



Frequent and Affordable Vancouver Island Bus Service

Why and How to Provide Convenient and Inexpensive Public Transit on Vancouver Island

Better Island Transit

22 May 2024



Better Island Transit

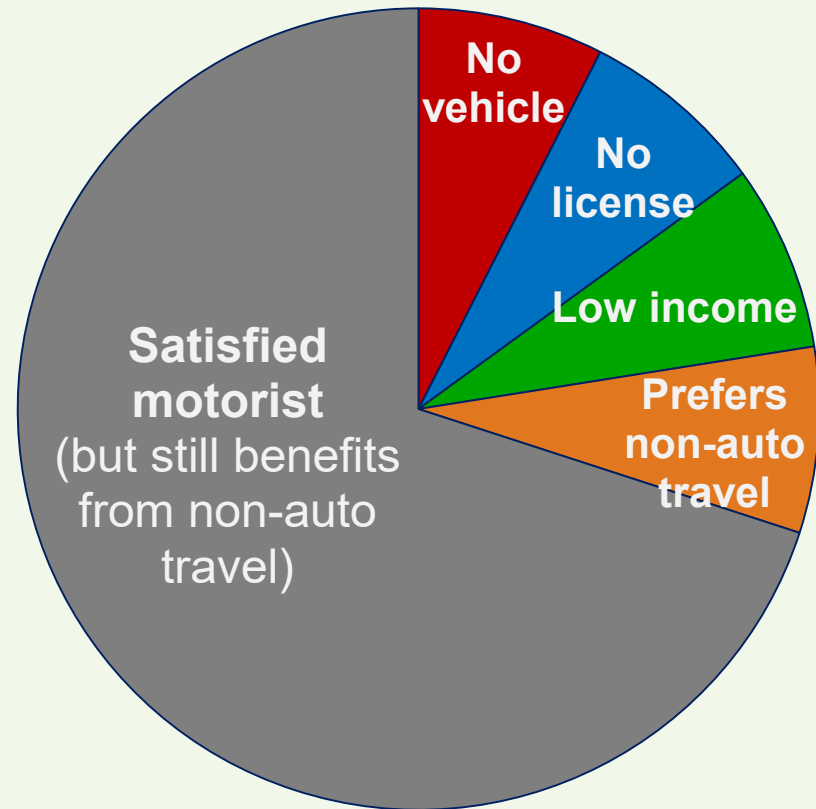
FREQUENT AND AFFORDABLE PUBLIC
TRANSPORTATION FOR VANCOUVER ISLAND

Non-auto Travel Demands

In a typical community 20-40% of travellers cannot, should not, or prefer not to drive for most trips.

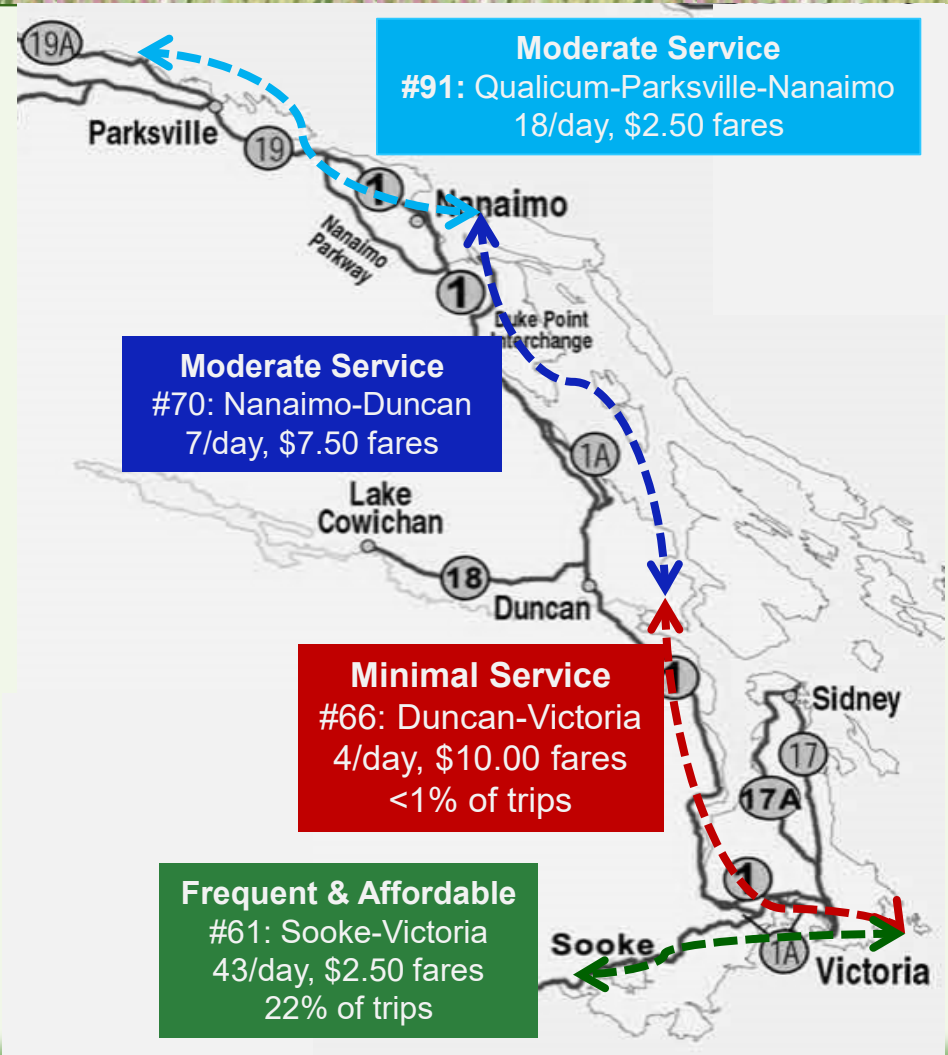
Without suitable travel options they lack independent mobility, require chauffeuring, bear excessive costs, or move to other communities that offers better mobility option.

Motorists also benefit from improved travel options that reduce traffic and parking problems and their chauffeuring burdens.



Current Transit Services

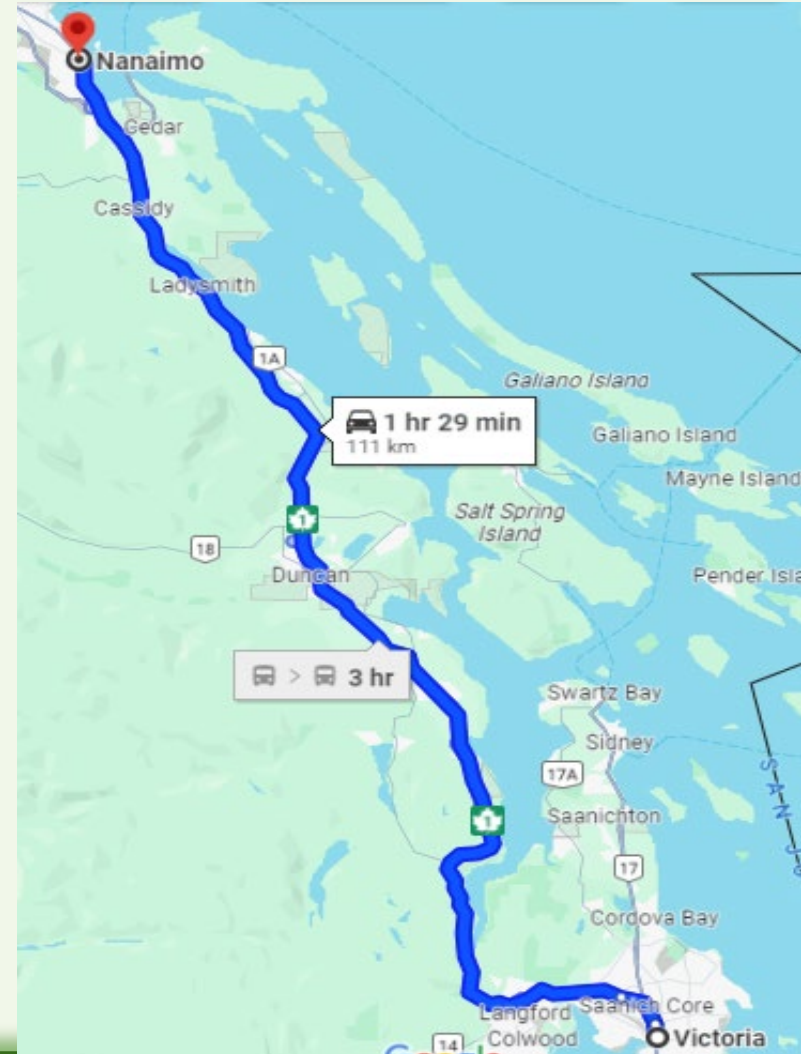
Transit service is currently infrequent and expensive between central and south Vancouver Island. The Duncan-Victoria link has only four daily buses, with no reverse commute or off-peak service, and \$10 one-way fares. Nanaimo-Duncan has only seven trips with \$7.50 one-way fares.



The Island Highway

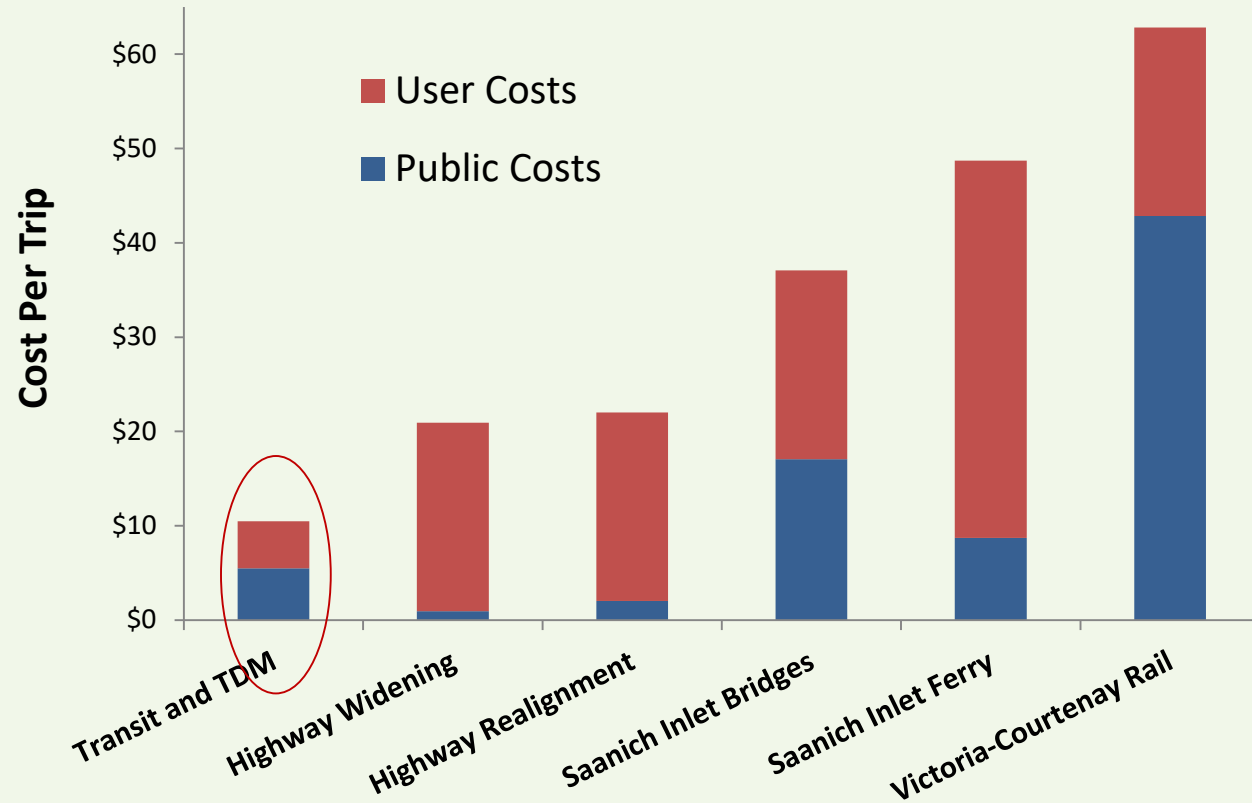
The Island Highway between Nanaimo and Victoria is:

- A major travel corridor carrying about 30,000 daily trips.
- Often congested, dangerous and sometimes closed due to crashes, flooding and rockfalls.
- Costly and environmentally damaging to expand.
- Lacking mobility options for non-drivers.



Comparing Solutions

Of the transportation improvements proposed in the *South Island Transportation Strategy*, frequent and affordable bus service with TDM incentives is the most cost effective and it provides the greatest range of benefits, particularly for non-drivers.



Our Proposal

Establish frequent (at least hourly), affordable (costing no more than two local fares), and integrated service on the #66 and #70 bus routes.

This would provide convenient connections between central and southern Vancouver Island, from early morning to late at night, with \$10 maximum fares between Nanaimo and Victoria.



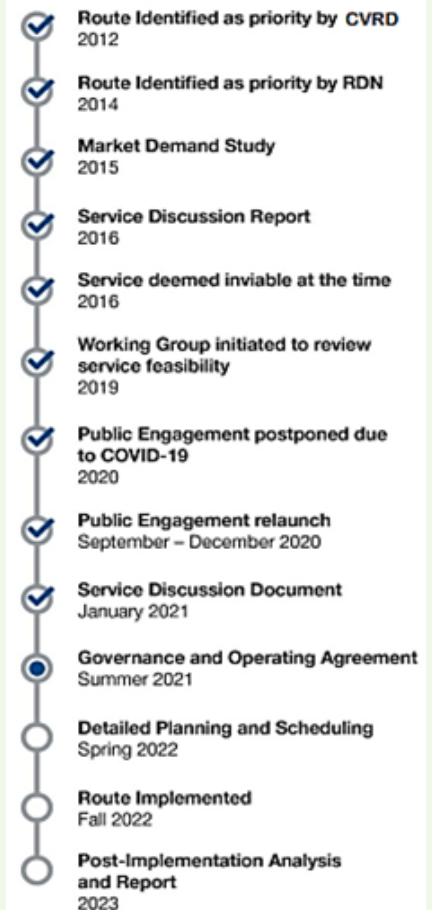
Implementation

Implementing this plan by 2025 requires the following actions:

1. Regional district and BC Transit boards request more service (Spring 2024)
2. BC Transit develops a specific proposal (Summer 2024)
3. Regional districts and BC Transit create operational and funding plan (Fall 2024)
4. Funding included in the 2025 provincial budget (Winter 2025).

We don't want to repeat the slow and costly planning process for the #70 Duncan-Nanaimo route that took a decade and hundreds of thousands of dollars.

#70 Planning Timeline





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