

CRD Rail Rapid Transit

Feb 2020

Written by Gwyer Webber 2018-2020

This option for rail transit would connect most of the communities within the CRD and Up Island. A section at a time would be built when funding is available.

E&N Line

The E&N would be fully upgraded, with double track from Langford to Downtown Victoria, and go underground north of Esquimalt Rd to Douglas St at Yates St. This would eliminate 8 level crossings and would not be disrupted by marine traffic. Electrifying the line from Langford to Victoria would reduce noise and carbon emissions. Stations in the CRD at Langford Exchange, Hwy 1/1A, Portage Park, Admirals Rd, and Douglas St at Yates St.

Regional Rail from Up Island would run to Downtown Victoria using Bi-Mode rail vehicles, running on diesel from Up Island to Langford and then on electric to Downtown Victoria. EMU's would run from Langford to Downtown Victoria. Travel time from Langford Exchange to Downtown Victoria would be approximately 25 minutes where as the proposed LRT would have had a travel time of 45 minutes (**Victoria Regional Rapid Transit Project 2011**).

Victoria & Sidney Line: Automated Metro

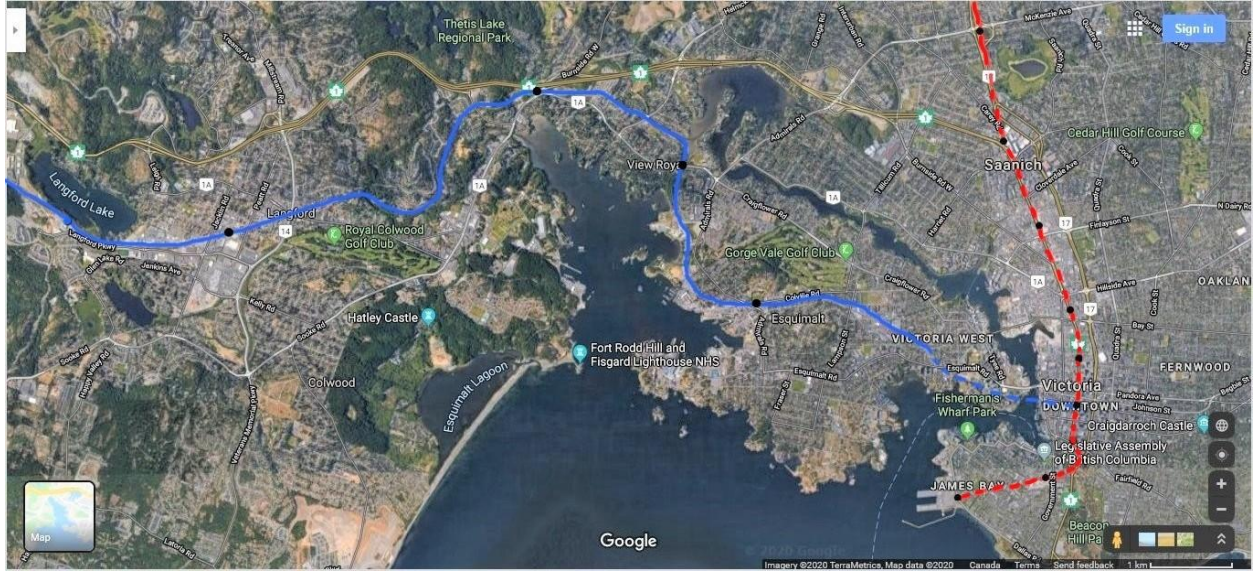
The line would run underground from Ogden Point along Superior St, Blanshard St, Humboldt St, Douglas St, and then mainly on the surface along the Pat Bay Hwy to Sidney. Stations at Ogden Point, Superior St, Yates St, Discovery St, Hillside Ave, Mayfair Mall, Uptown, McKenzie Ave, Royal Oak Dr, Sayward Rd, Island View Rd, Mt Newton Cross Rd, McTavish Rd, and Beacon Ave. The travel time from Sidney to Ogden Point is approximately 35 minutes where as the bus takes over an hour.

DEMU

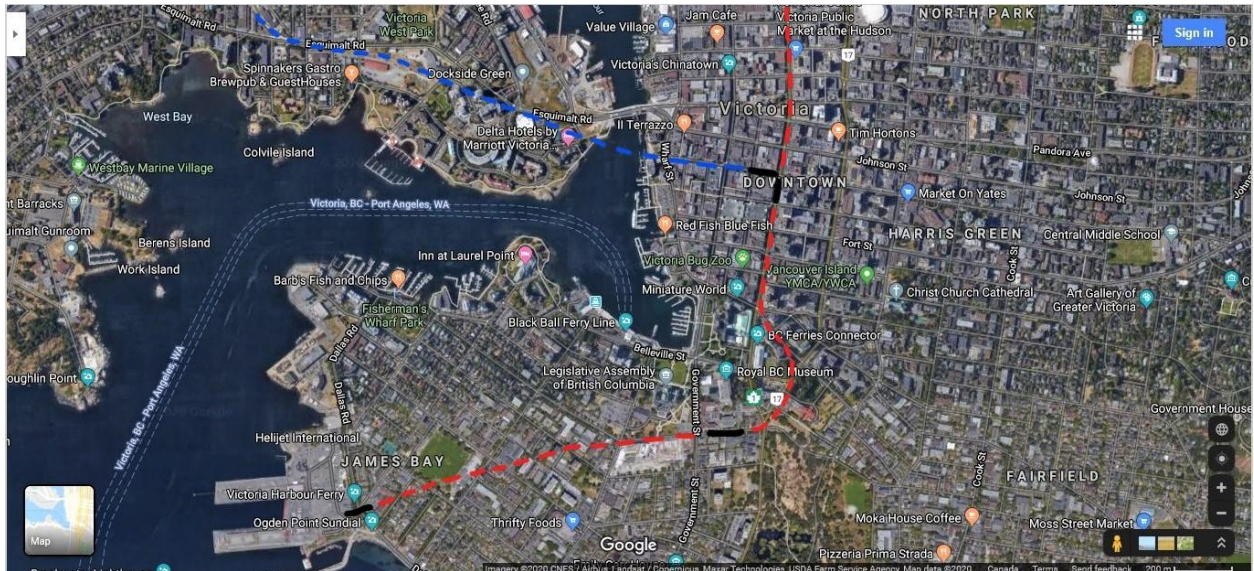
Texrail is running Stadler Flirts from downtown Fort Worth Texas to the Dallas Fort Worth International Airport. The trains have only one door per car per side. Ottawa O-Train has purchased the Stadler Flirt for their Trillium Line(pictured below). These particular train sets are a diesel-electric low floor multiple unit (DEMU) and are designed to allow operations in a mixed fleet including freight. The EMU's do not have the power car (small middle section).



CRD Rail Rapid Transit: E&N Line and V&S Line



CRD Rail Rapid Transit: Downtown Victoria



Average Speed

The table below shows the average speed of some rail transit systems being built or are in service.

City	Toronto Streetcar	Toronto LRT	Cancelled Surry LRT	Mississauga LRT	Vancouver Skytrain	Vancouver Skytrain
Line	Tram 501	Finch West	SNG	Hurontario	Canada Line	Expo Line
Average Speed	14.5km/hr	17.4km/hr	23.3km/hr	27km/hr	36km/hr	45km/hr

Note: The average speed is calculated using the distance of the line and the time it takes to travel that distance including the station stops.

Disclaimer

The author is not a professional planner or affiliated with any transportation body, consulting group, lobby group, or committee. The document is written to show possible rail transit options. The calculations are as accurate as possible based on information available on the internet.

CRD Rail Rapid Transit: Ultimate

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This option for rail transit would connect most of the communities within the CRD and Up Island. A section at a time would be built when funding is available.

E&N Line: Regional Rail (Bi-Mode)

The line would be a fully upgraded single track, with passing sidings where require, and go underground from just north of Esquimalt Rd to Douglas St in Downtown Victoria. Station in the CRD at Langford Exchange, Hwy1/1A, Admirals Rd, and Douglas St at Yates St.

The Regional Rail from Up Island would run to Downtown Victoria using Bi-Moe rail vehicles running on diesel from Up Island to Langford and then on electric from Langford to Victoria. Ottawa O-Train has purchased the Stadler Flirt for their Trillium Line (pictured below).



Victoria & Langford Line (Skytrain)

The line would start at Sooke Rd and run along the Galloping Goose, Jacklin Rd, Station Ave, Goldstream Ave, Island Hwy, Hwy 1, Douglas St, Humboldt St, Blanshard, Superior St, and end at Ogden Point. Stations at Sooke Rd, Langford Exchange, Colwood Exchange, Six Mile, Helmcken Rd, Admirals Rd, Tillicum Rd, Uptown, Mayfair, Hillside, Discovery St, View St, Superior St, and Ogden Point.

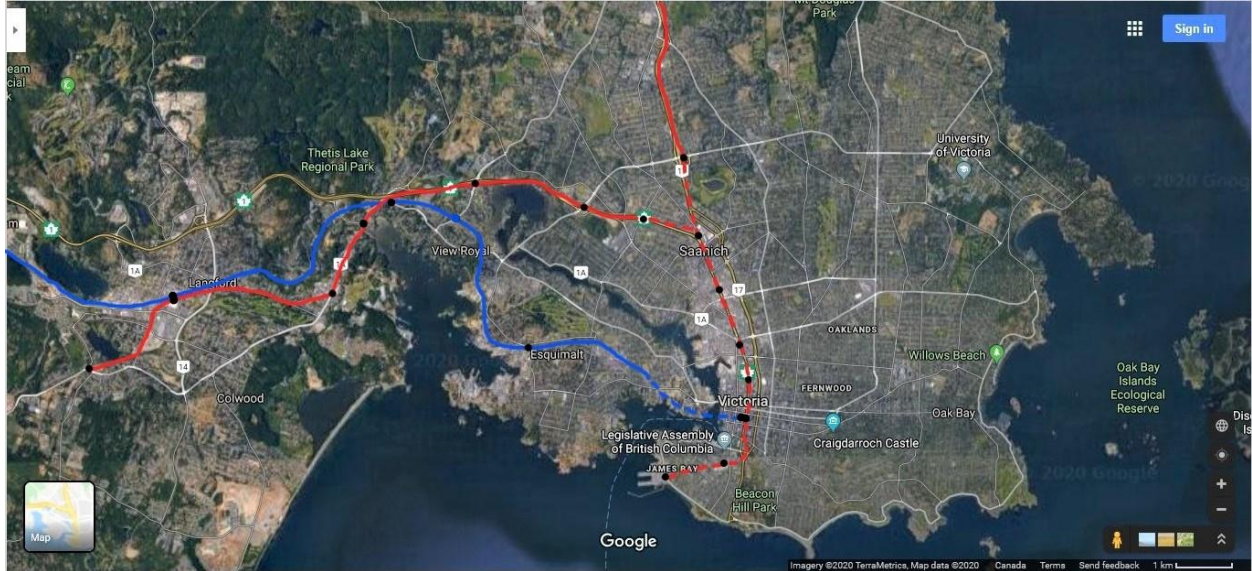
The travel time from Langford Exchange to Downtown Victoria would be approximately 22 minutes where as the proposed LRT would have had a travel time of 45 minutes (Victoria Regional Rapid Transit Project 2011).

Victoria & Sidney Line: (Skytrain)

The line would run from Beacon Ave in Sidney along the Pat Bay Hwy (mainly on the surface) and merge with the line from Langford at Uptown. Stations at Beacon Ave, McTavish Rd, Mt Newton Cross Rd, Island View Rd, Sayward Rd, Royal Oak Dr, and McKenzie Ave.

Travel time from Sidney to Ogden Point is approximately 35 minutes where as the bus takes over an hour.

CRD Rail Rapid Transit: Ultimate



Average Speed

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Line	Streetcar 501	LRT Finch West	Surry LRT SNG	LRT Hurontario	Skytrain Canada Line	Skytrain Expo Line
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