

LONDON FOR ALL

A ROADMAP TO END POVERTY

Transportation

5.4 Increase accessibility of transit for persons with disabilities

London Transit Commission (LTC)

As of 2019, every LTC bus is accessible. All new LTC buses have variant seating provided at the front of the bus. Some buses have 2 variant seating sections and newer buses have 3 sections - and these sections indicate that they are for persons with disabilities.

Once registered at LTC, attendants and support workers are able to ride LTC and paratransit at no cost. This information is now advertised on the LTC website and the information is provided to LTC riders with disabilities. This provision is also included in the Disabilities Act which came in effect Spring 2019.

“Non-Peak Pass” – this bus pass is available at no cost to paratransit customers to ride LTC conventional transit during off-peak times Monday through Friday and all-day Saturday and Sunday.

Access to sidewalks is a big issue during the winter months. The City of London policies regarding sidewalk and bus stop clearing standards have been debated in council and established as follows:

- The maximum allowable accumulation of fresh snow is 8 cm. Continuous sanding shall not be completed except under conditions of freezing rain or generally slippery conditions. Sidewalks adjacent to major roads and bus routes are ploughed first and then followed by local streets. Ploughing shall be completed 24 hours after the snow fall ends.
- Mechanical clearing of sidewalks is at a disadvantage because of two factors. First, the equipment can seldom ‘get ahead of pedestrian traffic’ that compacts the snow, and second the plow is set in a float position to ride on the sidewalk. This float position enables the plow to safely ride over expansion joints, minor vertical inconsistencies or elevation changes and distortions on the sidewalk. These factors form the basis for London’s ‘snow packed’ level-of-service standard. Once a path is cleared, subsequent trips by the sidewalk plow are made easier.

- Students at Kings University College have provided a policy regarding accessibility and snow removal. Through www.SnowProblem.ca students will raise awareness about this issue and have submitted new policy suggestions to council for budget consideration.

2019 Update:

- A report going before the Civic Works Committee this month says it could cost up to \$1.6 million plus another \$163,000 to the London Transit Commission to enhance snow removal services in London. That means lowering the snowfall threshold to seven centimetres for road plow deployment, five centimetres for sidewalk plow deployment, and prioritizing school area sidewalks.
- The City currently upholds the provincial minimum standard for clearing snow, which means deploying road plows when there is 10 centimetres of accumulation, and clearing sidewalks when there is 8 centimetres.
- It would cost the city \$500,000 to lower the snowfall threshold for road plow deployments from 10 centimetres to 8 centimetres, \$760,000 to lower it to 7 centimetres, and \$600,000 to lower the threshold for sidewalk snow clearing from 8 centimetres to 5 centimetres.
- To prioritize school area sidewalks, which means clearing schools' main entrances earlier, would cost \$280,000.
- It is recommended that the civic works committee reviews these options now as the road plow and sidewalk plow contracts expire in 2020-2021.