

Transportation Standard Development Committee – Summary of Discussions

Date: April 18, 2019

Time: 10:00-11:30

Location: 114 Garry

Present: Liam Black, Samantha Rodeck, Patrick Stewart, Jesse Turner (Chair), Grant Heather, Bjorn Radstrom, Scott Suderman, Rick Penner, Erica Vido

Absent: Josee Fernandes, Zach Fleisher

The Handi-Transit and Public Transit subcommittee provided an update on their progress so far. The subcommittee reported that they need more time before they report back to the main group. They are still looking into other regulations/jurisdictions and are facing two main challenges. First, they are having difficulty considering how the standard will impact municipalities outside Winnipeg. It is difficult because the committee members do not have experience with smaller municipalities. Second, the subcommittee is carefully considering whether the Ontario Transportation Standard is lacking something that Manitoba should adopt.

The School Buses and Motorcoaches subcommittee then provided an update on their work. The subcommittee wants to ensure the definitions in the Transportation Standard will be consistent with the Highway Traffic Act and other regulations. The subcommittee noted that school buses are already heavily regulated and that the Transportation Standard should not repeat what is already in regulation. On the whole, the Ontario Transportation Standard does a good job with respect to buses.

The Taxis and Vehicles for Hire subcommittee then provided an update on its work. The Ontario Standard was written before vehicles for hire became widely used. It's recommended that the Manitoba Transportation Standard be written with more of an eye towards vehicles for hire. Not every municipality will make a clear distinction between taxis and non-taxis, so the standard must be broad enough to encompass both. The subcommittee wants the Transportation Standard to make sure that all municipalities are working towards improved accessibility. Different sized communities will have different targets for accessible fleets and these targets would be increased in incrementally. Accessible vehicles should not be able to charge higher fares for transportation or additional service charges/fees for reasonable assistance or service animals.