



# Mimico GO Station Accessibility Enhancement Project - Community Update

Toronto 416 Community Engagement Team

**JUNE 2, 2026**



# ACCESSIBILITY IMPROVEMENTS

*The station improvement project will provide better connections and improved amenities to ensure a seamless and barrier-free experience for customers travelling across the GO network.*

The proposed improvements at Mimico GO station include:

- A new east connection with elevator and stair access to the platform level, with customer access from both sides of the rail corridor;
- A new south entrance at Manchester St. and Blue Goose St. with elevator and stair connections;
- Platform upgrades, including tactile walking surface indicators at the edge of the platform; and
- Accessibility and customer experience upgrades to the platforms and shelters.



Example: Long Branch GO Platform, Design Rendering (*Subject to Change*).

# DELIVERY

## How Will We Deliver The Project?

The Construction Manager At Risk (CMAR) procurement delivery model allows for a collaborative approach in the design stage. During the design stage, the construction manager (contractor) works closely with Metrolinx on potential solutions to design challenges, allowing for innovation, efficiency and quality management throughout the design process.

## Who Is The Construction Manager?

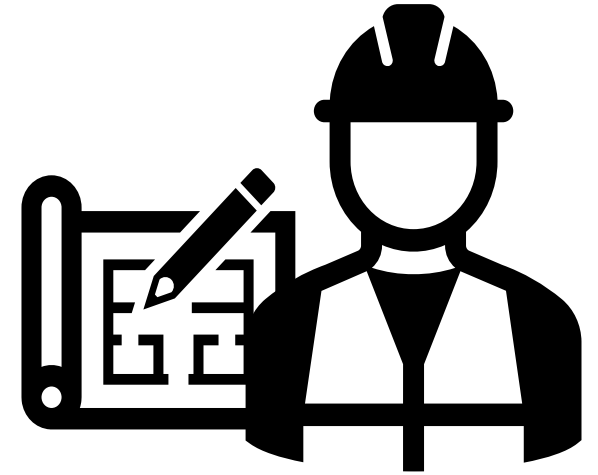
Metrolinx awarded the contract of construction manager to Graham Construction and Engineering LP

- AECOM Canada Ltd. was brought onboard as the designer for the design development

## What's Next?

Upon completion of the development phase, the contractor will submit a proposed construction schedule and associated costs

- If approved, a construction contract will be awarded, at which point, project timelines will be more clearly defined



 **METROLINX**

**AECOM**

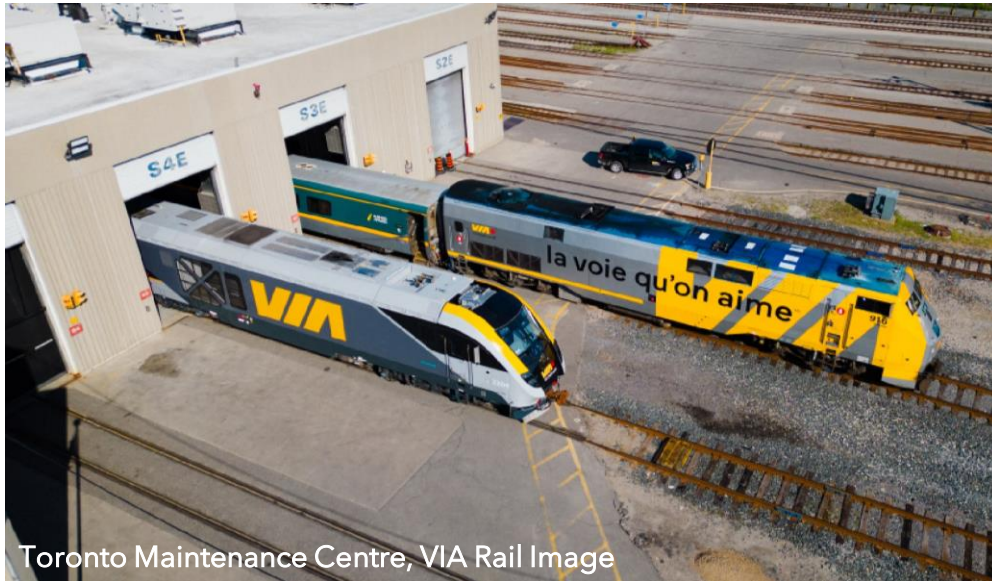
**GRAHAM**

# CONSTRUCTION IN AN ACTIVE RAIL CORRIDOR

## Building on the Lakeshore West Rail Corridor:

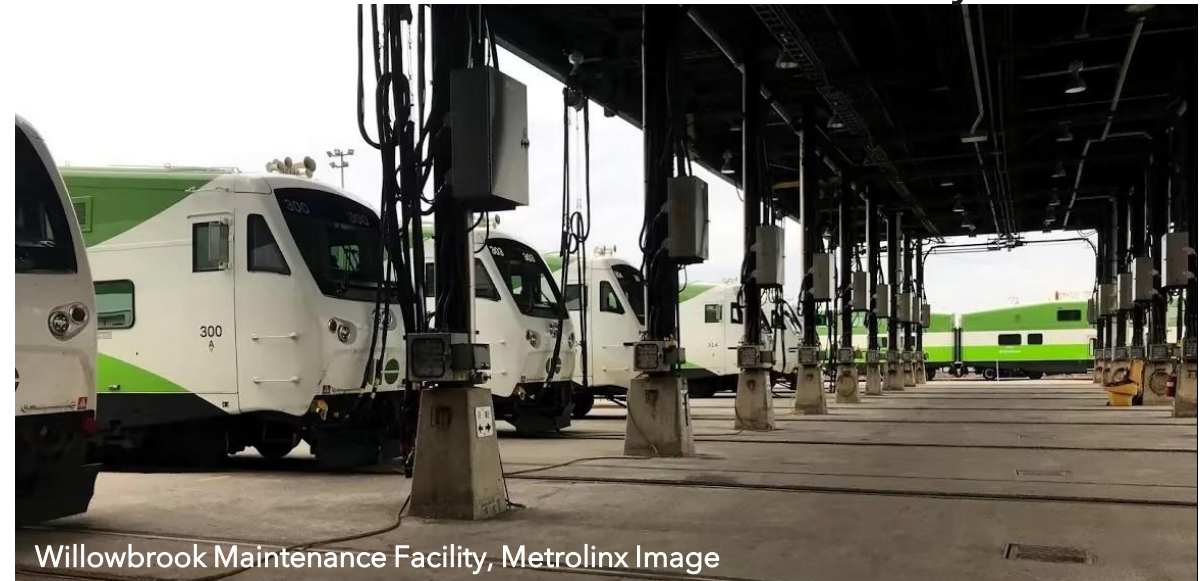
- To design and confirm the ability to construct on the Lakeshore West Rail corridor, the project delivery team must first map the construction staging and coordinate with train movements on the rail corridor.
- The Lakeshore rail corridors are the highest frequency lines on the network. There are two major rail maintenance facilities north and south of Mimico GO Station, Willowbrook Maintenance Facility and VIA's Toronto Maintenance Centre (TMC), that trains access overnight, creating complexity in scheduling construction work.

VIA Toronto Maintenance Centre



Toronto Maintenance Centre, VIA Rail Image

Willowbrook Maintenance Facility

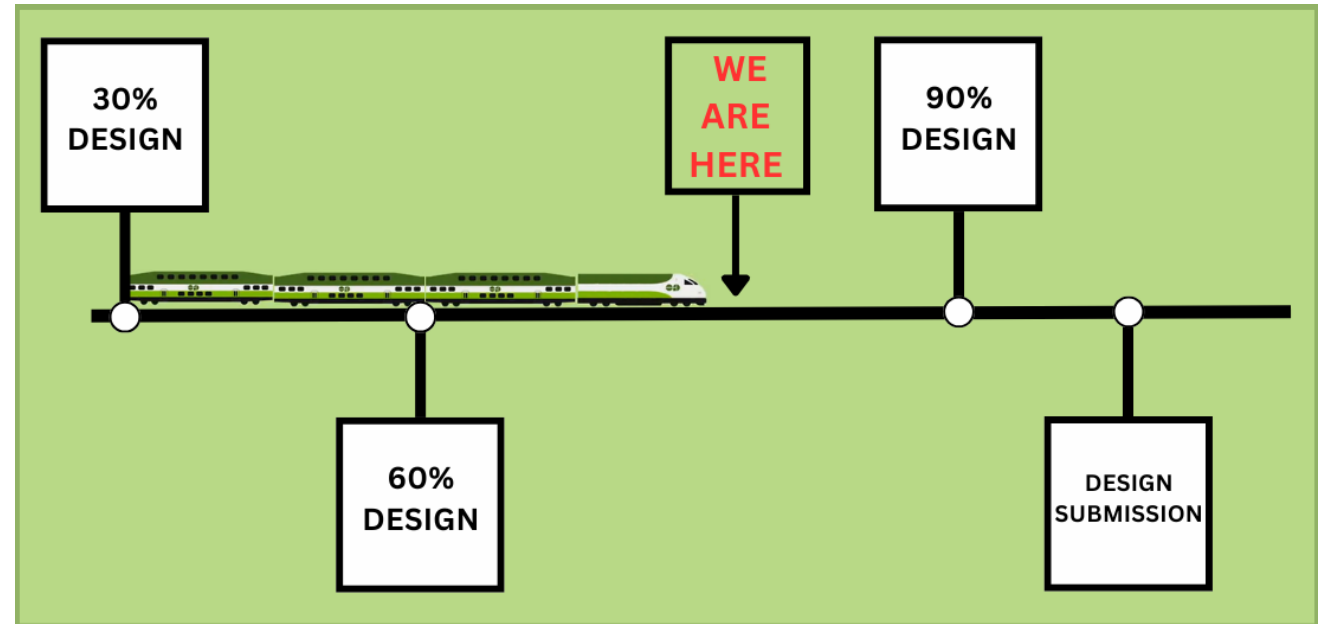


Willowbrook Maintenance Facility, Metrolinx Image

# WHERE ARE WE IN THE DESIGN PHASE?

What happens after 90% design submission?

- We review for design compliance
- Additional due diligence (geotechnical, etc.)
- Site logistics and construction phasing
- Enter a negotiation period with the Construction Manager to finalize the cost estimate and schedule prior to work beginning



# STATE OF GOOD REPAIR WORKS

## PEDESTRIAN TUNNEL WORKS

- The tunnel has been temporarily narrowed to complete repair work that will maintain drainage in the tunnel during heavy rain. This work improves safety during extreme weather
- This work is not related to accessibility enhancements
- Work will be done in phases. For Phase 1, we expect the tunnel will return to its full width in early June
- Phase 2 is TBC and will begin after FIFA World Cup 2026™



# Community Engagement

Should you have any questions or concerns,  
please contact us at:



**TorontoWest@metrolinx.com**



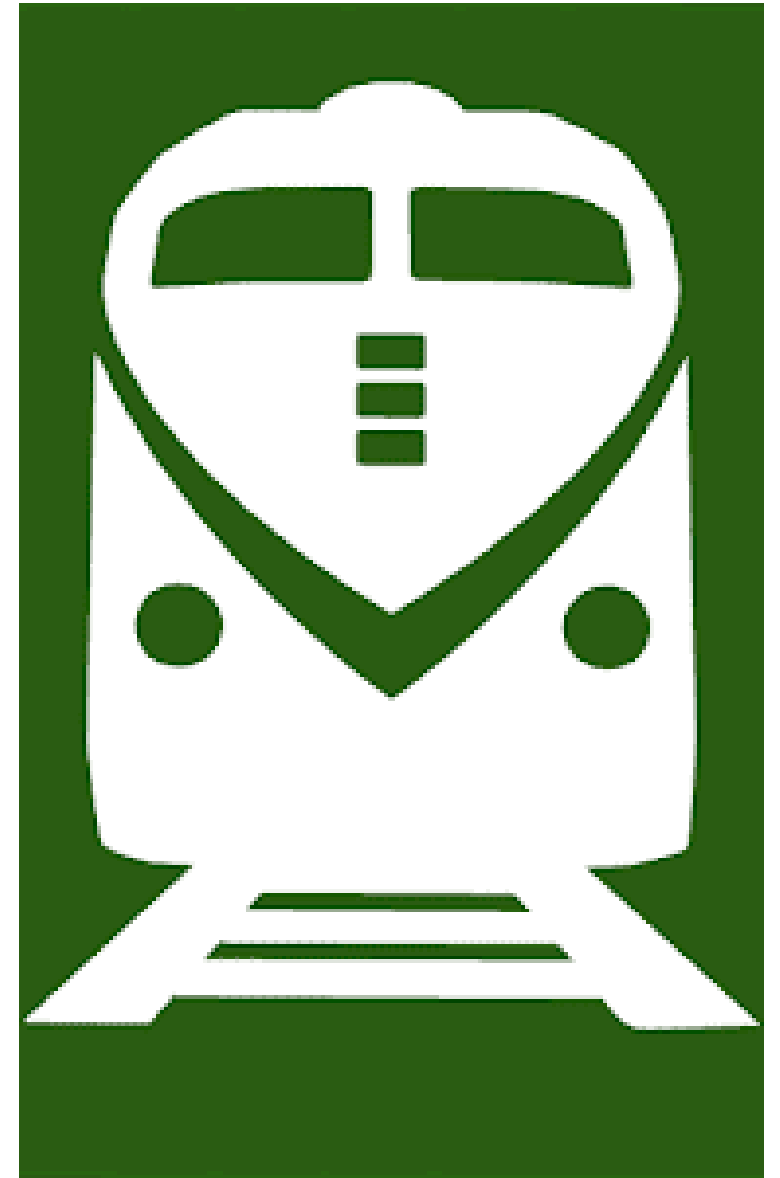
**416-202-3900**



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# Q&A



This presentation can be translated into a different language upon request by emailing us at:  
**[torontowest@metrolinx.com](mailto:torontowest@metrolinx.com)**