

Regarding the proposed subsidy model for public transportation.

I have been co-chair of the Transportation Committee of the Age Friendly Network for the last three years. Two of our strategies to make London more age friendly are the following:

"2.4 Address Access to Public Transit for Older Adults and Older Adults with Disabilities.

Investigate ways to improve affordability of public transit for older adults and persons with disabilities.

Investigate and consider non-peak free/nominal fares for older adults."

I understand the need for subsidized transit for low income individuals in helping to address poverty and the "London for All " plan, but I am writing on behalf of the older adults in the city.

I personally know two older adult women with moderate incomes who do a lot of volunteer work and rely completely on public transit. One of these women would likely qualify for the subsidy, but if she were to be put on a waiting list would be unable to use public transit daily, as she does now, in order to fulfil all her volunteer duties. Do we want to isolate more older adults in the city because they cannot access public transit?

I am also concerned with how this will be administered. If approved for subsidy the monthly pass would be issued on a "first come , first served " basis.

Would this mean that over a thousand people would line up monthly to try and get a pass? How could older adults, especially those with disabilities compete?

At present a senior monthly pass can be obtained at three locations, LTC Main Office on Highbury, the Downtown Ticket Office on Dundas and at White Oaks Mall. Having only one location will make it more difficult for older adults.

We have been working hard to make London a more age friendly city. If we change the senior subsidy and make the issuance of monthly passes a competition and possibly isolate more older adults, the city will lose some of the progress it has made toward becoming more age friendly.

Margery Sherritt
15 Howard Cr.