

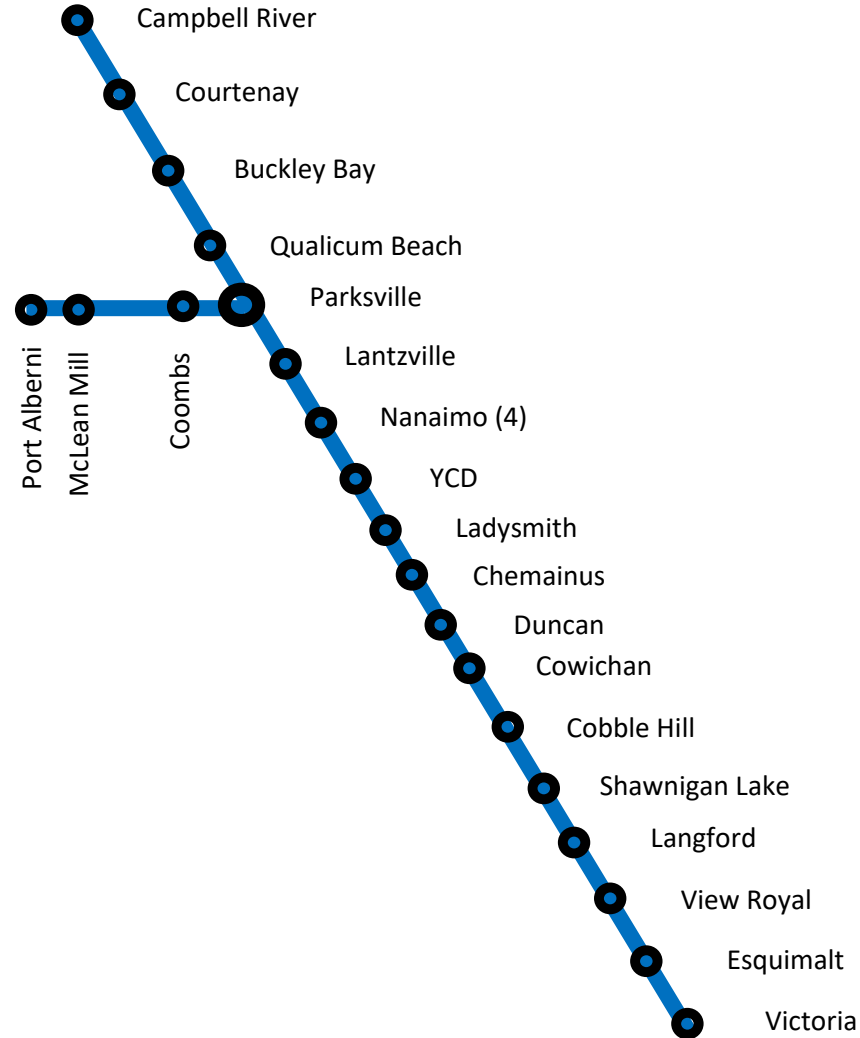
Vancouver Island Rail Transit

Written by Gwyer Webber (2018-2026)

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www.railtransit.ca

The Island Rail Corridor would be preserved for a **Regional Rail Passenger Service**, a **Freight Service**, and a **Multi-Use Trail** beside the rail line.



Regional Rail Passenger Service

- The rail line would be upgraded with new rail and concrete ties to allow for scheduled passenger rail service throughout the day.
- The rail line would be placed underground around First Nations reserves per their requirements.
- Station platforms are 170m long initially with the ability to extend to 300m. This would allow for future expansion to ten bilevel coaches with a locomotive at each end.
- Option for overhead power between Langford and Victoria.
- The travel time between Courtenay and Victoria would be a under **3.5** hours.
(The travel time between Courtenay and Victoria would be over 5 hours on five BC Transit buses)
- The travel time between Duncan and Victoria is approximately **70** minutes.
- The travel time between Langford and Downtown Victoria is approximately **21** minutes.

Rail Rolling Stock

- Deisel Electric Multiple Units with batteries and a pantograph that are FRA compliant.

The picture below shows a four car Stadler Flirt DEMU which runs on the Ottawa Trillium Line.



Freight Rail Service

- All freight would run on the mainline outside of the passenger rail schedule.
- New services would be feasible when the rail line is upgraded.

Possible Ridership

Using Appendix Table G-14 and Table G-16 in the CVRD Stantec Report as a reference with 6 hrs off peak, the number of possible rail trips on the Island Rail Corridor with the existing population on Vancouver Island shows as follows.

- CVRD at around 1.5 million possible rail trips per year.
- RDN at around 2.4 million possible rail trips per year.
- Comox Valley RD at around 564,000 possible rail trips per year.
- Port Alberni immediate area at around 452,000 possible rail trips per year.

This is a total of a possible **4.9 million possible rail trips per year** north of the Malahat. This does not include the CRD.

Costs to Upgrade the Island Rail Corridor

• Upgrading the rail line to the to the Ultimate Stage on the Victoria Sub and the Pt Alberni Sub	\$829 million
• 10 four car and 10 two car DEMUs (two spares for each size)	\$250 million
• Signaling system for the Island Rail Corridor (289km)	\$289 million
• Tunnel section under Cowichan Tribes Koksilah (1km)	\$270 million
• Tunnel and route around Halalt and Squaw-Hay-One First Nations (2km)	\$600 million
• Tunnel section under Snaw-Naw-As First Nation (1.4km)	\$379 million
• Tunnel section under Esquimalt First Nation and Songhees First Nation (1km)	\$270 million
• Tunnel section to Downtown Victoria plus station (2.1km plus 300m station box)	<u>\$650 million</u>
Total	\$3537 million

➤ This works out to \$12 million per km whereas the Bus on Shoulder lanes along Hwy 1 in the CRD are \$25 million per km.

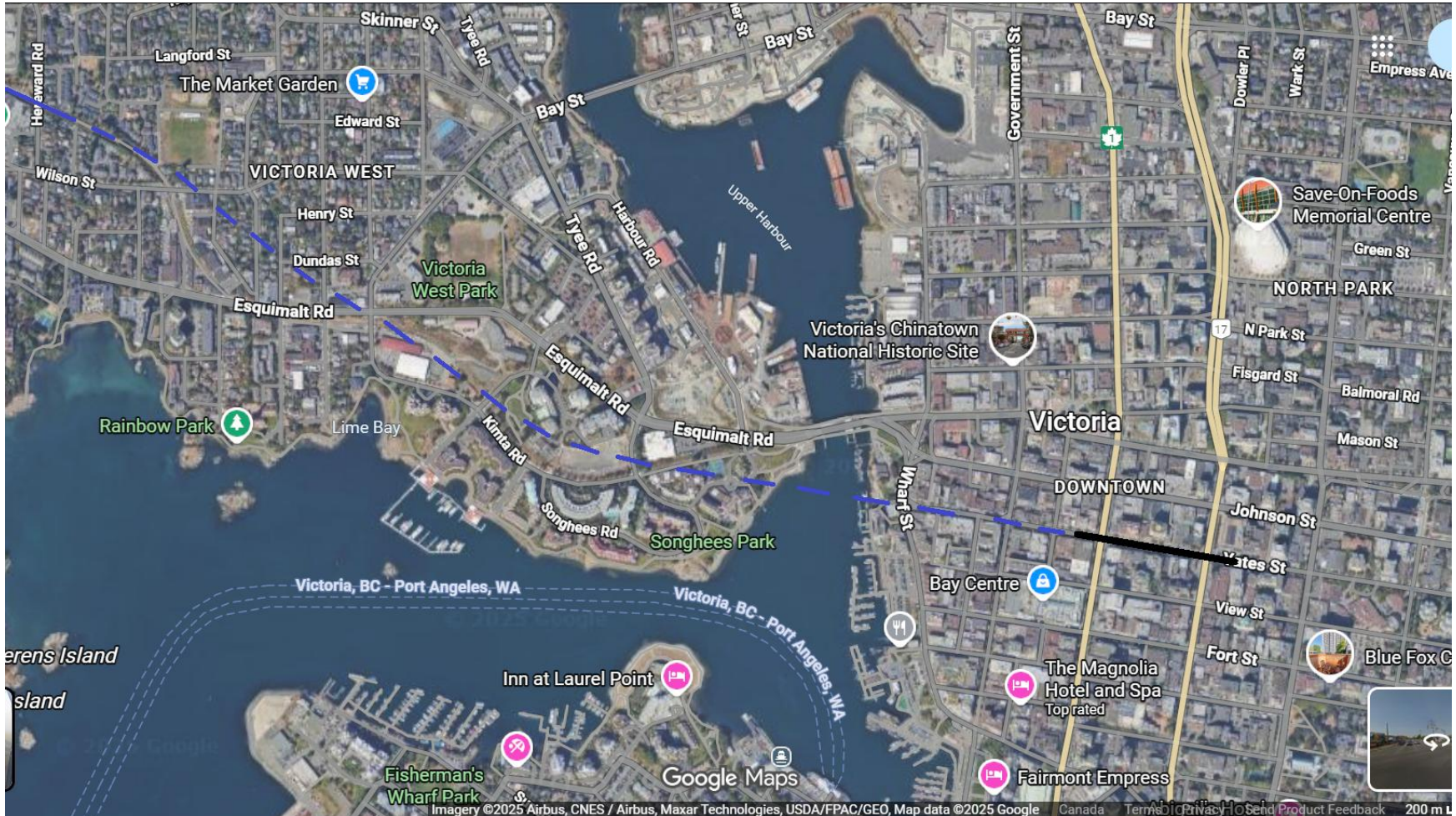
Annual Maintenance

• The annual maintenance for the track is around	\$30 million
• The annual maintenance for the trains is around	\$7.2 million
• The cost for train drivers is around	<u>\$4 million</u>
Total	\$41.2 million

➤ The annual maintenance cost could be funded by a five cent gasoline only Tax in the five Regional Districts.

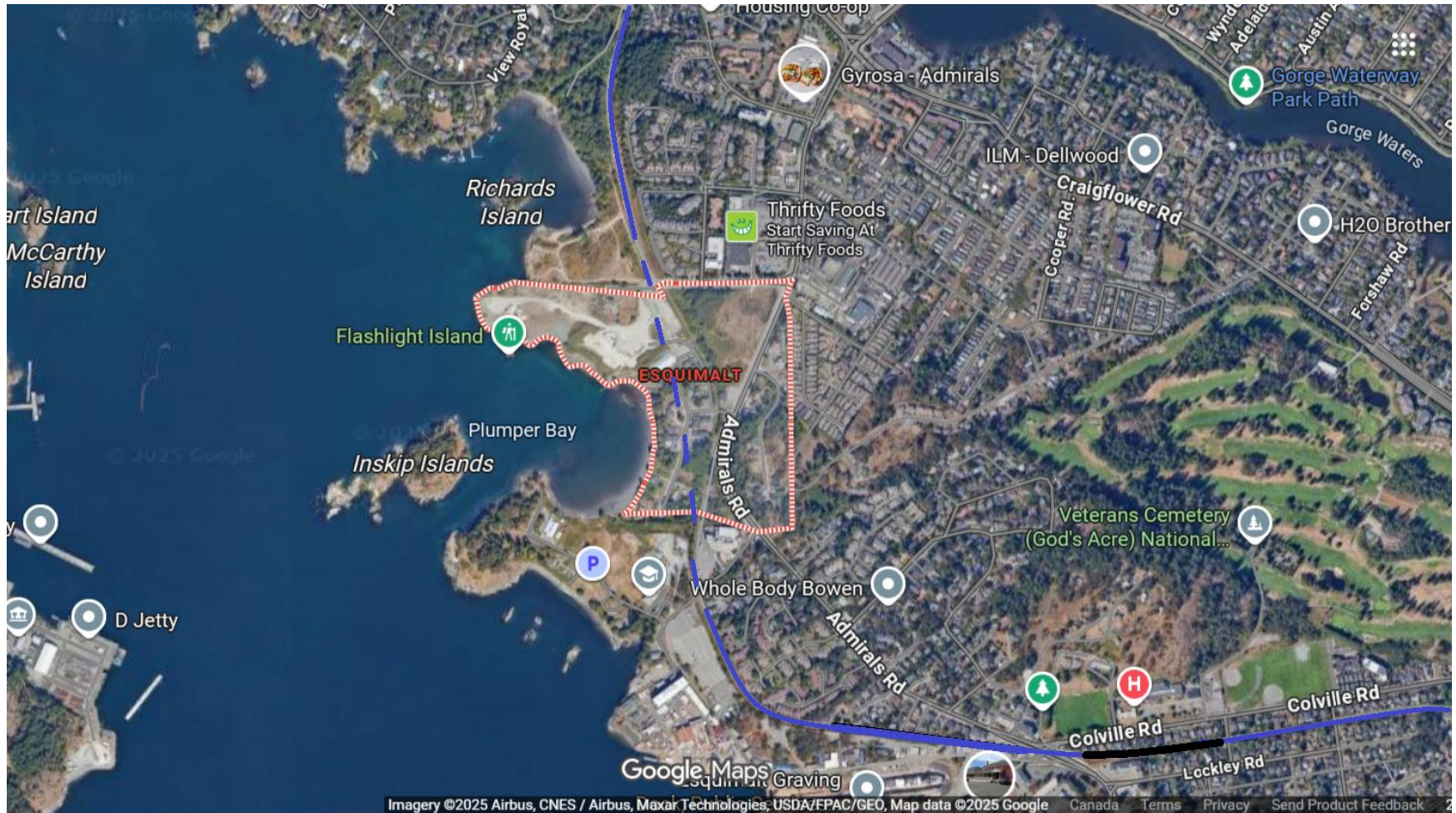
Downtown Victoria Underground Station

- The station would have a double track and an island platform with a length of 300m. The tunnel starts east of Hereward Rd.



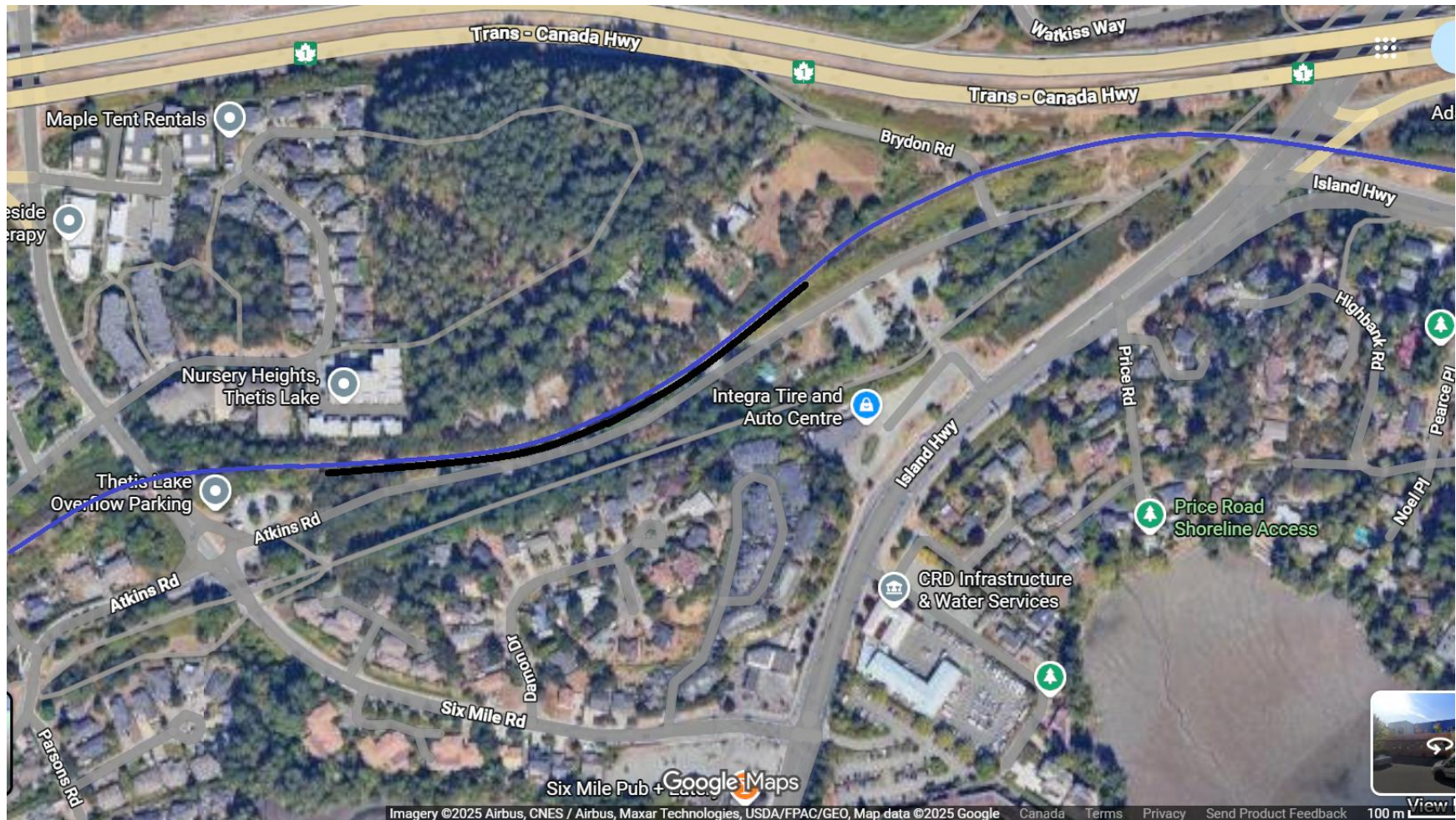
Admirals Station

- The station is on the surface then the line goes underground under the Esquimalt and Songhees First Nations Reserve.

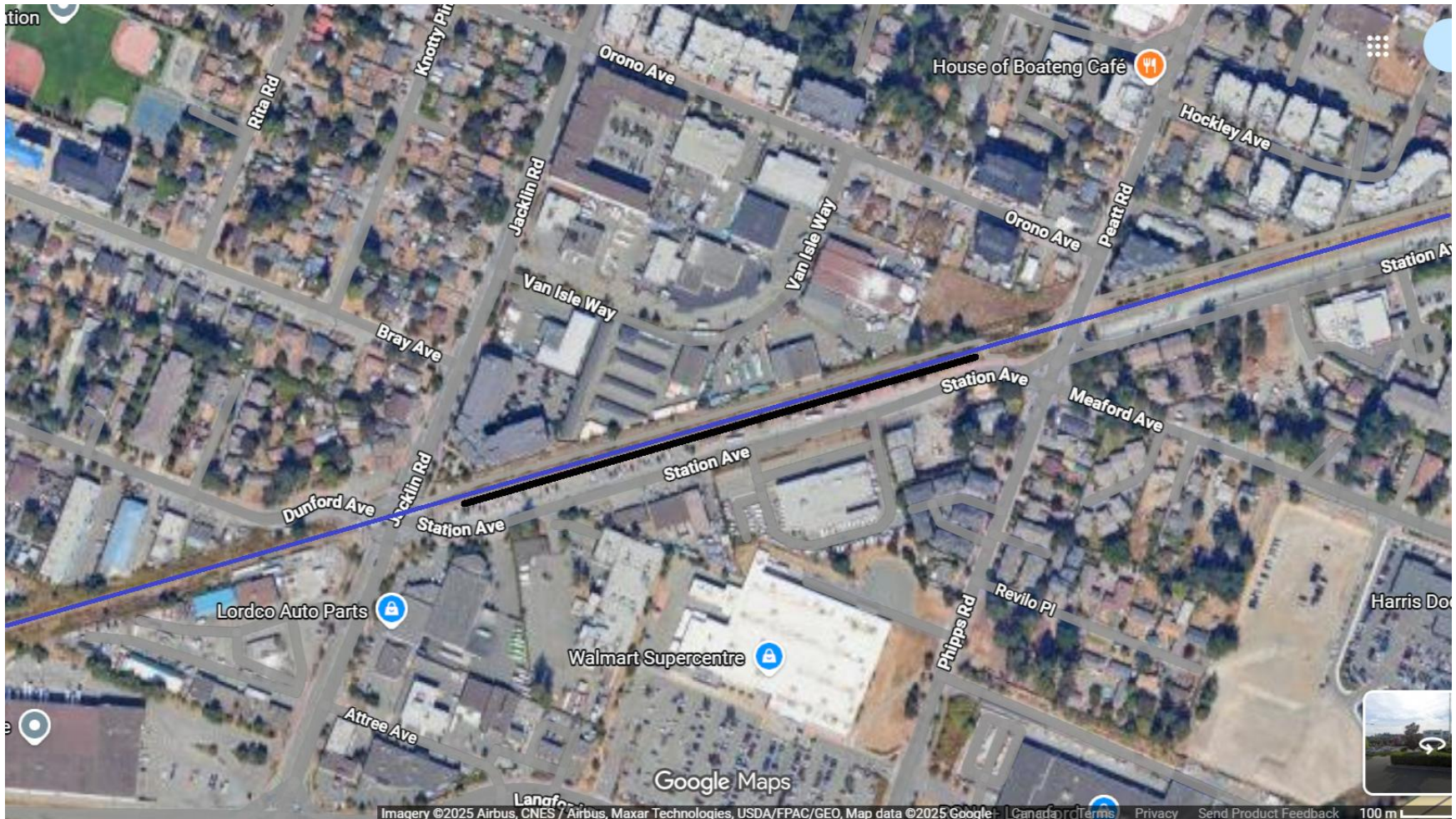


Six Mile Station

- Bus Route # 53 frequency would need to be increased to allow for easy access to the Victoria General Hospital for passengers boarding north of the Malahat.

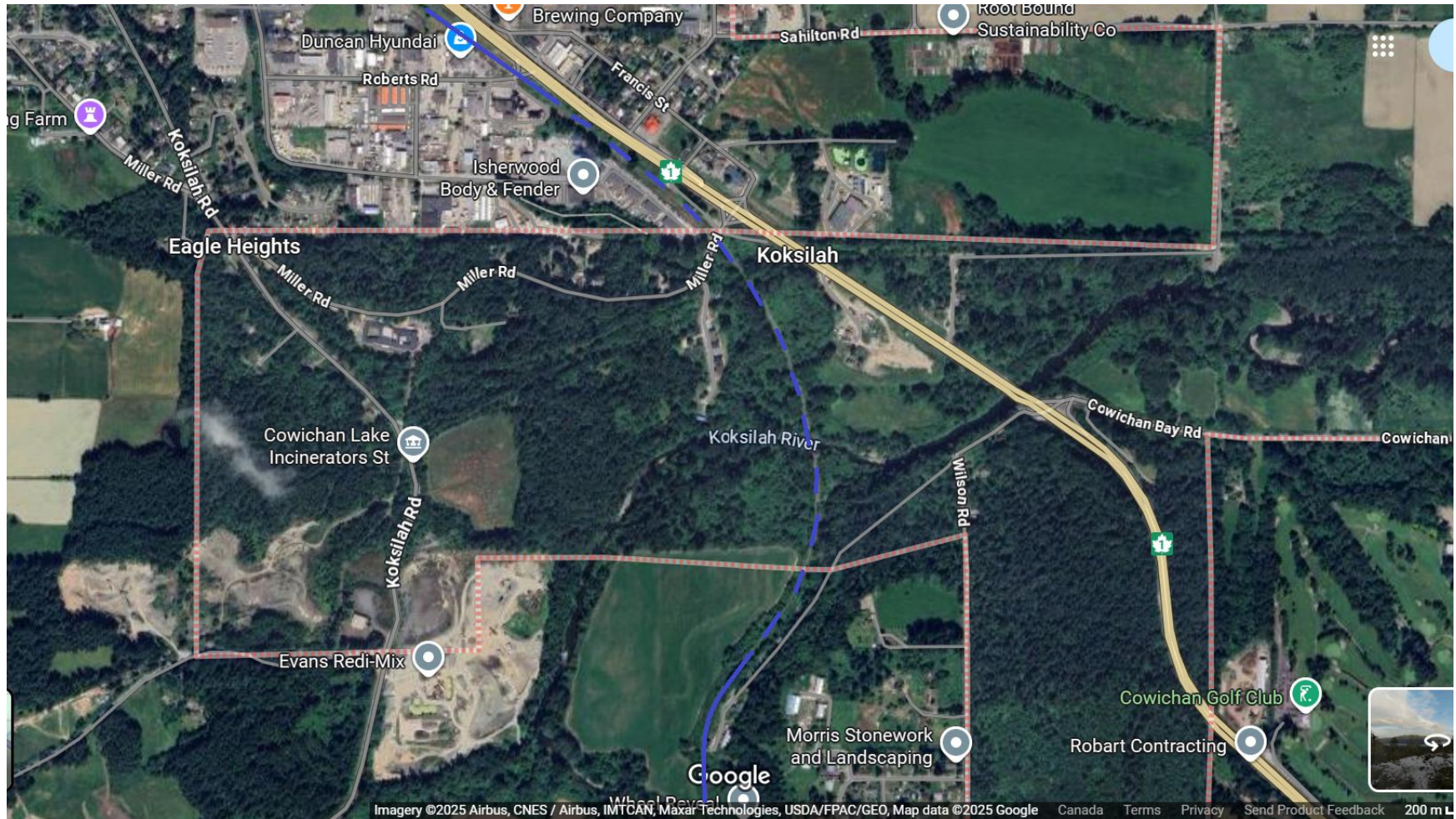


Langford Station



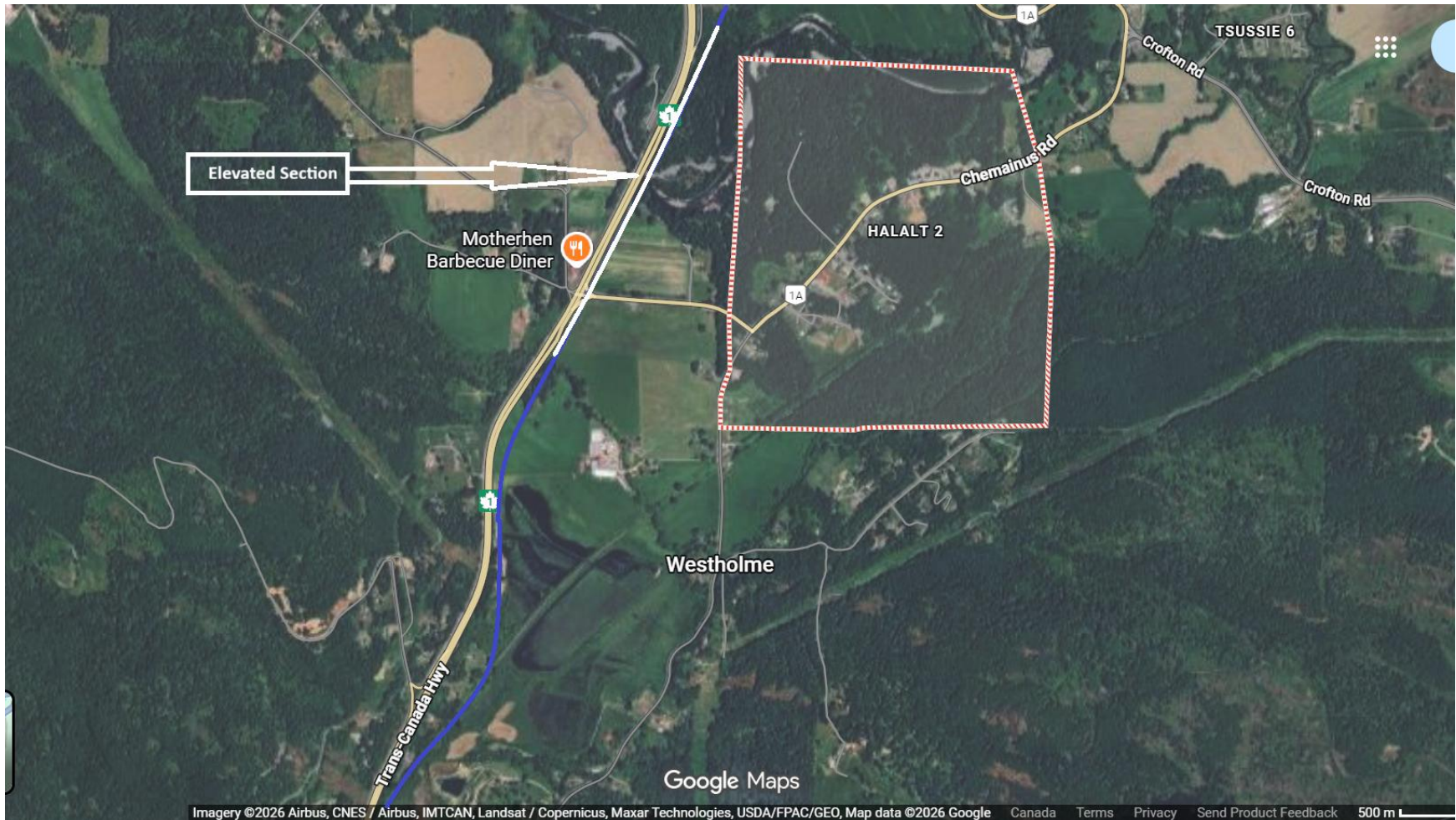
Cowichan Tribes Reserve

- A tunnel section through the reserve and under the Koksilah River.

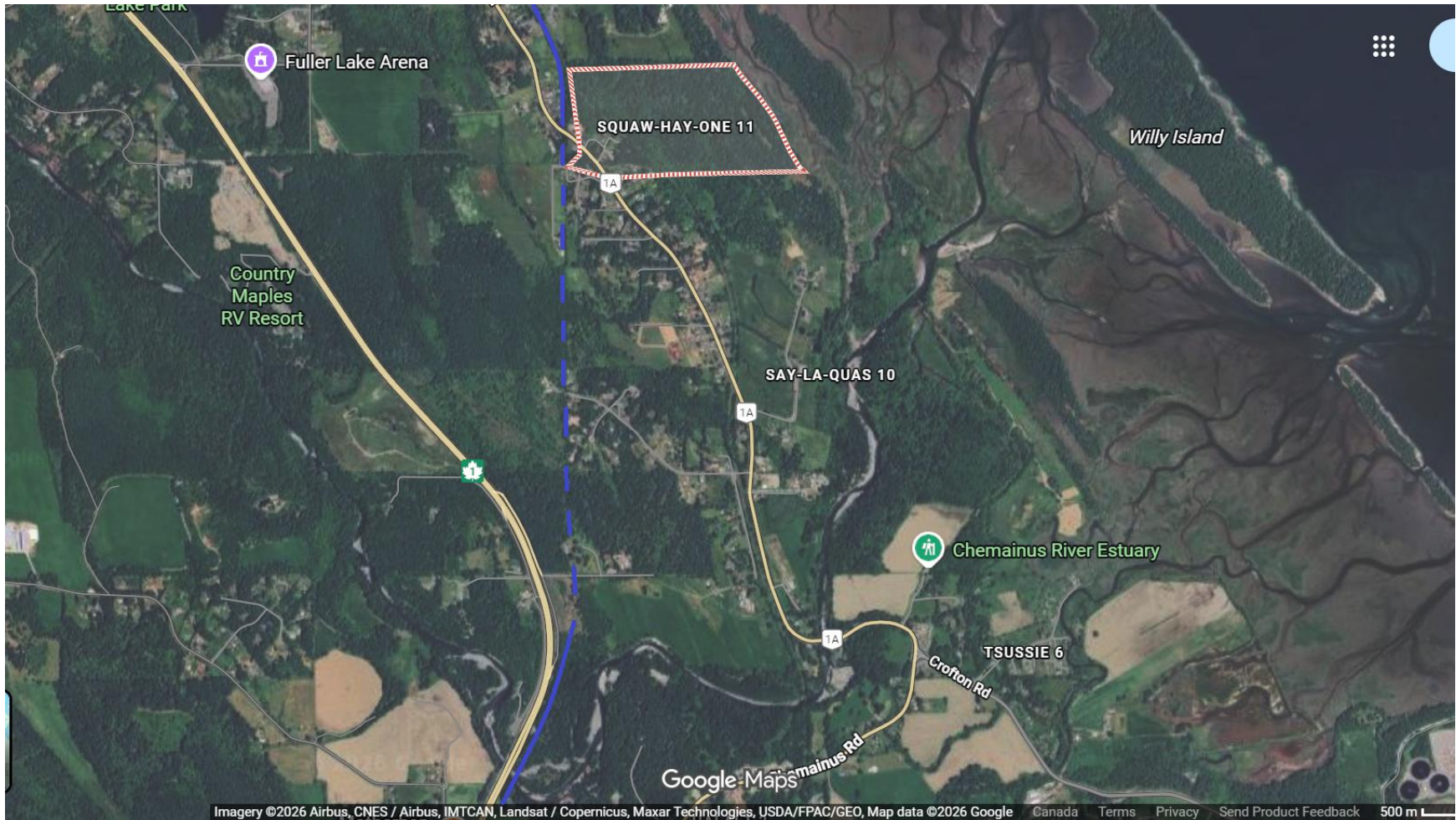


Halalt First Nation Reserve

- The rail line would go around the Halalt First Nations Reserve.



Stz'uminus First Nation: Squaw-Hay-One 11 Reserve



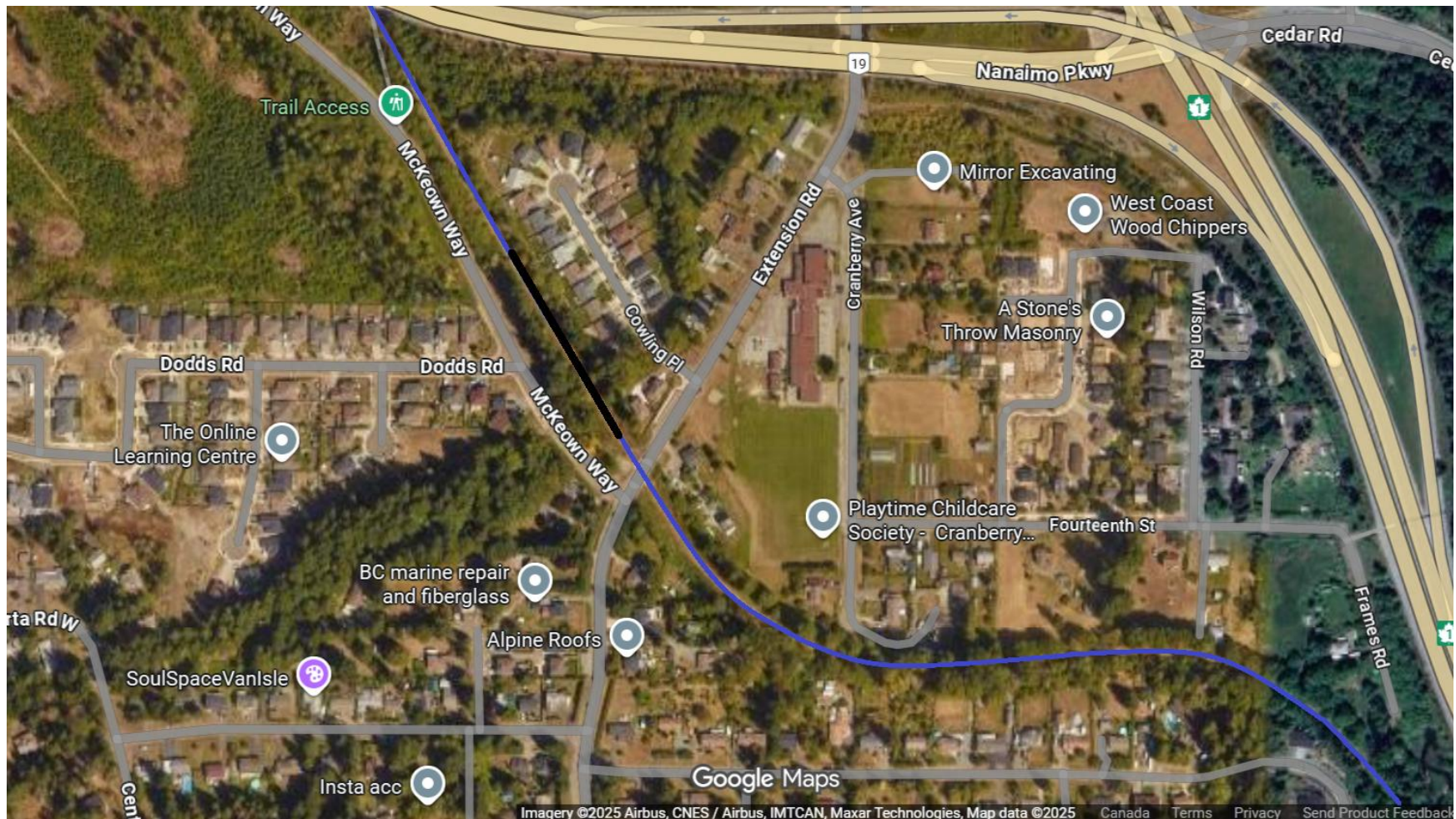
Stz'uminus First Nation: Oyster Bay 12 Reserve

- A station could be placed by the commercial area for First Nation access and increase business traffic.



Chase River Station

- This station is here because it would take two buses and 30 minutes to connect to the next closest train station.



Snuneymuxw First Nations Reserve

- When a new rail link is built to Duke Point connecting to a rail barge terminal, the right of way through the Snuneymuxw First Nations Reserve can be returned to the First Nation and the Wellcox Yard redeveloped.
- The rail line to Coastal Wood Industries could be retained.

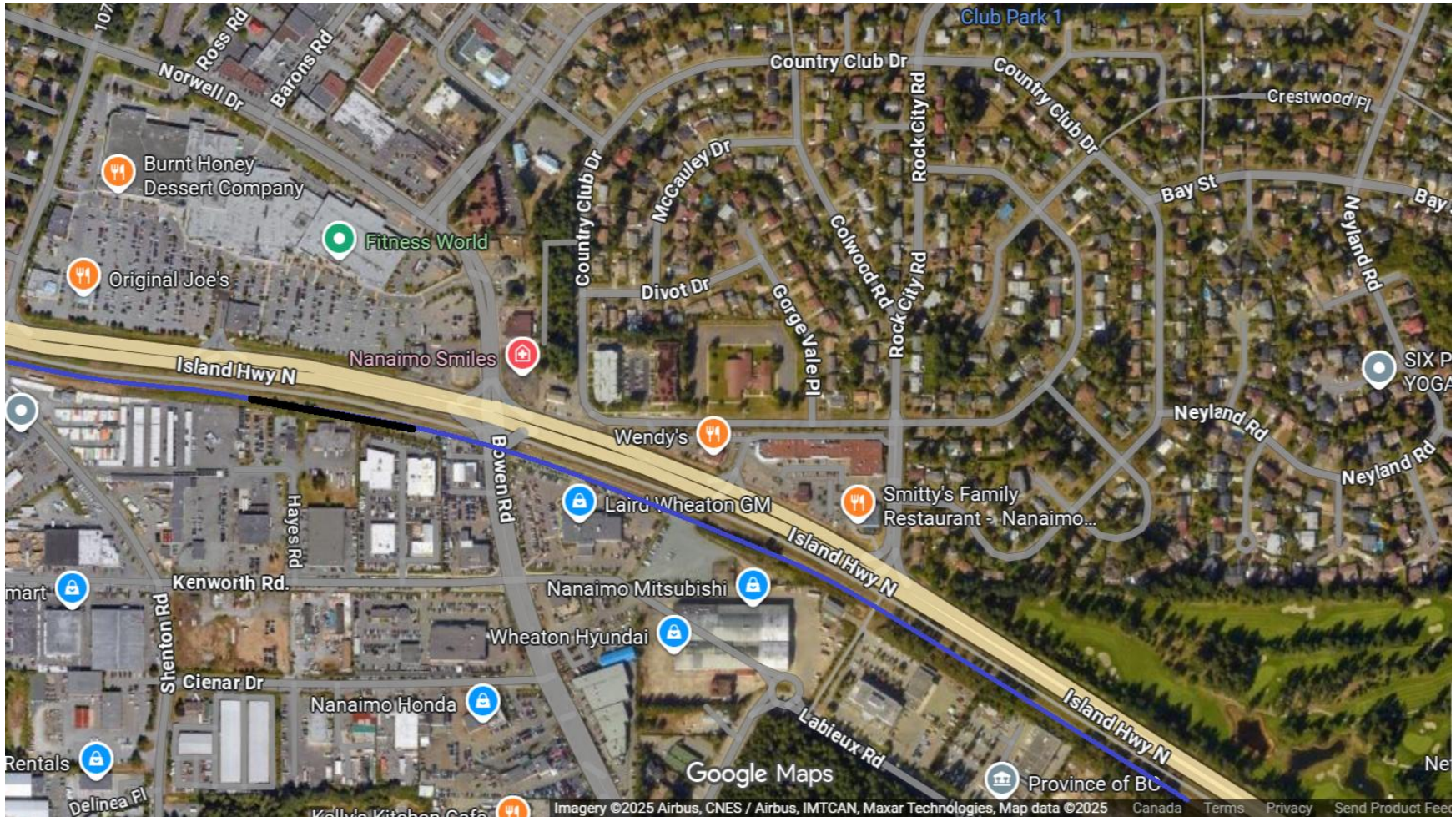


Nanaimo Brooks Landing Station

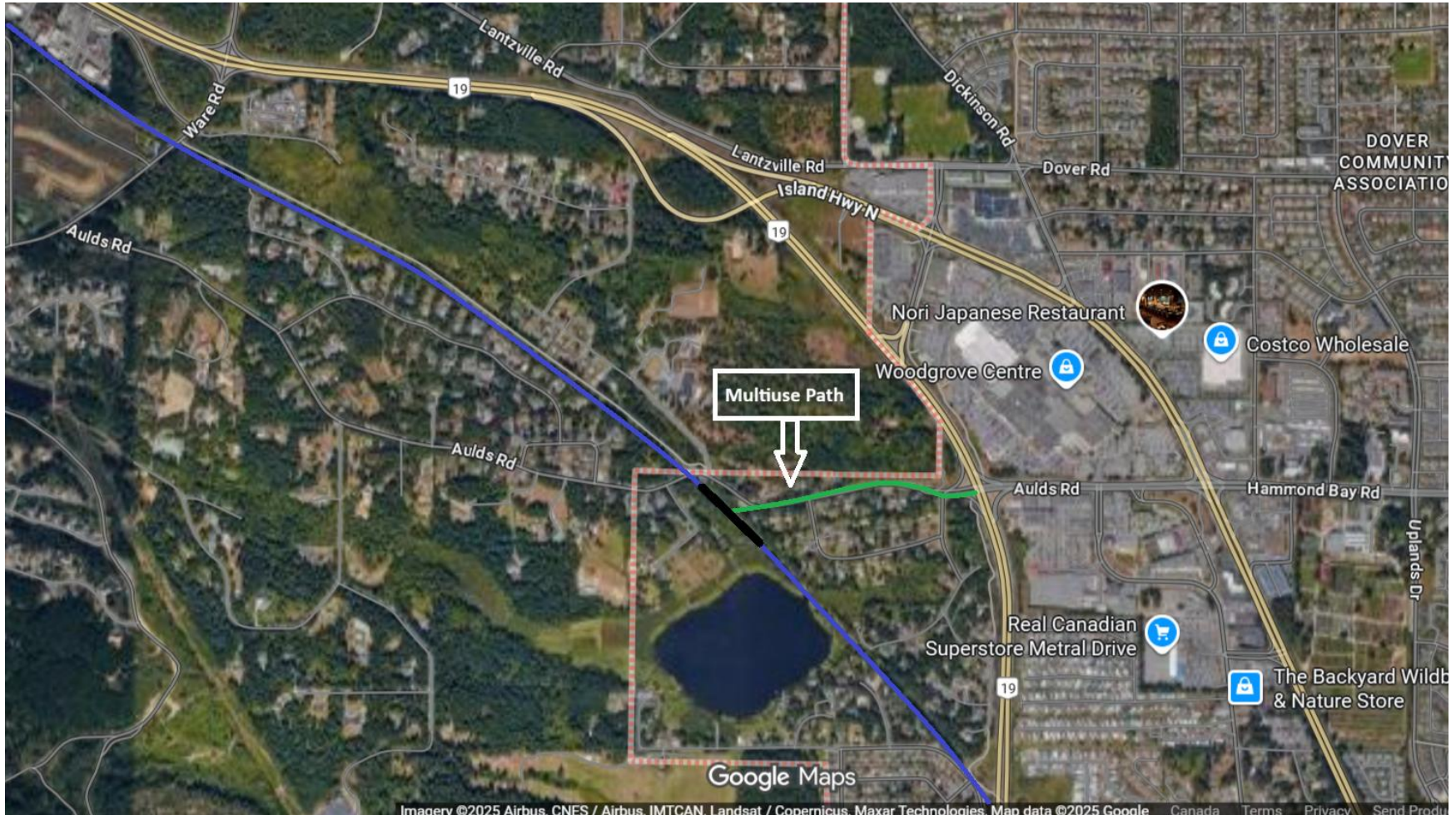
- Transfer point to the Departure Bay Ferry Terminal via the Hammond Bay Bus. Pedestrian access in green on map.



Nanaimo Country Club Station

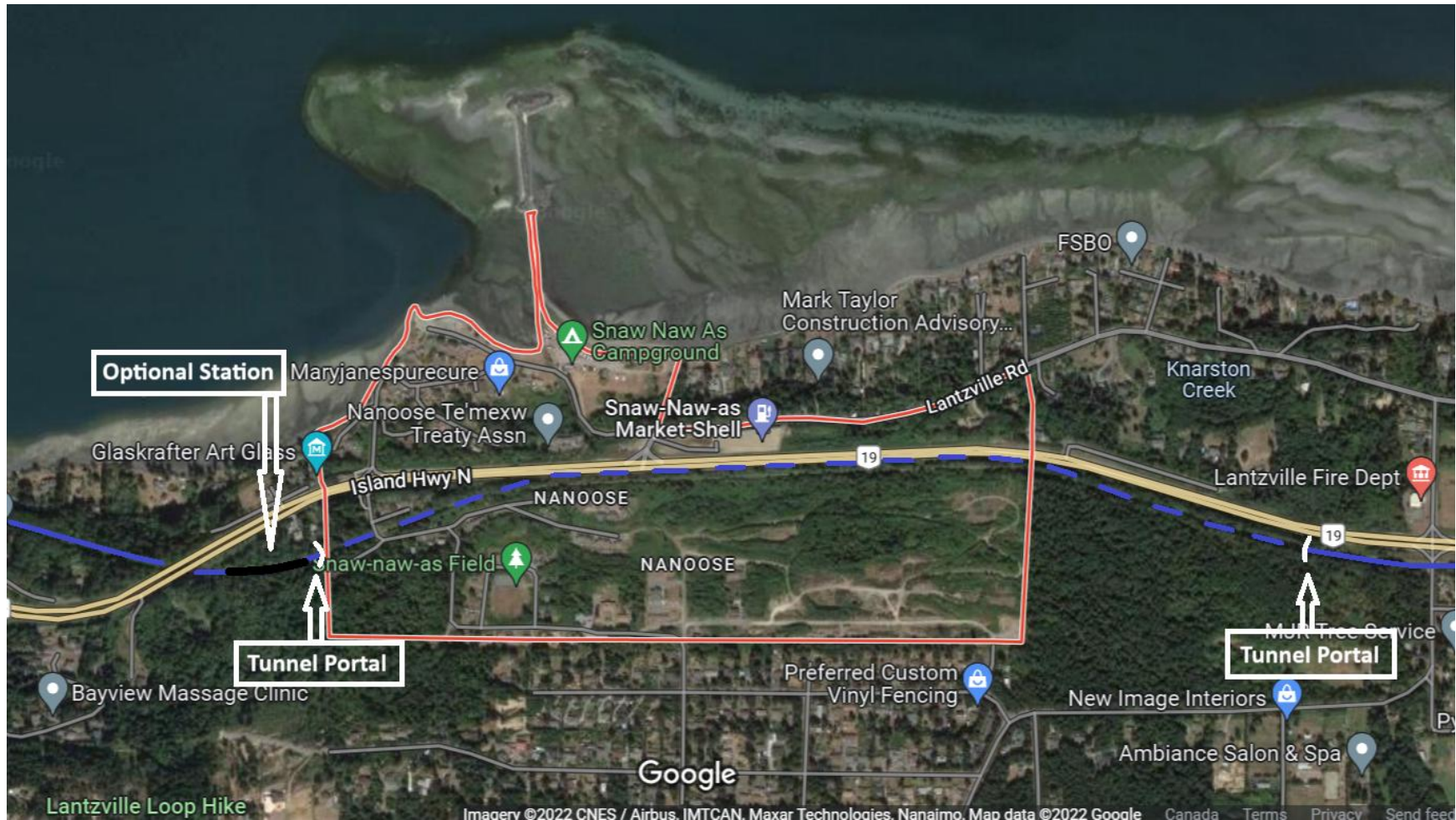


Lantzville-Nanaimo Woodgrove Station



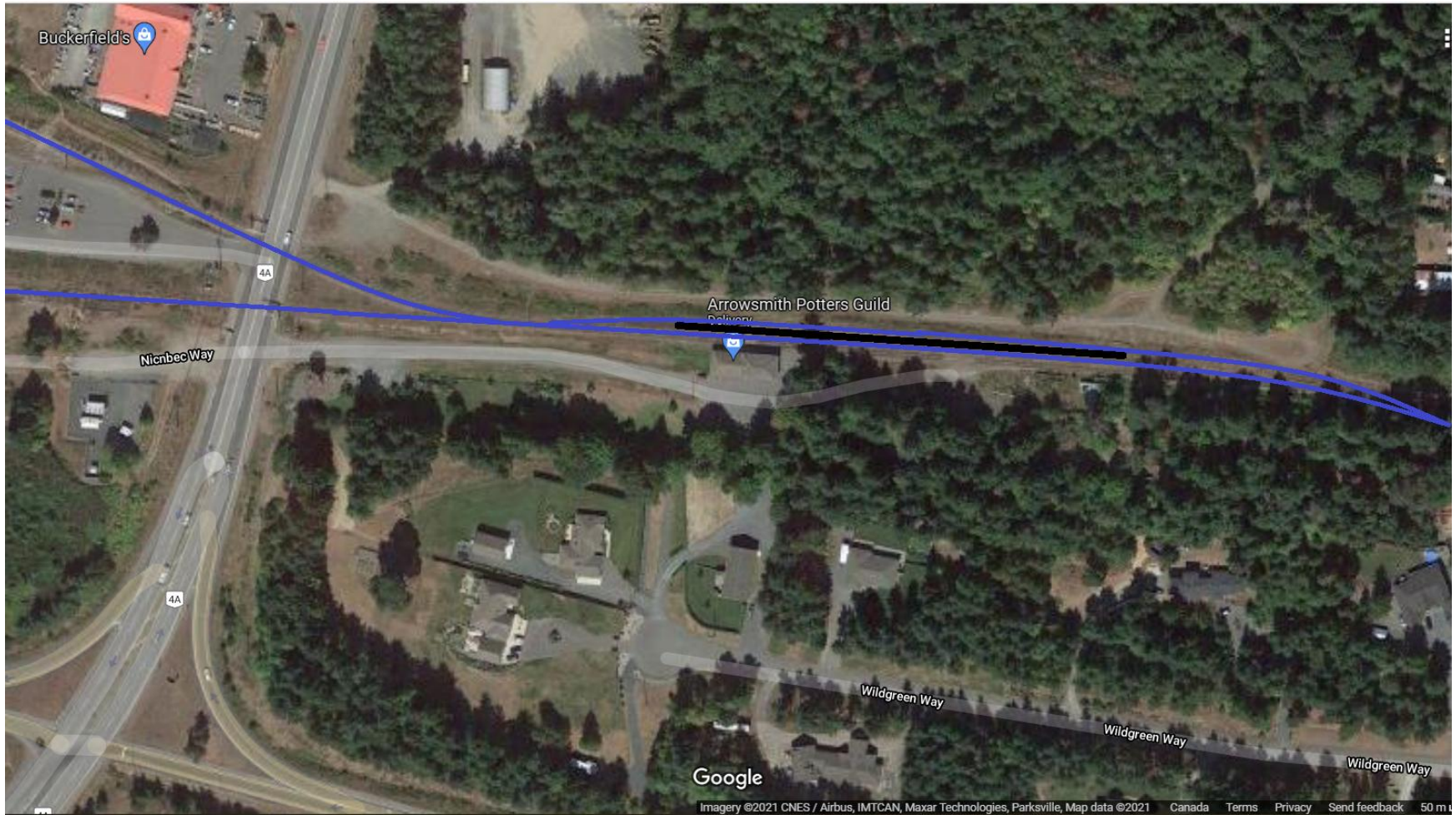
Snaw-Naw-As First Nation Reserve

- The line would be placed underground through the reserve.

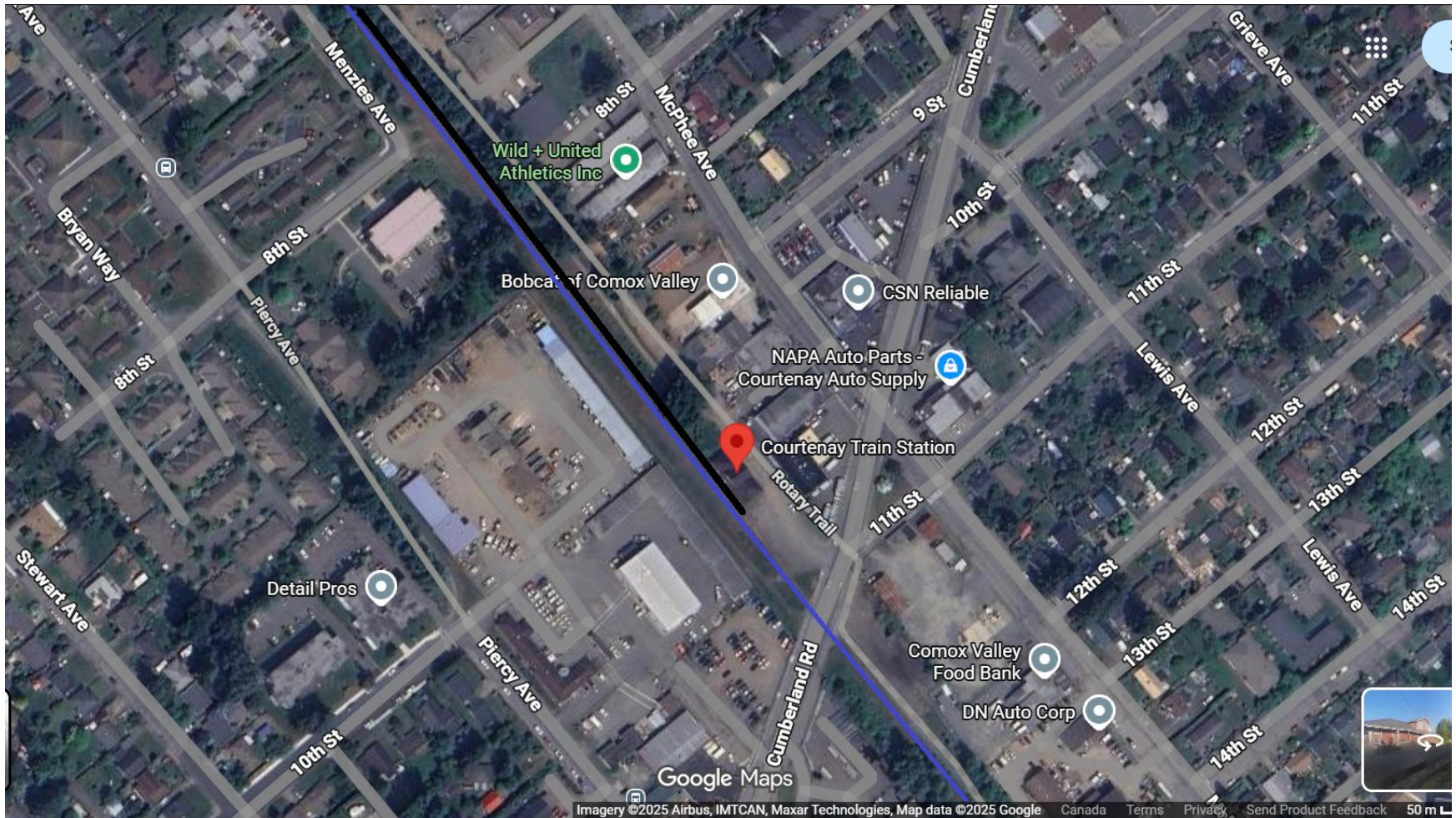


Parksville Station

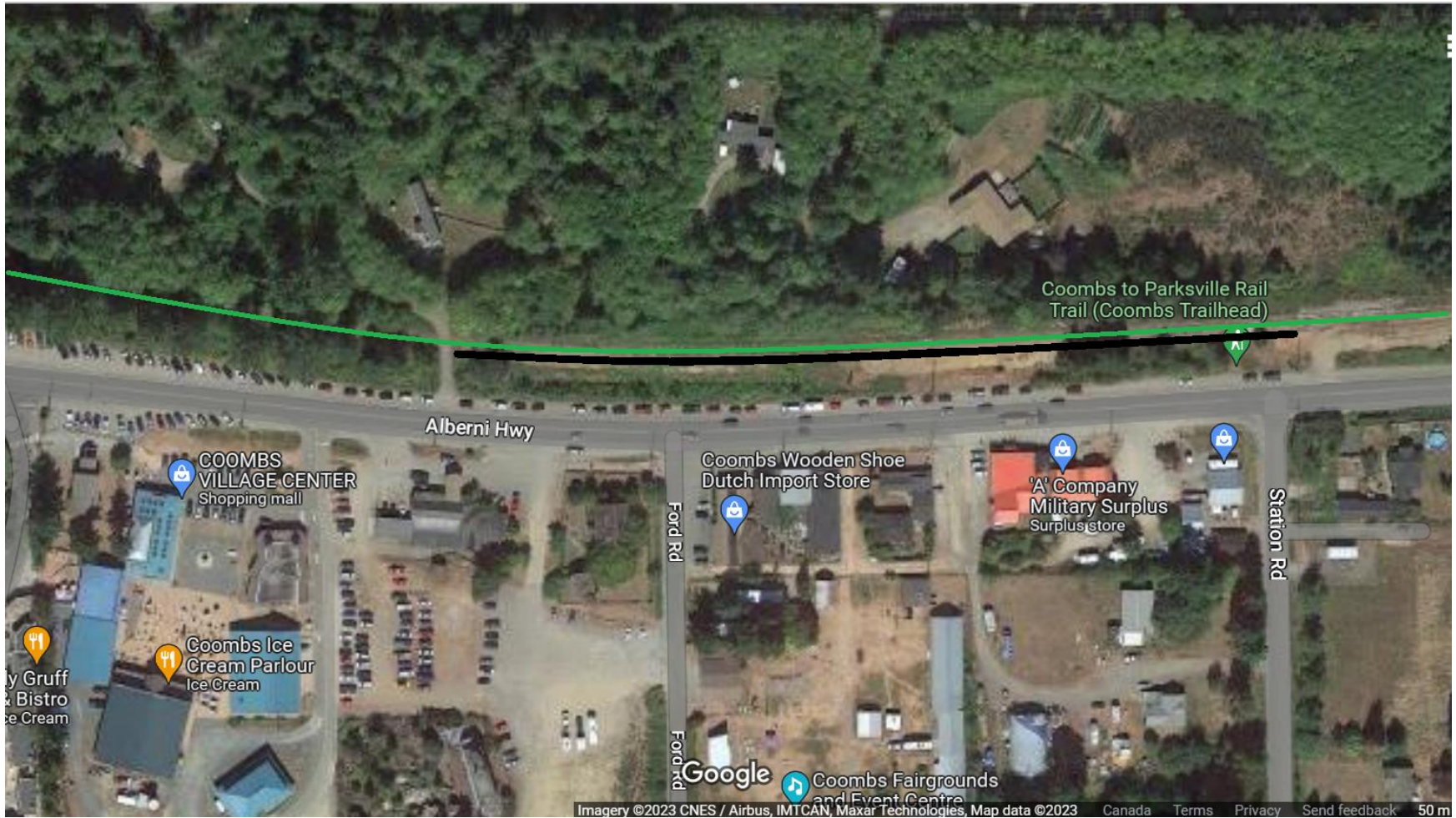
Platform length would be 300m long.



Courtenay Station

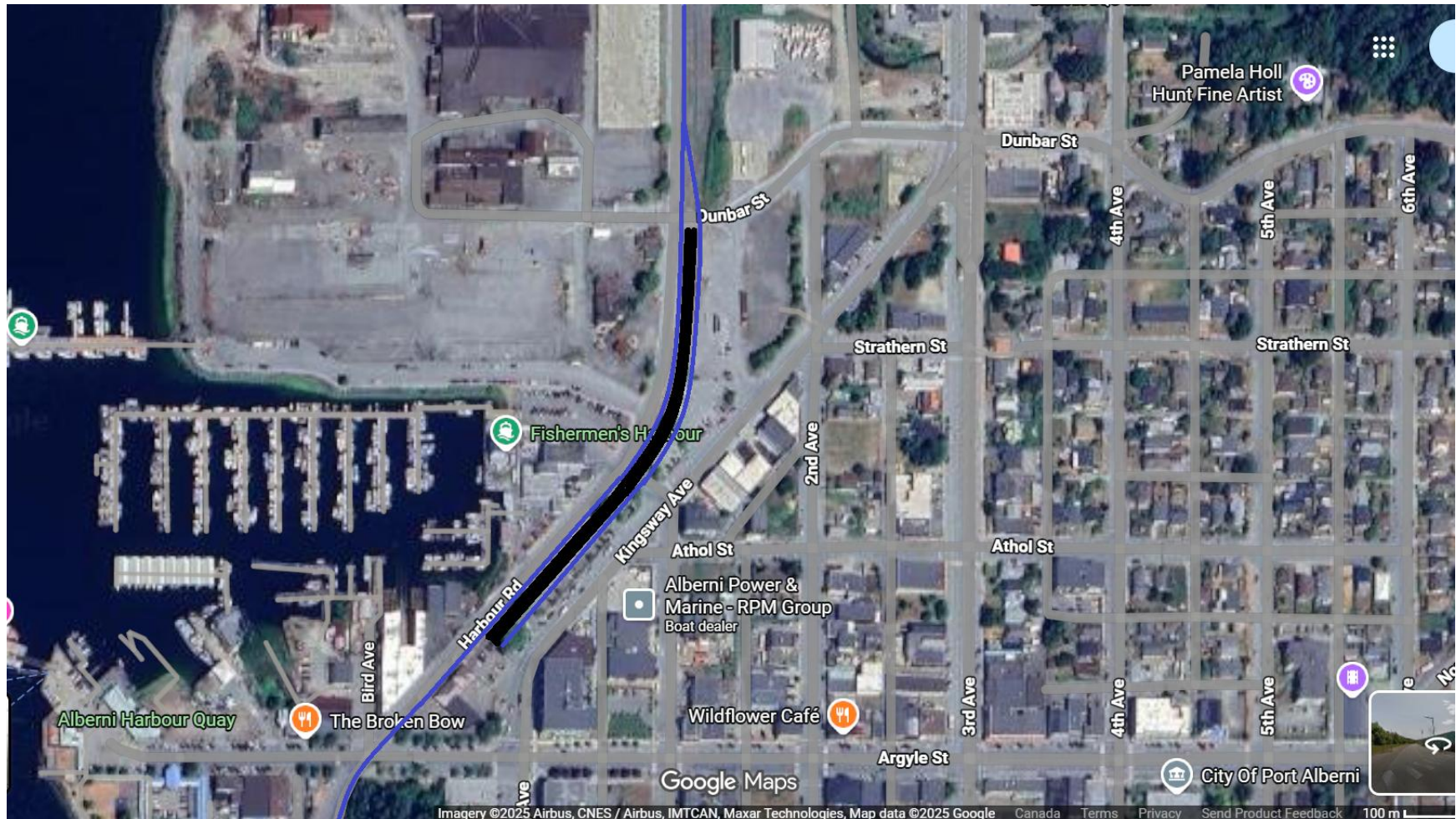


Coombs Station

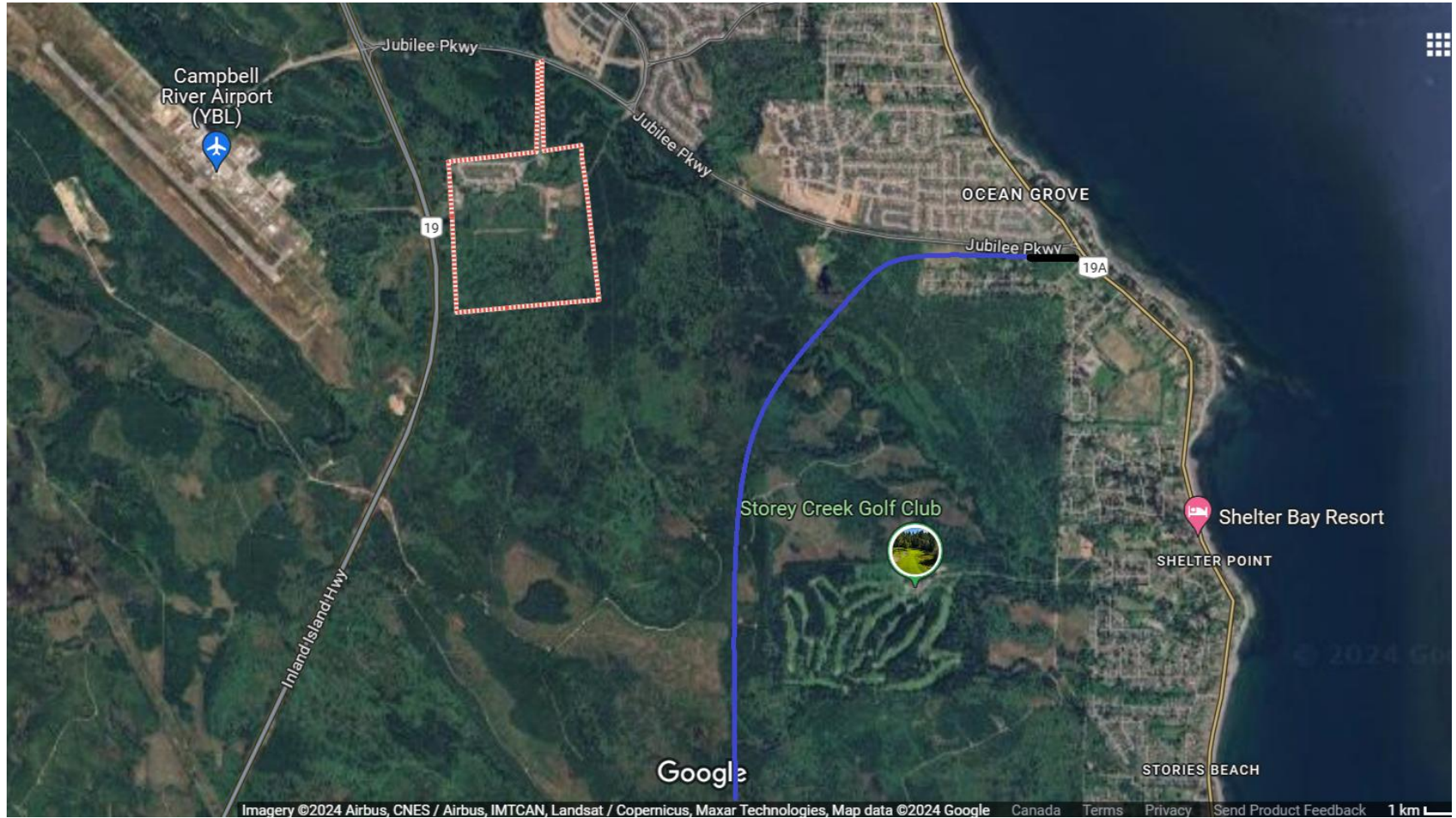


Port Alberni Station

- The existing train station would have a island platform to allow for the regular service to Victoria plus the Heritage train.
- Platform length would be 300m long.



Future Campbell River Station



Travel Time and Average Speed between Stations

Southbound				
Station to Station		km	Minutes	Avg. Sp.
Campbell R	Courtenay	38	28	80km/hr
Courtenay	Buckley	22	17	80km/hr
Buckley	Qualicum	39	30	80km/hr
Qualicum	Parksville	10.6	8	80km/hr
Parksville	Lantzville	22	17	80km/hr
Lantzville	Nanaimo	14.5	15	60km/hr
Nanaimo	YCD	14	14	60km/hr
YCD	Ladysmith	9	7	80km/hr
Ladysmith	Chemainus	12	9	80km/hr
Chemainus	Duncan	18	14	80km/hr
Duncan	Cowichan	10	8	80km/hr
Cowichan	Cobble Hill	4.4	5	60km/hr
Cobble Hill	Shawnigan	4.7	5	60km/hr
Shawnigan	Langford	31	31	60km/hr
Langford	View Royal	4.5	6	45km/hr
View Royal	Esquimalt	4.5	7	40km/hr
Esquimalt	Victoria	5	7	45km/hr

Northbound				
Station to Station		km	Minutes	Avg. Sp.
Victoria	Esquimalt	5	7	45km/hr
Esquimalt	View Royal	4.5	7	40km/hr
View Royal	Langford	4.5	6	45km/hr
Langford	Shawnigan	31	31	60km/hr
Shawnigan	Cobble Hill	4.7	5	60km/hr
Cobble Hill	Cowichan	4.4	5	60km/hr
Cowichan	Duncan	10	8	80km/hr
Duncan	Chemainus	18	14	80km/hr
Chemainus	Ladysmith	12	9	80km/hr
Ladysmith	YCD	9	7	80km/hr
YCD	Nanaimo	14	14	60km/hr
Nanaimo	Lantzville	14.5	15	60km/hr
Lantzville	Parksville	22	17	80km/hr
Parksville	Qualicum	10.6	8	80km/hr
Qualicum	Buckley	39	30	80km/hr
Buckley	Courtenay	22	17	80km/hr
Courtenay	Campbell R	38	28	80km/hr

Westbound				
Station to Station		km	Minutes	Av. Sp.
Parksville	Coombs	7	7	60km/hr
Coombs	Port Alberni	56.4	48	70km/hr

Eastbound				
Station to Station		km	Minutes	Av. Sp.
Port Alberni	Coombs	56.4	48	70km/hr
Coombs	Parksville	7	7	60km/hr

Regional Rail Passenger Schedule: Northbound Example

- The northbound train will split into two trains at Parksville.
- The two car trains would run to Port Alberni and the four car trains would run to Courtenay.

Northbound						
Train #	Victoria	Duncan	Nanaimo	Parksville	Courtenay	Pt Alberni
1	07:00am	08:10am	08:54am	09:26am	10:26am	10:26am
2	08:00am	09:10am	09:54am	10:26am	11:26am	11:26am
3	09:00am	10:10am	10:54am	11:26am	12:26pm	12:26pm
4	10:00am	11:10am	11:54am	12:26pm	01:26pm	01:26pm
5	11:00am	12:10am	12:54pm	01:26pm	02:26pm	02:26pm
6	12:00pm	01:10pm	01:54pm	02:26pm	03:26pm	03:26pm
7	01:00pm	02:10pm	02:54pm	03:26pm	04:26pm	04:26pm
8	02:00pm	03:10pm	03:54pm	04:26pm	05:26pm	05:26pm
1	03:00pm	04:10pm	04:54pm	05:26pm	06:26pm	06:26pm
2	04:00pm	05:10pm	05:54pm	06:26pm	07:26pm	07:26pm
3	05:00pm	06:10pm	06:54pm	07:26pm	08:26pm	08:26pm
4	06:00pm	07:10pm	07:54pm	08:26pm	09:26pm	09:26pm

Regional Rail Passenger Schedule: Southbound Example

- The two car train from Port Alberni and the four car train from Courtenay will couple into one train and continue to Victoria.
- Additional train service in between Langford and Victoria to allow a frequency of up to 14 minutes.
- Additional train service between Duncan and Victoria in the morning.

Southbound						
Train #	Pt Alberni	Courtenay	Parksville	Nanaimo	Duncan	Victoria
5	06:26am	06:26am	07:26am	07:58am	08:42am	09:51am
6	07:26am	07:26am	08:26am	08:58am	09:42am	10:51am
7	08:26am	08:26am	09:26am	09:58am	10:42am	11:51am
8	09:26am	09:26am	10:26am	10:58am	11:42am	12:51pm
1	10:26am	10:26am	11:26am	11:58am	12:42pm	01:51pm
2	11:26am	11:26am	12:26pm	12:58pm	01:42pm	02:51pm
3	12:26pm	12:26pm	01:26pm	01:58pm	02:42pm	03:51pm
4	01:26pm	01:26pm	02:26pm	02:58pm	03:42pm	04:51pm
5	02:26pm	02:26pm	03:26pm	03:58pm	04:42pm	05:51pm
6	03:26pm	03:26pm	04:26pm	04:58pm	05:42pm	06:51pm
7	04:26pm	04:26pm	05:26pm	05:58pm	06:42pm	07:51pm
8	05:26pm	05:26pm	06:26pm	06:58pm	07:42pm	08:51pm

All Fare Zones

Fares are based on BC Transit Victoria single ticket price. BC Transit is proposing a single ticket price of \$3 by 2025.

Zone	1	2	3	4	5	6	7
City	CRD	Shawnigan	Duncan	YCD	Parksville	Buckley Bay	Campbell River
		Cobble Hill	Chemainus	Nanaimo	Qualicum	Courtenay	
		Cowichan	Ladysmith	Lantzville	Coombs	Pt Alberni	

Zones	1	2	3	4	5	6	7
Fares	\$3.00	\$6.00	\$9.00	\$12.00	\$15.00	\$18.00	\$21.00
Monthly Pass	\$90	\$130	\$170	*	*	*	*

Note: Children 12 years and under ride free. Children 5 years and under must be accompanied by someone 12 years and older.

Example: Individual Ticket: Courtenay-Victoria \$18.00 / Nanaimo-Victoria \$12.00 / Parksville-Duncan \$12.00

Disclaimer

The author is not a professional planner or affiliated with any transportation body, consulting group, lobby group, or committee. The document is written for an idea on upgrading the Island Rail Corridor.