

From: Stephan Mehr
Sent: Tue 4/9/2013 4:39:52 PM
Subject: FW: UP Express ridership forecasting - HW journey times
RE: Notes from Todays Call

Just making sure your are in the loop.

Stef

From: Berman, Sarah [mailto:Sarah.Berman@sdgworld.net]
Sent: Tuesday, April 09, 2013 12:37 PM
To: David Pritchard
Cc: Daniel Haufschild; Stephan Mehr; Richards, Jim; Tang, Katie
Subject: UP Express ridership forecasting - HW journey times

David,

I have taken over from Danielle Czauderna as SDG project manager for the UP ridership forecasting work.

One of the updates we are currently making to the forecasts is to the highway journey times, both for current journeys and assumptions around future growth in travel times. Our 'base year' travel times were derived from surveys we carried out to support previous work in 2009, and these were supplemented with journey time growth assumptions from the GGH model as per your advice (attached).

We've done some research into current journey times using Google Maps and other similar sources, but are finding that these journey time estimates are considerably (on average around 15%, but as much as 40% for some zones) lower than the off-peak journey times we've previously modelled, and lower still for the peak – presumably because of Google Maps not showing an accurate reflection of delays due to congestion.

What we wondered is whether there is anything that we can take from the GGH model to replace or validate the existing assumptions. I imagine that journey times to the airport can be extracted from the model for specific zones (and we could then map onto our zone system) but it would be useful to understand these are journey times are calculated, what data underlies them, how aggregate/disaggregate your model is in terms of time periods, and how time-consuming a process it would be to do such an extraction.

In addition, we would like to revisit the journey time growth assumptions, firstly to see whether there have been any model updates which have led to the figures in your email changing and secondly to consider whether it is appropriate to incorporate any differential JT growth rates by zone (rather than assuming the same JT growth for each zone). It may be that this is an unnecessary level of detail, but we are keen to understand what variation there is between zones in your model (which might reflect improvements to specific roads such as the Gardiner Expressway) so we can take an informed view about this.

Any assistance or guidance you can provide would be greatly appreciated. If it makes sense to have a call about this then I am very happy to do so later this week – Friday might be most convenient.

Many thanks and regards,

Sarah

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