

# Transportation Standard Development Committee Summary of Discussions

**Wednesday, July 31, 2019, 10:00 AM to Noon**

Boardroom 1K (first floor), 114 Garry Street

**Present:** Jesse Turner                      Patrick Stewart                      Josie Fernandes  
Samantha Rodeck                      Barbara Barnett-Fontaine                      Scott Suderman

**Regrets:** Rick Penner                      Bjorn Radstrom                      Grant Heather  
Zach Fleisher

## Review of Draft Recommendations

### Recommendation #18 – Priority seating

The Transportation SDC was provided with information about priority seating policies from City of Regina Transit and about priority signage in Ontario. Ontario takes a harder stance on strollers than Manitoba but not as rigorous as some US locations.

Committee members discussed stroller size and limits on the numbers of strollers and wheelchairs, e.g. limit of two. Consideration was given to the practicality of setting size limits for strollers and wheelchairs while noting the need to keep bus aisles clear as a safety concern. Questions were raised about expectations of Regina transit drivers to enforce priority seating, and if a policy on the number of strollers might be unrealistic to enforce in practice. Ontario's regulations require strollers to vacate the priority seating section if needed by persons with disabilities.

Committee members discussed two available options for securing mobility devices in priority seating sections on buses:

1. The Quantum automated system, which is easier to use by passengers. It is a rear-facing system, and can be installed with or without fold-up seats.
2. The Q'Pod restraint system, which is installed with fold-up seats and uses belts to secure the mobility device. It is a forward-facing system.

Choosing a type of restraint system in regulation might be too prescriptive.

- Committee affirmed the need to differentiate between priority and courtesy seating, and to define "courtesy seating".
- Further discussion on this recommendation is tabled for the next meeting.

### **Recommendation #21 – On-board announcements**

- Ensure signage is visible for both forward and rearward facing passengers.

### **Recommendation #24 – Allocated mobility aid spaces**

This recommendation concerns issues similar to those of recommendation #18 (priority seating). The two recommendations should be combined.

### **Recommendation #27 – Signage**

- *Visible signage for both forward and rearward facing passengers (#21) would also apply to #27.*

### **Recommendation #29 – Steps**

Committee members questioned whether #29 would be relevant as low floor busses are coming into service.

- Further discussion on #29 is tabled for the next meeting.

### **Recommendation #32 – Categories of eligibility**

- Further discussion on #32 is tabled for the next meeting.

### **Recommendation #33 – Eligibility Application Process might be linked to recommendation #32 (categories of eligibility).**

- Changes in wording and paragraphs were recommended.

### **Recommendation #35 – Eligibility, Visitors**

- Paragraph changes were recommended.

### **Recommendation #36 – Origin to destination services**

- Some paragraph changes were recommended but this section will be discussed at the next meeting.

### **Adjournment**

- The meeting adjourned at 12:00 noon.
- The next meeting of the Transportation Standard Development Committee is on Wednesday, August 14, 2019 (subsequently postponed to August 29).