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Cc: David Sajecki[David.Sajecki@metrolinx.com]; Daniel Haufschild[Daniel.Haufschild@metrolinx.com]
From: Bert Peverini
Sent: Wed 2/8/2012 9:35:17 PM
Subject: ARL passenger flows
[ARL - ridership for Union flows.pptx](#)

Becky:

See attachment regarding the information you requested.

Of the four graphs, the last contains the information you are looking for in terms of peak flows. The first three graphs provide some additional context. The data Exclusion per Committee Direction applies to 2015 and the last graph applies to ridership during the heaviest month of the year. Peak hour ridership estimates are quoted as passengers/hour. I suggest you use the "with ramp-up" forecasts.

Please note that the intent is to operate at 15" frequency and at this point we can only assume that ridership will be distributed more or less evenly across the 4 trains/direction that will be operating during the peak hour.

The ARL station facilities will be at the Sky Walk level and located just west of the train shed. This will provide some degree of segregation from GO and VIA flows. I would expect that the ARL pedestrian flows will pale in comparison to the GO pedestrian flows and thus will likely have relatively little impact on overall pedestrian flows. Let me know how it turns out. It will be interesting to see if my speculation is reasonable.

I do not recall if I have this information for years beyond 2015. It would take me some time to look into it. I'm busy for next few days and could have a look sometime on Monday or Tuesday.

Come see me if you have any questions.

David:

I assume it is OK to release this information to the consultant studying pedestrian flows.

BertP