



METROLINX

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GO RAIL STATION ACCESS PLAN

Presentation to the Board of Directors

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December 8, 2016



Purpose

To seek approval by Board members on the Draft GO Rail Station Access Plan.



Recommendation

- That, subject to edits and modifications requested by the Board, the GO Rail Station Access Plan be approved and released to the public; and
- That, staff report back on the status of implementation and the progress towards targets through an annual report

Context:

GO Rail Station Access Plan Update

2013 Board Approved GO Rail Parking and Station Access Plan included:

- Initial vision and guiding principles
- Policy statement
- Decision-making framework
- Strategies for new parking at a corridor-wide and station level
- High level implementation plan under 2013 service levels

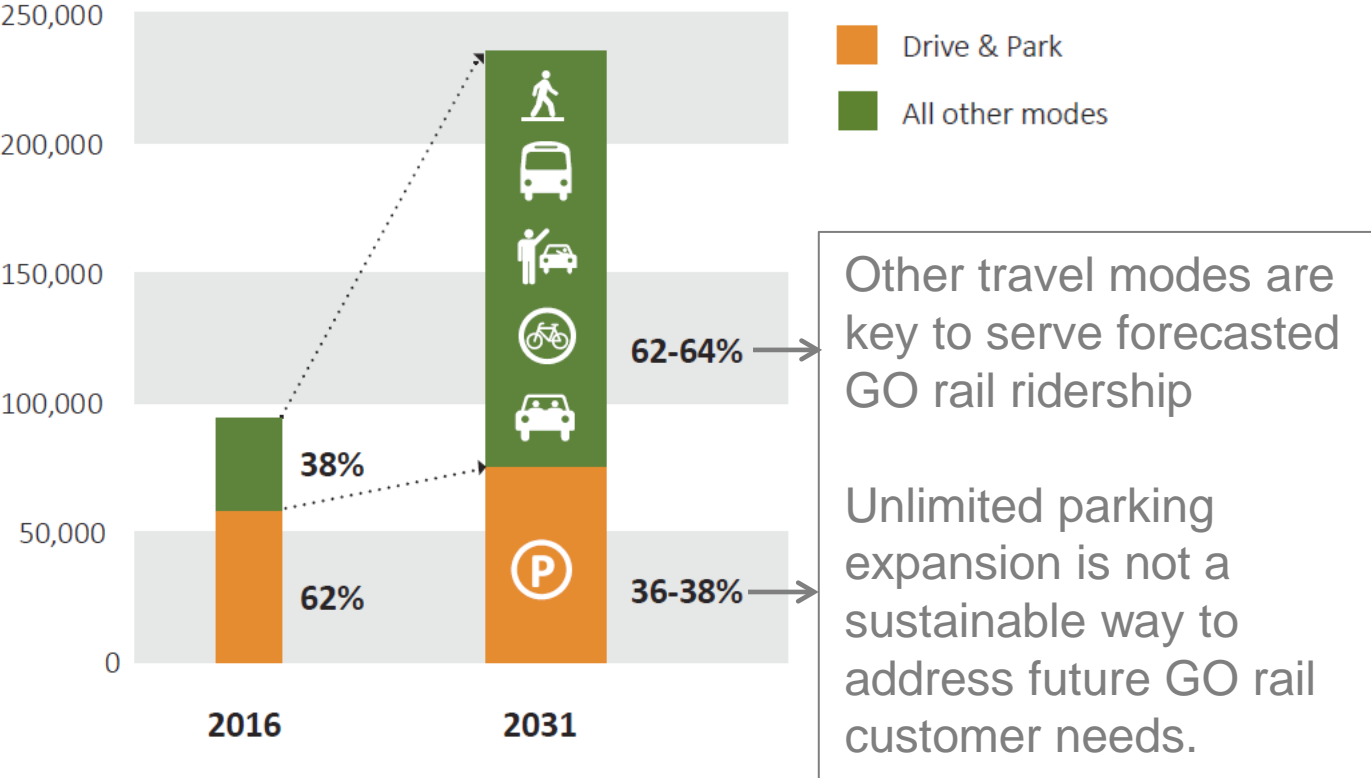
2016 Updated GO Rail Station Access Plan includes:

- Assesses impacts of GO Regional Express Rail (RER) service on station access
- Identifies station access investments to support GO RER and the entire GO rail network, based on Initial Business Case (IBC) analysis and deliverability considerations
- Includes comprehensive strategies for promotion of multi-modal station access
- Provides guidance for capital project implementation

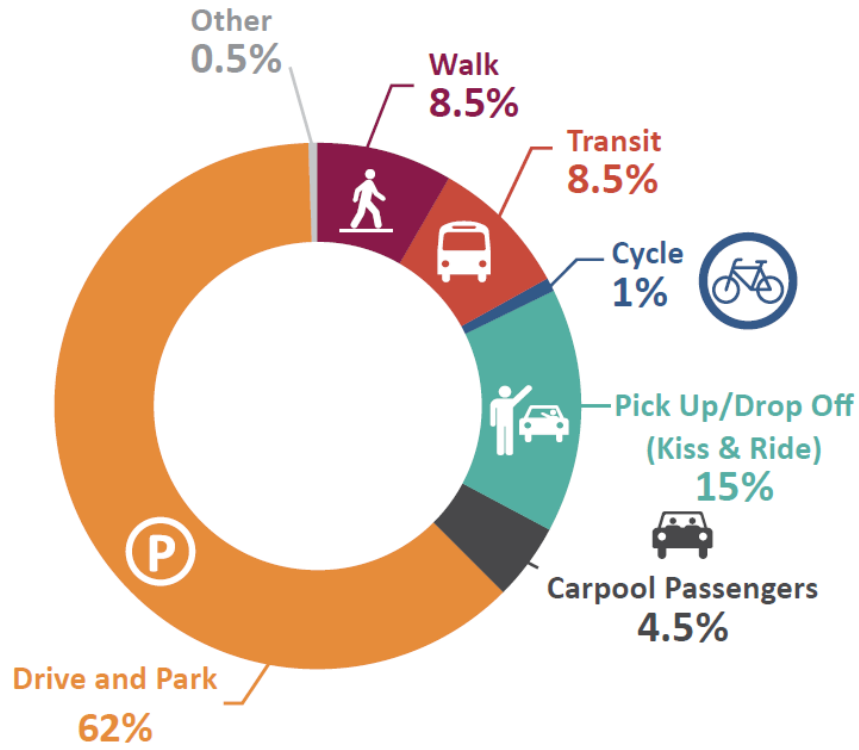
Context:

Station Access Key to GO RER success

Average Weekday Riders* and Mode Share



Riders travelling to GO stations (2015)



* Excluding riders beginning their two-way GO rail journey from Union Station
 ^ Sources: 2015 GO Rail Passenger Survey, 2016 Cordon Count & 2031 RER Ridership Forecast.



Background:

Scenarios Evaluated

- Three Scenarios considered and evaluated:
 - ***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



Preferred Scenario: Incremental Change

Incremental Change

scenario performed best. It:

- maximizes ridership and is the most effective at providing economic value, while limiting financial impact to Metrolinx.
- Strikes a balance between the (sometimes) competing priorities and mandates of regional transit service and local context and service.

Key Recommendations

Manage Parking

- ~24% increase in parking for existing (2016) stations
~34% increase in parking overall (existing and 24 planned/proposed stations)
- **New modified version of reserved, carpool, and electric vehicle parking**
 - Zones of pooled parking spaces (not individually assigned)
 - ~33-35% of all spaces for modified reserved parking
 - ~5-7% of all spaces for carpool and electric vehicle parking
 - Manage subscriptions to support off-peak customers

Enhance Transit

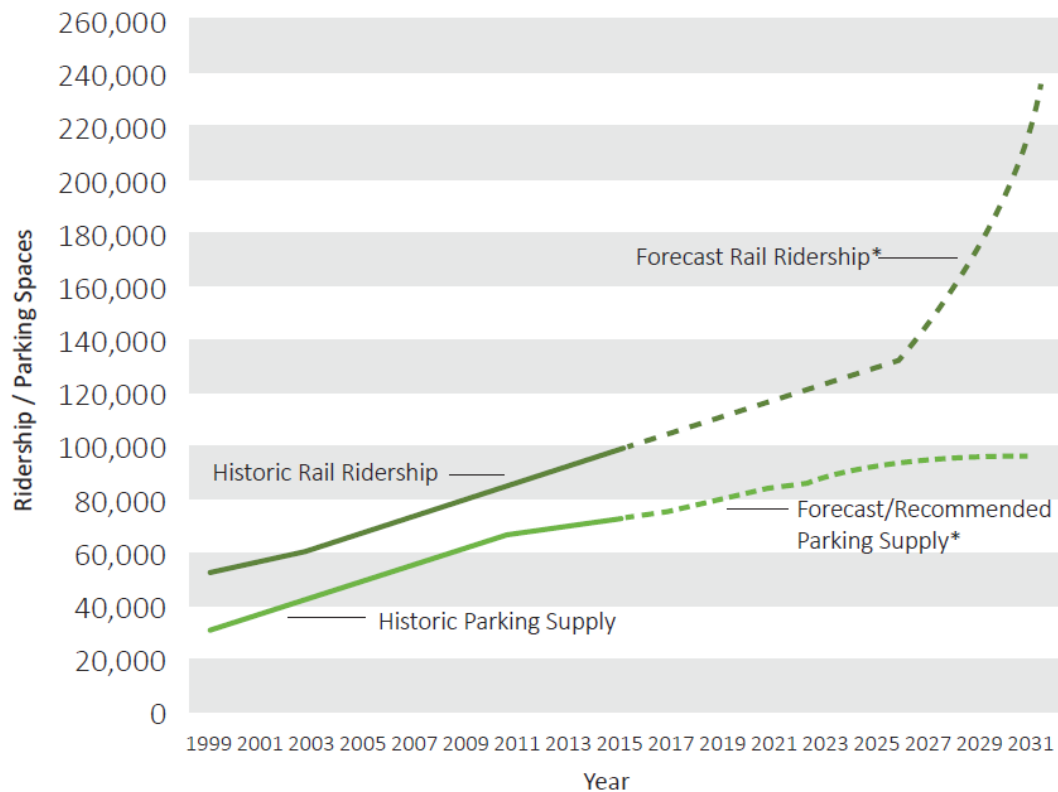
- Recommends targeted frequency increases on high performing routes
- Reduce transfer fares between TTC and GO
- **Peak-only Micro-transit service for ~1-5 km of many high ridership GO stations**

Improve Facilities

- Significant improvements for non-parking modes (e.g. walkways, cycling paths and secure bike parking)

Preferred Scenario – Access Mode Shift

Parking and Ridership Growth



*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 and parking growth.

Access Modes and Targets

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

*2016 Transit target includes micro-transit
[^]0.5% (not shown) is for "Other" category in 2015 GO Rail Passenger Survey



Preferred Scenario by the Numbers

- Across the network, improvements to GO station sites that are recommended by 2031 include (but are not limited to), *approximately*:
 - **21** km of walkways
 - **56** stations with planned or recommended bus facility improvements
 - **24** stations with significant potential for micro-transit
 - **4,200** additional sheltered bike parking spaces
 - **2,100** additional secure bike parking spaces
 - **79** stations with planned or recommended pick up/drop off facility improvements
 - **24,000** additional parking spaces for a total of 95,000
 - **40%** of total parking to be modified version of reserved, carpool, and electric vehicle parking
 - **\$1.4B** estimated capital costs for recommended station access improvements

Key Changes from the 2013 Plan

2016 Plan:

- Increases targets for access modes that do not require parking: **59-67%** vs. 50%
 - Mode share targets and more specific and far-reaching recommendations provided for all modes, not just drive and park mode share.
- Decreases proportion of parking expansion:
 - 71,000 existing spaces in 2016 + **24%[^]** vs. 61,000 existing spaces in 2013 + 25-39%

	2031 ACCESS MODE TARGET	
	2013 Plan	2016 Plan
Pedestrian	50%**	12-14%
Transit*		25-27%
Cycling		2-4%
Pick up/Drop off		20-22%
Carpool Passengers	50%	5-7%
Drive and Park		36-38%
Total	100%	100%

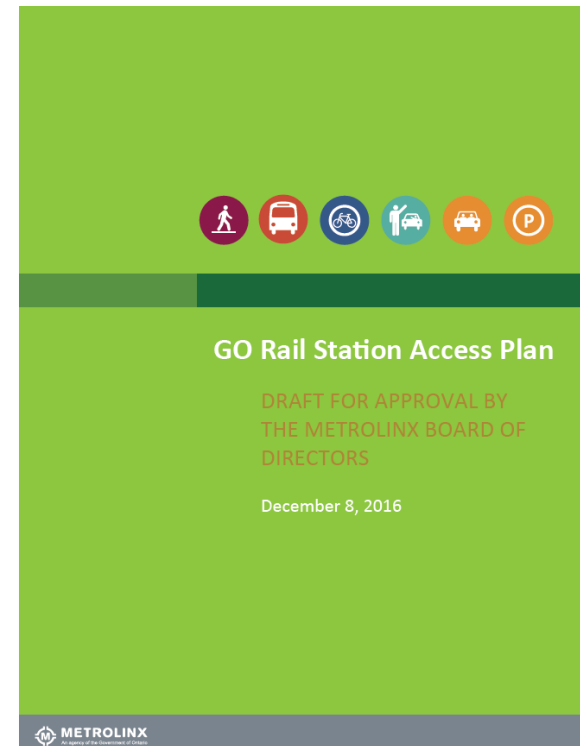
*2016 Transit target includes micro-transit

** The 2013 Station Access Plan only provided 2031 access mode targets for parking dependent mode shares.



Progress Since June 2016 Board Meeting

- **September:** Metrolinx Board Customer Experience Committee approved developing the GO Rail Station Access Plan based on the Incremental Change approach.
- **October:** Draft GO Rail Station Access Plan shared with internal and external stakeholders for review, including municipalities and transit service providers.
- **November:** Draft Plan refined based on feedback
- **December:** Draft Plan presented to the Metrolinx Board for Approval

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Below the main table, there are two additional sections:

Appendix A. Key Supporting Policy Directions and Strategies

Appendix B. System-Wide and Station-Specific Recommendations


Plan Update Summary

- No significant changes to Policy and Principles content from 2013 Plan.
- Added a Guidelines section that cross references existing Metrolinx and GO guidelines and standards and speaks to future considerations.
- Added station types, which build on existing mobility hub types, to understand stations with similar access characteristics and inform where to focus station access investments.
- System-wide and station-specific recommendations provided in a separate appendix, allowing them to be updated more frequently, if required.



Plan Update Summary cont'd

- Recommends modified reserved parking and micro-transit. Implementation and details will be determined in discussion with internal and external stakeholders.
- Includes preliminary recommendations on all new stations, with varying levels of detail, including:
 - Recommendations for the 12 new stations approved in June (based on IBCs and further consideration of neighbouring station needs; subject to further discussions with municipalities)
 - Recommendations for Niagara and Bowmanville stations (high level and tentative, subject to further planning work)



Georgetown GO

Station Area Characteristics		Moderate	
GO Rail Ridership	Current (2016)	675	Forecast (2031)
Daily Riders' Home Station		0	Average (2,011-4,000)
Daily Riders' Destination Station		0	Low (28-250)
Facility Type and Capacity	Current (2016)	Recommended Target (2031)	
Bus Facilities	No local transit facilities at this station.	See pick up/drop off section.	
Bike Parking Capacity	South: 32 covered spaces.	North: Add 32 covered spaces. South: Add 10 secure spaces. Total: 74 spaces.	
Pick up/drop off	20 vehicle waiting area in 6 lanes (south) with 3 vehicle passenger loading area.	Modify facility (south): Expand existing facility to 44 vehicle waiting area with 6 vehicle passenger loading area to be shared with potential on-demand transit service (appx. 22 spaces for pick up/drop off users)	
Parking Supply	650 surface parking spaces in two lots with a 71-80% utilization	Medium-term: Add 250 spaces using alternative solutions for a total of 900 spaces. (CONDITIONAL) Medium-term: Add an additional 400 spaces for a total of 1,300 spaces.	
Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
Walking	0	10-12	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Medium-term: Encourage the Town of Halton Hills to explore options that build on the current ActVan and Taxi Scrip programs to deliver transit to their residents with consideration given to on-demand/micro-

Additional notes from the document:

modus. Additionally, encourage the Town to prioritize GO rail service in alignment with current and planned lines.

Work with the Town of Halton Hills to identify the facility tied with any future transit service that connects to the station co-locating such a future facility to meet GO Bus, if pick up/drop off needs at this station.

Consider installing additional bike shelters and secure adjacent to the north and south station entrance and in commended cycling connections to the station site.

Encourage the Town of Halton Hills to consider implementation of planned cycling infrastructure along Rd. and Confederation St. from Willow Rd. to the St. to the south, and west along John St. to the proposed station to the GO station site. This will provide effective clients to the north of the GO station to cycle to the

Encourage the Town of Halton Hills to consider implementation of planned cycling infrastructure along Gardner Dr. to the west to Guelph St to the east, and Guelph St. to Queen St. This will provide effective clients to the south of the GO station to cycle to the

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Mode	Current (2016)	Target (2031)	Notes
Pick up/drop off	15	22-24	<ul style="list-style-type: none"> • Medium-term: As part of a redeveloped GO station site, consider expanding the pick up/drop off facility that includes provision for a possible on-demand transit service.
Drive & Park	74	45-50	<ul style="list-style-type: none"> • 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 the 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 shelters).
Carpool Passengers	4	6-8	

Updates

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Municipal Feedback Summary

Key feedback from planning and transportation staff from municipalities and their transit service providers:

- 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 and 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.



Workshop in Durham Region, December 2015

GO Rail Station Access Plan Next Steps

- Finalize plan and post to public website
- Work with stakeholders to establish/continue work programs to guide implementation
- Report back to stakeholders and the Board:
 - 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.





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