



AURORA GO CONSTRUCTION LIAISON COMMITTEE MEETING

Meeting Minutes

Date: Thursday, May 14, 2026

Location: Aurora Town Hall, Leksand Room

Time: 6:00pm - 7:00pm

ATTENDEES

Town of Aurora

- Councillor John Gallo (Ward 5)
- Councillor Ron Weese (Ward 1)

Community Representatives

- Neil Asselin, GO Transit Customer
- Gary Cammick, Aurora Resident
- John Green, Yonge Street South Ratepayers Association
- Sonia Gadoury, Town Park Area Residents Ratepayers Association
- Bob McRoberts, Northeast Old Aurora Ratepayers Association
- Rocco Morsillo, Olde Aurora Ratepayers Association

Metrolinx

- Dindial Baljit, Manager, Project Delivery
- Withya Ganeshalingam, Community Engagement, Advisor
- Sarina Grewal, Communications Lead, Northern Corridor and Extensions
- Annette Lister, Senior Manager, GO Expansion Sponsor
- Theresa Tran, Senior Manager, Community Engagement, York | Simcoe | Durham

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

OVERVIEW

The Aurora GO Construction Liaison Committee meeting was held on Thursday, May 14, 2026, at Aurora Town Hall. The meeting included a presentation outlining project milestones, current and upcoming work, as well as new communication channels and updates. This was followed by a productive discussion covering a broad range of topics.

There was a renewed commitment to hold future CLC meetings on a more regular cadence, aligned with the availability of substantive updates. Between meetings, Metrolinx will provide written updates on minor activities and smaller-scale work related to Aurora GO. Committee members were also encouraged to connect with the York-Simcoe Community Engagement team between meetings should any questions arise.

QUESTIONS

1. **What are the boundaries for the planned double track under this current Aurora GO Project? A committee member also suggested providing a diagram highlighting the areas of double tracking to give the community to clearer understanding of where the work will take place.**

The northern limit is approximately 150 metres north of Centre Street and the southern limit is approximately at Cousins Drive. Metrolinx appreciate the feedback and will share with our Communications team for their consideration.

2. **A committee member noted that popular events such as the Farmers' Market and the Aurora Chamber Street Festival present valuable opportunities for Metrolinx to establish a presence and engage directly with residents?**

We thanked the committee member for sharing this insight. We are aware of these opportunities and continuously explore the most effective ways to engage with the community. We are currently reviewing upcoming engagements opportunities and look forward to participating in Aurora again, as we have in the past.

3. **Does the station have adequate capacity to support the increasing demand from customers? What is the anticipated timeline for completion of double tracking for the Barrie line?**

We cannot comment on completion for double tracking across the Barrie line, as this involves the scope of multiple projects and would be dependent on construction progress across these projects. Under the current Barrie Line GO Expansion service plan, 15-minute all-stop service is prioritized up to Maple GO, 30-minute all-stop service continues to Aurora GO, and 60-minute all-stop service is prioritized up to Bradford GO. This approach is designed to align service improvements with existing and planned infrastructure capacity across the Barrie Line. We shared an update on our [GO Expansion corridor missions](#) at a recent board meeting which lays out a clear picture of all the work that is required to reach the desired service levels, including interim service increases as projects are completed.

The current Aurora GO project scope is to support increasing future demand and rail service along Barrie corridor and at Aurora GO. The project includes a second track, a new west platform, a pedestrian tunnel with elevator access connecting both sides of the station, improving accessibility, and customer flow. Additional upgrades include improved platform features and new digital signage with real-time train information. Overall, these improvements will help prepare the station for more frequent train service and future service enhancements as infrastructure improvements continue along the corridor.

Barrie Line GO Expansion Corridor Mission



4. **What are the anticipated timelines for double tracking as part of the Aurora GO project?**

As part of the current Aurora GO project scope, completion of double tracking work is anticipated for end of 2027, though this is subject to change based on construction timelines.

5. **What needs to be completed before Aurora GO can receive the 30-minute service? Additionally, when the Barrie line reaches its long-term goal of 15-minute service, can residents expect trains every 7-8 minutes, assuming service operates in both directions?**

Our [GO Expansion corridor missions](#) outlines a clear picture of all the work required to achieve the target service levels, including interim service increases as projects are completed. As identified in our Barrie Line GO Expansion Corridor Mission, key initiatives required include double tracking and the addition of new platforms at multiple stations, upgraded signalling, implementation of electrification, procurement of a new electric fleet, as well as completion of phase 2 of the Union Station Rail Corridor project. To date, several milestones have been achieved, including the Davenport Diamond grade separation, double tracking between Snider South to Concord, and the addition of a new platform at Rutherford station - bringing us one step closer to delivering the 30-minute service.

For the 15-minute electrified service at Aurora GO, this refers to peak directional service. For example, during the morning rush hour, service is primarily southbound, while in the afternoon rush hour, it is primarily northbound.

6. **The Town is planning on building a multi-use path on the west side of Yonge St South, from Bloomington Road N to the Yonge St bridge (near Industrial Parkway South). Would the work on the multi-use path be disrupted by work on the Yonge Street Bridge?**

At this time, there are no active or planned Metrolinx projects anticipated to impact the proposed multi-use path in the near term, and ongoing dialogue will continue to support future planning initiatives, where appropriate. We have previously communicated to the Town in March 2025 that we will not be expanding Yonge Street Bridge as double track through that segment is not required to deliver increased service to Aurora and north. Metrolinx continues to work collaboratively with the Town of Aurora and York Region and remains committed to ongoing coordination.

7. **Will the trains be stored within the rail corridor overnight when it's not in use?**

There are multiple layover facilities across our network, including locations near Bradford GO and south of Allandale Waterfront GO, and trains operating on the Barrie line may be housed at any of these facilities across our network. Trains are not stored overnight in the vicinity of Aurora GO Station.

8. **Is there a status update on the Wellington grade separation? Currently when trains are stopped at the station, the level crossing is triggered, causing the crossing arms to lower. This results in traffic congestion on the roadway even when no train is passing through.**

Metrolinx, the Town of Aurora and the Region of York are working together to undertake a Traffic Impact Study to assess the impact of the Wellington Street East and Centre Street level crossings on the future operations of the surrounding road network, taking into consideration future train service levels and projected growth in the area. A vendor was recently selected to lead the analysis, and the traffic impact study will be underway shortly.

We recognize these challenges with the false activations. As part of the GO Expansion program, we are actively exploring infrastructure and signal enhancements that are expected to help reduce these occurrences.

9. **Could you provide a status update on the whistle cessation efforts?**

Whistle cessation is a municipally led process, allowing municipalities the option to eliminate routine train whistling at level crossings if it aligns with their communities' priorities. Metrolinx has partnered with municipalities such as the Township of King and the City of Markham to successfully implement whistle cessation where it has been requested.

Currently, there have been no active applications started by the Town of Aurora for whistle cessation. However, Metrolinx is working through a grade crossing enhancement program. This program involves the installation of various safety measures at crossing across the GO Transit network that will surpass Transport Canada's grade crossing requirements.

10. **A committee member suggested that information shared during this meeting could be circulated by CLC members, along with details in Metrolinx's construction notices. It was further recommended that this information be distributed to local media outlets as well.**

We expressed our appreciation for their ongoing support in helping to inform their respective communities. As highlighted in the presentation, we have introduced new communication channels, including our Interactive Map and York-Simcoe specific social media accounts. We would appreciate it if these channels, along with the presentation and meeting minutes, could be shared with their communities.

Our communication methods have recently changed, and as a result, you may receive a notification requesting consent from us to engage, in accordance with privacy regulations.

11. **A committee member noted that 2028 will mark the 175th anniversary of the first train service to Aurora, and that planning is already underway to recognize this important milestone.**

We appreciate this being brought to our attention and look forward to collaborating with our corporate communications partners at the Town to support the celebration of this important milestone, where possible.

12. **Is there an update on noise walls? The community is concerned about the potential increases in noise levels associated with the introduction of 15-minute service.**

Noise walls are not currently planned for the Aurora GO area within the current approved project scope. Noise mitigation measures, including potential noise walls, were assessed through the environmental assessment and electrification studies.

The studies examined the potential impacts of increased train service on the corridor as well as the associated station improvements, and considered factors such as acoustic effectiveness, operational requirements, property constraints, and constructability when determining where to advance noise mitigation. Based on the current design, technical review, site conditions, and construction constraints, noise walls in this area were not advanced.

As with all infrastructure projects, environmental mitigation measures are assessed based on the scope and design available at the time of review and may be revisited through future project phases or scope changes, where applicable.

- 13. A committee member suggested waiting until the introduction of 15-minute service before undertaking the traffic impact study, to allow for more accurate assessment of resulting traffic conditions. It was also recommended that the study consider travel patterns beyond the summer period, as seasonal conditions may not reflect typical daily activity.**

The traffic impact study is being conducted by a specialized third-party consultant with extensive expertise in transportation planning and advanced modelling. The approach applies industry-leading methodologies, information by robust data inputs. The modelling incorporates current travel data alongside projected future conditions including planned train service levels and projected growth provided by the Town.

This comprehensive approach is designed to provide reliable projection of future traffic patterns. While the study will represent the best available analysis based on collected information and established practices, evolving conditions may influence outcomes over time.

- 14. A committee member expressed concerns that vibration monitors were only located on one side of the corridor as the elevation differs between the two sides hence readings may not be accurate.**

We understand that vibration and potential impacts to nearby properties are important concerns for residents. To monitor this, vibration monitors have been installed at strategic locations along the corridor. While it isn't feasible to place monitors at every requested property, monitoring locations are selected based on industry standards. Since construction activity is centrally located within the corridor, these standards assume that conditions are generally comparable on both sides of the corridor under typical circumstances.

To date, recorded vibration levels have remained below established regulatory thresholds. In addition, where permitted by property owners, pre-construction condition surveys were completed to document existing conditions. These records will be used to help assess any changes at the conclusion of construction, and we will continue to work with property owners as part of that review process.

15. **Will properties need to be expropriated to support the construction of the Wellington grade separation? There is a municipal heritage building at on Wellington Street East, near the proposed Wellington grade separation - how will it be protected?**

A traffic impact study will be undertaken to help assess future conditions. As a provincial agency, we recognize the importance of preserving heritage assets and take steps to protect them. Metrolinx has an internal heritage process that considers known or potential cultural heritage resources as part of project planning and construction. If any impacts to a known or potential cultural heritage property are identified, we would work to ensure the appropriate heritage process is undertaken.