

ITO Comments for Victoria Council meeting – 16 February 2012

Factors regarding the benefits of placing rail tracks on the Johnson Street Bridge.

About the E&N route

- a 20-minute commuter service; dependable, fast and safe
- using Rail on the new Johnson Street Bridge
- Langford < > Downtown (Pandora & Douglas)

This can be accomplished

- within a year
- with an estimated cost of \$61M.

It would provide

- cycling and pedestrian options that are appropriate

Within a year of operation, it would

- take five hundred to a thousand cars off the "Colwood Crawl"
- offer daily transit options to hundreds of shoppers and naval personnel.

Here is how:

It has long been established that, considering its existing condition, **\$25M** would fix the E&N track-bed in the section between Langford and Downtown. This would include essential crossings. The corridor is slightly longer than BC Transit's chosen Westshore LRT route. It would serve Westhills.

30-year costs for making the E&N line efficient for an initial 20-25 minute commuter service between Downtown and Langford, are **\$61M**. The figure includes the above figure plus these estimated costs -

1. a passing siding at Esquimalt Station (the half-way point which is behind Thrifty's on Admirals), then single-track to a new station off Pandora, just east of Douglas. Cost: **\$21M** for 0.649 km (<http://www.b-bot.ca/lavalin.html>).
2. a portion of the costs, say **\$3M**, to build a "Pandora" station (to be jointly-used by E&N and future Douglas Street LRT)
3. add about **\$3M** for two more stations along the route (Six Mile & Naden) and for the Langford station; and of course -
4. two [Stadler GTW 2/8 DMUs](#) (Diesel Motor Units), capable of 226 passengers each, a 40-year capital cost of about **\$9M**. (These are in street-running use in a number of cities.)

This VicWest-Esquimalt-View Royal route is logical and practical; it is an infrastructure that is, financially, the most beneficial as an initial rail service in the Region. It is a transportation option which will alleviate the infamous Colwood Crawl - needed with greater urgency as the Westshore's population grows and employment opportunities increase in Esquimalt. It will provide regular daytime service for shoppers and naval personnel. Service could be in place within one year, well before the opening of the new Rail-ready Johnson Street bridge!

The potential of this Rail line should not be underestimated. The Canada Line quickly exceeded forecasted ridership figures, as well as forecasts for vehicles required and infrastructure requirements, including connecting bus services. Once operational, a Rail system typically produces an immediate public demand for expansion.

Langford, Colwood, View Royal and Esquimalt want it; let's work **together** to get it moving!

Lloyd Skaalen

per Irwin Henderson, President,
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