


# North Shore Area Transit Plan Phase 3 Multiple Account Evaluation


Contributes to **30%**  
of Overall Project Score


ACCOUNT	
<b>Deliverability</b> 	
OBJECTIVE	
Prioritize projects that can be completed in the near future while supporting local and regional land use and transportation plans.	
CRITERIA	CONSIDERATIONS
<b>Acceptability*</b>	Stakeholder and public acceptance.
<b>Ability to implement</b>	Operational feasibility, links with other projects, availability of resources.
<b>Urgency</b>	Impacts to project costs, service delivery and quality, and ridership if project does not take place.
<b>Provincial and regional policy support</b>	Support for <i>Regional Growth Strategy</i> , <i>Transport 2040</i> , and the <i>Provincial Transit Plan</i> .
<b>Local policy support</b>	Support for local official community plans and other policies.

\* Project acceptability will be determined through public consultation activities.


Contributes to **70%**  
of Overall Project Score


ACCOUNT	
<b>Economic Development</b> 	
OBJECTIVE	
Prioritize projects that support the economic needs of the region by minimizing impacts to goods movement and improving transit access to activity centres and tourist destinations.	
CRITERIA	CONSIDERATIONS
<b>Goods movement</b>	Compatible with major road network and goods movement corridors.
<b>Access to activity centres</b>	Level and quality of transit service to urban centres, areas where jobs are concentrated, and major tourist destinations.

ACCOUNT	
<b>Transportation</b> 	
OBJECTIVE	
Prioritize projects that increase transit use by providing a reliable, convenient and integrated service.	
CRITERIA	CONSIDERATIONS
<b>Route performance</b>	Expected ridership, including total daily and annual boardings, significance of destinations at start and end of routes, route simplicity and directness, major nearby trip generators.
<b>Network performance</b>	Number of intersecting and connecting transit routes and exchanges.
<b>Transit customer experience</b>	Convenience, reliability of service, crowding, passenger comfort, and travel time.

ACCOUNT	
<b>Financial</b> 	
OBJECTIVE	
Prioritize projects that are cost-effective.	
CRITERIA	CONSIDERATIONS
<b>Capital costs</b>	Infrastructure costs, transit vehicle requirements.
<b>Operating costs</b>	Annual service hours, annual service costs.
<b>Cost effectiveness</b>	Costs per boarding, anticipated return on investment.
<b>Asset optimization</b>	Use of existing transit infrastructure and vehicles.

ACCOUNT	
<b>Social &amp; Community</b> 	
OBJECTIVE	
Prioritize projects that provide safe, secure, and accessible transit service with limited negative impacts to the surrounding neighbourhood and community.	
CRITERIA	CONSIDERATIONS
<b>Transit access</b>	Population and employment within walking distance of transit.
<b>Safety and security</b>	Safety and security impacts on customers and the community.
<b>Neighbourhood impacts</b>	Noise, vibration, visual, and aesthetic impacts.

ACCOUNT	
<b>Environment</b> 	
OBJECTIVE	
Prioritize projects that help to reduce vehicle emissions and are sensitive to local biodiversity.	
CRITERIA	CONSIDERATIONS
<b>Vehicle emissions</b>	Potential to reduce single-occupant vehicle use and number of vehicle trips.
<b>Biodiversity</b>	Impacts to watercourses, forest resources or other environmentally sensitive areas.

ACCOUNT	
<b>Land Use</b> 	
OBJECTIVE	
Prioritize projects that contribute to building complete, transit-oriented communities, and are supported by an appropriate level of density, diversity of uses, and destinations.	
CRITERIA	CONSIDERATIONS
<b>Development of the Frequent Transit Network (FTN)</b>	Supports an existing or identified future FTN corridor.
<b>Supportive density</b>	Concentration of nearby jobs and people.
<b>Supportive urban design and diversity of uses</b>	Transit-supportiveness of nearby urban design, diversity of land uses and housing types.