Transportation and Disability in Canada – An Overview

TP 12545E

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16. Abstract

This report profiles information on Canadians with disabilities and their use of transportation. It focuses on long-distance transportation modes (air, intercity bus, rail, and marine/ferry), travel involving urban transport (public transit, special transit, and taxis), and the use of personal vehicles. A comprehensive overview of the socio-economic and disability characteristics of persons with disabilities is included. The report will be useful to governments, planners, researchers, consumer groups, designers, manufacturers, operators, and others involved in planning, policy making, program development, or technology development related to accessible transportation.

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Cofinancé par la Stratégie nationale pour le transport des personnes handicapées.
Ce rapport se base sur des données extraites de TransAccess™, base de données mise au point par le CDT.

16. Résumé

Le présent rapport fournit des informations sur les Canadiens ayant un handicap de même que sur leurs habitudes de déplacement. Il traite en particulier des modes de transport longue distance (avion, autocar, train, navire/traversier), des modes de transport urbain (transports en commun, transport adapté et taxis) et de l'utilisation de véhicules personnels. Le rapport donne un aperçu détaillé du profil socio-économique des personnes handicapées et des difficultés qu'elles éprouvent. Il sert d'ouvrage de référence pour les gouvernements, les planificateurs, les chercheurs, les groupes de consommateurs, les concepteurs, les fabricants, les exploitants et tous ceux qui sont chargés de planifier et d'élaborer des politiques et des programmes ou de développer des technologies dans le but d'améliorer l'accessibilité du transport.

17. Mots clés	18. Diffusion
Accessibilité du transport, TransAccess™, personnes à mobilité réduite, handicap, avion, train, navire/traversier, autocar, transport adapté, transports en commun, taxis, véhicules personnels	Le Centre de développement des transports dispose d'un nombre limité d'exemplaires.

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1.0 INTRODUCTION

This report profiles information on persons with disabilities and transportation in Canada. In particular, it focuses on long distance modes of transportation (such as air travel, intercity bus travel, rail travel, and marine (i.e., ferry) travel), travel involving local modes of transportation (such as public transit, specialized transit, and taxis), and the use of personal vehicles. A comprehensive overview of the characteristics of persons with disabilities is also provided.

1.1 Data Source

The information provided in this report was generated using the TransAccess Information Base, a computer system that can be used to obtain predefined and custom tabulations on the characteristics of individuals with disabilities. Table 1.1 provides an overview of the data that can be generated by TransAccess.

Table 1.1: Information Available Through TransAccess

- ***Socio-economic characteristics*** *of persons with disabilities (e.g., age, gender, income, employment, education).*
- ***Disability information*** *(e.g., types of disabilities, such as mobility, agility, hearing, seeing, etc.; use of special aids; and severity of disabilities).*
- ***Transportation information****, including modes of transportation used by persons with disabilities (e.g., inter-city [rail, air, bus], local [public transit, specialized transit taxi], and personal vehicles [cars, vans]), availability of transportation services, types of trouble encountered while travelling, need for special services, etc.)*
- ***Geographic information*** *(e.g., the geographical distribution of persons with disabilities at national and provincial levels, and at urban and rural levels).*

The data source for TransAccess is the Health and Activity Limitation Survey (HALS) undertaken by Statistics Canada. HALS, which was developed through consultation with government representatives, associations of and for persons with disabilities, and persons with disabilities themselves, was first conducted in 1986 following the 1986 Census and repeated in 1991 following the 1991 Census. Both the 1986 and 1991 HALS included a Households component (which focused separately on adults and children) and an Institutions component.

The 1991 HALS Households Survey was carried out in two stages. The first stage involved analyzing the responses to two questions on the 1991 Census long form questionnaire (#18 and #19, on activity limitation and long-term disability respectively). Individuals who answered positively to these questions were identified, and approximately 35,000 were chosen as the target population for the HALS survey.

Field tests indicated that many persons with a disability did not answer “yes” to the questions on activity limitation. To avoid potential biases in the target population, it was decided to select a

sample of individuals who responded “no” to these disability questions. Approximately 113,000 individuals were selected for the “no” sample. Combined, the “yes” and “no” samples represented the overall HALS survey sample.

The 1991 HALS Microdata File (the source for much of the data generated for this report) contains information on 91,355 people (25,942 persons with disabilities and 65,413 persons without disabilities). With weighting of the data, the HALS Microdata File contains information on 21,063,077 people (3,533,089 persons with disabilities and 17,529,988 persons without disabilities). The 1991 HALS Microdata File was released in October, 1994. Additional data on the number of trips made by persons with disabilities (by mode) was made available by Statistics Canada in December 1995.

The HALS survey covered the following nine areas:

A: Disability Screening
B: Use of Technical Aids and Services
C: Everyday Activities
D: Education
E: Employment
F: Transportation
G: Accommodation
H: Recreation and Lifestyles
I: Economic Characteristics

If an individual responded “yes” to any of the disability screening questions in Section A of the 1991 HALS, the remainder of the survey was undertaken. If however, they responded “no” to all of the screening questions, they were considered not to have a disability and the survey was terminated.

For reference purposes, Section F of the 1991 HALS questionnaire (which deals specifically with transportation issues) is provided in Appendix A. Note that the information presented in this report is based on the information collected in Section F.

1.2 Guidelines for Interpreting the Data

Unless otherwise noted, the information in this report is based on the 1991 HALS, and pertains to adults, ages 15 and over, who reside in households. The information has been projected to 1995 in order to provide a more timely depiction of the data. The projections were generated by applying 1991 disability incidence rates to 1995 population projections (stratified by age). The population projections are based on Statistics Canada's (1994) medium growth population projections. Projections beyond 1995 are also age adjusted figures.

In particular cases, reference is made to CVs. This relates to the coefficient of variation (CV) of a particular value, which can be used to develop a confidence interval (CI) associated with that value. The CI is a statement on the level of confidence that the true value lies within a specified range of values. For example, a 95% two-sided confidence interval (CI) can be calculated with the following formula:

CI = Value (+/- 1.96 x [CV x Value])

Based on Statistics Canada's guidelines for interpreting data, CVs that are between 16.5% and 33% are highlighted with a "*", indicating that the values should be used with care due to the high variability associated with the values. CVs over 33% are highlighted with a "**", indicating that the values should be used with a greater degree of care due to the even higher variability associated with the values.

1.3 Definition of Persons with Disabilities and Persons with Transportation Disabilities

HALS uses the World Health Organization's (WHO) International Classification of Impairments and Handicaps to define a disability. This states that:

> *"In the context of health experience, a disability is any restriction or lack (resulting from an impairment) of ability to perform an activity in the manner or within the range considered to be normal for a human being."*

In defining persons with disabilities, HALS uses certain parameters. For example, individuals aged 15 and older were not considered to have a disability if they use a technical aid and that aid completely eliminates the limitation they experience (e.g., an individual who uses a hearing aid or glasses/contact lenses, and states that he/she has no limitation when using the aid, would not be considered to have a disability). Furthermore, the concept of time is also used as an additional parameter in defining persons with disabilities. In particular, the limitation must have lasted, or is expected to last, six months or longer.

Persons with transportation disabilities are a sub-set of persons with disabilities. The definition of persons with transportation disabilities was derived from the responses to questions asked in Section F of the 1991 HALS questionnaire. In particular, persons with transportation disabilities are defined as those individuals:

- *Who because of their health problem(s) or condition(s), are unable to use transportation services; or,*
- *Who use transportation services with more difficulty than those in the general population.*

1.4 Overview of Report

This report is divided into the following sections:

- Section 1.0 provides an introduction and overview of the report;
- Section 2.0 presents a profile of the demographic and socio-economic characteristics of persons with disabilities;
- Section 3.0 profiles the geographical distribution of persons with disabilities;
- Section 4.0 profiles the disability characteristics of persons with disabilities;

- Section 5.0 presents a an overview of persons with disabilities and long distance travel (including information by mode);
- Section 6.0 presents a an overview of persons with disabilities and local travel (including information by mode);
- Section 7.0 presents a an overview of persons with disabilities and their use of personal vehicles; and
- Section 8.0 presents a synopsis of the data highlights presented in this report.

A Glossary, defining selected terms, is provided at the end of the report.

2.0 A PROFILE OF PERSONS WITH DISABILITIES

2.1 Demographic Characteristics of Persons with Disabilities

In 1995, an estimated 3.8 million adults in households have a disability. As illustrated in Table 2.1, this accounts for 17.1% of the 22.2 million adults residing in households in Canada.

Of the 3.8 million persons with disabilities, 2.2 million have a transportation disability. Persons with transportation disabilities account for 9.9% of the total adult population in Canada, and 57.5% of all adults with disabilities.

Table 2.1: Persons with Disabilities and Persons with Transportation Disabilities in Canada (1995)

Population Group	Total (000s)	As a % of Total Population
Persons with Disabilities	3,813	17.1%
Persons with Transportation Disabilities	2,193	9.9%
Total Population	22,240	100%

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

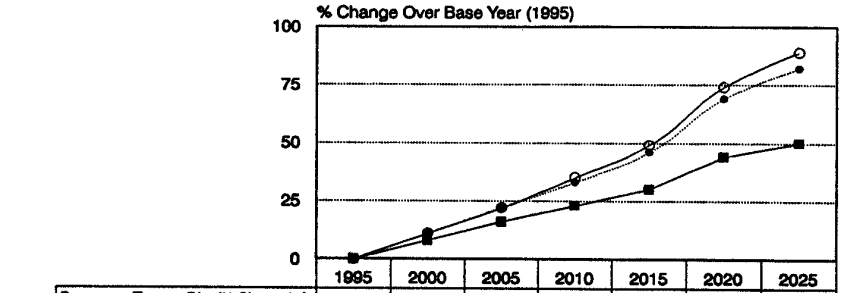
As illustrated in Exhibit 2.1, the number of adults with disabilities is expected to increase from 3.8 million in 1995 to 6.9 million in 2025. This represents an increase of 82% between 1995 and 2020. Persons with transportation disabilities are predicted to increase from approximately 2.2 million in 1995 to 4.1 million in 2025, an increase of 89%.

Persons with disabilities who are 65 years of age and over are expected to increase from 1.38 million in 1995 (accounting for 36.0% of all persons with disabilities) to 3.3 million in 2025 (accounting for 47.8% of all persons with disabilities).

Meanwhile, the general population is expected to increase by a much smaller percentage (50%) between 1995 and 2025, from 22.2 million in 1995 to 33.3 million in 2025, a rate that is lower than the rates for persons with disabilities and persons with transportation disabilities.

Persons over the age of 65 are expected to increase from 3.2 million in 1995 to 7.8 million in 2025, an increase of approximately 140%. The high growth rates for persons with disabilities and persons with transportation disabilities are partly explained by the significant growth rate of persons 65 years of age and over.

Exhibit 2.1: Population Growth Rates in Canada
by Category, 1995-2025
(% Change Over 1995 Base Year)



	1995	2000	2005	2010	2015	2020	2025
Persons w/Transp. Dis. (% Change)	0	11	22	35	49	74	89
Persons w/Transp. Dis. (Millions)	2.2	2.4	2.7	3	3.3	3.8	4.1
Persons w/Disabilities (% Change)	0	11	22	33	46	69	82
Persons w/Disabilities (Millions)	3.8	4.2	4.6	5.1	5.6	6.4	6.9
Total Adult Population (% Change)	0	8	16	23	30	44	50
Total Adult Population (Millions)	22.2	24	25.7	27.4	28.9	32	33.3

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

2.2 Types of Disabilities

The disability characteristics of persons with disabilities and persons with transportation disabilities are given in Table 2.2.

Table 2.2: Disability Characteristics of Persons with Disabilities and Persons with Transportation Disabilities (1995)

Type of Disability	Persons with Disabilities* (000s and as a % of Total)		Persons with Transportation Disabilities* (000s and as a % of Total)	
Mobility	2,271	59.6%	1,646	75.1%
Agility	2,067	54.2%	1,492	68.1%
Hearing	1,171	30.7%	681	31.0%
Seeing	558	14.6%	414	18.9%
Speaking	257	6.7%	201	9.2%
Other	1,137	29.8%	857	39.1%
Total*	**3,813**	**100.0%**	**2,193**	**100.0%**

Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. * Figures do not add-up to 100% due to some persons having multiple disabilities.

As Table 2.2 indicates, the most common types of disabilities for both persons with disabilities and persons with transportation disabilities are:

- mobility disabilities;
- agility disabilities;
- hearing disabilities; and
- other[1] disabilities.

2.3 Age Characteristics of Persons with Disabilities

Table 2.3 indicates that the incidence of disabilities increases with age: whereas only 7.9% of persons between the ages of 15-34 have a disability, 42.5% of persons 65 years of age and over have a disability.

Table 2.3: Persons with Disabilities by Age Group (1995)

Age Group	Total Persons with Disabilities (000s)	As a % of Persons in Age Group
15-34	656	7.9%
35-54	1,137	13.7%
55-64	648	26.6%
65+	1,372	42.5%
Total	**3,813**	**17.1%**

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Table 2.4 indicates that the incidence of transportation disabilities also increases with age: whereas only 3.6% of persons between the ages of 15-34 have a transportation disability, 28.3% of persons 65 years of age and over have a transportation disability.

The high incidence of disabilities for persons 65 years of age and over, coupled with the high growth rate for this population group, is a key factor in explaining the predicted high growth rates of persons with disabilities and those with transportation disabilities, as presented in Section 2.1.

[1] Persons with "other" types of disabilities are those who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labelling by others.

Table 2.4: Persons with Transportation Disabilities by Age Group (1995)

Age Group	Total Persons with Transportation Disabilities (000s)	As a % of Persons in Age Group
15-34	301	3.6%
35-54	602	7.3%
55-64	375	15.4%
65+	915	28.3%
Total	**2,193**	**9.9%**

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Not only does the percentage of persons with disabilities increase with age, but the types of disabilities also vary with age. For example, proportionally more persons with speaking and/or other disabilities are in the 15-34 age group as compared to persons with disabilities in general. In particular, 31.2% of persons with speaking disabilities and 24.8% of persons with other disabilities are in 15-34 age group as compared to 17.2% of persons with disabilities in general.

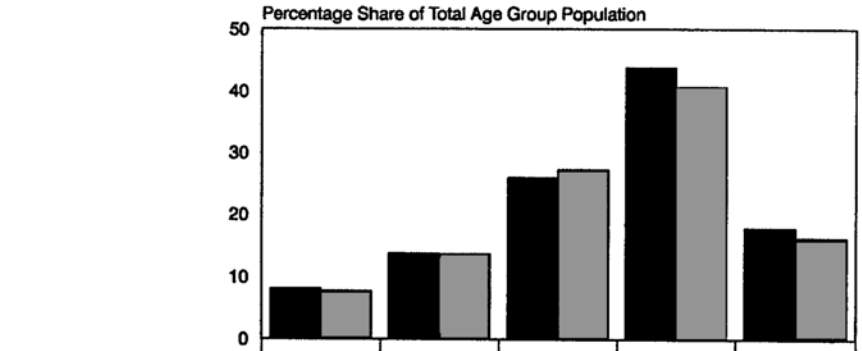
Moreover, proportionally more persons with seeing disabilities are in the 65 and over age group, with 59.3% of persons with seeing disabilities being 65 and over as compared to 36.0% of persons with disabilities in general. For more information, Table B1 in Appendix B, profiles types of disabilities by age.

2.4 Gender Characteristics of Persons with Disabilities

Exhibit 2.2 indicates that for all age groups (except ages 55-64) females have a slightly higher incidence of disabilities than do males. For the age group 55-64, males have a slightly higher incidence of disabilities than that of females.

Exhibit 2.3 illustrates that for all age groups, females have a higher incidence of transportation disabilities, with the difference being much greater for persons aged 65 and over. In particular, 31.1% of females aged 65 and over report a transportation disability, while only 24.6% of males 65 years of age and over report a transportation disability.

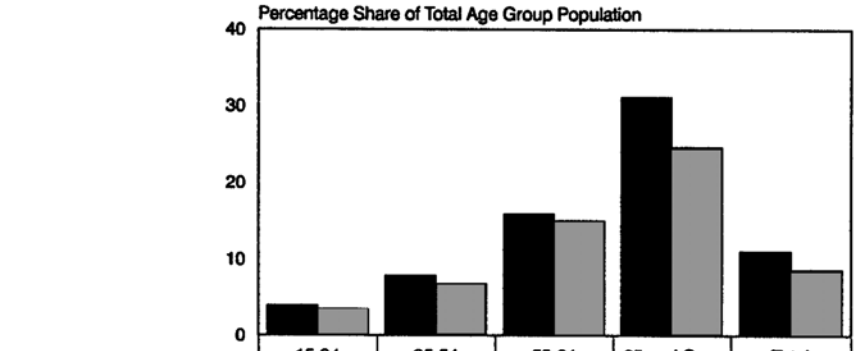
Exhibit 2.2: Persons with Disabilities by Gender (As a % of Total Gender-Based Age Group, 1995)



	15-34	35-54	55-64	65 and Over	Total
Female (% Share)	8.1	13.8	26	43.8	17.9
Female (Total in 000s)	337	574	322	808	2,041
Male (% Share)	7.7	13.7	27.3	40.7	16.3
Male (Total in 000s)	319	563	326	564	1,772

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Exhibit 2.3: Persons with Transportation Disabilities by Gender (As a % of Total Gender-Based Age Group, 1995)



	15-34	35-54	55-64	65 and Over	Total
Female (% Share)	3.9	7.8	15.8	31.1	11
Female (Total in 000s)	161	326	196	574	1,257
Male (% Share)	3.4	6.7	15	24.6	8.6
Male (Total in 000s)	140	276	179	342	936

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

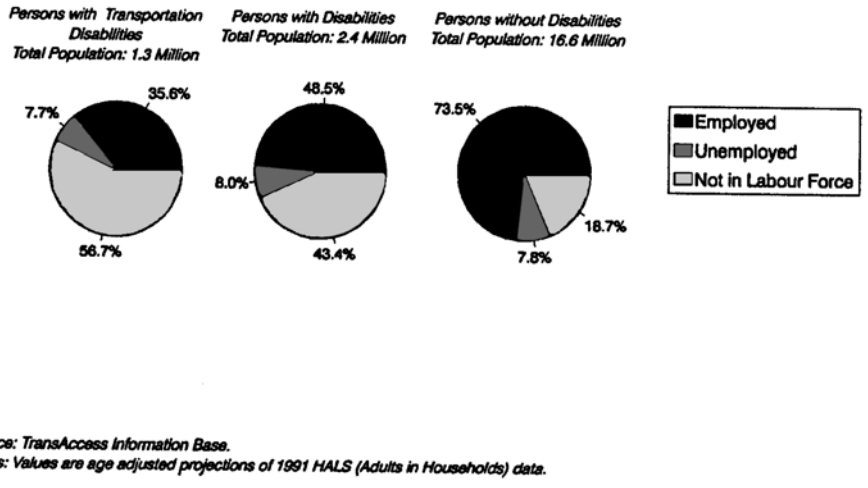
Overall, 53.5% of persons with disabilities are female, while 46.5% are male. In terms of gender by types of disabilities, proportionally more persons with seeing disabilities are female as compared to persons with disabilities in general, with 62.3% of persons with seeing disabilities being female (37.7% are male). Also, proportionally fewer persons with speaking disabilities are female as compared to persons with disabilities in general, with 42.3% being female (57.7% are male). For more information, Table B2 in Appendix B, profiles types of disabilities by gender.

2.5 Socio-Economic Characteristics of Persons with Disabilities

Labour Force Status

Exhibit 2.4 presents the labour force status of persons with transportation disabilities, persons with disabilities, and persons without disabilities between the ages of 15 and 64.

Exhibit 2.4: Labour Force Status by Population Group (Ages 15-64 only, 1995)



Source: TransAccess Information Base.
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

This exhibit indicates that persons ***without*** disabilities are more likely to be participants in the labour force than persons with disabilities and persons with transportation disabilities. In particular, while 18.7% of persons without disabilities are not in the labour force, 56.7% of persons with transportation disabilities and 43.4% of persons with disabilities are not in the labour force. Unemployment rates are relatively equal across the three groups.

In regards to types of disabilities by labour force status (for persons between the ages of 15 and 64), proportionally fewer persons with speaking (35.4%), mobility (36.4%), other (37.9%) and

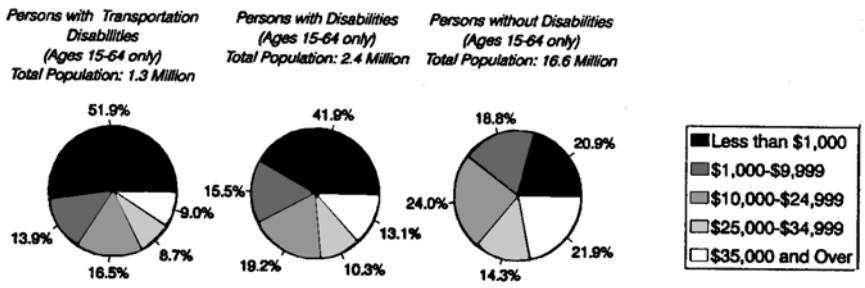
agility (38.6%) disabilities are employed as compared to both persons with disabilities in general (48.5%) and persons without disabilities (73.5%).

Persons with speaking (57.9%) and mobility (56.3%) disabilities have the highest proportions of persons not in the labour force (in comparison, 43.4% of persons with disabilities in general are not in the labour force and 18.7% of persons without disabilities are not in the labour force). For more information, Table B3 in Appendix B, profiles types of disabilities by labour force status.

Annual Individual Employment Income

Exhibit 2.5 presents a profile of individual annual employment income (based on 1991 dollars), by population group, for persons between the ages of 15-64. As this exhibit indicates, 65.8% of persons with transportation disabilities receive employment income of less than $10,000 per year. This is compared to 57.4% for persons with disabilities and 39.7% for persons without disabilities.

Exhibit 2.5: Individual Annual Employment Income* Distribution by Population Group (Ages 15-64 only, 1995)



*Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. *Income is expressed in 1991 dollars. Due to the 1991 HALS survey design, information on employment income was only collected for persons between the ages of 15 and 64.*

The low individual employment incomes for persons with transportation disabilities corresponds with their low labour force participation rates. This suggests that difficulties with transportation may have an impact on both labour force participation and employment income levels.

In terms of types of disabilities, proportionally more persons with speaking disabilities make less than $10,000 as compared to all other groups. In particular, 72.1% of persons with speaking disabilities (between the ages of 15 and 64) make less than $10,000 annually in individual employment income. Only 6.5% of persons with speaking disabilities make $35,000 or more (as compared to 13.1% of persons with disabilities and 21.9% of persons without disabilities). For

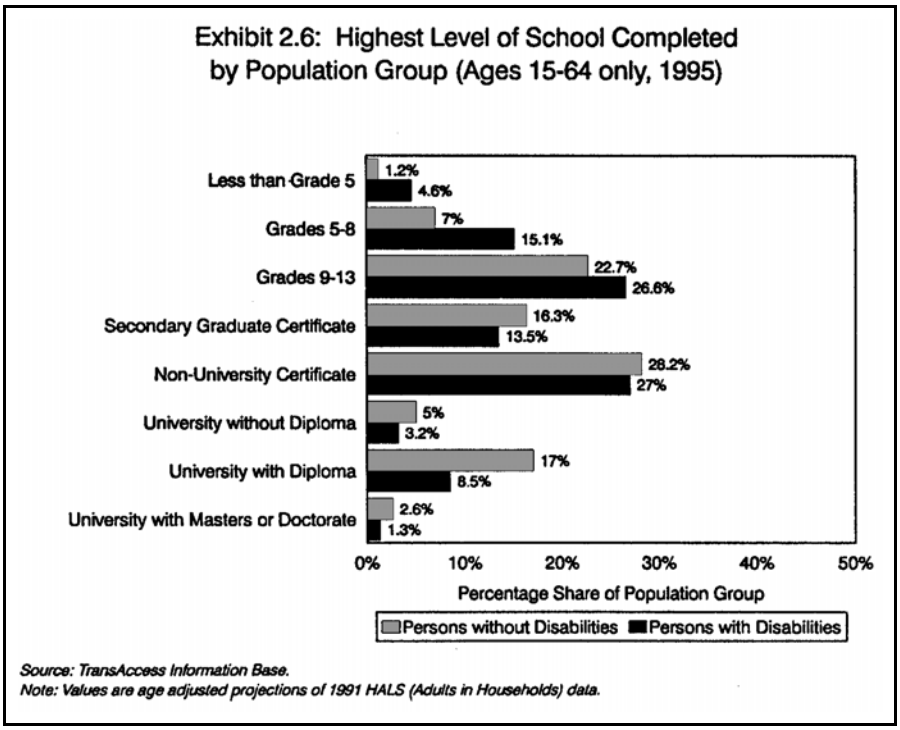
more information, Table B4 in Appendix B, profiles types of disabilities by annual employment income.

Highest Level of School completed

Exhibit 2.6 profiles the highest level of school completed by persons with disabilities as compared to persons without disabilities, for persons between the ages of 15 and 64. As this exhibit indicates, persons with disabilities have completed relatively less schooling than persons without disabilities.

For example, while 24.6% of persons without disabilities between the ages of 15 and 64 have completed university without a diploma or higher, only 13.0% of persons with disabilities have completed this level of schooling. Moreover, while 30.9% of persons without disabilities between the ages of 15 and 64 have completed grade 13 or less, 46.3% of persons with disabilities have completed grade 13 or less.

The proportion of persons with and without disabilities who have received a secondary school graduate certificate, or have received a non-university certificate are relatively the same. Overall, 44.5% of persons without disabilities between the ages of 15 and 64 have completed these levels of schooling, while 40.5% of persons with disabilities have completed these levels of schooling.



It should be noted that to determine whether age is a contributing factor to the highest level of school completed, a similar analysis to Exhibit 2.6 was undertaken focusing only on persons

between the ages of 15 and 34. The analysis indicated that there was no significant difference in the results.

With respect to types of disabilities by highest level of school completed, a similar pattern to persons with disabilities in general exists, with the exception of persons with speaking disabilities. At 20.3%, persons with speaking disabilities have the highest percentage of persons with less than grade five completed. By way of comparison, less than grade five is the highest level of school completed of 4.6% of persons with disabilities in general, and 1.2% of persons without disabilities. For more information, Table B5 in Appendix B, profiles types of disabilities by highest level of school completed.

3.0 GEOGRAPHICAL LOCATION OF PERSONS WITH DISABILITIES

This section provides a geographical overview of persons with disabilities and persons with transportation disabilities. This overview contains the following geographical profiles:

- provinces/territories;
- urban/rural split; and
- Census Metropolitan Areas (CMAs).

3.1 Persons with Disabilities by Province

Persons with Disabilities

The distribution of persons with disabilities by province is provided in Exhibit 3.1. As illustrated by this exhibit, the provinces with the largest populations of persons with disabilities are Ontario, Quebec, British Columbia, and Alberta. Combined, these provinces account for 82.5% of persons with disabilities in Canada.

The percentage of persons within a given province that have a disability is given in Exhibit 3.2. Nova Scotia has the highest incidence of disabilities, with 24.3% of persons 15 years of age and over reporting a disability. Nova Scotia is followed by Saskatchewan (21.4%), New Brunswick (20.1%), Manitoba (19.7%), and Alberta (19%). Meanwhile, Quebec (13.4%) and Newfoundland and Prince Edward Island (12.3%) have the lowest disability incidence rates.

Persons with Transportation Disabilities

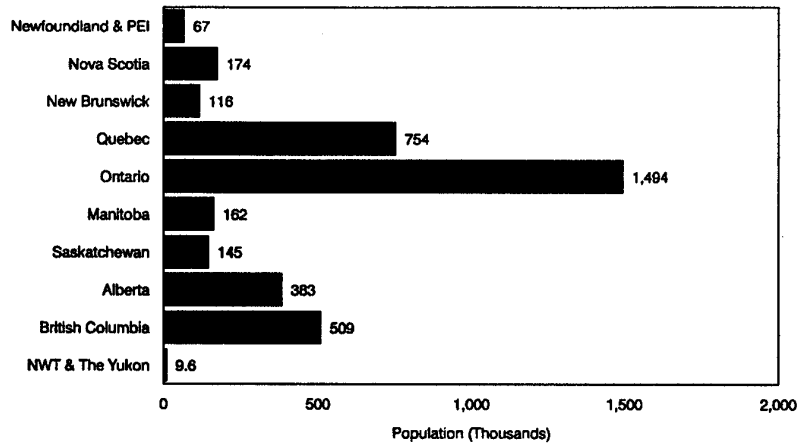
The distribution of persons with transportation disabilities by province is provided in Exhibit 3.3. The provinces with the largest populations of persons with transportation disabilities are, again, Ontario, Quebec, British Columbia, and Alberta. Combined, these provinces account for 83.2% of persons with transportation disabilities in Canada.

The percentage of persons within a given province that have a transportation disability is given in Exhibit 3.4. As for persons with disabilities, Nova Scotia has the highest incidence of transportation disabilities, with 14.2% of persons 15 years of age and over reporting a transportation disability. Newfoundland and Prince Edward Island (7.4%) and the Northwest Territories and the Yukon (7.3%) have the lowest incidence rates of transportation disabilities.

Types of Disabilities

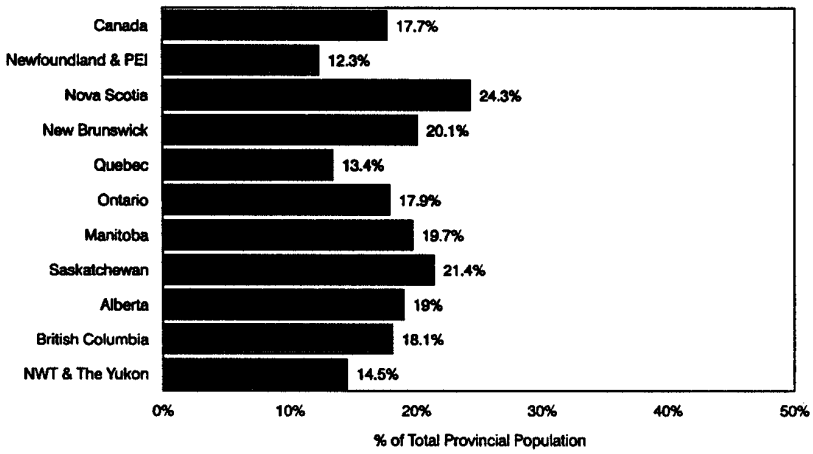
The distribution of the various types of disabilities by province follows a pattern similar to that of persons with disabilities in general. In particular, the provinces with the largest populations for all disability types, are Ontario, Quebec, British Columbia, and Alberta. For more information, Table B6 in Appendix B, profiles types of disabilities by province.

Exhibit 3.1: Persons with Disabilities by Province (1995)
(Total Persons with Disabilities: 3,813,000)



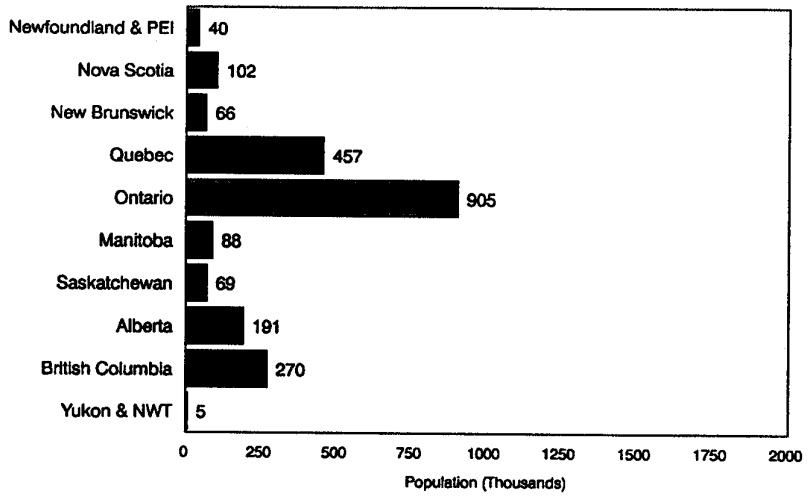
Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Exhibit 3.2: Persons with Disabilities by Province
(As a % of Total Provincial Population, 1995)



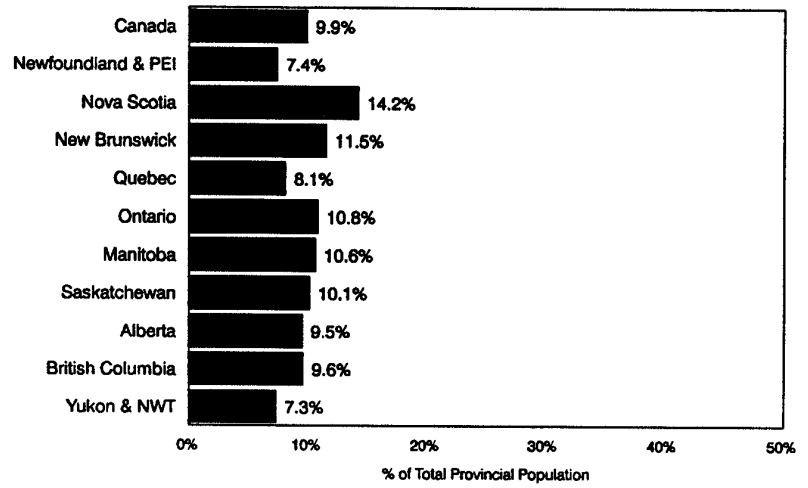
Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Exhibit 3.3: Persons with Transportation Disabilities, by Province (1995)
(Total Persons with Transportation Disabilities: 2,193,000)



Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Exhibit 3.4: Persons with Transportation Disabilities, by Province
(As a % of Total Provincial Population, 1995)



Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

3.2 Persons with Disabilities by Urban/Rural Split

Persons with disabilities and persons with transportation disabilities are more likely to live in urban areas. In particular, 75.6% of persons with disabilities live in urban areas while 79.9% of persons with transportation disabilities live in urban areas. These characteristics are similar to the general Canadian situation, in that 76.6% of Canada's adult population lives in urban areas, while 24.4% live in rural areas.

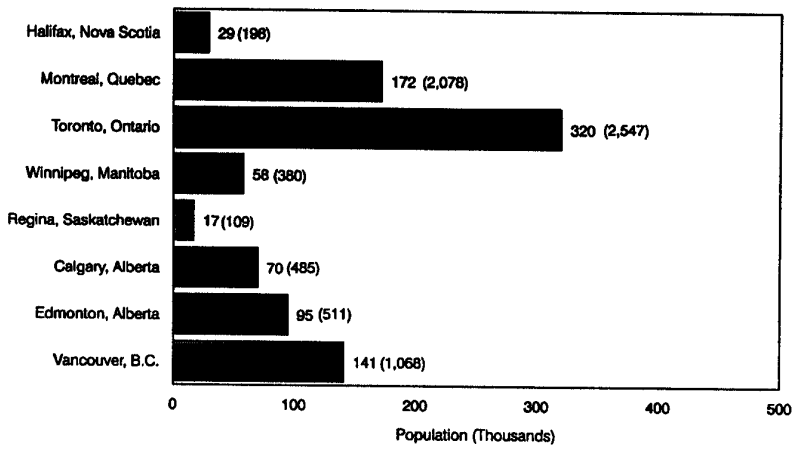
3.3 Persons with Disabilities by Selected Census Metropolitan Areas

The distribution of persons with disabilities and persons with transportation disabilities (ages 15-64 only) by selected census metropolitan areas (CMAs) is presented in Exhibits 3.5 to 3.8 (please note that due to the HALS survey design, information is only available for persons between the ages of 15 and 64). As would be expected (given their size relative to the other locations listed), Toronto, Montreal, and Vancouver have the largest populations of both persons with disabilities and persons with transportation disabilities.

However, as a percentage of a CMAs total population between the ages of 15-64, Edmonton has the highest incidence rate of persons with disabilities, with 15.7% of persons ages 15-64 having a disability. Montreal has the lowest incidence rate of persons with disabilities (7.6%).

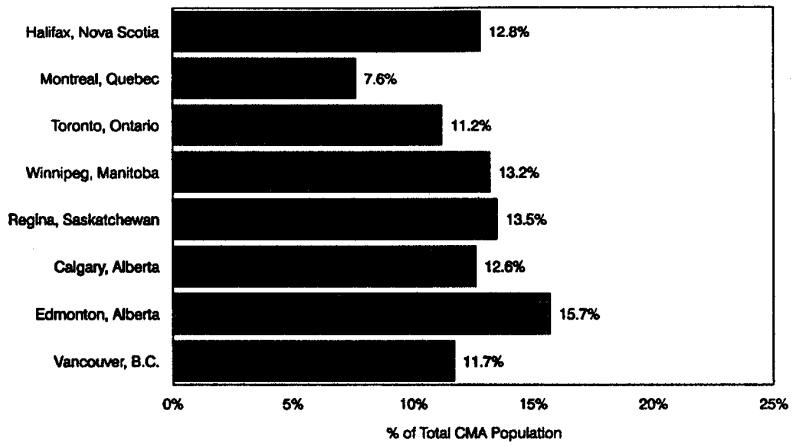
Edmonton also has the highest incidence rate of persons with transportation disabilities (7.7%), while Montreal also has the lowest incidence rate (4.5%).

Exhibit 3.5: Persons with Disabilities by Selected Census Metropolitan Areas (Total CMA Population in Brackets, Ages 15-64 only, 1995)



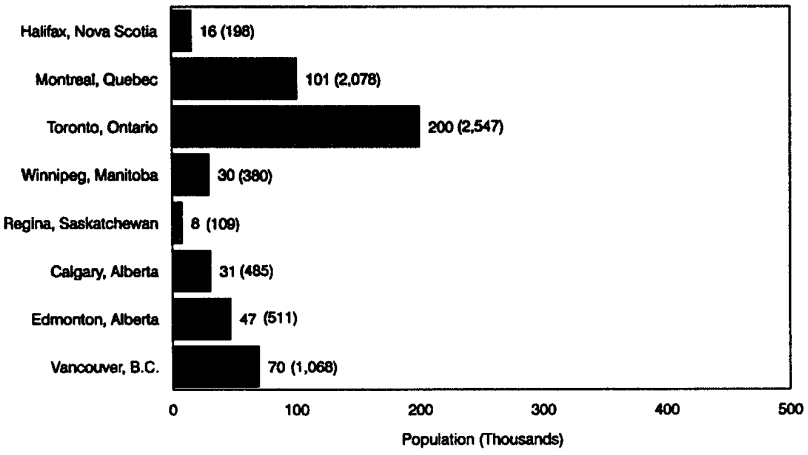
Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Due to the 1991 HALS survey design, CMA-related information is only available for persons between the ages of 15 and 64.

Exhibit 3.6: Persons with Disabilities by Selected Census Metropolitan Area (As a % of Total CMA Population, Ages 15-64 only, 1995)



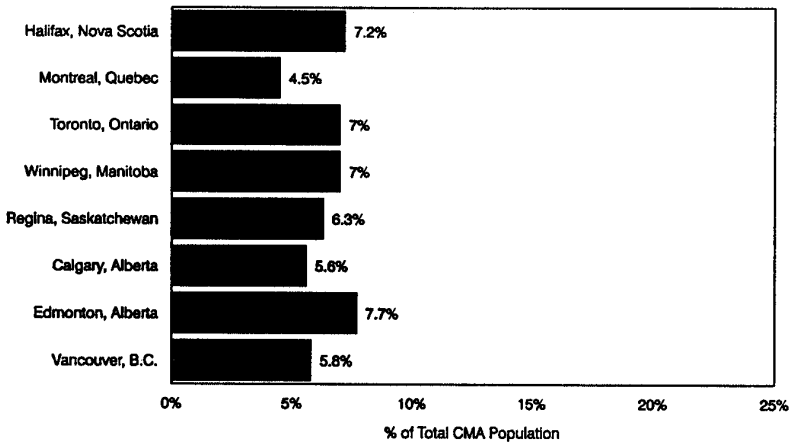
Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Due to the 1991 HALS survey design, CMA-related information is only available for persons between the ages of 15 and 64.

Exhibit 3.7: Persons with Transportation Disabilities by Selected Census Metropolitan Areas (Total CMA Population in Brackets, Ages 15-64 only, 1995)



Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Due to the 1991 HALS survey design, CMA-related information is only available for persons between the ages of 15 and 64.

Exhibit 3.8: Persons with Transportation Disabilities by Selected Census Metropolitan Area (As a % of Total CMA Population, Ages 15-64 only, 1995)



Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Due to the 1991 HALS survey design, CMA-related information is only available for persons between the ages of 15 and 64.

4.0 DISABILITY CHARACTERISTICS OF PERSONS WITH DISABILITIES

This section focuses on the disability characteristics of persons with disabilities. The analysis covers the following areas:

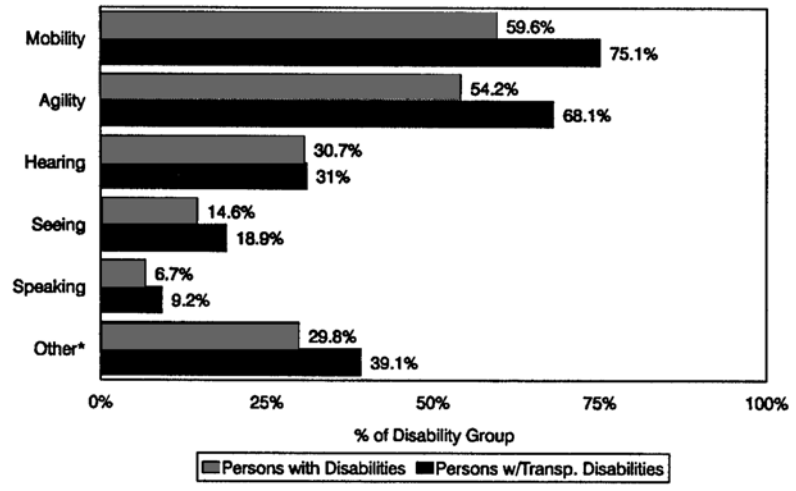
- types of disabilities;
- level of severity; and
- use of special aids.

4.1 Types of Disabilities

As Table 2.2 in Section 2, and Exhibit 4.1 indicate, the most common types of disabilities for both persons with disabilities and persons with transportation disabilities are:

- mobility disabilities;
- agility disabilities;
- hearing disabilities; and
- other[2] disabilities.

Exhibit 4.1: Disability Characteristics of Persons with Disabilities and Persons with Transportation Disabilities (1995)



Source: TransAccess Information Base.
*Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. **Other* is defined as individuals who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labelling by others.*

[2] Persons with "other" types of disabilities are those who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labelling by others.

Exhibit 4.1 illustrates the types of disabilities as a percentage of the two disability populations. This Exhibit illustrates that persons with transportation disabilities have a higher incidence of mobility, agility, and other disabilities, as compared to the overall population of persons with disabilities. The figures in Exhibit 4.1 add up to more than 100% because many persons with disabilities have multiple disabilities.

Multiple Disabilities

A profile of multiple disabilities, by age group, is presented in Table 4.1. To interpret this table, select a disability type from the left-hand column. By reading across from left to right, the percentage of persons with that disability type who have additional disabilities can be determined. For example, for persons between the ages of 15 and 64 who have mobility disabilities, 71.0% have an agility disability, 9.9% have seeing disabilities, etc.

This table illustrates that for all age groups, a high percentage of persons with mobility disabilities (over 70%) also have an agility disability. Likewise, over 70% of persons with agility disabilities have a mobility disability. A high correlation between speaking disabilities and other disabilities also exists for all age groups.

Table 4.1 also illustrates that, in general, persons with disabilities over the age of 65 tend to have a higher incidence of additional disabilities as compared to persons with disabilities between the ages of 15 and 64.

4.2 Severity of Disabilities[3]

With respect to persons with disabilities:

- 48.8% (1,862,000) have mild disabilities;
- 32.9% (1,256,000) have moderately severe disabilities; and
- 18.2% (695,000) have severe disabilities.

Concerning persons with transportation disabilities:

- 25.3% (555,000) have mild disabilities;
- 43.6% (957,000) have moderately severe disabilities; and
- 31.1% (681,000) have severe disabilities.

In comparison, persons with transportation disabilities have disabilities which are relatively more moderately severe or severe in nature.

[3] A severity scale for adults was developed by Statistics Canada, using the responses to the screening questions in Section A of the 1991 HALS Questionnaire. The scoring was derived by adding together the individual severity scores of all screening questions, counting a point for each partial loss of function and two points for each total loss of function (i.e., a complete inability to perform a function). The total scores were categorized as follows: mild – less than 5 points, moderately severe – 5 to 10 points, and severe – 11 or more points.

Table 4.1: Multiple Disabilities, by Age Group (1995)

Ages 15-64

Type of Disability	Total(000s)	Percentage with Additional Disability					
		Mobility	Agility	Seeing	Hearing	Speaking	Other*
Mobility	1,287	–	71.0%	9.9%	19.0%	6.9%	30.1%
Agility	1,234	74.1%	–	9.9%	20.0%	8.3%	31.5%
Seeing	227	56.0%	53.7%	–	25.0%	11.1%	40.9%
Hearing	607	40.2%	40.7%	9.3%	–	10.6%	31.1%
Speaking	187	47.4%	54.7%	13.5%	34.4%	–	71.1%
Other*	785	49.4%	49.5%	11.8%	24.1%	17.0%	–
Total	**2,441**						

Ages 65 and Over

Type of Disability	Total(000s)	Percentage with Additional Disability					
		Mobility	Agility	Seeing	Hearing	Speaking	Other*
Mobility	985	–	70.0%	24.9%	38.7%	4.7%	28.8%
Agility	833	82.7%	–	26.6%	38.9%	6.8%	31.4%
Seeing	331	74.0%	66.9%	–	45.9%	8.4%	37.3%
Hearing	264	67.6%	57.4%	26.9%	–	7.8%	27.9%
Speaking	70	66.4%	80.9%	39.5%	62.4%	–	70.6%
Other*	353	80.5%	74.2%	35.0%	44.6%	14.1%	–
Total	**1,372**						

Ages 15 and Over

Type of Disability	Total(000s)	Percentage with Additional Disability					
		Mobility	Agility	Seeing	Hearing	Speaking	Other*
Mobility	2,271	–	70.6%	16.4%	27.6%	6.0%	29.6%
Agility	2,067	77.6%	–	16.6%	27.6%	7.7%	31.5%
Seeing	558	66.7%	61.6%	–	37.4%	9.5%	38.7%
Hearing	1,171	53.4%	48.8%	17.8%	–	9.2%	29.6%
Speaking	257	52.6%	61.8%	20.6%	42.1%	–	71.0%
Other*	1,137	59.0%	57.2%	19.0%	30.5%	16.1%	–
Total	**3,813**						

Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. *"Other*" is defined as individuals who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labeling by others.

With respect to types of disabilities by severity, persons with speaking disabilities (19.0%) and seeing disabilities (22.3%) have proportionally fewer persons in the mild severity group than both persons with disabilities and those with transportation disabilities. Persons with speaking disabilities (38.7%) and seeing disabilities (40.2%) also have proportionally more persons in the severe severity group than both persons with disabilities and those with transportation disabilities. A profile of types of difficulties by severity can be found in Table B7, of Appendix B.

4.3 Use of Special Aids

Exhibit 4.2 profiles the types of special aids used by persons with disabilities, while Exhibit 4.3 profiles the types of special aids used by persons with transportation disabilities. With respect to persons with disabilities, the 10 special aids most commonly used by persons with disabilities are:

- cane (other than a white cane);
- glasses or contact lenses;
- hearing aid;
- volume control telephone;
- hand held desk magnifier;
- crutches or walker;
- scooter or wheelchair;
- arm/hand support or replacement;
- large print reading materials; and,
- back or leg brace.

Of these top ten aids, four are mobility related, three are seeing related, two are hearing related, and one is agility related. Of the top five most commonly used aids, two are hearing related, two are seeing related and only one is mobility related.

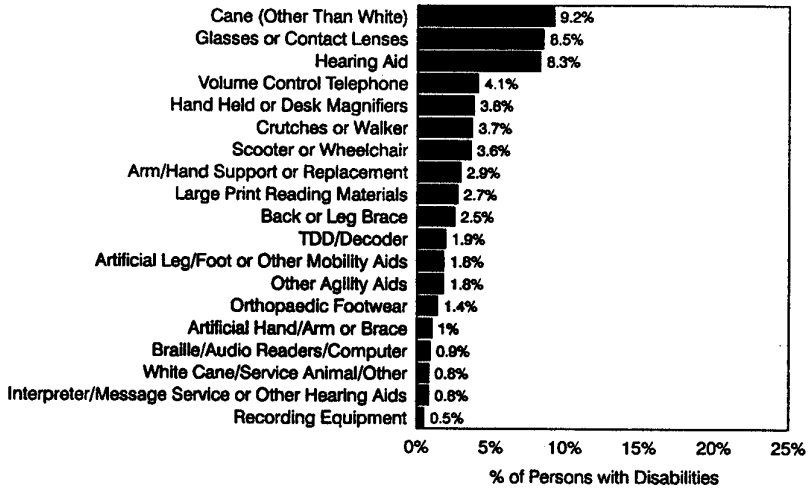
The ten special aids most commonly used by persons with transportation disabilities are also those most commonly used by persons with disabilities. However, crutches or a walker, and a scooter or wheelchair replace volume control telephones and hand held desk magnifiers as the fourth and fifth most commonly used special aids. This is partly explained by the higher incidence of mobility disabilities for persons with transportation disabilities as compared to persons with disabilities in general.

It is interesting to note that of the top five aids most commonly used by persons with transportation disabilities, three are mobility related, while only one is related to hearing and seeing respectively.

The nature of a special aid, and its user's needs within a transportation setting, are important factors when planning and developing accessible transportation systems. For example, approaches to accommodating the transportation-related needs of the 135,000 persons who travel with difficulty and use wheelchairs or scooters will be very different than the approaches required to meet the needs of the 194,000 persons who travel with difficulty and use a hearing aid, or the 253,000 who travel with difficulty and use glasses or contact lenses.

Exhibit 4.2: Types of Special Aids* used by Persons with Disabilities (1995)

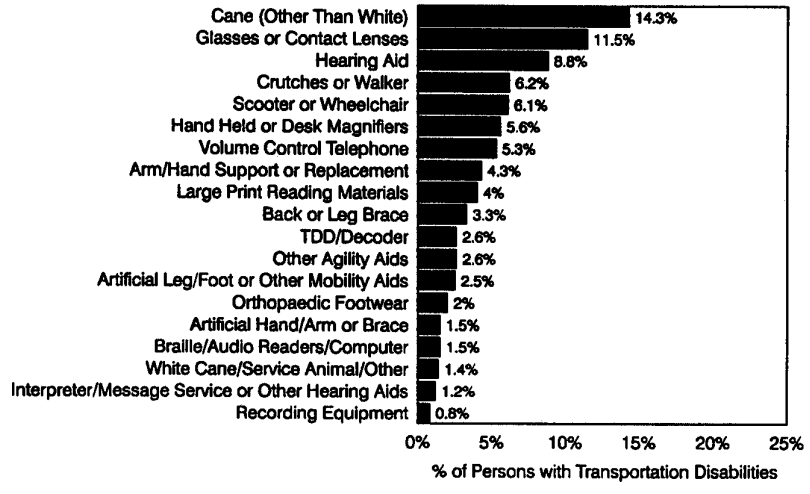
[Total Persons with Disabilities: 3,813,000]



Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data.
**Types of special aids add up to more than 100% due to multiple responses.*

Exhibit 4.3: Types of Special Aids* used by Persons with Transportation Disabilities (1995)

[Total Persons with Transportation Disabilities: 2,193,000]



Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data.
**Types of special aids add up to more than 100% due to multiple responses.*

Understanding the nature of a special aid, and its user's needs can also be used to maximize the utility of approaches to making transportation more accessible. For example, efforts to accommodate the needs of the 135,000 persons who travel with difficulty and use wheelchairs or scooters (e.g., ramps or lifts) can also be used by the 313,000 who use a cane and travel with difficulty or the 135,000 who use crutches or a walker and travel with difficulty.

For reference purposes, the use of special aids, in terms of absolute numbers, is presented in Table 4.2.

Table 4.2: Use of Special Aids (1995)

Special Aid	Persons with Disabilities (000s)	Persons with Transp. Disabilities(000s)
Cane (Other Than White)	350	313
Glasses or Contact Lenses	324	253
Hearing Aid	317	194
Volume Control Telephone	158	115
Hand Held or Desk Magnifier	143	122
Crutches or Walker	142	135
Scooter or Wheelchair	137	135
Arm/Hand Support or Replacement	109	94
Large Print Reading Materials	102	88
Back or Leg Brace	94	72
TDD/Decoder	71	56
Artificial Leg/Foot or Other Mobility Aids	69	54
Other Agility Aids	68	57
Orthopaedic Footwear	55	45
Artificial Hand/Arm or Brace	38	33
Braille, Audio Readers, or Computer	35	32
White Cane, Service Animal or Other Seeing Aid	32	31
Interpreter, Message Service or Other Hearing Aid	30	26
Recording Equipment	19	18
Total	**3,813**	**2,193**

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

5.0 PERSONS WITH DISABILITIES AND LONG DISTANCE TRAVEL

This section provides an overview of persons with disabilities and long distance travel. The information for this section is based on the 1991 HALS, Section F, questions 20-40. These questions deal with general issues pertaining to long distance travel (which consists of trips of 80 km [50 miles] or more) and focus on:

- ability to travel long distance;
- need for an attendant or companion on long distance trips;
- need for special services for long distance trips; and
- travel by mode of long distance transportation.

5.1 Persons with Disabilities who are prevented from taking Long Distance Trips

As illustrated in Table 5.1, of the 3.8 million Canadians with a disability, 2.9 million (76.2%) stated that they were able to travel long distances. Meanwhile, 676,000 persons with disabilities (17.7%) stated that they were prevented from taking long distance trips due to their condition or health problem (the remaining 6.1% were unstated responses).

Table 5.1: Persons with Disabilities who are Able, or are prevented, from taking Long Distance Trips (1995)

Category	Total (000s)	As a % of Total Persons with Disabilities
Can take Long Distance Trips	2,905	76.2%
Prevented from taking Long Distance Trips	676	17.7%
Not Stated	231	6.1%
Total	**3,813**	**100%**

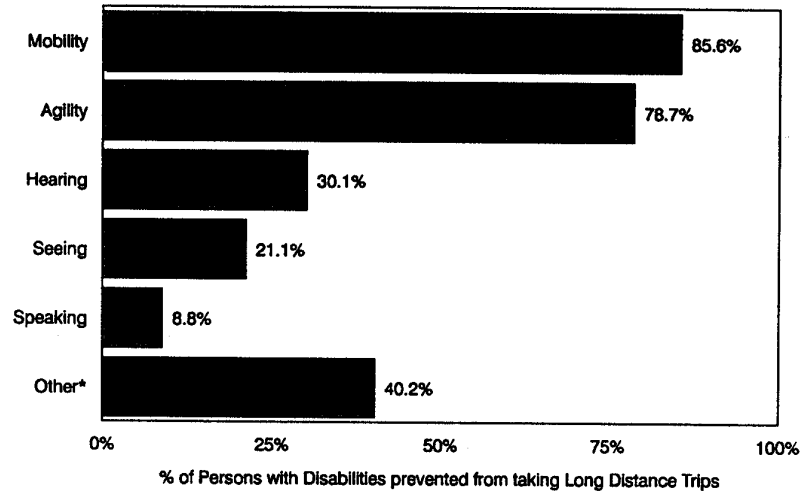
Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Disability Characteristics of Persons with Disabilities prevented from taking Long Distance Trips

As illustrated in Exhibit 5.1, persons with disabilities who are prevented from taking long distance trips are characterized by a high incidence of mobility, agility, and other disabilities.

Exhibit 5.1: Disability Characteristics of Persons with Disabilities who are prevented from taking Long Distance Trips (1995)

[Total Persons with Disabilities prevented from taking Long Distance Trips: 676,000]



*Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. *"Other" is defined as individuals who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labelling by others.*

Of all disability types, persons with mobility, agility and seeing disabilities have the highest propensity of being prevented from taking long distance trips, with approximately 25.5% of each of these disability groups being prevented from long distance travel. At 17.4%, persons with hearing disabilities have the lowest propensity of being prevented from taking long distance trips. For more information, Table B8 in Appendix B, profiles types of disabilities by being prevented from taking long distance trips.

Persons with disabilities who are unable to travel long distances are likely to have severe disabilities. In particular, 45.3% of persons with disabilities who are unable to travel long distances have a severe disability. Overall, 84.3% of persons with disabilities who are prevented from taking long distance trips have moderately severe or severe disabilities.

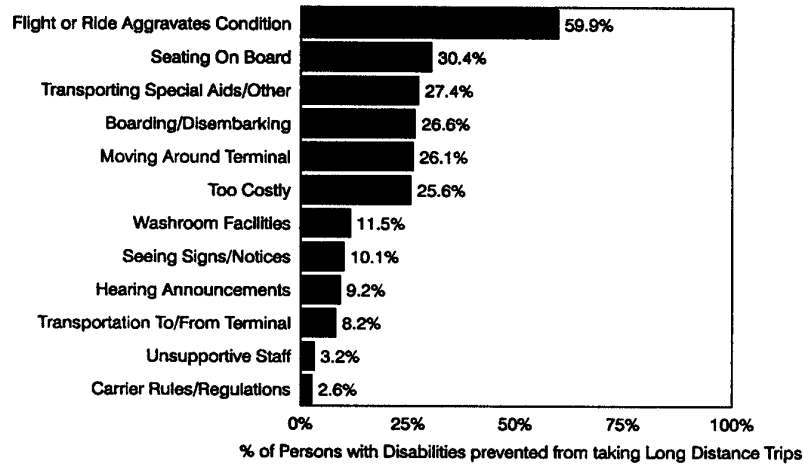
Types of Difficulties which prevent Persons with Disabilities from taking Long Distance Trips

The persons with disabilities who stated that they were unable to travel long distances were asked to identify the difficulties which prevented them from doing so. These difficulties are profiled in Exhibit 5.2.

As illustrated in this exhibit, the most frequently cited difficulty preventing persons with disabilities from taking long distance trips is that the flight or ride aggravates their condition. Overall, 405,000 of the 676,000 persons with disabilities prevented from taking long distance trips (59.9%) cited this as a factor preventing them from undertaking long distance travel. Other frequently cited difficulties were the seating on-board the vehicle, transporting special aids/other[4], boarding and/or disembarking, moving around the terminal, and travel being too costly.

Exhibit 5.2: Types of Difficulties* which prevent Persons with Disabilities from taking Long Distance Trips (1995)

[Total Persons prevented from taking Long Distance Trips: 676,000]



*Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. *Difficulties add up to more than 100% due to multiple responses.*

Assessing these types of difficulties by type of disability, indicates that persons encountering each type of difficulty are characterized by a high incidence of mobility, agility and other disabilities, reflecting the disability characteristics of persons who have difficulty taking long distance trips in general.

It should be noted that due to the HALS survey design, these difficulties were not linked with specific modes of long distance travel. Rather they were responses provided with respect to long distance travel in general. Also, the types of difficulties add up to more than 100% due to multiple responses (i.e., some persons having more than one difficulty).

[4] This difficulty refers to 1) transporting a wheelchair or other specialized aids, and 2) other (i.e., non-specified difficulties). During the HALS data coding process, Statistics Canada grouped these two difficulties together.

5.2 Need for an Attendant/Companion when taking Long Distance Trips

As indicated in Table 5.2, of the 2.9 million persons with disabilities who are able to take long distance trips, 18.5% (537,000) need an attendant or companion to accompany them on long distance trips due to their condition or health problem. This represents 14.1% of all persons with disabilities.

Table 5.2: Need for an Attendant/Companion on Long Distance Trips (1995)

Need for Attendant/ Companion	Total (000s)	As a % of Persons with Disabilities
Need Attendant/Companion – Yes	537	14.1%
Need Attendant/Companion – No	2,361	61.9%
Prevented from Long Distance Travel and Not Stated	915	24.0%
Total Persons with Disabilities	**3,813**	**100.0%**

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Persons with disabilities who need an attendant/companion on long distance trips are characterized by a high incidence of mobility and agility disabilities (74.0% have a mobility disability while 71.3% have an agility disability). Persons with speaking disabilities have the highest propensity of needing an attendant/companion, with 33.0% having such a need. A complete profile of types of disabilities by need for an attendant/companion on long distance trips, can be found in Table B9, of Appendix B.

5.3 Need for Specialized Transportation Services or Facilities when taking Long Distance Trips

As indicated in Table 5.3, 89,000 persons with disabilities need specialized transportation services or facilities for long distance travel due to their condition or health problem. This represents 2.3% of all persons with disabilities and 3.1% of the 2.9 million persons with disabilities able to take long distance trips.

Persons with disabilities who need specialized services or facilities on long distance trips are characterized by a high incidence of mobility and agility disabilities (87.6% have a mobility disability while 77.4% have an agility disability). At 4.8%, persons with speaking disabilities have a slightly higher propensity of needing specialized transportation services or facilities than

persons with disabilities in general. A complete profile of types of disabilities by need for specialized transportation services or facilities, can be found in Table B10, of Appendix B.

Table 5.3: Need for Specialized Transportation Services or Facilities on Long Distance Trips (1995)

Need for Specialized Services or Facilities	Total (000s)*	As a % of Persons with Disabilities*
Need Services/Facilities – Yes	89	2.3%
Need Services/Facilities – No	2,728	71.5%
Need Services/Facilities – Don't Know	79	2.1%
Prevented from Long Distance Travel and Not Stated	915	24.0%
Total Persons with Disabilities	**3,813**	**100.0%**

Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. * Numbers may not add up to 100% due to rounding.

It should be noted that due to the design of the 1991 HALS, no data was collected on the specific types of specialized transportation services or facilities required on long distance trips. However, specialized transportation services and/or facilities which could potentially be used by persons with disabilities include:

- accessible taxis for transportation to and from the terminal;
- accessible shuttle buses for transportation between terminals;
- boarding devices (e.g., for persons with mobility disabilities, users of wheelchairs, etc.);
- accessible washrooms within terminals;
- elevators within terminals;
- large print schedule information;
- large print or symbol-based signage;
- talking, or audible, signage; and,
- wheelchairs for movement within terminals.

Ease of Obtaining Information on Specialized Transportation Services and Facilities

The 2.9 million persons with disabilities who stated that they were able to travel long distances were asked whether they could easily obtain information on specialized transportation services and facilities which they may need for travelling long distances.

Of the 2.9 million individuals who responded to this question:

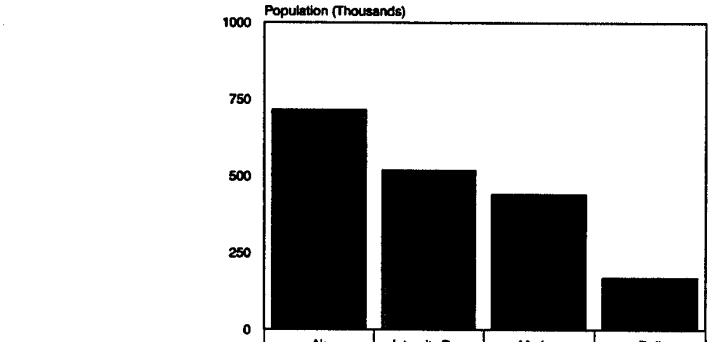
- 1.5 million (51.7%) stated that they could easily obtain the information;
- 500,000 (17.2%) stated that they could not easily obtain the information; and
- 900,000 (31.0%) stated that they did not know whether they could easily obtain the information.

5.4 Travel by Mode of Long Distance Transportation

As indicated in Exhibit 5.3, it is estimated that of the 2.9 million persons with disabilities who are able to take long distance trips:

- 715,000 travel by air (24.6% of those able to take long distance trips, and 18.8% of all persons with disabilities);
- 519,000 travel by intercity bus (17.8% of those able to take long distance trips, and 13.6% of all persons with disabilities);
- 440,000 travel by marine/ferry (15.1% of those able to take long distance trips, and 11.5% of all persons with disabilities); and
- 168,000 travel by rail (5.8% of those able to take long distance trips, and 4.4% of all persons with disabilities).

Exhibit 5.3: Use of Long-Distance Transportation Services by Persons with Disabilities*, by Mode (1995)
[Total Persons with Disabilities: 3,813,000]



	Air	Intercity Bus	Marine	Rail
Persons with Disabilities (000s)	715	519	440	168
As a % of those able to Travel LD	24.6	17.8	15.1	5.8
As a % of Total Persons with Disabilities	18.8	13.6	11.5	4.4

Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data.
** Based on usage, by mode, between the fall of 1990 and the fall of 1991.*

It should be noted that these travel statistics are based on usage during the year prior to the HALS survey (i.e., between the fall of 1990 and the fall of 1991). As such, it does not take into consideration persons with disabilities who may have travelled prior to this time period, or after the HALS was undertaken.

The disability characteristics of persons with disabilities who travel long distance, by mode, is presented in Table 5.4. This table indicates that persons who travel by all modes of long distance travel, are characterized by a high incidence of mobility and agility disabilities, with approximately 50% of persons travelling by each mode having these types of disabilities. Table 5.5 illustrates the propensity of each disability group to travel long distance, by mode.

Table 5.4: Persons with Disabilities who travel Long Distance, by Mode and by Type of Disability (1995)

Type of Disability	Persons with Disabilities who travel, by Mode (000s and % of Total)							
	Air		Intercity Bus		Marine/Ferry		Rail	
Mobility	352	49.3%	257	49.4%	194	44.1%	89	52.7%
Agility	339	47.4%	247	47.6%	204	46.4%	82	48.8%
Hearing	74	10.3%	78	15.0%	39	8.8%	25	15.0%
Seeing	227	31.7%	154	29.6%	154	35.0%	52	30.8%
Speaking	33	4.7%	42	8.0%	30	6.9%	13	7.6%
Other	170	23.7%	156	30.0%	121	27.4%	60	35.6%
Total	**715**	**100.0%**	**519**	**100.0%**	**440**	**100.0%**	**168**	**100.0%**

Table 5.5: Percentage of each Disability Group that travels Long Distance, by Mode (1995)

Type of Disability	% of each Disability Group that travels Long Distance, by Mode			
	Air	Intercity Bus	Marine/Ferry	Rail
Mobility	15.5%	11.3%	8.5%	3.9%
Agility	16.4%	12.0%	9.9%	4.0%
Hearing	13.2%	13.9%	6.9%	4.5%
Seeing	19.4%	13.1%	13.1%	4.4%
Speaking	13.0%	16.2%	11.8%	5.0%
Other	14.9%	13.7%	10.6%	5.3%
Total	**18.8**%	**13.6**%	**11.5**%	**4.4**%

Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. * Numbers may not add up to 100% due to rounding.

As Table 5.5 illustrates, the propensity to travel for each mode, is relatively similar across disability groups.

5.5 Difficulties travelling by Mode of Long Distance Transportation

Table 5.6 provides a comparison of persons with disabilities who have difficulties travelling long distance, by mode of long distance transportation.

Table 5.6: Persons with Disabilities who have Difficulties travelling Long Distance, by Mode (1995)

Difficulty travelling By Mode	Total* (000s)	As a % of those who travel by Mode
Difficulty travelling by Air	65	9.1%
Difficulty travelling by Intercity Bus	60	11.6%
Difficulty travelling by Rail	12	7.1%
Difficulty travelling By Marine/Ferry	11	2.5%

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

In absolute terms, air represents the mode with which the most persons with disabilities encounter difficulties. However, intercity bus represents the mode with the most difficulties encountered as a percentage of total modal-specific users. In particular, 11.6% of intercity bus users have difficulty travelling by that mode. Rail and marine/ferry represent the modes with the least number of difficulties encountered, both in absolute terms, and as a percentage of total modal-specific users.

As per usage by mode, difficulties by mode only pertains to those persons who travelled during the year prior to the HALS survey (i.e., between the fall of 1990 and the fall of 1991). It does not take into consideration persons with disabilities who did not travel during this period, but who nevertheless may have difficulties travelling long distance.

The disability characteristics of persons with disabilities who have difficulty travelling long distance, by mode, is presented in Table 5.7. This table indicates that persons who have difficulty travelling long distance, regardless of mode, are characterized by a high incidence of mobility and agility disabilities.

Table 5.8 illustrates the propensity of each disability group to travel long distance, by mode. As Table 5.8 illustrates, the propensity to encounter difficulty travelling by each mode, is relatively similar across the various disability groups.

Table 5.7: Persons with Disabilities who have Difficulty travelling Long Distance, by Mode and by Type of Disability (1995)

Type of Disability	Persons with Disabilities who have Difficulty travelling Long Distance, by Mode (000s and % of Total)							
	Air		Intercity Bus		Marine/Ferry		Rail	
Mobility	45	68.9%	50	83.4%	10	87.6%	9	77.7%
Agility	42	64.1%	37	62.3%	10	89.3%	8	71.6%
Hearing	9	13.6%	11	19.1%	2**	14.8%	2**	13.4%
Seeing	22	33.7%	23	38.5%	4*	38.9%	2**	14.1%
Speaking	5*	7.3%	8*	12.8%	2**	15.5%	1**	5.3%
Other	20	30.6%	22	36.8%	4*	32.2%	3**	23.9%
Total	**65**	**100.0**%	**60**	**100.0**%	**11**	**100.0**%	**12**	**100.0%**

Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. *Use figure with care; CV is between 16.5% and 33%. **Use figure with highest care; CV is greater than 33%.

Table 5.8: Percentage of each Disability Group that has Difficulty travelling Long Distance, by Mode (1995)

Type of Disability	% of each Disability Group that has Difficulty travelling Long Distance, by Mode			
	Air	Intercity Bus	Marine/Ferry	Rail
Mobility	2.0%	2.2%	0.4%	0.4%
Agility	2.0%	1.8%	0.5%	0.4%
Hearing	1.6%	2.0%	0.3%**	0.3%**
Seeing	1.9%	2.0%	0.4%*	0.1%**
Speaking	1.9%*	3.0%*	0.7%**	0.2%**
Other	1.8%	1.9%	0.3%*	0.2%**
Total	**1.7**%	**1.6**%	**0.3**%	**0.3**%

Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. *Use figure with care; CV is between 16.5% and 33%. **Use figure with highest care; CV is greater than 33%.

5.6 Types of Difficulties encountered by Persons with Disabilities travelling by Mode of Long Distance Transportation

Table 5.9 presents the types of difficulties encountered by persons with disabilities when travelling by the various modes of long distance transportation. As this table illustrates, the five most commonly encountered difficulties encountered by persons with disabilities travelling by air, intercity bus, and rail are:

- moving around the terminal;
- boarding or disembarking;
- seating on board;
- the flight or ride aggravates the individual's condition(s); and
- transporting special aids/other.

These difficulties also represent the difficulties most commonly encountered by persons with disabilities travelling by marine/ferry, except that the difficulty of moving around the terminal is replaced by hearing announcements.

5.7 Whether Difficulties Limit Travel by Mode

Persons with disabilities who stated that they have difficulties travelling long distance were asked whether the difficulties they encountered limited the amount of travel that they did (by mode). Table 5.10 provides information for each mode.

As Table 5.10 indicates, 67.5% of persons with disabilities who have difficulty travelling by rail state that the difficulties they encounter limit the amount of rail travel that they do. Also, 60.0% of persons with disabilities who have difficulty travelling by intercity bus state that the difficulties they encounter limit the amount of intercity bus travel that they do.

Table 5.10: Whether Difficulties Limit Travel by Mode (1995)

Whether Difficulties Limit Travel by Mode	Total	As a % of those who have Difficulties travelling by Mode
Difficulties Limit Travel by Air	26,000	40.0%
Difficulties Limit Travel by Intercity Bus	36,000	60.0%
Difficulties Limit Travel by Rail	8,100	67.5%
Difficulties Limit Travel by Marine/Ferry	3,700*	33.6%*

Source: TransAccess Information Base. Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data. * Use figure with caution; CV is between 16.5% and 33%.

Table 5.9: Types of Difficulties Encountered travelling Long Distance, by Mode (1995)

Type of Difficulty	Air		Intercity Bus		Rail		Marine/Ferry	
	Total	As a % of Total	Total	As a % of Total	Total	As a % of Total	Total	As a % of Total
Total with Difficulties	65,301	100.0%	59,886	100.0%	11,790	100.0%	11,473	100.0%
Lack of Transportation to/from Terminal	5,918*	9.1%*	4,420*	7.4%*	1,492**	12.7%**	648**	5.7%**
Moving Around Terminal	19,569	30.0%	16,502	27.6%	2,641*	22.4%*	1,631**	14.2%**
Boarding or Disembarking	17,822	27.3%	20,683	34.5%	4,539*	38.5%*	6,369*	55.5%*
Seating on Board	17,155	26.3%	25,943	43.3%	3,795*	32.2%*	2,636*	23.0%*
Seeing Signs or Notices	3,333*	5.1%*	5,770*	9.6%*	625**	5.3%**	544**	4.7%**
Hearing Announcements	6,491*	9.9%*	3,700*	6.2%*	713**	6.1%**	2,030*	17.7%*
Washroom Facilities	6,098*	9.3%*	7,437*	12.4%*	2,247*	19.1%*	1,176**	10.3%**
Unsupportive Staff	4,275*	6.5%*	1,137**	1.9%**	703**	6.0%**	135**	1.2%**
Carrier Rules and Regulations	2,272*	3.5%*	2,854*	4.8%*	242**	2.1%**	598**	5.2%**
Ride Aggravates Condition	29,315	44.9%	33,166	55.4%	3,075*	26.1%*	3,416*	29.8%*
Too Costly	7,168*	11.0%*	9,579	16.0%	1,848**	15.7%**	643**	5.6%**
Transporting Special Aids/Other[1]	20,621	31.6%	11,739	19.6%	5,060*	42.9%*	1,922**	16.8%**

Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Difficulties add up to more than 100% due to multiple responses. * Use figure with care; CV is between 16.5% and 33%. ** Use figure with highest care; CV is greater than 33%.

[1] This difficulty refers to 1) transporting a wheelchair or other specialized aids, and 2) other (i.e., non-specified difficulties). During the HALS data coding process, Statistics Canada grouped these two difficulties together.

5.8 Long Distance Trips taken by Mode

Table 5.10 presents a profile of the estimated number of long distance trips (of at least 80 km, or 50 miles) taken by persons with disabilities, by mode, in the three month period between April 1 and June 30, 1995. As this table indicates, air represents the most frequently travelled public mode of long distance transportation during this period. In particular, 307,000 persons with disabilities took air trips during this period, with a total of 614,000 trips being taken during this three month period.

Of both public and private modes of long distance transportation, personal vehicle (i.e., a car, van or truck) represents the most frequently travelled mode both in terms of persons with disabilities taking trips and total trips taken.

Table 5.11: Estimated Number of Long Distance Trips (of at least 80 km, or 50 miles) taken by Persons with Disabilities, by Mode, between April 1 and June 30, 1995

Mode	Total Number of Trips Taken (000s)	Total Persons Taking Trips (000s)	Number of Persons (000s) Taking:			
			1 Trip	2 Trips	3-5 Trips	6+ Trips
Air	614	307	217	53	17	20
Intercity Bus	544	248	148	52	33	15
Rail	143	68	50	10	5*	2*
Marine/Ferry	474	202	110	47	31	14
Car, Van or Truck	13,919	1,672	482	317	397	477

Source: Statistics Canada Special Run. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Trip estimates are based on usage in the three month period between April 1 and June 30, 1991. *Use figure with care; CV is between 16.5% and 33%.

6.0 PERSONS WITH DISABILITIES AND LOCAL TRAVEL

This section provides an overview of persons with disabilities and local travel. The information for this section is based on the 1991 HALS, Section F, questions 1-19. These questions deal with issues pertaining to local travel (which consists of trips of 80 kms ([50 miles] or less) and focus on:

- difficulty taking short trips;
- persons with disabilities who feel they are restricted to their residence;
- need for an attendant or companion on local trips; and
- use of specialized transit, public transit, and taxi services.

6.1 Persons with Disabilities who have Difficulties taking Short Trips

As illustrated in Table 6.1, of the 3.8 million Canadians with a disability, 596,000 (15.6%) stated that they had difficulty taking short trips. Meanwhile, approximately 3.0 million persons with disabilities (78.3%) stated that they did not have difficulties taking short trips (the remaining 6.1% were unstated responses).

Table 6.1: Persons with Disabilities who have/do not have Difficulties taking Short Trips (1995)

Category	Total (000s)	As a % of Persons with Disabilities
Do not have Difficulties taking Short Trips	2,987	78.3%
Have Difficulties taking Short Trips	596	15.6%
Not Stated	230	6.1%
Total	**3,813**	**100.0%**

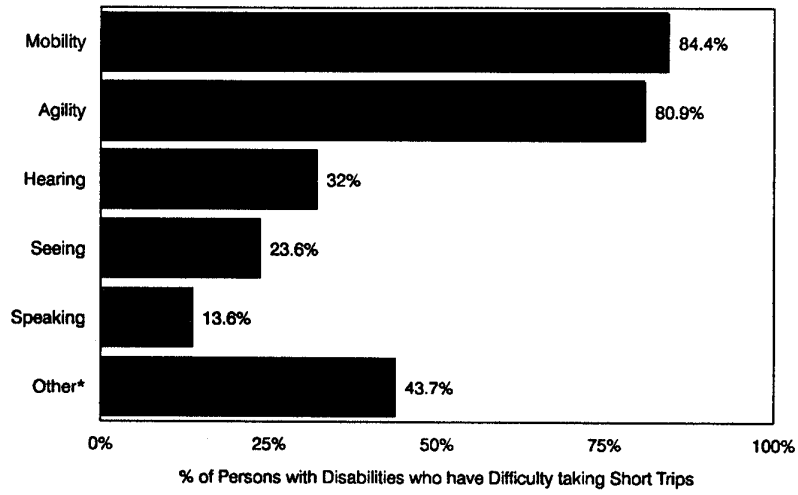
Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Disability Characteristics of Persons with Disabilities Who Have Difficulty Taking Short Trips

As illustrated in Exhibit 6.1, persons with disabilities who have difficulty taking short trips are characterized by a high incidence of mobility, agility, and other disabilities.

Exhibit 6.1: Disability Characteristics of Persons with Disabilities who have Difficulty taking Short Trips (1995)

[Total Persons with Disabilities who have Difficulty taking Short Trips: 596,000]



*Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. **Other* is defined as individuals who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labelling by others.*

Of all disability types, persons with speaking disabilities have the highest propensity (31.4%) of having difficulty taking short trips. At 16.3%, persons with hearing disabilities have the lowest propensity of having difficulty taking short trips. For more information, Table B11 in Appendix B, profiles types of disabilities by being having difficulty taking short trips.

6.2 Persons with Disabilities who consider themselves Restricted to their Residence

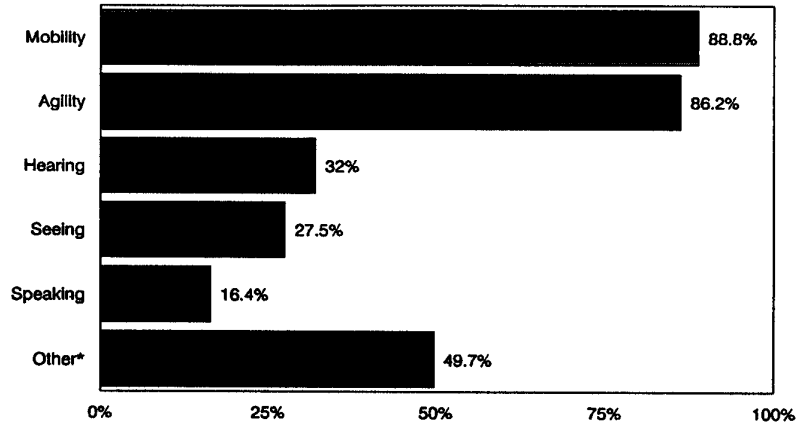
The 596,000 persons with disabilities who stated that they have difficulties taking short trips, were also asked if they considered themselves restricted to their residence. Of the 596,000 respondents, 243,000 (40.7%) stated that they considered themselves restricted to their residence. This represents 6.4% of the 3.8 million persons with disabilities.

Disability Characteristics of Persons with Disabilities who consider themselves Restricted to their Residence

As illustrated in Exhibit 6.2, persons with disabilities who consider themselves restricted to their residence, are characterized by a high incidence of mobility, agility, and other disabilities. Of all disability types, persons with speaking disabilities have the highest propensity of being restricted to their residence, with 15.5% being restricted to their residence. For more information, Table B12 in Appendix B, profiles this information by types of disabilities.

Exhibit 6.2: Disability Characteristics of Persons with Disabilities who consider themselves Restricted to their Residence (1995)

[Total Persons with Disabilities Restricted to their Residence: 243,000]

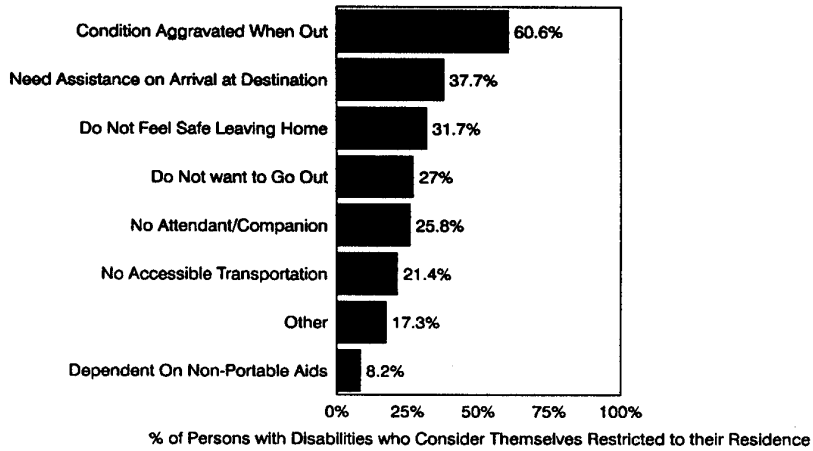


*Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. **Other* is defined as individuals who are limited in their activities of daily living due to a learning disability, a mental health condition, a mental handicap, or labelling by others.*

In responding to why they considered themselves restricted to their residence, the primary reason given by 60.6% of the 243,000 respondents was that their condition or health problem was aggravated when they went out. A profile of the responses to this question is given below in Exhibit 6.3.

Exhibit 6.3: Reasons Why Persons with Disabilities consider themselves Restricted to their Residence (1995)

[Total Persons with Disabilities Restricted to their Residence: 243,000]



Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Responses add up to more than 100% due to multiple responses.

Assessing responses as to why individuals consider themselves restricted to their residence by type of disability, indicates that persons encountering each type of difficulty are characterized by a high incidence of mobility, agility and other disabilities, reflecting the disability characteristics of persons who consider themselves restricted to their residence in general.

6.3 Need for an Attendant/Companion on Short Trips

As indicated in Table 6.2, 513,000 persons with disabilities need an attendant or companion to accompany them on short trips due to their condition or health problem. This represents 13.5% of all persons with disabilities and 17.2% of persons with disabilities able to take short trips.

Table 6.2: Persons with Disabilities who need an Attendant/Companion to Accompany them on Short Trips (1995)

Category	Total (000s)	As a % of Persons with Disabilities
Need Attendant/Companion	513	13.5%
Do not need Attendant/Companion	2,827	74.1%
Restricted to Residence and Not Stated	473	12.4%
Total	**3,813**	**100.0%**

Source: TransAccess Information Base.
Note: Values are age adjusted projections of 1991 HALS (Adults in Households) data.

Persons with disabilities who need an attendant/companion on short trips are characterized by a high incidence of mobility and agility disabilities (80.1% have a mobility disability while 73.1% have an agility disability). Moreover, persons with speaking disabilities have the highest propensity of needing an attendant/companion on short trips, with 30.1% having such a need. A complete profile of types of disabilities by need for an attendant/companion on short trips can be found in Table B13, of Appendix B.

6.4 Specialized Transit

Availability of Specialized Transit

As part of the 1991 HALS survey, respondents were asked whether specialized bus or van services, for use by persons who have difficulty using regular public transportation services, were available in their community. Based on these responses, it is estimated that in 1995:

- 51.8% (1.98 million) have specialized transit service available in their community;
- 18.1% (690,000) do not have specialized transit service available in their community; and
- 17.5% (668,000) do not know whether the service is available or not.

The remaining 12.6% included 6.4% who considered themselves restricted to their residence (and consequently were not asked this question) and 6.2% not stated.

Need for Specialized Transit Service

The respondents who stated that they did not have specialized transit service available in their community, or did not know whether the service was available or not, were asked whether they had a need for specialized transit service. Of these respondents, 78,000 stated that, yes, they had a need for specialized transit. This represents 5.7% of the persons with disabilities who do not have specialized transit service available in their community, or do not know whether the service is available or not.

Persons with disabilities who need specialized transit are characterized by a high incidence of agility and mobility disabilities (77.7% have an agility disability while 67.4% have a mobility disability). Moreover, persons with speaking disabilities have the highest propensity of needing specialized transit, with 6.1% of persons with speaking disabilities having such a need. A profile of types of disabilities by one's need for specialized transit can be found in Table B14a, of Appendix B.

Use of Specialized Transit

The respondents who stated that they did have specialized transit available in their community were asked whether they used the service. Of the 1.98 million respondents who stated that specialized transit service was available in their community 112,000 (5.7%) stated that they did use the specialized transit service.

Persons with disabilities who use specialized transit are characterized by a high incidence of mobility and agility disabilities (91.1% have a mobility disability while 83.1% have an agility disability). Moreover, persons with seeing disabilities have the highest propensity of using specialized transit, with 6.6% of persons with seeing disabilities using specialized transit. A profile of types of disabilities by one's use of specialized transit can be found in Table B14b, of Appendix B.

Combined with those persons with disabilities who do not have specialized transit service available to them, but need the service, there are 190,000 persons with disabilities who need or use specialized transit service. This represents 5.0% of the 3.8 million persons with disabilities in Canada.

Frequency of Specialized Transit Use

Persons with disabilities who stated that they use specialized transit services were asked how frequently they used the service. Of the 112,000 persons with disabilities who use specialized transit services:

- 15,000 (13.4%) use the service almost every day for at least some part of the year;
- 46,000 (41.1%) use the service frequently;
- 25,000 (22.3%) occasionally use the service; and
- 26,000 (23.2%) seldom use the service.

6.5 Public Transit

Use of Public Transit

As part of the 1991 HALS survey, respondents were asked whether they had used public transit (such as bus, rapid transit, subway, or metro services) during the year prior to the survey. Based on these responses, it is estimated that in 1995, 31.4% (1.2 million) of persons with disabilities use public transit.

Persons with disabilities who use public transit are characterized by a high incidence of mobility and agility disabilities (54.5% have a mobility disability while 48.4% have an agility disability). Moreover, persons with other disabilities have the highest propensity of using public transit, with 36.6% of persons with other disabilities using public transit.

Frequency of Public Transit Use

Persons with disabilities who stated that they use public transit were asked how frequently they used the service. Of the 1.2 million persons with disabilities who use public transit:

- 211,000 (17.6%) use the service almost every day for at least some part of the year;
- 239,000 (19.9%) use the service frequently;
- 384,000 (32.1%) occasionally use the service; and
- 364,000 (30.4%) seldom use the service.

Difficulties Using Public Transit

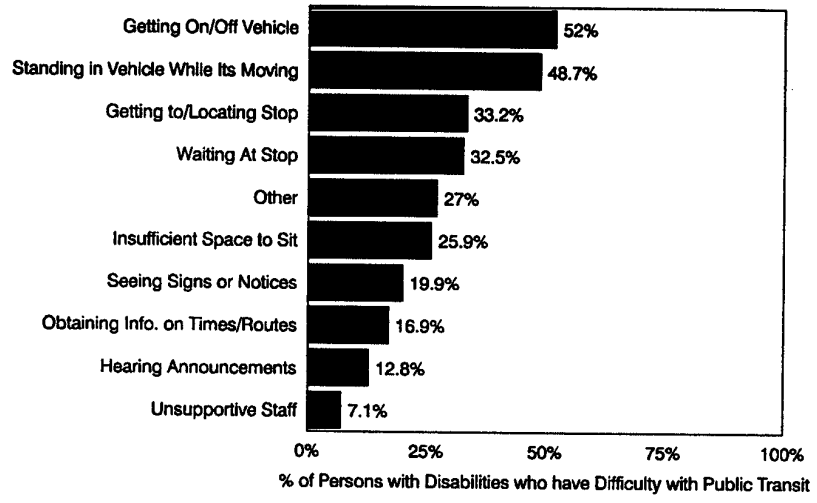
Persons with disabilities who stated that they use public transit were also asked whether they have any difficulty using public transit services, because of their condition or health problem. Of the 1.2 million persons with disabilities who use public transit, 160,000 (13.3%) stated that they did have difficulty using public transit services. A profile of types of disabilities by one's use of, and difficulties with, public transit can be found in Table B15, of Appendix B.

As illustrated in Exhibit 6.3, the most common difficulties stated by persons with disabilities who encounter difficulties with public transit service are:

- getting on and off the vehicle (identified by 83,000 respondents, or 52.0% of those who stated they have difficulties with public transit services); and
- standing in the vehicle while it is moving (identified by 78,000 respondents, or 48.7% of those who stated they have difficulties with public transit services).

Exhibit 6.4: Types of Difficulties encountered by Persons with Disabilities using Public Transit (1995)

[Total Persons with Disabilities who have Difficulty using Public Transit: 160,000]



Source: TransAccess Information Base. Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Responses add up to more than 100% due to multiple responses.

Persons with disabilities who have difficulty using public transit are characterized by a high incidence of mobility and agility disabilities (76.2% have a mobility disability while 69.0% have an agility disability). Moreover, persons with speaking disabilities have the highest propensity of having difficulty with public transit, with 9.8% of persons with speaking disabilities having difficulty using public transit.

6.6 Taxi Services

Use of Taxi Services

As part of the 1991 HALS survey, respondents were asked whether they used taxi services during the year prior to the survey, due to their condition or health problem. Based on these responses, it is estimated that in 1995, 16.3% (620,000) of persons with disabilities use taxi services due to their condition or health problem.

Persons with disabilities who use taxi services are characterized by a high incidence of mobility and agility disabilities (74.7% have a mobility disability while 68.2% have an agility disability). Moreover, persons with seeing disabilities have the highest propensity (24.1%) of using taxi services. A complete profile of types of disabilities by one's use of taxi services can be found in Table B16, of Appendix B.

Frequency of Taxi Use

Persons with disabilities who stated that they use taxi services due to their condition or health problem were asked how frequently they used the service. Of the 620,000 persons with disabilities who use taxi services:

- 24,000 (3.9%) use the service almost every day for at least some part of the year;
- 116,500 (18.8%) use the service frequently;
- 251,500 (40.6%) occasionally use the service; and
- 228,000 (36.8%) seldom use the service.

7.0 PERSONS WITH DISABILITIES AND PERSONAL VEHICLES

This section provides an overview of persons with disabilities and their use of personal vehicles. The information for this section is based on the 1991 HALS, Section F, questions 5-8. These questions focus on both drivers and passengers of personal vehicles.

7.1 Persons with Disabilities who drive a Personal Vehicle

Based on responses to the 1991 HALS, there are an estimated 2.1 million persons with disabilities who drive personal vehicles in 1995, representing 55.3% of the 3.8 million persons with disabilities.

Persons with disabilities who use drive personal vehicles are characterized by a high incidence of mobility and agility disabilities (52.6% have a mobility disability while 49.2% have an agility disability). Moreover, persons with hearing disabilities have the highest propensity (55.1%) of driving personal vehicles. At 29.3%, persons with seeing disabilities have the lowest percentage of persons driving personal vehicles. A profile of types of disabilities by selected personal vehicle variables, can be found in Table B17, of Appendix B.

Use of Special Features as a Driver

The persons with disabilities who stated that they drive personal vehicles were asked what types of special features (if any) they used as a driver, due to their condition or health problem. Of the 2.1 million persons with disabilities who drive a personal vehicle:

- 212,000 (10.1%) use power steering, power windows, or power mirrors;
- 46,000 (2.2%) use hand controls or brake controls, hand rails, straps, specialized handles, ramps, or lifts; and
- 68,000 (3.2%) use other types of features.

7.2 Persons with Disabilities who travel as Passengers of Personal Vehicles

Based on responses to the 1991 HALS, there are an estimated 3.3 million persons with disabilities who travel as passengers in personal vehicles in 1995, representing 86.8% of the 3.8 million persons with disabilities.

Of these 3.3 million persons with disabilities who travel as passengers, 254,000 (7.7%) state that they have difficulties travelling as a passenger because of their condition or health problem.

Persons with disabilities who have difficulties travelling as a passenger in personal vehicles are characterized by a high incidence of agility and mobility disabilities (82.5% have an agility disability while 80.9% have a mobility disability). Persons with agility disabilities have the highest propensity of having difficulties travelling as a passenger in personal vehicles (10.1%).

A complete profile of types of disabilities by selected personal vehicle variables, can be found in Table B17, of Appendix B.

Use of Special Features as a Passenger

The persons with disabilities who travel as passengers in personal vehicles were asked what types of special features they used as a passenger (if any), due to their condition or health problem. Of the 3.3 million persons with disabilities who travel as passengers:

- 60,000 (1.8%) use space for a wheelchair or other specialized equipment;
- 52,000 (1.6%) use hand rails, straps, specialized handles, ramps or lifts; and
- 59,000 (1.8%) use other types of features.

7.3 Long Distance Trips taken by Personal Vehicle

As illustrated in Table 5.8 of Section 5.0, in the three month period between April 1 and June 30, 1995, it is estimated that a total of 1.6 million persons with disabilities took long distance trips by a car, van or truck. During this same time period, 13.9 million trips were taken by a car, van or truck.

8.0 SYNOPSIS

The following are highlights of the data presented in this report.

Persons with Disabilities

- in 1995, there were 3.8 million persons with disabilities, accounting for 17.1% of the Canadian adult population over the age of 15 residing in households, with 57.5% of these persons (2.2 million) having transportation disabilities, accounting for 9.9% of the adult population.

- the population of persons with disabilities is expected to increase 82% to 6.9 million by the year 2025, while the population of persons with transportation disabilities is anticipated to increase by 89% to 4.1 million by 2025. Both of these growth rates exceed that of the general adult population, which is expected to increase by 50% between 1995 and 2025.

- the age distribution of persons with disabilities and persons with transportation disabilities indicates that the incidence of disabilities increases with age. This factor, combined with the growth rate of the population of persons 65 years of age and over is a driving force behind the increase in the disability populations. Between 1995 and 2025, this age group is expected to increase by approximately 140%, from 3.2 million to 7.8 million.

- for all age groups (except ages 55-64) females have a slightly higher incidence of disabilities than males. For the age group 55-64, males have a slightly higher incidence of disabilities than females. With respect to persons with transportation disabilities, for all age groups, females have a higher incidence of transportation disabilities, with the difference much greater for persons aged 65 and over.

- in terms of labour force status for persons between the ages of 15 and 64, those without disabilities are more likely to be participants in the labour force than persons with disabilities and persons with transportation disabilities. While 18.7% of persons without disabilities are not in the labour force, 43.4% of persons with disabilities and 56.7% of persons with transportation disabilities are not in the labour force.

- with respect to annual individual employment income (expressed in 1991 dollars, for persons between the ages of 15 and 64), 65.8% of persons with transportation disabilities receive employment income of less than $10,000. This is compared to 57.4% for persons with disabilities and 39.7% for persons without disabilities.

- in terms of the geographical distribution of persons with disabilities, the provinces of Ontario, Quebec, British Columbia and Alberta represent 82.5% of all persons with disabilities within Canada. These same four provinces represent 83.2% of persons with transportation disabilities.

- as a percentage of a province's total population, Nova Scotia has the highest incidence rate of disabilities, as 24.3% of Nova Scotia's provincial population has a disability. Newfoundland and Prince Edward Island have the lowest incidence rate at 12.3%. With respect to persons with transportation disabilities, Nova Scotia also has the highest incidence rate, as 14.2% of Nova Scotia's provincial population has a transportation disability. The Yukon and the Northwest Territories have the lowest rate (7.3%).

- persons with transportation disabilities are more likely to have a mobility or agility disability, as compared to persons with disabilities in general. Persons with transportation disabilities also have a high incidence rate of "other" disabilities.

- persons with transportation disabilities are more likely to have a severe disability, as compared to persons with disabilities in general. In particular, 31.1% of persons with transportation disabilities have a severe disability, as compared to 18.2% for persons with disabilities in general.

- the special aids most frequently used by both persons with disabilities in general and persons with transportation disabilities are a cane (other than a white cane), glasses or contact lenses, and a hearing aid.

Long Distance Travel

- with respect to long distance travel, 76.2% of persons with disabilities (2.9 million) are able to take long distance trips, while 676,000 (17.7%) are prevented from taking these trips due to their condition or health problem (the remaining 6.1% were unstated responses).

- the main difficulties which prevent long distance travel are: the flight or ride aggravates their condition, seating on board, transporting special aids/other[5], boarding/disembarking, moving around the terminal, and the costliness of travel.

- with respect to persons with disabilities who can travel long distance, 527,000 require an attendant or companion to accompany them due to their condition or health problem.

- 89,000 persons with disabilities require specialized transportation services or facilities on long distance trips due to their condition or health problem.

- 1.5 million persons with disabilities who are able to travel long distance state that they can easily obtain information on specialized transportation services or facilities for long distance trips; 500,000 state that they could not easily obtain information; and 900,000 did not know.

[5] This difficulty refers to 1) transporting a wheelchair or other specialized aids, and 2) other (i.e., non-specified difficulties). During the HALS data coding process, Statistics Canada grouped these two difficulties together.

- in 1995, it is estimated that 715,000 persons with disabilities will travel by air, 519,000 will travel by intercity bus, 440,000 will travel by marine/ferry, and 168,000 will travel by rail.

- with respect to difficulties encountered by mode of long distance travel, difficulties are encountered by 65,000 (9.1%) of the 715,000 persons with disabilities who travel by air, 60,000 (11.6%) of the 519,000 persons with disabilities who travel by intercity bus, 12,000 (7.1%) of the 168,000 persons with disabilities who travel by rail, and 11,000 (2.5%) of the 440,000 persons with disabilities who travel by marine/ferry.

- the most commonly encountered difficulties while travelling by air, intercity bus, and rail are:

  – moving around the terminal;
  – boarding or disembarking;
  – seating on board;
  – the flight or ride aggravates the individual's condition(s); and
  – transporting special aids/other.

  These difficulties also represent the difficulties most commonly encountered by persons with disabilities travelling by marine/ferry, except that the difficulty of moving around the terminal is replaced by the difficulty of hearing announcements.

- over 60% of the persons with disabilities who experience difficulties travelling by intercity bus and 60% of the persons with disabilities who experience difficulties travelling by rail stated that the difficulties limit the amount of travel that they do by these two modes.

- in the three month period between April 1 and June 30, 1995, it is estimated that 307,000 persons with disabilities took long distance trips by air, 248,000 took long distance trips by intercity bus, 202,000 took long distance trips by marine/ferry, and 68,000 took long distance trips by rail. A total of 1.6 million persons with disabilities took long distance trips by a car, van or truck during this three month period.

- in the three month period between April 1 and June 30, 1995, it is estimated that 614,000 long distance air-related trips were taken by persons with disabilities, 544,000 trips were taken by intercity bus, 474,000 were taken by marine/ferry, and 143,000 were taken by rail. A total of 13.9 million trips were taken by a car, van or truck during this three month period.

Local Travel and Personal Vehicles

- with respect to local travel, 596,000 persons with disabilities stated that they had difficulty taking short trips. Meanwhile, approximately 3.0 million persons with disabilities stated that they did not have difficulties taking short trips.

- of the 596,000 persons with disabilities who stated that they have difficulties taking short trips, 243,000 (40.7%) stated that they considered themselves restricted to their residence. This represents 6.4% of the 3.8 million persons with disabilities. In responding to why they considered themselves restricted to their residence, the primary reason given by 60.6% of the 243,000 respondents was that their condition or health problem was aggravated when they went out.

- 513,000 persons with disabilities need an attendant or companion to accompany them on short trips due to their condition or health problem. This represents 13.5% of all persons with disabilities and 17.2% of persons with disabilities able to take short trips.

- it is estimated that, in 1995, 51.8% of persons with disabilities (1.98 million) have specialized transit service available in their community, 18.1% (690,000) do not, and 17.5% (668,000) do not know whether the service is available or not. The remaining 12.6% included 6.4% who considered themselves restricted to their residence (and consequently were not asked this question) and 6.2% not stated.

- the respondents who stated that they did not have specialized transit service available in their community, or did not know whether the service was available or not, were asked whether they had a need for specialized transit service. Of these respondents, 78,000 stated that, yes, they had a need for specialized transit.

- the respondents who stated that they did have specialized transit available in their community were asked whether they used the service. Of the 1.98 million respondents who stated that specialized transit service was available in their community 112,000 (5.7%) stated that they did use this service.

- combined with those persons with disabilities who do not have specialized transit service available to them, but need the service, there are 190,000 persons with disabilities who need or use specialized transit service. This represents 5.0% of the 3.8 million persons with disabilities in Canada.

- of the 112,000 persons with disabilities who use specialized transit services, 15,000 (13.4%) use the service almost every day for at least some part of the year, 46,000 (41.1%) use the service frequently, 25,000 (22.3%) occasionally use the service, and 26,000 (23.2%) seldom use the service.

- it is estimated that in 1995, 31.4% (1.2 million) of persons with disabilities use public transit. Of the 1.2 million persons with disabilities who use public transit 211,000 (17.6%) use the service almost every day for at least some part of the year, 239,000 (19.9%) use the service frequently, 384,000 (32.1%) occasionally use the service, and 364,000 (30.4%) seldom use the service.

- of the 1.2 million persons with disabilities who use public transit, 160,000 (13.3%) stated that they did have difficulty using public transit services. The most common difficulties stated by persons with disabilities who encounter difficulties with public transit service are getting on and off the vehicle (identified by 83,000 respondents, or 52.0% of those who stated they have difficulties with public transit services), and standing in the vehicle while it is moving (identified by 78,000 respondents, or 48.7% of those who stated they have difficulties with public transit services).

- it is estimated that in 1995, 16.3% (620,000) of persons with disabilities use taxi services due to their condition or health problem. Of the 620,000 persons with disabilities who use taxi services, 24,000 (3.9%) use the service almost every day for at least some part of the year, 116,500 (18.8%) use the service frequently, 251,500 (40.6%) occasionally use the service, and 228,000 (36.8%) seldom use the service.

- in 1995, an estimated 2.1 million persons with disabilities drive personal vehicles, and an estimated 3.3 million persons with disabilities travel as passengers in personal vehicles.

- in the three month period between April 1 and June 30, 1995, it is estimated that 1.6 million persons with disabilities took long distance trips by a car, van or truck. In this same time period, 13.9 million trips were taken by a car, van or truck.

Glossary

Disability

The Health and Activity Limitations Survey uses the World Health Organization's definition of disability which is "*... any restriction or lack (resulting from impairment) of ability to perform any activity in the manner or within the range considered normal for a human being*."

Adults are not considered to have a disability if they use a technical aid and that aid completely eliminates the limitation, e.g., an individual who uses a hearing aid and states that she or he has no limitation when using the aid would not be considered to have a disability. The concept of time has also been added as an additional parameter the limitation has to be of a minimum six month duration, i.e., has lasted or is expected to last six months or more.

Labour Force Status

Employed refers to persons who, during the week prior to enumeration:

(a) did any work at all excluding housework or other maintenance or repairs around the home and volunteer work; or,
(b) were absent from their job or business because of temporary illness or disability, vacation, labour dispute at their place of work, or were absent for other reasons.

Unemployed refers to persons who, during the week prior to enumeration:

(a) were without work, had actively looked for work in the past four weeks and were available for work; or,
(b) had been on lay off and expected to return to their job; or,
(c) had definite arrangements to start a new job in four weeks or less.

Not in Labour Force refers to the working age population who, in the week prior to enumeration, were neither employed nor unemployed.

Type of Disability

Disability type, referred to as 'nature of disability' by Statistics Canada, categorizes an individual=s type of disability(ies), and is based upon the respondent's answer to the Section A (Activities of Daily Living) questions of the 1991 HALS Questionnaire.

A person may have multiple disabilities, meaning that he or she has reported a limitation in more than one category of disability type. The categories used for the HALS survey were defined as follows:

Mobility: Limited ability to walk, move from room to room, carry an object for 10 metres or stand for long periods.

Agility: Limited in ability to bend, dress or undress oneself, get in and out of bed, cut toe nails, use fingers to grasp or handle objects, reach, or cut own food.

Seeing: Limited in ability to read ordinary newsprint or to see someone from four metres, even when wearing glasses.

Hearing: Limited in ability to hear what is being said in conversation with one other person or in a group conversation with at least three other people, even when wearing a hearing aid.

Speaking: Limited in the ability to speak and be understood.

Other: Limited in activities of daily living due to a learning disability, a mental health condition, a mental handicap, or because of labelling by others.

Transportation-Related Disabilities

Persons with Transportation Disabilities are defined as those individuals:

- Who because of their health problem(s) or condition(s), are unable to use transportation services; or,
- Who use transportation services with more difficulty than those in the general population.

This definition is made up of the five sub-groups below.

1. Unable To Travel

Those who are unable to travel are defined as:

- question F2(#3): "Do you consider yourself housebound?" – YES; and,
- As defined by the question F20(#7): "Because of your condition or health problem, are you prevented from taking any long trips" – YES

2. Local Transportation

Those who have trouble using local transportation services are defined as:

- question F16(#7): "Do you have any trouble using your local public transportation service, because of your condition?" – YES; and/or,
- question F10(#4): "Do you need specialized transit service?" – YES; and/or,
- question F11(#6): "Do you use specialized transit service?" – YES; and/or,

- question F4(#1): “Because of your condition, do you require an attendant or companion to accompany you on short trips?” – YES; and/or,
- question F18(#1): “Because of your condition, have you used a taxi during the last year?” – YES.
- **(Excludes Group 1 – those who can’t travel)**

3. Inter-City

Those who have trouble using intercity transportation services are defined as:

- question F26(#3) and/or F30(#5) and/or F34(#5) and/or F38(#5): “Because of your condition, do you have any trouble using an airplane/bus/train/ferry, as a means of long distance travel?” – YES; and/or,
- question F22(#1): “Because of your condition, do you require an attendant or companion to accompany you on long distance trips?” – YES; and/or,
- question F23(#3): “Because of your condition, do you require any specialized transportation services or facilities for long distance travel?” – YES.
- **(Excludes Group 1 – those who can’t travel)**

4. Personal Vehicle

Those who have trouble using personal vehicles are defined as:

- question F6(#’s 01, 03, 05, 07, 09): “Do you use any special features as a driver” – YES; and/or,
- question F7: “Do you have any difficulty as a passenger?” – YES; and/or,
- question F8(#’s 1, 3, 5): “Do you use any special features as a passenger” – YES.
- **(Excludes Group 1 – those who can’t travel)**

5. Other Persons With Transportation Disabilities

Those in the other category are defined as:

- **Those who are not in any of the four groups above, and:**

- Those who say that they are “completely unable” to perform any ONE of the following ADL’s:

  – HALS question A1b(#3): “Are you completely unable to hear what is said in normal conversation with one other person?” – YES
  – HALS question A5b(#3): “Are you completely unable to see clearly the face of someone from 12 feed/4 metres (example: across a room), with glasses if normally worn?” – YES
  – HALS question A6a(#1): “Have you been diagnosed as being legally blind?” – YES
  – HALS question A8b(#3): “Are you completely unable to walk 400 metres (about three city blocks) without resting?” – YES

- HALS question A9b(#3): “Are you completely unable to walk up and down a flight of stairs (about 12 steps)?” – YES
- HALS question A11b(#3): “Are you completely unable to move from one room to another?” – YES
- HALS question A13b(#3): “When standing, are you completely unable to bend down and pick up an object from the floor (example: a shoe)?” – YES
- HALS question A17b(#3): “Are you completely unable to use your fingers to grasp or handle (such as using pliers or scissors)?” – YES; and/or,

• Those who say that they are “completely unable” to perform any TWO of the following ADL’s

- HALS question A2b(#3): “Are you completely unable to hear what is said in a group conversation with at least three other people?”
- HALS question A3a(#3): “Are you (not) able to understand what is being said over a normal telephone, with a hearing aid if used?”
- HALS question A4b(#3): “Are you completely unable to read ordinary newsprint, with glasses if normally worn?”
- HALS question A7b(#9): You are “not...able to make yourself understood (at all) when speaking with... other people.”
- HALS question A12b(#3): “Are you completely unable to stand for long periods of time, that is, more than 20 minutes?”
- HALS question A18(#3): “Are you completely unable to reach in any direction (example: above your head)?”
- HALS question A20(iv-#09): “...Are you limited in the kind or amount of activity you can do...in other activities such as travel, sports or leisure?”
- HALS question A21(#1): “...Do you have any ongoing problems with your ability to remember or learn?”
- HALS question A25(iv-#09): “Because of a long-term emotional, psychological, nervous or mental health condition or problem, are you limited in the kind or amount of activity you can do...in other activities such as travel, sports or leisure?”

It should be noted that double counting is excluded, i.e., although an individual may fit more than one sub-category, they are only counted once in deriving the total transportation disabled figure.

Census Metropolitan Area (CMA)

A census metropolitan area (CMA) is a very large urban area, together with adjacent urban and rural areas (see below for related definitions) which have a high degree of economic and social integration with that urban area. A CMA is delineated around an urban area (called the urbanized core and having a population of at least 100,000, based on the previous census).

Urban and Rural Areas

Statistics Canada defines an urban area as an area which has attained a population concentration of at least 1,000, and a population density of at least 400 per square kilometre, at the time of the most recent census. Rural areas are small towns, villages, and other populated places under 1,000 in population, at the time of the most recent census. Taken together, urban and rural areas cover all of Canada.

Appendix A: 1991 HALS Questionnaire

Section F

1991 HALS Questionnaire Section F - Transportation

The following is an excerpt from the 1991 Health and Activities Limitation Survey (HALS) "User's Guide"; Statistics Canada, 1991.

I would like to ask you about the means of transportation which you use for local travel. This includes trips to work, shopping, or any other local trips under 80 km (50 miles).

F1 **Because of your condition or health problem do you have difficulty leaving your residence to take short trips?**

Yes ❍ ===>Go to F2 No ❍ ===>Go to F4

F2 **Do you consider yourself housebound?**

Yes ❍ ===>Go to F3 No ❍ ===>Go to F4

F3 **Why do you consider yourself housebound?**

(INTERVIEWER: Read list. Mark all that apply).

i) Accessible transportation is not available to you ❍

ii) Dependent on non-portable aids ❍

iii) Do not feel safe when you leave your home ❍

iv) No attendant or companion available to go with you ❍

v) Need assistance once you get to where you are going ❍

vi) Your condition or health problem is aggravated when you go out ❍

vii) You do not want to go out ❍

viii) Other, please specify ❍

...Go to F20

F4 **Do you require an attendant or companion to accompany you on short trips?**

Yes ❍ No ❍

F5 **Do you drive a motor vehicle?**

Yes ❍ ===>Go to F6 No ❍ ===>Go to F7

F6 **Because of your condition or health problem, as a DRIVER do you use...**

		Yes	No
i)	Hand controls or brake controls	❍	❍
ii)	Hand rails, straps, specialized handles, ramps or lifts	❍	❍
iii)	Power steering, windows or mirrors	❍	❍
iv)	Space for wheelchair or other specialized equipment (including storage space)	❍	❍
v)	Other features, please specify	❍	❍

F7 **Because of your condition or health problem, do you have any difficulty as a PASSENGER in a motor vehicle?**

Yes ❍ ===>Go to F8

No ❍ ===>Go to F8

Never travel as a passenger ❍ ===>Go to F9

F8 **Because of your condition or health problem, as a PASSENGER do you use...**

		Yes	No
i)	Hand rails, straps, specialized handles, ramps or lifts	❍	❍
ii)	Space for wheelchair or other specialized equipment (including storage space)	❍	❍
iii)	Other features, please specify	❍	❍

F9 **Some communities have specialized bus or van services for people who have difficulty using the regular transportation service. When using this specialized service, people can call ahead and ask to be picked up. Is this service available in your area?**

Yes ❍ ===>Go to F11

No ❍ ===>Go to F10

Don't Know/Not Sure ❍ ===>Go to F10

F10 **Do you need this service?**

Yes ❍ ===>Go to F14 No ❍ ===>Go to F14

F11 **Do you use this service?**

Yes ❍ ===>Go to F12 No ❍ ===>Go to F14

F12 **How often do you use this service?**

(INTERVIEWER: Read list. Mark only one).

i) Almost every day for at least some part of the year ❍ ==>Go to F14

ii) Frequently ❍ ==>Go to F14

iii) Occasionally ❍ ==>Go to F13

iv) Seldom ❍ ==>Go to F13

F13 **Why don't you use this bus or van service more often? I will read you a list. Please answer yes or no to each.**

		Yes	No
i)	Service not needed more often	❍	❍
ii)	Service too expensive	❍	❍
iii)	Service not available on a 24 hour, 7 day a week basis	❍	❍
iv)	Will not allow your attendant, spouse, child, etc. to travel with you	❍	❍
v)	Booking rules do not allow for last minute arrangements	❍	❍
vi)	other please specify	❍	❍

F14 **During the last year have you used local public transportation, for example, bus, rapid transit, subway, metro?**

Yes ❍ ===>Go to F15 No ❍ ===>Go to F18

F15 **How often do you use the local public transportation service?**

(INTERVIEWER: Read list. Mark only one).

i)	Almost every day for at least some part of the year	❍	❍
ii)	Frequently	❍	❍
iii)	Occasionally	❍	❍
iv)	Seldom	❍	❍

F16 **Do you have any difficulty using your local public transportation service, because of your condition or health problem?**

Yes ❍ ===>Go to F17 No ❍ ===>Go to F18

F17 **Do you have difficulty...**

(INTERVIEWER: Read list. Mark all that apply).

i)	Getting to or locating the stop	❍
ii)	Waiting at the stop	❍
iii)	Getting on and off vehicle	❍
iv)	Hearing announcements	❍
v)	Seeing signs or notices	❍
vi)	Because of insufficient space to sit or stand in the vehicle	❍
vii)	Standing in the vehicle while it is moving	❍
viii)	Obtaining information about timetables, schedules and routes	❍
ix)	Because of unsupportive staff	❍

F18 **Because of your condition or health problem have you used a taxi during the last year?**

Yes ❍ ===>Go to F19 No ❍ ===>Go to

F19 **How often did you use this taxi service?**

(INTERVIEWER: Read list. Mark only one).

i) Almost everyday for at least some part of the year ❍

ii) Frequently ❍

iii) Occasionally ❍

iv) Seldom ❍

I will now ask you about long-distance travel. By long-distance travel, I mean trips of 80 kms (50 miles) or more.

F20 **Because of your condition or health problem are you prevented from taking any long distance trips?**

Yes ❍ ===>Go to F21 No ❍ ===>Go to F22

F21 What prevents you from taking long distance trips? I will read you a list. Please answer year or no to each.

		Yes	No
i)	Lack of appropriate transportation to and from terminal	❍	❍
ii)	Moving around terminal or station	❍	❍
iii)	Boarding or disembarking	❍	❍
iv)	Seating on board	❍	❍
v)	Seeing signs or notices	❍	❍
vi)	Hearing announcements	❍	❍
vii)	Washroom facilities	❍	❍
viii)	Unsupportive staff	❍	❍
ix)	Transporting wheelchair or other specialized aids	❍	❍
x)	Carrier rules and regulations	❍	❍
xi)	Flight or ride aggravates your condition	❍	❍
xii)	Too costly	❍	❍
xii)	Other, please specify	❍	❍

F22 Because of your condition or health problem, do you require an attendant or companion to accompany you on long distance trips?

Yes ❍ No ❍

F23 Because of your condition or health problem, do you require any specialized transportation services or facilities for long distance travel?

Yes ❍ No ❍ Don't Know ❍

F24 **Can you easily obtain information about specialized transportation services and facilities which you may need for long distance travel?**

Yes ❍ No ❍ Don't Know ❍

F25 **During the last year have you travelled by airplane?**

Yes ❍ ===>Go to F26 No ❍ ===>Go to F29

F26 **Do you have difficulty travelling by airplane because of your condition or health problem?**

Yes ❍ ===>Go to F27 No ❍ ===>Go to F29

F27 **What kind of difficultly do you have travelling by airplane?**

(INTERVIEWER: Read list. Mark all that apply).

		Yes	No
i)	Lack of appropriate transportation to and from terminal	❍	❍
ii)	Moving around terminal or station	❍	❍
iii)	Boarding or disembarking	❍	❍
iv)	Seating on board	❍	❍
v)	Seeing signs or notices	❍	❍
vi)	Hearing announcements	❍	❍
vii)	Washroom facilities	❍	❍
viii)	Unsupportive staff	❍	❍
ix)	Transporting wheelchair or other specialized aids	❍	❍
x)	Carrier rules and regulations	❍	❍
xi)	Flight or ride aggravates your conditions	❍	❍
xii)	Too costly	❍	❍
xii)	Other, please specify	❍	❍

F28 **Do these difficulties limit the amount of long distance travel that you do by airplane?**

Yes ❍ No ❍

F29 **During the last year have you travelled by train?**

Yes ❍ ===>Go to F30 No ❍ ===>Go to F33

F30 **Do you have difficulty taking long distance trips by train because of your condition or health problem?**

Yes ❍ ===>Go to F31 No ❍ ===>Go to F33

F31 **What kind of difficulty do you have travelling by train?**

(INTERVIEWER: Read list. Mark all that apply).

		Yes	No
i)	Lack of appropriate transportation to and from terminal	❍	❍
ii)	Moving around terminal or station	❍	❍
iii)	Boarding or disembarking	❍	❍
iv)	Seating on board	❍	❍
v)	Seeing signs or notices	❍	❍
vi)	Hearing announcements	❍	❍
vii)	Washroom facilities	❍	❍
viii)	Unsupportive staff	❍	❍
ix)	Transporting wheelchair or other specialized aids	❍	❍
x)	Carrier rules and regulations	❍	❍
xi)	Flight or ride aggravates your conditions	❍	❍
xii)	Too costly	❍	❍
xii)	Other, please specify	❍	❍

f32 **Do these difficulties limit the amount of long distance travel that you do by train?**

Yes ❍ No ❍

F33 During the last year have you travelled long distance by bus?

Yes ❍ ===>Go to F34 No ❍ ===>Go to F37

F34 Do you have difficulty taking long distance trips by bus because of your condition or health problem?

Yes ❍ ===>Go to F35 No ❍ ===>Go to F37

F35 What kind of difficulty do you have travelling long distance by bus?

(INTERVIEWER: Read list. Mark all that apply).

		Yes	No
i)	Lack of appropriate transportation to and from terminal	❍	❍
ii)	Moving around terminal or station	❍	❍
iii)	Boarding or disembarking	❍	❍
iv)	Seating on board	❍	❍
v)	Seeing signs or notices	❍	❍
vi)	Hearing announcements	❍	❍
vii)	Washroom facilities	❍	❍
viii)	Unsupportive staff	❍	❍
ix)	Transporting wheelchair or other specialized aids	❍	❍
x)	Carrier rules and regulations	❍	❍
xi)	Flight or ride aggravates your conditions	❍	❍
xii)	Too costly	❍	❍
xii)	Other, please specify	❍	❍

f36 Do these difficulties limit the amount of long distance travel that you do by bus?

Yes ❍ No ❍

F37 During the last year have you travelled by ferry?

Yes ❍ ===>Go to F38 No ❍ ===>Go to F41

F38 Do you have difficulty taking long distance trips by ferry because of your condition or health problem?

Yes ❍ ===>Go to F39 No ❍ ===>Go to F41

F39 What kind of difficulty do you have travelling by ferry?

(INTERVIEWER: Read list. Mark all that apply).

		Yes	No
i)	Lack of appropriate transportation to and from terminal	❍	❍
ii)	Moving around terminal or station	❍	❍
iii)	Boarding or disembarking	❍	❍
iv)	Seating on board	❍	❍
v)	Seeing signs or notices	❍	❍
vi)	Hearing announcements	❍	❍
vii)	Washroom facilities	❍	❍
viii)	Unsupportive staff	❍	❍
ix)	Transporting wheelchair or other specialized aids	❍	❍
x)	Carrier rules and regulations	❍	❍
xi)	Flight or ride aggravates your conditions	❍	❍
xii)	Too costly	❍	❍
xii)	Other, please specify	❍	❍

F40 **Do these difficulties limit the amount of long distance travel that you do by ferry?**

Yes ❍ No ❍

F41 **During the last year have you travelled long distance by car, van or truck?**

Yes ❍ ===>Go to F42 No ❍ ===>Go to F43

F42 **Because of your condition or health problem, do you have difficulty using a car, van or truck for long distance travel?**

Yes ❍ No ❍

Don't Know ❍

F43 **How many long distance trips of at least 80 km or 50 miles have you taken between April 1 and June 30th, 1991 by...**

(INTERVIEWER: If none, enter 000).

i) airplane _____
ii) bus _____
iii) train _____
iv) ferry _____
v) car, van or truck _____

Appendix B: Detailed Data Tables

Table B1: Types of Disabilities by Age, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Ages 15-34	Ages 35-54	Ages 55-64	Ages 65 and Over	Total
Mobility	241 (10.6%)	605 (26.6%)	441 (19.4%)	984 (43.3%)	2,271 (100%)
Agility	237 (11.5%)	599 (29.0%)	397 (19.2%)	833 (40.3%)	2,067 (100%)
Seeing	45 (8.1%)	109 (19.6%)	73 (13.0%)	331 (59.3%)	558 (100%)
Hearing	123 (10.5%)	284 (24.2%)	200 (17.1%)	564 (48.1%)	1,171 (100%)
Speaking	80 (31.2%)	76 (29.6%)	31 (11.9%)	70 (27.3%)	257 (100%)
Other	282 (24.8%)	349 (30.7%)	153 (13.5%)	353 (31.0%)	1,137 (100%)
Total	656 (17.2%)	1,137 (29.8%)	648 (17.0%)	1,372 (36.0%)	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B2: Types of Disabilities by Gender, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Female	Male	Total
Mobility	1,363 (60.0%)	908 (40.0%)	2,271 (100%)
Agility	1,186 (57.4%)	881 (42.6%)	2,067 (100%)
Seeing	348 (63.2%)	210 (37.7%)	558 (100%)
Hearing	527 (45.0%)	645 (55.0%)	1,171 (100%)
Speaking	109 (42.3%)	148 (57.7%)	257 (100%)
Other	590 (51.8%)	548 (48.2%)	1,137 (100%)
Total	2,041 (53.5%)	1,772 (46.5%)	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data.
Numbers may not add up to 100% due to rounding.

Table B3: Types of Disabilities by Labour Force Status, Canada, 1995 (Ages 15-64 Only, 000s and as a % of each Disability Group)

Type of Disability	Employed	Unemployed	Not in Labour Force	Total
Mobility	468 (36.4%)	94 (7.3%)	725 (56.3%)	1,287 (100%)
Agility	476 (38.6%)	97 (7.9%)	661 (53.6%)	1,234 (100%)
Seeing	91 (40.0%)	14 (6.1%)	122 (54.0%)	227 (100%)
Hearing	345 (56.7%)	39 (6.4%)	224 (36.9%)	607 (100%)
Speaking	66 (35.4%)	13 (6.7%)	108 (57.9%)	187 (100%)
Other	297 (37.9%)	75 (9.6%)	412 (52.5%)	785 (100%)
Total	1,185 (48.5%)	196 (8.0%)	1,060 (43.4%)	2,441 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B4: Types of Disabilities by Annual Individual Employment Income, Canada, 1995 (Ages 15-64 Only, 000s and as a % of each Disability Group)

Type of Disability	Less than $1,000	$1,000 – $9,999	$10,000 – $24,999	$25,000 – $34,999	$35,000 and Over	Total
Mobility	664 (51.6%)	186 (14.5%)	220 (17.1%)	108 (8.4%)	108 (8.4%)	1,287 (100%)
Agility	599 (48.6%)	178 (14.4%)	212 (17.2%)	113 (9.2%)	131 (10.6%)	1,234 (100%)
Seeing	123 (54.2%)	26 (11.3%)	45 (19.6%)	14 (6.1%)	20 (8.9%)	227 (100%)
Hearing	221 (36.3%)	83 (13.7%)	113 (18.6%)	84 (13.9%)	106 (17.4%)	607 (100%)
Speaking	106 (56.8%)	29 (15.3%)	30 (16.1%)	10 (5.2%)	12 (6.5%)	187 (100%)
Other	421 (53.6%)	116 (14.8%)	133 (17.0%)	55 (7.0%)	60 (7.6%)	785 (100%)
Total	1,022 (41.9%)	379 (15.5%)	468 (19.2%)	251 (10.3%)	320 (13.1%)	2,441 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B5: Types of Disabilities by Highest Level of School Completed, Canada, 1995
(Ages 15-64 Only, 000s and as a % of each Disability Group)

Type of Disability	Less than Grade 5	Grades 5-8	Grades 9-13	Secondary Grad. Certificate	Non-University Certificate	University without Diploma	University with Diploma	Masters or Doctorate	Total
Mobility	64 (5.0%)	252 (19.6%)	342 (26.6%)	157 (12.2%)	327 (25.5%)	37 (2.9%)	94 (7.3%)	12 (0.9%)	1,287 (100%)
Agility	69 (5.6%)	226 (18.3%)	331 (26.8%)	144 (11.7%)	326 (26.5%)	38 (3.1%)	88 (7.1%)	10 (0.8%)	1,234 (100%)
Seeing	13 (5.6%)	41 (18.3%)	72 (31.6%)	28 (12.3%)	44 (19.3%)	6* (2.6%)*	19 (8.4%)	4* (1.9%)*	227 (100%)
Hearing	33 (5.5%)	108 (17.8%)	157 (25.8%)	79 (13.0%)	171 (28.2%)	12 (2.1%)	39 (6.4%)	8 (1.2%)	607 (100%)
Speaking	38 (20.3%)	24 (15.2%)	55 (29.3%)	20 (10.6%)	36 (19.4%)	4* (1.9%)*	10 (5.5%)	0.5** (0.2%)**	187 (100%)
Other	69 (8.7%)	126 (16.1%)	228 (29.2%)	94 (12.0%)	185 (23.6%)	20 (2.6%)	54 (6.9%)	6* (0.8%)*	785 (100%)
Total	113 (4.6%)	367 (15.1%)	650 (26.6%)	329 (13.5%)	659 (27.0%)	79 (3.2%)	208 (8.5%)	34 (1.3%)	2,441 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding. *Use figure with care; CV is between 16.5% and 33%. **Use figure with highest care; CV is greater than 33%.

Table B6: Types of Disabilities by Province, 1995
(000s and as a % of each Disability Group)

Type of Disability	Nfld. & PEI	Nova Scotia	New Bruns.	Quebec	Ontario	Manitoba	Sask.	Alberta	B.C.	NWT & Yukon	Total
Mobility	44 (1.9%)	108 (4.8%)	68 (3.0%)	452 (19.9)	939 (41.3%)	96 (4.2%)	79 (3.5%)	212 (9.3%)	269 (11.8%)	4 (0.2)	2,271 (100%)
Agility	37 (1.8%)	103 (5.0%)	59 (2.9%)	409 (19.8%)	837 (40.5%)	90 (4.4%)	73 (3.5%)	185 (8.9%)	269 (13.0%)	4 (0.2%)	2,067 (100%)
Seeing	10 (1.9%)	22 (3.9%)	17 (3.1%)	120 (21.6%)	223 (40.0%)	27 (4.9%)	24 (4.2%)	49 (8.7%)	64 (11.5)	1 (0.2%)	558 (100%)
Hearing	20 (1.7%)	53 (4.5%)	42 (3.6%)	178 (15.2%)	449 (38.3%)	59 (5.0%)	49 (4.2%)	127 (8.7%)	191 (16.3%)	4 (0.3%)	1,171 (100%)
Speaking	58 (1.9%)	10 (3.8%)	10 (4.0%)	54 (20.8%)	101 (39.3%)	9 (3.4%)	10 (4.0%)	20 (7.6%)	38 (14.8%)	0.5 (0.2%)	257 (100%)
Other	18 (1.6%)	45 (3.9%)	39 (3.5%)	231 (20.3%)	457 (40.2%)	39 (3.4%)	43 (3.8%)	114 (10.0%)	147 (12.9%)	3 (0.3%)	1,137 (100%)
Total	67 (1.7%)	174 (4.6%)	116 (3.0%)	754 (19.8%)	1,494 (39.2%)	162 (4.3%)	145 (3.8%)	383 (10.1%)	509 (13.4%)	10 (0.3%)	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B7: Types of Disabilities by Severity, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Mild	Moderately Severe	Severe	Total
Mobility	571 (25.2%)	1,018 (44.8%)	681 (30.0%)	2,271 (100%)
Agility	461 (22.3%)	929 (44.9%)	677 (32.8%)	2,067 (100%)
Seeing	153 (27.4%)	181 (32.5%)	224 (40.2%)	558 (100%)
Hearing	500 (42.7%)	361 (30.8%)	310 (26.5%)	1,171 (100%)
Speaking	49 (19.0%)	109 (42.2%)	100 (38.7%)	257 (100%)
Other	372 (32.7%)	429 (37.7%)	336 (29.6%)	1,137 (100%)
Total	1,862 (48.8%)	1,256 (32.9%)	695 (18.2%)	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B8: Types of Disabilities by Prevented from taking Long Distance Trips, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Prevented from Long Distance Trips			Total
	Total	% of Disability Group	% of Total Who Are Prevented	
Mobility	579	25.5%	85.6%	2,271 (100%)
Agility	532	25.7%	78.7%	2,067(100%)
Seeing	143	25.6%	21.1%	558 (100%)
Hearing	204	17.4%	30.1%	1,171 (100%)
Speaking	60	23.2%	8.8%	257 (100%)
Other	272	23.9%	40.2%	1,137 (100%)
Total	676	17.7%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B9: Types of Disabilities by Need for an Attendant/Companion on Long Distance Trips, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Need Attendant			Total
	Total	% of Disability Group	% of Total Who Need Attendant	
Mobility	397	17.5%	74.0%	2,271 (100%)
Agility	383	18.5%	71.3%	2,067 (100%)
Seeing	124	22.2%	23.1%	558 (100%)
Hearing	173	14.7%	32.2%	1,171 (100%)
Speaking	85	33.0%	15.8%	257 (100%)
Other	248	21.8%	46.2%	1,137 (100%)
Total	537	14.1%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B10: Types of Disabilities by Need for an Specialized Transportation Services or Facilities on Long Distance Trips, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Need Specialized Services/Facilities			Total
	Total	% of Disability Group	% of Total Who Need Services/ Fatalities	
Mobility	78	3.4%	87.6%	2,271 (100%)
Agility	69	3.3%	77.4%	2,067 (100%)
Seeing	21	3.8%	24.1%	558 (100%)
Hearing	35	3.0%	39.2%	1,171 (100%)
Speaking	12	4.8%	13.7%	257 (100%)
Other	42	3.7%	46.7%	1,137 (100%)
Total	89	2.3%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B11: Types of Disabilities by Difficulty Taking Short Trips, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Difficulty Taking Short Trips – Yes			Total
	Total	% of Disability Group	% of Total Who Have Difficulties	
Mobility	503	22.1%	84.4%	2,271 (100%)
Agility	482	23.3%	80.9%	2,067 (100%)
Seeing	140	25.1%	23.6%	558 (100%)
Hearing	191	16.3%	32.0%	1,171 (100%)
Speaking	81	31.4%	13.6%	257 (100%)
Other	260	22.9%	43.7%	1,137 (100%)
Total	596	15.6%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B12: Types of Disabilities by Restricted to One's Residence, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Restricted to One's Residence – Yes			Total
	Total	% of Disability Group	% of Total Who Are Restricted to Residence	
Mobility	215	9.5%	88.8%	2,271 (100%)
Agility	209	10.1%	86.2%	2,067 (100%)
Seeing	67	12.0%	27.5%	558 (100%)
Hearing	78	6.6%	32.0%	1,171 (100%)
Speaking	40	15.5%	16.4%	257 (100%)
Other	121	10.6%	49.7%	1,137 (100%)
Total	243	6.4%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B13: Types of Disabilities by Need for an Attendant/Companion on Short Trips, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Need Attendant			Total
	Total	% of Disability Group	% of Total Who Need Attendant	
Mobility	411	18.1%	80.1%	2,271 (100%)
Agility	375	18.1%	73.1%	2,067 (100%)
Seeing	140	25.1%	27.4%	558 (100%)
Hearing	182	15.5%	35.5%	1,171 (100%)
Speaking	77	30.1%	15.1%	257 (100%)
Other	230	20.2%	44.9%	1,137 (100%)
Total	513	13.4%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B14a: Types of Disabilities by Need for Specialized Transit, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Need Specialized Transit			Total
	Total	% of Disability Group	% of Total Who Need Specialized Transit	
Mobility	52	2.3%	67.3%	2,271 (100%)
Agility	61	2.9%	77.7%	2,067 (100%)
Seeing	20	3.6%	25.9%	558 (100%)
Hearing	26	2.2%	32.9%	1,171 (100%)
Speaking	16	6.1%	20.1%	257 (100%)
Other	35	3.1%	45.5%	1,137 (100%)
Total	78	2.0%	100.0%	3,813 (100%)

Table B14b: Types of Disabilities by Use of Specialized Transit, Canada, 1995 (000s and as a % of each Disability Group)

Type of Disability	Need Specialized Transit			Total
	Total	% of Disability Group	% of Total Who Need Specialized Transit	
Mobility	102	4.5%	91.1%	2,271 (100%)
Agility	93	4.5%	83.1%	2,067 (100%)
Seeing	37	6.6%	33.0%	558 (100%)
Hearing	38	3.3%	34.0%	1,171 (100%)
Speaking	15	5.6%	12.9%	257 (100%)
Other	40	3.5%	35.7%	1,137 (100%)
Total	112	2.9%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B15a: Types of Disabilities by Use of Public Transit, Canada, 1995
(000s and as a % of each Disability Group)

Type of Disability	Use Public Transit			Total
	Total	% of Disability Group	% of Total Who Use Public Transit	
Mobility	653	28.8%	54.5v	2,271 (100%)
Agility	580	28.1%	48.4%	2,067 (100%)
Seeing	180	32.3%	15.0%	558 (100%)
Hearing	276	23.6%	23.1%	1,171 (100%)
Speaking	79	30.7%	6.6%	257 (100%)
Other	416	36.6%	34.7%	1,137 (100%)
Total	1,198	31.4%	100.0%	3,813 (100%)

Table B15b: Types of Disabilities by Difficulty Using Public Transit, Canada, 1995
(000s and as a % of each Disability Group)

Type of Disability	Difficulty Using Public Transit			Total
	Total	% of Disability Group	% of Total Who Have Difficulty Using Public Transit	
Mobility	122	5.4%	76.2%	2,271 (100%)
Agility	111	5.4%	69.0%	2,067 (100%)
Seeing	31	5.5%	19.1%	558 (100%)
Hearing	46	3.9%	28.7%	1,171 (100%)
Speaking	25	9.8%	15.7%	257 (100%)
Other	70	6.1%	43.4%	1,137 (100%)
Total	160	4.2%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B16: Types of Disabilities by Use of Taxi Services, Canada, 1995
(000s and as a % of each Disability Group)

Type of Disability	Use Taxi Services			Total
	Total	% of Disability Group	% of Total Who Use Taxi Services	
Mobility	463	20.4%	74.7%	2,271 (100%)
Agility	423	20.5%	68.2%	2,067 (100%)
Seeing	135	24.1%	21.7%	558 (100%)
Hearing	157	13.4%	25.3%	1,171 (100%)
Speaking	60	23.2%	9.6%	257 (100%)
Other	221	19.5%	35.7%	1,137 (100%)
Total	620	16.3%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.

Table B17a: Types of Disabilities by Drivers of Personal Vehicles, Canada, 1995
(000s and as a % of each Disability Group)

Type of Disability	Drive a Personal Vehicle			Total
	Total	% of Disability Group	% of Total Who Drive Personal Vehicles	
Mobility	1,082	47.7%	52.6%	2,271 (100%)
Agility	1,013	49.0%	49.2%	2,067 (100%)
Seeing	164	29.3%	7.9%	558 (100%)
Hearing	645	55.1%	31.3%	1,171 (100%)
Speaking	78	30.4%	3.8%	257 (100%)
Other	501	44.1%	24.4%	1,137 (100%)
Total	2,059	54.0%	100.0%	3,813 (100%)

Table B17b: Types of Disabilities by Difficulty as a Passenger in Personal Vehicles, Canada, 1995
(000s and as a % of each Disability Group)

Type of Disability	Difficulty As a Passenger in Personal Vehicles			Total
	Total	% of Disability Group	% of Total Who Have Difficulty as a Passenger	
Mobility	205	9.0%	80.9%	2,271 (100%)
Agility	210	10.0%	82.5%	2,067 (100%)
Seeing	37	6.6%	14.5%	558 (100%)
Hearing	72	6.2%	28.5%	1,171 (100%)
Speaking	19	7.3%	7.4%	257 (100%)
Other	94	8.3%	37.0%	1,137 (100%)
Total	254	6.7%	100.0%	3,813 (100%)

Source: TransAccess Information Base
Notes: Values are age adjusted projections of 1991 HALS (Adults in Households) data. Numbers may not add up to 100% due to rounding.