





Hornby Island Community Bus Project 2022

FALL, 2022

Report For: Comox Valley Regional District

Authored by: Karen Ross


**Hornby Island Economic Enhancement
Corporation (HICEEC) & the Hornby Island
Community Bus Steering Committee**

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Thank You's

The Hornby Community Bus project could not be undertaken without the dedication, determination, and passion of the Bus Steering Committee, helpers, riders, and the dedicated drivers.

<i>2021 Bus Steering Committee</i>		
<i>Al Dickie</i>		
<i>Alex Ortwein</i>		
<i>Colin Boyd</i>		
<i>Daniel Arbour</i>		
<i>Garth Millan</i>		
<i>Gary Law</i>		
<i>Hilary Wood McDonnell</i>		
<i>John Heinegg</i>		<i>Adjunct volunteers:</i>
<i>John Nemy</i>		<i>Joann Kean</i>
<i>Karen Ross</i>		<i>Doug Nixon</i>
<i>Peter Mills</i>	<i>Edward Kooij</i>	
<i>Ray Therrien</i>	<i>Goya Ngan</i>	
<i>Scott Towson</i>	<i>Henry Touwslager</i>	
<i>Sheila McDonnell</i>	<i>Jane Talbot</i>	
<i>Stu Brown</i>	<i>Matt Dickie</i>	
	<i>Michelle Easterly</i>	
	<i>Sam Elder</i>	
	<i>Paul Ackerson</i>	

Funding support and guidance provided by the Comox Valley Regional District, and the taxpayers of Hornby island.



Local Sponsorships 2022



Thank you to all of the Sponsors.

Pilot Project Expansion

In 2022, 4 runs/day were added to deliver service to the Tribune Bay/Helliwell Park/Whaling Station Bay areas. 332 rides were given over the summer.



(July, 2022 beach goers wait at the Coop bus stop for their ride)

Whaling Station Bay has one of the nicest, sandy beaches on the Island. The route expansion was offered to try to help alleviate excessive vehicular traffic on the quiet country road leading into the neighbourhood. On a warm sunny day, both sides of the road are crowded with parked cars, leaving a narrow one-lane roadway.

Clearly, the number of riders needs to be built up. However, the results for rider uptake are considered to be strong enough, for a first season, to warrant a second season of service delivery. Again, as a pilot project.

Helliwell Run					
Time:	10:15 AM	12:15 PM	2:15 PM	5:15 PM	Number of Riders
Date:	30-Jun				0

01-Jul			2		2
02-Jul					0
03-Jul			4	3	7
04-Jul				2	2
05-Jul		2			2
06-Jul	3		8		11
07-Jul	2	3			5
08-Jul		5			5
09-Jul		5	4		9
10-Jul	4		2	2	8
11-Jul		3			3
12-Jul	10				10
13-Jul	6			2	8
14-Jul			2		2
15-Jul					0
16-Jul				2	2
17-Jul		3	5	5	13
18-Jul					0
19-Jul	1				1
20-Jul	5			2	7
21-Jul				8	8
22-Jul		2	5		7
23-Jul		1	10	2	13
24-Jul				2	2
25-Jul		8			8
26-Jul	2			1	3
27-Jul					0
28-Jul					0
29-Jul		7		7	14
30-Jul					0
31-Jul	1	2	2		5
01-Aug		4			4
02-Aug					0
03-Aug					0
04-Aug					0
05-Aug			7		7
06-Aug	2	2			4
07-Aug		7	4		11
08-Aug	2		5		7
09-Aug					0
10-Aug					0
11-Aug	3	3			6
12-Aug		6		7	13
13-Aug	5	3			8

14-Aug	2			2	4
15-Aug	2	3	1		6
16-Aug		2			2
17-Aug		3			3
18-Aug		2			2
19-Aug		2	3	13	18
20-Aug		2	2		4
21-Aug					0
22-Aug	1		7		8
23-Aug		4	4		8
24-Aug	2				2
25-Aug	3			2	5
26-Aug		4	1	1	6
27-Aug					0
28-Aug					0
29-Aug	2	7	5	1	15
30-Aug		13		3	16
31-Aug		3		3	6
Total riders					322

Analysis:					
Time (to & from					
Coop)					
	10:15	12:15	2:15	5:15	Helliwell Run
					Total
# riders	58	111	83	70	322

Excludes Sept. 1 to 5th.

# runs used	19	28	20	20	87
Total # runs	63	63	63	63	252

- 15 minute round trip.
- Limited stops allows drivers to make up time.
- Also time for drivers to have a quick pit stop.

A Successful Year

“a great group of people working together to have an efficient summer bus service”



(2022 picture)

With 3800 riders in 2022, the service was considered a success. Numbers were up about 25% over 2021, when there was still COVID apprehension. 2023 numbers are expected to continue on the path of recovery, partly due to less COVID isolation, and partly due to the reopening of a business at one of our core stops. The Thatch Pub has not been in operation for the past 2 summers, and the property is being redeveloped. With it's closure, Friday nights went from fullest buses, in 2019, to the lowest ridership of the week this season. It is anticipated that the 2022/2023 rebuilding of the Thatch Pub will once again inspire Hornby Islanders to take the bus rather than drinking and driving, and the Friday night run will be reinstated.

Recent History

Here is a quick recap of the work done since the completion of the 2019 pilot project. In 2020, the Tribune Bay Outdoor Education Centre turned over ownership of the bus to HICEEC, along with the corresponding book-keeping functions. A sincere thanks to

the management there (the Campbell and Ortwein families) for their leadership since 2017 when the bus was first purchased.

After grounding the bus in 2020 due to the COVID-19 pandemic, supportive feedback from the community encouraged the decision to put COVID-19 mitigation protocols in place and get the bus rolling for the 2021 summer season. A volunteer safety officer wrote the workplace safety manual, lined up the supplies and did driver training. A volunteer engineer designed and installed a plexiglass cage for the drivers, installed a sanitation station on the bus, and procured a P.A. communications system. This work stood the bus in good stead, and these safety measures were implemented again in 2022.

The lead driver from 2021 returned to the Island, from the B.C. interior, to head up the team in 2022. We recruited a second driver from Alberta, providing her with access to accommodation. Locally, after significant advertising, we found two seniors to train as drivers. The first golden-ager is a member of the Steering Committee. He was supported in training and taking his road tests by the Hornby Steering Committee. He worked 2 or 3 half shifts each week. The second local pensioner had been a postal worker with a class 4 license. She was supported in renewing her license, and worked a couple of shift/week to fill out the roster. Two other Steering Committee members were the relief drivers, and were called into service for the last two weeks of the summer.

With rookie drivers, there were several minor accidents early in the season, which were handled enough, to continue operations, by volunteers on the Steering Committee. The bus missed service on August 21, due to the ongoing implications of the damage from the accidents. Huge shout out to Peter Mills for his service all summer long in keeping the bus on the road! At this time, the damage to the coachworks and the rattling in the bus are indicating a major repair bill, or selling the bus and getting a newer, quieter model. The Committee is investigating options.



CHAPTER 5 of the EDGY ELDERS TOUR

(photo Sept. 2022)

The two biggest challenges to operating transit on Hornby, during the summer season, are staff recruitment and local accommodation.

The Steering Committee’s mechanical gurus handled getting the bus into Courtenay, through the Commercial Vehicle Inspection process, and brought back to the Island. During the season they capably handled repairs to minor vehicle damage done in traffic congested areas

John Heinegg, the Chair of the Hornby Island Community Economic Enhancement Committee, and staff member Karen Ross, completed the onerous requirements to secure the National Safety Certificate in HICEEC’S name. A copy of the N.S.C. plan is kept on the bus.

(For future planning: As part of the pre-season orientation, every driver should become familiar with the requirements – right from their contractual obligations to the accident reporting forms.)

The permanent parking space, at Mainroad Contracting's "highways compound" proved to keep the bus safe and secure over the winter, albeit in an outdoor location. Unfortunately a leak in the roof over the winter caused some damage to the coachworks. During the summer, special arrangements were made with the Coop Gas Bar to park the bus overnight in the gas pumps carport. Thereby securing priority fueling right before the first run of the day. The bus was gassed up daily in this manner.

And all the while:

- *Local sponsorships were solicited, and associated advertising decals designed and placed on the sides of the bus.*
- *Schedules were timed, refined & designed.*
- *Bus stops were maintained, with weed eating and a new schedule at each stop. The new shelter at the Coop corner had further work done by volunteers, on the "green roof". The plantings are looking great.*
- *Advertising posters and sign boards were made for the bus stops, and print copies of the schedule were distributed to every mailbox with extras for handing out by the drivers.*
- *Tent cards were produced, advertising website access for local events and the bus info.*
- *Collaborations with Denman Works and the CVRD re a cross-Denman connector*
- *www.hornbybus.com website was transferred to HICEEC, from the volunteer committee member who had started it. The site was redone with routes, the new hourly schedule, and a new page for the Denman service's schedule. This link was shared in all advertising, including an ad in the annual Hornby Denman Visitor Guide.*
- *www.hornbyisland.com "Trip Planning" included a section on travelling to the islands and while visiting, using the bus network.*
- *As part of a sponsorship package a new bench was added at Lerena Vineyard's bus stop.*



(photo: Sept., 2022 New bus bench)

- *The Hornby Bus Facebook page now has 293 followers, up from 207 followers in 2021.*
- *HICEEC set up administration and book-keeping for the project.*
- *Last summer a back-up camera was purchased, and installed, as a safety measure for the tricky back-up turns that the bus makes at both extremities of the horseshoe shaped hourly run. This proved insufficient to prohibit repeated incidents of backing into the boulders at the Ford Cove turn. For the busiest 3 weeks this summer, the last 3 runs of the day to the Cove were rerouted to Bond Road. This “off schedule” pivoting negatively impacted both ridership and reputation. Although may have saved someone’s life.*
- *Two new Steering Committee members were recruited. Both have an affinity for social media, and a keen wit, with an appreciative # of followers. Public support for the bus project appears to have become more favourable as these “influencers” increased the bus profile on social media.*
- *This year two very fun promotions were added, as part of the sponsorship package from Hornby Island Bakery & Pizzeria:*

- ❖ Random Acts of Pizza: Jon Laskin, from Hornby Island Bakery & Pizzeria, will randomly come onto the bus once/week and award a large pizza to some lucky rider.
- ❖ Free cookies: If you like playing cards, you'll love this cross promotion. There is a cookie "shoe" on the bus. When you get onto the bus, take a card. It will be redeemable for a free cookie at Hornby Island Bakery & Pizzeria. If you're lucky and get a JOKER - it's your choice of sweet treat.



Analysis & Recommendations

I am excited to be able to confidently put forward the recommendation that the Hornby community summer bus service keep operating. During the busy time of year, transit is needed on Hornby Island and the established Comox Valley transit does not adequately provide transit service to this service area.



Specific recommendations

Reduce the Transit tax levy on Hornby to accommodate the current level of transit service on the island.

The pilot project indicates that the year-round population numbers do not support daily transit service. The current summer service ridership drops off towards the end of summer when there are fewer seasonal staff and visitors, and more available parking on the island.

Although there may be opportunities around an “on demand” type of service, the Steering Committee and HICEEC do not have the capacity to operate a year-round adaptation of public transportation.

Recruiting drivers is one of the biggest challenges and increasing wages would be an incentive to attract personnel. Wages paid on Hornby are currently on par with School District 71 Hornby bus drivers, but less than Handi Dart driver wages in the Comox Valley. Most businesses on Hornby faced labour shortages this year which impairs their ability for offering full-service hours.

Consider forming a Society for the Local Bus Steering Committee

Together, the committee makes decisions on human resources, mechanicals, scheduling, routing, marketing, and other various topics relating to the Hornby community bus. It is critical that the committee have a paid staff member, HICEEC has been acting in this capacity, but if a society were to be formed, budget would be needed.

Review Route, Stops and Schedule

The hourly schedule has been developed with service to the most populated/commercially accessible locations. This hourly service ran from Ford Cove, through Sandpiper subdivision, to the Coop, through Galleon subdivision, to the ferry landing. In 2022, 4 runs/day were added to Whaling Station, instead of to Ford Cove. This improved geographic reach could be reduced to 3 runs/day. The morning run had

less uptake. The current schedule is very tight. At the busiest time of the summer, traffic snarls at Ford Cove, the Coop, and Wed./Sat. at the Farmer's Market caused driver frustration and delays. The bus often ran late.

A fundamental position in developing the bus schedule is based on "ease of use for the consumer". For example, the time that the bus is at Ford Cove is 8:23, 9:23, 10:23, 11:23, 5:23, 6:23, 7:23. A rider simply needs to remember that their stop is at the 23-minute mark. Although there may be opportunities to alter the schedule, this core hourly service at the 3 anchor locations – Ford Cove, the Coop, and the ferry landing, should be maintained.

The 8:15 a.m. starting time was established to give working people rides to work. Both on island and also working commuters that could potentially ride the Denman Connector Bus, and use transit to get to work. Although uptake was limited, the workers that used the bus were grateful. It is recommended that the early service continues, if practical.

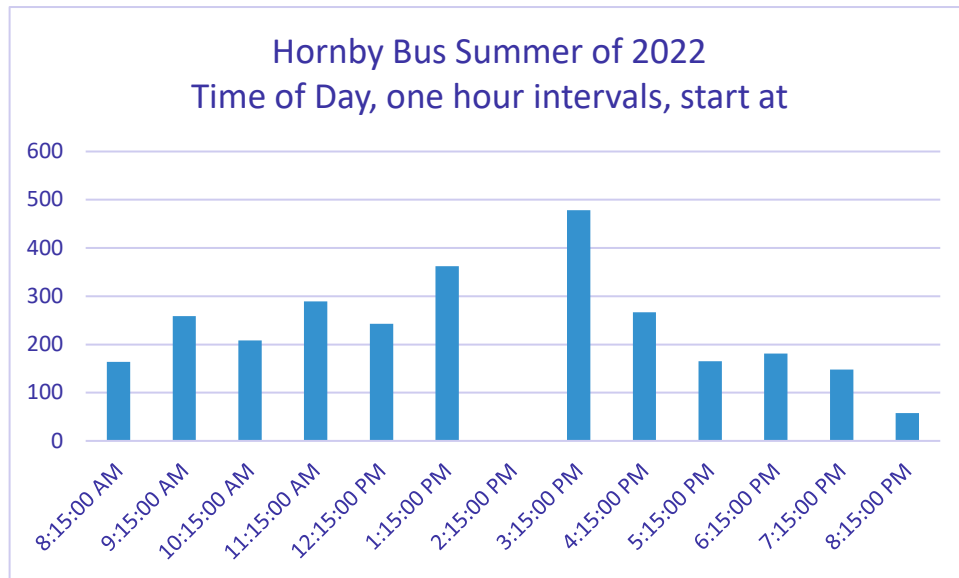
Unfortunately, the Denman Connector was in a "start-up" pilot project this year, which could taint the data otherwise may have indicated the value of future collaborations.

Specifically:

- i. The Connector only operated on Friday, Saturday, and Sunday. The limited data does not support serving the ferry landing for that earlier period of the day.*
- ii. Early reports on Facebook were challenging the reliability of the service, as a coordinated schedule is very hard to keep when the ferries are shuttling. (and we definitely want the ferries to continue to shuttle!).*

In 2022, the Hornby bus hours of operation were expanded. In 2021, and previous years the schedule had a midday gap. (no service 12:15 to 4:35 p.m.) In 2022, this gap was reduced to 45 minutes. (no service 2:30 to 3:15 p.m.) This allowed the bus to rest and the drivers to catch up if they were running late. Results show that this gap is at

the busiest time of routing and should be discontinued, for continuous afternoon service to be delivered in 2023.



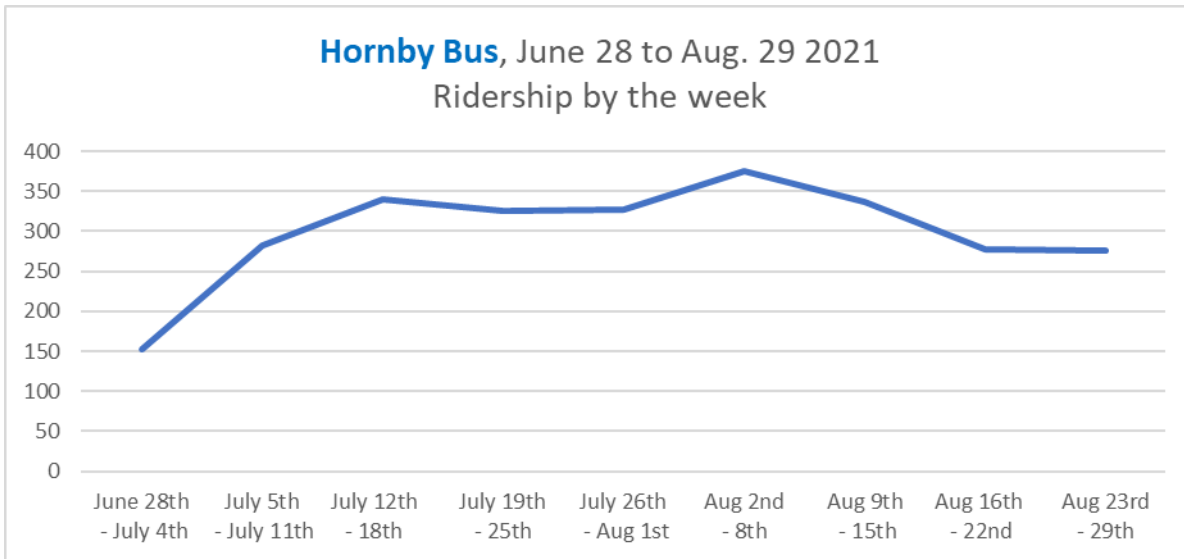
Feedback from the Community has indicated:

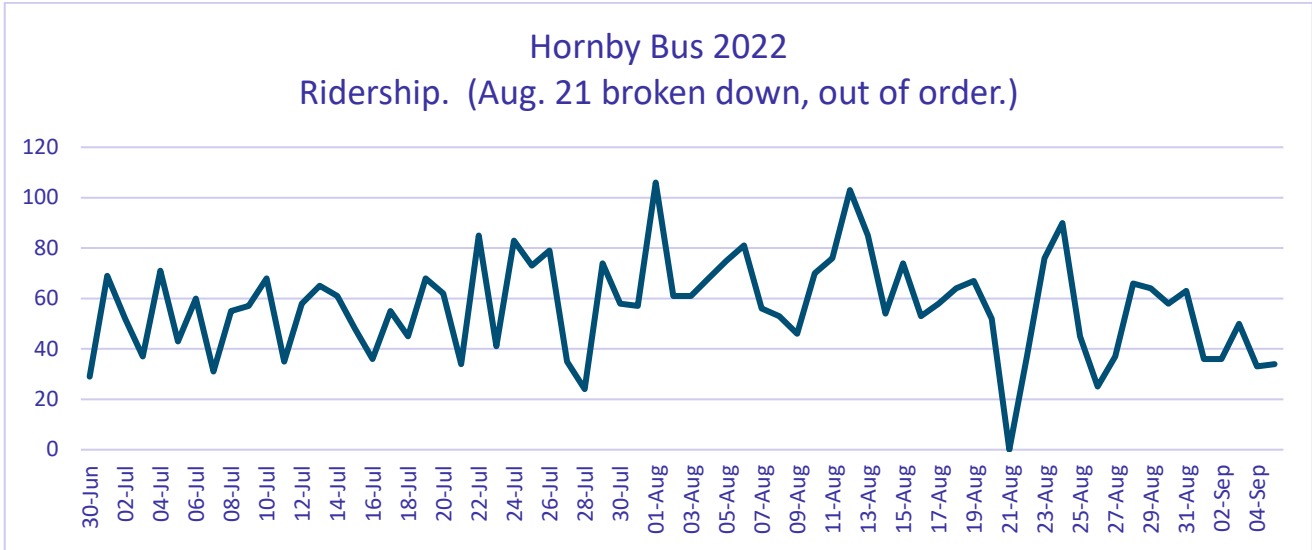
- i. Totally eliminating the midday gap would better service the Farmer’s Market, where parking is a nightmare, which is held Wednesdays and Saturday, from 11 a.m. to 2 p.m.*
- ii. Residents at Whaling Station showed limited support for the bus, although this is expected to increase with more marketing, and resident feedback on lack of parking for public beach users. It is recommended to continue this service for afternoons in 2023, to give the trial additional data for decision making.*
- iii. Ford Cove has a real parking problem, and people not obeying no parking traffic signs, etc. Once again the bus tried to service the established stop, and the turnaround proved challenging. For the busy 3 weeks of the year, the stop was relocated to Bond Road, and riders seemed reluctant to make the walk. The Committee should encourage MOTI, Island Trust, HIRRA, and DFO to address the dangerous traffic situation at the Cove. The bus should be part of the solution, but can’t operate if it’s too dangerous to go there.*

- iv. *One of the favoured rider groups on the bus in 2022 was the preschool. “The littles” rode the bus every week for a rotating destination of field trips.*
- v. *Character or Conflict? There continue to be mixed reviews for support of the bus, in the community. A quieter vehicle would be an important change (the muffler was fixed, but the rattles continue).*
- vi. *The bus air conditioning is not working. This needs to be fixed, for the comfort of the drivers and travelling public.*

No extension of the service time frame, for a full-time transit service, is recommended yet.

Statistics from operations during 2022 are consistent with those from 2019 and 2021, the appetite for regular public transit is directly related to the number of people on the island. With summer service, that number starts building, reaches the peak for the two weeks on either side of the August long weekend, then starts tapering off as the tourist, and summer work, season comes to an end.





Continue looking for efficiencies in Island Bus Service

Hornby Island is serviced with school bus service by First Student, a private bus contractor with its' head office in the U.K. This international company bids on the contract with the local School District, on a regular basis. In 2017, Gord Campbell, the manager of the Tribune Bay Outdoor Education Society, worked with School District 71 to get the Hornby run designated as a “white run”, which means that the non-student public could have access to the same bus as the older children. (Not the littles). Service to Hornby high school students is provided, daily during the school year, both on Hornby Island, on Denman Island, and on Vancouver Island - from Buckley Bay to high schools in Courtenay.

Another benefit of collaborating service with the School District is that the job is then year-round.

Representatives from the Comox Valley Regional District, School District 71, the Ministry of Education, and the Ministry of Transportation will be having discussions on how the government could be more efficient in this area. As of 2022, these discussions have not borne any fruit.

Liaise with MOTI Regarding Quality of Stops

In 2019, HICEEC staff member, James Emerson, drafted a document with names and locations of stops, paired with photographs of them and handed it over (in physical

form) at the MOTI office in Courtenay, BC. The contact that James communicated with was Tallina McRae, District Operations, Technician/Area Manager. Tallina and MOTI granted permission to operate on Hornby, but a “permit” was not granted until we get more funding from the local government or get included in the BC Transit Framework.

Improve Reliability—Relief Bus, Radios, Interactive Phone App

Improvements to service and operation levels, new technology, etc. should be constantly regarded.

Skills Development & Driver Training

The Bus Steering Committee continues to encourage and promote local driver training. In 2019, a professional driving school was engaged, and brought to the Island, to conduct a one-day workshop to assist local people in obtaining their Class 4 Learner’s Permit. There were 10 spots in that training, although not all were filled. No new drivers have come from the training and the follow-up on-hands training that two of the trainees took. A major reason for the difficulty in on-island recruiting is that the Hornby bus only runs for two months/year, and those are the two busiest months when people have more work that they can handle already.

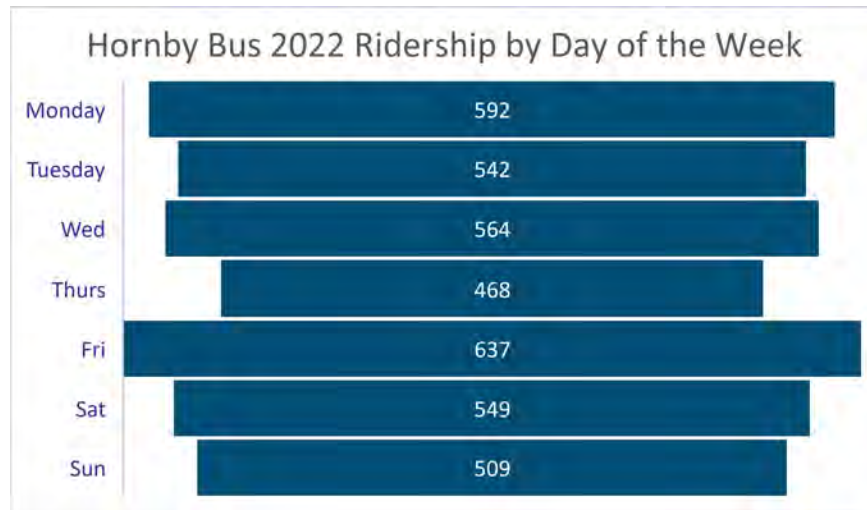
In 2021 and 2022, both regular drivers were from off island.

The Steering Committee understands that lack of a qualified local workforce is a big challenge. This fall, Committee members are again advertising for interested parties, offering to help them get trained and acquire the required qualifications.

Plan B, in the face of a labour shortage, would be to:

- i. Drop the lowest day of ridership, Thursdays, from the 2023 schedule.*
- ii. Reduce the hours of operation, by not running the first, and last two shifts of every day.*

- iii. *Reduce the hours of service at the beginning and end of the summer. The last two weeks of summer the sun is setting earlier. The schedule should be cut back by at least an hour to avoid the bus operating in dusk, with no streetlights or lights at the stops.*



Reducing service from a standard schedule is not seen as ideal, due to the lack of continuity of service and lack of the fundamental principle “ease of use for the consumer”.

Improve Promotion of the Service to Inform People Better

There were various improvements on our promotion and marketing tactics this year. Along with the route map and schedule being available on www.hornbybus.com and www.hiceec.org, physical copies were made and mailed out to all of our residents, on Denman and Hornby, and physical copies were left at local businesses, at the HICEEC Farmers Market Information booth, and on the bus. The committee also had a “opening day” party, to welcome the drivers and thank the Steering Committee.



(Bus launch June , 2022)

Social media also was enhanced this year, with the Hornby Island Bus Facebook page and the Hornby island Community Connections and Word of Mouth Hornby Island Social Media pages being regularly updated.



(tent card promotion, 2021)

How to reach Visitors, and summer residents, with information about the bus was identified as a challenge. HICEEC produced tent cards to be placed on restaurant tables, in Vacation Rental homes, and at the Farmer’s Market. These “mini bulletin boards” advertised www.hornbyisland.com/events and www.hornbybus.com It is recommended that these tent cards be done again for 2023, prior to the start of the season and that local hosts be instructed on how to effectively use them to help share information.

CVRD lead for securing tenure for a home for the bus

Mainroad Contracting has provided a home for the Hornby Bus, on a handshake. Great for a small community, but not enough as we look forward to electrification and a charging station.



(Mainroad Contracting Yard – Chris Cowley, Al Dickie, Doug Nixon – New home for the bus, 2021)

There are three identifiable sites for the CVRD to assist in finding “a home for the bus”.

- i. Formalize an agreement with Mainroad Contracting, for a specific area, and access to an electrical drop and infrastructure.*
- ii. Dedicate an area on the CVRD owned property at the Hornby Firehall for this use.*
- iii. Hold the Spark accountable for providing a home for the bus. In the initial negotiations for the Spark Society to secure the Old Firehall, one of the Bays was proposed as a home for the bus. Once the tenure was turned over, this opportunity was lost. The CVRD could pursue this location, via property tax relief, or other means.*

Seek Funding for an Electric Bus

“At the direction of the membership at the December 12, 2018 Hornby Island Residents’ and Ratepayers’ Association (HIRRA) general meeting, the HIRRA Executive is writing in support of a local Hornby Community Bus Steering Committee, facilitated by the Hornby Island Economic Enhancement Corporation (HICEEC), applying for

funding to acquire an electric bus, and associated infrastructure, to provide public transportation on Hornby Island.” (The full letter is in Appendix A).



(Thatch Bus Bench, 2021)

The most likely source of funding for an electric bus, and associated infrastructure is the Hornby Island’s allocation of the CVRD gas tax money. What could be a better use of this Fund than using it for transportation?

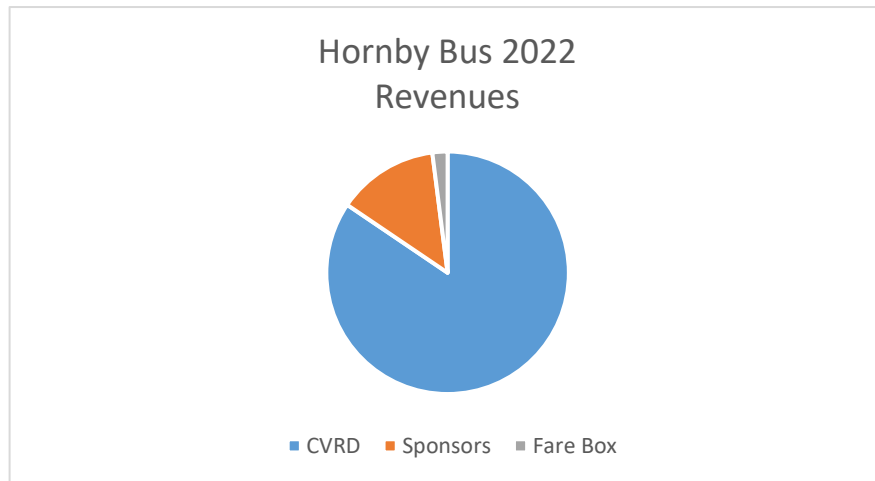
2022 Financials

Revenue

This year was another great year for local sponsorship. Our cash sponsors were the Hornby Island Coop, Jeffrey Rubinoff Sculpture Park, the First Credit Union, Lerena Vineyard, Bradsdadsland Campground, Hornby Island Bakery & Pizzeria, Thatch Pub, and the Tribune Bay Outdoor Education Centre. In total, local sponsors donated \$12,000 and “in kind” programs.

In 2017, the Hornby businesses were told their support was needed to get a bus on the road, and they stepped up to the plate. The second year, two of the initial businesses dropped off, indicating they “had given”. Year 3, two more sponsors dropped off for economic reasons. Although there is some loss and gains on these sponsorships, there is a vocalized local business resistance to paying for transit both through their property taxes, and a sponsorship.

In addition to sponsorships, 2022 on-board donations collected approx. \$1800. and the CVRD operationally contributed \$75,000. (Hornby property transit tax levy).



Expenses

Expenses in 2022 consisted of finalizing procurement of a National Safety Code number, getting the Commercial Vehicle Inspection, fleet & volunteer insurance, fuel, extensive repairs, wages, COVID mitigations, new safety equipment, recruitment ads, contributing to driver accommodation, and overhead.

There was discussion this year about whether a COVID driver screen was necessary, but we erred on the side of caution. Despite several Island COVID breakouts, our drivers remained COVID free for the entire season. This was important due to the shallow depth of our labour pool. The limitation did mean that it was a barrier for the drivers to talk to passengers, and pass on information about What's Happening and bus services.

As the island speed limit is 60 km/hr. maximum, the current bus is pretty good on gas, but inflated gas prices in 2022 have pushed up expenses, with the early season cost of over \$250/day for fuel. Some relief was experienced through the season with fuel costs dropping to under \$200./day. Expenses are not yet finalized, but estimated at \$65,000. The bus runs a very tight financial ship, with a lot of the work done by volunteers.

Although the bus actually operates from the end of June to the beginning of September, just over two months, the actual logistics of operating the service is a much longer time period. Driver training, hiring, advertising, vehicle certification, insurance, repairs, scheduling, etc. all happen in the “off season”. Early season advertising starts in February, finalizing the bus paperwork ends in October, meaning that time must be dedicated for about 9 months/year. This year we anticipate a larger commitment IF we are to seek, and purchase, a newer bus.

For 2023, in order to attract more, and more qualified, drivers we are proposing a more lucrative pay schedule. We also acknowledge that off island drivers will need assistance in securing living accommodations. Hornby Island Bakery & Pizzeria are thanked for saving a rental unit for the bus drivers in the past 2 summers.

Sponsorship money and the donations to the fare box have been used to establish a capital reserve fund, for replacement of the bus. It must be emphasized, that only the passion of the Steering Committee, and the generous amount of volunteer labour that goes into the operations, make it possible to provide this seasonal service each year.

Summary

A repatriation of more tax dollars from the CVRD, will be necessary as we move forward with the bus project on Hornby Island.

With



- ever increasing public awareness of the bus service
- concerns over climate change and the need for positive solutions
- the wisdom for efficient public transportation systems
- the responsiveness of the Steering Committee to react to community feedback

the bus continues to appeal to the globally minded population groups on Hornby.

In analysis of the current pilot project, recommendations include:

- Increasing the contribution from the CVRD to further repatriate Hornby taxes
- Consider forming a Society for the Local Bus Steering Committee
- Review Route, Stops and Schedule dependent on resources
- As a stand-alone service, transit is not recommended for other than July and August
- The opportunity for an extended season lies with efficiencies in Island bus service regarding collaboration with School District 71
- Liaise with MOTI Regarding Quality of Stops
- Improve Reliability—Relief Bus, Radios, Interactive Phone App
- Skills Development & Driver Training. Access to staff and accommodation
- Improve Promotion of the Service to enhance visibility and enhance ridership
- Liaise with Denman Works and the CVRD regarding the Cross-Denman Connector
- Encourage the CVRD to be the lead for securing tenure for a home for the bus
- Seek Funding for an Electric Bus & Infrastructure
- Lobbying for Area A “gas tax funds” to be directed specifically to transportation

The challenges are summarized around management of transit on Hornby, financing operations, liability and risk taken on by volunteers, obtaining a more environmentally friendly vehicle, and in extending the service beyond the summer months. After 5 years of pilot project, the Bus Steering Committee recommends that the CVRD commit to a reliable, sustainable public transportation system on Hornby.

Appendix A: Endorsement Letter



**Hornby Island Residents' and Ratepayers' Association
(HIRRA)**

4305 Central Road, Hornby Island, BC, V0R 1Z0
Ph: (250) 335-1842 E-mail: office@hirra.ca

February 26, 2019

Re: Hornby Community Bus Project

To Whom It May Concern:

At the direction of the membership at the December 12, 2018 Hornby Island Residents' and Ratepayers' Association (HIRRA) general meeting, the HIRRA Executive is writing in support of a local Hornby Community Bus Steering Committee, facilitated by the Hornby Island Economic Enhancement Corporation (HICEEC), applying for funding to acquire an electric bus, and associated infrastructure, to provide public transportation on Hornby Island.

The Hornby Community Bus Project has been researched, promoted, and sponsored by HICEEC, Hornby Island Outdoor Education Society, local businesses, and HIRRA starting in 2017 with the purchase of a second-hand 24 passenger bus. The pilot project was continued and expanded in 2018 and was the subject of a Feasibility Study funded by the Comox Valley Regional District.

Establishing a Hornby Community Bus Steering Committee and seeking funding for a quieter, fuel-efficient (or ideally electric) bus, were two of the key suggestions in the Feasibility Study report. There is strong community support for a low-emission local bus service.

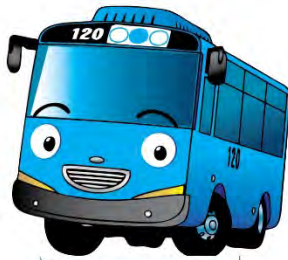
HIRRA also supports HICEEC seeking access to some of the \$60,000 in taxes already requisitioned each year from Hornby Island taxpayers for public transit in the Comox Valley.

As the HIRRA Executive, we stand fully in favour of continued and improved public transportation for our community.

Sincerely,

HIRRA Executive:
Rob McCreary, President
Linda Manzer, Vice-president
Lynn Nunley, Treasurer
Anita Lewis, Secretary

Appendix B: 2022 Schedule



Hornby Island Blue Bus 2022 Schedule

Starts on Thursday June 30th. New routing 4 times a day to Helliwell Park, Whaling Station and Tribune Bay Beaches. The bus will run 12 hours a day this summer.

Leave your car at home! Jump on the bus!

This service is generously supported by: Comox Valley Regional District, Tribune Bay Educational Centre, Hornby Island Co-op Store, First Credit Union, Jeffery Rubinfoff Sculpture Park, Larena Vineyards, Bradsdadsland Campground, Hornby Island Bakery & Pizzeria, Mainroad Contracting, and the Thatch Pub.

BUS STOP LOCATION	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Coop			10.15 AM		12.15 PM		2.15 PM			5.15 PM			
Tribune Bay Education Centre			10.18 AM		12.18 PM		2.18 PM			5.18 PM			
Helliwell/Whaling Station Beach			10.21 AM		12.21 PM		2.21 PM			5.21 PM			
Tribune Bay Education Centre			10.24 AM		12.24 PM		2.24 PM			5.24 PM			
Coop	8.15 AM	9.15 AM	10.27 AM	11.15 AM	12.27 PM	1.15 PM	2.27 PM	3.15 PM	4.15 PM	5.27 PM	6.15 PM	7.15 PM	8.15 PM
Central @ Sandpiper	8.18 AM	9.18 AM		11.18 AM		1.18 PM		3.18 PM	4.18 PM		6.18 PM	7.18 PM	8.18 PM
Central @ Strachan	8.19 AM	9.19 AM		11.19 AM		1.19 PM		3.19 PM	4.19 PM		6.19 PM	7.19 PM	8.19 PM
Ford Cove	8.23 AM	9.23 AM		11.23 AM		1.23 PM		3.23 PM	4.23 PM		6.23 PM	7.23 PM	8.23 PM
Central @ Strachan	8.27 AM	9.27 AM		11.27 AM		1.27 PM		3.27 PM	4.27 PM		6.27 PM	7.27 PM	8.27 PM
Top of Sandpiper	8.29 AM	9.29 AM		11.29 AM		1.29 PM		3.29 PM	4.29 PM		6.29 PM	7.29 PM	8.29 PM
Sandpiper Beach	8.30 AM	9.30 AM		11.30 AM		1.30 PM		3.30 PM	4.30 PM		6.30 PM	7.30 PM	8.30 PM
Porpoise Cres./Seawright Rd.	8.31 AM	9.31 AM		11.31 AM		1.31 PM		3.31 PM	4.31 PM		6.31 PM	7.31 PM	8.31 PM
Top of Seawright	8.33 AM	9.33 AM		11.33 AM		1.33 PM		3.33 PM	4.33 PM		6.33 PM	7.33 PM	8.33 PM
Coop	8.35 AM	9.35 AM	10.35 AM	11.35 AM	12.35 PM	1.35 PM	3.35 PM	4.35 PM	5.35 PM	6.35 PM	7.35 PM	8.35 PM	
Community Hall/Farmers' Mkt.	8.39 AM	9.39 AM	10.39 AM	11.39 AM	12.39 PM	1.39 PM	3.39 PM	4.39 PM	5.39 PM	6.39 PM	7.39 PM		
Sollans @ Gunpowder Rd.	8.41 AM	9.41 AM	10.41 AM	11.41 AM	12.41 PM	1.41 PM	3.41 PM	4.41 PM	5.41 PM	6.41 PM	7.41 PM		
Gunpowder @ Cowie Rd.	8.43 AM	9.43 AM	10.43 AM	11.43 AM	12.43 PM	1.43 PM	3.43 PM	4.43 PM	5.43 PM	6.43 PM	7.43 PM		
Cowie & Carmichael	8.44 AM	9.44 AM	10.44 AM	11.44 AM	12.44 PM	1.44 PM	3.44 PM	4.44 PM	5.44 PM	6.44 PM	7.44 PM		
Top of Carmichael	8.45 AM	9.45 AM	10.45 AM	11.45 AM	12.45 PM	1.45 PM	3.45 PM	4.45 PM	5.45 PM	6.45 PM	7.45 PM		
Larena Vineyard/Lea Smith Rd.	8.47 AM	9.47 AM	10.47 AM	11.47 AM	12.47 PM	1.47 PM	3.47 PM	4.47 PM	5.47 PM	6.47 PM	7.47 PM		
Bradsdadsland Campsite	8.50 AM	9.50 AM	10.50 AM	11.50 AM	12.50 PM	1.50 PM	3.50 PM	4.50 PM	5.50 PM	6.50 PM	7.50 PM		
J. Rubinfoff Sculpture Park	8.52 AM	9.52 AM	10.52 AM	11.52 AM	12.52 PM	1.52 PM	3.52 PM	4.52 PM	5.52 PM	6.52 PM	7.52 PM		
Thatch Pub/Ferry	8.55 AM	9.55 AM	10.55 AM	11.55 AM	12.55 PM	1.55 PM	3.55 PM	4.55 PM	5.55 PM	6.55 PM	7.55 PM		
Shingle Spit @ Shire	8.57 AM	9.57 AM	10.57 AM	11.57 AM	12.57 PM	1.57 PM	3.57 PM	4.57 PM	5.57 PM	6.57 PM	7.57 PM		
J. Rubinfoff Sculpture Park	8.59 AM	9.59 AM	10.59 AM	11.59 AM	12.59 PM	1.59 PM	3.59 PM	4.59 PM	5.59 PM	6.59 PM	7.59 PM		
Bradsdadsland Campsite	9.00 AM	10.00 AM	11.00 AM	12.00 PM	1.00 PM	2.00 PM	4.00 PM	5.00 PM	6.00 PM	7.00 PM	8.00 PM		
Larena Vineyard/Lea Smith Rd.	9.03 AM	10.03 AM	11.03 AM	12.03 PM	1.03 PM	2.03 PM	4.03 PM	5.03 PM	6.03 PM	7.03 PM	8.03 PM		
Cowie @ Gunpowder Rd.	9.06 AM	10.06 AM	11.06 AM	12.06 PM	1.06 PM	2.06 PM	4.06 PM	5.06 PM	6.06 PM	7.06 PM	8.06 PM		
Sollans Rd. @ Library	9.08 AM	10.08 AM	11.08 AM	12.08 PM	1.08 PM	2.08 PM	4.08 PM	5.08 PM	6.08 PM	7.08 PM	8.08 PM		
Community Hall/Farmers' Mkt.	9.10 AM	10.10 AM	11.10 AM	12.10 PM	1.10 PM	2.10 PM	4.10 PM	5.10 PM	6.10 PM	7.10 PM	8.10 PM		
Coop	9.13 AM	10.13 AM	11.13 AM	12.13 PM	1.13 PM	2.13 PM	4.13 PM	5.13 PM	6.13 PM	7.13 PM	8.13 PM		

Appendix C: 2022 Route map

