



# METROLINX

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Office of the President and Chief Executive Officer

Bruce McCuaig  
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February 2, 2017

Mr. Mahdoun Shoukri  
President & Vice-Chancellor  
York University  
1050 Kaneff Tower  
4700 Keele Street  
Toronto, ON M3J1P3

Dear Mr. Shoukri,

**RE: Response to your letter regarding the York University GO Train Station**

Thank you for your letter to Chair Robert Prichard regarding York University GO station. I am pleased to respond on his behalf. I understand that the future of this station is a subject of concern for students and staff at York University, as well as local residents, businesses and employers. I would like to clarify that no decisions have been made on the future of the station. I hope I will be able to clarify the status of this station, and illuminate the significant transit improvements that are in store for this part of our region.

York University GO station continues to perform very poorly, with approximately 225 daily users. According to our estimates, approximately 75% of these users take the York University-operated shuttle bus to connect with the York University campus. The remaining users make their way to other destinations.

Direct subway service to York University campus will be a reality in December 2017. The new Downsview Park station will be an interchange between the TTC subway and the GO train, and will allow University students and staff on the GO train to easily transfer to TTC services. In addition to the university campus, the Toronto-York Spadina Subway Extension will open up a number of new destinations for transit riders who live in, work at, or visit this part of our region.

The TTC subway extension and the new GO train station will combine to create an integrated transit network that is a significant improvement over the facilities that are currently in place. We are working with the TTC to make this solution as customer-friendly as possible.

We are also moving forward with the Finch West LRT, which will connect with the subway at Finch West station.

Metrolinx, in partnership with the local Smart Commute office, is also working with the DUKE Heights BIA, representing the employment area to the east of campus, to support opportunities to improve employee access by multiple modes.

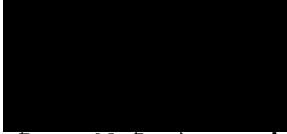
Finally, we are also working to transform the Barrie GO corridor into a true regional rapid transit service, with trains in both directions at 15 minute frequencies throughout the day. Combined with the other transit improvements that are underway, this will make York University's campus and the Duke Heights employment area much more easily accessible by transit, from origins across the Greater Toronto and Hamilton Area, at any time of day.

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York University GO station opened in 2002 as a temporary facility in anticipation of future changes to the transit network in the area. It was built at a time when there were very few other transit options in the area. Its future will be evaluated in the context of the much improved transit infrastructure that is coming to this part of Toronto, which will serve more people and destinations, more conveniently than ever before. It will also be evaluated in the context of the entire Barrie GO corridor, and the regional transit network as a whole.

I hope I have been able to address some of your concerns regarding the future of York University GO station. We will keep the University community informed about the station as the Toronto-York Spadina Subway Extension nears completion. In the interim, if your staff would like to meet with Metrolinx representatives please contact Judy Pfeifer, Chief Communications and Public Affairs Officer at [judy.pfeifer@metrolinx.com](mailto:judy.pfeifer@metrolinx.com). As well, we will include your original incoming letter along this response at the next Board of Directors meeting, scheduled for February 17, 2017.

Sincerely,



Bruce McCuaig  
President & Chief Executive Officer



Office of the President

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September 14, 2016

J. Robert S. Prichard  
Chair, Metrolinx Board of Directors  
20 Bay St, Toronto, ON  
M5J 2W3

Dear Mr. Prichard,

*Rob*

**Re: Proposed Closure of York University GO Train Station**

I am writing to convey York University's strong support that Metrolinx retain the York University GO Train Station located at 595-A Canartic Drive as part of the establishment of the Regional Express Rail (RER) network. This station, which has been in operation for fourteen years, provides a vital transit service to both the York University Keele Campus and the employment district that surrounds the station. Given its central location within a large and growing catchment area, this station has the potential to attract increased ridership with the advent of the RER frequent all-day service.

York University is already a significant GTA destination, with over 53,000 students and 14,000 staff and faculty commuting daily to the Keele Campus. In addition, there are approximately 6,000 community members at the Seneca@York Campus. Some 30,000 people work in the employment districts that flank the station to the east and west. This is a rapidly growing community with a population that continues to increase. The 2009 York University Secondary Plan envisages up to 24,500 new residents and up to 21,000 new jobs on the lands that surround the campus academic core. As we collectively work toward reducing traffic congestion and commuting times across the GTA, it is imperative that residents, employees, and visitors to this established and growing Gateway Hub continue to be provided with a range of transit options.

Over the past two decades, York University prioritized initiatives to reduce the use of single occupant vehicles and to help community members adopt sustainable means of travel. Since 2000, as a member of Smart Commute, York has embraced the value of transportation management associations and transportation demand management as key in the fight to reduce traffic congestion in the GTA. York has been committed to reduce

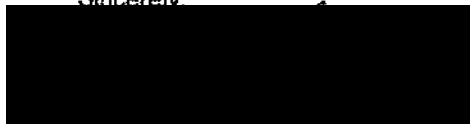
traffic by its support of carpool and car share services, as well as its systematic reduction of parking. To support its community use, York has operated its own shuttle bus service between the campus and the York University GO Train Station since 2002. York's wide ranging efforts have resulted in the reduction in the level of single occupant vehicle use to access the campus from 70% to 20% - surely an impressive, if not unprecedented achievement. We believe strongly that the continued access to a range of convenient and affordable public transit is crucial to sustain this trend.

The closure of the York University Station will eliminate convenient transit access to the Keele Campus and surrounding employment district. The impact of this loss is likely to force the local users to consider other options, including the potential reversion to single occupant vehicles. As our academic community and surrounding City neighbourhoods continue to grow, so too should supporting infrastructure to meet the demand. Development of the RER network offers an opportunity to enhance this station in order to improve access and utilization. The benefit of frequent all-day service, combined with a pedestrian connection and a platform on the east side of the tracks, would undoubtedly generate higher ridership at this station.

As you know, York's desire to see the station remain a part of RER is shared by other important stakeholders including City of Toronto Council, City Planning staff, and the local Business Improvement Association east of our campus.

I hope that Metrolinx will recognize the efforts that York has made over the years to work collaboratively with our transit partners to ensure the best and most convenient way to service the growing York population and that of the surrounding business community. Maintaining the York University GO Train Station is a critical element of that equation.

Sincerely,

A large black rectangular redaction box covering the signature of Mamdouh Shoukri.

Mamdouh Shoukri, C.M., O.Ont., Ph.D., P.Eng  
President and Vice-Chancellor

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