

100 MILE HOUSE PARATRANSIT SYSTEM

TRANSIT STRATEGY

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1. INTRODUCTION

Public transit is delivered in BC, outside Greater Vancouver, under a partnership between BC Transit, local government and, in most cases, a private sector operating company. The operating authority, assignment of responsibilities between the parties and cost-sharing between BC Transit and local government partners are established under the British Columbia Transit Act and Regulation. Within the District of 100 Mile House, LDN Transportation operates all transit services.

This Transit Strategy is developed to support the District of 100 Mile House's plans for growth and development over the next five years. The Strategy outlines the key objectives for the delivery of transit services within the 100 Mile House area and examines the current and future markets of transit customers. The review of existing transit services, including an assessment of key performance indicators, provides the necessary system level information in which to identify service improvements to occur over the next three to five years. Key support initiatives that are necessary to enhance the effectiveness of transit within the District of 100 Mile House are also included in the strategy.

2. OBJECTIVES

The primary goal of the District of 100 Mile House Transit Strategy is to provide transportation alternatives to key customer markets and increase overall mobility within the community. In this regard, the primary objectives of the Transit Strategy are briefly summarized as follows:

- **Provide service to all major activity centres and key residential areas in 100 Mile House, including 108 Mile Ranch.** In this regard, transit service will focus primarily on the established areas of the community, with services directed toward connecting residential, mixed-use and other key trip generators within the District of 100 Mile House. This would also include facilities such as the 100 Mile House District Hospital and the Cariboo Mall.
- **Focus on the service needs of commuters for school and work.** Existing and new transit services will continue to focus on the primary markets – schools, and employment centres such as the mill. Particular emphasis will be put on attracting youth to use transit

and build ridership in this regard by continuing service to Peter Skene Ogden Secondary School and 100 Mile House Elementary School.

- **Provide services to support mobility for seniors, and persons with disabilities.** Approximately 17% of the population in 100 Mile House is 65 or older, with the number of people set to become seniors in the next 5 years being approximately 6.5% of the population. Continued operation of handyDart service will help to serve this population.
- **Integrate transit considerations with land use planning decisions.** The District's Official Community Plan outlines the expectations for growth and development. The Transit Strategy will support the growth patterns of the community and should be integrated with future land use decisions ranging from area structure plans through to subdivision applications. This could also be used to influence the relationship between transit and where key land uses are located such as medical facilities and shopping. Community planning exercises could also define the densities required to support better transit service as communities develop. The District is currently undertaking a Community Energy Plan which could be used to develop municipal policies to support transit service.
- **Define supporting strategies needed to encourage greater transit ridership among key customer markets.** In order to make transit more attractive, supporting strategies that encourage and facilitate access to transit will be examined. These initiatives may range from making transit facilities more accessible through to support programs provided directly to target transit customers.
- **Make efficient use of transit resources using key performance indicators to maximize customer service and community benefits.** Monitoring key performance indicators and making comparisons with similar transit systems will be used to identify guide the development of improvement opportunities with the available transit resources.

3. CURRENT & FUTURE MARKETS

The assessment of current and future transit customer markets is a key step in the development of a transit plan. Key factors include population characteristics, the profile of transit riders as well as other key observations about the community.

The 100 Mile House area is expected to have low population growth over the next 25 years. Currently, there are approximately 7100 people in the 100 Mile House service area with this expected to increase to 7800 by 2031.

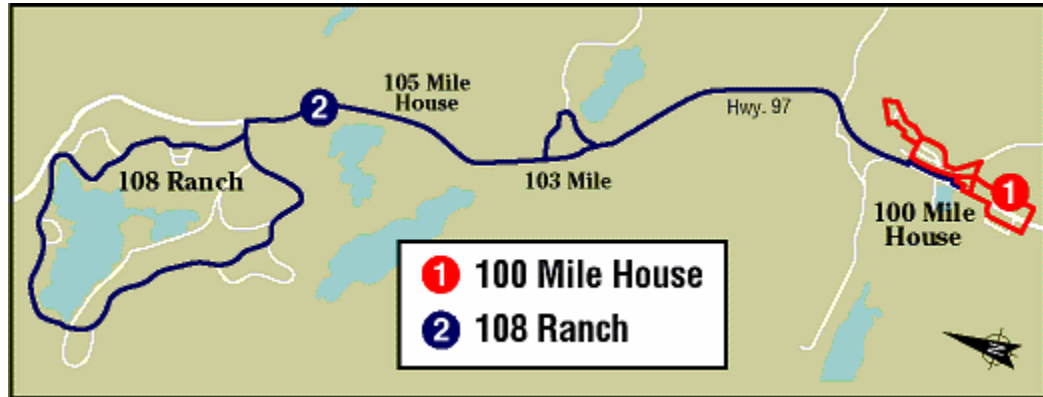
The area has approximately 17% of its population that is 65 years or older. This is expected to grow as the population ages and more people look to the 100 Mile House area as a place to retire. Conversely, approximately 16% of the population is less than 15 years old. Based on general demographics and declining industry in the area due to the pine beetle epidemic, it is reasonable to assume that the population of 100 Mile House will continue to grow older.

4. EXISTING SERVICES & PERFORMANCE

BC Transit monitors key performance indicators related to transit systems on a quarterly basis and sets targets annually. These indicators provide BC Transit with the data required to assess how well the system is performing and provides guidance for future investment.

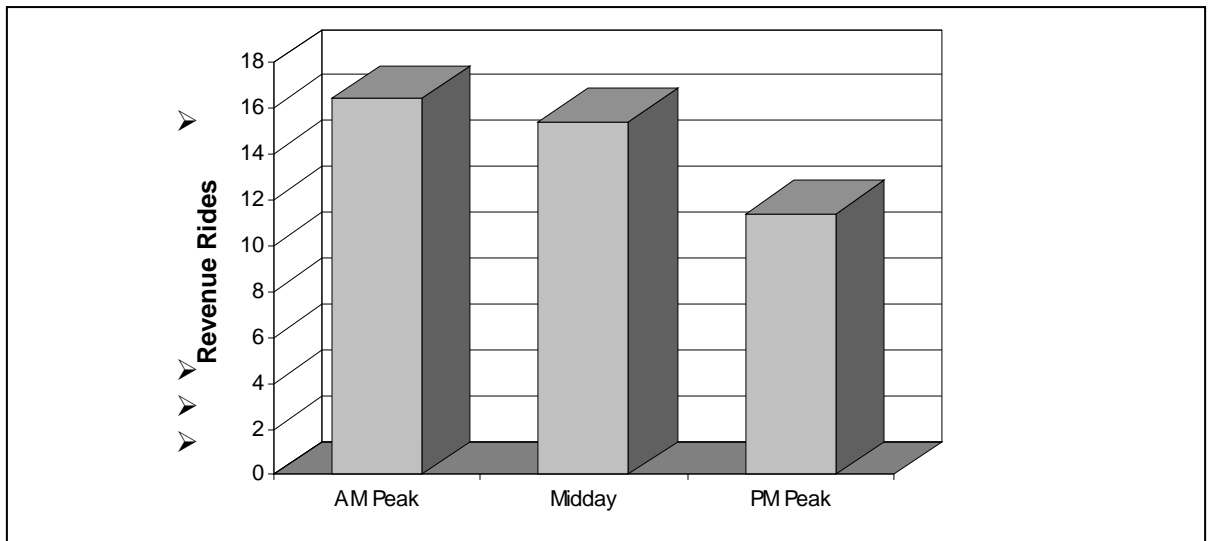
The 100 Mile House paratransit service is comprised of two routes. One route serves the urban area of 100 Mile House while the other route services the 108 Mile Ranch area. Each route operates four times daily, Monday to Friday. Figure 1 illustrates the routes.

Figure 1 – 100 Mile House Transit System



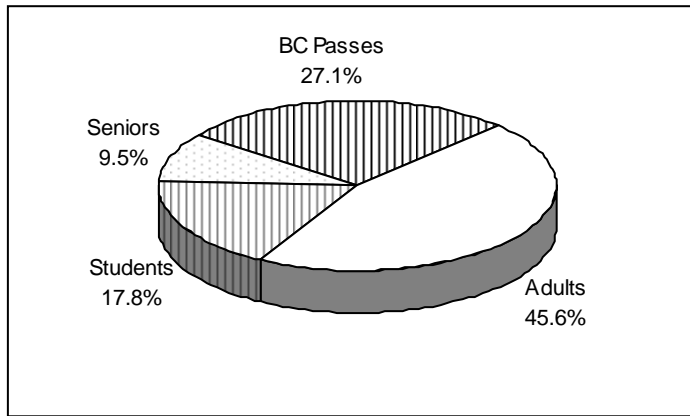
Based on two week counts in October 2007, the 100 Mile House transit system handles approximately 43 revenue passengers per day. Ridership is highest during the AM peak and midday with a small drop in ridership during the PM peak. The number of revenue rides per hour is highest during the AM peak. Figure 2 summarizes this information.

Figure 2 – Weekday Ridership



The majority of riders in 100 Mile House are adults, comprising 45.6% of overall ridership followed by those with BC Bus Passes. Figure 3 summarizes the weekday revenue ridership by passenger group.

Figure 3 – Weekday Revenue Ridership by Passenger Group



Relative to other similar systems, 100 Mile House has the lowest cost per hour of service, and one of the lowest costs per ride. In 2006/07, the system handled almost 11,000 passengers and had a total cost of \$119,000. Table 1 summarizes key performance indicators for 100 Mile House.

Table 1 – Key Performance Indicators, 2006/07

INDICATOR	PERFORMANCE
Financial Summary	
Total Cost	\$119,100
Total Revenue	\$24,200
BC Transit Share	\$45,600
Net Municipal Share	\$47,200
Level of Service	
Population Served	7,000
Vehicles in Service	1
Revenue Hours	2,571
Performance Summary	
Annual Passengers	10,879
Passengers/hour service	4.2
Total Cost per Passenger	\$10.94
Cost Recovery	20.3%
Cost per Hour Service	\$43.11

5. IMPROVEMENT INITIATIVES

This section outlines improvements to the 100 Mile House transit system over the next 3 – 5 years. These improvements will evolve with community planning as well as changes in community development. They are also subject to local and provincial budget approvals and are conditional on local and provincial resources.

In 100 Mile House, there is the potential to extend service to the surrounding areas of Deka Lake and Canim Lake at sometime in the future.

It is anticipated that the senior population in 100 Mile House will increase by 30% over the next five years. This may place a burden on the current handyDART services to the point where an increase in the delivery of this type of service is required. Taxi Saver programs could also be implemented to support handyDART service.

6. SUPPORTING STRATEGIES

In addition to providing transit services directed toward the target customer markets, supporting strategies can be used to encourage and accommodate greater ridership and improve transit service performance. Improvement strategies could include, in general, the following:

- Fare strategies that may be directed toward expanding existing target markets
- TDM measures that support the integration of transit with attractive bicycle and pedestrian facilities in terms of creating enhanced access
- On-street facilities at high demand locations to enhance the quality of waiting areas
- Marketing strategies to identify and target key transit markets, including the provision of accessible transit information such as riders' guides, information signage, and the website.

The main supporting strategy in 100 Mile House will be the installation of new bus shelters at key locations.

7. RECOMMENDATION

It is recommended that the District of 100 Mile House and BC Transit approve this transit strategy as a guide for transit planning and delivery in 100 Mile House.