

Tradicionalno načrtovanje prometa	Celostno načrtovanje prometa
Osrednji predmet obravnave je infrastruktura	Infrastruktura je eden od načinov doseganja širših ciljev
Projektno načrtovanje	Strateško in ciljno načrtovanje
Netransparentno odločanje	Transparentno odločanje z vključevanjem javnosti
Osrednja cilja sta pretočnost in hitrost	Osrednja cilja sta dostopnost in kakovost bivanja
Osredotočenost na avtomobile	Osredotočenost na človeka
Investicijsko intenzivno načrtovanje	Stroškovno učinkovito načrtovanje
Zadovoljevanje prometnega povpraševanja	Upravljanje prometnega povpraševanja
Osredotočenost na velike in drage projekte	Osredotočenost na učinkovite in postopne izboljšave
Domena prometnih inženirjev	Interdisciplinarnost, integracija s sektorji za zdravje, okolje, prostor
Izbor prometnih projektov brez strateških presoj	Strateške presoje možnosti glede na zastavljene cilje

Upoštevani vplivi	Spregledani vplivi	
<ul style="list-style-type: none"> • Zastoji • Nesreče • Stroški 	<ul style="list-style-type: none"> • Potovalni stres in učinkovitost • Stroški lastništva vozil • Socialna izključenost • Stroški parkiranja • Zastoji in nesreče „nizvodno“ 	<ul style="list-style-type: none"> • Neodvisna mobilnost nevoznikov • Poraba energije in emisije • Javno zdravje • Posledice na habitatih • Strateški razvojni cilji

Impacts	Widen Highway	New Route	Rail Service	Bus and TDM
Malahat congestion	Large benefits that decline with generated traffic	Large benefits that decline with generated traffic	Small reduction	Small to moderate reduction
Downstream congestion	Large increase	Large increase	Small reduction	Moderate reduction
Parking costs	Large increase	Large increase	Small reduction	Moderate reduction
Consumer costs	May reduce operating costs	My reduce operating costs	None, due to high fares	Large savings due to low fares
Traveller productivity	No change. Drivers must focus on driving.	No change. Drivers must focus on driving.	Passengers can work or rest	Passengers can work or rest
Malahat crashes	Reduction offset by generated traffic	Reduction offset by generated traffic	Small reduction	Moderate to large reduction
Downstream crashes	Large increase due to induced travel	Large increase due to induced travel	Small reduction	Moderate to large reduction
Crash delays (unreliability)	Moderate reduction	Large reduction provided by additional route	Moderate reduction	Moderate to large reduction
Non-drivers' mobility	No benefit	No benefit.	Small benefit due to infrequent service and high fares	Large benefit due to frequent service and low fares
Pollution emissions	Increased by induced traffic	Increased by induced traffic	Small reductions due to small mode shifts	Moderate to large reductions
Land displacement	Increased	Increased	No impact	No direct impact. May reduce parking lots.

This table summarizes various impacts of the options being considered. Bus and rail benefits depend on the magnitude of auto-to-transit mode shifts. (Green = increases benefits, Red = increases costs)