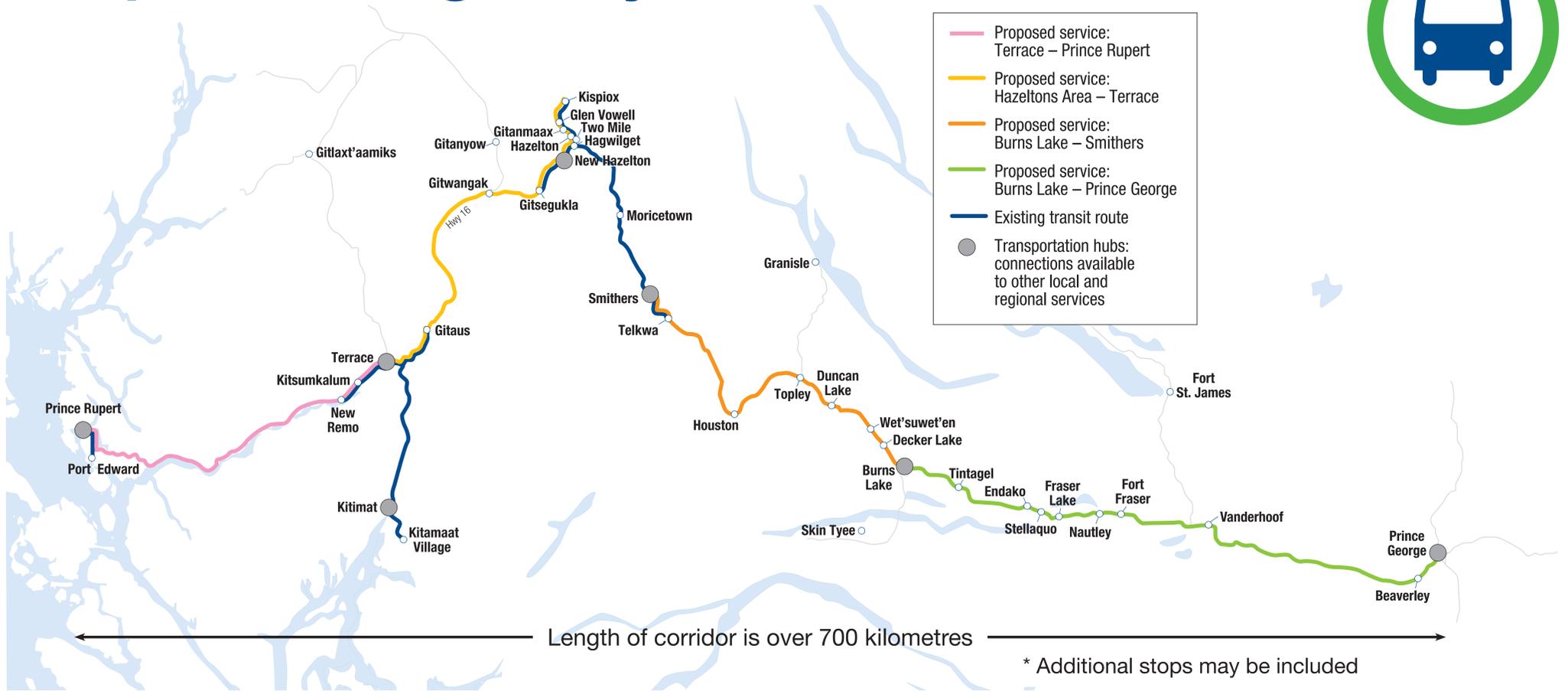


Proposed Highway 16 Transit Service



Project Overview

Given the key travel patterns and length of the corridor, the proposed transit service has been divided into four service segments:

- Terrace – Prince Rupert
- Hazeltons Area – Terrace
- Burns Lake – Smithers
- Burns Lake – Prince George

Moving forward on \$5 million Highway 16 Transportation Action Plan

- Transit expansion (up to \$2.4 million over 3 years)
- Community transportation grant program (up to \$800,000 over 3 years)
- First Nations driver education program (up to \$300,000 over 3 years)
- Webcams and transit shelters (up to \$1.5 million over 2 years)
- Collaboration to increase interconnectivity



Why not have one bus travelling between Prince Rupert to Prince George?

- What we heard is that the biggest transit need in the Hwy 16 corridor is for same-day return travel between smaller communities and their closest regional centre.
- The proposed transit service is designed to complement existing transportation providers.

Why do some options have one round trip and others two?

- The number of trips is influenced by the distance, population and direction that most people are travelling in the corridor.

How will other communities not on the Hwy 16 corridor be served?

- To make service attractive and effective, transit options focus on keeping the bus on the Highway 16 corridor and promoting connections to surrounding communities.
- Transit services will make stops along the corridor where there are safe pull offs, and will also serve key medical and service destinations.
- The new Highway 16 Community Transportation Grant Program could potentially be used to provide connections for community-led transportation initiatives.