

The Analysis

Results: Detailed Screening of Shortlisted Options

Legend: ■ Best ■ "Between" ■ Worst

GUIDING PRINCIPLES	CRITERIA	Measurement	Weightings	SEGMENT A: West Shore to Colwood Interchange			SEGMENT B: Colwood Interchange to Core		SEGMENT C: Uptown to Downtown		
				E&N	Galloping Goose	E&N/ Goldstream/ Island Highway	Galloping Goose/ Trans Canada Highway	E&N	Douglas Street	Douglas/ Government Couplet	Blanshard
TO DEVELOP TRANSIT OPTIONS THAT OFFER AN ALTERNATIVE TO THE SINGLE OCCUPANCY VEHICLE (Does the alignment take people where they want to go, today and in the future?)	Maximize movement of people (based on origin-destination of existing people movements)	Population and Employment within 10 min walk of stations	10	7,000 Pop / 5,800 Emp	6,500 Pop / 6,500 Emp	9,200 Pop / 7,000 Emp	8,400 Pop / 5,100 Emp	3,700 Pop / 6,100 Emp	31,100 Pop / 60,500 Emp	27,900 Pop / 61,000 Emp	36,500 Pop / 60,200 Emp
	Maximize movement of people (future trend) - 2036	Projected Population and Employment within 10 min walk of stations		12,700 Pop / 8,900 Emp	12,700 Pop / 10,700 Emp	17,900 Pop / 11,500 Emp	10,600 Pop / 6,500 Emp	4,800 Pop / 7,600 Emp	40,000 Pop / 70,000 Emp	40,000 Pop / 70,000 Emp	40,000 Pop / 70,000 Emp
MAKE TRANSIT MORE ATTRACTIVE AND CONVENIENT (Does the alignment have the ability to segregate transit in the right of way (ROW) to improve travel time, reliability, ease of use, and to allow for the implementation of a number of rapid transit technologies?)	Can you develop an exclusive transit way on the alignment reasonably within the right of way?	Yes/No	8	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Can the alignment accommodate a number of technologies?	Yes/No		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
LINK REGIONAL GROWTH CENTRES THAT ENCOURAGE TRANSIT ORIENTED DEVELOPMENT (Does the alignment link Regional Growth Centres, major employment centres, hospitals, gateways, education centres, etc?)	Accessibility to major nodes within a 10 min walk from the alignment	List major nodes served	8	West Shore Town Centre Mall	West Shore Town Centre Mall Colwood Corners Royal Roads University Juan de Fuca Rec Centre	West Shore Town Centre Mall Colwood Corners Juan de Fuca Rec Centre	Victoria General Hospital Tillicum Mall Spectrum High School Uptown	CFB Esquimalt Esquimalt High Esquimalt Industrial Park Downtown	Downtown Victoria Mayfair Mall Uptown Mall	Downtown Victoria Mayfair Mall Uptown Mall	Downtown Victoria Mayfair Mall Uptown Mall
	Transit Oriented Development (TOD) corridor opportunities of the alignment	High/Medium/Low		Low	Low	High	Low	High	High	High	Low
SUPPORT AN INTEGRATED TRANSPORTATION NETWORK (How well does the alignment link to the regional networks and support various transportation modes (cycling, walking, transit, movement of goods, etc)?)	Ability to support and connect to the transit network, major exchanges, park and rides and alternative modes	High/Medium/Low	8	Medium	High	High	High	Medium	High	High	Medium
	Ability to support the future rapid transit network for the rest of the region	High/Medium/Low		High	Medium	High	High	Low	High	High	Medium
	Supports a balanced transit network on segments A and C	High/Medium/Low		Neutral	Neutral	Neutral	High	Low	Neutral	Neutral	Neutral
DEVELOP AN ENVIRONMENTALLY RESPONSIBLE SOLUTION (Does the alignment minimize environmental impacts to develop a rapid transit corridor relative to other alignments (vegetation, noise, etc)?)	Potential impacts to fish and/or wildlife	High/Medium/Low	7	Low	High	Medium	Medium	Medium	Low	Low	Low
	Potential impacts to residential neighbourhoods - visual and noise (relative to existing)	High/Medium/Low		High	High	Low	Medium	High	Low	Low	Low
DESIGN A SUSTAINABLE AND AFFORDABLE TRANSIT SYSTEM (Does the alignment minimize right of way (ROW) costs to acquire or reconfigure property, including residential and/or business impacts relative to other alignments?)	Potential cost to construct a transit way	Cost (Cost/km)	7	\$39 M (\$9.3 M/km)	\$80 M (\$9.4 M/km)	\$51 M (\$10.6M/km)	\$84 M (\$13.7 M/km)	\$120 M (\$14.2 M/km)	\$46 M (9.4 M/km)	\$48 M (9.8 M/km)	\$67 M (\$12M/km)
	Potential Property Acquisition required	Total Hectares		0.1	0.9	0.3	0.1	0.1	0.1	0.2	1.3
	Number of at-grade crossings	Number of at-grade crossings		1	6	8	3	1	9	14	25-38
	Number of bridges required or modified	Number of grade separated crossings		1	8	5	0	10	47	44	45
	Potential retaining walls required	Square Meters		2	4	1	6	10	0	0	0
	Potential residential buffering required (noise, aesthetics and safety)	Linear Meters		4,700	10,400	NA	7,300	31,100	NA	NA	NA
	Potential Earthworks/Excavation required	Cubic Meters		4,500	5,000	NA	3,000	8,200	NA	NA	NA
	Potential impact to existing streetscape and utilities	High/Medium/Low		39,000	67,000	NA	136,000	150,000	NA	NA	NA
RANKING BY SEGMENT				Low	Low	High	Low	Low	High	Medium	Medium
				2	3	1	1	2	1	1	2

