

**Pincher Creek, Pincher Station, Cowley, Lundbreck, Burmis**

# **ACCESSIBLE TRANSPORTATION FOR COMMUNITIES IN THE PINCHER CREEK AREA**

**A REVIEW  
AND GUIDELINES**

**FOR**

**TOWN OF PINCHER CREEK**

**MUNICIPAL DISTRICT OF PINCHER CREEK**

**ALBERTA TRANSPORTATION AND UTILITIES**

**Final Report**

**MANOP Services Ltd.**

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## GLOSSARY

The following are terms commonly used by transportation services in Canada.

**Family of (accessible) Services Approach** means that a mix of public and private transportation systems, including accessible taxis, are used to deliver a cost-effective service.

**Public Transit Services** include all scheduled transportation services offered to the general public or a segment of the general public on a non-exclusive or shared-ride basis.

**Taxi Services** are exclusive-ride services operated by taxi companies for the general public under applicable provincial and municipal licensing bylaws and regulations.

**Special Transit** includes private and public systems that provide doorstep transit service on demand to seniors and persons with disabilities, such as the Handi-Bus and the Crestview Lodge service in Pincher Creek.

**Sedan Services** are Special Transit services using automobiles such as full-sized, four-door cars as well as vans and station-wagons, e.g. Lions Care Shuttle and the Seniors Taxi Subsidy in Pincher Creek.

**Conventional Transit** refers to Public Transit services operating on fixed routes.

**Accessible Transit** means the operation of low-floor and/or lift-equipped buses.

**Persons with Disabilities** are those persons who have a physical, mental or medical disability such that they are unable to board conventional transit buses with dignity. Seniors who are unable to use conventional transit service are usually included in this category.

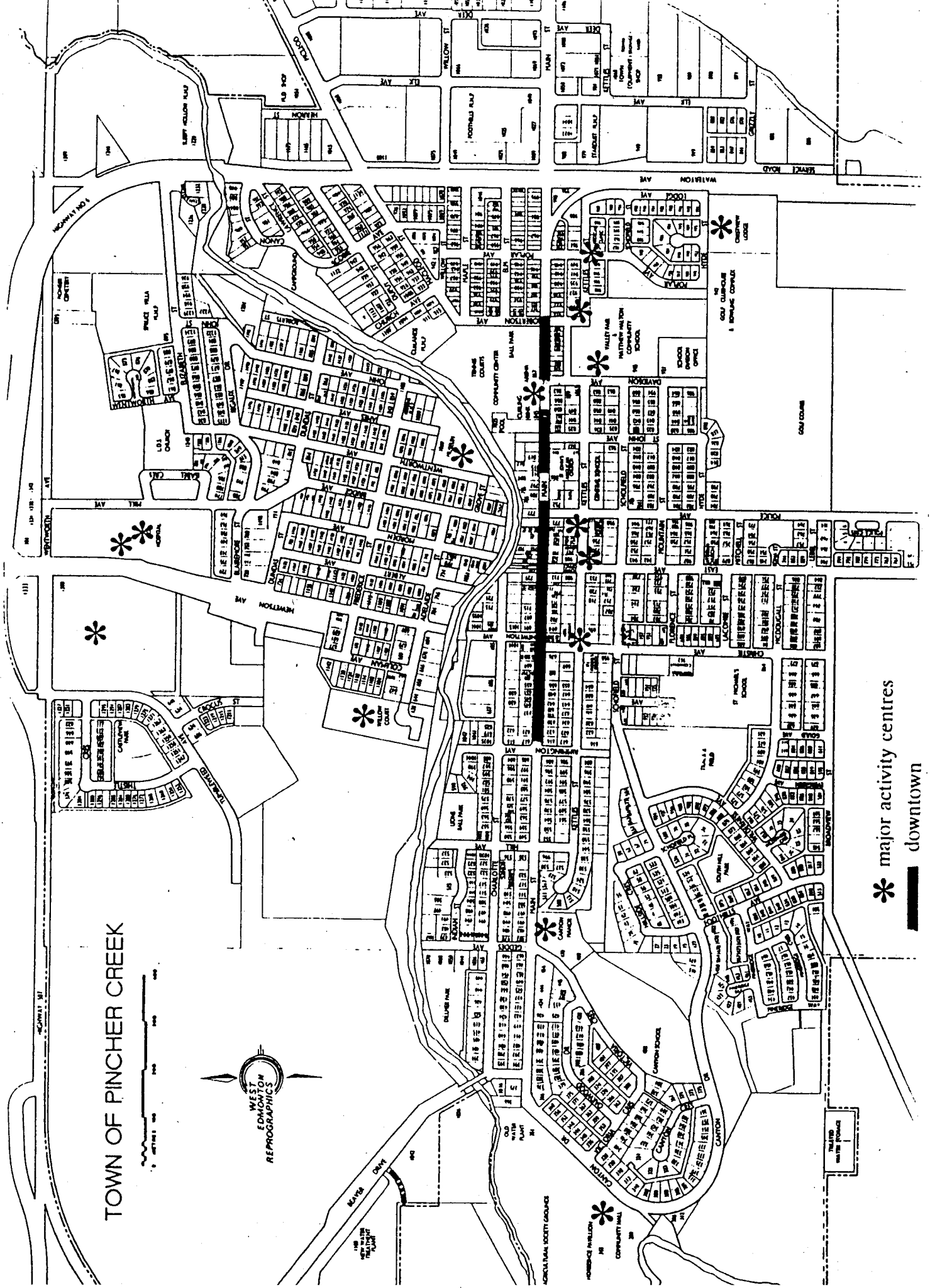
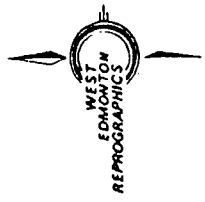
**Ambulatory Persons with Disabilities** include those persons who may experience some loss of function but who are not otherwise considered to be mobility handicapped. Many of such persons are able to use conventional transit services when they are equipped with low floor buses and available within a reasonable walking distance.

**Transportation Dependent** includes those persons for whom transportation is often provided by someone else, or, who are dependent upon public transportation services.

**Rides** are the number of one-way person trips, i.e. a return trip equals two rides.

**User-Side Subsidies** are transportation subsidies given directly to the users by a funding agency. They may be in the form of money or ticket scrip or vouchers that can be used to obtain trips on the available transportation services. "Scrip" systems, such as the one used in Calgary, are usually preferred because they put a limit on the number of trips that can be taken.

# TOWN OF PINCHER CREEK



\* major activity centres  
█ downtown

## 1.0 THE PINCHER CREEK AREA

### 1.1 STUDY AREA

The study area includes the Town of Pincher Creek and the surrounding area within the Municipal District of Pincher Creek that depends upon transportation systems and services based in the Town. This area includes Pincher Station, Cowley, Lundbreck and Burmis.

### 1.2 MAJOR ACTIVITY CENTRES

Within the Town the major activity centres for seniors are widely dispersed. These are shown on the map opposite and include:

- the downtown and community centre
- Matthew Halton Community School
- the Co-op Mall
- the Municipal Hospital and Long Term Care Unit
- the Community Hall
- Crestview Lodge
- Canyon Manor
- Willow Court

### 1.3 DEMOGRAPHIC PROFILE (1991)

The population of the study area in 1991 was approximately 7,500 persons. The principal age categories in the Town and Municipal District of Pincher Creek were as follows:

Age Categories	Town		M.D.	
0 - 14	835	23%	750	24%
15 - 24	470	13%	450	14%
25 - 64	1780	48%	1633	53%
65 and over	<u>575</u>	<u>16%</u>	<u>275</u>	<u>9%</u>
Total	3660	100%	3108	100%

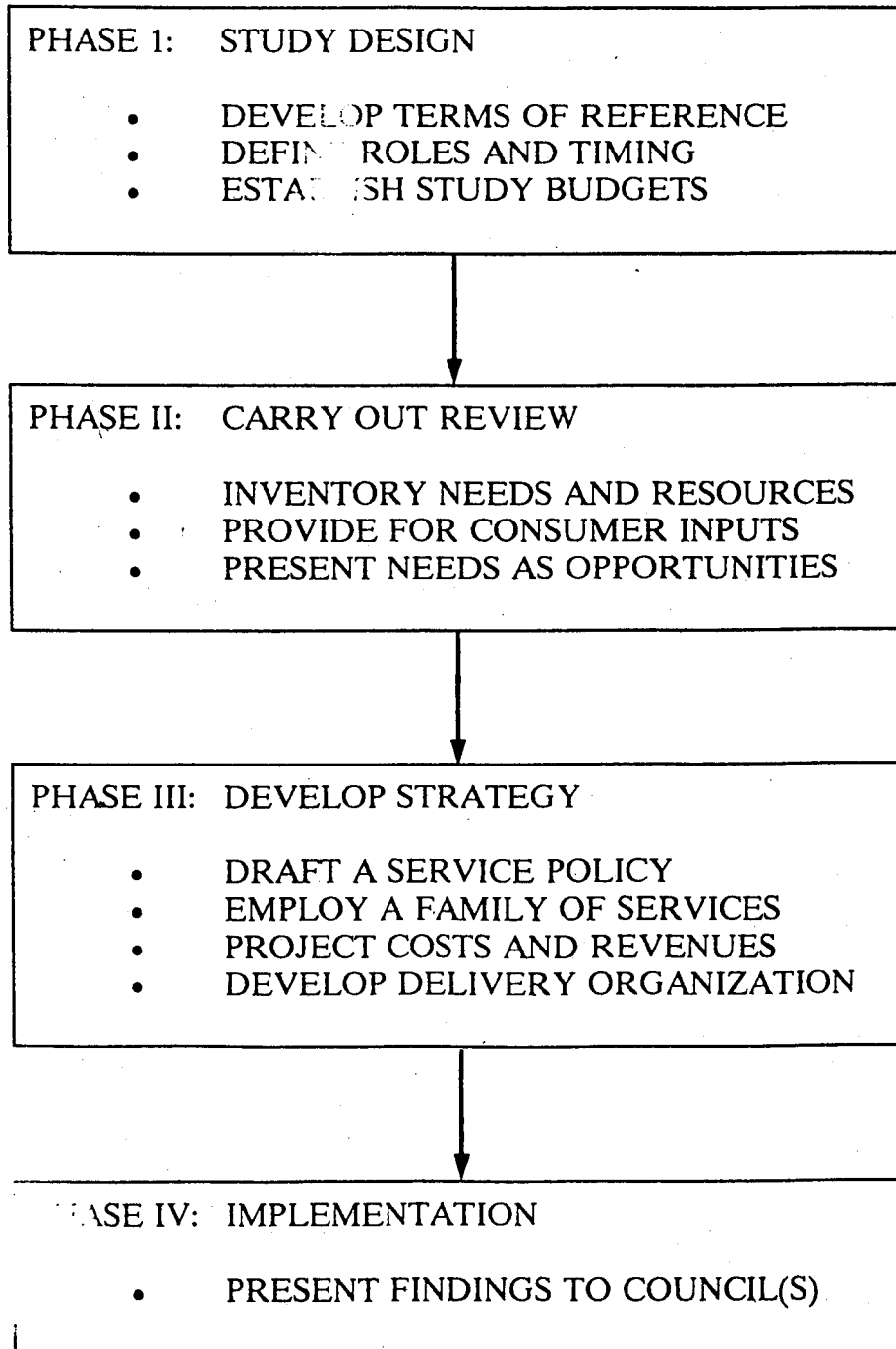
The Town residents include a much higher proportion of seniors of which 57 percent are women. The male teenage population significantly outnumbers the female population, particularly in the Municipal District. These two factors indicate migrations from the rural areas.

The Village of Cowley (population 320) and the Hamlet of Lundbreck (population 242) support several transportation links with Pincher Creek.

## 1.4 OBJECTIVE OF THE REVIEW

The objective of the transportation review was to develop a strategy for delivery of a more coordinated family of transportation services in the near term. The process is illustrated by the Flow Chart in Table 1.1.

**TABLE 1.1  
STUDY FLOW CHART**



## 2.0 EXISTING AND PROPOSED SERVICES

In 1993 the Pincher Creek community was served by five different types of public transportation. These included:

- \* Pincher Creek Handi-Bus
- \* Crystal Taxi
- \* Lions Care Shuttle
- \* Crestview Lodge Transportation
- \* Town School Bus

In addition to the above services, the Auxiliary Care Unit Bingo Club of Pincher Creek has developed a plan to implement a sixth service for the benefit of long term care residents at the Pincher Creek Hospital complex. Summaries of customers, area served, average costs, annual rides and sources of revenues for the six services are presented in Tables 2.1, 2.2 and 2.3.

### 2.1 PINCHER CREEK HANDI-BUS

The Handi-Bus service is the only accessible transit service in the area. It is operated by the Pincher Creek Handi-Bus Society, a not-for-profit agency established in 1984. Customers must become members of the Handi-Bus Society. The Handi-bus service is being dispatched from the home of the regular driver, who is a salaried employee. In 1993 casual drivers were paid \$8.50 per hour plus statutory benefits. No additional fees were paid for dispatching, however an "honorarium" was being considered.

A lift-equipped 1986 Ford 9 passenger van and a standard 1987 Dodge 15 passenger van are operated. The vehicles are inspected and maintained by Kejesa Mechanical Ltd., a local heavy duty and automotive garage. The odometer reading on the one accessible vehicle exceeds 200,000 kilometres. The vans are parked on-street at the regular driver's home.

The principal sources of revenues in 1992 were as follows:

FCSS grant	\$23,363
Customer fees	3,871
School Division revenues	3,000
Donations	2,550
Memberships and miscellaneous	<u>515</u>
TOTAL	\$33,299

When expenditures of \$36,204 in 1992 resulted in a net deficit of \$2,905, several economy measures were introduced. These included the cancellation of service during July and August, 1993, and the elimination of a "management fee" of \$1,200 for dispatching services. In addition, the FCSS grant for 1993 has been reduced to \$18,000. This will likely result in further constraints on the Handi-Bus service.

(continued on page 6)

TABLE 2.1

COMPARISON OF TRANSPORTATION SERVICES  
AVERAGE TRIP COSTS AND FARE RECOVERY IN 1992 \$

Transportation Service	Customers	Area Served	Average Cost/Ride	Fare Recovery
Handi-Bus Society	Seniors, P.D. including students	Town, M.D., Brocket	\$10.00 (1)	19% (2)
Town Taxi Subsidy	Seniors	Town only	\$4.50 (3)	67%
Lions Care Shuttle ("Care Bears")	Seniors, P.D. patients (4)	Town, M.D., Lethbridge, Calgary, etc.	(5)	28%
Crestview Lodge Transportation	Seniors	Town and "excursions"	\$1.00 (6)	0%
Town School Bus	Students	Town only	\$0.30 (7)	100%
Auxiliary Care Unit Club (proposed)	P.D. (residents)	Town and "excursions"	\$5.70 (8)	26%

- (1) Estimated cost of one-way ride in Town: \$7.00 (M.D. \$14.60).
- (2) Recovery from casual riders is less than \$1.90 due to School Division contribution to revenues.
- (3) Crystal Taxi discounts rate by \$0.50 for seniors.
- (4) About 88% of budget is for patient transfers out of area.
- (5) Town \$2.35; Lethbridge \$40.00; Calgary \$90.00 (unpaid drivers).
- (6) Hidden subsidies in Crestview budgets.
- (7) Hidden subsidies. Actual cost is about \$0.45.
- (8) "Volunteer" drivers would reduce the costs to about \$2.70 in the Town.

**Abbreviations**

P.D. Persons with disabilities  
M.D. Municipal District of Pincher Creek No. 9