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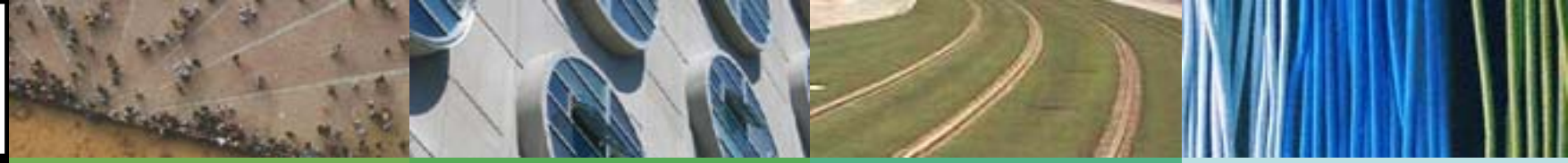

urban land | building facilities | transportation networks | systems technology

Pearson Airport Access

Initial Comments by

Neal Irwin
IBI Group

at the
Liveable Peel Conference
Session on
The Future of Pearson Airport
February 10, 2006

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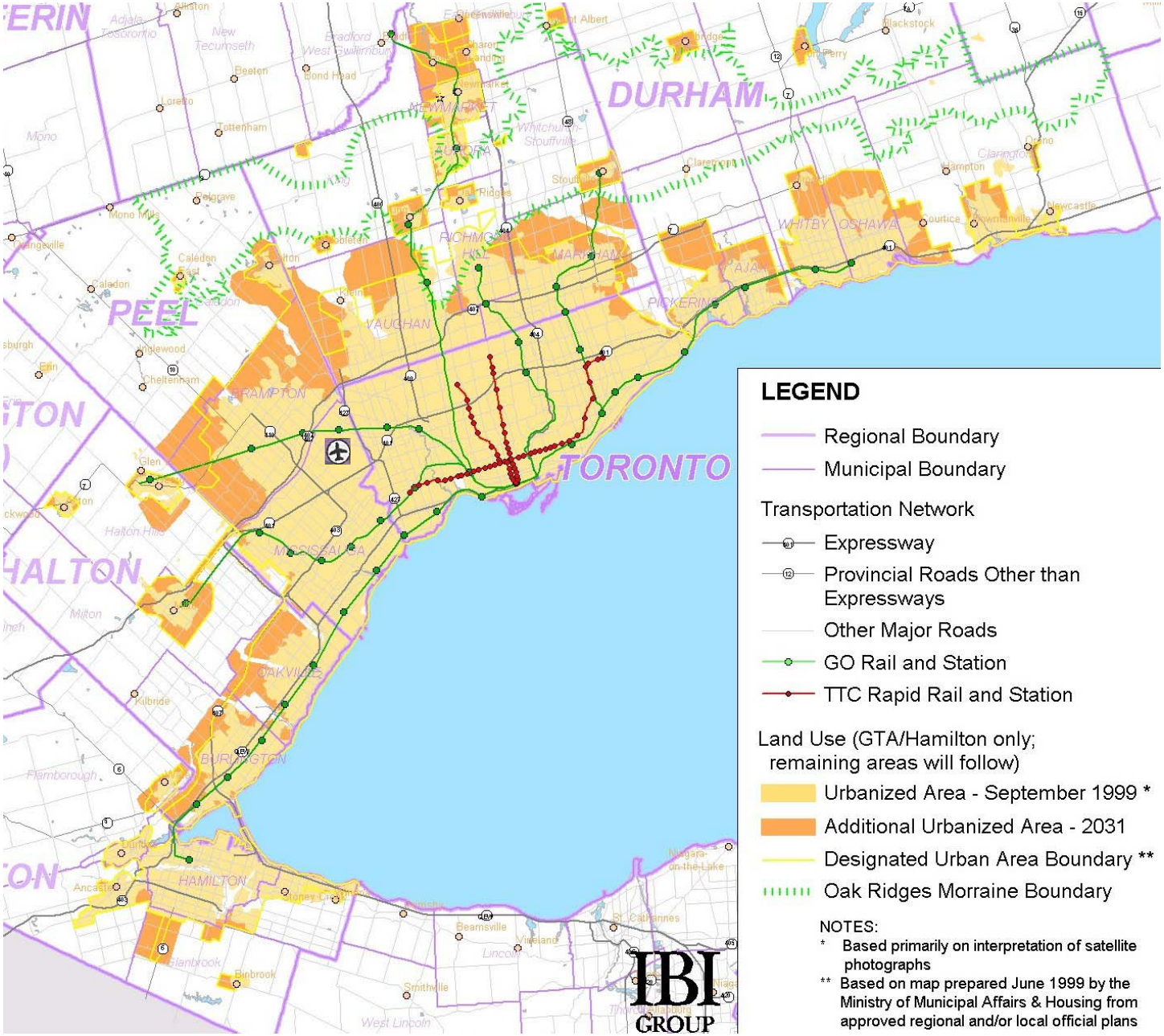
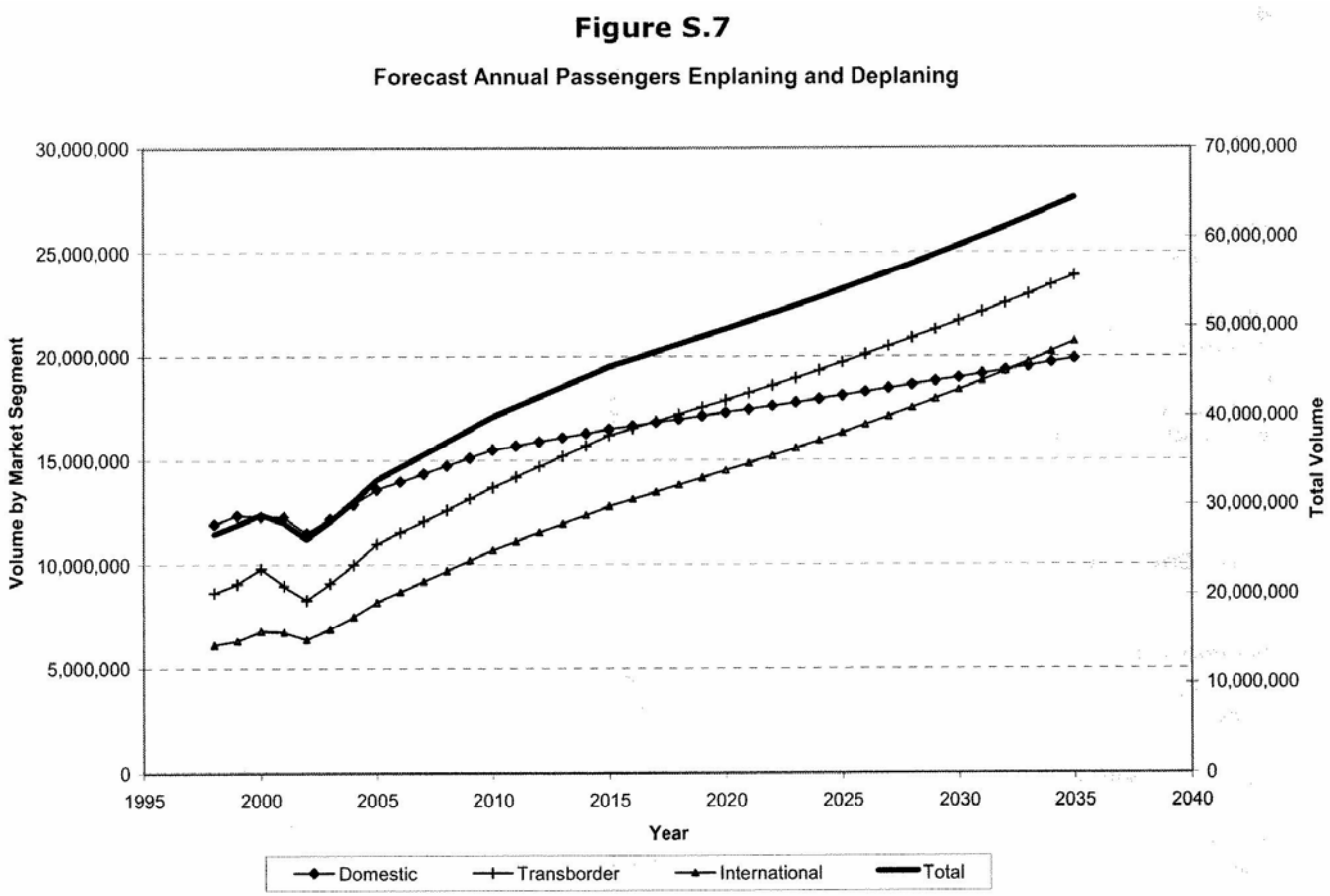
PEARSON AIRPORT ACCESS: KEY ISSUES

- Access modes and trends
- Road capacity limitations
- Role of public transit
- Passenger vs. employee access
- Air cargo access
- Future challenges: e.g., economic and community/environmental impacts of congested access

EXISTING ROAD AND RAIL ACCESS TO PEARSON



FORECAST ANNUAL PASSENGERS ENPLANING AND DEPLANING



- Road capacity largely saturated now in peak periods
- Passenger volume projected to grow from 32M in 2005 to 65M in 2035

Source: Transport Canada Air Rail Link from Lester B. Pearson International Airport to Union Station Revenue & Ridership Study: T8080-01-1213 Final Report May 2002, by Halcrow Group Limited with Cansult Ltd.

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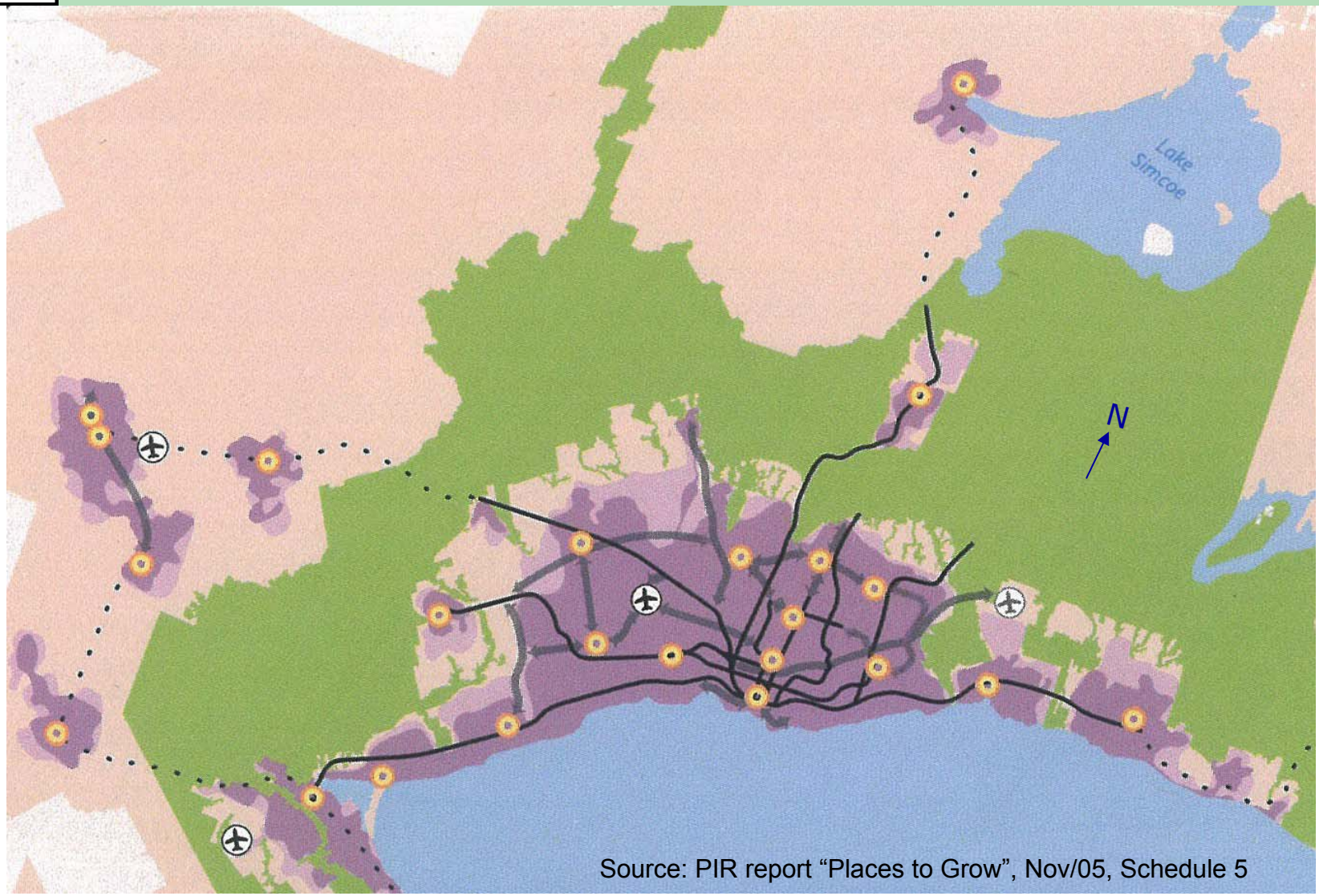
RAIL ACCESS TO OTHER AIRPORTS

Rank in sample	City/airport	Rail mode share: percent	Car time to CBD: minutes	Rail time to CBD: minutes	Ratio	Airport distance: miles
1	Oslo	43	50	19	2.6	30
2	Narita	36	90	55	1.6	42
3	Geneva	35	10	10	1.0	3
4	Zurich	34	20	10	2.0	8
5	Munich	31	35	40	1.1	18
6	Frankfurt	27	20	12	1.7	6
7	Stansted	27	70	40	1.7	34
8	Amsterdam	25	30	17	1.8	9
9	Heathrow	25				15
	Heathrow Express	11	45	15	3.0	15
	Piccadilly Line	14	45	45	1.0	15
10	Hong Kong	24	35	23	1.5	21
11	Gatwick	20	80	30	2.7	28
12	de Gaulle	20	45	35	1.3	15
13	Brussels	16	20	14	1.4	10
14	Orly	14	25	35	0.7	8

Source: TCRP Report 62: Improving Public Transportation Access to Large Airports, M. Coogan et al, 2000

ROLE OF PUBLIC TRANSIT



Source: PIR report “Places to Grow”, Nov/05, Schedule 5

Union–Bloor Pearson rail link projected to carry 5M passengers and 1M employees/business trips/year by 2035, about 15% of the increased passenger volume to 2035

FUTURE AIRPORT ACCESS CHALLENGES

- Greatly improved transit network is essential
- Need early delivery of the proposed higher order transit network
- Integrated planning/funding for this network not in place
- Rising fuel prices reinforce need for better transit
- Increasing shares of road capacity allocated to transit and trucks
- More sustainable airport access may result

KEY QUESTIONS

- How to expedite integrated planning and delivery of more sustainable access to/from Pearson Airport for
  a. person travel
  b. goods movement
- How to secure sufficient on-going funding for capital and operating costs of greatly improved transit:
  a. rapid and surface transit
  b. airport access and entire GTA