the pick up/drop off area loop. • Medium-term: As part of the planned enhancements to the pick up/drop off area, consider widening the pedestrian waiting area and pathway to the north Freshco commercial plaza. This will reduce potential conflicts between pedestrians and vehicular traffic. • Medium-term: Consider ride-sourcing partnerships to provide connections to employment uses and other destinations around this station.
Drive & Park	Not Available	0	• No parking related recommendations identified here.
Carpool Passengers	Not Available	0	
Updates			



Liberty Village GO*

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus/Streetcar Facilities	Not Applicable		North: Improve integration with Queen Streetcar. South: Improve integration with King Streetcar.
Bike Parking	Not Applicable		North: Add 32 covered and 32 secure spaces. Total: 64 spaces.
Pick up/drop off Facilities	Not Applicable		North: Develop a 16 vehicle on-street vehicle waiting area.
Vehicular Parking	Not Applicable		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	58-60	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider pedestrian connections are incorporated along King St. and Sudbury St. to the proposed north and south station entrances. Specifically, consider developing a pedestrian plaza at the proposed north station building entrance. • Medium-term: Encourage the City of Toronto to explore public realm improvements along Sudbury St. from Queen St. to the north to King St. to the south. • Medium-term: Work with the City of Toronto to consider incorporating connections between the proposed King High multi-use path and the proposed West Toronto Rail Path extensions to the north and south station entrance.
Local Transit	Not Applicable	18-20	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: Encourage the City of Toronto to identify improvements to wayfinding and pedestrian infrastructure across King St. to better connect the 504 King streetcar stop to the future southern entrance to the GO station. • Medium-term: Encourage the City of Toronto to identify improvements to the public realm along Dovercourt Rd. from Sudbury St. to the south to Queen St. to the north to better connect the future north entrance to the GO station to the closest 501 Queen Streetcar stop.

Cycling	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new Toronto GO Stations, consider incorporating bike shelters into the proposed north and south entrances to the GO station. Additionally, consider incorporating a secure bike parking room into the north station building. • Medium-term: Encourage the City of Toronto to expedite planned cycling infrastructure improvements on Davencourt St. from Dundas St. to the north to Sudbury St. to the south and Argyle St. from Gladstone Ave. to Shaw St. • Medium-term: Encourage the City of Toronto to explore the feasibility of implementing bike lanes along Gladstone Ave. from Dundas St. to the north to Queen St. to the south, and then onwards along Sudbury St. south to the proposed north station entrance. • Medium-term: Encourage the City of Toronto to consider improvements to wayfinding and signage as part of any proposed expansion of cycling infrastructure in the general vicinity of this new GO station location. • Long-term Work with the City of Toronto to support implementation of extensions to the West Toronto Rail Path on the north side of the rail corridor and the King High rail park on the south side of the rail corridor.
Pick up/drop off	Not Applicable	18-20	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider developing an on-street vehicle waiting area north-west of the main station building along Sudbury St.
Drive & Park	Not Applicable	0	• No parking related recommendations identified.
Carpool Passengers	Not Applicable	0	
Updates			

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Barrie Line

The following ridership changes are expected on the Barrie line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 9,400 in 2016 to 41,000 in 2031, an increase of 330%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 200 in 2016 to 16,600 in 2031, an increase of 7,200%.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

4 km of walkways

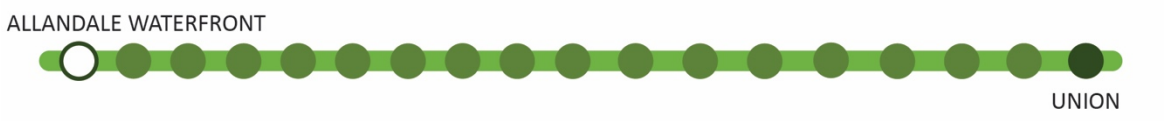
1,000 additional sheltered bike parking spaces

400 additional secure bike parking spaces

5 stations with significant potential for micro-transit

9,400 additional parking spaces

39% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.



Allandale Waterfront GO

Station Area Characteristics			
Policy Framework	Urban Growth Centre		
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	325	Low (1,001-2,000)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	North: 5 bus on-street bus loop with shared access.	No facility expansion recommended.	
Bike Parking	North: 32 covered spaces.	South: Add 64 covered and 24 secure spaces. Total: 120 spaces.	
Pick up/drop off Facilities	North: 16 vehicle waiting area in 1 lane.	North: Modify to improve access priority. South: Add 12 on-street vehicle waiting area.	
Vehicular Parking	South: 160 surface parking spaces with 81-90% utilization.	South: Add 200 spaces via alternative parking solutions. Total: 360 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	9	14-16	• Short-term: Encourage the City of Barrie to identify and implement improvements to wayfinding and signage to the south along Bayview Dr. • Medium-term: Encourage the City of Barrie to consider prioritizing implementation of planned sidewalk and public realm enhancements on William St. and Bradford St. • Long-term: Encourage the City of Barrie to promote intensification in the immediate vicinity of the GO station, which is in alignment with municipal and provincial intensification policies, to increase walk-up ridership to this station.
Local Transit	7	28-30	• Short-term: Work with the City of Barrie and Barrie Transit to explore enhancements and modifications to the existing bus facilities at this station to address planned increases to service levels and routes that will connect to the station, accessible transit needs and vehicular circulation challenges that currently exist at this station. • Short-term: 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 and Sunnidale) to the north of the station with planned GO rail service levels.
Micro-Transit	Not Applicable	TBD	

			• Medium-term: 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 Holl) to the south-west of the station with planned GO rail service levels. • Medium-term: Encourage Barrie Transit and Simcoe County to consider alternative delivery models (e.g. remote park and ride lots with shuttles or dynamically routed micro-transit) that can more easily service fast growing residential communities in western Barrie.
 Cycling	0	3-5	• Medium-term: Consider installing bike shelters and secure bike parking on the south side of the rail corridor adjacent to the current station building. • Short-term: Encourage the City of Barrie to consider prioritizing the implementation of planned improvements to cycling infrastructure along Yonge St. (south-east of the station) Gowan St. (south of the station), Bayview Dr. (south of the station, and Bardford St. (north of the station).
 Pick up/drop off	20	26-28	• Medium-term: Work with the City of Barrie to explore development of an on-street vehicle waiting area along Bayview St., in close proximity to Gowan St. • Medium-term: 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.
 Drive & Park	64	26-28	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all current station parking (appx. 160 spaces). • Medium-term: Consider adding 200 parking spaces using alternative parking solutions (e.g. shared and leased surface parking along the waterfront or the north-west corner of Tiffin and Lakeshore) on the south of the GO rail corridor and west of William St. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	0	3-5	
Updates			

Barrie South GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	600		Low (1,001-2,000)
Daily Riders' Destination Station	0		Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	West: 5 bus bay loop with shared access.		West Consider facility expansion or modification.
Bike Parking	West: 32 covered spaces.		West: Add 32 covered and 16 secure spaces. Total: 80 spaces.
Pick up/drop off Facilities	West: 33 vehicle waiting area in 5 lanes and 7 vehicle passenger loading area.		West: Reduce conflicts with vehicular traffic.
Vehicular Parking	West: 619 surface spaces at 71-80% utilization.		West: 160 surface space expansion underway. Total: 779 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	4	8-10	• Short-term: Encourage the City of Barrie to develop a multi-use path north along the west side of the GO rail corridor to integrate with the path ending at Painswick Park. • Short-term: Work with the City of Barrie to ensure that the planned grade separation of Mapleview Dr. considers a pedestrian and cycling connection to the GO station site along the west side of the GO rail corridor. • Medium-term: 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. • Medium-term: 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 Young St. • Long-term: Encourage the City of Barrie to support intensification in the immediate vicinity of the GO station, which is in alignment with municipal intensification policies, to increase walk-up ridership to this station.
Local Transit	1	14-16	• Short-term: 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. • Medium-term: Encourage Barrie Transit to consider providing
Micro-Transit	Not Applicable	TBD	

			more direct connections from the Painswick North planning area to the GO station. • Medium-term: 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/Southwest Painswick to the Barrie South GO station or include consideration for dynamically routed micro-transit delivery models that can more easily expand to service fast growing residential communities. • Long-term: 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.
Cycling	1	3-5	• Medium-term: Consider installing bike shelters on the north-east corner of the current GO parking lot. • Medium-term: Encourage the City of Barrie to prioritize the implementation of planned cycling infrastructure along Yonge St. from Cox Mill Rd. to Mapleview Dr. • Long-term: Consider the feasibility of providing a tunnel entrance on the east side of the rail corridor with a multi-path that connects to Mapleview Dr. to the south and Pine Dr. to the north. This would provide improved pedestrian and cycling access to residents on the east side of the rail corridor.
Pick up/drop off	12	20-22	• Medium-term: Consider modifying the configuration of parking immediately south of the pick up/drop off area to reduce conflicts with other users and enhance priority for pick up/drop off vehicles exiting the GO station site.
Drive & Park	79	50-52	• Short-term: Metrolinx is currently undertaking an expansion of main surface parking lot on the north-west corner of the station site to add 160 spaces. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the north-east section of the main surface parking lot (appx. 280 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Long-term: 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.
Carpool Passengers	1	5-7	

Updates

Innisfil GO*

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	Not Applicable		See Pick up/drop off Facilities.
Bike Parking	Not Applicable		East: 32 covered spaces West: 48 covered and 16 secure spaces Total: 96 spaces.
Pick up/drop off Facilities	Not Applicable		East: Add 36 vehicle waiting area with 6 vehicle passenger loading area to be shared with potential on-demand transit service.
Vehicular Parking	Not Applicable		West: Add 350 surface spaces. (CONDITIONAL) East: Add 350 surface spaces. Total: 350-700 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	10-12	• Short-term: Encourage the Town of Innisfil to consider incorporating a permeable local street network with sidewalks that connect to the station for any future development on both sides of the GO rail corridor. • Medium-term: Encourage the Town of Innisfil to continue to promote intensification east of the rail corridor (e.g. the Sleeping Lion subdivision) to increase walkup ridership at the station.
Local Transit	Not Applicable	Not Applicable	• Medium-term: Work the Town of Innisfil, which is currently exploring options to deliver transit to residents using an on-demand/micro-transit service modal, and Simcoe County, which is currently exploring conventional transit options to provide inter-community connections, to consider addressing the facility needs associated with these services in tandem with the proposed east pick up/drop off facility. Additionally, consider providing priority access to transit vehicles. • Medium-term: Encourage the Simcoe County and the Town of Innisfil to enhance proposed transit services to meet the passenger demand and service frequencies for GO rail service at Innisfil GO.
Micro-Transit	Not Applicable	16-18	
Cycling	Not Applicable	3-5	• Medium-term: As part of the planning process associated with the new Innisfil GO station, consider installing bike parking

			facilities adjacent to entrances on the east and west side of the rail corridor. • Medium-term: Work with the Town of Innisfil to align the implementation of planned cycling infrastructure along the eastern length of the rail corridor and along 7th Line, with the development of the GO station and surrounding residential areas. This would ensure that existing development is connected to the station when rail service is initiated and new development is built with cycling connections to the GO station in mind.
Pick up/drop off	Not Applicable	16-18	• Medium-term: As part of the planning process associated with the new Innisfil GO station, consider developing a pick up/drop off facility, which includes provision for transit service needs, at one of the two east station entrance locations. Additionally, consider providing priority access to users of this facility.
Drive & Park	Not Applicable	50-52	• Medium-term: As part of the planning process associated with the new Innisfil GO station, consider delivering 350 surface parking spaces and protecting for additional surface parking spaces to meet long-term needs, with appropriate access to adjacent local roads. • Medium-term: Consider implement the modified reserved, carpool, and EV parking program on the eastern section of the main surface parking lot (appx. 150 spaces) in close proximity to the proposed south station entrance location. • (CONDITIONAL) Long-term: If ridership at this station exceeds forecasted demand, consider developing an additional 350 surface parking spaces.
Carpool Passengers	Not Applicable	5-7	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

Bradford GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	500	Very Low (1,000 or less)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	No facility provided.	West: Add 3 bus bay facility with shared access.	
Bike Parking	16 covered spaces adjacent to station building (west).	West: Add 32 covered and 16 secure spaces. Total: 64 spaces.	
Pick up/drop off Facilities	No facility currently provided.	West: Add 33 vehicle waiting area with 4 vehicle passenger loading area.	
Vehicular Parking	West: 359 surface spaces at 91-100% utilization	West: 240 surface space expansion underway. Total: 599 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	2	6-8	• Short-term: 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 long the corridor to connect to the GO station platform. • Medium-term: 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. This would substantially reduce travel times for pedestrian and cyclists originating from west of the station site.
Local Transit	Not Available	6-8	• Short-term: Work with BWG Transit to integrate their services, including the current fixed route Taxi-to-GO service, into the planned bus loop facility at the station site. Additionally, encourage BWG Transit to consider the feasibility of connecting route(s) more directly to Bradford GO that serve surrounding neighbourhoods. • Medium-term: Encourage the BWG Transit to consider alternative service delivery models such as demand based dynamically routed micro-transit to improve travel times and transit coverage for station customers.
Micro-Transit	Not Applicable	TBD	
Cycling	2	3-4	• Short-term: Encourage the Town of Bradford West Gwillimbury to explore the feasibility of implementing an off-road multi-use trail from the station's signalized north entrance going south along the alignment of the proposed south-west extension of Disette St. with a connection to Luxury Ave. This would allow for

			a more direct connect for pedestrians and cyclists who live south-west of the station site. • Medium-term: Consider installing new bike shelters and secure bike spaces at the north-east corner of the current GO parking lot. 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.
 Pick up/drop off	10	12-14	• Short-term: As part of the redevelopment of the station site, a pick up/drop off area with shared access is planned to be constructed.
 Drive & Park	79	66-68	• Short-term: As part of the redevelopment of the station site, the main surface parking lot is being expanded by 240 surface spaces. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the northern extent of the main surface parking lot (appx. 200 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	6	7-9	
Updates			

East Gwillimbury GO

Station Area Characteristics		
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	675	Average (2,001-4,000)
Daily Riders' Destination Station	0	Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	West: 10 bay bus loop with priority access to Green Ln.	No facility expansion recommended.
Bike Parking	West: 16 covered and 16 open spaces.	West: Add 32 covered spaces (long-term). East: Add 64 covered spaces (contingent on eastern station entrance) Total: 128 spaces.
Pick up/drop off Facilities	West: 54 vehicle waiting area in 11 lanes with 7 vehicle passenger loading area.	West: Add 32 vehicle waiting area spaces.
Vehicular Parking	West: 646 surface spaces at 91-100% utilization.	West: 390 surface expansion underway. West: Add 600 spaces via alternative parking solutions. Total: 1,636 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	0	6-8	• Short-term: Consider extending the boulevard separated east-west pedestrian connection through the pick up/drop off area to the GO station building. • Short-term: 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. • Medium-term: 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. These improvements would make walking a viable alternative for a number of GO customers residing in these communities. • Medium-term: Consider developing an access from Main St. N to the station that incorporating the boulevard separated pedestrian path that currently exists along an east-west alignment through the station site. • Long-term: 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. • Long-term: Encourage the Town of East Gwillimbury to

			consider the feasibility of a grade separated eastern connection for cyclists and pedestrians to the GO station.
Local Transit	1	16-18	• Medium-term: Encourage YRT to explore the feasibility of introducing a new route to the south-east along Elgin St. This would provide substantially improved options for the high concentration of GO rail customers that originate from this area. • Medium-term: 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. • Medium-term: 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. This would provide substantially improved options for the high concentration of GO rail customers that reside southwest of the GO station. • Medium/Long-term: Encourage YRT to proactively introduce transit services to new residential areas in the Green Lane Secondary Plan Area to support their commuting needs. This could include consideration for dynamically routed micro-transit delivery models that can more easily expand to service fast growing residential communities.
Cycling	0	2-4	• Medium-term: Encourage York Region and the Town of East Gwillimbury to consider implementing planned cycling infrastructure along Green Ln. and Main St. in tandem with new development in the Green Lane Secondary Plan Area. • Medium-term: Consider installing new bike shelters in tandem with the implementation of cycling connections from new developments along Green Ln. to the GO station site.
Pick up/drop off	6	20-22	• Medium-term: Consider removing one of the south vehicle waiting area lanes to allow for the extension of the boulevard separated pedestrian connection on the west side of the parking lot. Additionally, consider adding vehicle waiting area spaces using short-term parking. • Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
Drive & Park	90	50-52	• Short-term: As part of the planned redevelopment of the station site, the main surface parking lot is being expanded by 390 spaces. • Medium-term: Consider adding an additional 600 spaces via alternative parking solutions (e.g. modular parking on the main surface parking lot) at this station.
Carpool Passengers	2	6-8	

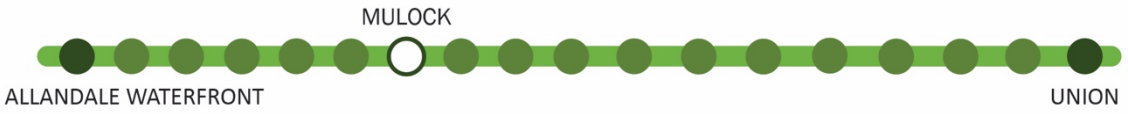
			• Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on the eastern section of the main surface parking lot (appx. 500 spaces) in close proximity to the station building. • Long-term: Consider joint development opportunities on the north-west portion of the GO station site with parking offset by alternative parking solutions (e.g. shared/co-located or modular parking).
Updates			

Newmarket GO

Station Area Characteristics			
Policy Framework	Mobility Hub		
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	575	Very Low (1,000 or less)	
Daily Riders' Destination Station	25	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	South: Viva bus rapid transit (BRT)service using rapidway along Davis Dr., stops at Main St.	South: Enhanced connection to GO station entrance.	
Bus Facilities	No on site facility currently available.	South: Enhance on-street or on site bus infrastructure.	
Bike Parking	East: 8 covered and 40 open spaces.	East: Add 64 covered and 16 secure spaces. Total: 128 spaces.	
Pick up/drop off Facilities	No facility currently available.	East: 16 vehicle waiting area with 4 vehicle passenger loading area.	
Vehicular Parking	East: 269 surface spaces at 91-100% utilization.	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	16	18-20	• Short-term: As part of the Station Master Planning process that is currently underway at this station, consider 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	9	16-18	• Short-term: As part of the Station Master Planning process that is currently underway at this station, ensure that there is provision for a seamless pedestrian connection between the planned VIVA Rapidway station along Davis Dr. and the GO station to its immediate north. • Medium-term: As part of the mobility hub study process that is 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 along Davis Dr. to integrate/extend priority local transit routes that serve Main St., Bayview Ave. and Davis Dr. • Medium-term: 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.

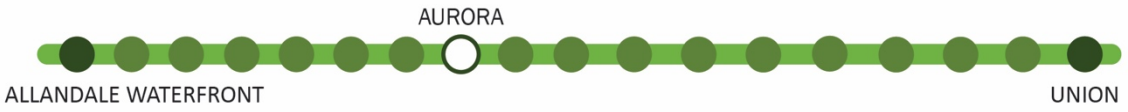
 Cycling	1	4-6	• Short-term: Encourage York Region and the Town of Newmarket to consider enhancements to lighting, signage and wayfinding along the Nokiidaa bike trail to increase its use by GO commuters. Specifically consider enhancements to the connection to George Richardson Park and Main St. N to the west. • Medium-term: Consider installing new bike shelters and secure bike parking spaces on the east side of the rail corridor where the Tom Taylor Trail connects to the north end of station parking lot. • Medium-term: 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. • Medium-term: 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 north-east of the GO station, and London Rd. to the north-west of the GO station.
 Pick up/drop off	18	16-18	• Medium-term: As part of the Station Master Planning process that is currently underway at this station, consider developing a pick up/drop off facility in close proximity to a current or future GO station entrance. This includes exploring options on the west side of the rail corridor, which is contingent on a possible western entrance to the GO station, and south of Davis Dr., which is adjacent to the heritage station building.
 Drive & Park	49	40-42	• Short-term: Consider providing information about available pay parking options around this station to GO rail customers. • Medium-term: Consider implementing modified pay parking on a portion of the surface parking spaces at this station (appx. 100 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	5	6-8	
Updates			



Mulock GO*			
Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	Not Applicable		(TENTATIVE) East: 3-5 bus bay facility with dedicated access.
Bike Parking	Not Applicable		East: Add 64 covered and 16 secure spaces. West: Add 32 covered spaces. Total: 144 spaces.
Pick up/drop off Facilities	Not Applicable		East: 24 vehicle waiting area with 4 vehicle passenger loading area.
Vehicular Parking	Not Applicable		East: Add 700 surface spaces. (CONDITIONAL) East: Add 300 spaces via alternative parking solutions. Total: 700-1,000 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	6-8	• Medium-term: As part of the planning process associated with the new Mulock GO station, work with the Town of Newmarket to explore the development of a pedestrian and cycling connection between Audrie Sanderson Park and the main GO station building planned to be located south of Mulock Dr. along the east of the rail corridor. Additionally, consider developing connections west Nokiidaa bike trail/Bailey Ecological Park located west of the station site. • Medium-term: Work with the Town of Newmarket to explore the feasibility of providing a connection between Bayview Ave. and the future GO station site. If deemed feasible, consider developing a boulevard separated sidewalks and a cycling path.
Local Transit	Not Applicable	8-10	• Medium-term: As part of the planning process associated with the new Mulock GO station, work with the Town of Newmarket and YRT to evaluate local transit facility needs at the station site including the need for a 3-5 bus bay facility with priority access in and out of the station site. • Medium-term: Encourage YRT to connect route(s) serving Mulock Dr. and southeast and southwest Newmarket to Mulock GO in the future and consider introduction of an additional route to service the Armitage community to the south-west of

			the GO station. • Medium-term: Encourage YRT to enhance service frequencies for all routes connecting to Mulock GO to align with planned GO rail service levels.
 Cycling	Not Applicable	2-3	• Medium-term: As part of the planning process associated with the new Mulock GO station, consider installing bike parking facilities adjacent to both east and west entrances to the GO station site. Additionally, consider integrating secure bike parking adjacent to the primary GO station building. • Medium-term: Encourage the Town of Newmarket to consider cycling infrastructure improvements to William Roe Blvd. from Sandford St. to the west to Cane Parkway to the east with a connection to Dennis Park and the Nokiidaa bike trail. • Medium-term: Encourage the Town of Newmarket to consider cycling infrastructure improvements along Mulock Dr. with linkages to Tom Taylor/Nokidaa bike trail. • Medium-term: Encourage the Town of Newmarket to consider expediting the implementation of planned cycling infrastructure along Stonehaven Ave. and Silken Laumann Dr. to provide an enhanced cycling connection between the Stonehaven community and Mulock GO.
 Pick up/drop off	Not Applicable	12-14	• Medium-term: As part of the planning process associated with the new Mulock GO station, consider developing a pick up/drop off facility at one of the two east station entrance locations with priority access for facility users. • Long-term: Consider ride-sourcing partnerships to provide options for drive & park customers and connections to employment uses around this station.
 Drive & Park	Not Applicable	68-70	• Medium-term: As part of the planning process associated with the new Mulock GO station, consider delivering 700 surface parking spaces and protecting for additional parking spaces to meet long-term needs on the east side of the rail corridor with access to the east, potentially from Stevens Court and Kent Dr. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces (appx. 250 spaces) provided north of Mulock Dr. and east of the GO rail corridor. • (CONDITIONAL) Long-term: If ridership at this station exceeds forecasted demand, consider developing an additional 300 spaces via alternative parking solutions (e.g. modular parking on surface lot).
 Carpool Passengers	Not Applicable	4-6	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is identifier only; final name is subject to Metrolinx station naming policy.



Aurora GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,250	Very High (8,001 or more)	
Daily Riders' Destination Station	25	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	4 bus bay loop with dedicated access.	Short-term: Modify or expand excising bus loop to support implementation of micro-transit service.	
Bike Parking	24 covered spaces and 8 open spaces	East: Add 64 covered and 64 secure spaces. West: Add 64 covered spaces. Total: 234 spaces.	
Pick up/drop off Facilities	East: 30 vehicle waiting area in 15 lanes with 8 vehicle passenger loading area.	East: Relocate and expand to 85 vehicle waiting area with 8 vehicle passenger loading area.	
Vehicular Parking	East: 250 surface and 839 structure spaces. West: 381 surface spaces. Total: 1,470 spaces with 91-100% utilization.	Medium-term: Add 1,750 spaces via alternative parking solutions for a total of 3,220 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	3	10-12	• Short-term: Encourage the Town of Aurora to enhance pedestrian and cycling infrastructure along Berczy St. • Short-term: Consider developing a boulevard separated pedestrian and cycling connection to the proposed new western GO station entrance from Berczy St. • Medium-term: With the possibility of additional parcels being consolidated into the east GO station site, consider reconfiguring the internal circulation network to minimize conflicts between pedestrians and vehicular traffic. • Medium-term: As part of the planned grade separation of Wellington St. explore options to improve pedestrian and cycling connectivity across Wellington St. including signalization of Berczy St. to the west and incorporating a pedestrian and cycling bridge adjacent to the rail corridor. • Medium-term: Encourage the Town of Aurora to promote intensification in the immediate vicinity of the GO station to increase walk-up ridership at Aurora GO.
Local Transit	5	18-20	• Short-term: Encourage YRT to explore options to deliver a micro-transit service in the 4-5km 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. Additionally, consider addressing the facility needs associated
Micro-Transit	Not Applicable	10-12	

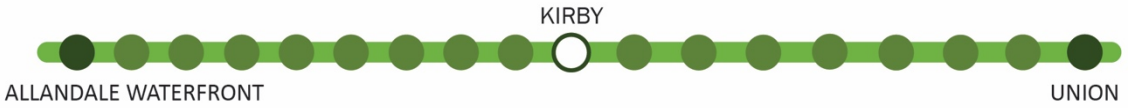
			with such a service within the existing bus loop or the proposed adjacent pick up/drop off area. • Medium-term: Encourage YRT to consider phasing out of local routes that wind through surrounding neighbourhoods and replacing them with expanded Frequent Transit Network routes east-west along Wellington St. and St. John's Sideroad, and north-south along Bayview Ave. and Bathurst St.
 Cycling	1	3-5	• Short-term: 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. • Medium-term: Encourage the Town of Aurora to explore the feasibility of developing a boulevard separated bike path along Mary St. from Wellington St. to the west to Industrial Parkway S. to the east and then further along to the southern edge of the GO station site. • Medium-term: Consider installing new bike shelters and secure bike parking at the end of the bike path connecting to the east GO station site and on the west station entrance. • Medium-term: 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. • Medium-term: 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	17	22-24	• Short-term: 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. • Short-term: Consider relocating 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.
 Drive & Park	70	30-32	• Short-term: As part of the planned redevelopment of the station site, opportunities to expand surface parking to the east are being considered in order to offset parking being lost on the west parking lot for corridor infrastructure needs by explore surface parking expansion opportunities to the east of the GO rail corridor.
 Carpool Passengers	4	7-9	

			• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all structure spaces (appx. 839 spaces). • Medium-term: Consider improvements to 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. • Medium-term: Consider adding 1,750 spaces vis surface and alternative parking solutions (e.g. modular parking) north of Centre St. along Industrial Parkway N. This would ensure no additional lands within the Aurora Promenade Area that is designated for urban intensification by the Town of Aurora, is used for GO parking expansion. • Long-term: Encourage the Town of Aurora to explore intensification opportunities west of the GO rail corridor. Explore the feasibility of offsetting any parking lost due to intensification using alternative parking solutions (e.g. modular parking within north surface lot).
Updates			

King City GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	475	Average (2,001-4,000)	
Daily Riders' Destination Station	0	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: On-street bus stop along Keele St.	East: Expand on-street bus layby and passenger amenities.	
Bike Parking	East: 16 covered spaces.	East: Add 20 covered and 12 secure spaces. West: Add 16 covered spaces. Total: 64 spaces.	
Pick up/drop off Facilities	No facility currently available.	East: Add a 34 vehicle waiting area with 6 vehicle passenger loading area.	
Vehicular Parking	East: 289 surface spaces. West: 346 surface spaces. Total: 635 spaces at 91-100% utilization.	East: Add 850 spaces using a combination of surface and alternative parking solutions. Total: 1,485 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	4	6-8	• Short-term: Encourage the Township of King to consider expediting the implementation of approximately 4 km of proposed pedestrian infrastructure within a 1km walking distance of King City GO along local roads in the Clearview Heights community and the new residential developments to the south of Burton Grove. • Short-term: As part of the planned improvements to the east station site, which includes a possible signalized entrance in alignment with Richard Sierra Ct., consider implementing 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	6	18-20	• Short-term: 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. • Medium-term: Encourage YRT to explore the feasibility of connecting route(s) that serve Lake Wilcox and Oakridges to GO rail services at King City GO. 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. • Medium-term: Encourage YRT to consider enhancements to frequencies for 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	0	1-2	• Medium-term: As part of the planned improvements to the east station site, consider installing bike shelters at the northern end of the main east GO station site. • Medium-term: 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	15	26-28	• Short-term: As part of the planned redevelopment of the east station site, consider incorporating a new pick up/drop off facility adjacent to the north end of the east station platform. Consider configuring the vehicle waiting area as short-term parking and providing dedicated access from this facility to Station St. • Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
Drive & Park	67	40-42	• Short-term: Consider implementing the modified reserve parking program on all existing parking spaces at this station (appx. 640 spaces). • Medium-term: As part of the planned redevelopment of the east station site, consider expanding parking by 850 spaces using a combination of surface and alternative parking solutions (e.g. modular parking on the proposed east surface lot). If these solutions are not feasible, consider developing a conventional parking structure. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	8	9-11	
Updates			



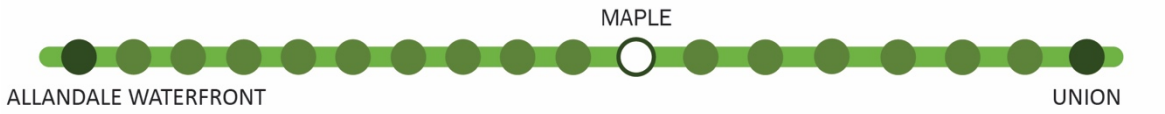
Kirby GO*

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Average (2,001-4,000)
Daily Riders' Destination Station	Not Applicable		Low (26-250)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	Not Applicable		East: On-street multi-bay bus facility.
Bike Parking	Not Applicable		East: Add 48 covered and 32 secure spaces. West: Add 48 covered spaces. Total: 128 spaces.
Pick up/drop off Facilities	Not Applicable		East: Add a 12 vehicle waiting area with a 3 vehicle passenger loading area. West: Add a 24 vehicle waiting area with a 4 vehicle passenger loading area.
Vehicular Parking	Not Applicable		East: Add 250 surface spaces. West: Add 750 surface spaces. (CONDITIONAL) West: Add 650-700 spaces via alternative parking solutions. Total: 1,000-1,700 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	12-14	• Medium-term: As part of the planning process associated with the new Kirby GO station, ensure that future development on all sides of the GO rail corridor incorporate a permeable local street network with sidewalks, that connect to the GO station. • Medium-term: Work with the City of Vaughan to ensure that a separated pedestrian and cycling connection is integrated into the proposed east-west entrance road that is to connect the station building to the intersection of Keele St. and Vista Gate. • Medium-term: Support the City of Vaughan in developing high intensity residential and mixed-use developments in walking distance of the GO station. Specifically, work to develop the eastern section of the GO station as an urban transit village.
Local Transit	Not Applicable	16-18	• Medium-term: As part of the planning process associated with the new Kirby GO station, work with the City of Vaughan and YRT to explore development of bus facilities to support integration of planned transit services at this station. In addition to on-site solutions, consider the alternative of developing an on-street multi-bay bus facility along the primary access road into the GO station. site that works within the permeable street grid that is proposed for this area.

			• Medium-term: Encourage YRT to explore the feasibility of extending route(s) serving the Jefferson community to Kirby GO when future rail service is initiated at this station. Additionally, consider having all routes on the Keele St. corridor near Kirby Road serve the neighbourhood around Ravineview Dr. • Medium-term: Encourage YRT to align frequencies of any connecting local transit services to planned GO rail service levels. • Long-term: Encourage YRT to explore the introduction of additional routes to service the new development areas to southwest of Kirby GO as they are developed.
 Cycling	Not Applicable	3-5	• Medium-term: Encourage the City of Vaughan to consider incorporating dedicated cycling paths or multi-use paths and trails that provide direct connections to either the west or east station entrance as part of future development within the Block 27 Secondary Plan Area. • Medium-term: As part of the planning process associated with the new Kirby GO station, consider installing bike shelters adjacent to both east and west entrances to the GO station site. Additionally, consider integrating secure bike parking in or adjacent to the primary station building on the east side.
 Pick up/drop off	Not Applicable	24-26	• Medium-term: As part of the planning process associated with the new Kirby GO station, consider developing a new pick up/drop off facility within the proposed west parking lot, in close proximity to the west station entrance and with either priority or dedicated access in and out of the GO station site. • Medium-term: Work with the City of Vaughan to explore options for developing an urban pick up/drop off facility adjacent to the east station entrance that is integrated within the permeable street grid that is proposed for this area. • Long-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
 Drive & Park	Not Applicable	40-42	• Medium-term: As part of the planning process associated with the new Kirby GO station, consider developing 1,000 surface parking spaces distributed on both the east and west sides of the rail corridor. • Medium-term: Consider implementing the modified reserve parking program on all parking spaces on the east side of the GO rail corridor (appx. 450 spaces). • Long-term: Work with the City of Vaughan to encourage planned intensification on the east side of the GO rail corridor and explore options on GO surface parking lots. Consider offsetting surface parking that is lost to joint development using alternative parking solutions (e.g. shared/co-location with structures to the east or modular parking on the proposed west surface lot).
 Carpool Passengers	Not Applicable	5-7	

			• (CONDITIONAL) Long-term: If ridership growth significantly exceeds current forecasts, consider adding 650-700 spaces to the west of the GO rail corridor using alternative parking solutions (e.g. modular parking on surface parking lots).
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.



Maple GO

Station Area Characteristics		
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	2,200	High (4,001-8,000)
Daily Riders' Destination Station	0	Low (26-250)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	East: 1 on-street bus bay along Eagle Rock Way.	East: 4 on-street bus bays along Eagle Rock Way with pedestrian bridge connection to station platform.
Bike Parking	East: 16 covered spaces.	East: Add 64 covered and 32 secure bike spaces West: Add 32 covered spaces Total: 144 spaces.
Pick up/drop off Facilities	East: 31 vehicle waiting area in 5 lanes with 6 vehicle passenger loading area.	East: Modify to 55 vehicle waiting area with 8 vehicle passenger loading area.
Vehicular Parking	East:1,345 surface spaces at 91-100% utilization.	East: Add 1,100 spaces via parking structure. Total: 2,445 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	4	8-10	• Short-term: Work with the City of Vaughan to support intensification of land uses east of the GO station to increase walk-up ridership. • Medium-term: 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.
Local Transit	0	14-16	• Short-term: Encourage YRT to explore options to deliver a micro-transit service in the 4-5km 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. Additionally, consider addressing the facility needs associated with such a service within the existing bus loop or the proposed pick up/drop off area. • Medium-term: As part of the planned redevelopment of the station site, proceed with the development of an expanded on-street bus facility at Eagle Rock Way and integrate a grade separated pedestrian connection to the station platform. • Medium-term: 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 to Maple GO upon the opening
Micro-Transit	Not Applicable	8-10	

			of the expanded bus facility. • Medium-term: Encourage YRT to consider aligning the frequencies of any connecting local transit services to planned GO rail service levels.
 Cycling	1	2-4	• Medium-term: Proceed with the planned redevelopment of the station site that includes on-street bike lanes along Eagle Rock Way that transitions to a two-way bike lane within the station site that connects to the north station entrance. • Medium-term: 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. Additionally, consider installing bike shelters into the west entrance along Lindenshire Ave. and a secure bike room is integrated into the proposed parking structure. • Medium-term: Encourage he 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. • Medium-term: 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. • Long-term: Work with the City of Vaughan 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. Any such extension may require the development of a grade separated pedestrian and cycling connection across Major Mackenzie Rd.
 Pick up/drop off	15	22-24	• Medium-term: As part of the planned redevelopment of the station site, consider relocating and expand the pick up/drop off waiting area capacity and configure it as short-term parking. • Medium-term: Consider locating the vehicle passenger loading area in close proximity to the station platform. • Medium-term: Consider configuring the internal vehicular circulation network to minimize conflicts between through traffic from the surface parking to the north and the vehicle passenger loading area.

Drive & Park	71	40-42	• Medium-term: As part of the planned redevelopment of the station site, a 2,000 space parking structure is planned to be constructed. • Medium-term: Consider implementing the modified reserve parking program on the 3rd, 4th and 5th floor of the proposed parking structure (appx. 1,220 spaces).
Carpool Passengers	5	6-8	
Updates			

Rutherford GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	1,750		High (4,001-8,000)
Daily Riders' Destination Station	25		Average (251-1,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	West: 6 bay bus loop with dedicated access.		West: Modify facility to address impacts of Rutherford Rd. grade separation.
Bike Parking	West: 16 covered spaces and 8 open spaces		West: Add 64 covered and 32 secure spaces. East: Add 32 covered spaces. Total: 160 spaces.
Pick up/drop off Facilities	West: 37 vehicle waiting area in 10 lanes with 4 vehicle passenger loading area (west).		West: Modify to 60 vehicle waiting area with 8 vehicle passenger loading area.
Vehicular Parking	West: 1,012 surface spaces with 91-100% utilization.		West: Add 1,350 spaces via parking structure Total: 2,362 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	7	10-12	• Short-term: 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. • Medium-term: As part of the planned redevelopment of the station site, consider providing 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	4	14-16	• Short-term: Encourage YRT to explore options to deliver a micro-transit service in the 4-5km 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. Additionally, consider addressing the facility needs associated with such a service within the bus loop or pick up/drop off area. • Medium-term: As part of the planned redevelopment of the station site, maintain the existing bus loop capacity and dedicated access from a signalized intersection with Rutherford Rd. • Medium-term: Encourage YRT to explore the feasibility of connecting routes that serve the Rutherford corridor, Vaughan Mills Mall, neighbourhoods west of Bathurst Street, Dufferin
Micro-Transit	Not Applicable	8-10	

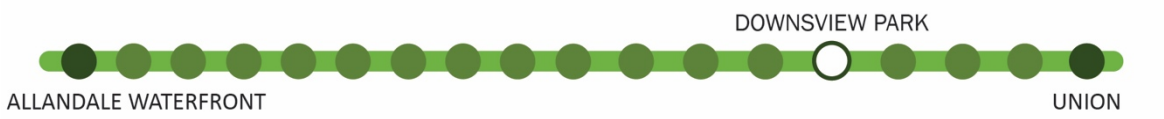
			Hill, and Thornhill Woods to Rutherford GO. • Medium-term: Encourage YRT to consider aligning the frequencies of any connecting local transit services to planned GO rail service levels.
 Cycling	1	3-4	• Short-term: As part of the planned redevelopment of the station site, consider incorporating a bike path into the northern edge of the station site from Westbourne Dr. to the GO station platform. • Short-term: As part of the planned redevelopment of the station site, consider installing bike shelters at both east and west station entrances and incorporating a secure bike room into the new station building. • Short-term: Encourage the City of Vaughan to identify improvements to signage and wayfinding to the north-west (along Barhill Rd.) and south-east (Royal Aplin and Westway Cres.) of the GO station.
 Pick up/drop off	18	22-24	• Medium-term: As part of the planned redevelopment of the station site, consider expanding the pick up/drop off vehicle waiting area capacity and configuring it as short-term parking. • Medium-term: Consider locating 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.
 Drive & Park	66	38-40	• Medium-term: As part of the planned redevelopment of the station site, a 1,350 space expansion via a parking structure is planned to be constructed. • Medium-term: Consider implementing the modified reserve parking program on the 3rd, 4th and 5th floor of the proposed parking structure (appx. 1,220 spaces).
 Carpool Passengers	3	5-7	
Updates			

York University GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	50	Not Available	
Daily Riders' Destination Station	250	Not Available	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	No facility provided.	Not Applicable	
Bike Parking	No facility provided.	Not Applicable	
Pick up/drop off Facilities	No facility provided.	Not Applicable	
Vehicular Parking	Pay parking available on York University campus.	Not Applicable	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	0	Not Available	• Short-term: York University GO was conceived as a temporary GO station location and originally identified to be closed Downsview Park GO station opens. Service planning and related fare policy for the Toronto-York Spadina Subway Extension and surrounding precinct is currently underway, involving the TTC, York Region Transit, Brampton Transit and Metrolinx, which will inform a final decision. As a result, there are no station access mode specific recommendations identified. If this station is made permanent, updates will be made to this section to address walking considerations at this location.
Local Transit	0	Not Available	
Cycling	12	Not Available	
Pick up/drop off	62	Not Available	
Drive & Park	26	Not Available	
Carpool Passengers	0	Not Available	

Updates

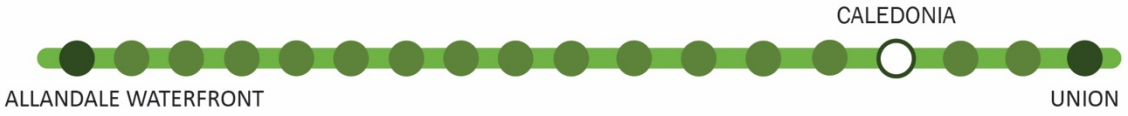


Downsview Park GO*

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Very High (2,001-9,500)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable		High-quality direct connection with subway line 1 (Yonge-University) is incorporated into station design.
Bus Facilities	Not Applicable		North: Enhance connections to on street bus facilities.
Bike Parking	Not Applicable		West: Add 64 covered and 16 secure spaces. Total: 80 spaces.
Pick up/drop off Facilities	Not Applicable		West: 16 vehicle on-street waiting area with an 8 vehicle passenger loading area under development.
Vehicular Parking	Not Applicable		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	8-10	• Short-term: As part of the development of this new station, pedestrian connections are currently being developed from both east and west GO rail platforms to sidewalks along Sheppard Ave. • Medium-term: 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 the jobs in this area.
Local Transit	Not Applicable	54-56	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: As part of the development of this new station, an integrated TTC/GO station building is curranty under development on the south side of Sheppard Ave. • Medium-term: Encourage the TTC to consider connecting routes serving the Sheppard Ave. corridor, and Jane-Finch 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	Not Applicable	4-6	• Short-term: Consider installing bike shelters on the west entrance of the TTC/GO station with access along Bakersfiled Rd. to Sheppard Ave.

			• Medium-term: Consider installing secure bike spaces adjacent to the west station entrance. • Medium-term: Encourage the City of Toronto to explore enhancements to lighting, signage and wayfinding along the Bakersfield Rd. and Sheppard Ave. to improve pedestrian and cycling access to the TTC/GO station. • Medium-term: Encourage the City of Toronto to expedite the implementation of planned improvements to cycling infrastructure along Chesswod Dr. and Overbrook Place to the north and east of this station. • Medium-term: 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	Not Applicable	34-36	• Short-term: As part of the development of this new station, a pick up/drop off facility is currently under development on the west side of the GO rail corridor that will service both the GO and TTC subway customers. • Medium-term: Consider ride-sourcing partnerships to provide connections to employment and destination uses around the station.
Drive & Park	Not Applicable	0	• No parking specific recommendations identified.
Carpool Passengers	Not Applicable	0	
Updates			

* New GO station currently under construction; specific station access recommendations may continue to evolve. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

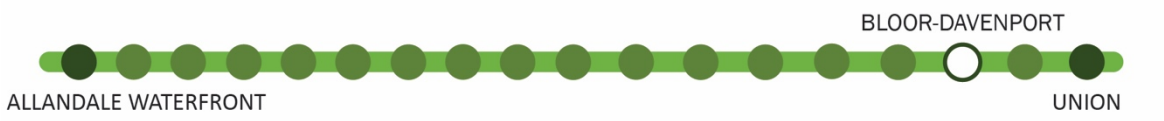


Caledonia GO*

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable		West: High-quality direct connection with Eglinton Crosstown LRT station.
Bus Facilities	Not Applicable		West: Dual-bay TTC bus loop under development.
Bike Parking	Not Applicable		East: Add 64 covered and 16 secure spaces. Total: 80 spaces.
Pick up/drop off Facilities	Not Applicable		East: 16 vehicle waiting area with a 4 vehicle passenger loading area under development.
Vehicular Parking	Not Applicable		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	42-44	• Short-term: As part of the development of this new station and in alignment with the Eglinton Crosstown EA, a pedestrian bridge is planned to be constructed across the rail corridor that will connect the Crosstown LRT station to the west to the GO station to the east of the GO rail corridor. Additionally, a tunnel connection is planned to be constructed across the corridor at Bowie Ave. These connections will also facilitate pedestrian connectivity across the GO rail corridor for surrounding neighbourhood residents. • Medium-term: Encourage the City of Toronto to promote intensification in the immediate vicinity of Caledonia GO to increase walk-up ridership at this station.
Local Transit	Not Applicable	30-32	• Short-term: As part of the development of this new station and in alignment with the Eglinton Crosstown EA, 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. • Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: 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	Not Applicable	4-6	• Short-term: As part of the development of this new station and in alignment with the Caledonia GO Station EA, bike shelters are planned to be installed at both GO station entrances on the east side of the rail corridor with the north shelters being located at the connection to York Beltline trail. • Medium-term: Consider installing secure bike spaces adjacent to the north station entrance on the east side of the rail corridor. • Medium-term: Encourage the City of Toronto to explore enhancements to lighting, signage and wayfinding along the York Beltline Trial to improve pedestrian and cycling access to Caledonia GO and Crosstown LRT stations. • Medium-term: Encourage the City of Toronto to ensure that planned improvements to the public real and cycling infrastructure along Eglington Ave. are implemented to support enhanced use of these modes to connect to GO service at this station.
 Pick up/drop off	Not Applicable	24-26	• Short-term: As part of the development of this new station and in alignment with the Caledonia GO Station EA, a pick up/drop off facility is planned to be constructed on the east side of the corridor, adjacent to the future GO station building, that will service both the GO and Crosstown LRT passengers.
 Drive & Park	Not Applicable	0	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	Not Applicable	0	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.



Bloor-Davenport GO*

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable		West: Integrate with TTC subway line 2.
Bus Facilities	Not Applicable		East: Enhance connections with surrounding bus stop locations.
Bike Parking	Not Applicable		East: Add 64 covered and 32 secure spaces. Total: 96 spaces.
Pick up/drop off Facilities	Not Applicable		East: Add 16 vehicle on-street waiting area.
Vehicular Parking	Not Applicable		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	42-44	• Medium-term: As part of the planning process associated with new Toronto GO stations, work with the City of Toronto and other community stakeholders to configure the station building and entrances to be the focal point of pedestrian activity. • Medium-term: As part of the proposed widening of the Bloor St. rail overpass, encourage the City of Toronto to implement pedestrian and cycling infrastructure that long the eastern length of the rail corridor to provide effective connections to residential areas to the east of the station. • Medium-term: Encourage the City of Toronto to consider incorporating pedestrian and cycling connections along Wade Ave. and Dora Ave. with adequate wayfinding and signage for pedestrians and cyclists to connect to rail service at this station.
Local Transit	Not Applicable	30-32	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: Encourage the City of Toronto and TTC to identify improvements to pedestrian infrastructure, wayfinding and signage along Wade Ave. that to connect the GO station to the TTC Lansdowne Subway Station and bus route(s) serving Lansdowne Ave. This would provide east-west and north-south access for residents to connect to GO rail service at this station. • Long-term: Work with the City of Toronto and TTC to explore the feasibility of a fixed above or below grade connection between the TTC Lansdowne subway station and the new GO Bloor-Davenport GO station.

Cycling	Not Applicable	4-6	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider incorporating secure bike parking at the south entrance of the proposed station building with a bike lane that connects to St. Helens Ave. Additionally, consider incorporating bike shelters at the south station entrance along Dora Ave. and at the proposed pedestrian and cycling connection from Wade Ave. to the multi-use path along the east side of the rail corridor. • Medium-term: Encourage the City of Toronto to expedite implementation of a multi-use trail on the east side of the rail corridor that connects to the West Toronto Rail Path. • Medium-term: Work with the City of Toronto and Bike Share Toronto to explore introduction of bike share facilities at and around this station. • Long-term: Work with the City of Toronto to explore opportunities to connect a possible west entrance to the GO station to the Sterling Rd. and onwards to the West Toronto Rail Path. • Long-term: Encourage the City of Toronto to identify infrastructure improvements along local roads north of Bloor St. to improve connections to the proposed northern section of the West Toronto Rail Path.
Pick up/drop off	Not Applicable	24-26	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider developing an on-street waiting area along the south of the main station building with local road access from St. Helens Ave.
Drive & Park	Not Applicable	0	• Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	Not Applicable	0	
Updates			

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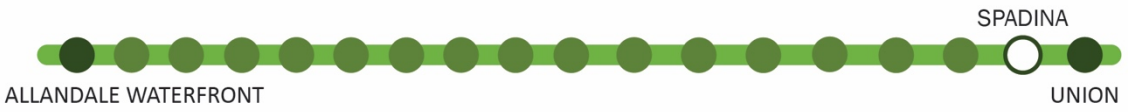


Spadina GO*			
Station Area Characteristics			
Policy Framework	Urban Growth Centre		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Applicable	Very Low (1,000 or less)	
Daily Riders' Destination Station	Not Applicable	Very High (2,001-9,500)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus/Streetcar Facilities	Not Applicable	North: Integration with Spadina streetcar line.	
Bike Parking	Not Applicable	North: Add 32 open and 64 secure spaces. Total: 96 spaces.	
Pick up/drop off Facilities	Not Applicable	North: Add 24 vehicle on-street waiting area.	
Vehicular Parking	Not Applicable	No parking expansion recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	64-66	• Medium-term: As part of the planning process associated with new Toronto GO stations, work with the City of Toronto and other community stakeholders to configure the station building and entrances to be the focal point of pedestrian activity. • Medium-term: Encourage the City of Toronto to consider implementing public realm improvements along Front St. in advance of GO rail service commencing at this station.
Local Transit	Not Applicable	16-18	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: As part of the planning process associated with new Toronto GO stations, encourage the City of Toronto and TTC to identify improvements to pedestrian infrastructure, wayfinding and signage to integrate the Spadina streetcar stop with the proposed east GO station entrance.
Cycling	Not Applicable	4-6	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider incorporating secure bike parking at the proposed east station building that is accessible from the current bike lanes along Spadina Ave. Additionally, consider incorporating open bike racks at the west station entrance along Front St. • Medium-term: Engage with the City of Toronto and Bike Share Toronto to introduce bike share facilities at and around this station.

Pick up/drop off	Not Applicable	16-18	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider developing an on-street vehicle waiting area along the south side of Front St. • Long-term: Consider ride-sourcing partnerships to connect GO customers to employment and destination uses around the station.
Drive & Park	Not Applicable	0	• No parking specific recommendations identified.
Carpool Passengers	Not Applicable	0	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy. Consider ride-sourcing partnerships to connect GO customers to employment and destination uses around the station.

Richmond Hill Line

The following ridership changes are expected on the Richmond Hill line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 5,100 in 2016 to 8,200 in 2031, an increase of 60%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 25 in 2016 to 300 in 2031, an increase of 1,000%.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

1 km of walkways

100 additional sheltered bike parking spaces

50 additional secure bike parking spaces

1,350 additional parking spaces

39% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.

Legend

Service Levels

- 15 min Two-way All-day
- Two-way All-day
- Peak-only
- Service level under develpment in consultation with CN/CP
- Planned/Proposed Station
  New station names are draft, subject to change

Policy Framework

- Urban Growth Centre
- Mobility Hub

*Service levels subject to ongoing analysis

^Status to be determined

Bloomington GO*

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	Not Applicable		East: Add multi-bay bus facility integrated within the parking garage.
Bike Parking	Not Applicable		East: Add 16 covered spaces.
Pick up/drop off Facilities	Not Applicable		East: Add 28 vehicle waiting area in 4 lanes with a 7 vehicle passenger loading area.
Vehicular Parking	Not Applicable		East: Add 765 structure and 280 surface spaces. Total: 1,045 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	0-1	• Medium-term: Encourage York Region, the Town of Aurora and the Town of Richmond Hill to explore ways to improve pedestrian connectivity from the acreage residential developments in the immediate vicinity of the GO station to the station site.
Local Transit	Not Applicable	2-4	• Short-term: As part of the development of this new station, a multi-bay bus bay facility that is integrated into the parking structure and station building on the east side of the rail corridor, is planned to be constructed with priority access to Bloomington Rd. • Medium-term: Encourage YRT to prioritize frequency increases to align with future GO rail service levels and provide routes that connect to fast growing residential communities in southern and western Aurora.
Cycling	Not Applicable	0-1	• Short-term: As part of the development of this new station, a station entrance west of the rail corridor that is connected to a multi-use path along the rail corridor and links to Bloomington Rd., is planned to be constructed. • Medium-term: Encourage York Region to consider expediting the development of the regional lake to lake cycling route along Bayview Ave., which will connect via Bloomington Rd. to the station site.
Pick up/drop off	Not Applicable	8-10	• Short-term: A pick up/drop off facility, which is adjacent to the station building entrance that is integrated into the parking structure on the east side of the rail corridor, is planned to be constructed with priority access out of the station site.

Drive & Park	Not Applicable	86-88	• Short-term: As part of the development of this new station, a 765 space parking structure and 280 space surface lot is planned to be constructed with access to Bloomington Rd. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all surface parking (appx. 280 spaces).
Carpool Passengers	Not Applicable	4-6	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

Gormley GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Available (Opened December 2016)	Low (1,001-2,000)	
Daily Riders' Destination Station	Not Available (Opened December 2016)	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: 5 bus bay loop with priority access.	No facility expansion recommended.	
Bike Parking	East: 32 covered spaces.	No facility expansion recommended.	
Pick up/drop off Facilities	East: 32 vehicle waiting area in 8 lanes with a 4 vehicle passenger loading area.	No facility expansion recommended.	
Vehicular Parking	East: 850 surface spaces.	No parking expansion recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	1-2	• Short-term: Encourage York Region and The Town of Richmond Hill to explore ways to improve pedestrian connectivity from the acreage residential developments in the immediate vicinity of the GO station. • Medium-term: Encourage the Town of Richmond Hill to evaluate re-designation of non-greenbelt lands in the immediate vicinity of the GO station to higher intensity land uses that can support growth in walkup ridership or promote employment and other destination uses within walking distance of the station.
Local Transit	Not Applicable	4-6	• Short-term: Encourage YRT to prioritize frequency increases to align with future GO rail service levels and provide routes that connect to fast growing residential communities west of the station on the north and south side of Stouffville Rd (e.g. West Gormley/Lake Wilcox).
Cycling	Not Applicable	0-1	• Short-term: Encourage York Region to consider improvements to cycling infrastructure along Stouffville Rd. west of the GO station as part of the Stouffville Rd. EA process. • Medium-term: Encourage York Region and the Town of Richmond Hill to explore opportunities to improve cycling connections from the residential communities along Stouffville Rd. and Yonge Ave.
Pick up/drop off	Not Applicable	10-12	• Short-term: Consider ride-sourcing partnerships to reduce demand for parking and connect to employment uses east of Hwy 404.

Drive & Park	Not Applicable	80-82	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the south parking lot (appx. 250 spaces).
Carpool Passengers	Not Applicable	5-7	
Updates			

Richmond Hill GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	2,875	Average (2,001-4,000)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: 5 bay bus loop with dedicated access	No facility expansion recommended.	
Bike Parking	East: 16 covered spaces and 32 open spaces. Total: 48 spaces.	East: Add 24 secure spaces. West: Add 32 covered spaces. Total: 104 spaces.	
Pick up/drop off Facilities	East: 44 vehicle waiting area in 5 lanes.	East: Add 6 vehicle passenger loading area.	
Vehicular Parking	East: 2,005 surface spaces at 91-100% utilization.	West: Add 200 surface spaces. Total: 2,205 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	6	8-10	• Short-term: Work with the Town 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 of this road. • Medium-term: Encourage the Town of Richmond Hill to integrate pedestrian connection from high-rise residential development west of the station site with the proposed west parking lot and platform entrance.
Local Transit	8	12-14	• Short-term: Consider improvements to passenger and transit provider amenities at station bus loop. • Medium-term: Encourage YRT to prioritize frequency increases to align with future GO rail service levels for routes on the Major Mackenzie Dr. Additionally, consider service improvements to connect the concentration of GO customers that reside north and west of the station (i.e. Newkirk, Red Maple, Valleymed, Mill Pond, Beverly Acres, and Redstone).
Cycling	1	2-4	• Short-term: Encourage the Town of Richmond Hill to expedite the implementation of a planned cycling infrastructure as part of a planned EA process for the widening of Newkirk Rd. Additionally, encourage the Town to explore similar improvements along Centre St. • Medium-term: Consider installing additional bike shelters and secure bike parking on both sides of the rail corridor in close proximity to station entrances. • Medium-term: Consider developing a multi-use path from Newkirk Rd. along the northern edge of the station site.

			• Medium-term: Consider developing a cycling connection along the perimeter of the proposed new parking lot to the west side of the corridor and ensure that a portion of the bike parking expansion is effectively apportioned across both sides of the corridor.
 Pick up/drop off	15	16-18	• Medium-term: Consider adding a vehicle passenger loading area to the existing facility and enhance the vehicular circulation network to prioritize pick up/drop off users on the station site.
 Drive & Park	65	56-58	• Short-term: Consider implementing modified reserved, carpool, and EV parking program on all surface spaces west of Newkirk Rd. (appx. 750 spaces). • Medium-term: Consider expanding surface parking by 200 spaces on the west side of the rail corridor to address the demand for additional parking at Richmond Hill and Langstaff GO stations. • Long-term: Consider joint development opportunities on portions of the east GO surface parking when active mode and local transit enhancements have increased availability and use of these alternatives. Consider alternative parking solutions to offset portion of parking lost to possible redevelopment (e.g. Shared parking with adjacent developments or modular parking on the remaining surface parking).
 Carpool Passengers	5	6-8	
Updates			

Langstaff GO

Station Area Characteristics		
Policy Framework	Urban Growth Centre & Mobility Hub	
Development Potential	High	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	1,525	Average (2,001-4,000)
Daily Riders' Destination Station	0	Low (26-250)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Rapid Transit Connectivity	North-west: Viva bus rapid transit (BRT) service accesses bus terminal in mixed traffic.	North-west: Consider enhancing priority for BRT vehicles.
Bus Facilities	North-west: 10 bus bay Local/Regional Bus Terminal without dedicated access.	No facility expansion recommended.
Bike Parking	South-east:32 covered spaces.	South-east: Add 32 covered and 24 secure spaces. Total: 80 spaces.
Pick up/drop off Facilities	North-east: 20 vehicle waiting area in 4 lanes with 5 vehicle passenger loading area. South-east: 12 vehicle waiting area in 5 lanes with 3 vehicle passenger loading area.	South-east: Add 20 vehicle waiting area spaces via short-term parking.
Vehicular Parking	North: 711 surface spaces. South: 420 surface spaces. Total: 1,131 spaces at 91-100% utilization	No parking expansion recommended.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	6	10-12	• Short-term: Work with the Town of Richmond Hill to evaluate an enhanced pedestrian and cycling link between Red Maple Rd. and the north station entrance, as part of the planned improvements to road infrastructure stemming from the Red Maple Rd. Traffic Operations Study. • Medium-term: Work with the City of Markham to integrate pedestrian connections to the station site as part of the implementation of the Langstaff Gateway Secondary Plan. • Medium-term: Consider options to improve the existing walkway from platform to pedestrian bridge at Viva Terminal (including possibility of weather protection).
Local Transit	2	18-20	• Short-term: Improve signage and wayfinding to and from the Richmond Hill Terminal and the GO station. • Medium-term: Work with York Region and the Town of Richmond Hill to explore the feasibility of a dedicated local transit connection to Garden Ave.

			• Medium-term: Encourage YRT to prioritize frequency increases to align with future GO rail service levels for routes that serve Langstaff GO from adjacent residential communities (i.e. Richvale and Langstaff).
Cycling	0	1-2	• Short-term: Encourage York Region to expedite planned implementation of bike lanes along Yonge St., and a multi-use path on the Yonge-Hwy 7 connector road. • Medium-term: Consider installing additional bike shelters and secure bike parking on both sides on the south side close proximity to station entrances. • Medium-term: Work with City of Markham to ensure that the implementation of the Langstaff Gateway Secondary Plan integrates cycling connections to bike parking facilities and the station site.
Pick up/drop off	12	18-20	• Short-term: Work with the Town of Richmond Hill to explore implementation measures stemming from the Red Maple Rd. Traffic Operations Study, including modifications to the configuration pick up/drop off area to address conflicts between vehicles exiting the pick up/drop off area and pedestrians walking to parking spaces. • Medium-term: Consider adding vehicle waiting area capacity to the south-east pick up/drop off facility via short-term parking. • Medium-term: Consider ride-sourcing partnerships to provide options for drive and park customers and connections to employment uses and other destinations around this station.
Drive & Park	74	50-52	• Short-term: Work with the Town of Richmond Hill to explore implementation measures stemming from the Red Maple Rd. Traffic Operations Study, including modifications to the configuration and vehicular circulation within the north station parking lot. • Short-term: Consider implementing modified reserved, carpool, and EV parking program on the south parking lot (420 spaces). • Medium-term: Consider alternative parking solutions (i.e. shared parking or modular parking) at or adjacent to the north parking lot to offset reduction in parking to the south from the implementation of the Langstaff Gateway Secondary Plan.
Carpool Passengers	1	3-4	
Updates			

Old Cummer GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	400	Very Low (1,000 or less)	
Daily Riders' Destination Station	0	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: 2 on-street bus stops.	No facility expansion recommended.	
Bike Parking	East: 16 covered spaces.	East: Add 16 covered and 12 secure spaces. (CONDITIONAL) West: Add 16 covered spaces. Total: 44-60 spaces.	
Pick up/drop off Facilities	East: 29 vehicle waiting area in 4 lanes with a 6 vehicle passenger loading area.	East: Modify to 16 vehicle waiting area in 2 lanes with a 6 vehicle passenger loading area.	
Vehicular Parking	East: 466 surface spaces at 51-70% utilization.	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	0	10-12	• Short-term: Encourage the City of Toronto to improve wayfinding and signage at the intersection of Finch Ave. and Pineway Blvd. • Medium-term: 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). • Medium-term: Encourage the City of Toronto to implement a pedestrian link between Tree Sparroway Ln. and the station platform. • Long-term: Work with the City of Toronto and HydroOne to consider a pedestrian link between the north-west corner of Grayhound Dr. and the GO station site.
Local Transit	0	8-10	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: Encourage the City of Toronto to improve signage and way finding along Finch Ave. to increase awareness of pedestrian bridge and pathway connection to station. • Medium-term: Encourage the City of Toronto to consider a signalized pedestrian crossing with enhanced signage and wayfinding across Leslie St. to improve connection to on-street TTC bus stop. Additionally, consider improvements to signage and wayfinding at the Finch Ave. TTC bus stops.

Cycling	0	2-4	• Medium-term: Consider installing additional bike shelters and secure bike parking spaces adjacent to the current station building. • Medium-term: Work with the City of Toronto and HydroOne to consider implementing a multi-use path through the Finch Hydro Corridor (pending Hydro One approval), which runs adjacent to station parking lot to the east as well as west of the corridor. • (CONDITIONAL) Medium-term: Consider installing bike shelters as part of any future discussion on a western station entrance.
Pick up/drop off	18	20-22	• Medium-term: Consider enhancements to the station site to enhance priority access and internal circulation for pick up/drop off vehicles.
Drive & Park	74	56-60	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the west half of the main parking lot (appx. 160 spaces). • Medium-term: Work with HydroOne to explore parking expansion on Finch Hydro Corridor (pending approval by Hydro One) to the east of Leslie St. to offset any potential loss of parking capacity at Oriole GO. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all remaining parking spaces (except for accessible spaces) at this station (appx. 306 spaces).
Carpool Passengers	0	4-6	
Updates			

Oriole GO

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	300	Very Low (1,000 or less)	
Daily Riders' Destination Station	25	Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	East: Out-of-station pedestrian connection to Leslie subway station (line 4 Sheppard)	East: Integrate with Leslie subway station.	
Bus Facilities	East: Two on-street bus stops.	East: Enhance connection to Leslie subway station bus loop.	
Bike Parking	East: 16 covered spaces.	East: Add 16 covered and 12 secure spaces. West: Add 16 covered spaces. Total: 60 spaces.	
Pick up/drop off Facilities	East: 8 vehicle passenger loading area.	East: Modify to 12 vehicle waiting area with a 4 vehicle passenger loading area.	
Vehicular Parking	East: 280 surface spaces at 91-100% utilization.	East: Reduce surface parking by 80 spaces. Total: 200 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	9	12-14	• Short-term: Consider the station access policy objectives identified in the Sheppard East Subway Corridor Secondary Plan, which prioritize the development of pedestrian and cycling station access infrastructure. • Medium-term: As part of planning explorations to relocate the station north of its current location consider incorporating connections between the station entrance and sidewalks on Ester Shiner Blvd. Sheppard Ave., Leslie St. and Old Leslie St. Specifically, consider implementation of a stair tower connection to the north side of Shepard Ave. from the proposed future station platform. • Medium-term: As part of planning explorations to relocate the station north of its current location consider extending the pedestrian bridge and connection to the southwest of Hwy 401 to the new station location.
Local Transit	2	16-18	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: 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. • Medium-term: Encourage TTC to explore extending routes serving the residential areas to the south-west (e.g. Silver Hills and St. Andrews – Winfield) to connect to the Leslie Subway Station, and provide a connection with a possible GO station.
 Cycling	0	3-5	• Medium-term: As part of planning explorations to relocate the station north of its current location, consider adding bike parking on both sides of the rail corridor in close proximity to future station entrances. • Medium-term: As part of planning explorations to relocate the station north of its current location, encourage the City of Toronto to implement bike lanes on Esther Shiner Blvd. where it connects with the station bike parking facilities.
 Pick up/drop off	12	16-18	• Medium-term: As part of planning explorations to relocate the station north of its current location, develop a more robust pick up/drop off facility. • Medium-term: Consider sharing and consolidating ridesourcing, micro-transit and private shuttle facility demand from both IKEA and residential condominium towers in an integrated format.
 Drive & Park	68	48-50	• Medium-term: As part of planning explorations to relocate the station north of its current location, consider maintaining 200 parking spaces and integrating GO parking with the 100 TTC/TPA paid parking spaces currently located on Old Leslie St. If parking expansion is deemed unfeasible at this location, consider options to add surface parking around Old Cummer GO station. • Medium-term: Consider implement modified reserved, carpool, and EV parking program on all new spaces (except for accessible spaces) being delivered at this station (appx. 200 spaces).
 Carpool Passengers	4	5-7	
Updates			

Stouffville Line

The following ridership changes are expected on the Stouffville line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 8,500 in 2016 to 30,000 in 2031, an increase of 250%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 200 in 2016 to 6,400 in 2031, an increase of 3,500%.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

3.5 km of walkways

750 additional sheltered bike parking spaces

300 additional secure bike parking spaces

2 stations with significant potential for micro-transit

4,000 additional parking spaces

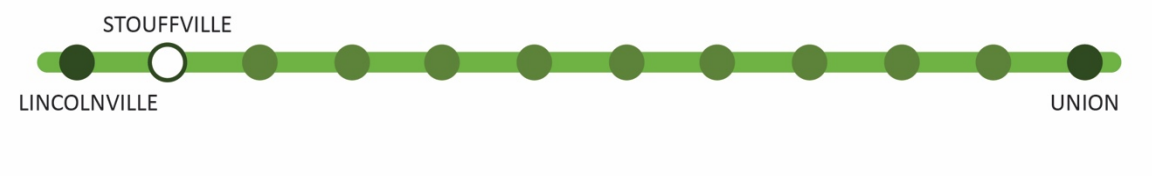
39% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking.

Lincolnville GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	225	Very Low (1,000 or less)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: 3 bus bay loop with shared access.	(TENTATIVE) No facility expansion recommended.	
Bike Parking	East: 32 covered spaces.	(TENTATIVE) No facility expansion recommended.	
Pick up/drop off Facilities	East: 21 vehicle waiting area in 5 lanes with 4 vehicle passenger loading area.	(TENTATIVE) No facility expansion recommended.	
Vehicular Parking	567 surface parking spaces with 41-50% utilization.	(CONDITIONAL) Long-term: Add 250 surface spaces for a total of 817 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	0	0-1	• Short-term: As part of the planned relocation of the station, consider incorporating a pedestrian path through the station site to the new station building or entrance.
Local Transit	0% (GO Bus-7%)	4-6	• Short-term: As part of the planned relocation of the station, consider maintaining the capacity of the bus loop while exploring the feasibility of priority or dedicated access to the surrounding road network.
Cycling	0	0-1	• Short-term: As part of the planned relocation of the station, consider maintaining the capacity of the bike shelter and ensure that it is located adjacent to the station building.
Pick up/drop off	7	18-20	• Short-term: As part of the planned relocation of the station, consider maintaining the capacity of the pick up/drop off facility while exploring the feasibility of providing priority or dedicated access to the surrounding road network.
Drive & Park	84	70-72	• Short-term: As part of the planned relocation of the station, consider delivering 567 surface parking spaces and protecting for additional surface parking spaces to meet long term needs, with appropriate access to adjacent local roads. • (CONDITIONAL) Long-term: If ridership at the Lincolnville GO and Stouffville GO stations exceeds forecasted demand, consider providing additional 250 surface parking spaces.
Carpool Passengers	3	8-10	

Updates



Stouffville GO

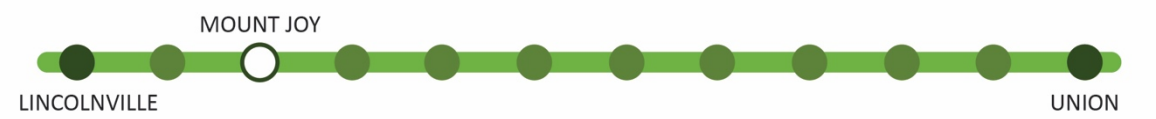
Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	700	Low (1,001-2,000)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: On-street bus stops on Main St.	East: Enhance connection to on-street facilities.	
Bike Parking	East: 16 covered and 32 open spaces.	West: Add 32 covered spaces. East: Add 16 covered spaces. Total: 96 spaces.	
Pick up/drop off Facilities	No facility currently available.	East Add 20 vehicle waiting area with 4 vehicle passenger loading area. West: Add 30 vehicle waiting area with 6 vehicle passenger loading area.	
Vehicular Parking	East 85 surface spaces West: 293 surface parking spaces Total: 378 spaces with 81-90% utilization.	West: Add 50 surface spaces. Total: 418 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	24	26-28	• Short-term: 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. • Short-term: Encourage with the Town of Whitchurch-Stouffville to explore enhancements to wayfinding and signage along Edward St., Park Dr. and Main St. • Short-term: Encourage the Town of Whitchurch-Stouffville to improve wayfinding, signage, pedestrian and cycling infrastructure along Main St. as part of the planned reconstruction of Main St., from Pak Dr. to Albert St. • Medium-term: 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. • Medium-term: 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. • Long-term: Encourage the Town of Whitchurch-Stouffville to continue to promote intensification in the immediate vicinity of the GO station to grow walk-up ridership.

Stouffville Line

Local Transit	0	10-12	• Short-term: 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 Pak Dr. to Albert St. • Short-term: Encourage YRT to explore the feasibility of modifying routes to provide improved peak period connectivity between the high concentration of GO customers to the south-east of the station site and on-street bus stops at Stouffville GO on the north side of Main St. • Medium-term: Encourage YRT to explore increasing service frequency for routes serving the neighbourhoods surrounding the station to align with planned GO rail service levels.
Cycling	3	4-6	• Medium-term: Consider installing new bike shelters on the west parking lot along the alignment of the proposed pedestrian and cycling connection from Edward St. • Medium-term: As part of the recommended pick up/drop off area to the east of the GO station site, consider expanding amenities for cyclists and pedestrians to directly connect to the GO station entrance. • Medium-term: 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	23	18-20	• Medium-term: Consider developing a new pick up/drop off facility on the east parking lot, immediately adjacent to the GO station building with priority or dedicated access from Main St. • Medium-term: Consider developing a new pick up/drop off facility adjacent to the west station parking lot. • Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
Drive & Park	49	38-40	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all remaining surface parking spaces on the east parking lot (appx. 60 spaces) after the recommended implementation of a new pick up/drop off facility. Additionally, explore restricting access to this parking lot to the shared access road from Freel Ln. • Medium-term: Offset parking lost from the introduction of the new pick up/drop off area with surface parking expansion on the west side of the rail corridor. As part of any such expansion consider adding 50 additional surface parking spaces. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	0	4-6	

Stouffville Line

			• Long-term: Consider joint development opportunities on the east parking lot in alignment with the Town's intensification policies. Ensure that lost parking is offset with surface parking expansion on the west side of the corridor. • (CONDITIONAL) Long-term: If ridership at the Lincolnville GO and Stouffville GO stations exceeds forecasted demand and additional parking is added to Linconville GO, consider implementing the modified reserved, carpool, and EV parking program on all remaining parking spaces at Stouffvllle GO (appx. 360 spaces).
Updates			



Mount Joy GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	1,425	High (4,001-8,000)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	West: On-street bus turn around along Bur Oak Ave.	West: Multi-bay bus loop with dedicated access off of Bur Oak Ave.	
Bike Parking	West: 48 covered spaces.	East: Add 64 covered spaces. West: Add 48 covered and 64 secure spaces. Total: 224 spaces.	
Pick up/drop off Facilities	West: 74 vehicle waiting area in 12 lanes with 10 vehicle passenger loading area.	West: Modify to 92 vehicle waiting area with 10 vehicle passenger loading area.	
Vehicular Parking	East: 354 surface spaces. West: 979 surface spaces. Total: 1,333 spaces at 81-90% utilization.	West: Add 600 spaces via alternative parking solutions. Total:1,933 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	15	18-20	• Short-term: Encourage the City of Markham to implement a pedestrian crossing at the intersection of Batista Perri Dr. and Markham Rd. Additionally, consider implementing a pedestrian and cycling connecting between Hammersly Blvd. and Batista Perri Dr. These two improvements would significantly reduce travel time and enhance safety for current and future GO customers that walk or cycle from west of the station site. • Medium-term: Consider implementing a joint-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. • Medium-term: As part of the proposed relocation of the pick up/drop off area, consider implementing a pedestrian and cycling connection from Bur Oak Ave. at its intersection with Anderson Ave. to the station building. Additionally, consider incorporating a public plaza in front of the station building that includes pedestrian and cycling amenities. • Medium-term: 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 joint-use paths along the corridor to the GO station. Additionally, consider providing a pathway connecting the north-west corner of the GO parking lot to the sidewalk along Bur Oak Ave.

Stouffville Line

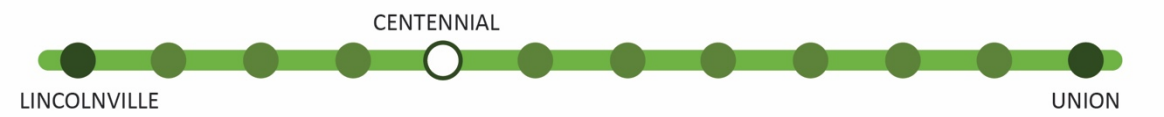
Local Transit	5	14-16	• Short-term: Work with the City of Markham and YRT to explore options to enhance bus facilities on the station site including the development of an expanded bus turn around facility with multiple on-street bus laybys at the current Bur Oak Ave. and Anderson Ave. location. Ensure that the new facility can accommodate current and planned YRT local and micro-transit services. • Medium-term: Encourage YRT to explore options to deliver a micro-transit service in the 4-5km 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. Additionally, consider addressing the facility needs associated with such a service within the proposed modifications to the bus loop or pick-up and drop-off area. • Medium-term: Work in coordination with YRT to explore increasing the service frequency for routes serving neighbourhoods the station to align with future GO rail service levels. • Medium-term: Encourage YRT to explore the feasibility of re-routing high frequency routes to integrate with GO rail services at Mounty Joy GO. This would provide substantially improved options for the high concentration of GO rail customers within the catchment areas of high frequency routes to have direct access to GO rail service, while maintaining connections with local routes.
Micro-Transit	Not Applicable	8-10	
Cycling	0	3-5	• Medium-term: Consider installing bike shelters on the south-east corner of the west parking lot at the end of the proposed joint-use path from Markham Rd. to the GO station platform/tunnel entrance. • Medium-term: Consider developing a new secure bike parking facility adjacent to or integrated with the station building on the west side of the GO rail corridor. • Medium-term: As part of the possible development of a future eastern station entrance, consider installing bike shelters adjacent to the east parking lot. • Long-term: 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 16 Ave. to the east.)
Pick up/drop off	15	16-18	• Medium-term: Consider modifications to the pick up/drop off facility, including reconfiguring and expanding the capacity of the vehicle waiting area and enhancing access priority for vehicles exiting at the intersection of Anderson Ave. and Bur Oak Ave.
Drive & Park	61	36-38	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the east parking lot (appx. 354 spaces). • Medium-term: Consider adding 600 spaces at this station using
Carpool Passengers	5	5-7	

			alternative parking solutions (e.g. modular parking on the main west parking lot). • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on a portion of the west parking lot (246 spaces). • Long-term: Consider joint development opportunities on the west station site in alignment with the City of Markham's intensification policies for the Markham Rd. Mount Joy Local Corridor. As part of any future joint development, consider using alternative parking solutions in the general vicinity of the station site (e.g. shared/co-located parking structure) to offset lost parking.
Updates			

Markham GO

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	900	Average (2,001-4,000)	
Daily Riders' Destination Station	0	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East: On-street bus stops on Main St./Markham Rd. and Parkway Ave./Bullock Dr.	East: Multi-bay on-street facility along Main St.	
Bike Parking	East: 16 covered and 16 open spaces.	East: Add 16 covered and 16 secure spaces. West: Add 32 covered spaces. Total: 96 spaces.	
Pick up/drop off Facilities	No facility currently available.	East: Add 40 vehicle waiting area and 6 vehicle passenger loading area. West: Add 20 vehicle waiting area and 4 vehicle passenger loading area.	
Vehicular Parking	East: 247 surface spaces. West: 169 surface spaces. Total: 416 spaces at 91-100% utilization.	East: Add 400 surface spaces Total: 816 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	13	18-20	• Short-term: Work with the City of Markham to explore options to improve east-west pedestrian connectivity across Main St. north of the GO rail corridor. This could include evaluating the feasibility of developing a pedestrian crossing at the intersection of Beech St. and Main St. 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. It would also support pedestrians who reside east of Main St. to have a safe connection to the GO station. • Short-term: Encourage the City of Markham to explore public realm improvements along Main St. and Ramona Blvd. going north and west of the station site respectively. Additionally, consider enhancements to signage and wayfinding as part of any such improvements. • Medium-term: Encourage the City of Markham to explore pedestrian and cycling connections between Springdale St. and Raymerville Dr. to the north-west of the GO station. • Medium-term: Consider developing 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. This plaza could provide a visual anchor for the viewscape along Ramona Blvd. and support growth in pedestrian and cycling

			from east of the station site.
 Local Transit	8	18-20	• Short-term: Work with the City of Markham and YRT to explore the feasibility of developing of a bus layby on the south side of Main St. and Ramona Blvd. with bus shelters. • Medium-term: Encourage YRT to consider enhancing frequencies for routes serving communities in the vicinity of the station, including the GO shuttle service, to align with future GO rail service levels. Additionally, ensure that routes continue to connect/stop at the proposed on-street facility along Main St.
 Cycling	1	3-5	• Medium-term: Consider replacing open bike parking spaces adjacent to the station building with bike racks and secure bike parking within the proposed plaza on the north tip of the main station site. • Medium-term: Consider installing a new bike shelter on southern end of the west parking lot with access to the path connection to Station St. • Medium-term: Encourage the City of Markham and York Region to consider cycling improvements along the Larkin Ave. and Fincham Ave. loop to the north-east of the GO station site and along Main St., from 16 Ave. to the north to Ramona Blvd. to the south.
 Pick up/drop off	20	24-26	• Medium-term: Consider developing a new pick up/drop off facility adjacent to the GO station building with dedicated access from the signalized intersection at Ramona Blvd. and Main St. • Medium-term: Consider developing a new pick up/drop off facility within the west station parking lot. • Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
 Drive & Park	49	30-32	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the west surface parking lot (169 spaces) and explore the feasibility of adding modular parking spaces this lot. • Medium-term: Consider opportunities to expand parking along Main St. by 400 spaces using surface or leased parking options. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
 Carpool Passengers	5	5-7	
Updates			



Centennial GO

Station Area Characteristics		
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	925	Low (1,001-2,000)
Daily Riders' Destination Station	0	Nil or Very Low (0-25)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	East: On-street bus stop on McCowan Rd.	Medium-term: Multi-bay on-street facility along McCowan Rd. with pedestrian crossing.
Bike Parking	South: 16 covered and 24 open spaces.	South: 16 secure and 24 covered spaces. North: 16 covered spaces. Total: 96 spaces.
Pick up/drop off Facilities	South: 31 vehicle waiting area in 7 lanes with 4 vehicle passenger loading area.	No facility expansion recommended.
Vehicular Parking	South: 350 structure and 101 surface spaces. Total: 451 spaces at 91-100% utilization.	South: Add 300 spaces via alternative parking solutions. Total: 801 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	1	14-16	• Short-term: 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 platform. • Short-term: 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 16 Ave. to the north to Hwy. 7 to the south. • Medium-term: Encourage the City of Markham to explore the feasibility of developing a pedestrian and cycling connection between the joint-use path that connects Halterwood Circle and Snowden Circle to a possible new north entrance to the GO station. • Medium-term: Consider providing a pedestrian and cycling path connection from McCowan Rd. to a future north entrance to the GO station. • Medium-term: Encourage the City of Markham to explore a pedestrian crossing across McCowan Rd. for the pedestrian path along Sunway Square. This would provide a safer connection for customers walking from east of McCowan Rd. • Long-term: Encourage the City of Markham in support planned intensification of the Markville Key Development Area (KDA) to increase walk-up ridership at Centennial GO.

Stouffville Line

Local Transit	3	16-18	• Short-term: Work with York Region, the City of Markham and YRT to explore the feasibility of developing a bus layby on both side of McCowan Rd., with bus shelters and a pedestrian crossing. Additionally, consider proximity to the current south station entrance or a future north station entrance. • Medium-term: Encourage YRT to explore increasing service frequencies for routes serving communities to the northeast and northwest, to align planned with GO rail service levels. Additionally, ensure that these routes and the planned frequent transit route along McCowan Rd. continue to connect/stop at the proposed on-street facility along McCowan Rd.
Cycling	1	3-5	• Short-term: Consider replacing open bike racks with secure bike parking located adjacent to the pick up/drop off area. • Short-term: Consider installing a new bike shelter on the west side of the station parking structure that links to the proposed pathways on the north half of Markham Centennial Park. • Medium-term: Consider installing a new bike shelter at a future north station entrance that links to a proposed pathway to the surrounding local streets. • Medium-term: 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 to the Bullock Dr. to the south), and 16 Ave. (from The Bridle Walk to the west to Cairns Dr. to the east). • Long-term: Encourage the City of Markham and York Region to prioritize implementation planned cycling improvements along Cairns Dr., Roy Rainey Ave. and James Parrot Ave. and The Bridle Walk to the north of the GO station, which are intended to address current gaps in the City's cycling network near Centennial GO.
Pick up/drop off	29	20-22	• Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
Drive & Park	49	40-42	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all surface parking (100 spaces). • Medium-term: Consider adding 300 spaces using alternative parking solutions (e.g. shared parking with commercial uses) to the south of the rail corridor. • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	6	7-9	
Updates			

Unionville GO

Station Area Characteristics		
Policy Framework	Urban Growth Centre & Mobility Hub	
Development Potential	High	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	2,300	Very High (8,001 or more)
Daily Riders' Destination Station	0	High (1,001-2,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Rapid Transit Connectivity	East: Viva bus rapid transit (BRT) service accesses station site in mixed traffic.	East: Direct integration between GO station and Viva BRT station and provision for direct integration with future 407 Transitway station.
Bus Facilities	East: 8 bus bay loop with shared access.	East: Add multi-bay bus loop/terminal with dedicated access.
Bike Parking	East: 64 covered and 16 open spaces.	East: Add 32 secure spaces. West: Add 64 covered spaces. Total: 176 spaces.
Pick up/drop off Facilities	East: 33 vehicle waiting area in 8 lanes with 7 vehicle passenger loading area.	East: Modify to 40 vehicle waiting area with 6 vehicle passenger loading area. West: Add 40 vehicle waiting area and 6 vehicle passenger loading area with priority access.
Vehicular Parking	East: 1,617 surface spaces at 91-100% utilization.	West: Add 300 surface spaces and 1,300 spaces via alternative parking solutions. Total: 3,217 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	1	4-6	• Short-term: As part of the Mobility Hub planning process that is currently underway at this station, work with the City of Markham to identify a permeable network of local streets to the west of the GO rail corridor with pedestrian pathways connecting to the new GO station entrances that will be developed on the west side of the rail corridor. • Short-term: 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. • Medium-term: Encourage the City of Markham to explore the development of a pedestrian bridge across Enterprise Rd. and the development of pedestrian connection to the GO and Viva Rapidway stations from the sidewalks along the Enterprise Blvd. underpass. • Long-term: Encourage the City of Markham to support intensification in the immediate vicinity of the GO station to

Stouffville Line

			increase walk-up ridership at this station and increase its use as a destination on the GO rail network.
Local Transit	9	20-22	• Short-term: As part of the Mobility Hub planning process that is currently underway at this station, work with YRRTC and the Ministry of Transportation to identify design solutions that would provide for direct integration between a proposed Viva Rapidway station, YRT frequent transit and any micro-transit services that may require a multi-bay bus loop, and future 407 Transitway station at Unionville GO. • Short-term: Encourage YRT to explore options to deliver a micro-transit service in the 4-5km 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. • Medium-term: Encourage YRT to explore the feasibility of integrating the planned frequent transit service along Warden and Kennedy into a future bus facility at Unionville GO station. • Medium-term: Encourage YRT to explore increasing service frequencies for routes serving communities to the north and northwest, to align planned with GO rail service levels. • Medium-term: Encourage YRT to explore the feasibility of integrating planned frequent transit service along Warden Ave. and Kennedy Rd. into a future bus facility at Unionville GO station.
Micro-Transit	Not Applicable	10-12	
Cycling	0	1-2	• Short-term: As part of the Mobility Hub planning process that is currently underway at this station consider incorporating bike shelters and secure bike parking adjacent to planned GO and Viva Rapidway Station buildings on both sides of the GO rail corridor. • Medium-term: Encourage the City of Markham to consider implementing planned improvements to cycling infrastructure along Village Parkway to the north of the GO rail station. • Medium-term: 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. • Medium-term: Consider connecting municipal cycling infrastructure to one of the eastern GO station entrances by developing a dedicated cycling path.
Pick up/drop off	14	22-24	• Medium-term: As part of the Mobility Hub planning process that is currently underway at this station, explore opportunities to integrate a new pick up/drop off facility on the west side of the GO station site with priority access from the local road network. Additionally, consider configuring the vehicle waiting area as short-term parking. • Medium-term: As part of the planned redevelopment of the station site, consider modifying existing east pick up/drop off

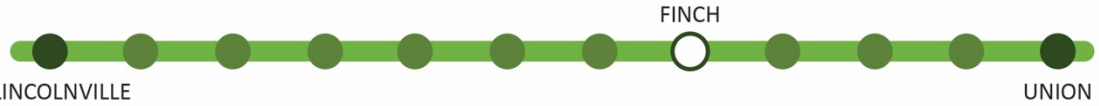
			facility and provide dedicated access from the local road network. Additionally, consider configuring the vehicle waiting area as short-term parking.
Drive & Park	70	36-38	• Short-term: As part of improvements to the station site, 300 leased surface parking spaces are planned to be constructed on the west side of the GO rail corridor. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on a portion of the existing main surface parking lot (appx. 1,000 spaces). • Medium-term: As part of the Mobility Hub planning process that is currently underway at this station, explore opportunities to expand parking on the west side of the GO station site. To effectively align with the Metrolinx Mobility Hub Guidelines and intensification objectives for the Markham Centre area, engage with stakeholders to consider 1,300 spaces using alternative parking solutions on the west side of the corrido (e.g. shared/co-located parking with planned commercial uses north of Hwy 407 or surface parking on the HydroOne corridor south of Hwy 407 with access from Birchmount Rd.). • Long-term: Work with the City of Markham, YMCA and York University to explore options for sharing/co-locating parking on the east side of the GO rail corridor to consolidate the majority of the current surface parking (appx. 1,300 spaces) into a parking structure and allow for the remainder of the station site to be used for other higher order transit facilities (Viva Rapidway & 407 Transitway) and urban intensification. • Long-term: Consider maintaining expanding the modified reserved, carpool, and EV parking program on all spaces to the east side of the GO rail corridor (appx. 300 more spaces).
Carpool Passengers	5	7-5	
Updates			

Milliken GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	1,175	Average (2,001-4,000)	
Daily Riders' Destination Station	0	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	East/West: On-street bus stops along Steeles Ave. and Silver Star Blvd.	East/West: Multi-bay on-street facility along Steeles Ave.	
Bike Parking	West: 16 covered spaces.	West: Add 48 covered and 16 secure spaces. East: Add 48 covered spaces. Total: 128 spaces.	
Pick up/drop off Facilities	West: 33 vehicle waiting area in 5 lanes with 3 vehicle passenger loading area (west).	East: Add 15 vehicle waiting area with 3 vehicle passenger loading area. (CONDITIONAL) West: Modify to 15 vehicle waiting area with 3 vehicle passenger loading area.	
Vehicular Parking	West: 665 surface spaces at 81-90% utilization.	East: Add 440 surface parking spaces. Total: 1,105 spaces.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	4	10-12	• Short-term: 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. • Short-term: Encourage the City of Markham to identify improvements to wayfinding and signage along Harvest Moon Dr. and Appleby Crs. to the multi-use path to Steeles Ave. • Short-term: As part of the Steeles Ave. Grade Separation EA 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 pedestrian and cycling path along Steeles Ave. to the GO station platform. • Medium-term: Encourage the City of Toronto to prioritize the implementation of the pedestrian and cycling related improvements associated with one of the two proposed new public street connections between Redlea Ave. and Kennedy Rd. that are recommended by Steeles-Redlea Regeneration Area Study. • Medium-term: Work with City of Toronto to explore development of an improved pedestrian and cycling connection through the current GO station site along the

			prioritized pedestrian and cycling connection between Redlea Ave. and Kennedy Rd. • Medium-term: Encourage the City of Toronto and the City of Markham to promote intensification around this station site in alignment with the approved City of Toronto Steeles-Redlea Regeneration Area Study and the City of Markham Milliken Secondary Plan. • Long-term: Encourage the City of Toronto to explore the feasibility of developing a pedestrian and cycling path between Midland Ave. and Silver Star Blvd. to link to a future eastern station entrance.
 Local Transit	1	20-22	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: As part of the Station Master Planning process that is underway, consider opportunities to integrate on-street bus facility along Steeles Ave. to service current and planned TTC and YRT routes that will connect at this station. • Medium-term: Encourage TTC to consider prioritizing the integration of TTC routes to the east of the GO station and YRT to consider prioritizing routes that provide access to residents to the north and east of the GO station.
 Cycling	0	2-3	• Short-term: As part of the Station Master Planning process that is currently underway, consider installing bike shelters and secure bike parking on both sides of the GO rail corridor. • Medium-term: Encourage the City of Toronto to explore the development of a bike lane or path along Silver Star Blvd. from Passmore Ave. to the eastern entrance to the GO station. • Medium-term: Encourage the City of Toronto to prioritize implementation of cycling improvements planned for Steeles Ave. from Kelvin Grove Ave. to the west to McCowan Rd. to the east, and the Passmore Ave. alignment from Sanwood Park to the west to Audrelane Park to the east.
 Pick up/drop off	27	28-30	• Medium-term: As part of the Station Master Planning process that is currently underway, consider opportunities on the east side of the GO rail corridor to accommodate a new pick up/drop off facility. Additionally, consider configured the vehicle waiting area of such a facility in the form of short-term parking and provides priority access off of Silver Star Blvd. • Medium-term: Consider ride-sourcing partnerships to provide alternatives to drive and park customers and improved connections to employment uses and other destinations around this station. • (CONDITIONAL) Medium-term: If a new eastern pick up/drop off facility is development, consider reconfiguring and reducing the capacity of the current western facility to support

			planned intensification of the station area.
Drive & Park	67	34-36	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the eastern portion of the west surface parking lot (appx. 250 spaces). • Medium-term: As part of the Station Master Planning process that is currently underway at this station, explore the feasibility of developing 440 new surface spaces on the east side of the GO rail corridor. This could better serve the majority of GO riders at this station that originate from beyond 2 km to the east of this GO station. • Medium-term: Consider implementing the modified reserve parking program on all remaining surface spaces (excluding accessible spaces) at this station (appx. 855 spaces). • Medium-term: Consider joint-development opportunities of the current surface parking lot to the west of the GO rail corridor, and in alignment with the City of Toronto's Regeneration Area policies. Offset half of the parking lost (appx. 330 spaces) to joint development by exploring alternative parking solutions (e.g. shared parking opportunities on the west side of the corridor and/or modular parking on the new eastern surface parking lot). • Long-term: Encourage the City of Toronto considers extending Redlea Ave. south to connect with Passmore Ave. to the south and provide greater connectivity to the station site and surrounding employment uses.
Carpool Passengers	1	6-8	
Updates			



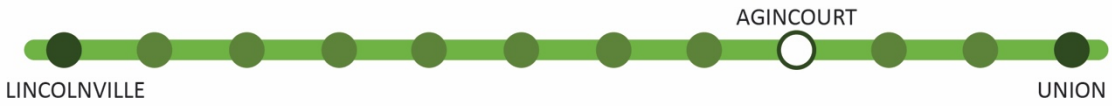
Finch GO*

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Applicable	Low (1,001-2,000)	
Daily Riders' Destination Station	Not Applicable	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	On-street bus stops along Finch Ave., Midland Ave. & Kennedy Rd.	East: Add multi-bay bus loop and shelter with priority access.	
Bike Parking	Not Applicable	East: Add 48 covered and 16 secure spaces. West: Add 32 covered spaces. Total: 96 spaces.	
Pick up/drop off Facilities	Not Applicable	East: Add 12 vehicle waiting area with 3 vehicle passenger loading area.	
Vehicular Parking	Not Applicable	East: Add 350 surface spaces (subject to further discussion with City of Toronto).	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	12-14	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider developing multiple access points for pedestrians on both sides of the GO rail corridor and dedicated pedestrian pathways connecting to Finch Ave. and Silver Star Blvd. • Medium-term: Work with the City of Toronto to explore the feasibility of developing a pedestrian and cycling path between the proposed west station entrance across Milliken Rd. to Kennedy Rd. • Medium-term: Encourage the City of Toronto to consider developing pedestrian and cycling connections from Puma Dr. to Kennedy Rd. and Bellefontaine St. to Finch Ave.
Local Transit	Not Applicable	22-24	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: As part of the planning process associated with new Toronto GO stations, work with the City of Toronto and TTC to evaluate off-street bus facility and connect needs including the need for a 6-10 bay bus loop and shelter adjacent to the proposed south GO station tunnel entrance on the east side of the GO corridor to support integrating TTC bus service along Finch Ave. with this station. Additionally, consider providing priority or dedicated signalized access to Finch Ave. • Medium-term: Encourage the City of Toronto to provide wayfinding and signage about Finch GO station at TTC bus

			shelters at Midland Ave. and Kennedy Rd.
Cycling	Not Applicable	3-5	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider installing adequate bike parking on both sides of the GO rail corridor. Additionally, consider developing a dedicated cycling path on the north edge of the proposed east station site. • Medium-term: Encourage the City of Toronto to explore cycling improvements along S. Shields Ave. to connect to Silver Star Blvd. and the proposed cycling path on the station site. • Medium-term: Encourage the City of Toronto to explore the implementation of a bike lane along Finch Ave. from Sandhurst Crt. to the East to Bridledowne Circle to the west. • Medium-term: Encourage the City of Toronto to incorporate bike lanes along the proposed extension of Silver Star Blvd. to Finch Ave. to connect to the proposed cycling path on the north edge of the station site. • Medium-term: Encourage the City of Toronto to integrate wayfinding and signage about the proposed GO station on multi-use pathway/trail used for cycling on McNicoll Ave. as well as along East Highland Creek which exits onto Finch Ave. near Baylawn Dr.
Pick up/drop off	Not Applicable	24-26	• Medium-term: As part of the planning process associated with new Toronto GO stations, work with the City of Toronto to explore options to develop a pick up/drop off facility adjacent to the proposed station building on the east side of the GO rail corridor with priority access to Silver Star Blvd.
Drive & Park	Not Applicable	34-36	• Medium-term: As part of the planning process associated with new Toronto GO stations, encourage the City of Toronto to connect Silver Star Blvd. to Finch Ave. and facilitate vehicular access to the proposed Finch station on the east side of the GO corridor. • Medium-term: Work with the City of Toronto to explore surface parking options on the east side of the GO station site that sufficiently addressed demand for parking at this station and provide some parking relief for some Agincourt GO customers. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces (excluding accessible spaces) at this station (appx. 350 spaces).
Carpool Passengers	Not Applicable	5-7	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.



Agincourt GO

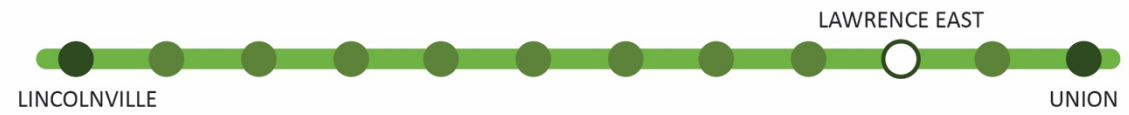
Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	700	Average (2,001-4,000)	
Daily Riders' Destination Station	0	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	South: High quality connection to future Sheppard LRT station.	
Bus Facilities	On-street bus stops along Sheppard Ave., Midland Ave. & Kennedy Rd.	South: Enhance connections to on-street bus facilities.	
Bike Parking	West: 32 covered spaces.	West: Add 32 covered and 32 secure spaces. East: Add 32 covered spaces. Total: 128 spaces.	
Pick up/drop off Facilities	No facility currently available.	West: Add 20 vehicle waiting area and 5 vehicle passenger loading area.	
Vehicular Parking	West: 342 surface spaces at 91-100% utilization.	East: Add 100 surface spaces. Total: 442 spaces.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	20	24-26	• Short-term: As part of the planned redevelopment of the station site, consider developing pedestrian connections from Dowry St. to the station building and between the new east platform and tunnel entrance and Sheppard Ave. to the south and the pedestrian path connection to Agincourt Dr. to the east. • Medium-term: Encourage the City of Toronto to support intensification in the immediate vicinity of the GO station to increase walk-up ridership at Agincourt GO.
Local Transit	5	24-26	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: Encourage the City of Toronto to improve wayfinding and signage about Agincourt GO station at TTC bus shelters at Midland Ave. and Kennedy Rd. • Medium-term: Work with the TTC to explore options to introduce an Agincourt GO station stop on bus routes to the southeast, extending service along Sheppard Ave. E from Midland Ave. to McCowan Rd. Additionally, explore options to improve station connectivity to and from express bus service on Sheppard Ave. E. • Long-term: Work with the City of Toronto to ensure that the planned Sheppard LRT station is built with a direct pedestrian

Stouffville Line

			connection to the GO station platform.
 Cycling	0	4-6	• Short-term: As part of the planned redevelopment of the station site, consider including bike shelters on both sides of the station site and a secure bike parking room in the main station building. • Short-term: 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., Marylyn Ave. and Dowry St. to the proposed bike shelters. • Medium-term: Work with the City of Toronto to prioritize implementation of planned cycling improvements for Sheppard Ave. from Warden Rd. to the west to McCowan Rd. to the east. • Medium-term: Encourage the City of Toronto to consider improvements to wayfinding and signage along West Highland Creek Trail, Marylyn Ave. and Dowry St. to the west of the GO station. Additionally, consider similar improvements along East Highland Creek Trail, Midland Ave., Havendale Dr. and Agincourt Dr. to the east. • Long-term: 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 the east.
 Pick up/drop off	19	22-24	• Short-term: As part of the planned redevelopment of station site, consider developing a pick up/drop off facility adjacent to the new station building with shared access with the remaining station parking lot from Sheppard Ave. • Medium-term: Consider ride-sourcing partnerships to provide options for drive & park customers to connect to this station.
 Drive & Park	52	20-22	• Short-term: As part of the planned redevelopment of station site, modify the configuration of surface parking and the internal vehicular circulation network to accommodate a pick-up and drop-off area while maintaining existing surface parking capacity. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces to the north of the new station building location (appx. 102 spaces). • Short-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Medium-term: Consider opportunities to expand surface parking by 100 spaces on acquired or leased land near the station. • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all remaining surface
 Carpool Passengers	5	6-8	

			parking spaces (excluding accessible spaces) at this station (appx. 342 spaces). • Medium-term: Consider joint development opportunities on the south half of the west parking lot (appx. 130 spaces). Offset lost parking by exploring alternative parking solutions (e.g. shared or co-located parking).
Updates			



Lawrence East GO*

Station Area Characteristics			
Development Potential	Low		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Low (26-250)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	Not Applicable		North: Bus shelters on Lawrence Ave. with elevator access to GO platform.
Bike Parking	Not Applicable		East: Add 48 covered and 16 secure spaces. West: Add 32 covered spaces. Total: 96 spaces.
Pick up/drop off Facilities	No dedicated facility for GO customers currently available.		West: Add 12 vehicle waiting area with 3 vehicle passenger loading area.
Vehicular Parking	No dedicated facility for GO customers currently available (100 TTC/TPA pay parking spaces available).		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	38-40	• Medium-term: Encourage the City of Toronto and Hydro One to explore the feasibility of developing a pedestrian and cycling connections from Arsandco Park to Ramonaulus Dr. via the Gatineau Hydro corridor. • Medium-term: Encourage the City of Toronto to explore improvements to wayfinding and signage along Radnor Ave. and Mike Myers Dr. to improve pedestrian connections to the new east station entrance to. • Medium-term: Encourage the City of Toronto to promote intensification in the immediate vicinity of the GO station to increase walk-up ridership at Lawrence East GO.
Local Transit	Not Applicable	24-26	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: As part of the planning process associated with new Toronto GO stations, encourage the City of Toronto to consider developing north and south bridge level entrances on the Lawrence Ave. with elevator access to the GO rail platform. • Medium-term: As part of the planning process associated with new Toronto GO stations, encourage the City of Toronto to install bus shelters adjacent to the new elevator access locations to service TTC buses on Lawrence Ave. E.

Cycling	Not Applicable	3-5	• Medium-term: As part of the planning process associated with new Toronto GO stations, ensure that bike shelters are integrate into both sides of the station site and a secure bike parking room is integrated into the east station building. • Medium-term: Encourage the City of Toronto to work with Hydro One to explore options to extend the Gatineau Hydro Corridor from Marcos Blvd., further west to the intersection of Midland Ave. and Prudential Dr. • Medium-term: Encourage the City of Toronto to consider incorporating a bike line along Prudential Dr. to the new east entrance to the Lawrence GO station and appropriate signage and wayfinding along the bike route to connect cyclists to the GO station.
Pick up/drop off	Not Applicable	24-26	• Medium-term: As part of the planning process associated with new Toronto GO stations, consider developing a pick up/drop off facility adjacent to the western station entrance and under the Lawrence Ave. East underpass with priority access off of Lawrence Ave. E.
Drive & Park	Not Applicable	10-12	• Medium-term: Consider greater coordination with TPA and TTC to support GO customer use of TPA/TTC paid parking spaces at this station.
Carpool Passengers	Not Applicable	1-3	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

Kennedy GO

Station Area Characteristics		
Policy Framework	Mobility Hub	
Development Potential	High	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	100	Low (1,001-2,000)
Daily Riders' Destination Station	175	Very High (2,001-9,500)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Rapid Transit Connectivity	West: Direct connection to subway line 2 (Bloor-Danforth) and line 3 (Scarborough).	West: Improved connectivity with subway and new interchange with Eglinton Crosstown LRT station, including new combined east station entrance, now under construction.
Bus Facilities	West: TTC bus loop facility on west side of GO corridor.	West: Improve bus loop facilities as part of station redevelopment.
Bike Parking	East: 5 open spaces.	East: 40 covered spaces in pick up/drop off area, and 80 secure spaces in LRT station building. West: 40 covered spaces adjacent to new Community Centre building. Total: 165 spaces.
Pick up/drop off Facilities	No dedicated facility for GO customers currently available.	East: 22 vehicle waiting area with 7 vehicle passenger loading area currently under development.
Vehicular Parking	No dedicated facility for GO customers currently available. (1,135 TTC/TPA pay parking spaces available).	No parking expansion recommended.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	41	44-46	• Short-term: Encourage the City of Toronto to implement planned public realm improvements to Eglington Ave. on both sides of the rail corridor, which includes continuous treed boulevard to provide definition to the street and enhanced sidewalks to accommodate pedestrian clearway and boulevard amenities. • Medium-term: Encourage the City of Toronto to support intensification in the immediate vicinity of the GO station, in alignment with the Kennedy Mobility Hub Study. This includes the intensification of lands adjacent to the new east GO station entrance. • Medium-term: Encourage the City of Toronto to install a joint-use connection 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.

Stouffville Line

Local Transit	23	24-26	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: As part of the redevelopment of the TTC/GO station site and in alignment with the Eglinton Crosstown EA, new Eglington Crosstown station entrances are planned to be constructed on both sides of the corridor with the east entrance also being used as the primarily entrance to the GO station. Additionally, the existing subway entrance and bus loop facility is planned to be maintained in the short-term on the west side of the GO corridor. • Medium-term: As part of the redevelopment of the TTC/GO station site and in alignment with the Eglinton Crosstown EA, an integrated bus and subway facility is planned to be developed on the west side of the GO rail corridor.
Cycling	0	3-5	• Short-term: 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/drop off area on the east side of the GO rail corridor. Additionally, a secure bike room is planned to be incorporated into the Crosstown LRT Station building. • Medium-term: Encourage the City of Toronto to facilitate the relocation of the Don Montgomery Community Centre to the north of Eglington Ave. and west of the GO rail corridor as identified in the Kennedy Mobility Hub Study. • Medium-term: Encourage the City of Toronto to consider realigning the Gatineau Hydro Corridor Trail to terminate at new bike shelters adjacent to the relocated Community centre. Additionally, consider improvements to lighting, wayfinding and signage about the various transit facilitates at the Kennedy Mobility Hub along the Trail.
Pick up/drop off	14	18-20	• Short-term: As part of the redevelopment of the TTC/GO station site and in alignment with the Eglinton Crosstown EA, a dedicated Metrolinx pick up/drop off facility is planned to be constructed on the east side of the corridor that will service both the GO and Crosstown LRT passengers.
Drive & Park	23	10-12	• Medium-term: Consider greater coordination with TPA and TTC to support GO customer use of TPA/TTC paid parking spaces at this station.
Carpool Passengers	0	1-3	
Updates			

Lakeshore East Line

The following ridership changes are expected on the Lakeshore East line:

- Daily (weekday) GO rail customers whose home station is on this line are forecasted to increase from approximately 21,000 in 2016 to 47,600 in 2031, an increase of 130%.
- Daily (weekday) GO rail customers whose destination station is on this line are forecasted to increase from approximately 1,400 in 2016 to 8,900 in 2031, an increase of 530% only along the Thornton to Bowmanville spur in 2025.

The improvements discussed in the following section are recommended to respond to these changes.

Across the corridor, improvements to station sites that are recommended include, approximately:

3 km of walkways

675 additional sheltered bike parking spaces

375 additional secure bike parking spaces

5 stations with significant potential for micro-transit

2,200 additional parking spaces

46% of total parking to be considered for implementation of the modified reserved parking program that includes provision for carpool and EV parking

Legend

Service Levels

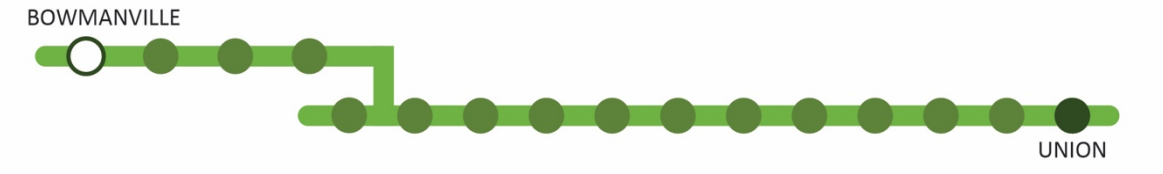
- 15 min Two-way All-day
- Two-way All-day
- Peak-only
- Service level under develpment in consultation with CN/CP
- Planned/Proposed Station
  New station names are draft, subject to change

Policy Framework

- Urban Growth Centre
- Mobility Hub

*Service levels subject to ongoing analysis

^Status to be determined



Bowmanville GO*

GO Rail Ridership	Current (2016)	Forecast (2031)
Daily Riders' Home Station	Not Applicable	Low (1,001-2,000)
Daily Riders' Destination Station	Not Applicable	Nil or Very Low (0-25)

Facility Type and Capacity	Current (2016)	Recommended Target (2031)
Bus Facilities	North: 3-bay bus loop with shared access.	(TENTATIVE) North: Modify to 3-5 bus bays with priority access.
Bike Parking	North: 32 covered spaces.	(TENTATIVE) North: Add 16 covered and 10 secure spaces. Total: 58 spaces.
Pick up/drop off Facilities	No facility currently provided.	(TENTATIVE) North: 35 vehicle waiting area with 5 vehicle passenger loading area.
Vehicular Parking	North: 85 surface spaces at 31-40% utilization.	(TENTATIVE) North: Add 560 surface spaces. Total: 650 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	12-14	• Medium-term: Currently, there is a GO park and ride facility that will be modified as part of the planning process associated with new GO stations to support future GO rail service. As part of this process, consider enhancements to pedestrian and cycling connection through the station site to connect the station to adjacent municipal street network. • Medium-term: Consider developing a pedestrian connection between the GO station site and Aspen Springs Dr.
Local Transit	Not Applicable	10-12	• Medium-term: Currently, there is a GO park and ride facility that will be modified as part of the planning process associated with new GO stations to support future GO rail service. As part of this process, work with DRT to evaluate local transit facility needs at the station site to expand from the current 3 bus bays to 4-5 bay bus loop. Additionally, consider improving the pedestrian connection between the bus loop and the future north station entrance. • Medium-term: Encourage DRT to enhance frequencies of existing routes to align with future GO rail service levels and explore new routes that connect communities to the north and north-west of the GO station. Additionally, consider on-demand mobility service models such as micro-transit.
Micro-Transit	Not Applicable	TBD	
Cycling	Not Applicable	2-3	• Medium-term: Currently, there is a GO park and ride facility that will be modified as part of the planning process associated with

			new GO stations to support future GO rail service. As part of this process, consider expanding the bike shelters and some secure bike lockers adjacent to the main station building.
 Pick up/drop off	Not Applicable	14-16	• Medium-term: Currently, there is a GO park and ride facility that will be modified as part of the planning process associated with new GO stations to support future GO rail service. As part of this process consider developing a pick up/drop off facility adjacent to the main station building with priority access in and out of the station site.
 Drive & Park	Not Applicable	60-62	• Medium-term: Currently, there is a GO park and ride facility that will be modified as part of the planning process associated with new GO stations to support future GO rail service. As part of this process, consider incorporating 560 additional surface parking spaces into the station site. • Long-term: Consider implementing the modified reserved, carpool, and EV parking program on all current and future parking spaces on a portion of the station site (appx. 150 spaces).
 Carpool Passengers	Not Applicable	2-3	
Updates			

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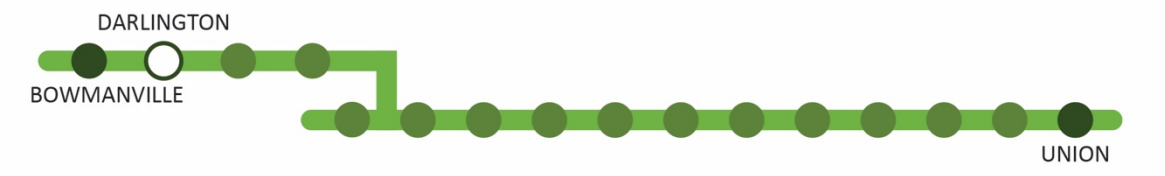
Lakeshore East Line



Darlington GO*

GO Rail Ridership	Current (2016)	Forecast (2031)
Daily Riders' Home Station	Not Applicable	Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable	Very Low (0-25)
Facility Type and Capacity	**Current (2016**	**Recommended Target (2031)**
Bus Facilities	Not Applicable	(TENTATIVE) North: Add 3-5 bus bay facility.
Bike Parking	Not Applicable	(TENTATIVE) North: Add 32 covered spaces.
Pick up/drop off Facilities	Not Applicable	(TENTATIVE) North: Add 16 vehicle waiting area with 4 vehicle passenger loading area. (CONDITIONAL) South: Add 24 vehicle waiting area with 4 vehicle passenger loading area.
Vehicular Parking	Not Applicable	(TENTATIVE) North: Add 300 surface spaces. (CONDITIONAL) South: Add 300 surface spaces. Total: 300-600 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new GO stations, consider providing high quality pedestrian and cycling connection through the station site to connect the station to adjacent municipal street network.
Local Transit	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new GO stations, work with DRT to evaluate local transit facility needs at the station site including the need for a 3-4 bay bus loop facility adjacent to the main station building and priority access for transit vehicles in and out of the station site. • Medium-term: Encourage DRT to enhance frequencies of existing routes to align with future GO rail service levels, explore new routes that connect communities to the north of the GO station, and consider on-demand mobility service models such as micro-transit.
Micro-Transit	Not Applicable	TBD	
Cycling	Not Applicable	1-2	• Medium-term: As part of the planning process associated with new GO stations, consider installing bike shelters and some secure bike lockers adjacent to the main station building.
Pick up/drop off	Not Applicable	18-20	• Medium-term: As part of the planning process associated with new GO stations, consider developing a pick up/drop off facility adjacent to the main station building with priority access. • (CONDITIONAL) Long-term: If ridership exceeds forecasted demand, consider adding a pick-up and drop-off facility to the south.

Drive & Park	Not Applicable	66-68	• Medium-term: As part of the planning process associated with new GO stations, consider incorporating 300 surface parking spaces on the north station site. • (CONDITIONAL) Long-term: If ridership exceeds forecasted demand, consider adding300 surface parking spaces to the south. Additionally, consider implementing the modified reserved, carpool, and EV parking program on a portion of the additional spaces (appx. 150 spaces).
Carpool Passengers	Not Applicable	3-5	
Updates			

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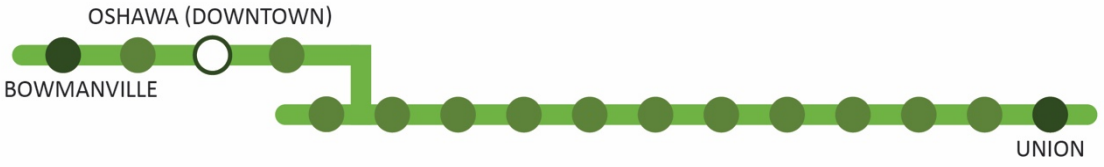
Lakeshore East Line



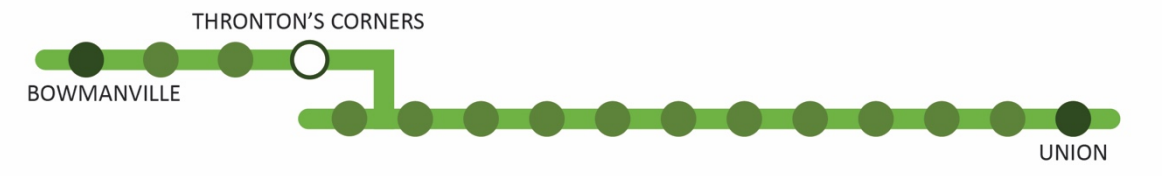
Oshawa GO (Downtown)*

Station Area Characteristics			
Policy Framework	Mobility Hub		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	Not Applicable	Low (1,001-2,000)	
Daily Riders' Destination Station	Not Applicable	Nil or Very Low (0-25)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Bus Facilities	Not Applicable	(TENTATIVE) North: Add 8-12 bus bay facility with dedicated access.	
Bike Parking	Not Applicable	(TENTATIVE) North: Add 32 covered and 16 secure spaces. South: Add 32 covered spaces. Total: 80 spaces.	
Pick up/drop off Facilities	Not Applicable	(TENTATIVE) North: Add 20 vehicle waiting area with 4 vehicle passenger loading area.	
Vehicular Parking	Not Applicable	(TENTATIVE) South: Add 500 surface spaces.	
	Current Modal Split (2015) %	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	14-16	• Medium-term: As part of the planning process associated with new GO stations, consider developing a high quality pedestrian and cycling connection through the station site to connect the station to adjacent municipal street network.
Local Transit	Not Applicable	24-26	• Medium-term: As part of the planning process associated with new GO stations, work with DRT to evaluate local transit facility needs at the station site including the need for an 8-12 bay bus loop facility adjacent to the main station building and priority access for transit vehicles in and out of the station site. • Medium-term: Encourage DRT to enhance frequencies of existing routes to align with future GO rail service levels and explore new routes that connect communities to the north and north-west of the station.
Cycling	Not Applicable	2-4	• Medium-term: As part of the planning process associated with new GO stations, consider installing bike shelters and some secure bike lockers adjacent to the main station building and a bike link to the Michael Starr Trail on both sides of the station site. • Medium-term: Encourage the Region of Durham and the City of Oshawa to explore improvements to cycling infrastructure in the immediate vicinity of the station site to increase use of

			cycling to GO.
Pick up/drop off	Not Applicable	8-10	• Medium-term: As part of the planning process associated with new GO stations, consider developing a pick up/drop off facility adjacent to the main station building with priority access in and out of the station site.
Drive & Park	Not Applicable	50-52	• Medium-term: As part of the planning process associated with new GO stations, consider developing 500 surface parking spaces to the south. • Long-term: Consider implementing the modified reserved, carpool, and EV parking program on all current and future parking spaces on a portion of the station site (appx. 100 spaces).
Carpool Passengers	Not Applicable	2-4	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

Lakeshore East Line

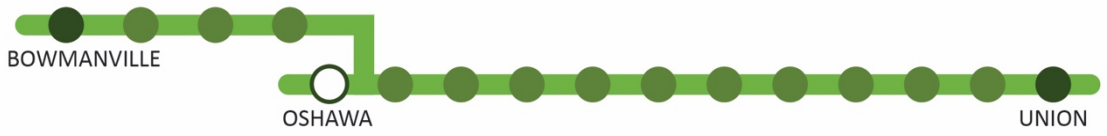


Thornton's Corners GO*			
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		TBD
Daily Riders' Destination Station	Not Applicable		TBD
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	Not Applicable		(TENTATIVE) North: 5-7 bus bay facility with priority access.
Bike Parking	Not Applicable		(TENTATIVE) North: 48 covered and 10 secure spaces. Total: 58 spaces.
Pick up/drop off Facilities	Not Applicable		(TENTATIVE) North: 20 vehicle waiting area with 4 vehicle passenger loading area. South: Add 20 vehicle waiting area with 4 vehicle passenger loading area.
Vehicular Parking	Not Applicable		(TENTATIVE) South: Add 500 surface spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	12-14	• Medium-term: As part of the planning process associated with new GO stations, consider developing a high quality pedestrian and cycling connection through the station site to connect the station to adjacent municipal street network.
Local Transit	Not Applicable	14-16	• Medium-term: As part of the planning process associated with new GO stations, work with DRT to evaluate local transit facility needs at the station site including the need for a 5-7 bay bus loop facility adjacent to the main station building and priority access for transit vehicles in and out of the station site. • Medium-term: Encourage DRT to enhance frequencies of existing routes to align with future GO rail service levels and explore new routes that connect communities to the north and north-west of the GO station.
Cycling	Not Applicable	2-4	• Medium-term: As part of the planning process associated with new GO stations, consider installing bike shelters and secure bike lockers adjacent to the main station building. • Medium-term: Encourage the Region of Durham and the City of Oshawa to identify and prioritize improvements to the cycling infrastructure (e.g. bike lanes, multi-use paths etc.) around this GO station.

Pick up/drop off	Not Applicable	20-22	• Medium-term: As part of the planning process associated with new GO stations, consider developing pick up/drop off facilities on both north and south sides of the rail corridor with priority access in and out of the station site.
Drive & Park	Not Applicable	50-52	• Medium-term: As part of the planning process associated with new GO stations, consider incorporating 500 surface parking spaces into the station site. • Long-term: Consider implementing the modified reserved, carpool, and EV parking program on all current and future parking spaces on a portion of the station site (appx. 100 spaces).
Carpool Passengers	Not Applicable	2-4	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.

Lakeshore East Line



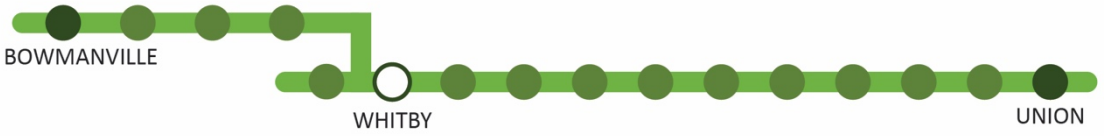
Oshawa GO

Station Area Characteristics		
Development Potential	Low	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	1,650	Average (2,001-4,000)
Daily Riders' Destination Station	200	Average (256-1,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	North: 9 bays with dedicated access.	No facility expansion recommended.
Bike Parking	North: 32 covered spaces.	No facility expansion recommended.
Pick up/drop off Facilities	North: 54 vehicle waiting area in 9 lanes with 6 vehicle passenger loading area.	No facility expansion recommended.
Vehicular Parking	North: 2,399 surface spaces at 91-100% utilization	(CONDITIONAL) North: Add 400 surface spaces. Total: 2,799 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	1	2-4	• Short-term: 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	4	12-14	• Short-term: Encourage DRT to enhance frequencies of bus routes serving Simcoe St North and South, Stevenson and Lakeview neighbourhoods to align with planned GO rail service levels. • Medium-term: Work with the Region of Durham and DRT to explore transit priority measures on Bloor St. eastbound from the GO station to Stevenson Rd.
Cycling	0	1-2	• No cycling specific recommendations identified.
Pick up/drop off	15	18-20	• Medium-term: Consider ride-sourcing partnerships to provide drive & park customers with alternatives at this station and provide connections to adjacent employment uses.
Drive & Park	65	60-62	• Short-term: Consider implementing modified reserved, carpool, and EV parking program on all parking spaces east of the station (appx. 600 spaces). • (CONDITIONAL) Medium-term: Subject to ongoing analysis of service levels, consider expanding surface parking by 400 spaces to the east of the current station site.
Carpool Passengers	5	7-9	

Updates

Lakeshore East Line

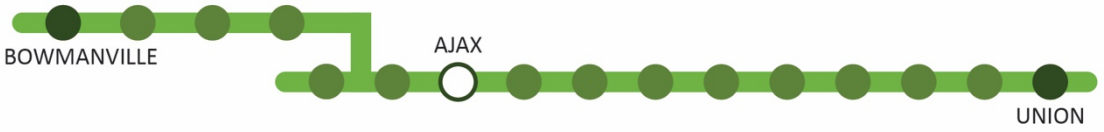


Whitby GO

Station Area Characteristics			
Development Potential	High		
Daily Riders' Home Station	4,950		Very High (8,001 or more)
Daily Riders' Destination Station	125		Average (256-1,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Bus Facilities	North: 7 bays, shared access with parking area		Medium-term: Relocate facility and improve access to bus loop.
Bike Parking	South: 48 covered spaces.		North: Add 32 covered and 10 secure spaces. Total: 90 spaces.
Pick up/drop off Facilities	North: 71 vehicle waiting area in 11 lanes with 7 vehicle passenger loading area. South: 28 vehicle waiting area in 7 lanes (south) with 4 vehicle passenger loading area.		North: Modify to 60 vehicle waiting area configured as short-term parking with 8 vehicle passenger loading area.
Vehicular Parking	North: 513 surface spaces. South: 1,988 surface and 1,431 structure spaces. Total: 3,932 spaces at 81-90% utilization.		South: Offset loss of 520-820 leased spaces by adding 320 spaces via alternative parking solutions. Total: of 3,432-3,732 spaces.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	3	10-12	• Medium-term: As part of the redevelopment of the north station parking lot, consider providing a direct, landscaped cycling and pedestrian connection to Henry St. • Long-term: Work with the Town of Whitby to explore public realm enhancements when considering joint development opportunities south of the GO corridor.
Local Transit	9	22-24	• Short-term: Encourage DRT to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: Work with DRT to evaluate options for enhancing the stations bus facilities and circulation network to effectively accommodate future GO Bus, DRT and micro-transit facility needs including options on the south side of the GO corridor. • Medium-term: Encourage DRT to enhance frequencies of bus routes serving Port Whitby, and major north-south corridors (e.g. Brock St., Garden St., Anderson St., and Thickson Rd.) to align with planned GO rail frequencies.
Micro-Transit	Not Applicable	6-8	

Cycling	1	2-4	• Medium-term: Work with the Region of Durham, Town of Whitby and MTO to improve cycling infrastructure along Henry St. from Hwy 401 to the north entrance to the GO station. • Medium-term: As part of the redevelopment of the station site, consider providing an additional bike shelter and secure bike parking on the north lot. • Long-term: Encourage Iroquois Park Sports Centre to develop additional bike facilities, amenities and programs to support cycling to the station.
Pick up/drop off	12	18-20	• Medium-term: To address conflicts between pedestrians and vehicles, and provide enhanced priority for pick up/drop off users, consider options to relocate the north pick up/drop off facility to the western edge of the north parking lot with dedicated access to Henry St. Additionally, consider configuring the vehicle waiting area as short-term parking.
Drive & Park	67	40-42	• Short-term: As part of reconfiguration of the north station site, consider adding approximately 320 spaces using alternative parking solutions (e.g. modular parking spaces) to offset the planned reduction of leased surface spaces (appx. 520-820 spaces) to the south. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on structure parking spaces at this station (appx. 1431 spaces). • Medium-term: Consider joint development on the southern half of the main south parking lot in support of municipal and provincial intensification policies. Evaluate alternative parking solutions (e.g. modular parking on the remainder of the main south parking lot) to offset parking lost to possible redevelopment. • Long-term: Consider joint development on the remainder of the main south parking lot when local transit/micro-transit enhancements have increased availability and use of these alternatives.
Carpool Passengers	5	7-9	
Updates			

Lakeshore East Line



Ajax GO

Station Area Characteristics		
Development Potential	Low	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	4,525	High (4,001-8,000)
Daily Riders' Destination Station	125	Average (251-1,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	South: 7 bay bus loop with shared access.	South: Enhance facility and improve access priority.
Bike Parking	South: 48 covered spaces.	South: Add 32 covered and 16 secure spaces. Total: 96 spaces.
Pick up/Drop Off	South: 51 vehicle waiting area in 11 lanes with 5 vehicle passenger loading area.	South: Modify to 60 vehicle waiting area configured as short-term parking with 8 vehicle passenger loading area.
Vehicular Parking	South: 1,368 surface and 1,218 structure spaces. Total: 2,586 spaces at 81-90% utilization	South: Add 400 spaces via alternative parking solutions. Total: 2,986 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	4	6-8	• Medium-term: Consider redeveloping the north-east half of the main station parking lot to provide a direct, landscaped cycling and pedestrian connection between from Westerly Rd. to the main station building. • Medium-term: Work with the Town of Ajax to support future planning work on exploring intensification opportunities in the Central Ajax Employment Area with the objective of identifying opportunities for increasing the density of employment and other destinations within walking distance of the GO station.
Local Transit	18	20-22	• Short-term: Encourage DRT to explore options to deliver micro-transit service in the 4-5km 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. • Medium-term: Encourage DRT to enhance frequencies of key bus routes serving central and northern neighbourhoods of Ajax, and Bayly St. to the south to align with future GO rail service levels. • Medium-term: To address conflicts between pedestrians and vehicles and provide enhanced priority for local transit users, consider relocating the current facility away from the parking
Micro-Transit	Not Applicable	12-14	

			structure entrance and closer to Westney Rd. Additionally, explore opportunities to improve access from Westney Rd. including a dedicated entrance to the bus loop.
 Cycling	1	2-3	• Medium-term: As part of the redevelopment of the station site, consider providing additional bike shelter and secure bike parking with a direct cycling and pedestrian connection north-south along the station site. • Medium-term: Encourage the Region of Durham and the Town of Ajax to improve cycling infrastructure along Westney Rd. from Barmwell Dr. to the north to Finely Ave. to the South. • Medium-term: Encourage the Region of Durham and The Town of Ajax to explore the feasibility of developing a pedestrian and cycling connection between Kirkham Dr. and Westney Rd. Additionally, consider installing wayfinding and signage in the residential areas to the north of Hwy 401. • Medium-term: Work with the Region of Durham, the Town of Ajax and the MTO to evaluate the feasibility of improving cycling and pedestrian environment under the Hwy 401 bridge at Westney Rd.,
 Pick up/drop off	15	16-18	• Medium-term: To address conflicts between pedestrians and vehicles, and provide enhanced priority for pick up/drop off users, consider relocating the current facility away from the parking structure entrance and closer to Westney Rd. Additionally, consider configuring the vehicle waiting area as short-term parking.
 Drive & Park	55	38-40	• Short-term: Consider the feasibility of adding 400 spaces using alternative parking solutions (e.g. modular parking spaces to the main south parking lot) while restricting access from the current main parking lot to Fairstall Rd. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program for the structure parking spaces (appx. 1,218 spaces). • Medium-term: Consider reconfiguring the main parking lot to reduce conflicts between pedestrians and vehicles and provide priority egress for transit and pick up/drop off users.
 Carpool Passengers	5	6-8	
Updates			

Lakeshore East Line

Pickering GO

Station Area Characteristics		
Policy Framework	Urban Growth Centre & Mobility Hub	
Development Potential	Moderate	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	3,775	Very High (8,001 or more)
Daily Riders' Destination Station	275	Average (251-1,000)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	North: 3 on-street bus bays. South: 7 bay bus loop with dedicated access.	North/South: Modify to accommodate additional bus bay capacity.
Bike Parking	South: 32 covered spaces and 24 open spaces. Total: 56 spaces.	North: Add 20 secure spaces. South: Add 64 covered spaces. Total: 140 spaces.
Pick up/drop off Facilities	South: 34 vehicle waiting area in 13 lanes with 8 vehicle passenger loading area.	North: Add 16 vehicle waiting area. South: Modify to 60 vehicle waiting area with an 8 vehicle passenger loading area.
Vehicular Parking	North: 500 structure spaces. South: 1,388 surface and 1,672 structure spaces. Total: 3,560 spaces at 61-70% utilization	No parking expansion recommended.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	7	10-12	• Medium-term: Consider providing a direct, landscaped cycling and pedestrian connection between the south parking lot entrance at Bayly St. and the west tunnel building entrance. • Long-term: Work with the City of Pickering to explore opportunities to develop the area around the north entrance of the 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	8	18-20	• Short-term: Encourage DRT to explore options to deliver micro-transit service in the 4-5km 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. • Short-term: Work with DRT to determine preferred option for enhancing the stations bus facilities and circulation network to effectively accommodate future GO Bus, DRT and micro-transit facility needs. This should include the exploration of enhancing bus infrastructure on both sides of the Hwy 401
Micro-Transit	Not Applicable	12-14	

			pedestrian bridge. • Medium-term: Consider expanding the south bus loop west into the current pick up/drop off facility while maintaining existing dedicated access from Bayley St. Prioritize DRT routes that are most used by GO customers at this facility. • Medium-term: Consider expanding the north on-street bus facilities east along Pickering Parkway. Prioritize routes that provide broader connectivity to the City of Pickering. • Medium-term: Encourage DRT to enhance frequencies of bus routes serving Bay Ridges and Brock Industrial neighbourhoods, West Shore and Rosebank, and routes serving the City of Pickering north of the 401, particularly routes that include Altona Rd, Finch Ave, Whites Rd, and Kingston Rd. to align with GO rail frequency improvements. • Long-term: Work with the Region of Durham and City of Pickering to identify ways to integrate a future Kingston Rd. /Hwy 2 rapid transit service with the northern entrance to the 401 pedestrian bridge and associated bus facilities. • Long-term: 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	1	2-4	• Medium-term: Consider integrating bike shelter into the east parking lot in close proximity to the pedestrian path that connects the lot to the station building. • Medium-term: Consider replacing open bike racks on the south parking lot with a shelter adjacent to the west tunnel building. • Medium-term: Work with the City of Pickering to introduce secure bike parking spaces adjacent to the north entrance of the pedestrian bridge. • Medium-term: Work with the City of Pickering and Region of Durham to consider improvements to Krosno Blvd., Sandy Beach Rd. and Beyly St. that includes improvements to wayfinding and signage and possible addition of bike lanes. These improvements will improve cycling connections from the station to southern Pickering.
Pick up/drop off	17	20-22	• Medium-term: To address conflicts between pedestrians and vehicles and provide enhanced priority for pick up/drop off users, relocate current facility away from the station building and closer to Bayly St. As part of this relocation, consider configuring the vehicle waiting area as short-term parking. • Medium-term: Explore opportunities to repurpose some of the existing private surface parking at the north entrance of

			the pedestrian bridge into a pick up/drop off facility.
Drive & Park	63	32-34	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the south structure parking spaces (appx. 1672 spaces). • Medium-term: Consider joint development on the east parking lot in support of Municipal and Provincial Urban Growth Centre intensification policies. Consider alternative parking solutions to offset portion of parking lost to possible redevelopment of the east parking lot (e.g. modular parking on the south parking lot). • Medium-term: Consider developing a direct access ramp from Liverpool Rd. to station site. • Long-term: Consider joint development opportunities on remaining GO surface parking when local transit/micro-transit enhancements have increased availability and use of these alternatives.
Carpool Passengers	4	6-8	
Updates			

Lakeshore East Line

Rouge Hill GO

Station Area Characteristics		
Development Potential	Low	
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**
Daily Riders' Home Station	2,350	Average (2,001-4,000)
Daily Riders' Destination Station	50	Low (26-25)
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**
Bus Facilities	North: On-street bus bay and turnaround facility along Lawrence Ave.	North: Modify to 3 on-street bus bays and turnaround facility along Lawrence Ave.
Bike Parking	North: 84 covered and 4 secure spaces. Total: 88 spaces.	North: Add 32 secure spaces. South: Add 28 open spaces. Total: 144 spaces.
Pick up/drop off Facilities	North: 34 vehicle waiting area in 6 lanes with 6 vehicle passenger loading area.	North: Modify to 45 vehicle waiting area with 6 vehicle passenger loading area.
Vehicular Parking	North: 1,403 surface spaces at 81-90% utilization	North: Reduce by 120 surface spaces. Total: 1,283 spaces.

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	19	20-22	• Medium-term: Proceed with planned redevelopment of the station site that includes a landscaped pedestrian path connecting Lawrence Ave. to the new station building. • Medium-term: Work with the City of Toronto to explore introducing a pedestrian crossing 50m east of the bus loop with a sidewalk on the south side of Lawrence Ave. that connects with the GO station site.
Local Transit	4	14-16	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Short-term: Proceed with planned redevelopment of the station site that includes an expanded on-street bus facility for TTC and DRT bus routes serving Lawrence Ave, Sheppard Ave, Ellesmere Ave, UT Scarborough, and Pickering. • Medium-term: Work with the TTC to explore additional facility and service enhancements that can better integrate TTC and GO transit services.
Cycling	2	4-6	• Medium-term: Proceed with planned redevelopment of the station site that includes bike shelters where the Port Union Village Common Park connects with the main station parking lot.

			• Medium-term: Proceed with planned addition of bike parking near the entrance to the new pedestrian tunnel that connects the Waterfront Trail to the main parking lot. • Medium-term: Proceed with the planned development of a secure bike room adjacent to the east tunnel entrance. • Long-term: Work with the City of Toronto to explore opportunities to enhance bike infrastructure along Lawrence Ave., from Bathgate Dr. to the east to the entrance to the Rouge Beach parking lot to the west.
 Pick up/drop off	17	16-18	• Short-term: Proceed with planning redevelopment of the station site that includes an expanded pick up/drop off facility on main parking lot. • Medium-term: Consider ride-sourcing partnerships to provide drive & park customers with alternatives at this station.
 Drive & Park	55	40-42	• Short-term: As part of the planned redevelopment of the station site parking in the main parking will be reduced by approximately 120 spaces. • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces on the main parking lot (appx. 400 spaces). • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all remaining parking spaces (appx. 883 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Long-term: Consider joint development opportunities on the north or west parking lot (appx. 250-500 spaces) if lost parking can be partially off-set using alternative parking solutions (e.g. modular parking on the north or west parking lot).
 Carpool Passengers	3	6-8	
Updates			

Lakeshore East Line

Guildwood GO

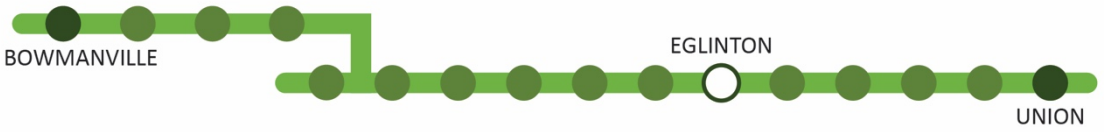
Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	1,225	Average (2,001-4,000)	
Daily Riders' Destination Station	25	Low (26-250)	
Facility Type and Capacity	**Current (2015)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	West: Develop connection to future Eglinton Crosstown East LRT station.	
Bus Facilities	South: On-street bus stops with shelters on Kingston Rd.	South: Enhance on-street facilities to improve integration.	
Bike Parking	South: 38 covered spaces.	North: Add 24 secure spaces. South: Add 28 covered spaces. Total: 90 spaces.	
Pick up/drop off Facilities	North: 30 vehicle waiting area in 6 lanes with 6 vehicle passenger loading area South: 8 vehicle waiting area and 4 vehicle passenger loading area.	North: Modify to 16 vehicle waiting area configured as short-term parking with 4 vehicle passenger loading area. South: Modify to 16 vehicle waiting area configured as short-term parking with 4 vehicle passenger loading area.	
Vehicular Parking	North: 660 surface spaces. South: 228 surface spaces. Total: 988 spaces at 71-80% utilization.	No parking expansion recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	10	14-16	• Short-term: Work with the City of Toronto to explore options for improving the pedestrian connection between Kingston Rd. and the primary station entrance. • Medium-term: Consider providing a direct pedestrian and cycling connection between the south parking lot entrance and the east tunnel entrance. • Medium-term: Consider enhancing the cycling and pedestrian connection along the primary entrance road to the north parking lot (aligned with Celeste Dr.) and reduce conflicts with vehicular traffic. • Medium-term: Consider expanding the pedestrian path immediately north of the GO corridor, heading east Payzac Ave. and improve the connection to Payzac Ave.

Lakeshore East Line

Local Transit	1	18-20	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: Work with TTC to explore options to improve service along Guildwood and West Hill neighbourhoods via Livingston Rd. to enable the high density of GO riders to the south-east of the GO station to have a more direct connection to GO service. If approved, work with the City of Toronto to explore bus shelters on both sides of the intersection of Livingston Rd. and West Lake Rd. and appropriate wayfinding and signage. • Medium-term: Engage with TTC to explore options for providing improved connections to the communities immediately southeast of the GO station along West Lake Rd. and north along Galloway Rd. returning to its current route along Kingston Rd. This proposed re-routing would enable the high density of GO riders to the north-east of the GO station to have a more direct connection to GO service. If approved, ensure that bus shelters and laybys are built on both sides of West Lake Rd. adjacent to the entrance to the GO station site. • Long-term: 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 both north and south sides of the corridor.
Cycling	1	2-4	• Medium-term: Consider integrate a secure bike parking facility adjacent to the primary station building and bike shelter adjacent to the south entrance to the east tunnel. • Medium-term: 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. • Medium-term: Encourage the City of Toronto to develop a bike lane along Celeste Drive and across Kingston Rd. into the GO station site. • Long-term: 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. • Long-term: Encourage the City of Toronto to develop cycling and pedestrian link between the trail system in Highland Creek Park and Celeste Dr. • Long-term: Encourage the City of Toronto to identify cycling improvements to West Lake Rd. from Kingston Rd. to the GO

			station site. This will allow for improved integration with a proposed bike lane along Kingston Rd.
 Pick up/drop off	19	20-22	• Short-term: Expand pick up/drop off facility on the south parking lot as part of the proposed implementation of the modified reserved, carpool, and EV parking program. • Medium-term: Consider reductions to the pick up/drop off facility to the north as part of a future joint-development project on the west half of the north parking lot. • Medium-term: Consider ride-sourcing partnerships to provide drive & park customers with alternatives at this station. • Long-term: Consider an on-street pick up/drop off solution as part of a future joint-development project on the east half of the north parking lot.
 Drive & Park	65	40-42	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces on the south parking lot (appx. 228 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Medium-term: Consider implementing the modified reserved, carpool and EV parking program on all remaining parking spaces (excluding accessible spaces) at this station (appx. 668 spaces). • Long-term: Consider joint development opportunities on the west half of the north parking lot (appx. 330 spaces) if lost parking can be partially off-set using alternative parking solutions (e.g. modular parking on the remaining north parking lot).
 Carpool Passengers	3	6-8	
Updates			

Lakeshore East Line



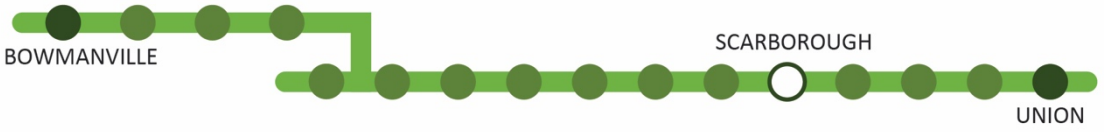
Eglinton GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	1,000	Low (1,001-2,000)	
Daily Riders' Destination Station	150	Low (26-250)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	Not Applicable	North: Develop GO station building and tunnel to support future integration with Eglinton Crosstown East LRT station.	
Bus Facilities	North: On-street bus stops with shelters at Eglington Ave. and Bellamy Rd.	North: Develop TTC bus loop with 4 bus bays.	
Bike Parking	South: 22 covered spaces.	North: Add 24 secure spaces. South: Add 40 covered spaces. Total: 86 spaces.	
Pick up/drop off Facilities	North: 21 vehicle waiting area in 4 lanes with 4 vehicle passenger loading area.	North: Add10 vehicle waiting area with 4 vehicle passenger loading area. South: Add 15 vehicle waiting area with 4 vehicle passenger loading area.	
Vehicular Parking	North: 241 surface spaces. South: 596 surface spaces. Total: 837 surface spaces at 71-80% utilization	No parking expansion recommended.	

Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	14	16-18	• Medium-term: Consider providing 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.
Local Transit	1	16-18	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO • Medium-term: 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, GO platform tunnel and new GO station building being considered on the north of the corridor. • Long-term: Work with the TTC to determine if an on-street bus terminal is suitable at this station for direct connections between TTC buses and GO trains.

 Cycling	0	2-4	• Medium-term: Consider integrating a secure-bike facility into the new station building to the north of the corridor that can be accessed via Eglinton Ave. This will allow for improved integration with proposed bike lane along Eglington Ave. • Medium-term: Consider providing additional sheltered bike spaces adjacent to the south entrance to the east tunnel.
 Pick up/drop off	17	16-18	• Short-term: Consider developing a new pick up/drop off facility immediately adjacent to the modified reserved, carpool, and EV parking area on the south parking lot. • Medium-term: As part of the planned redevelopment of the north station site, consider developing a new pick up/drop off facility that can potentially be accessed via the Home Depot internal circulation road that aligns with Torrance Rd. This will address any long term site access constraints that may result from the development of a Crosstown East LRT extension station at Eglinton Ave. & Bellamy Rd.
 Drive & Park	66	45-47	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all spaces on the south-east parking lot that are west of the first platform tunnel (appx. 415 spaces). • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all remaining parking spaces (except for accessible spaces) at this station (appx. 422 spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers. • Long-term: Consider joint development opportunities on the north parking lot (appx. 240 spaces) if lost parking can be partially off-set using alternative parking solutions (e.g. modular parking on the south parking lot).
 Carpool Passengers	0	5-7	
Updates			

Lakeshore East Line

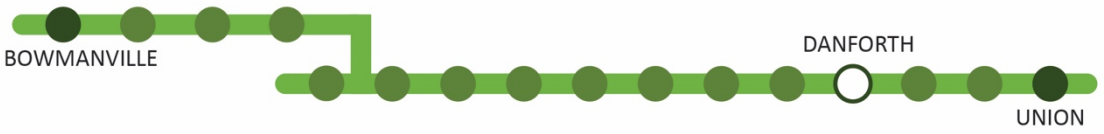


Scarborough GO

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	Current (2016)		Forecast (2031)
Daily Riders' Home Station	650		High (4001-8,000)
Daily Riders' Destination Station	100		Average (351-1500)
Facility Type and Capacity	Current (2016)		Recommended Target (2031)
Bus Facilities	East/West: On street bus stops along St. Clair Ave.		East/West: Improve on-street bus facilities and enhance connections.
Bike Parking	South: 16 open and 22 covered spaces. Total: 38 spaces.		North: Add 24 covered spaces. South: Add 32 covered and 24 secure spaces. Total: 118 spaces.
Pick up/drop off Facilities	South: 28 vehicle waiting area in 4 lanes with 6 vehicle passenger loading area.		North: 12 vehicle waiting area with 3 vehicle passenger loading area.
Vehicular Parking	South: 628 surface spaces at 71-80% utilization		No parking expansion recommended.
Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	17	20-22	• Medium-term: Consider providing 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.
Local Transit	1	22-24	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO • Short-term: Encourage the City of Toronto and the TTC to install a bus shelter on the south side, at the intersection of St. Clair Ave. and Linden Ave. and St. Clair Ave. and Midland Ave. for passengers transferring from bus routes along St Clair Ave. and Kingston Rd. connecting to Warden Station and neighbourhoods further north and south of the station. • Medium-term: Work with the City of Toronto to develop a multi-use path with appropriate wayfinding and signage along the south side of St Clair Ave. following the alignment of an informal path (contrail) through landscaped section of the road ROW. • Medium-term: Encourage TTC to explore options for additional service on St. Clair Ave. connecting to the station (such as routing buses to stay on St. Clair Ave. before turning and connecting to points north).

Cycling	1	2-4	• Medium-term: Consider adding bike shelter on the south-west edge of the south parking lot adjacent to the multi-use path connection to Natal Park. • Medium-term: Consider opportunities to acquire land on the north side of the GO station to accommodate a bike shelter 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. • Medium-term: Consider locating secure bike parking facility adjacent to the west tunnel entrance. • Medium-term: As noted in the transit section, work with the City of Toronto to develop a multi-use path with appropriate wayfinding and signage along the south side of St Clair Ave. following the alignment of an informal path (cow trail) through the landscaped section of the road ROW. This will allow for improved integration with a proposed bike lane along Midland Ave. and bike parking adjacent to the east tunnel.
Pick up/drop off	17	22-24	• Medium-term: Consider opportunities to acquire land on the north side of the GO station to accommodate a pick up/drop off facility that can be accessed via St. Clair Ave and Linden Ave. • Medium-term: Consider ride-sourcing partnerships to provide drive & park customers with alternatives at this station.
Drive & Park	60	30-32	• Short-term: Consider implementing the modified reserved, carpool, and EV parking program on all parking spaces that are south-west of Reeve Ave. (appx. 400 parking spaces). • Medium-term: Consider implementing the modified reserved, carpool, and EV parking program on all remaining parking spaces (appx. 228 parking spaces). • Medium-term: Consider providing information about available peer-to-peer parking options around this station to GO rail customers.
Carpool Passengers	5	4-6	
Updates			

Lakeshore East Line



Danforth GO

Station Area Characteristics			
Policy Framework	Mobility Hub		
Development Potential	High		
GO Rail Ridership	**Current (2016)**	**Forecast (2031)**	
Daily Riders' Home Station	875	Average (2,001-4,000)	
Daily Riders' Destination Station	375	Average (251-1,000)	
Facility Type and Capacity	**Current (2016)**	**Recommended Target (2031)**	
Rapid Transit Connectivity	North: Out-of-station pedestrian connection to TTC Main Street subway station (Line 2 Bloor-Danforth).	North: Enhance connection between TTC Main Street subway station and GO station..	
Bus/Streetcar Facilities	North: Out-of-station pedestrian connection to bus/streetcar loop at TTC Main Street subway station.	North: Enhance connection to TTC Main Street bus/streetcar loop and on-street stops.	
Bike Parking	South: 16 open and 16 covered spaces. Total: 32 spaces	North: Add 32 covered and 32 secure spaces. South: Add 32 covered and 32 secure spaces. Total: 160 spaces.	
Pick up/drop off Facilities	No facility currently available.	North: Add 9 vehicle waiting area. South: Add 3 vehicle on-street waiting area.	
Vehicular Parking	No parking spaces currently provided.	No parking recommended.	
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	75	68-70	• Medium-term: 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. • Medium-term: Consider developing of 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. • Medium-term: 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. • Medium-term: Enhance the pedestrian connection on Ted Reeve Dr. and through Ted Reeve Park with landscaping, lighting and improved signage.

			• Long-term: 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	10	12-14	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO • Medium-term: 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. • Medium-term Consider developing pedestrian link between the existing Main St. streetcar and bus station that is located on the rail overpass immediately west of the GO rail station. • Long-term: 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	4	6-8	• Short-term: Work with the City of Toronto to connect planned improvements to cycling infrastructure around the station with the station site and bicycle parking infrastructure. • Short-term: Encourage the City of Toronto to enhance wayfinding and cycling infrastructure on Ted Reeve Dr. and William Handcock Ave. to the southern station entrance. • Medium-term: Encourage the City of Toronto to improve signage along Danforth Ave. and Gerrard St. to alert vehicles about designated cycling routes to the GO station. • Medium-term: The City of Toronto should consider developing a direct multi-use path connection from along Dawes St. to the north side of the GO station. • Medium-term: 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. • Medium-term: Work with the City of Toronto and Bike Share Toronto to introduce bike share facilities around the Danforth GO station.
 Pick up/drop off	17	14-16	• Short-term: Work with the City of Toronto to identify an on-street vehicle waiting area on Ted Reeve Dr. or William Hancox Ave. for customers originating from the south. • Medium-term: Explore opportunities to acquire land on the north side of the GO station to accommodate a pick up/drop off facility that can be accessed by the internal circulation road on the western boundary of the Canadian Tire site.

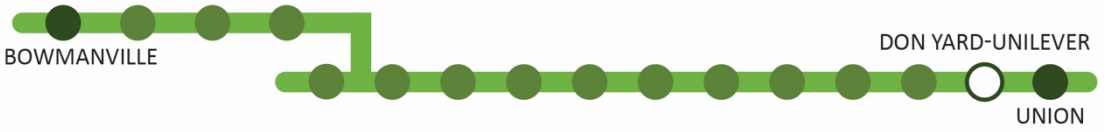
			• Medium-term: Consider ride-sourcing partnerships to provide alternatives to connect to this station.
Drive & Park	0	0	• Medium-term: Consider providing information about available peer-to-peer parking options on the south side of the rail corridor to GO rail customers.
Carpool Passengers	0	0	
Updates			

Lakeshore East Line

Gerrard GO*			
Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Average (251-1,000)
Facility Type and Capacity	**Current (2016)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable		East: Potential connectivity with proposed Relief Line.
Bus Facilities	Not Applicable		North: Add 6 bay bus/streetcar loop with dedicated access.
Bike Parking	Not Applicable		North: Add 64 secure spaces. South: Add 64 covered spaces. Total: 128 spaces.
Pick up/drop off Facilities	Not Applicable		North: Add 9 vehicle waiting area.
Vehicular Parking	Not Applicable		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	66-68	• Medium-term: As part of the planning process associated with new Toronto GO stations, work with the City of Toronto and other community stakeholders to configure the station building and entrances to be the focal point of pedestrian activity.
Local Transit	Not Applicable	12-14	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium-term: As part of the planning process associated with new Toronto GO stations, work with the TTC and the City of Toronto to identify a connecting bus and streetcar network and associated off-street bus or streetcar facilities.
Cycling	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new Toronto GO stations, install recommended covered and secure bike parking that is accessible from Logan Ave. and Carlaw Ave., both of which have existing or planned cycling routes. • Medium-term: Work with the City of Toronto and Bike Share Toronto to explore introducing bike share facilities at and around this station.
Pick up/drop off	Not Applicable	16-18	• Medium-term: As part of the planning process associated with new Toronto GO stations, develop an on-site pick up/drop off facility. If this is deemed unfeasible, work with the City of Toronto

			to develop an on-street vehicle waiting area in proximity to a station entrance. • Long-term: Consider ride-sourcing partnerships to connect GO customers to employment and destination uses around the station.
Drive & Park	Not Applicable	0	• No parking related recommendations identified.
Carpool Passengers	Not Applicable	0	
Updates			

* New GO station currently under development; specific station access recommendations may evolve with ongoing planning of station site. Station name is working identifier only; final name is subject to Metrolinx station naming policy.



Don Yard-Unilever GO*

Station Area Characteristics			
Development Potential	High		
GO Rail Ridership	**Current (2016)**		**Forecast (2031)**
Daily Riders' Home Station	Not Applicable		Very Low (1,000 or less)
Daily Riders' Destination Station	Not Applicable		Very High (2,001-9,500)
Facility Type and Capacity	**Current (2015)**		**Recommended Target (2031)**
Rapid Transit Connectivity	Not Applicable		North: Potential connectivity to Relief Line.
Bus/Streetcar Facilities	Not Applicable		North: Improve connectivity to proposed Broadview Ave. streetcar extension.
Bike Parking	Not Applicable		North: 64 covered spaces. South: 64 secure spaces. Total: 128 spaces.
Pick up/drop off Facilities	Not Applicable		South: 12 vehicle on-street waiting area.
Vehicular Parking	Not Applicable		No parking expansion recommended.
Station Access Mode	**Current Modal Split (2015) %**	**Target Modal Split (2031) %**	**Recommended Improvements**
Walking	Not Applicable	66-68	• Medium-term: As part of the planning process associated with new Toronto GO stations, work with the City of Toronto and other community stakeholders to configure the station building and entrances to be the focal point of pedestrian activity.
Local Transit	Not Applicable	12-14	• Short-term: Work in coordination with the GTHA Fare Integration process to reduce or eliminate transfer fares between TTC and GO. • Medium/Long-term: As part of the planning process associated with new Toronto GO stations, encourage TTC to explore opportunities to integrate current, planned and proposed services including the Broadview Ave. Streetcar extension and the Relief Line.
Cycling	Not Applicable	6-8	• Medium-term: As part of the planning process associated with new Toronto GO stations, install recommended covered and secure bike parking. • Medium-term: Work with the City of Toronto and Bike Share Toronto to explore introducing bike share facilities at and around this station.
Pick up/drop off	Not Applicable	16-18	• Medium-term: As part of the planning process associated with new Toronto GO stations, develop the recommended on-street vehicle waiting area in close proximity to a future station

			entrance. • Long-term: Consider ride-sourcing partnerships to provide connections to adjacent employment uses and other destinations.
Drive & Park	Not Applicable	0	• No parking related recommendations identified.
Carpool Passengers	Not Applicable	0	
Updates			

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