

## ***Executive Summary***

### **Background**

Segregating land uses has long been a technique municipalities have exercised throughout North American cities yet, these patterns have led to the demise of pedestrian spaces. Meshed within this land use phenomenon is the planning of transit, as transit stations too are traditionally segregated from other land uses and in turn isolated from the users of transit.

Without anyone living in close proximity to transit stations, they become desolate spaces where no sense of ownership subsists, as people disregard what happens in these areas during non-peak hours. The lack of ownership also guides transit stations toward being areas lacking connectivity, divided by roads and flooded with automobile traffic.<sup>i</sup> These segregated stations can significantly hinder placemaking as it omits residential land from the primary areas surrounding transit hubs. Rather these station vicinities end up surrounded by strictly commercial and industrial designated lands. These auto-centric settlement patterns show distinct

signs of social divisions along with deteriorating environmental and human health.<sup>ii</sup>

### **Context**

The objective of this report is to analyze three different GO transit stations and their compliance with the themes of Metrolinx 'Seamless Mobility' objectives in the Mobility Hub Guidelines. The Seamless Mobility objective focuses on the structural and operational design of more people friendly transit stations. Theories of placemaking and transportation integration are what have formed the concepts behind each Seamless Mobility goal. Overall, the intention of these guidelines is to create safe and comfortable transit-oriented communities.

### **Recommendations**

The outcome of these thorough station analyses is a number of suggested strategies and recommendations provided for Metrolinx to be more effective in the implementation of Mobility Hub Guidelines. Below are

highlights of the key recommendations proposed for each of Danforth, Pickering and Milton's GO stations.

### ***Danforth***

1. Improve interface between GO and Toronto Transit Commission stations
2. Add bicycle lockers to station's main entrance
3. Collaborate with the City of Toronto to incorporate bike lanes on the segment of Main Street adjacent the station
4. Adjust location of surface salt dispensing bins as to not degrade access to seating
5. Improve south entrance pathway
6. Encourage cycling through added facilities
7. Enhance and Maintain Pedestrianized Pathway
8. Enhance public realm by adding space for public art
9. Promote access to existing commercial land use on Danforth Avenue
10. Add ticket vending at south entrance
11. Include area-wide wayfinding signage

### **Pickering**

1. Collaborate with Durham Regional Transit to improve route and stop options
2. Improve clarity of designate Station Area from platform
3. Add designated bike lanes on all the station rights-of-way
4. Add covered bike racks to areas closer to the station entrance, specifically on the east side of the station
5. Improve pedestrian sidewalks from Bayly Road entrances to station doors
6. Use painted lines or other traffic calming measures on rights-of-way at pedestrian crossing points
7. Add crosswalk signage or stop signs at areas of pedestrian crossing
8. Utilize Transportation Demand Management planning strategies to decrease the steep influx of sequential station users
9. Collaborate with DRT in new route creation
10. Improve station area internal sidewalk as laid out in balanced modes recommendations

11. Integrate additional land uses on the station area; post-parkade construction
12. Address potential commercial opportunity
13. Make signage for transit connections available on train platform
14. Add alternative payment (non-PRESTO) ticket vending options along pedestrian bridge

### **Milton**

1. Collaborate with Milton Transit to improve route and stop options
2. Provide weekend rail operation
3. Add covered bike parking facilities at all station pedestrian access points
4. Improve pedestrian sidewalks to create better linkage
5. Engagement in the evaluation of the Halton Transit Master Plan 2013-2017 to ensure its effective implementation
6. Designate bike lanes/ shoulders on station rights-of-way

7. Improve sidewalk as laid out in balanced modes recommendations
8. Encourage a mix of land uses at the station
9. Plant vegetation for more aesthetic appeal
10. Better integrate the power shopping centre with the station at the pedestrian level
11. Include area-wide wayfinding

With these station improvements, the GO transit system will better suit the needs of its riders and fulfill Metrolinx required objectives in creating a station compliant with mobility hub guidelines.

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<sup>i</sup> (Bunting 2004).

<sup>ii</sup> Ibid