

TOFINO PRE-FEASIBLY REPORT JULY 2001

1.1 Background

The Corporation of the District of Tofino approached BC Transit in 2008 to do a feasibility study in the area servicing Tofino, Ucluelet and the Tla-o-qui-aht First Nations. Information was provided regarding the current Tofino Bus system owned by the District of Tofino and operated by Tofino Bus Limited.

BC Transit has done a very brief Pre-Feasibility Study to allow for a scope of service and cost of service at a very high level for consideration by all the parties before \$20,000 is spent on a formal Feasibility Study with public consultation, etc.

1.2 Current services

There is a summer service operated by Tofino Bus, a private bus company, contracted by the District of Tofino to deliver the service at about \$50,000 per year (2008)

The current service is only operated June to September, with a 21 seat bus and a \$2 one way fare for adults and \$1 for kids. The fares collected are kept by Tofino Bus. Surfboards are allowed on the bus without any additional cost.

The current schedule indicated below, shows hourly service from late morning to evening.

Tofino Transit from Cox Bay to Downtown Tofino									
cox bay info centre	10:00	11:00	12:00	13:00	14:00	15:30	16:30	17:30	18:30
Jensens Bay @ hwy	10:01	11:01	12:01	13:01	14:01	15:31	16:31	17:31	18:31
south chesterman	10:03	11:03	12:03	13:03	14:03	15:33	16:33	17:33	18:33
north chesterman	10:08	11:08	12:08	13:08	14:08	15:38	16:38	17:38	18:38
lynn rd @ howard dr	10:09	11:09	12:09	13:09	14:09	15:39	16:39	17:39	18:39
crystal cove	10:12	11:12	13:12	13:12	14:12	15:42	16:42	17:42	18:42
bella pacifica	10:16	11:16	13:16	13:16	14:16	15:46	16:46	17:46	18:46
mackenzie rd @ hwy	10:18	11:18	13:18	13:18	14:18	15:48	16:48	17:48	18:48
weigh west resort	10:20	11:20	13:20	13:20	14:20	15:50	16:50	17:50	18:50
tofino bus depot	10:25	11:25	13:25	13:25	14:25	15:55	16:55	17:55	18:55

flag stops: chesterman beach @ access paths, hellesen, gas n go, village green.
no service on BC Day: August 1, 2011

Tofino Transit from Downtown Tofino to Cox Bay									
tofino bus depot	10:30	11:30	12:30	13:30	15:00	16:00	17:00	18:00	19:00
bella pacifica	10:35	11:35	12:35	13:35	15:05	16:05	17:05	18:05	19:05
north chesterman	10:40	11:40	12:40	13:40	15:10	16:10	17:10	18:10	19:10
south chesterman	10:45	11:45	12:45	13:45	15:15	16:15	17:15	18:15	19:15
cox bay info centre	10:55	11:55	12:55	13:55	15:25	16:25	17:25	18:25	19:25

drop off by request: village green, weigh west, gas n go, mackenzie, hellesen, crystal cove, howard dr, jensens bay

no service on BC Day: August 1, 2011

The ridership numbers have been increasing since the service was put in place in 2006 from 5,500 to 9,000 in 2008.

1.3 Consultation

A BC Transit team, consisting of a planner and scheduler, met with the following persons in Tofino:

Name	Organization
Braden Smith	District of Tofino
Aaron Rodgers	District of Tofino
Dylan Green	Tofino Bus
Eli Enns	Tla-o-qui-aht First Nations
Darcy Gray	Parks Canada
David W Griffiths	Tofino Business Association
Steve Bernard	Tofino Business Association
Greg Leblanc	Creative Salmon
Gord Johns	Tofino-Long Beach Chamber of Commerce
Susan Watt	Member of the public

1.4 Service Concept

The service concept is to connect Tofino and Ucluelet with particular attention to certain points in between. The service will run all year and for that reason tourists are not the main source of ridership, but increased service in the summer to support the trend of more tourists in the summer has been planned.

1.4.1 Type of service

The type of service envisioned, will be a Paratransit service. A Paratransit service is a hybrid of a conventional and custom service. There is a fixed route and

timetable but time is built into the schedule to be able to deviate off the route to pick up persons with disabilities that are unable to access the route. This deviation restricted to 1 kilometer from the route. The passengers that need a vehicle to deviate must call and book the deviation the day before with the bus company.

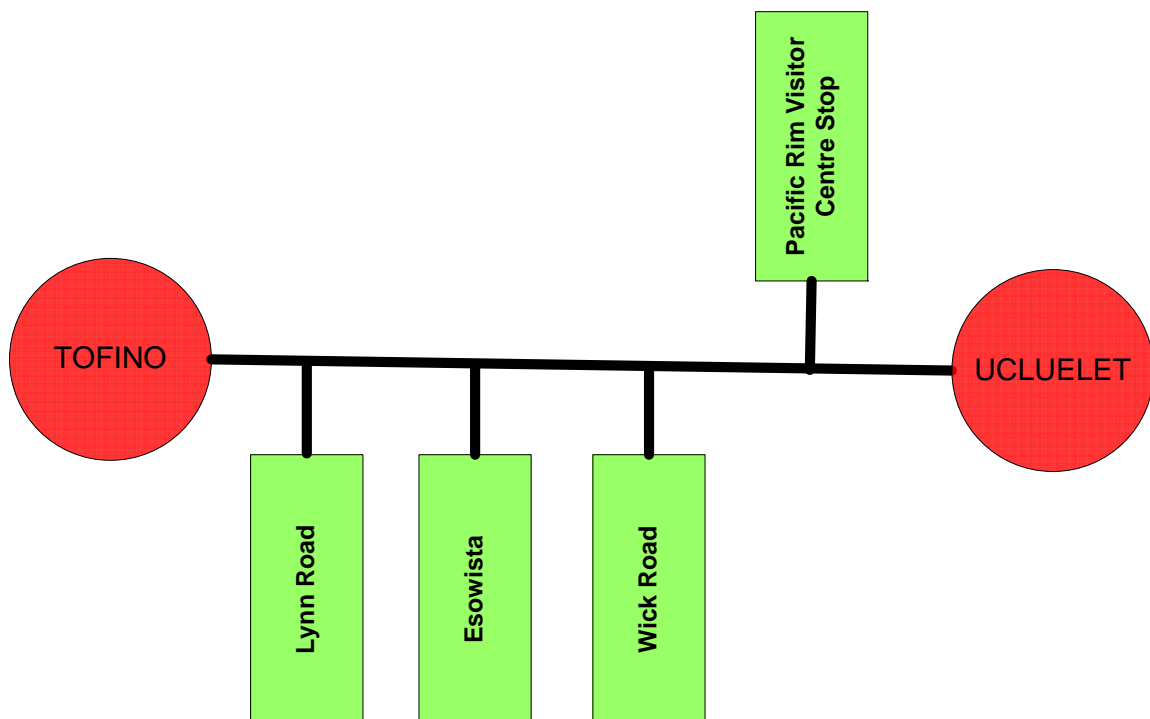
1.4.1 Client Groups

The client groups and transit needs considered in this report are:

- Workers living in Ucluelet and working in Tofino
- Workers living in Tofino and working in Ucluelet
- Workers living between the two towns and working in either of them, including the Tla-o-qui-aht First Nations communities
- Workers living in either town and working at resorts, hotels, etc between the towns.
- Persons living in Ucluelet with medical appointments in Tofino
- Shoppers
- Tourists
- Other reasons not covered above

1.4.3 Routing

The suggested routing is shown in diagram format below.



This routing is estimated at approximately 120 minutes (60 kilometers) one way. The route timing includes time for:

- Wait time for the ferry in Tofino.
- On road stops at the hotels and resorts on the route.
- Deviation to pick up people with disabilities off the route.
- A break for the driver.

1.4.4 Service Levels

Two levels of service have been used in this report; summer and winter.

Winter Service

A frequency of 120 minutes is recommended from 6am to 8pm indicating 8 round trips a day. This service would be 6 days a week. Example: One bus would leave Tofino at 6am and one bus would leave Ucluelet at 6am and continue in this manner throughout the day.

Two peak buses would be needed for this level of service and 7,500 service hours.

Summer Service

A frequency of 60 minutes is recommended from 6am to 9pm indicating 16 round trips a day. This service would run 7 days a week.

Four peak buses would be needed for this level of service and 5,800 service hours

Annual Service

Annual Service Hours	13,300
Annual Service Kilometers	400,000
Peak Vehicles	4
Spare Vehicles	1
Revenue Passengers	30,000
Ave fare	\$2.50
Total Operating Cost/Hour	\$70.00
Local lease fees/vehicle	\$28,000
Total Operating Costs	\$931,000
Total Local share of lease	\$140,000

fees	
Total Annual Costs	\$1,071,000
Estimated Local share %	48%
Estimated Local Share of Costs	\$586,880
Estimated Revenue	\$75,000
Estimated Net Local Share	\$511,880

1.5 Fleet

The bus used in this calculation is community bus, low floor and one wheelchair space, with a bike rack. The peak service is summer service and would need 4 peak buses and one spare bus for a total of 5 buses.

1.6 Infrastructure

The contractual local partner is responsible for the provision and maintenance of stop infrastructure.

1.7 Feasibility Study

A formal more extensive feasibility study can be requested from BC Transit. This study would be a 50/50 cost share between BC Transit and the Local Authority in question for a total cost of \$25,000.

1.8 Recommendations

It is recommended that a formal feasibility study is done for this service if the costs indicated in this report can be supported by the local authorities.