

D.1 Site Planning and Organization

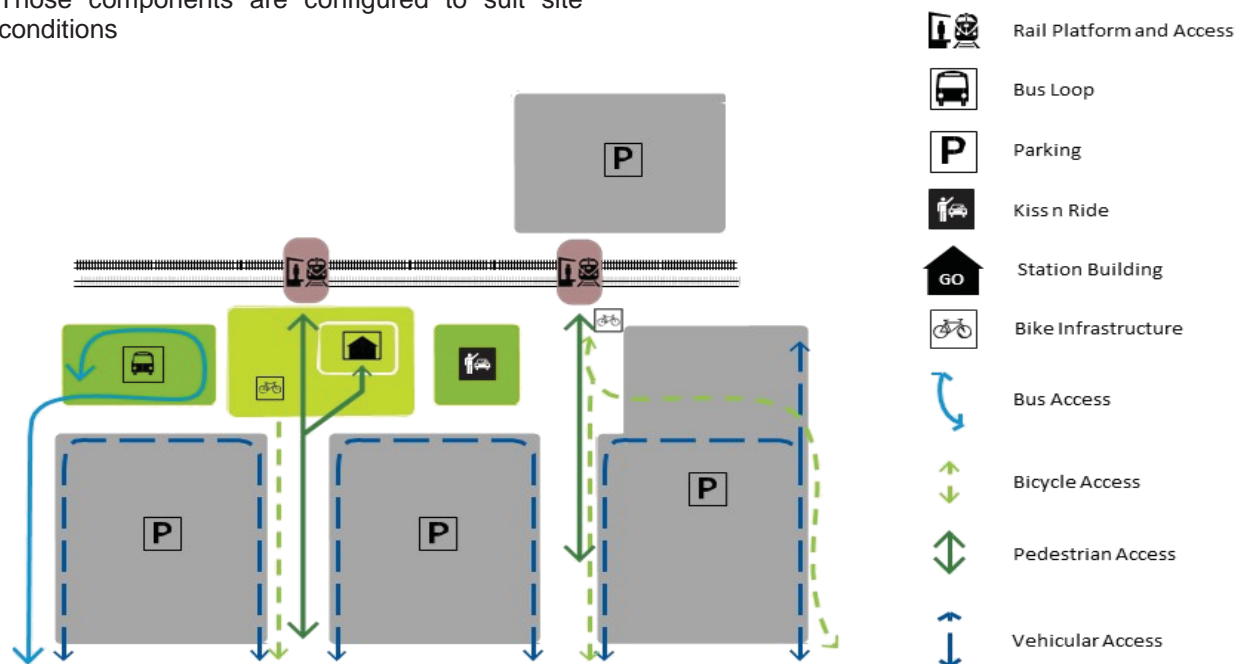
Station site planning consists of a system of components that support the GO transit service.

Key principles in planning and organizing GO sites include:

- Separate modes of travel
- Connectivity to community pathways, walkways and transit
- Plan for future/flexibility
- Intuitive wayfinding to major elements
- Maximization of barrier free routes
- Network and pedestrian pathways
- Use of sustainable materials and technologies
- Integration with local communities and municipalities

Site Components and Typical Schematic Layout

Each station site consists of a system of components that support the GO transit service. Those components are configured to suit site conditions



FigureD-2: Diagram–Station Site Components

Accessible Route

The accessible route is defined as a continuous unobstructed external and internal path connecting all accessible elements and spaces to enable personal barrier free mobility.

At GO facilities, the accessible route is identified as the travel path to/from/between the barrier free parking or drop off area, to the rail mini platform / bus platform.

Redundant Access

Provide a secondary barrier-free means of access/egress from the rail platform to the station building or pick-up area.

All island platforms shall be equipped with two elevators connecting to an underground pedestrian tunnel or an overhead pedestrian bridge.

- Side platforms shall have various direct access points where covered ramps are the preferred means of egress

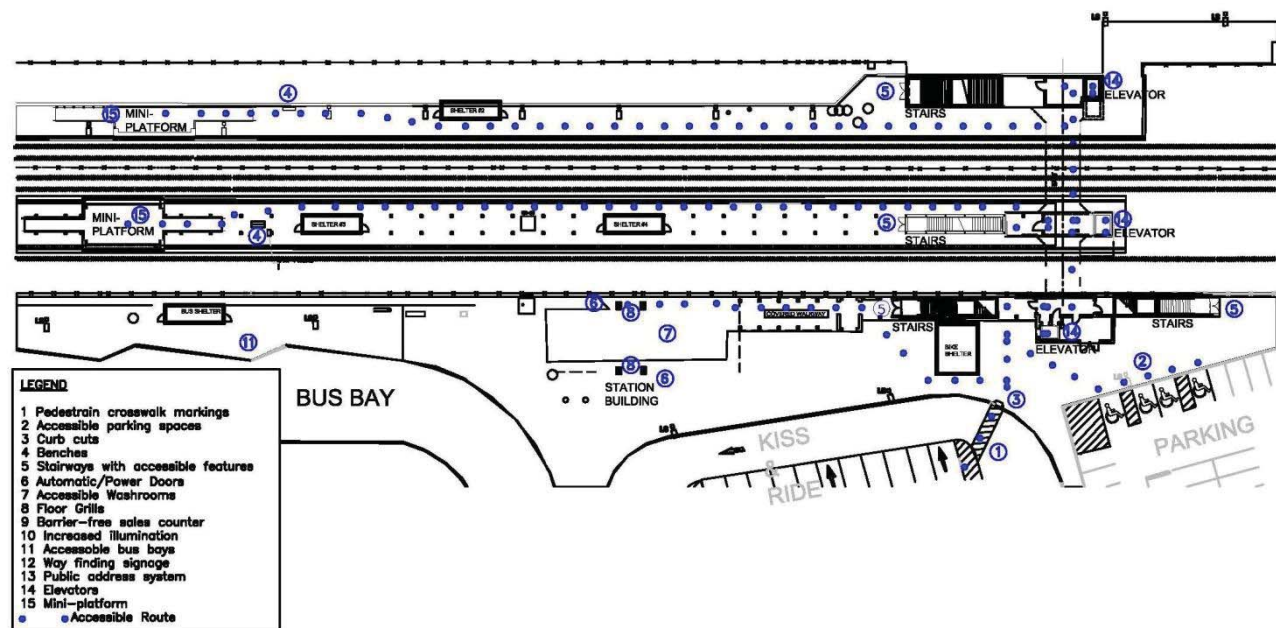


Figure D-3: Diagram-Accessible Route

Mini-Platform

Barrier-free access to the trains is provided by an accessible elevated “mini-platform” which is aligned with the designated accessible rail car. Refer to Standard Drawings for mini-platform details.

Designated Waiting Area (DWA)

The Designated Waiting Area (DWA) at GO stations is to be located on the rail mini-platform.

It is intended to be a convenience feature, whereby a customer can expect to avail assistance and have a reasonable sense of safety.

The DWA has augmented functionality and visibility at the station mini-platform. Key features include:

- Enhanced lighting
- Dedicated CCTV coverage
- DWA ID signs
- Two-way communications (telephone)
- PA system
- Overhead cover (canopy)

- Bench seating on rail platform in the proximity of the DWA
- Enhanced accessibility features in the mini-platform design
- Wayfinding signs on the accessible route
- Station ID sign
- Minimum horizontal and vertical clearances as mandated by functionality; and advanced warning identifiers

D.2 Rail Platform and Platform Access

Refer to respective GO rail standards for track infrastructure standards.

Rail platforms are a foundational item to GO rail stations. Their orientation, design, alignment, geometry, and site conditions are the framework around all other site components are configured.

- The use of side platforms are preferred
- Island platforms to allow for multiple points of access and egress
- Locate the platforms to minimize travel distances to adjacent transit modes
- Maximize barrier-free travel