

MAE Accounts	Criteria	Expanded Description	Segment 1			Segment 2		Segment 3	
			Downtown to 9 Ave New bridge over Bow River and partial tunnel	Downtown to 9 Ave At-grade over existing Centre Street bridge	Downtown to 9 Avenue Full tunnel	24 Ave to McKnight Blvd Narrow	24 Ave to McKnight Blvd Wide	Beddington Blvd to Beddington Tr Narrow	Beddington Blvd to Beddington Tr Wide
Financial Capacity / Sustainable Corporation	Capital cost	Like for like comparison of full costs to construct the options based on the latest cost estimates	\$760 M (to 24 Ave)	\$660 M (to 24 Ave)	\$1,300 M (to 24 Ave)	\$200 M	\$300 M	\$40 M	\$50 M
	Phasing Possibilities	Consideration if the potential staging / phasing options make the project more cost-effective / affordable	3	4	1	3	2	3	3
	Impact on existing City assets e.g. land	Depending on alignments, route may impact on existing City assets or facilities with implications	○	○	●	●	●	●	●
			2.0	2.0	2.5	3.0	2.5	3.0	2.5
Community Well-Being	Impact on community cohesion: Visual Intrusion	Options can impose different levels of severance and visual intrusion - consideration of number of restricted locations for pedestrians, vehicles and bikes & visual impact on neighbouring properties	●	●	●	●	●	●	●
	Impact on community cohesion: Sevrance	Options can impose different levels of severance and visual intrusion - consideration of number of restricted locations for pedestrians, vehicles and bikes & visual impact on neighbouring properties	●	●	●	●	●	●	●
	Safety	Safety of the system includes both operational safety (ie collisions) as well as personal security of using the system (real and perceived)	●	●	●	●	●	●	●
	Security	Safety of the system includes both operational safety (ie collisions) as well as personal security of using the system (real and perceived)	●	●	●	●	●	●	●
	Emergency access	Consideration of number of restricted locations for emergency access and implemented mitigation	●	●	○	●	●	●	●
	User Centered design / Accessibility	Consideration of physical access to the system	●	●	○	●	●	●	●
			2.7	3.0	3.2	3.2	2.8	3.2	2.8

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Prosperous Economy	Value Capture	Consideration of the potential for each of the different alignments to generate additional (alignment specific) income through mechanisms such as development of City owned property, special taxation districts or development charges	4.5	3.5	4.5	2.5	3.5	3.0	3.0
	Impact on Goods movement	This includes impacts on road space and traffic lanes, restricted movements at intersections and the removal or restriction on loading and servicing along the different routes	4.5	3.5	4.5	2.5	3.5	3.0	3.0
	Improvements for walking & cycling	Review of planned impact on pedestrian and bike movements and infrastructure	4.5	3.5	4.5	2.5	3.5	3.0	3.0
Transportation	Changes in journey time LRT	Depending on the route alignment and level of segregation, the time savings over existing	4.5	3.5	4.5	2.5	3.5	3.0	3.0
	Changes in journey time AUTO	Depending on the route alignment and level of segregation, the time savings over existing	4.5	3.5	4.5	2.5	3.5	3.0	3.0
	Reliability	Depending on levels of route segregation, and the existing and forecast levels of traffic on the routes, the journey times may vary significantly over the day, creating uncertainty for users	4.5	3.5	4.5	2.5	3.5	3.0	3.0
	Impact of displaced traffic and demand on parallel routes	Vehicle operating cost and accident reduction savings, offset against potential increases in journey time	4.5	3.5	4.5	2.5	3.5	3.0	3.0
	Impact on parking	Depending on the alignment and segregation of the options, there may be an impact on the availability and location of parking on the routes	4.5	3.5	4.5	2.5	3.5	3.0	3.0
				3.7	2.2	3.7	2.7	3.5	3.2
Urban Development / Urban Realm	Land acquisition impacts	Quantity and types of land use impacted by alignments e.g. brownfield vs existing residential	2.5	4.0	2.0	3.0	2.5	4.5	3.5
	Contributes to improved streetscape & public realm	Consideration of the planned improvements for each of the alignments	2.5	4.0	2.0	3.0	2.5	4.5	3.5

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Sustainable Environment	Route impact on existing natural environment	Options may impact differently on biodiversity and environment and during operation & construction	New bridge over Bow River and partial tunnel	Downtown to 9 Ave At-grade over existing Centre Street bridge	Downtown to 9 Avenue Full tunnel	24 Ave to McKnight Blvd Narrow	24 Ave to McKnight Blvd Wide	Beddington Blvd to Beddington Tr Narrow	Beddington Blvd to Beddington Tr Wide
	Noise Impacts	Different options may have different noise and vibration impacts during operation and construction and may impact on different numbers	2.0	2.5	4.0	3.0	3.0	3.0	3.0
		Generally a review of 'show-stoppers' including geotechnical, archaeological, environmental remediation measures and physical challenges (gradients, physical constraints, system expandability, etc.) that would make building / operating an option overly difficult. This also includes non-environmental construction impacts							
Deliverability	Constructability - technical constraints								
	Construction Impacts	Impacts to the surrounding environment during construction including noise impacts from construction and traffic impacts							
	Alignment with CTP/MDP	Review of how the options fit with existing public policies and how they may help in achieving the goals and targets set							
	Acceptability	Description of the likely public response to the option (often gauged through outreach process)							
		TOTAL with Capital Cost	1.3	2.8	2.5	2.8	2.8	2.5	2.5
		TOTAL without Capital Cost	21.6	23.9	23.3	23.1	22.6	24.8	23.8
		TOTAL without Capital Cost	18.6	19.9	22.3	20.1	20.6	21.8	20.8

