



City of
Peterborough

APPLICATION FOR REGISTRATION

PETERBOROUGH HANDI-VAN SERVICE

1. **This application supersedes all previous application forms and will come into effect on February 1, 1990.**
2. **All prior applications remain valid.**
3. **The new eligibility guideline for Handi-van service as determined by the Province of Ontario is:**

“Intended for persons who are physically unable to:

- a. **Climb or descend steps used on conventional Public Transportation facilities,
or**
 - b. **Walk a distance of 175 metres (575 feet).”**
4. **The guideline is based on functional mobility with a view to assist those individuals with the greatest needs within our community.**
 5. **The form may be completed by any medical professional competent to judge mobility within the guideline. An explanation of the guideline is attached.**
 6. **When completed, please mail to:**

**Handi-Van Transit
190 Simcoe Street
Peterborough, Ontario
K9H 2H7.**

7. **Van Information - 745-5801.**

**SPECIAL TRANSIT SERVICES EXPLANATION AND INTERPRETATION
OF THE PROVINCIAL ELIGIBILITY GUIDELINE**

PURPOSE

This brief document is intended to assist municipal officials, operators and eligibility committees in the consistent interpretation and application of the revised eligibility guideline. It has been prepared in consultation with the Ontario Urban Transit Association's Committee on Transportation for the Disabled.

ELIGIBILITY GUIDELINE

Special transit services are intended for persons who are physically unable to:

Climb or descent steps used on conventional public transportation facilities

or

Walk a distance of 175 metres.

The eligibility guideline is based on functional mobility, whereby eligibility depends on an individual's ability to perform the specific tasks needed to access public transit.

The Ministry of Transportation has established an eligibility guideline for subsidy purposes in order to ensure that special transit services for disabled persons are assisting those individuals with the greatest need. As it is impossible to cover all circumstances in a written guideline, it is important to note that municipalities on an individual case basis must assess eligibility. This determination should be done through verification by health care professionals such as physicians, physiotherapist, occupational therapists, or chiropractors, etc., which can in turn be ruled on by an eligibility committee or a municipal official.

Municipalities, when claiming subsidy, may only claim the passenger-based subsidy for individuals who meet the provincial eligibility guidelines.

FUNCTIONAL APPROACH

The eligibility guideline refers to “functional mobility” whereby an individual’s eligibility depends upon the ability to perform the specified functional tasks of climbing or descending steps used on conventional public transit facilities, or walking a distance of 175 metres.

The functional approach is used predominantly in special transit services in North America as opposed to a medical approach where an individual’s eligibility hinges upon specified health problems or medical conditions. The functional approach to eligibility does not discriminate arbitrarily on the basis of medical health and avoids the problems associated with identifying specific conditions which in practice may have little or no bearing on mobility problems.

CLIMB OR DESCENT

The eligibility definition on unable to “climb or descent steps used on conventional public transit facilities” refers to physically disabled persons whose disability makes it impossible to board a regular transit vehicle, which involves climbing or descending three steps.

This can include individuals with readily visible disabilities involving the use of wheelchairs, walkers, braces or similar mobility aids. However, it can also include individuals with less visible disabilities such as severe cases of arthritis.

WALK 175 METRES

The eligibility guideline has been expanded to include those persons who are physically unable to walk a distance of 175 metres, which recognizes difficulties associated with reaching the transit stop. In applying the walking definition, only those for whom bus stop access is a severe barrier are to be considered eligible.

The use of 175 metres provides a common, transit relevant distance to be applied by municipalities, transit operators, passengers and health care professionals, and will facilitate reciprocity across Ontario. The distance of 175 metres is similar to the standard used in the Ontario Ministry of Health’s Assistive Device Program, whereby ambulatory clients require assisted mobility if they cannot complete the subsequent activity they set out to do after walking a specific distance.

Attachment No. 1

Consideration should also be given to include significant physical safety as a factor in assessing an applicant's functional ability. This includes conditions under which walking a distance of 175 metres would lead danger to health, or bodily harm. This may include individuals with severe cases of arthritis, heart and lung conditions, persons who have had strokes, and persons who are subject to frequent and uncontrollable seizures.

TEMPORARY REGISTRATION

Under this guideline it is possible to provide temporary registration under the following conditions:

Severe Weather Related Periods

In the cold weather and snow of the winter months, the skills needed to use conventional public transit, particularly walking to the transit stop may be significantly impaired for a very limited number of individuals. This could include for example, blind/visually impaired persons using white canes, or persons with some respiratory problems. Also in extreme heat in the summer months persons with early stages of multiple sclerosis or similar circumstances may have increased difficulties using regular transit services. Individuals with these and other weather related mobility impairments therefore, should be considered for possible temporary or seasonal registration for special transit services. Municipalities should seek appropriate professional advice in this area.

Rehabilitation Period

Similarly persons who require a rehabilitation period due to an illness or accident may temporarily not be able to perform the functional tasks specified in the guideline. As a result they should be eligible for temporary registration and have access to special transit services for a specified period of time.

Mobility Training Period

Most disabled persons including those with visual impairments, developmental disabilities and head injuries may be capable of using conventional public transit following the completion of mobility training. Temporary registration should apply to these persons prior to the completion of the mobility training.

HANDI-VAN REGISTRATION

TO BE COMPLETED BY APPLICANT

Name _____

Address _____

Phone Number _____ **Postal Code** _____

Date _____

Which types of trips would you be making: Please Circle

Work Yes / No

Education Yes / No

Medical Yes / No

Shopping Yes / No

Recreation Yes / No

Probable number of trips per week _____

Applicant's Signature _____ **Date** _____

OFFICE USE ONLY

Date Receive _____

Registration No. _____

Permanent / Temporary _____

Remarks:

TO BE COMPLETED BY MEDICAL PROFESSIONAL

Applicant's Name _____

TYPE OF DISABILITY:

Permanent Yes / No **Temporary** Yes / No

If temporary, how long _____

Which Eligibility Criterion Does He / She Meet:

Is she / he able to climb or descend stairs Yes / No

Is she / he able to walk a distance of 175 metres Yes / No

Does she/he require an attendant to travel Yes / No

Type of mobility aid used:

Wheelchair _____

Walker _____

Cane _____

Other _____

REMARKS: _____

Name _____ **Phone Number** _____

Address _____

_____ **Postal Code** _____

Date _____ **Signature** _____