



**Aurora GO & Yonge Street Bridge  
Construction Liaison Committee – February 9, 2024**

**ATTENDEES**

Town of Aurora

- Councillor Weese (Ward 1)
- Councillor Gaertner, Aurora Village Co-op (Ward 3)
- Marco Ramuno, Town of Aurora, Planning and Development
- Nancy Fleming, Town of Aurora, Engineering and Capital Development

Community Representatives

- Paddy Honey, Town Park Area Resident Ratepayers Association (TPARRA)
- Madeline Munn, Old Aurora North Rate Payers Association
- John Green, Yonge Street South Rate Payers Association
- Owen Heritage, Aurora BIA
- Rebecca Beaton, Regency Acres Ratepayers Association (RARA)
- Neil Asselin, GO Transit Customer
- Holly Anderson, GO Transit Customers
- John Hartman, Town Park Area Resident Ratepayers Association (TPARRA)
- Blake Bain
- Joanne Russo

Metrolinx

- Jessica Cho, Community Engagement Advisor (York/Simcoe)
- Ella Bognot, Community Engagement Advisor (York/Simcoe)
- Alyx Hopton, Senior Manager, Community Engagement (York/Simcoe)
- Sarina Grewal, Stakeholder Engagement & Communications Lead, GO Expansion Project Delivery Partner
- Teik Lim, Metrolinx Project Delivery Team (Aurora GO)
- Joyce Guo, Metrolinx Project Delivery team (Aurora GO)
- Lucas Toth, Metrolinx Project Delivery Team (Aurora GO)
- Marco Di Giovanni, Grascan Project Coordinator (Aurora GO)
- Alexander Czioli, Metrolinx Project Delivery Team (Yonge Street Bridge)
- Soroush Parvin, Metrolinx Project Delivery Team (Yonge Street Bridge)

## OVERVIEW

The second Aurora GO & Yonge Street Bridge Construction Liaison Committee meeting took place on Friday, February 9, 2024 from 2:00 to 4:00 PM in a hybrid format where participants attended either online or at Aurora City Hall. This Committee covers two Metrolinx projects happening in Aurora: the Aurora GO Station works and the twinning of the Yonge Street Bridge. The meeting started with a presentation that covered introductions, recent milestones and upcoming works. This was followed by a Q&A session for each project.

## QUESTIONS

### Aurora GO:

1. **How will the temporary platform impact customer access to the train platform? A committee member raised concerns about the time it takes to access the platform due to construction worksites.**

The partial closure of the platform and the opening of the temporary platform extension south of the east platform are to support future work on the east and west tunnel access structures. This will redirect customers to access the platform through the bus loop, where there will be pedestrian signage guiding customers to the train platform. We understand that this could impact the amount of time it will take to access the platform, and we ask customers to schedule their trip accordingly. We will also communicate this closure ahead of time around the station to prepare customers for the change.

2. **Will there be another route of access added at the southern end of the platform to assist with pedestrian traffic?**

The Metrolinx Project Delivery Team explored the opportunity and determined that there will not be another access added to the southern end of the platform. The emergency egress will exit out onto Industrial Parkway which is a major industrial traffic artery in town and is not safe for normal pedestrian traffic or pick-up/drop offs. The emergency egress will not be considered an access point and will only be utilized during an emergency event.

3. **An individual expressed concern about the volume of pedestrian and vehicular traffic required to travel from west side to east side along Wellington St. The closure of the west parking lot and pedestrian foot path over tracks has caused congestion in the Kiss and Ride.**

With Metrolinx's current safety standards, we cannot construct a path over the track for residents to access the rail corridor. The Aurora GO station improvements including the pedestrian tunnel and paths will offer customers safer alternatives to access the station and connect the new west platform to the existing east platform.

4. **What are the impacts to residents with the work at 19 Birch Court?**

There will be an easement into the backyard of the homeowner at 19 Birch Court to support the retaining wall construction. Residents within the area can expect to hear increased noise levels during work hours. Notices have been sent to the residents within the area of the work being done.

5. **How will construction impact traffic on Centre Street from Walton to Industrial?**

Metrolinx's Project Delivery Team has conducted a traffic study and work along these two streets will not be simultaneous to avoid an increase in traffic around the area.

6. **Will Centre Street be closed during construction?**

Centre Street will not be closed off during the duration of the project.

7. **Will the new ramp be the same size for accessibility?**

The ramp will be the same size; it will be removed from its current location, and a new one will be added. Metrolinx does abide by the Accessibility for Ontarians Disability Act (AODA) requirements; therefore, an accessibility ramp will always be in place and accounted for in the project plan.

8. **Does the construction fence on the west side of the station extend all the way out to the road?**

Yes, the west side construction fence does extend out to the road.

**Yonge St. Bridge:**

1. **What is the timeline for installing the second track?**

Work to install the second track will start from Union Station and will work up and out of Toronto to Aurora. Timelines for the installation of a second track between King City GO and Aurora GO have not yet been confirmed. This work will occur as part of the OnCorr portion of GO Expansion, for which we are currently in a development phase.

2. **How long will noise disruptions occur from the track being laid east of Bathurst through Aurora?**

This project involves enabling/preparatory work for laying the 2nd track west of the existing track. The track work will be completed as part of the OnCorr project of GO Expansion, which is currently in a development phase (timeline to be determined).

3. **Are the proposed tracks going to be quieter because they're electric?**

The largest reduction of potential noise increases will come from electrification on core segments of the network. Using electric trains instead of diesel trains will reduce train noise in communities. Electric trains are near silent at low speeds when starting or

stopping, and when stopped.

4. **Why did work start on these projects before timelines are confirmed for improved service?**

Three programs make up GO Expansion including Early Works, Stations, and On-Corridor Works. The Yonge St. bridge project is part of the Early Works program which includes priorities such as widening corridors for new tracks and building new bridges, among other things.

The On-Corridor Works project, or OnCorr, is the second and largest piece of the GO Expansion program, and will bring faster, more frequent, electrified service to the GO network. OnCorr is being delivered as a partnership between Metrolinx and ONxpress Transportation Partners—an international consortium of experts who will deliver the OnCorr project. Timelines for delivery of the OnCorr project are being determined throughout the Development Phase, and more information will be shared when possible.

5. **Why is Metrolinx not able to provide a detailed timeline for the broader GO Expansion project?**

GO Expansion will bring faster, more frequent train service by delivering new transit infrastructure and operational plans that will reduce journey times, add capacity, and further improve on-time performance and customer satisfaction.

The three programs mentioned in question 4 will unlock the increased capacity to support 15-minute, two-way, all-day service. Once Metrolinx and ONxpress complete the Development Phase of the OnCorr project, we will have more detailed project timelines available.

## **OTHER BUSINESS**

1. **Meeting Format & Frequency Confirmation**

In-person/hybrid format to continue. Meetings will be monthly or bimonthly, depending on construction activities.