



40998.65084

22393201 - Toronto Airport Rail Link

charts and tables supplied in the final report

Owner	Steer Davies Gleave
Project	22393201 - Toronto Airport Rail Link
Version	1
Sheet	Contents

Contents

Sheet number	Sheet	Description	Hidden? (1=Yes)	Protected? (1=Yes)
	1	Cover	0	0
	2	Contents	0	0
	3	Info	0	0
	4	Data >>	0	0
	5	I; chart data and tables	0	0
	6	Charts >>	0	0
	7	CHT; Slide 8	0	0
	8	CHT; Slide 9	0	0
	9	CHT; Slide 10	0	0
	10	CHT; Slide 11	0	0
	11	CHT; Slide 16	0	0
	12	CHT; Slide 17a	0	0
	13	CHT; Slide 17b	0	0
	14	CHT; Slide 19	0	0
	15	CHT; Slide 20a	0	0
	16	CHT; Slide 20b	0	0
	17	CHT; Slide 21	0	0
	18	CHT; Slide 22a	0	0
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	20	CHT; Slide 23a	0	0
	21	CHT; Slide 23b	0	0
	22	CHT; Slide 24	0	0
	23	CHT; Slide 25	0	0
	24	CHT; Slide 27	0	0
	25	CHT; Slide 28a	0	0
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	30	CHT; Slide 29d	0	0
	31	CHT; Slide 30a	0	0
	32	CHT; Slide 30b	0	0
	33	CHT; Slide 30c	0	0
	34	CHT; Slide 30d	0	0

Owner Steer Davies Gleave
Project 22393201 - Toronto Airport Rail Link
Version 1
File Info

Workbook Properties

Owner Steer Davies Gleave
Project No 22393201
Project Name Toronto Airport Rail Link
Subject Supporting charts and tables
Description charts and tables supplied in the final report

Version 1

Version Control

Precursor	Version	Description	Source Data	Developed by	Issued by	
1		1 Initial version		SDG	40998SDG	41001
2						
3						
4						
5						
6						
7						

User Instructions

- 1 Specific instructions to enable the model to function as intended...
- 2
- 3
- 4
- 5
- 6
- 7

Contents

- 1 Overview of the contents, data flows and functionality...
- 2 Note: this could be in the form of a model map
- 3
- 4
- 5
- 6
- 7

Legend

- 1 Description of the cell formatting structure employed...
- 2
- 3
- 4
- 5
- 6
- 7

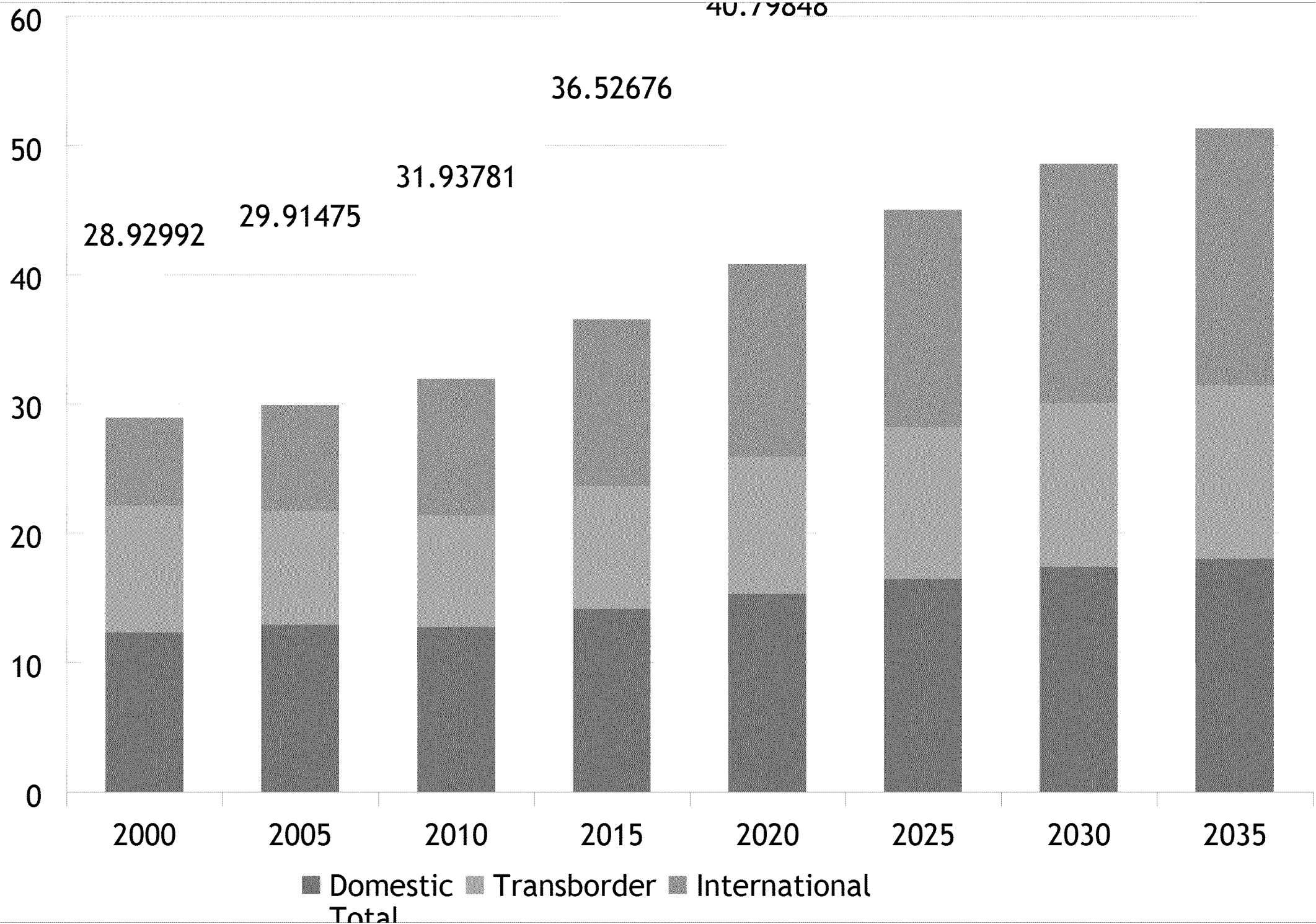
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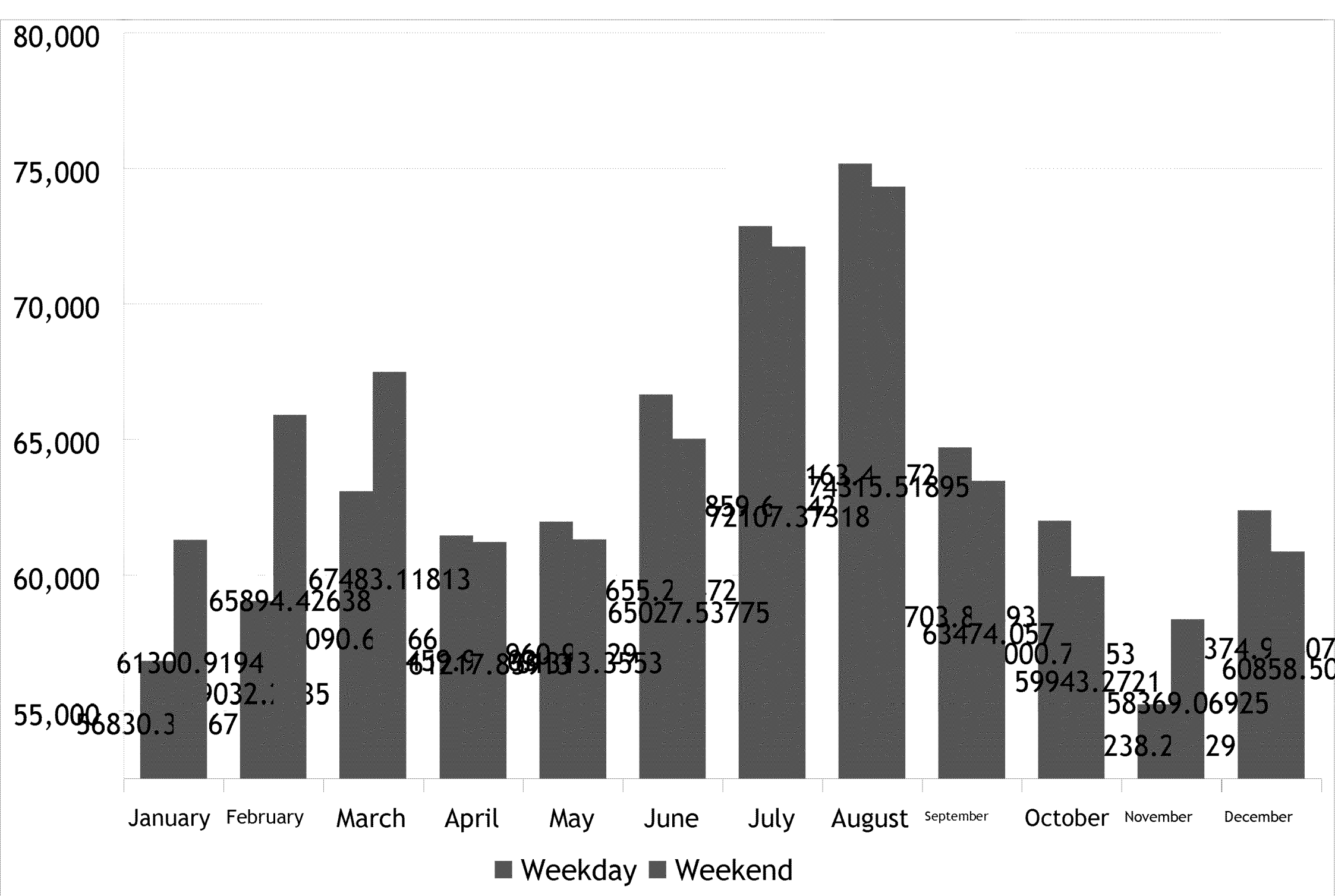
Data >>

Exclusion per Committee Direction

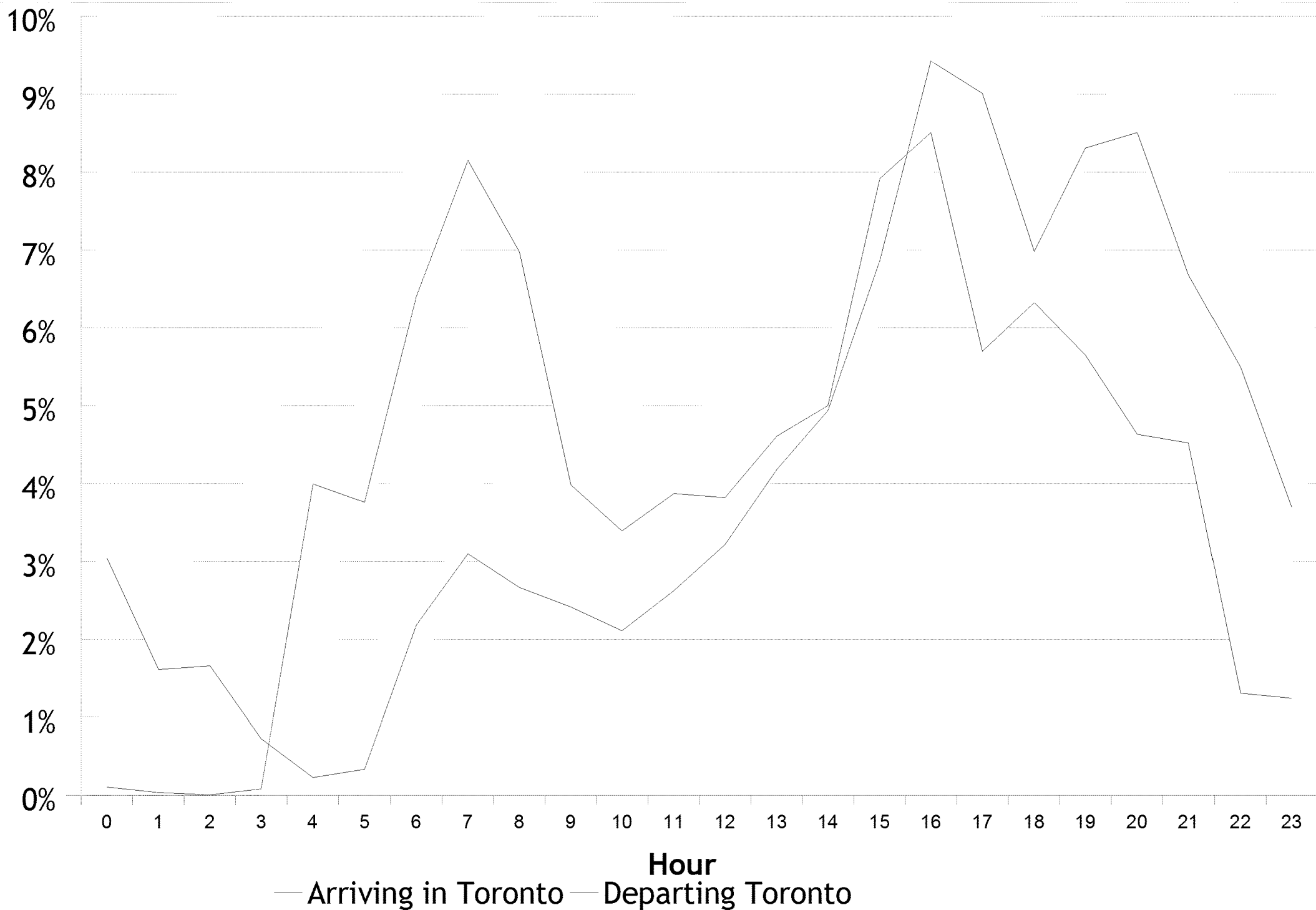
Charts >>

Annual
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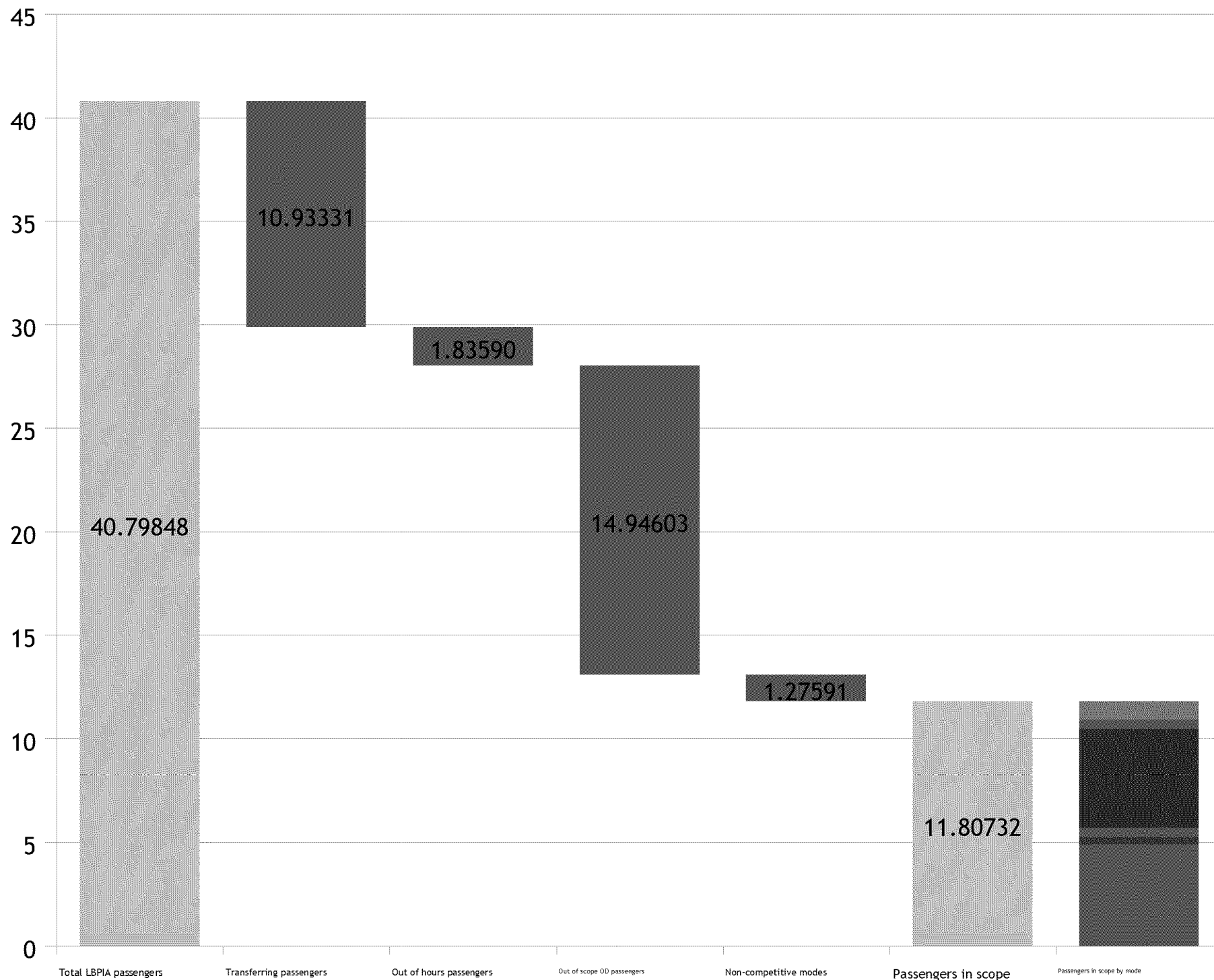




Pro
portion
of
Daily
Air
Pass
engers

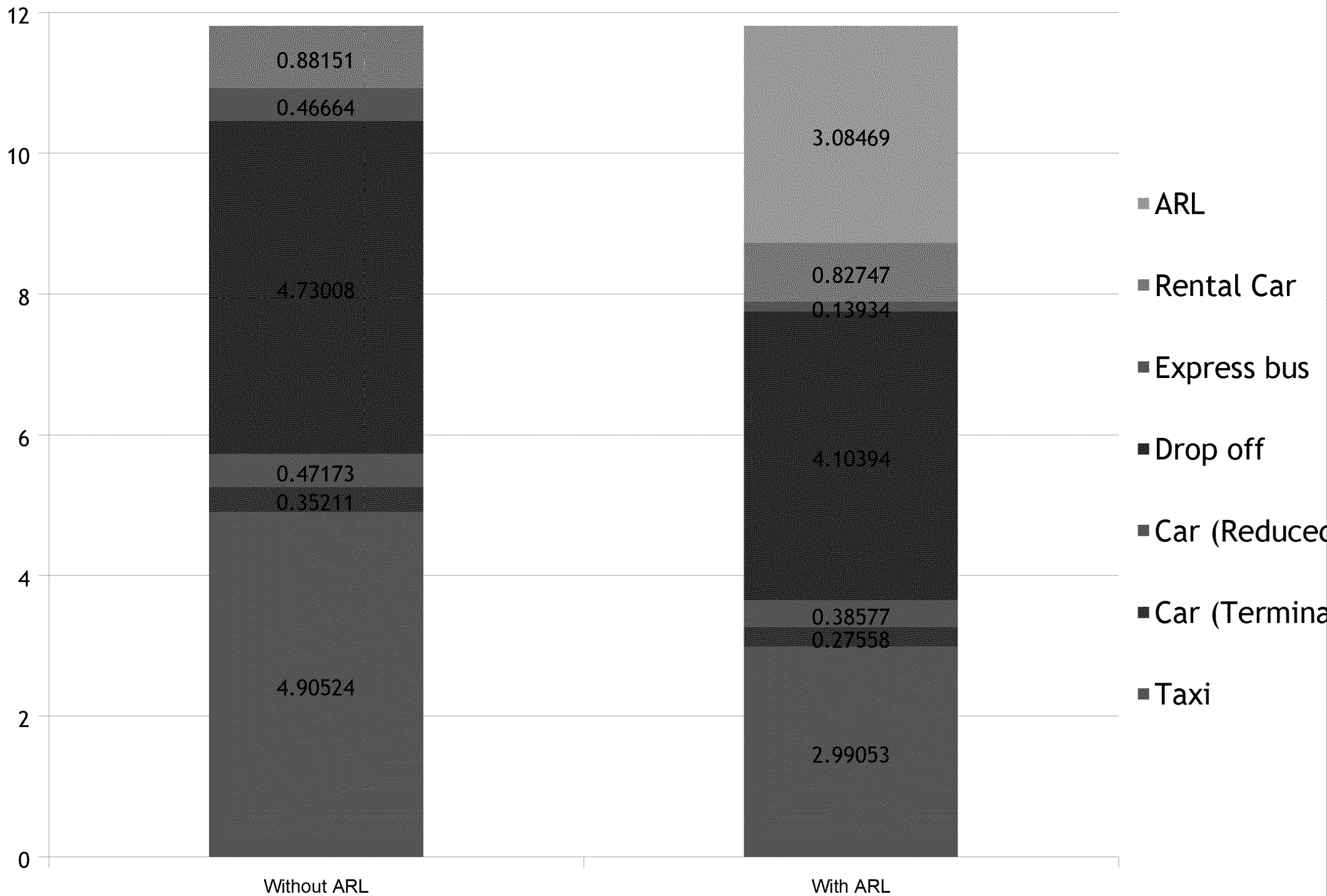


2020
Passengers
(millions)

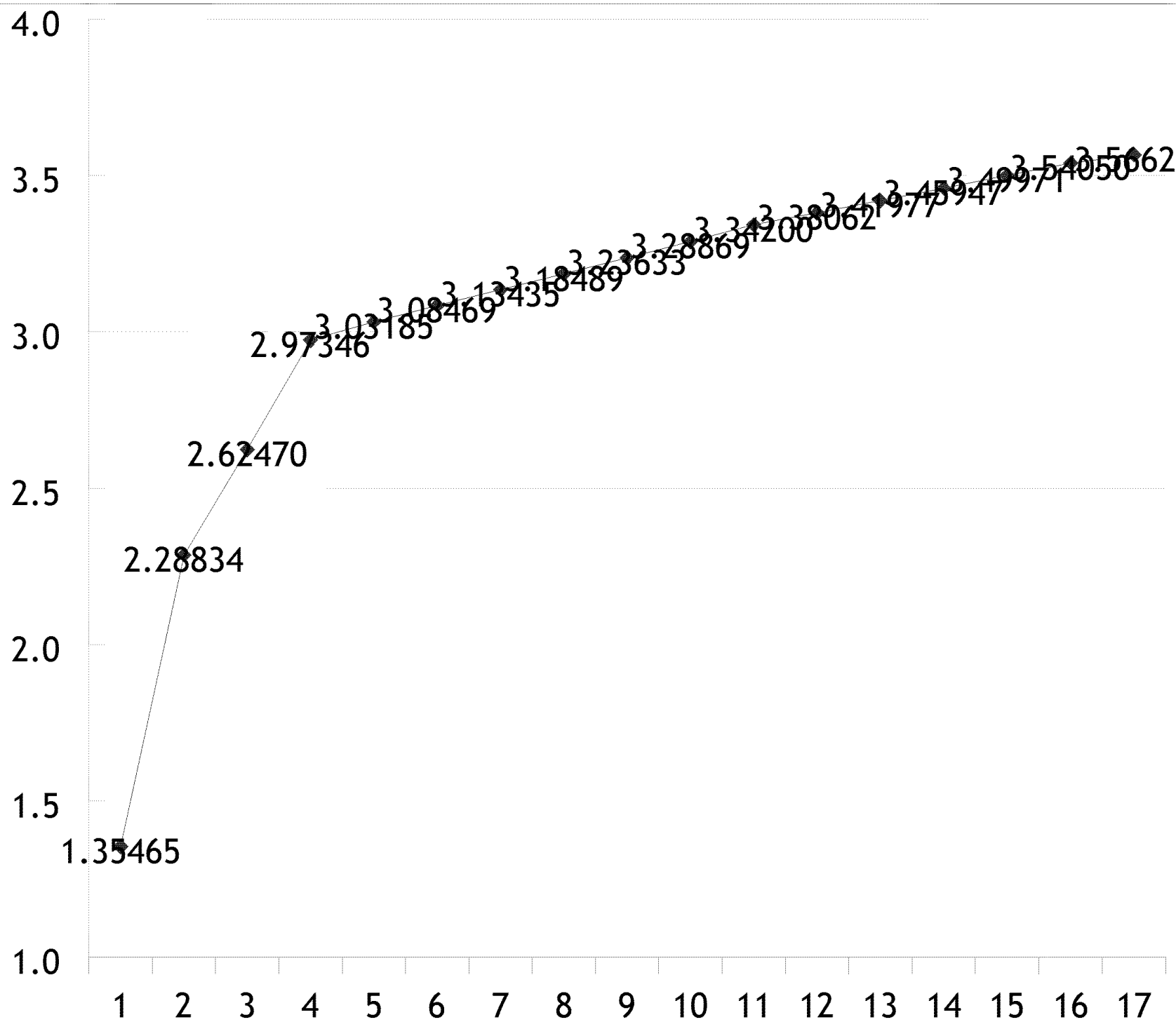


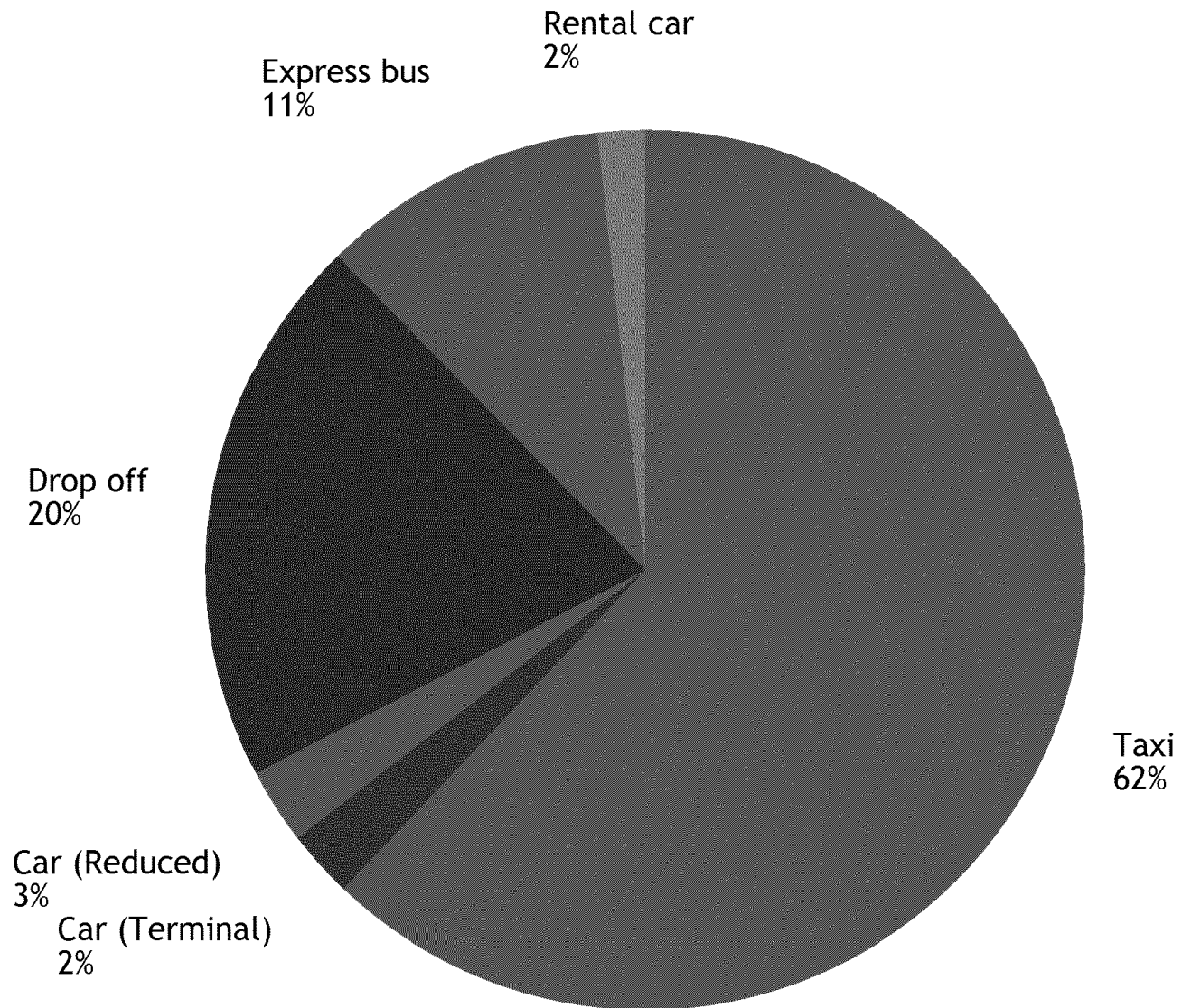
- up
- Drop
- down
- Car (3.0)
- blank
- Car (1.0)
- stop
- Taxi

In-
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Pass
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(mill
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)

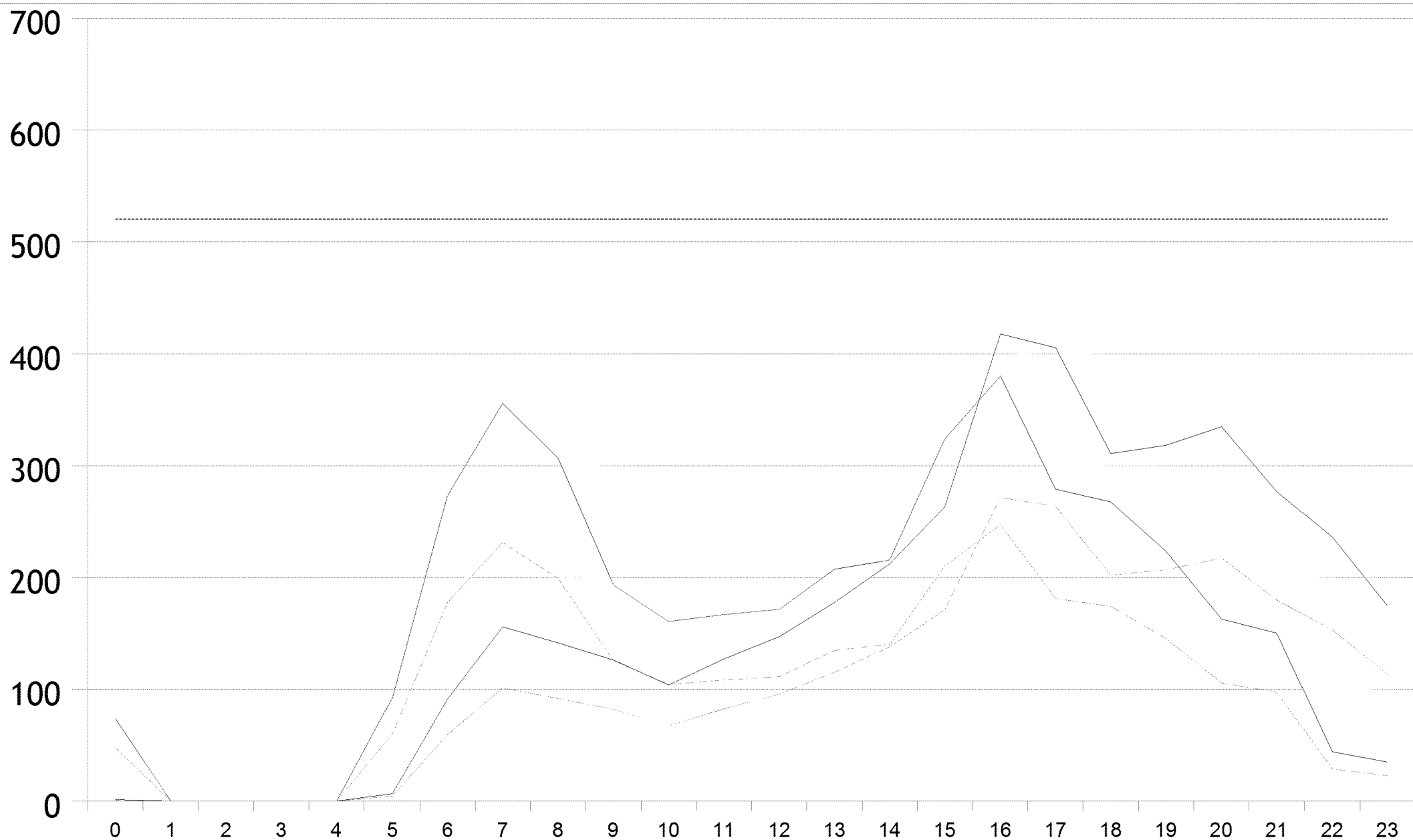


Forecast
ARL
Passengers
(millions)





Hourly
ARRL
Pass
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(Av
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201
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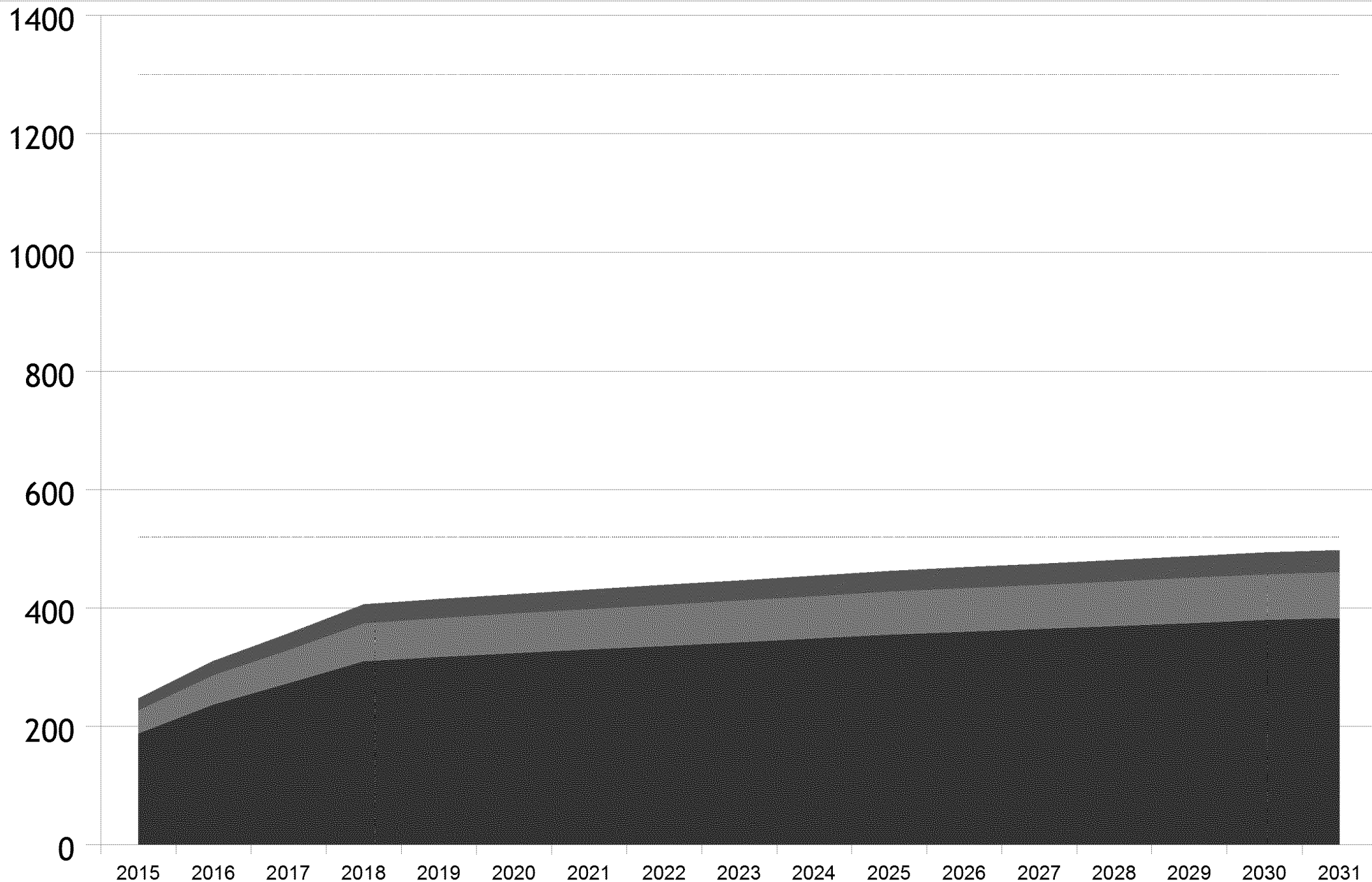


Hour of Day

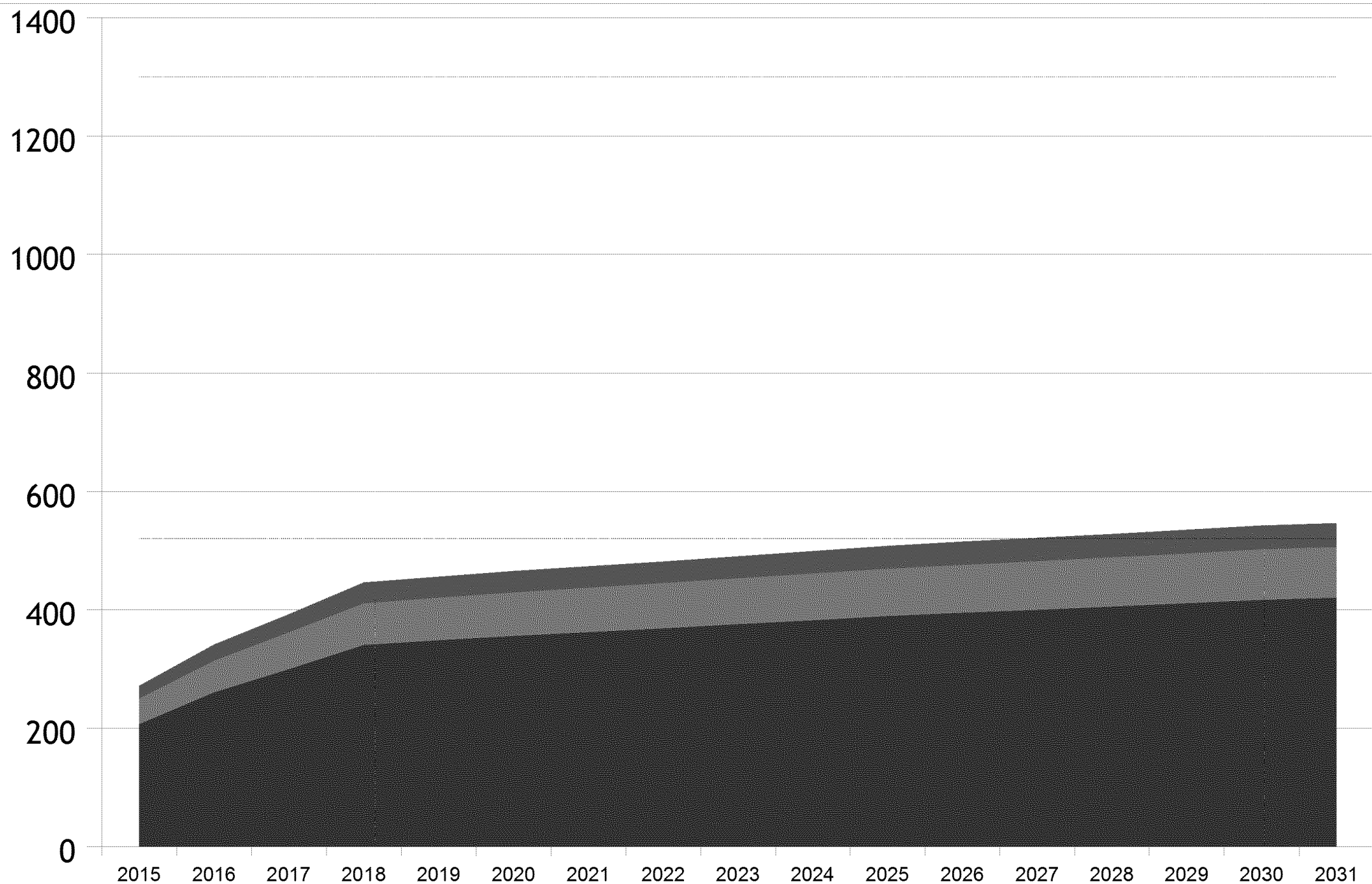
— To Airport (no ramp-up) — From Airport (no ramp-up) — To Airport (ramp-up)

— From Airport (ramp-up) — 2 car capacity

Peak
Hour
hourly
ARL
Pass
engers
to
LBPI
A

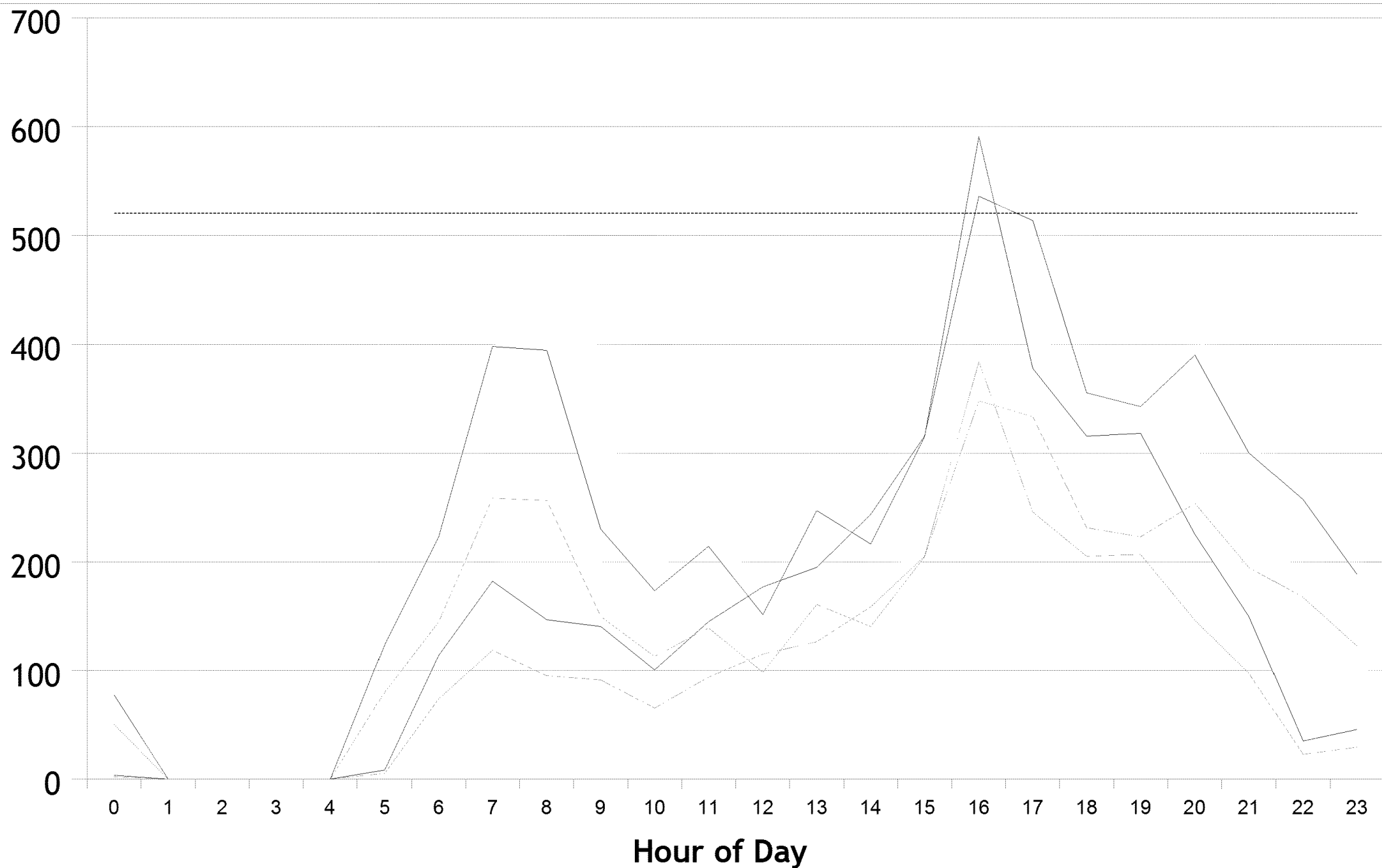


Seated Capacity (2 cars) Union Bloor Weston Woodbine
Seated Capacity (3 cars)



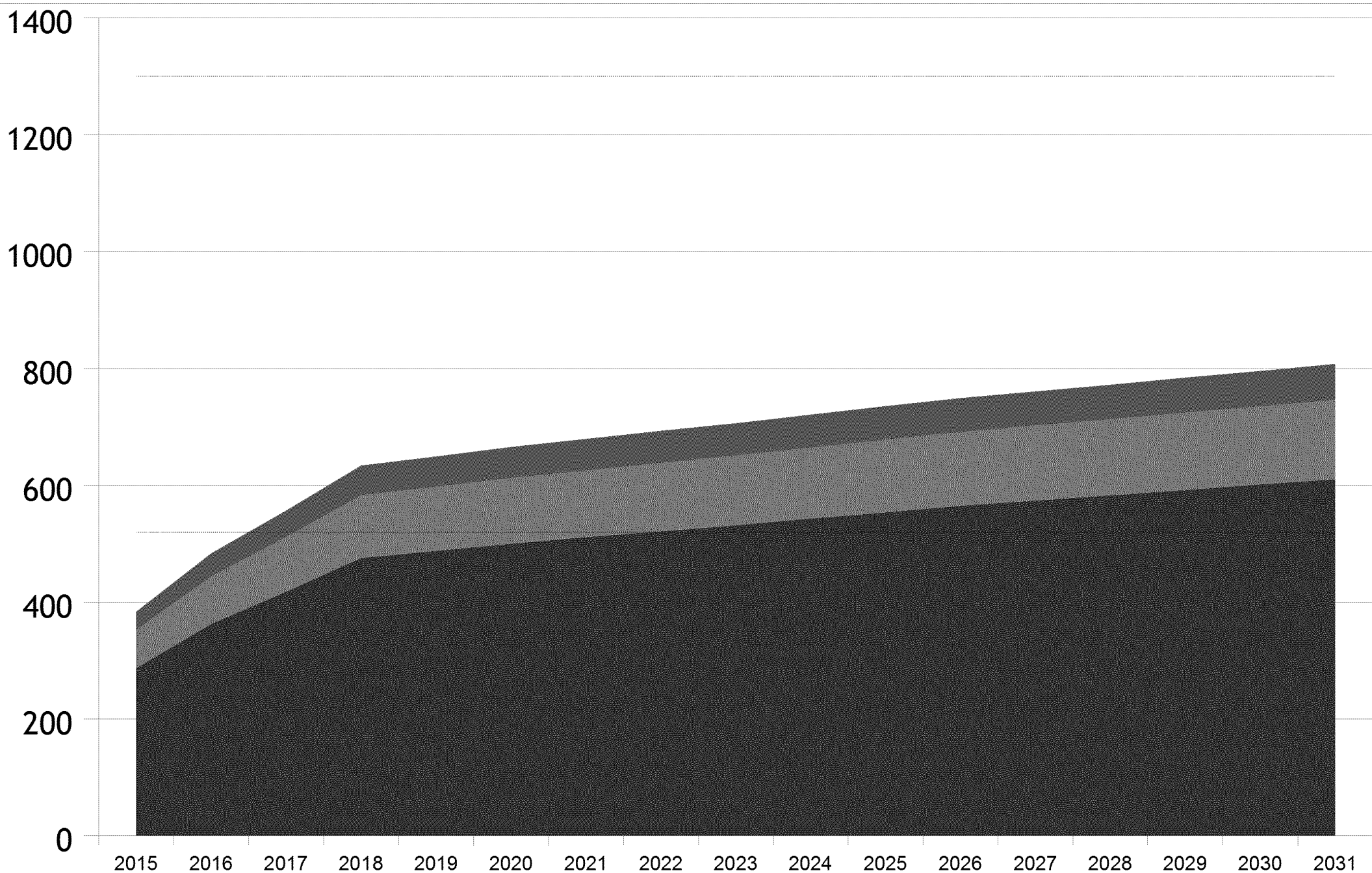
Seated Capacity (2 cars) ■ Union ■ Bloor ■ Weston ■ Woodbine
Seated Capacity (3 cars)

Hourly
ARL
Passengers
(Avg
Weekday,
2015)



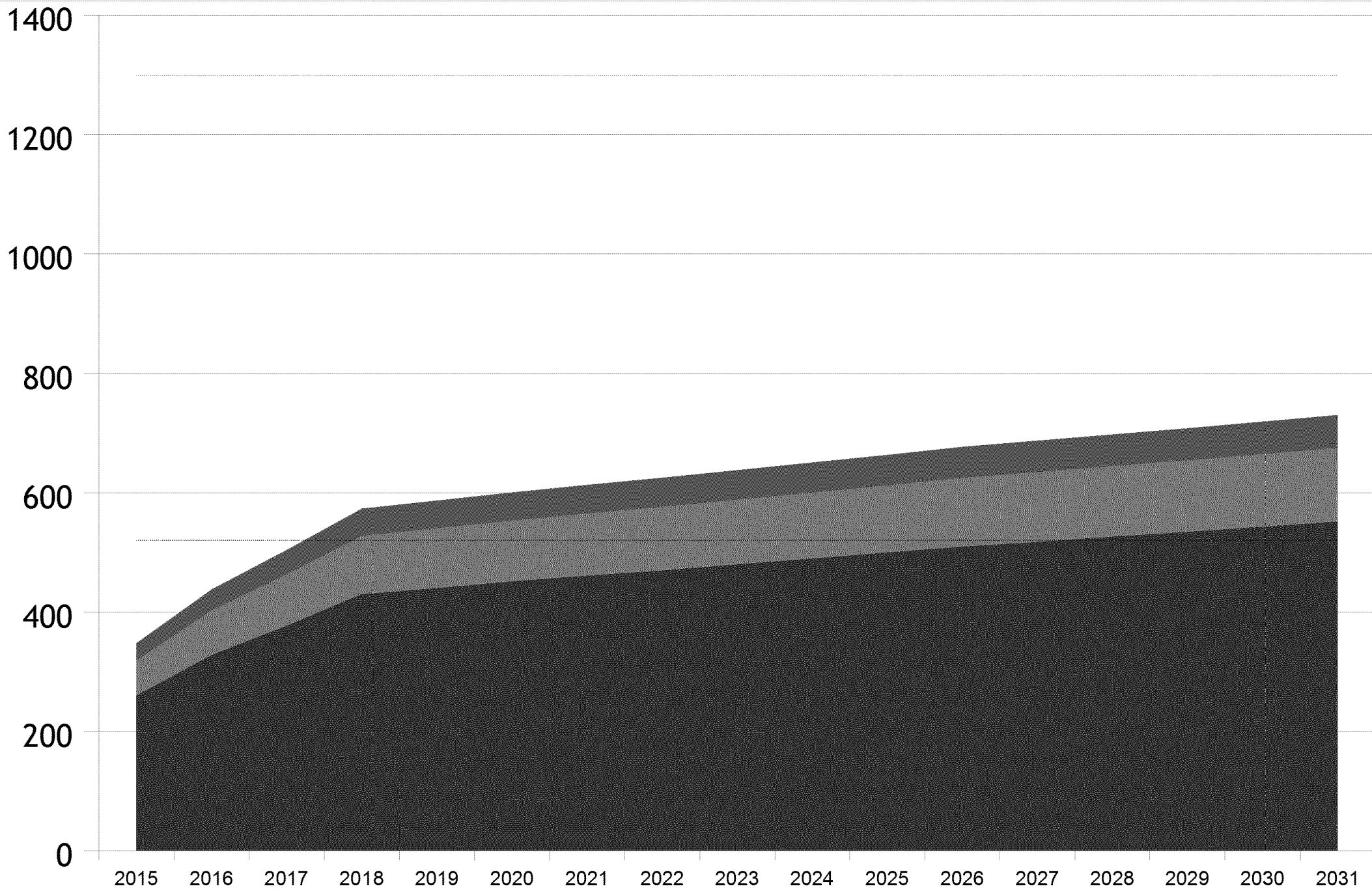
— To Airport (no ramp-up) — From Airport (no ramp-up)
— To Airport (ramp up) — From Airport (ramp up) — Seated Capacity (2 cars)

Peak
Hour
hourly
ARL
Pass
engers
to
LBPI
A



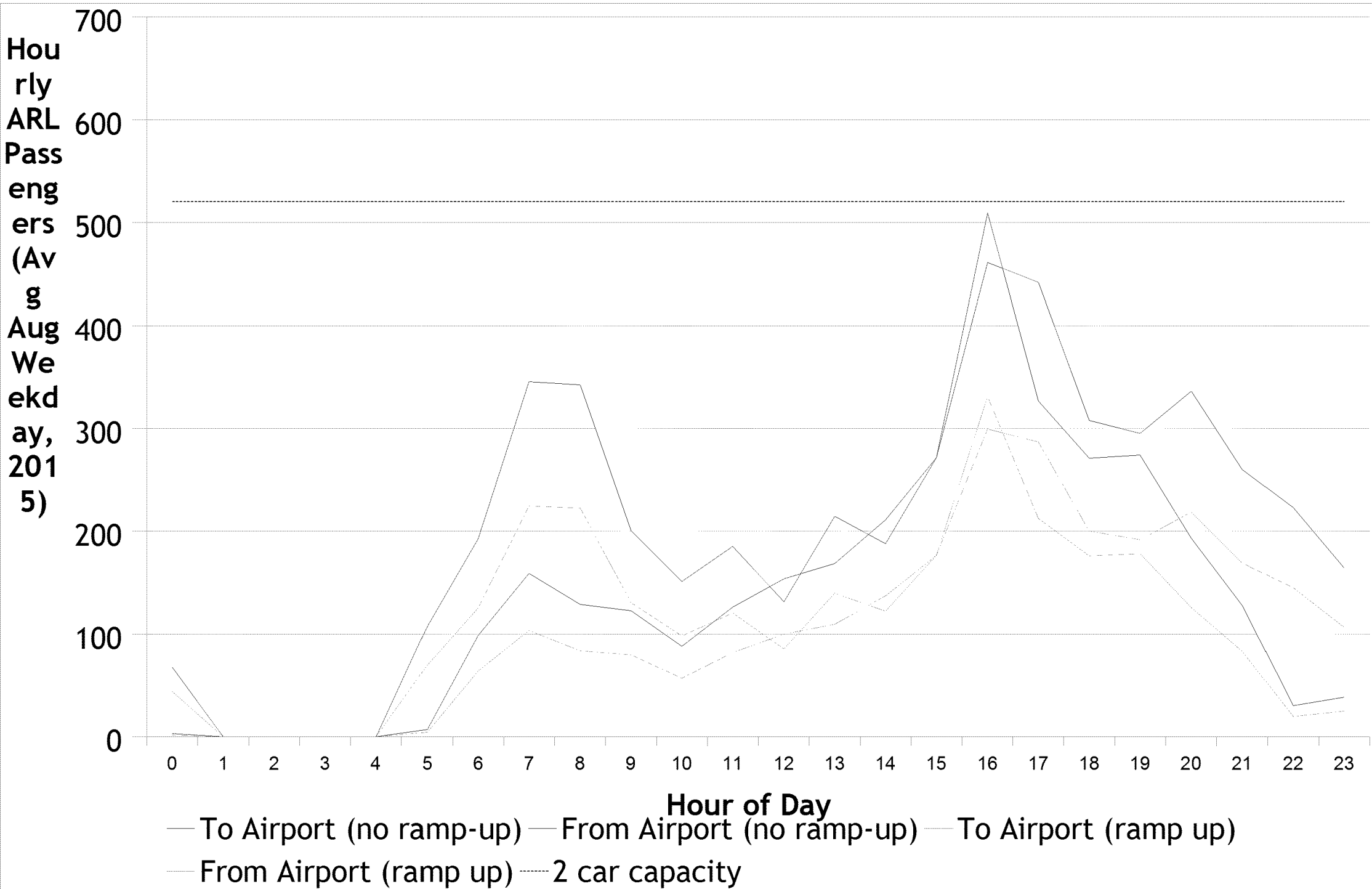
Seated Capacity (2 cars) Union Bloor Weston Woodbine
Seated Capacity (3 cars)

Peak
Hourly
Peak
Passengers
from
LBPI
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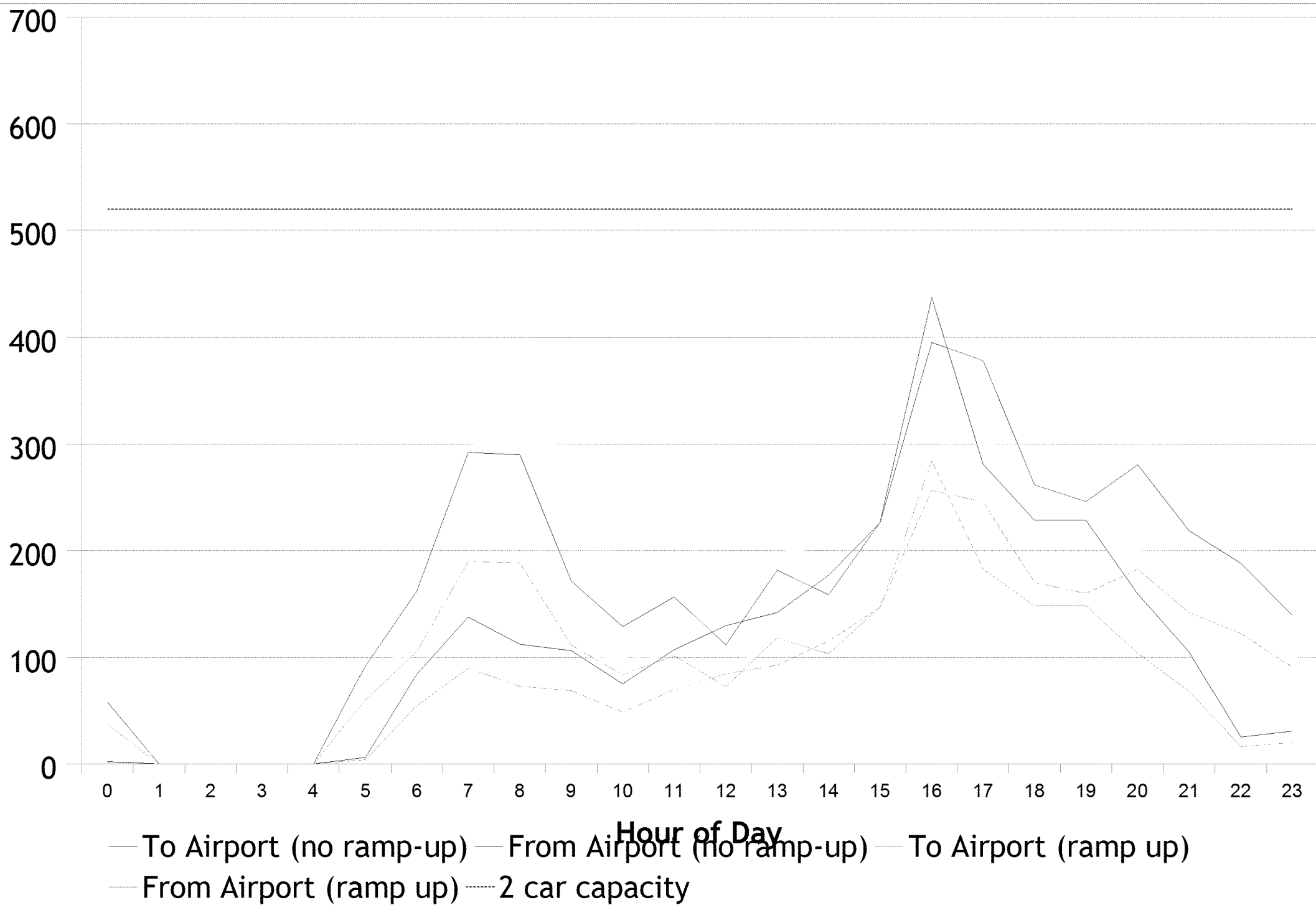


Seated Capacity (2 cars) ■ Union ■ Bloor ■ Weston ■ Woodbine

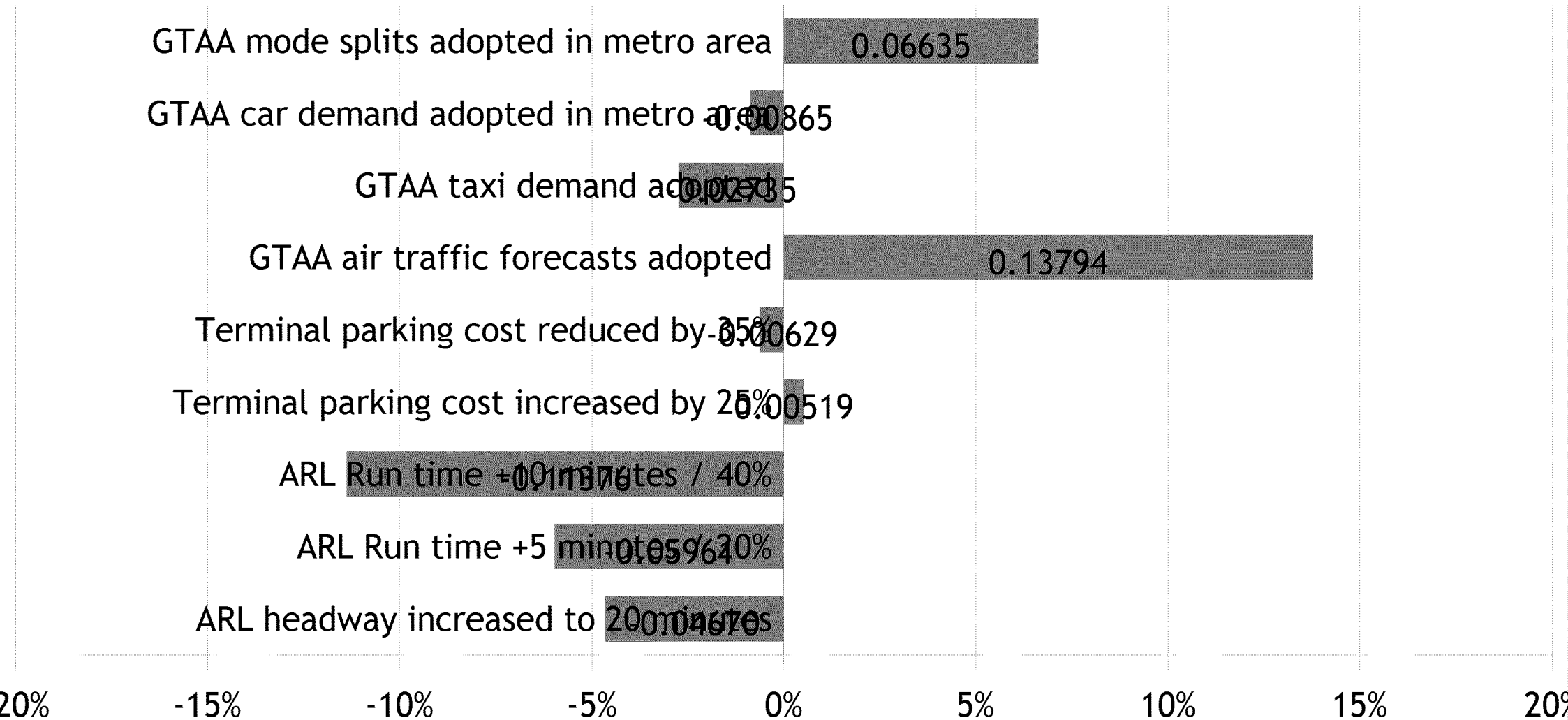
Seated Capacity (3 cars)



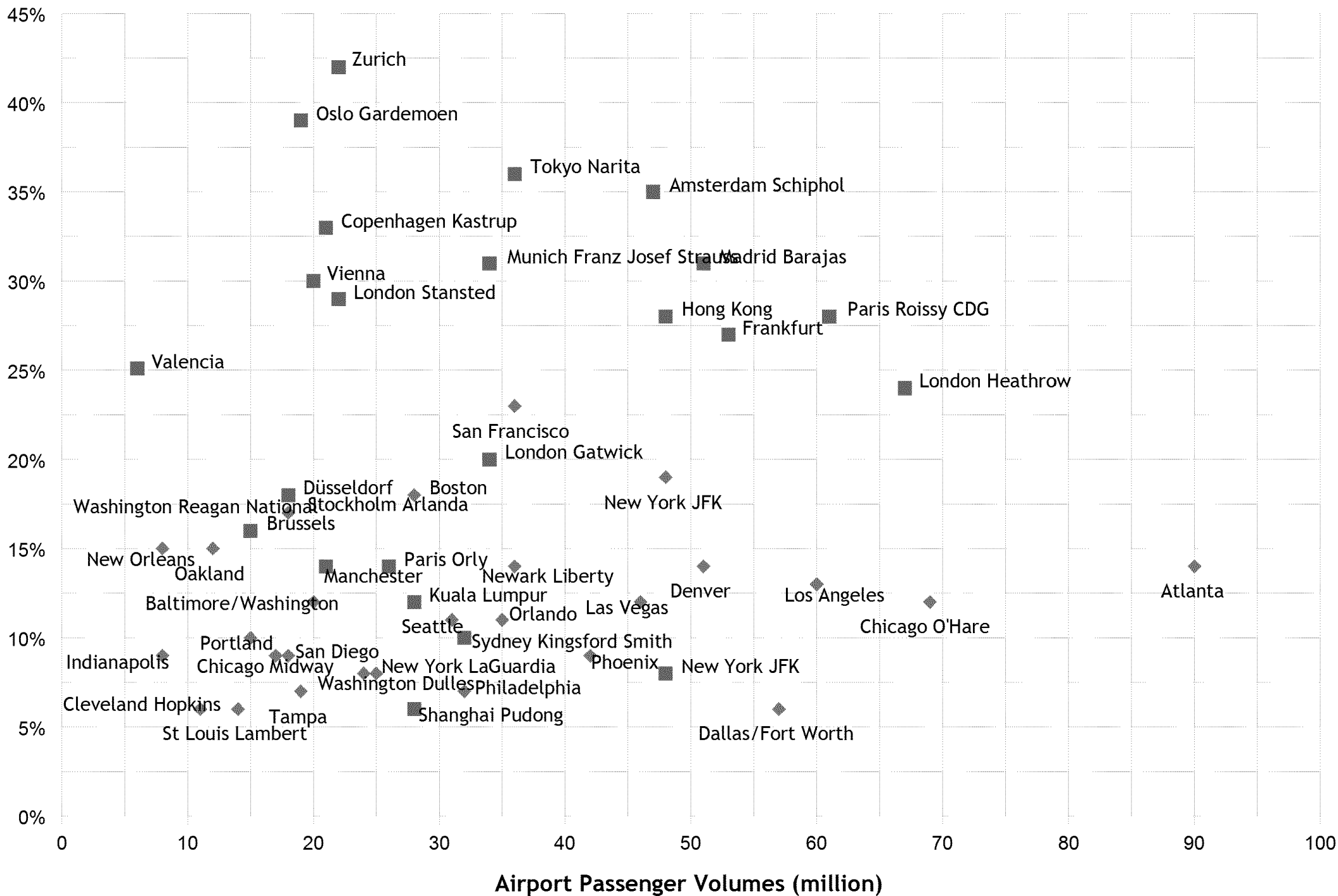
Hourly
ARL
Passengers
(Avg
Aug
Week
day,
2015)



Change in demand in 2020 relative to Base Case



Rail
(PT)
Market
Share

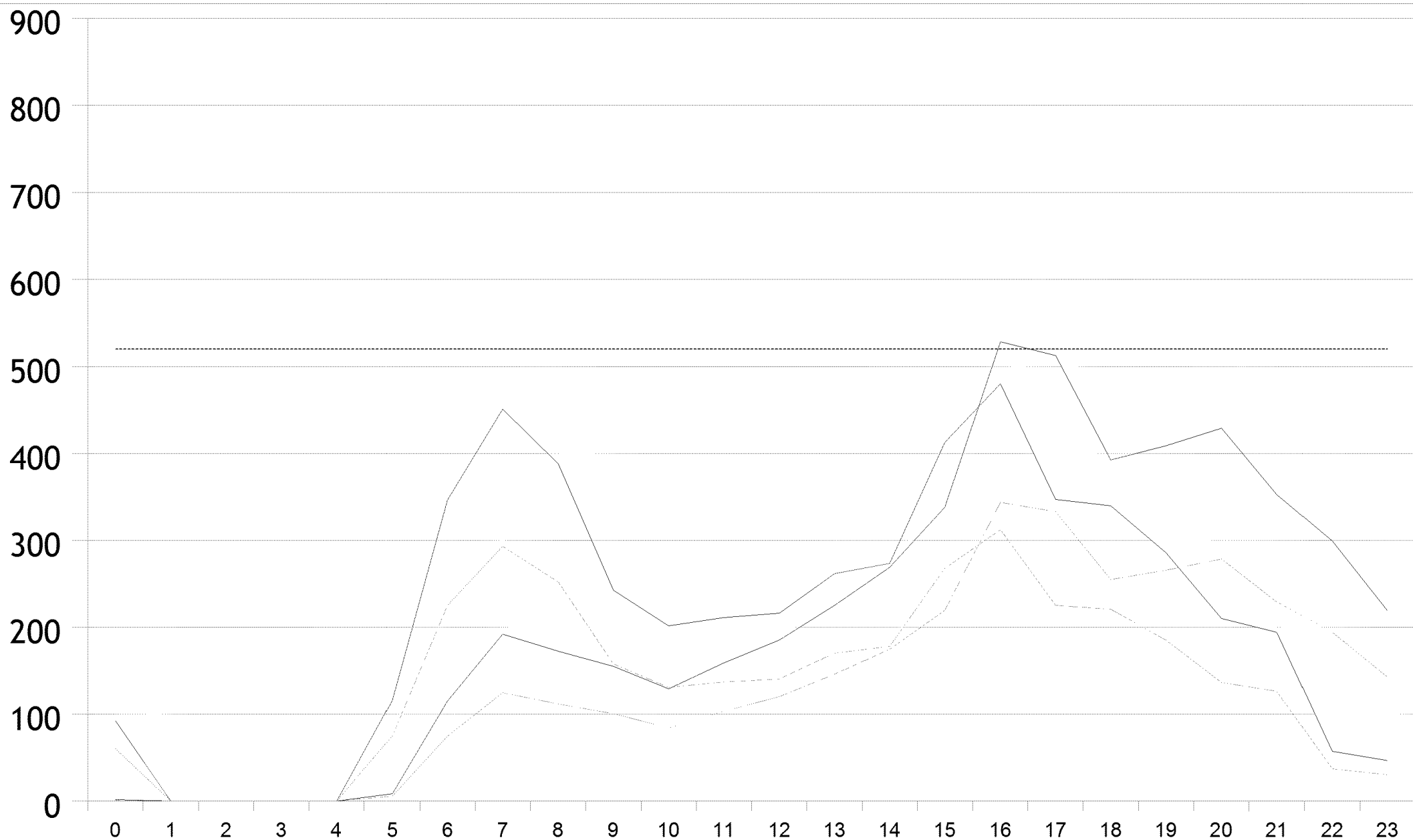


Exclusion per Committee Direction

Exclusion per Committee Direction

Exclusion per Committee Direction

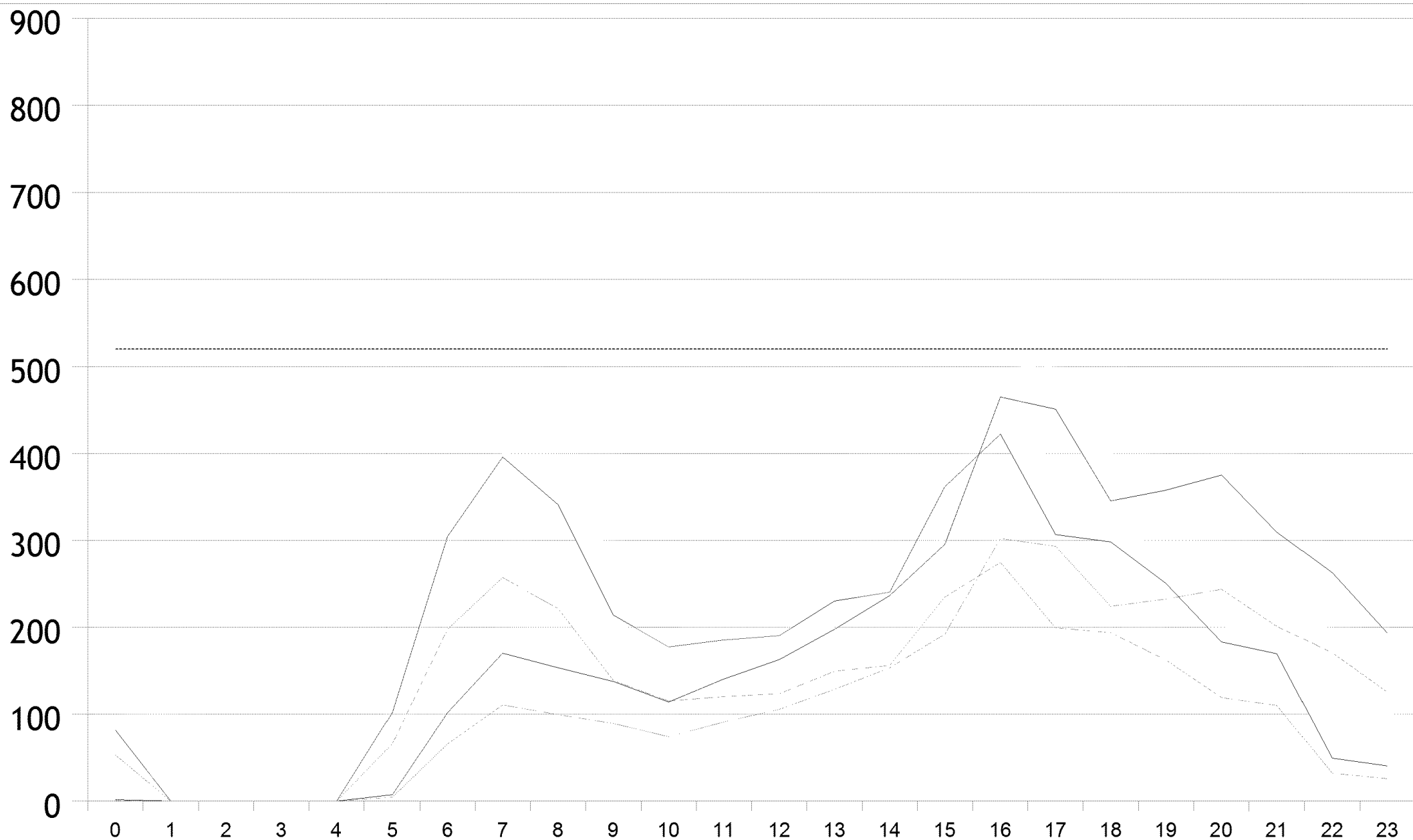
Hourly
ARL
Passengers
(Average
Day,
2015)



Hour of Day

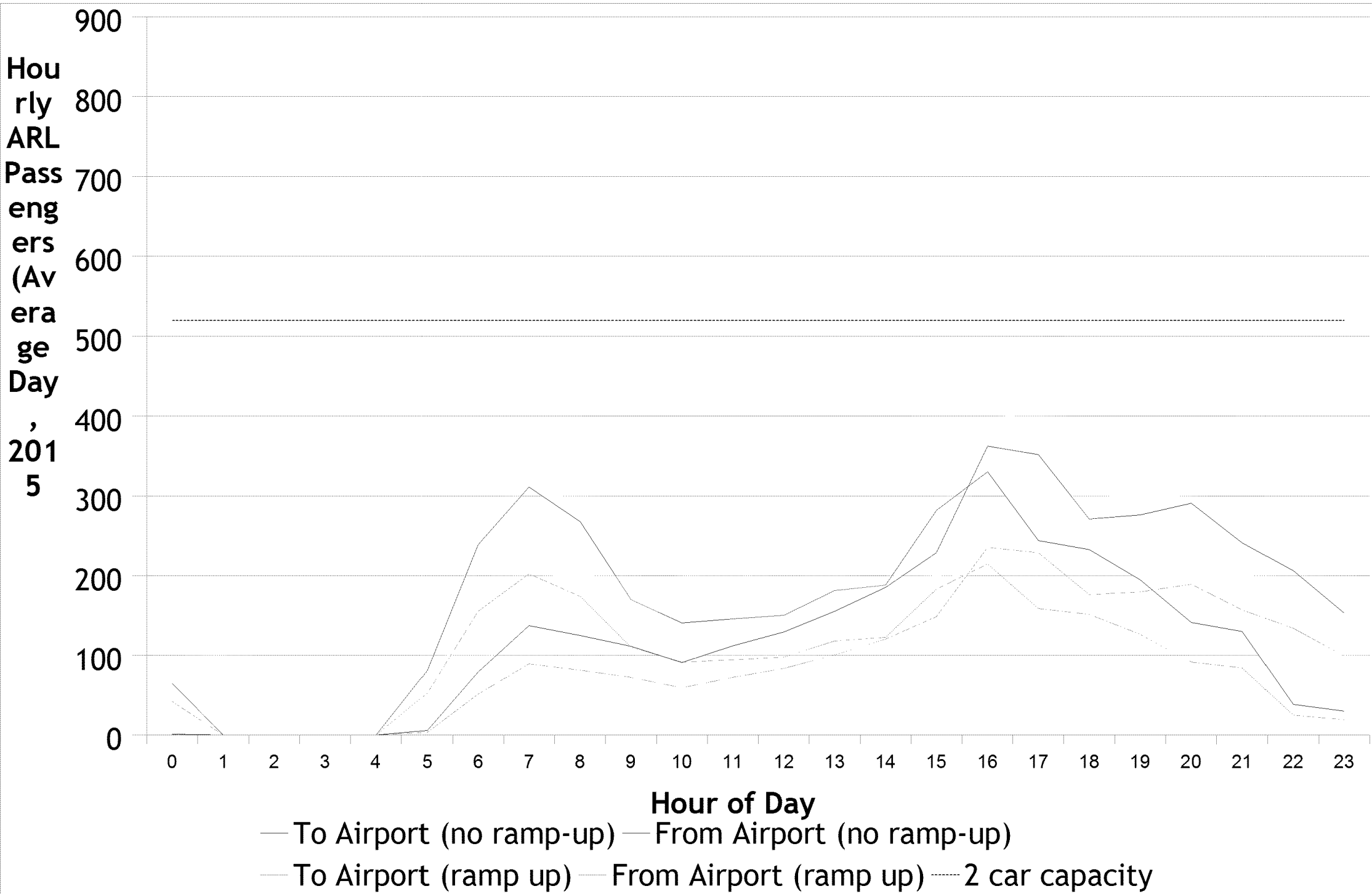
— To Airport (no ramp-up) — From Airport (no ramp-up) — To Airport (ramp-up)
— From Airport (ramp-up) ---- 2 car capacity

Hourly
ARL
Passengers
(Average
Day,
2015)

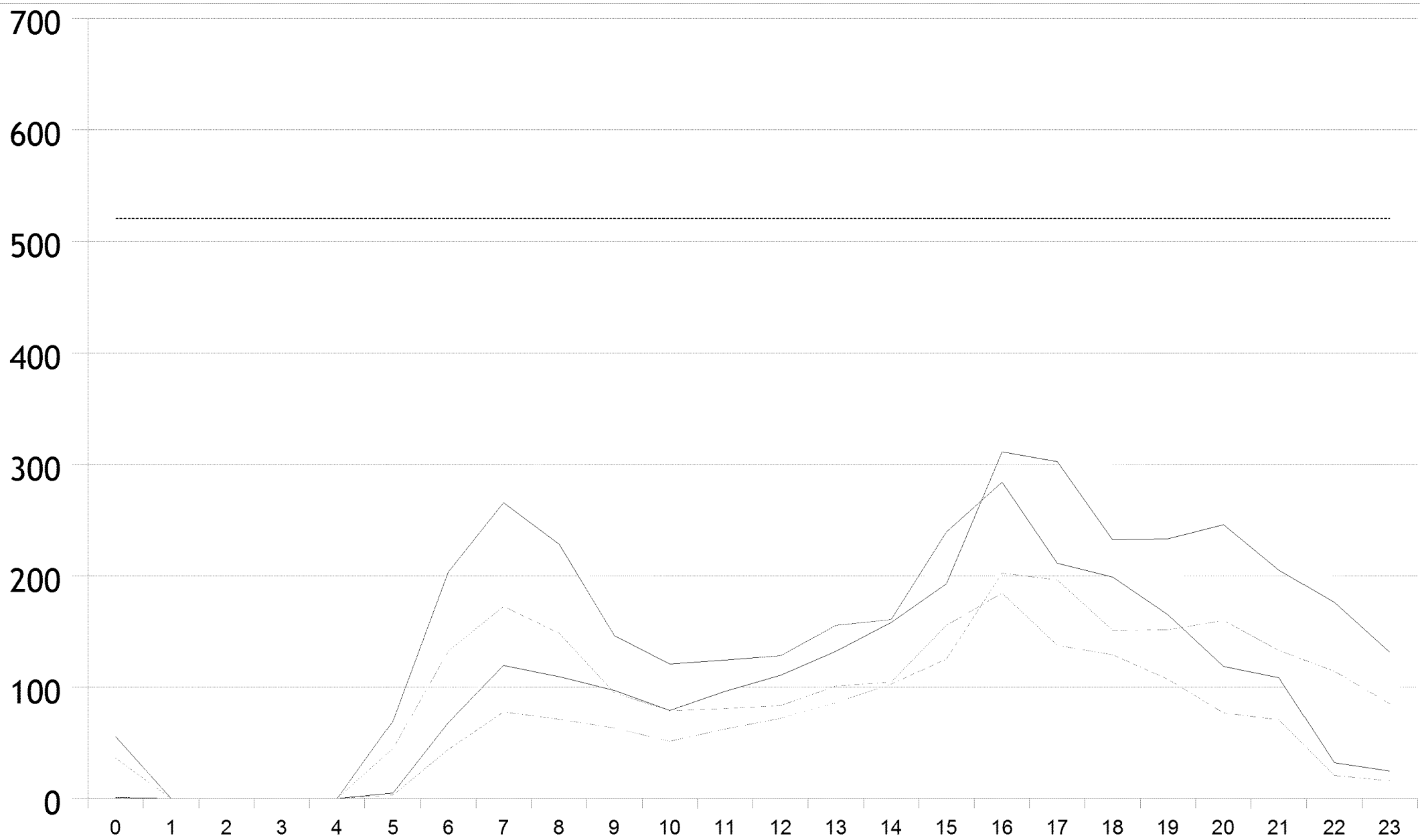


Hour of Day

— To Airport (no ramp-up) — From Airport (no ramp-up) — To Airport (ramp-up)
— From Airport (ramp-up) 2 car capacity

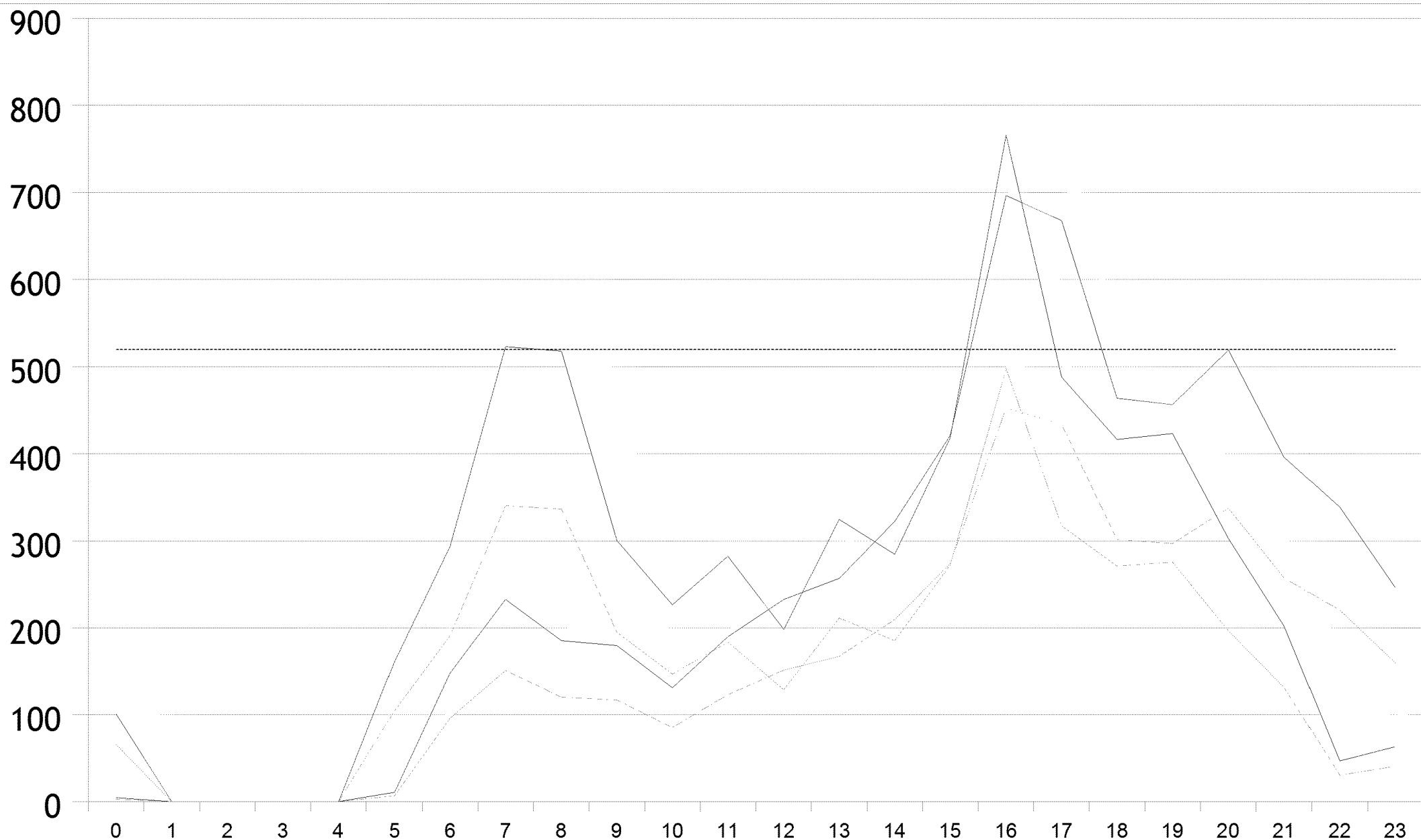


Hourly ARL Passengers (Average Day, 2015)



— To Airport (no ramp-up) — From Airport (no ramp-up)
— To Airport (ramp up) — From Airport (ramp up) ---- 2 car capacity

Hourly
ARRL
Passengers
(Avg
Weekday,
2015)

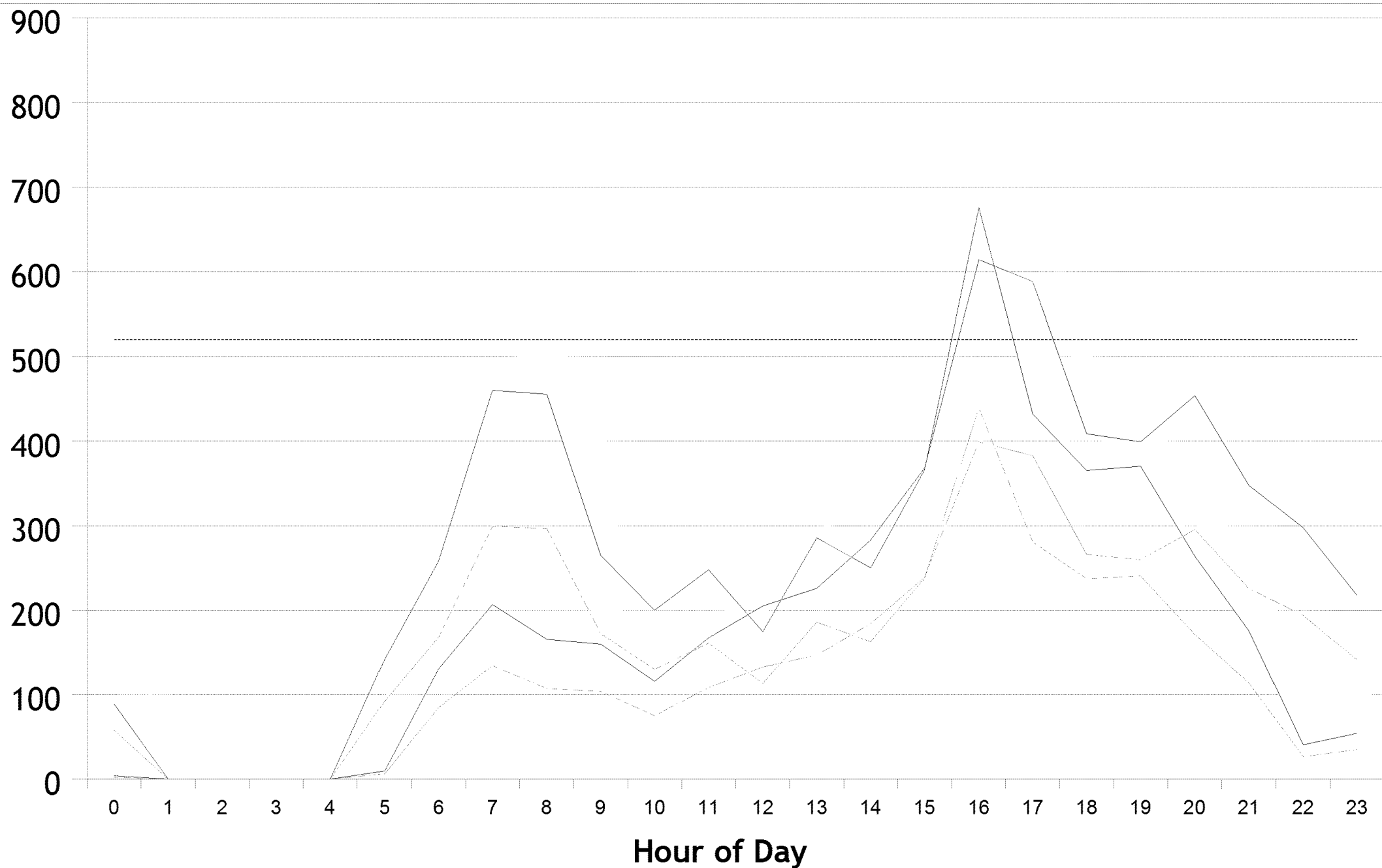


Hour of Day

— To Airport (no ramp-up) — From Airport (no ramp-up)

— To Airport (ramp up) — From Airport (ramp up) — Seated Capacity (2 cars)

Hourly
ARRL
Passengers
(Avg
Aug
Week
day,
2015)



— To Airport (no ramp-up) — From Airport (no ramp-up)
— To Airport (ramp up) — From Airport (ramp up) — Seated Capacity (2 cars)

