To: Ian Griffiths[Ian.Griffiths@metrolinx.com]; Casey Ge[cge@coleengineering.ca]
Cc: Michael Bat[MBat@coleengineering.ca]
From: Philip Safos
Sent: Wed 5/29/2013 2:17:38 PM
Subject: RE: Bloor/Dundas West PPUDO projections

Hi Casey… Hoping this helps answer your questions. If not please let me know.

1. Yes apply both the 14.1% and 17.1% since all vehicle drop-off should occur at the PPUDO, including taxis.

2. Only TTC buses/streetcars operate from Dundas West subway station, and they have their own loop for that across the street. Self drive vehicles would park at nearby private parking lots (i.e. Green P) and would not impact the PPUDO.

3. The number of arrivals and departures are identified in the separate columns (i.e. to T1 and from T1) – no need to double the numbers to account for inbound and outbound.

4. These numbers are for UP Express only. Ridership for GO here is very low, and TTC has its own facilities across the street.

Hope this helps.

Phil

From: Ian Griffiths
Sent: Wednesday, May 29, 2013 9:33 AM
To: Casey Ge; Philip Safos
Cc: Michael Bat
Subject: RE: Bloor/Dundas West PPUDO projections

Phil may be able to address these questions, I am not familiar with the analysis that was done.

Ian

Ian Griffiths, AICP, LEED AP

Transportation Planner

Strategic Policy and Systems Planning

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From: Casey Ge [mailto:cge@coleengineering.ca]
Sent: Tuesday, May 28, 2013 3:29 PM
To: Ian Griffiths; Philip Safos
Cc: Michael Bat
Subject: RE: Bloor/Dundas West PPUDO projections

Hi Ian, thanks for the table below. Can you please help me to clarify a few questions?

· I assume the numbers in the table are person trips? In order to figure out the PPUDO vehicular trips I should simple multiply these person trips by 14.1%? or multiply by 14.1%+17.1% since the Taxis will be using this PPUDO loop as well?

· Also where would the buses and drive/park be? Is there a separate parking lot for buses and self drive vehicles?

· I assume for each person trip, two vehicular trips will occur, one inbound and outbound.

· Also are these trips only related to the Bloor GO station? What about the other travel modes, air link? Dundas subway station? I assume they will be using this PPUDO loop as well?

Thanks for your help.

Casey Ge, P.Eng.

Transportation Engineer

Cole Engineering Group Ltd.

70 Valleywood Dr., Markham, ON L3R 4T5

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Email: cge@coleengineering.ca

Website: www.ColeEngineering.ca

From: Ian Griffiths [mailto:Ian.Griffiths@metrolinx.com]
Sent: May 3, 2013 3:00 PM
To: Philip Safos; Casey Ge
Cc: Stephan Mehr; Andrea Friedman (afriedman@urbanstrategies.com)
Subject: RE: Bloor/Dundas West PPUDO projections

Casey,
My apologies for not sending this along sooner, I just received the below information from Phil Safos yesterday.

Thanks,

Ian

Ian Griffiths, AICP, LEED AP

Transportation Planner

Strategic Policy and Systems Planning

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From: Philip Safos
Sent: Thursday, May 02, 2013 3:21 PM
To: Ian Griffiths
Cc: Stephan Mehr
Subject: RE: Bloor/Dundas West PPUDO projections

Hi Ian,

The table below is from the SDG 2011 ridership forecast, and shows average peak hour ridership #'s for August (peak season) from/to Bloor station. Note that Bloor station accounts for approximate 15-20% of total ridership.

In terms of access mode, the only data we have comes from a discrete choice study we did last year however I would caution you in how these numbers are used since access mode choice is highly dependent on the quality of the connection. For example, a seamless and direct connection between UP and the TTC subway tunnel would largely influence a respondents choice. Similarly, the availability and quality of a PPUDO at Bloor would also impact results significantly. In this survey, there was a limited description to the quality of the access mode and so we should apply a generous margin of error.

Bloor Access Mode from 2012 Discrete Choice Research

Taxi: 17.1%

TTC: 43.5%

Drop Off: 14.1%

Drice/Park: 5.6%

Average August Peak-Hour Passenger Flow

Year

Bloor

To T1

From T1

2015

66

60

2016

82

75

2017

95

86

2018

108

98

2019

110

100

2020

113

102

2021

115

104

2022

118

106

2023

120

108

2024

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2026

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2028

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2029

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2030

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122

2031

137

124

Please let me know if you have any questions or need anything else.

Thanks,

Phil

Philip Safos

Manager, Business Planning

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philip.safos@upexpress.com

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A Division of METROLINX **Description: UP-logo-sml**

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From: Stephan Mehr
Sent: Friday, 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

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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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Website: www.ColeEngineering.ca

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.

Transportation Engineer

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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

Strategic Policy and Systems Planning

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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

Strategic Policy and Systems Planning

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reply at administrator@bagroup.com and delete the message.
