

Public Transportation Policy Consolidation

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Adopted: Oct. 15/93
Amended: Feb. 26/96
Amended: Nov. 27/00

Traditionally smaller urban municipalities because of their size and resources have not to any extent provided public transportation to its citizens. Because of the physical size of these communities and the relative closeness of the residents in terms of family and social relationships, those lacking the ability to use private transportation have been able to get to where they have needed to go by other means. As well for smaller municipalities, investment in public transportation is often beyond their fiscal capacity.

As these smaller towns grow in physical size however, those living in them need to rely more and more on the transportation by motor vehicle. While the automobile is able to provide freedom of movement for those who are able to own and operate a vehicle, it has the effect of isolating and removing the freedom of movement from those who cannot.

Seniors are drawn to larger communities because of health services and seniors housing. These communities are also attractive as a place for retirement. Because of this the nature of family and social relationships may change for these people and the degree of support that they had from family and friends often diminishes.

While it is recognized that the transportation of individuals should remain the primary responsibility of the individual, family or care givers, there remains a secondary responsibility on the part of the municipality to provide a certain level of public transportation for those individuals who no other practical alternatives.

The Town of Lacombe is of sufficient size to justify the provision of public transportation for those special groups of citizens that are, for reasons of age or physical or mental capacity, do not easily have access to private transportation.

Groups to which Public Transportation Should be Provided

The following identifiable groups should be provided public transportation to the practical limits of the municipality:

1. Highest priority

1.1 Primary and Secondary School Students who are going to and from a local school and who, for reasons of physical handicaps, mental handicaps, temporary or permanent medical conditions or personality characteristics:

a) are unable to use

- b) have significant difficulty in using or,
 - c) do not have access to
- existing school bus service or private motor vehicle.

2. Second Priority

- 2.1 Frail Elderly who for reasons of physical frailty or mental confusion are not able to walk or have difficulty walking and who have no other means of accessing private transportation.
- 2.2 Handicapped Adults and Children who, for reasons of physical handicaps and mental handicaps are unable to use, have significant difficulty in using or do not have access to private transportation.
- 2.3 The Infirm or Institutionalized who are an occupant of a health care institution including the active and extended care sections of the Lacombe Community Health Care Center and the Lacombe Seniors Lodge

3. Third Priority

- 3.1 Seniors Generally who are 60 years of age or older and who do not have access to private transportation either individually or through family and friends

Delivery of Public Transportation

Public Transportation Services may be provided by public enterprise, private enterprise or a combination of both. Service level, costs effectiveness and affordability for the prospective user are the determining factors. Where the public sector and private sector are able to offer comparable services at comparable costs, public sector operation is preferred because social policy considerations can be more easily implemented.

Public Support for the Costs of Public Transportation

Where subsidization of a group or activity is justified, the degree of public support should be 50% of the actual costs of operation. Of this public support, 25% should be raised voluntarily from the public and 75% gained from grants from senior levels of government and contributions from the general revenues of municipal and other local governments. Costs of operation shall include driver's wages and benefit costs, fuel, insurance, maintenance and repair, common service charges.

At least 50% of the capital funds necessary for the initial purchase of public

transportation vehicles and their subsequent replacement shall be raised voluntarily from the community at large. The remaining funds may come from grants from senior levels of government and contributions from the general revenues of municipal and other local governments.

Groups and Activities for which subsidization should be available.

1. Local trips for the Frail Elderly, Handicapped Adults and Children and the Infirm.
2. Non local trips for medical related reasons including attendance to physicians, specialists, clinics and other medical facilities which are not available locally.

Groups and Activities for which subsidization is not available.

1. Trips to and from School for School Students.
2. Local trips for Seniors Generally
3. Charters
4. Non-local trips for other than medical reasons.

SPECIFIC POLICIES

1. The Town of Lacombe shall provide a public transportation service, to be known as the Lacombe Handivan Service for the transportation of School Students, Frail Elderly, Handicapped Adults and Children, the Infirm and Seniors General in the priority set out in the General Principles.
2. The Town of Lacombe shall acquire title to a paratransit vehicle with the capacity to carry both wheelchair passengers and walk-on passengers.
3. The Lacombe Handivan Service shall be administered by the Town Manager and the Administration Department shall provide accounting and administrative support for the Lacombe Handivan Service.
4. The paratransit vehicle shall be incorporated into the Common Service vehicle and equipment fleet and the Public Works Department shall be responsible to house, maintain and repair the paratransit vehicle.
5. The Lacombe and District Family and Community Support Services agency will provide booking services for the Lacombe Handivan Service.

6. The paratransit vehicle may only be operated by an employee of the Town of Lacombe. Drivers shall be designated as employees under the personnel policies of the Town and shall be assigned to Salary Grid G1.
7. Public transportation services shall be provided between the hours of 8:00 AM and 4:30 PM, Mondays through Fridays. Charter services may be operated at times and on days outside of the regular hours provided a driver is available.
8. The following rates are set to recover on an overall basis 50% of the operating costs of the Lacombe Handivan Service in each year. These rates shall be effective upon adoption and subject to review January 1 of each year.

In this policy :

- a) "local" shall mean:
 - i) within the corporate limits of the Town of Lacombe, or
 - ii) within that area of the County of Lacombe as shown on Figure 1.
- b) "non-local " shall mean:
 - i) City of Red Deer, or
 - ii) within that area of the County of Lacombe from the north to south boundaries lying within Ranges 24-28 W4 and Range 1 W5.

Group or Activity	Subsidization Rate	2001 Rate or Fare
School Students	0%	\$10.50 per Student/day
Frail Elderly, Handicapped Adults and Children, Infirm Local	50%	\$4.00/roundtrip \$35.00/10 tickets \$3.05/hr + \$.14/km \$6.10/hour + \$.28/km
Non-local Medical *	50%	
Non-local Other*	0%	
Seniors Generally	0%	\$8.00/round trip
Local	0%	\$6.10/hour + \$.28/km
Non-local*		

Charter or Medical Transfers at direction of the medical facility	0%	\$12.20 hour + \$.52/km
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(11/27/00)

Notwithstanding the General Principles the rates set out above represent an ongoing minimum level. Any operating surplus that may arise in any year shall be diverted to a capital replacement reserve for future public transportation vehicles. (02/26/96

- Ref 96-069)

9. It shall be the primary objective to maximize the utilization of the paratransit vehicle. The scheduling of school students shall have overall priority. While schedulers will endeavour to schedule bookings as closely as possible to the wishes of the rider, it may be necessary for the sake of utilization to establish certain blocks of time on certain days of the week for specific groups or activities.
10. In each year representation shall be made to the County of Lacombe municipally for a contribution towards the operating costs of the Lacombe Handivan Service.
11. The operator of paratransit vehicle, at his or her discretion, may require that any passenger seeking transportation on the vehicle be accompanied by an attendant:
 - a) if the passenger requires supervision and attention from the operator to the point where the operator is distracted or may be distracted from operating the vehicle in a safe manner,
 - b) if the passenger has the potential to disrupt or disturb other passengers,
 - c) if the passenger requires assistance of operator beyond the physical ability of the operator, or,
 - d) if the passenger upon embarking or disembarking from the vehicle places an excessive amount of responsibility on the operator for ensuring the safety of the passenger.
12. The Town Manager may enact such operating procedures and requirements that are consistent with general principles of this policy and the specific policies set out.

Objectives of the Handivan Advisory Committee

1. The Committee will undertake a review of the 1993 operation and provide to Council in January of 1994 a:
 - report of the year's operations
 - recommended rates and policy changes
 - recommended budget for 1994
2. The Committee will investigate with the Town of Blackfalds an extension of the service to Blackfalds, providing recommendations to Council accordingly.
3. Should the current paratransit vehicle become unable to meet the demand for services under this policy, the Committee will examine the use and

subsidization of locally based taxi services to provide public transportation, forwarding recommendations to Council accordingly.

4. The Committee will undertake to coordinate the seeking of voluntary contributions from the general public. The target level of fundraising will be 25% of the overall public funding required within the approved budget.

Funds may raised:

passively from memorial donations and generally advertising in Town publications

actively from organizations representing the primary clientele of the Lacombe Handivan Service, service organizations that have traditionally assisted public transportation in Lacombe and from a single, special fundraising event sponsored each year by the Committee

The success of public fundraising and voluntary contributions will be dependent on a public education program and the Committee will be exploit a variety of techniques to improve the public awareness of the handivan service and the need for ongoing public support.

Mayor

DATE: October 18, 1993
February 26, 1996
November 27, 2000

Chief Administrative Officer

RES: 93-501