

## Mike Sullivan

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**From:** Mehr, Stephan [Stephan.Mehr@snclavalin.com]  
**Sent:** April 22, 2005 10:43  
**To:** 'msullivan@cep.ca'  
**Cc:** Sutherland, David; Upjohn, Ian; 'Greg Ashbee (E-mail)'; 'fouadm@gotransit.com'; 'imantsh@gotransit.com'; Oncel, Serdar  
**Subject:** RE: GO Georgetown EA/ARL - Additional Response to you other questions

Hi Again Mike:

I've put the answers under your questions in time for our community meeting. Please pass these on to the WCC as well and the City.

Thanks and take care.

Stef

-----Original Message-----

From: Mike Sullivan [<mailto:msullivan@cep.ca>]  
Sent: Thursday, April 21, 2005 9:12 AM  
To: 'Mehr, Stephan'  
Subject: RE: GO Georgetown EA/ARL - Response your letter of April 4, 2005

One more question has arisen which will need to be addressed before the meeting on the 28th.

I am assuming this question is from the Weston Community Coalition.

According to everything we have read, SNC plans 15 minute service in rush hour and 20 minutes in off-peak. You plan to have 6 self propelled cars traveling in teams of 2, with one set reserved as a 'spare' set. If it takes 22 minutes to get the 26 km between Pearson and Union, it is not possible to run 15 or even 20 minute service with only two, two car train sets. You will need at least 4. Please explain.

Blue 22 will have 5 train sets with two vehicles per train.

Secondly, the projected loads of the trains are an issue that needs fleshing out. This is an item which must have been part of SNC's business case. The projection is for 3.5 Million trips eventually. In the presentation made to GO Transit, SNC admitted that they are only seeking to get the business travelers in the Toronto/Montreal/Ottawa Corridor as their core business. Almost all of these travelers will be using the system between Monday and Friday and almost all of those will be at rush hour. Assuming it's 75% of the volume in the 6 hours of rush hour (6-9 and 3-6, M-F) that's just under 1700 passengers per hour. Even at a 15 minute schedule that's an AVERAGE of well over 200 per trip. And assuming that the bulk of the rush hour travelers will be between 7:30 and 8:30 and between 4:30 and 5:30, that number will be substantially higher in those peak hours. That will mean

either considerable numbers of standing passengers, or considerably more trains than every 15 minutes. Please advise.

Approximately 45% of our passengers are expected to be non-business passengers (both resident and non-resident). In terms of the business travellers expected, the main market of that segment is the Ottawa-Montreal-Toronto market (the GTAA numbers also show same in terms of their market) followed by other markets that will include other parts of Canada, the US and the rest of the World (again there is a resident and a non-resident split there).

Peak periods at the airport are based on flight arrivals and departures, not on the peak hours of traffic in the City. For example: many international flights come in the afternoon from Europe and leave later in the evening. From Asia, the travel arrivals and departures can also be different. The GTAA can provide you with flight statistics by the hour of day and that includes weekends when it comes to non-business travellers.

When taking the various parameters that include, time of arrivals and departures of the flights from/to different points of origin, along with the change in business/non-business passenger splits depending on time of day, flight destination, day of week (whether weekday or weekend), the peaks expected on the Rail Link are not as pronounced as the ones you have calculated.

The minimum headway between trains is 15 minutes as mandated by the Federal government during the bid process. Also please note that to achieve a shorter headway as per your note would require significant additional infrastructure and train sets. Therefore the shortest headway between the ARL train sets will remain at 15 minutes.

The level of service planned takes into account the travel peaks at the airport and no standing passengers are anticipated.

Mike Sullivan