



ACRD Electoral Area Feasibility Study Phase 2

JUNE 2020





Feasibility Study Process

Phase 1

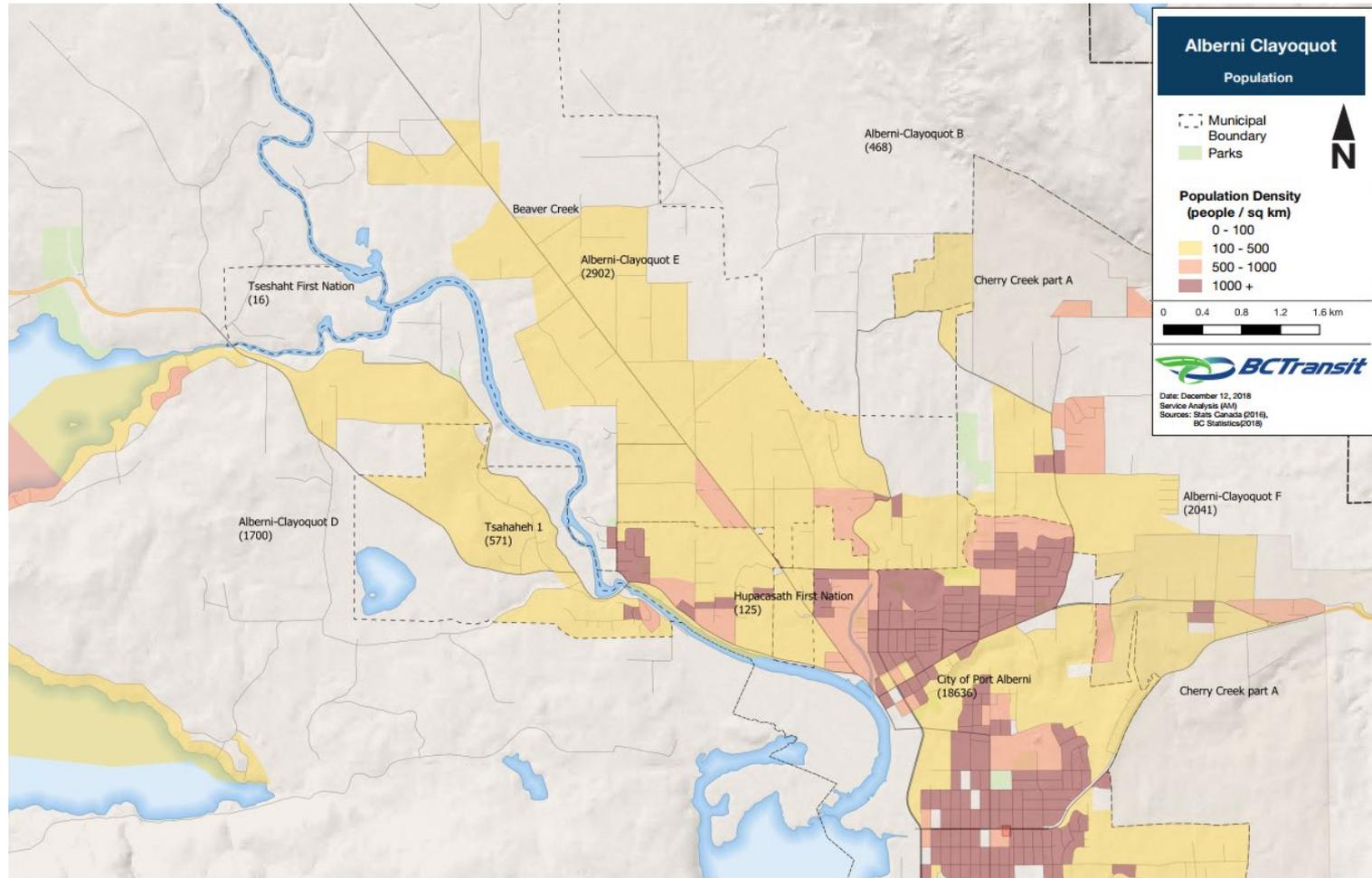
- Community context review
- Service options development

Phase 2

- Public engagement
- Refinement of service options



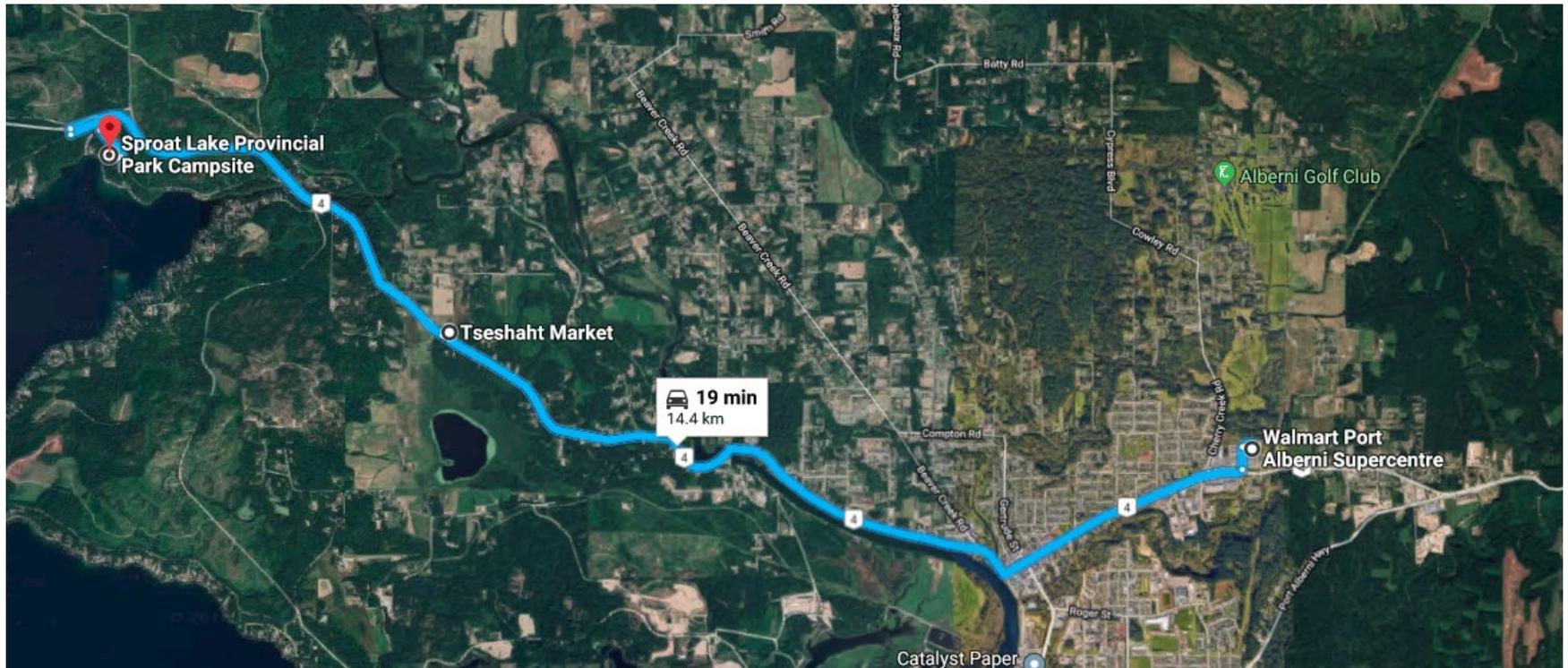
Phase 1 Community Context Review



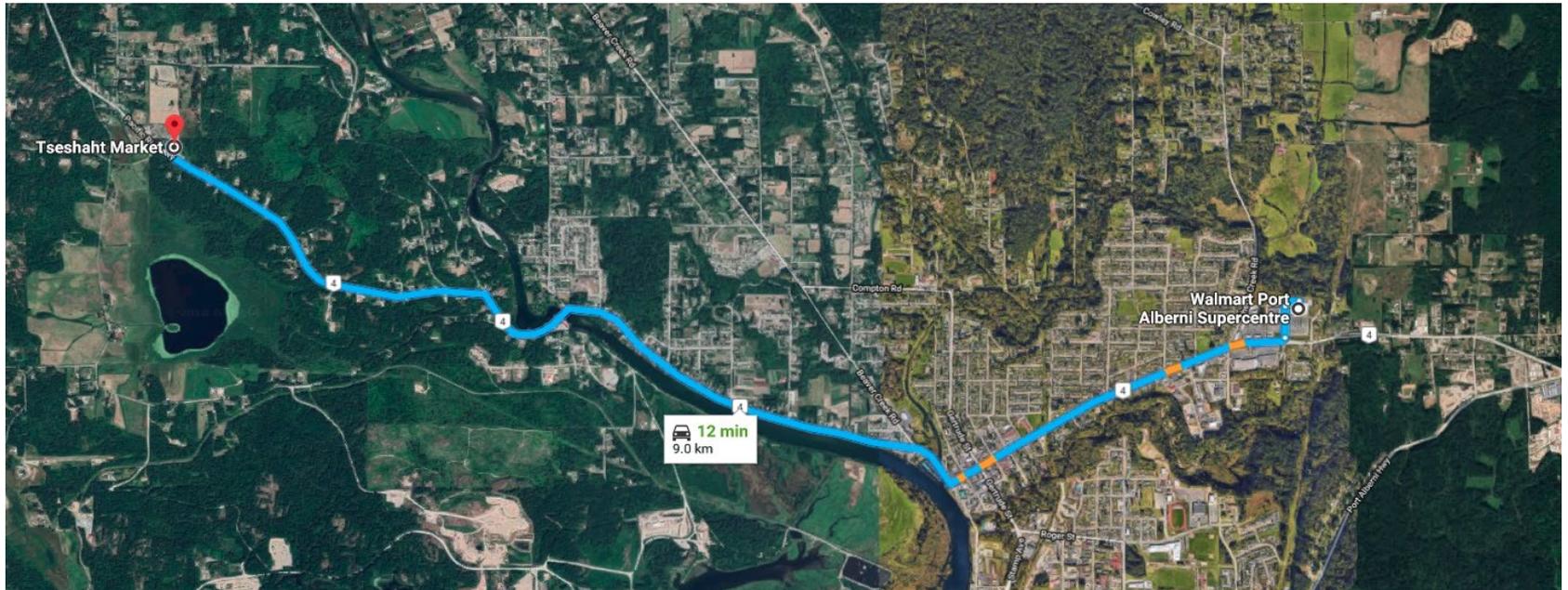
Phase 1 Service Options

- **Option 1:** Tseshaht Market / Sproat Lake to Walmart
- **Option 2:** Tseshaht Market to Walmart
- **Option 3:** Hybrid Tseshaht Market / Sproat Lake to Walmart
- **Option 4:** Beaver Creek / Cherry Creek to Walmart
- **Option 5:** On-Demand Service

Option 1: Tseshaht Market / Sproat Lake



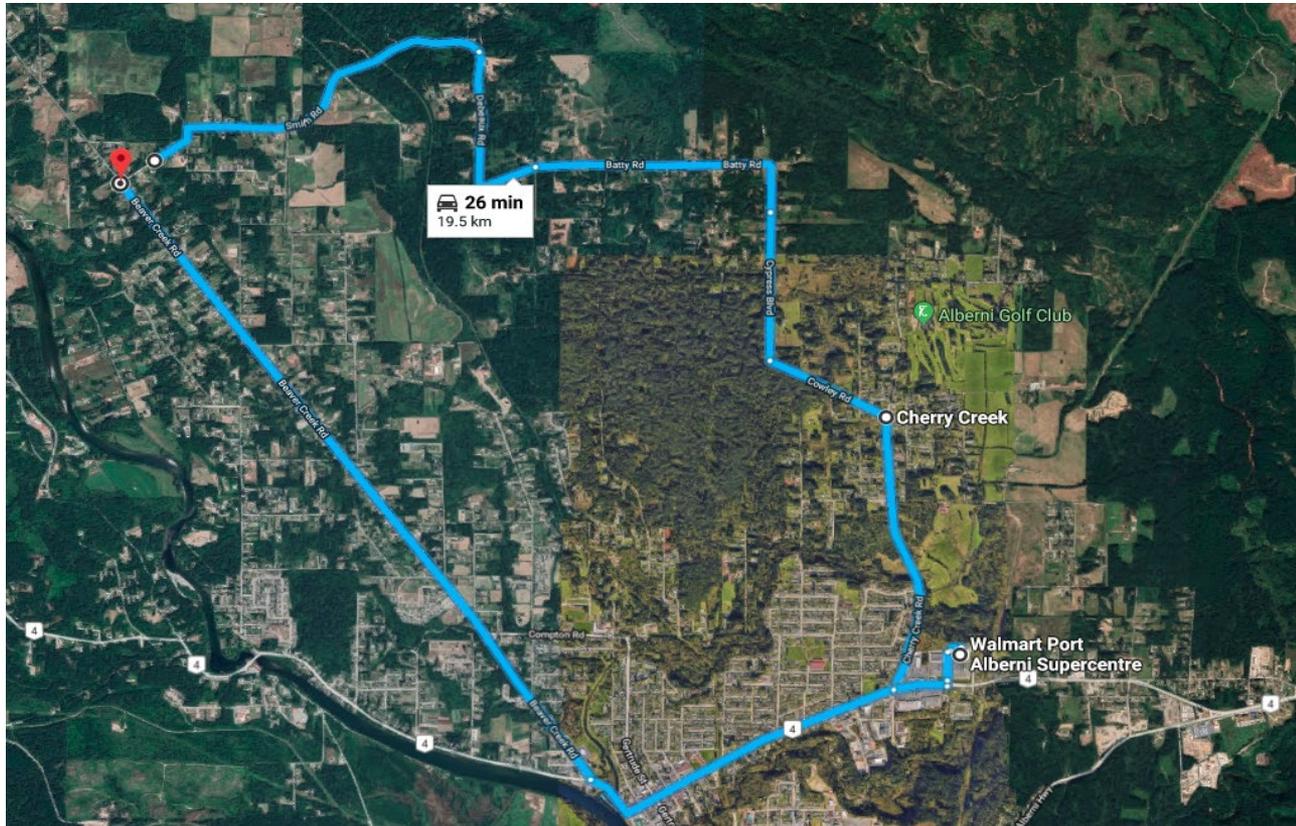
Option 2: Tseshaht Market



Option 3: Hybrid Tseshaht Market / Sproat Lake

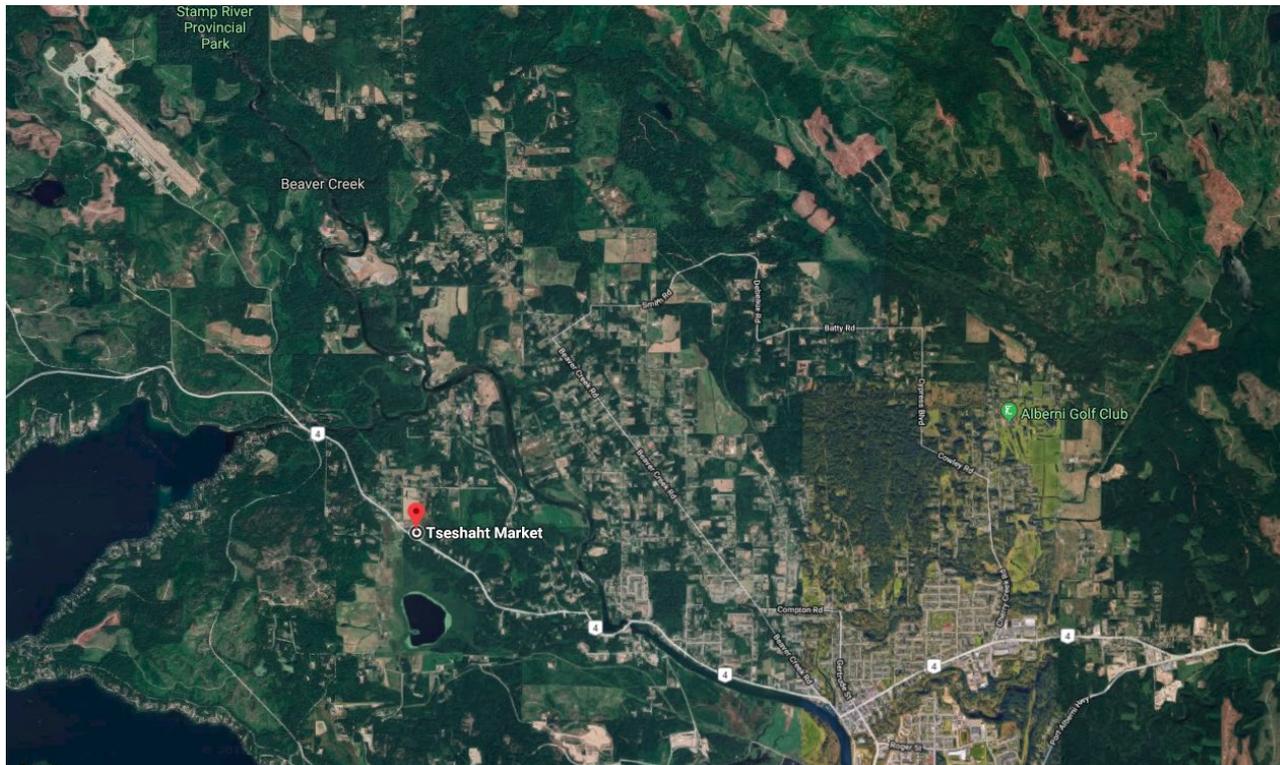
- Combination of Options 1 and 2
- Provide service from Tseshaht Market to Walmart from September to June
- Provide service from Sproat Lake to Walmart in July and August

Option 4: Beaver Creek / Cherry Creek



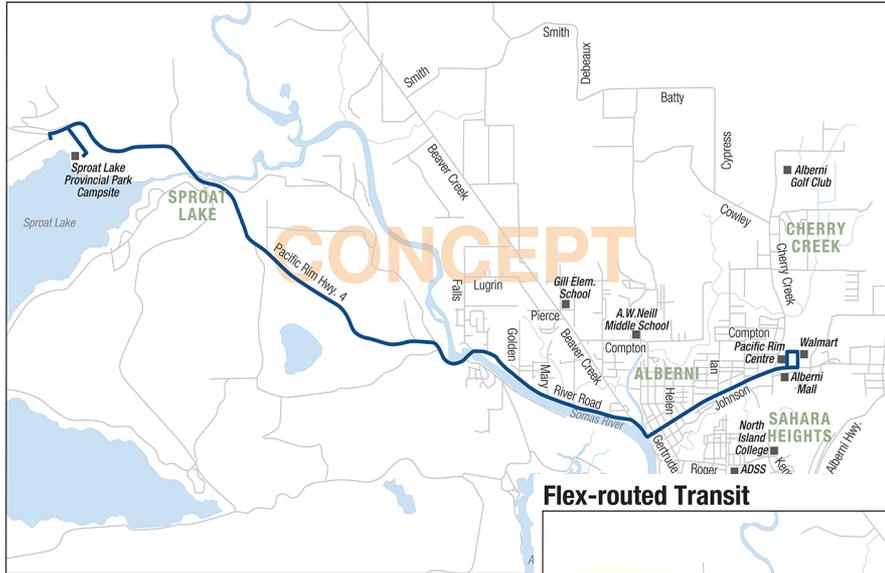
Option 5: On-Demand Service

- Provide on-demand service within the study area

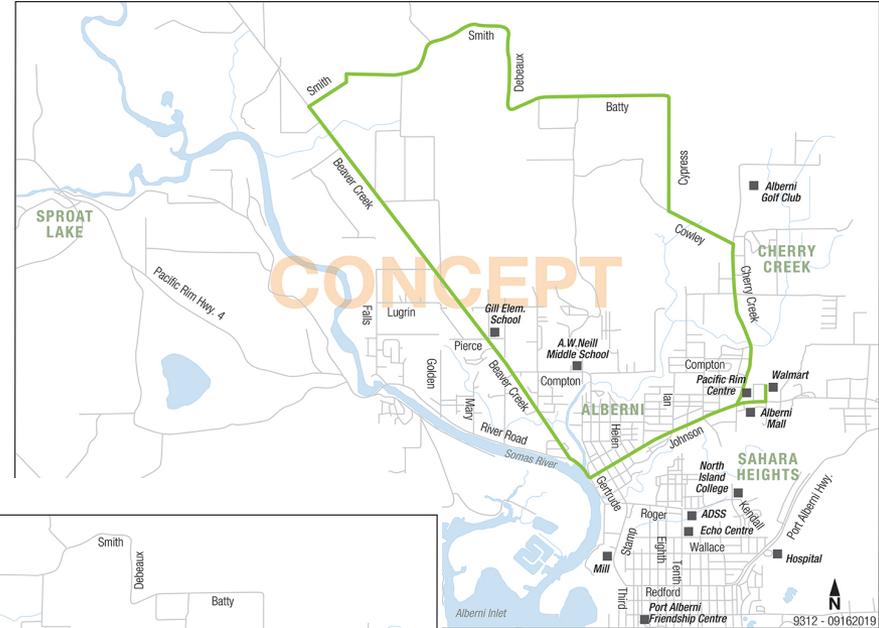


Public Engagement

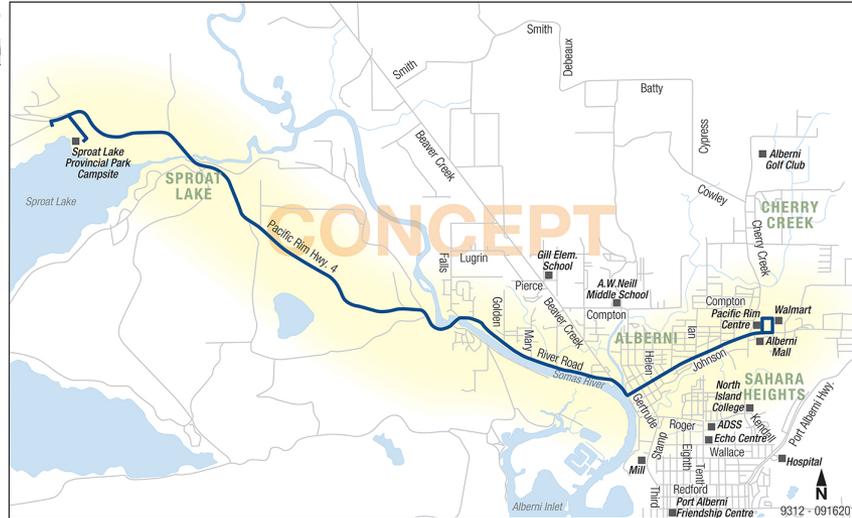
Conventional Transit



Conventional Transit



Flex-routed Transit



Public Engagement

Challenges and Opportunities:

- Desire for Sproat Lake service to connect to Redford Exchange
- Desire for connections to specific destinations including Sproat Lake Landing, Sproat Lake along Faber Road and Stirling Arm Drive, Nuu-Chah-Nulth Tribal Council Office and Haahuupayak School

Public Engagement

Outcomes:

- The Beaver Creek – Cherry Creek service option was removed from consideration for Phase 2
 - strongest desire was to connect to Sproat Lake
- An additional service option was created, connecting Sproat Lake to Redford Exchange



Service Options

Option 1: Sproat Lake to Walmart

Option 2: Sproat Lake to Redford Exchange



Option 1: Sproat Lake to Walmart

Service Span	Service Frequency
8:00am -4:30pm	240 minutes

Estimated Resources:

Buses Required	Annual Hours	Trip Duration	Estimated Rides per service hour	Round Trips per Day	Estimated Annual Ridership	Estimated Total Annual Cost	Estimated Local Share Cost
1 bus, 1 spare	1,000	50 min	3	3	3,115	\$177,799.10	\$118,953.74

Option 1: Sproat Lake to Walmart

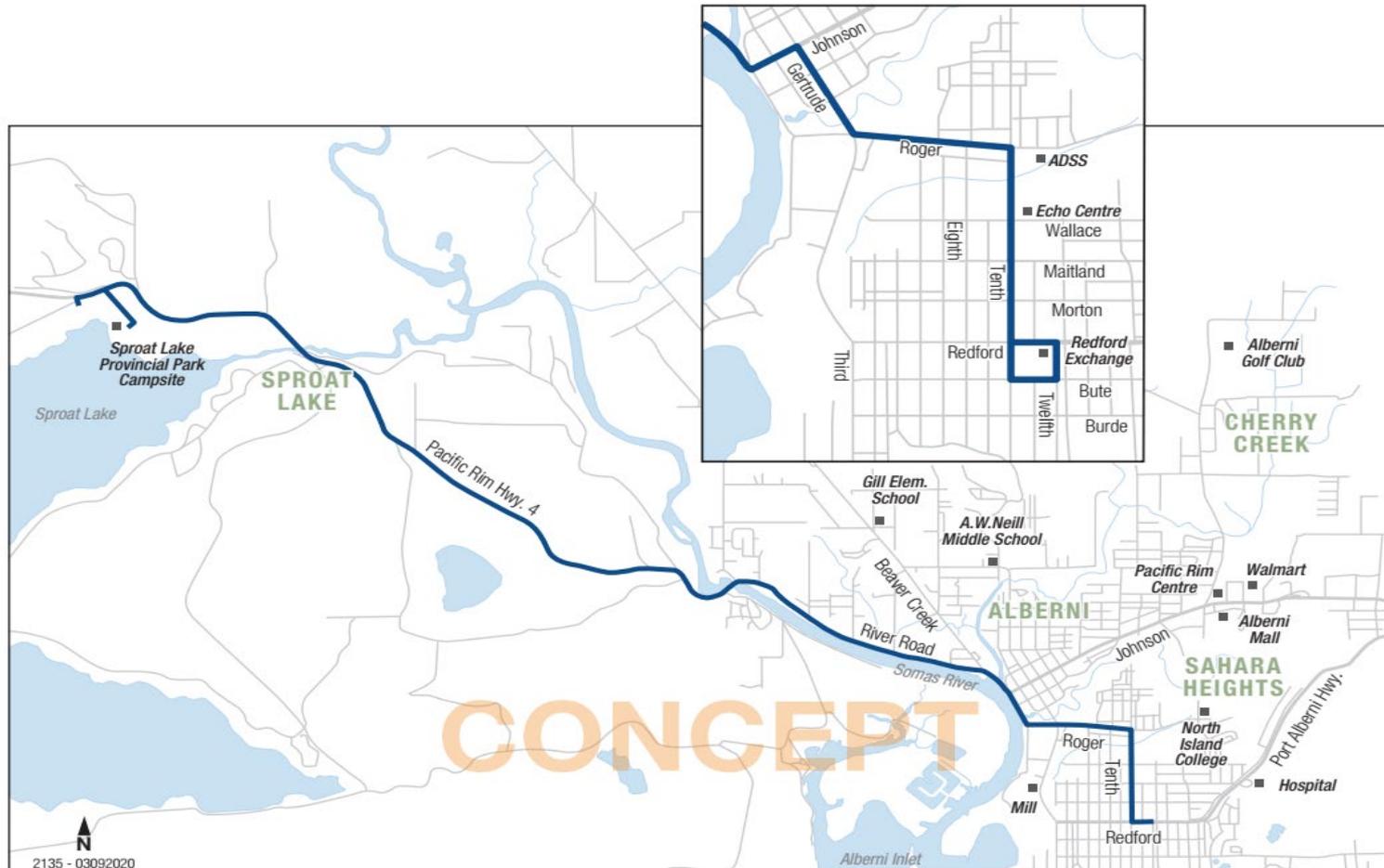
Benefits:

- Provides introductory service
- Connections available to Port Alberni Transit System
- Service could be operated out the Port Alberni Transit facility

Considerations:

- Would require a new budget under the current Annual Operating Agreement
- Does not directly connect to downtown Port Alberni
- Would not be integrated with the Port Alberni Transit System
- Port Alberni Transit facility is currently at capacity

Option 2: Sproat Lake to Redford Exchange



Option 2: Sproat Lake to Redford Exchange

Benefits:

- Provides an opportunity for a comprehensive review of services in the ACRD and City of Port Alberni to develop an integrated strategy
- Provides a direct connection to downtown Port Alberni

Considerations:

- Redford Exchange and the Port Alberni Transit facility are at capacity
- Would require significant changes to the Port Alberni Transit System
- New fare options would be explored
- Estimated resources would be detailed through a Service Review undertaken with the ACRD and the City of Port Alberni

Recommendation

It is recommended that the Alberni Valley & Bamfield Services Committee:

- Receive this report for information;
- Proceed with a Service Review undertaken with the City of Port Alberni to create an integrated transit strategy for the region
 - This could begin as early as Winter 2020, with completion in Winter 2021

Thank you!

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