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TAB 2: SITE INFRASTRUCTURE AND DEVELOPMENT
Station Sites

cuts should be provided from the accessible parking spaces and accessible drop-off and pick-up location to the station building, and continue throughout the station facility.

- > Station egress should be designed to mitigate the peak volumes of vehicles leaving the site after arrival of a busy train; multiple egress points should be provided where feasible, and intersection design should reflect the high peak volumes.
- > Provisions shall be made for access by emergency vehicles. Designated fire access routes shall meet OBC and local fire department requirements.



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. Features on the accessible route are to meet the conditions listed above and be accompanied with appropriate signage. Exterior accessible routes elements include parking access aisles, curb ramps, crosswalks at vehicular ways, walks and ramps at a minimum. Interior accessible routes elements include corridors, floors, ramps, elevators and clear floor space at fixtures.



SITE ENTRANCE

An accessible pedestrian route(s), path(s) and sidewalks wide enough to accommodate wheelchairs, scooters, or other mobility devices and be connected with accessible municipal sidewalks, signals, crossings, etc.

- > The accessible routes shall not be obstructed by poles, plants, bicycle racks, etc.
- > At least one primary pedestrian entrance to GO Facilities shall be accessible with a no-step entrance and be connected to or integrated with an accessible interior route.
- > If a pedestrian entrance from an enclosed parking garage to the building is provided, at least one entrance from the enclosed parking garage to the building shall be accessible.

MONUMENT GROUND SIGN AND BLADE SIGN LOCATION AND PLACEMENT CRITERIA

- > Monument Ground signs and Blade signs should be located perpendicular, not parallel, to the visitor's line of sight and movement.
- > Monument ground signs are required at the principal entrance for Maintenance and Storage facilities



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- > Blade signs are required at auxiliary entrances to the main lot or entrances to secondary lots applicable to the following GO Facilities; Rail Stations. Bus Stations and Park and Ride facilities.
- > The signs are not to be obstructed by site or landscape features;
- > Location of the sign is not to interfere with daylight triangles and sightlines for vehicular traffic. Grade at sign location to be taken into account when locating signs. Sizes and location of daylight triangles to be verified on a site by site basis.
- > When an orientation perpendicular to the direction of traffic is not possible, alternate orientations are permitted with approval from GO Transit.
- > Refer to GO Static signage catalogue for blade sign artwork.
- > Refer to GO Standard Drawings for blade sign details.



SITE ACCESS PRIORITIES AND VEHICULAR CIRCULATION

A basic objective of GO is the integration of rail, bus and other modes of transportation. In order to achieve this objective, sites should be designed to promote convenient and efficient transfer of users and passengers between various modes of transportation by prioritizing:

- > Pedestrians and cyclists;
- > Public Transit;
- > Passenger Drop-off and Pick-up Area; and
- > Private vehicles.

Multiple access points shall be implemented where feasible to facilitate access and egress, in particular pedestrian/cyclist only entry ways to connect from adjacent communities or trails.

BASIS OF CRITERIA



A typical GO Rail Station Site comprises the following key components:

- > Site access;



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FIGURE: ACCESS ROAD AND PARKING INTERFACE (GUIDANCE ONLY)

SECTION:
Tab 2: Site Infrastructure and Development

FIGURE:
Access Road and Parking Interface (Guidance Only)

