

Aurora GO & Yonge Street Bridge Construction Liaison Committee**Meeting Minutes - August 28, 2024****ATTENDEES**

Town of Aurora:

- Councillor Ron Weese (Ward 1)
- Councillor Wendy Gaertner, Aurora Village Co-op (Ward 3)

Community Representatives:

- Paddy Honey, Town Park Area Resident Ratepayers Association
- Madeline Munn, North Old Aurora Village Co-op
- John Green, Yonge Street South Ratepayers Association
- Warren McClure, Yonge Street South Ratepayers Association
- Bob McRoberts, Northeast Old Aurora Ratepayers Association
- John Hartman, Town Park Community Association
- Owen Heritage, Aurora BIA
- Rebecca Beaton, Regency Acres Ratepayers Association
- Kim Rogers, Northeast Old Aurora Ratepayers Association

Metrolinx:

- Alyx Hopton, Senior Manager of Community Engagement (York/Simcoe)
- Ella Bognot, Community Engagement Advisor (York/Simcoe)
- Melissa Romas, Community Engagement Advisor (York/Simcoe)
- Joyce Guo, Metrolinx Project Delivery Team (Aurora GO)
- Lucas Toth, Metrolinx Project Delivery Team (Aurora GO)

Grascan Construction Ltd:

- Marco Di Giovanni, Project Coordinator (Aurora GO)

Overview:

The third Aurora GO & Yonge Street Bridge Construction Liaison Committee meeting took place on Wednesday, August 28, 2024, from 3:00 p.m. to 5:00 p.m. in a hybrid format where participants attended either online or at Aurora City Hall. The meeting started with a presentation that covered the current and upcoming work at Aurora GO, along with a Q&A session at the end. This was followed by a brief update on the status of the Yonge Street Bridge.

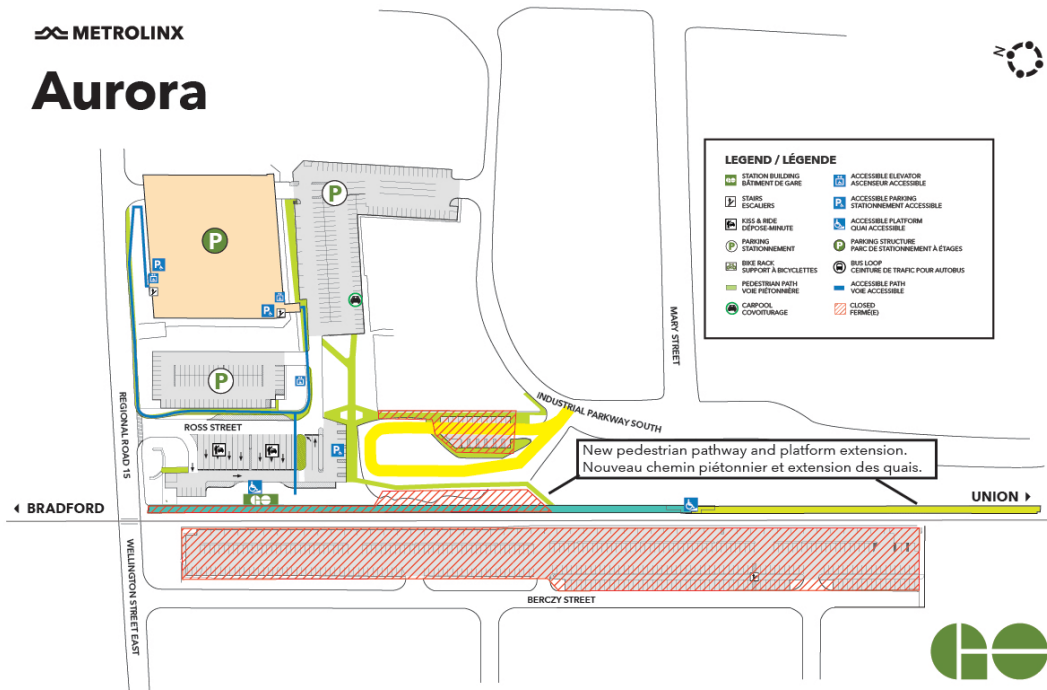
AURORA GO:

1. Could Metrolinx provide a rendering of the future station layout showing where the tunnels and future west platform will be?

No artist renderings were prepared for this project. We are working to develop a rendering from our technical drawings and will share it at the next CLC meeting.

2. With the new platform extension, how much further do customers have to walk to board their train?

The new east platform extension starts where the existing platform ends, as depicted below. The end coach will be located approximately halfway down the existing platform. The mini platform will always be aligned with the accessible coach (i.e., fifth coach) which has moved approximately 200 metres south of where it was previously located.



3. How would someone with mobility aid requirements be able to board the train at Aurora GO?

Metrolinx is dedicated to ensuring that everyone regardless of age or ability have full access to transit service. At Aurora GO, the newly constructed mini ramp is located at the centre of the new platform extension. The mini ramp was designed and constructed to ensure we are meeting the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).



Communications began approximately two weeks before the construction changeover to ensure riders were aware and able to make informed decisions, such as choosing to board at nearby stations such as Newmarket GO or King City GO for more direct access to the accessibility platform.

4. As construction continues in Aurora GO, what type of sound monitoring will be in place?

Currently our contractor, Grascan, has microphones set up north and south of the station. If there is an exceedance, Grascan will receive an alert in real time, which then gets reported to Metrolinx. To date, construction noise at the station has not exceeded the acceptable decibel and we will continue to monitor as the project progresses.

What is the acceptable decibel level that cannot be passed with regards to construction noise at Aurora GO?

Our contractors cannot exceed a 75-decibel limit for residential work during a weekday. While overnight residential weekday work cannot exceed a 65-decibel limit. These numbers are in compliance to the Metrolinx construction noise criteria for residential work.

5. Could Metrolinx clarify why they have built a new exit to the station at Industrial Parkway and Mary Street? Is the intent to make parking available at Sheppard's Bush? Why would you have a sidewalk and exit on industrial?

The emergency egress pathway on Industrial Parkway and Mary Street is not to be used as a normal entry or exit for the station. The emergency egress is a provincial safety requirement to ensure that riders have a safe passageway in the unlikely event they need to evacuate. There is a one-way access door to prevent riders from using the emergency egress pathway to enter the platform. Once construction is done on the north end, the platform extension will be removed along with the emergency egress.

6. When will the overflow parking lot be opened for Aurora GO?

The construction was completed in October 2023 and has been open since. The overflow lot is located at 9 Scanlon Court and has provided an additional 380 new parking spaces.

7. A committee member requested that the CLC members be notified in advance of any future customer appreciation event at Aurora GO so that they can spread awareness about it to the broader community.

The Community Engagement team committed to sharing details of these events proactively in the future. This information is also available more broadly through our York Region monthly newsletter (www.metrolinx.com/subscribe) and social media accounts.

8. When is the double track supposed to be completed if it starts in the fall of 2025? Can we expect increased service by the time double tracking is complete?

Double tracking is projected to be completed near the end of the project cycle for the Aurora GO Station Improvements.

Metrolinx GO Expansion program is delivering upgrades to GO stations and tracks in the Barrie Line to support two-way all-day service between Union and Allendale Waterfront. Future phases of the work include adding a second set of tracks, which would allow for more service throughout the day. Timelines for future phases of work and service increases will be communicated when available.

9. Has there been a traffic assessment done for Aurora GO? When can that be shared with the committee?

A traffic and safety compliance assessment was completed in advance of the Aurora GO Station improvement project. The assessment's intention was to identify the potential impacts of adding a second track to the grade crossings and recommend enhancements under the Transport Canada Grade Crossing Regulations (GCR) and Grade Crossing Standards (GCS) to maintain the safety of vehicle and pedestrian traffic.

10. Are there plans to add more parking at Aurora GO, such as building a parking structure?

There are no plans to build additional parking structures at Aurora GO.

We encourage GO Transit customers to use alternative options to get to their station including walking, biking, carpooling and local transit. With Ontario's One Fare Program, customers can transfer for free when travelling between GO Transit and most local transit systems - making commuting easier and more affordable.

In future, Metrolinx's [Station Access Plan](#) details our vision to increase pick-up drop-off facilities, pedestrian access to the station and bike parking for our customers.

11. A community member asked if the train cancellation last week was associated with the Aurora GO Station project.

No, there have been no service impacts related to the project.

How much notice do you give the community in advance of work occurring?

Community Engagement provides a minimum of 14 days' notice to residences and businesses most impacted by any work being conducted. Notices are also posted online ([Aurora GO notices](#)) and included in our monthly York Region newsletter for broader awareness.

12. How do you ensure your contractors are respecting the community and space they are working in? How can you be sure they are not parking on our streets or disposing of garbage?



The Community Engagement Team conducts frequent site audits where we look for things like construction safety measures, cleanliness, contractor compliance. However, as we are not on-site always, we encourage the community to reach out with any concerns or feedback. We can be contacted at Yorkregion@metrolinx.com.

13. How long will it take to stretch the track from Bathurst to Yonge?

The contractor for the corridor works and Yonge St. Bridge project will not be laying actual rail (track) in this contract. They will complete enabling works, preparatory work such as tree removals, for the future second track. We currently do not have a timeline that can be shared for OnCorr USRC (Union Station Rail Corridor) trackwork between Bathurst and Yonge at this time as the design/phasing work is under development.