

To: Philip Safos[Philip.Safos@metrolinx.com]
From: Stephan Mehr
Sent: Tue 6/4/2013 3:14:27 PM
Subject: FW: Bloor/Dundas West PPUDO projections

Did we not provide these already to Ian Griffith?

Stef

From: Casey Ge [mailto:cge@coleengineering.ca]
Sent: Friday, May 03, 2013 2:44 PM
To: Stephan Mehr; Ian Griffiths
Cc: Andrea Friedman (afriedman@urbanstrategies.com); Philip Safos
Subject: RE: Bloor/Dundas West PPUDO projections

Good afternoon Stephan, will we be able to get some peak hour vehicle trip assumptions at the proposed Metrolinx PPUDO from you next week? I will need those numbers to complete the traffic study. Your prompt attention to this matter is greatly appreciated. Would you kindly get in touch with me at your earliest convenience?

Best Regards,

Casey Ge, P.Eng.

Transportation Engineer

Cole Engineering Group Ltd.

70 Valleywood Dr., Markham, ON L3R 4T5

Tor. Line: 416-987-6161, Ext. 245 Phone: 905-940-6161 Fax: 905-940-2064

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From: Stephan Mehr [<mailto:Stephan.Mehr@upexpress.com>]
Sent: April 26, 2013 12:56 PM
To: Ian Griffiths
Cc: Casey Ge; Andrea Friedman (afriedman@urbanstrategies.com); Philip Safos
Subject: RE: Bloor/Dundas West PPUDO projections

Hi Ian:

I will work next week with Phil Safos to pull up the numbers expected at Bloor station. We will give you a preliminary breakdown of the modes which we expect these guests to transfer to/from and give you peak hours and 15 mins for morning and evening peaks.

Stephan

From: Ian Griffiths
Sent: Thursday, April 25, 2013 5:14 PM
To: Stephan Mehr
Cc: Casey Ge; Andrea Friedman (afriedman@urbanstrategies.com)
Subject: FW: Bloor/Dundas West PPUDO projections

Stephan,

Following up on the Bloor meeting last week, does UP Express have further information on what the peak hour of service for UP Express is likely to be, and what percentage of the total service that would make up? Are there any ridership studies we can share with Lormel's consultants to make a prediction of PPUDO traffic?

Thanks,

Ian Griffiths, AICP, LEED AP

Transportation Planner

Strategic Policy and Systems Planning



20 Bay Street, Suite 600 / Toronto, ON, CA / M5J 2W3

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From: Casey Ge [<mailto:cge@coleengineering.ca>]

Sent: Thursday, April 25, 2013 1:38 PM

To: Ian Griffiths

Subject: FW: Bloor/Dundas West PPUDO projections

Good afternoon Ian, sorry to trouble you again. Can you kindly let me know if you've looked into this matter?

We are waiting on the information to update our Traffic Impact Study.

Thank you so much

Casey Ge, P.Eng.

Transportation Engineer

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From: Casey Ge
Sent: April 22, 2013 2:33 PM
To: 'Ian.Griffiths@metrolinx.com'
Cc: Michael Bat
Subject: RE: Bloor/Dundas West PPUDO projections

Hi Ian, it was great meeting on last Friday. I received a copy of the Mobility Hub Report and was going through all the information in there. I have some questions that perhaps you can help me with?

Can you let me know where did you derive the 1711 two-way pedestrian trips from?
Also is there a percentage we can assume based on the 100-200 daily passenger trips

that will occur during morning and afternoon peak hours? Based on my experience, peak hour trips are usually 10% of the all day trips, but Luigi mentioned at last Friday's meeting that he would like a validated assumption as to how much is the peak hour percentage. Do you have any information on that?

Thank you

*Our initial estimates of pick-up / drop-off activity was based upon approximately 5 percent of the total initial boardings / final alightings being related to formal pick-up / drop-off activity. The preliminary forecasts of 100 to 200 people on a daily basis was calculated based upon 5% of the **1711 two-way pedestrian trips** made to / from the GO services in 2031 (+/- 85 trips) in the morning peak period and assuming the afternoon peak period would generate an equivalent level of activity.*

Casey Ge, P.Eng.

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From: Andrea Friedman [<mailto:afriedman@urbanstrategies.com>]
Sent: April 19, 2013 11:15 AM
To: Casey Ge; Pino DiMascio
Cc: 'elvio@lormelhomes.com' (elvio@lormelhomes.com); 'john@lormelhomes.com' (john@lormelhomes.com); Jane Pepino (jpepino@airdberlis.com)
Subject: FW: Bloor/Dundas West PPUDO projections

Hi all,

In advance of our meeting today with Metrolinx and the City, please follow below regarding the updated information from Metrolinx regarding the projections for the drop-off from the Mobility Hub Study. The study was originally done by BA Group as part of the Mobility Hub Study, and as you'll see, it assumes the Downtown Relief line would terminate at Bloor-Dundas, the GO Transit would be upgraded to express rail, and the Milton line would also stop at Bloor, so these numbers are all very preliminary.

-Andrea

From: Ian Griffiths [<mailto:Ian.Griffiths@metrolinx.com>]
Sent: Friday, April 19, 2013 11:05 AM
To: Andrea Friedman
Subject: FW: Bloor/Dundas West PPUDO projections

Hi Andrea,

Please see below the analysis that was done to create the PPUDO vehicle projection that was included in the Mobility Hub Study.

Stephan Mehr of UP Express will also be attending this afternoon's meeting and he will have some more recent ridership figures for UP Express.

See you this afternoon,

Ian Griffiths, AICP, LEED AP

Transportation Planner

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From: Alun S. Lloyd [<mailto:Lloyd@bagroup.com>]

Sent: Friday, April 19, 2013 10:49 AM

To: David Sajecki; Ian Griffiths

Cc: Matt Reid

Subject: RE: Bloor/Dundas West PPUDO projections

Hi David

Yes – I believe so – these were the high end forecasts being considered at the time.
Pretty substantial.

Thx

From: David Sajecki [<mailto:dsajecki@brookmcilroy.com>]
Sent: April-19-13 10:39 AM
To: Alun S. Lloyd; Ian Griffiths
Cc: Matt Reid
Subject: RE: Bloor/Dundas West PPUDO projections

Thanks Alun,

To clarify for Ian, is it correct that the projected 2031 ridership numbers are based on the assumption that all GO Transit services stopping at Bloor in 2031 will have been upgraded to express rail? I believe these numbers also include the Milton line stopping at Bloor?

Ian – as you can see from the chart below the numbers are also based on the downtown relief line terminating at Bloor/Dundas West.

As Alun mentioned these numbers are very preliminary. They will decrease significantly if express rail GO service and the downtown relief line are not built.

From: Alun S. Lloyd [<mailto:Lloyd@bagroup.com>]
Sent: April-19-13 10:32 AM
To: Ian Griffiths
Cc: Matt Reid; David Sajecki
Subject: RE: Bloor/Dundas West PPUDO projections

Hi Ian

The GO Transit pick-up / drop-off activity forecast was developed from a review of the initial boardings / final alightings information derived from Metrolinx modelling work that

formed the basis of the mobility hub analysis.

This initial boarding / final alighting volume includes people arriving / leaving the system on-foot (rather than on transit) and includes pick-up / drop-off related activity which forms, based upon our very preliminary analysis, a small component of this activity.

The initial boardings / final alightings information is outlined in Table 6 of the Mobility Hub study (the bracketed numbers) and comprises of some 1,711 two-way person trips (635 + 1076) during the morning peak period based upon the Metrolinx modelling work.

Table 6 – 2031 Projected Ridership Transfers During Morning Peak Period (6 – 9 a.m.)

From / To

Bloor Subway

Downtown Relief Line

GO

Walk and Local Transit

Total

Bloor Subway

-

5,370

5,098

1,477 (714)

11,945

Downtown Relief Line

3,255

-

1,527

530 (186)

5,312

GO

8,888

1,745

-

2,770 (635)

13,203

Walk and Local Transit

2,272

(804)

1,500

(580)

2,467

(1,076)

-

6,239

Total

14,415

8,615

9,090

4,777

36,897

Notes

1. Forecasts reflect 2031 RTP (FF + FU) projections obtained from Metrolinx
2. (xx) = initial boardings / final alightings included within forecasts

The majority of these final alightings / initial boardings will be undertaken on-foot by people living in the Mobility Hub / Dundas / Bloor / Roncevalles area who walk to the GO services at the expanded Bloor Station. Pick-up / drop-off activity would form only a small proportion of this activity given the urban nature of the site context.

Our initial estimates of pick-up / drop-off activity was based upon approximately 5 percent of the total initial boardings / final alightings being related to formal pick-up / drop-off activity. The preliminary forecasts of 100 to 200 people on a daily basis was calculated based upon 5% of the 1711 two-way pedestrian trips made to / from the GO services in 2031 (+/- 85 trips) in the morning peak period and assuming the afternoon peak period would generate an equivalent level of activity.

These numbers are, as you can appreciate, extremely preliminary but do offer a sense of the order of magnitude for the anticipated pick-up / drop-off activity.

Hope this helps

Alun

From: Ian Griffiths [<mailto:Ian.Griffiths@metrolinx.com>]

Sent: April-18-13 1:42 PM

To: Alun S. Lloyd

Cc: Matt Reid <mreid@brookmcilroy.com> (mreid@brookmcilroy.com); David Sajecki (dsajecki@brookmcilroy.com)

Subject: Bloor/Dundas West PPUDO projections

Hi Alun,

I left you a voicemail just now – I'm wondering if you have any further background information on how the projection of how many vehicles would use the Passenger Pick up and Drop Off at Bloor-Dundas West was generated.

The Mobility Hub Study document states:

It is anticipated that pick-up/drop-off traffic activity levels will be relatively modest given the context of the Mobility Hub area and may increase to 100-200 daily passengers by 2031.

I have searched my files and I can't find any further documentation of a transportation analysis that might indicate how this number was generated.

Please contact me as soon as possible as I am to attend a meeting with the City of Toronto tomorrow (Friday) where they have asked for additional information on the estimate that was generated by our study.

Thanks,
Ian

Ian Griffiths, AICP, LEED AP

Transportation Planner

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