

The Accessibility for Manitobans Act

Transportation Standard FAQ

SCOPE OF THE PROPOSED TRANSPORTATION STANDARD

The proposed Accessible Transportation Standard includes measures related to training, policy development, equipment, vehicle design, and operating matters such as fares, hours of service, and routes. The standard primarily deals with conventional transit and paratransit, but it also includes other types of vehicles such as school buses and vehicles for hire, including ride share providers, limousines and personal transportation providers.

WHAT REQUIREMENTS WOULD MY ORGANIZATION HAVE TO MEET UNDER THIS STANDARD?

Conventional Transit and Paratransit Operators would have to create accessible measures, policies and practices on accessible transportation and make these documents publicly available. They would also have to provide training to staff on the safe use of accessibility equipment, emergency preparedness and response procedures, among other instructions. The standard would ensure that conventional transit buses meet minimum accessible design requirements, that transit infrastructure is more accessible, that it is maintained, and is cleared of snow during the winter months.

Manitoba School Boards and Independent Schools would have to provide integrated accessible school transportation services. If this is not possible, Manitoba school boards, that oversee public schools, would have to arrange alternative accessible transportation. School buses run by independent schools would have to meet minimum accessible design requirements.

Vehicles-for-hire that operate in a municipality with a vehicle for-hire bylaw would have to meet minimum accessibility requirements, and municipalities would support planning and reporting activities related to accessible vehicles-for-hire.

Municipalities that have a vehicle for hire by-law would have some requirements related to planning and reporting under this standard. Every two years, municipalities would have to consult with the public to identify the number of accessible vehicles for hire that are required. When publishing an accessibility plan, municipalities would have to include this information, along with the number of vehicles for hire that they currently have, and a plan to address the deficit (if applicable).

Finally, municipalities would have to inform operators of a vehicle for hire of the requirements set out in Standards for Mobility Aid Securement Devices and Occupant Restraint Systems and Related Exemptions Regulation.

WHEN WOULD ORGANIZATIONS HAVE TO MEET THE REQUIREMENTS OF THE STANDARD?

Obligated organizations would have until **January 1, 2026** to comply with accessibility requirements, with the exception that transit operators would have an additional 10

years to upgrade existing buses to meet physical accessibility requirements (i.e. January 1, 2036).

WHAT IS A PERSONAL TRANSPORTATION PROVIDER?

A personal transportation provider is a vehicle for hire that is not a taxi, and includes a limousine or rideshare vehicle. An example of a personal transportation provider company is BDC Contractors.

WHAT IS A RIDESHARE PROVIDER?

Rideshare providers are companies that allow their customers to get a ride to a specific destination using an app on their mobile device, or even a website. Examples of ride share providers are Uber and MY CAB.

WHAT IS A PARATRANSIT SERVICE PROVIDER?

Paratransit service providers offer a public transportation option for individuals who are unable to use conventional transit services because of a disability. Examples of paratransit service providers are Winnipeg Transit Plus and Brandon Access Transit.

WHAT IS A SERVICE ANIMAL?

A service animal means a service animal as defined in The Human Rights Code. An example of a service animal would be a guide dog that works as a guide for a blind or partially sighted person.

WHICH MUNICIPALITIES OUTSIDE OF WINNIPEG HAVE TRANSIT AND PARATRANSIT SERVICES?

The extent of public transit outside of Winnipeg varies. Only a few cities/towns have conventional transit, but many have paratransit services.

Public Transit in 10 most populous cities/towns outside of Winnipeg		
Town/City	Conventional Transit	Paratransit
Brandon	Yes	Yes
Steinbach	No	Yes
Thompson	Yes	Yes
Portage la Prairie	No	Yes
Winkler	No	No
Selkirk	Yes	Yes
Morden	No	Yes
Dauphin	No	Yes
The Pas	No	Yes
Flin Flon	Yes	Yes

WHY IS RAIL AND FERRY TRANSPORTATION NOT INCLUDED IN THIS STANDARD?

The Accessibility Advisory Council recommended including rail and ferry transportation in this standard. Upon close review of Manitoba's rail service, there is no rail service that carries passengers and therefore it does not need to be regulated under this standard.

Municipalities run a small number of ferries for passengers inside vehicles and therefore do not require accessibility regulation under this standard.

WHAT ARE THE CANADIAN STANDARDS ASSOCIATION (CSA) STANDARDS AND WHERE CAN I VIEW THEM?

The **CSA Group** (formerly the **Canadian Standards Association; CSA**) is an organization that develops standards to create uniformity across producers, consumers, government agencies, and others regarding terminology, product specifications, protocols, and more. CSA Group publish standards in print and electronic form, and provides training and advisory services that can be accessed here:

CSA Group Website: <https://www.csagroup.org>

The CSA Group standards that are cited in the proposed Accessible Transportation Standard Regulation are:

Accessible Transit Buses Standard

CSA D435: <https://www.csagroup.org/store/product/D435-16>

School Buses Standard

CSA D250: <https://www.csagroup.org/store/product/CSA%20D250:22/>

Motor Vehicles for the Transportation of Persons with Physical Disabilities Standard

CSA D409: <https://www.csagroup.org/store/product/D409-16/>