

Aurora GO Construction Liaison Committee**Meeting Minutes - May 29, 2025****ATTENDEES:**

Town of Aurora:

- Councillor Ron Weese (Ward 1)

Community Representatives:

- Sonia Gadoury, Town Park Area Residents Rate Payers Association
- John Green, Yonge Street South Ratepayers Association
- Rebecca Beaton, Regency Acres Ratepayers Association
- Bob McRoberts, Northeast Old Aurora Ratepayers Association
- Owen Heritage, Downtown Aurora BIA
- Neil Asselin, GO Transit Customer
- Allison Mumford, Aurora Chamber of Commerce
- Gary Camick, Aurora Resident
- Gino Martino, Aurora Resident

Metrolinx:

- Jackie Czajka, Senior Manager of Community Engagement
- Ella Bognot, Community Engagement Advisor
- Melissa Romas, Community Engagement Advisor
- Erica Osifo, Senior Property Acquisitions Officer
- Jessica Dizon-Kurtz, Manager Property Acquisitions
- Sam Chung, Manager Property Acquisitions
- David King, Corridor Lead Barrie Stations
- Dindial Baljit, Manager Project Delivery
- Annette Lister, Senior Manager GO Expansion Sponsor

Grascan:

- Marco DiGiovanni, Project Coordinator (Aurora GO)
- Blake Bain, Project Manager (Aurora GO)

OVERVIEW:

The fourth Aurora GO Construction Liaison Committee meeting took place on Thursday, May 29, 2025, from 5:00pm – 6:30pm, in a hybrid format where participants attended either online or at Aurora Town Hall. The meeting started with a presentation that covered Aurora GO project milestones, along with current and upcoming works. This was followed by a Q&A session at the end in addition to a brief update on a renewed commitment to provide written/virtual updates around minor activities and smaller pieces of work with regards to Aurora GO.

QUESTIONS

Aurora GO

1) How does Metrolinx provide notice to the community with regards to construction work?

Metrolinx's Community Engagement team strives to keep residents informed well in advance of upcoming work. Notices are distributed at least two weeks prior to construction. Our team delivers printed notices directly to mailboxes within a 500–800 metre radius and notifies elected officials by email. All notices are then made available on our GO Expansion website.

For the most up-to-date construction notices related to Aurora GO, please visit: [Barrie Line GO Expansion Community Documents](#).

2) How far north will the double tracks be?

Double tracking will extend approximately 150 metres north of Centre Street. A track switch will be located between 150 and 500 metres north of Wellington Street, where trains will transition from double to single track.

3) A committee member raised safety concerns regarding the overflow parking lot at Scanlon Court, particularly related to pedestrians walking along Industrial Parkway. Will there be an alternative access point to the parking lot or parking garage to help address this issue?

At this time, there are no plans to construct an alternative access point for customers. Our team has not received any formal concerns regarding the safety of accessing either the Scanlon Court overflow lot or the parking garage on Wellington Street. It's important to note that sidewalks are available on both sides of Industrial Parkway, as well as on the south side of Scanlon Court leading directly to the lot.

That said, we appreciate the feedback and will share these concerns with our safety team for further review should there be any additional considerations to improve accessibility to and from the Scanlon Court lot.

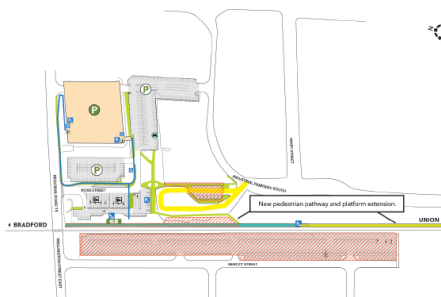
4) Why are trains currently stopping approximately half a mile from the station building? A committee member expressed concern that there is no notification on our website informing passengers about the additional 5-10-minute walk to reach the platform extension.

Due to construction of the south pedestrian tunnels at Aurora GO, we have built a temporary platform extension on the east side to prevent door closures on the trains while work is underway. Prior to the extension opening, we did provide customers a two-week notification through station announcements. We also provided customers targeted informational postcards letting them know of the changes in Aurora GO along with options on alternative travel routes.

This information is also posted on our website, under **"What's Changing"** on the [Aurora GO Station Improvement webpage](#).

GO Expansion


Changes at Aurora GO



Aurora GO customers: The next phase of construction has begun in preparation for work on the south pedestrian tunnel and connecting elevators. The new east extension of Platform 1 and accessible platform have gone into service, which means there are some changes as to how you board your train.

Here is what you need to know

- The east platform extension is open and **the west side of platform 1 is no longer in service**. It is an approximate 5-minute walk from the station house to the new platform (check the station map).
- Please give yourself enough time and check departure boards to know your train length.
- There will be no changes to how you travel through the station or access the bus loop.
- There are a limited number of shelters available along the new platform. Please remember to give yourself plenty of time if waiting in the station house to board your train, especially during inclement weather.

 METROLINX

More transit, more parking, more options to get you there.

Bloomington GO runs along the Richmond Hill line.



10-minute drive from Aurora GO Station, over 1,000 parking spaces to support your morning commute.



Service comparable to the Barrie line, with weekday rush-hour trains between Bloomington GO and Union Station.

New parking options for your convenience at Aurora GO station!



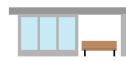
A new parking lot is open at 9 Scanlon Court, an approximate 15-minute walk from the station.



The Aurora GO parking structure has 847 parking spaces for your use.



GO Expansion is bringing you better, faster service along the Barrie line.



We appreciate your patience as we complete important work to improve our stations.

✉ YorkRegion@metrolinx.com

🌐 metrolinx.com/aurora

📱 @GOExpansion

🌐 metrolinx.com/richmondhill

Disponible en Français

5) Why is there no notice that Metrolinx stations have wheelchairs and are accessible?

Metrolinx is committed to providing fully accessible services for people with disabilities. Ensuring that our stations and facilities are accessible has long been a core standard across our network. Many of our locations—including Aurora GO Station—feature a range of accessibility enhancements designed to make travel easier and more comfortable for all customers.

If additional assistance is needed during your trip, station ambassadors are available on site to help customers board and exit the train, particularly during busy periods. If you're unable to locate a station ambassador, our contact centre is also available to assist:

- Toronto (local calling area): 416-869-3200
- Toll-free: 1-888-438-6646

Contact Centre Hours

- Monday to Friday: 8 a.m. to 8 p.m.
- Weekends & Holidays: 9 a.m. to 5 p.m.
- Our automated self-service tool is available at all times. Telecommunications Relay Service number: 1-800-855-0511

For more information about accessibility features on GO services, please visit:
[Accessible Vehicles and Stations](#).

6) A committee member has expressed concern about the current condition of the station building and has requested that it be repainted.

We appreciate the feedback and will share this with our Maintenance and Operations teams for Aurora GO for their review and consideration

7) Will the west parking lot be opening again? And how many parking spots will be implemented in Aurora?

The west parking lot will reopen once the improvements to Aurora GO Station are complete. As for the total number of parking spaces, we expect to have a clearer picture as the project nears completion and will be happy to share those figures as soon as they become available.

8) Where are the noise sensors being placed when work is happening?

Sensors are typically positioned along the fence line. While vibration monitors are not always installed—since some work generates minimal ground vibration—noise and air quality sensors are consistently in place whenever work is underway. These sensors are set up on both the east and west sides of the construction area to ensure comprehensive monitoring.

9) Why does the double tracking end at Aurora?

Given that Aurora experiences one of the highest ridership along the Barrie Line, studies have identified it as a key transit terminus. This designation supports the implementation of double tracking and the introduction of two-way, all-day service in the near future.

10) What is the anticipated timeline for double tracking for the Barrie Line?

As part of the Aurora GO scope, completion of the double tracking work is targeted for the end of 2026, though this is subject to change based on construction timelines. We cannot comment on completion for double tracking across the Barrie line, as this involves the scopes of multiple projects and depends on construction progress across multiple stations.

11) Is a pedestrian bridge going to be built for Aurora GO?

There are no plans for a pedestrian bridge as part of the Aurora GO scope at present.

12) Will the noise and horns ever be eliminated for the level crossing in Aurora?

Whistle cessation is a municipally led process. Municipalities have the option to eliminate routine whistling at specific crossings if they feel that would better reflect their communities priorities. In the past, Metrolinx has successfully worked with municipalities through this process to implement whistling cessation where requested.

13) Where will the trains be housed when they are not in use?

There is a laydown yard north of Aurora GO Station where many of the trains may be housed, however Metrolinx has multiple laydown yards and trains could be housed at any of them.

14) A committee member has raised a concern about the ticket vending machine located on the north side of the station building. During certain times of day, sunlight from the east makes the screen difficult to read.

Thank you for the feedback. We will take this back to our operations teams at Aurora GO for further review.

Wellington Grade Separation

1) When do you anticipate work to begin on the overpass for the Wellington Grade Separation? Is the status of the grade separation project still undecided?

Metrolinx is committed to working closely with the Town of Aurora and York Region staff to conduct a traffic study, taking into account future train service, growth and development in the area to better understand the impact of train and road traffic on Wellington Street and the surrounding network.

In the meantime, the existing crossing will be receiving additional safety enhancements that will be implemented as part of an at-level enhancement program.

2) Has Metrolinx engaged the federal government with regards to the Wellington Grade Separation?

No, we have not engaged other levels of government as the focus for the Wellington Grade Separation is the current traffic study being done on the impact of train and road traffic on Wellington Street.

3) Is the traffic study being done on Wellington Street extend to Edward Street and Engelhard Drive?

The traffic study is being done to assess the impact of the Wellington Street Grade Crossing on nearby intersections and will be led by Metrolinx's Traffic & Transportation team. Which intersections will be included is not yet confirmed.

4) When is the traffic study scheduled to begin? A committee member has recommended conducting a 24-hour traffic study to provide a more comprehensive understanding of traffic patterns.

We are in preliminary stages of the traffic study and do not currently have a date for when it will commence as the timeline also largely depends on our engagements with the Town of Aurora and York Region to determine scope and methodology. However, we will provide more information once we have a confirmed timeline available.