Minute No. 346
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 19, 2020

Item No. 2 Wheelchair Priority Spaces on Transit Buses

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the Winnipeg Public Service be directed to engage in public consultation with respect to accessible seating on transit buses and include the following:

    A. Policies from other jurisdictions related to strollers, priority and courtesy seating and driver assistance for persons requiring accessible seating.

    B. The number of pass-ups recorded by Winnipeg Transit.

    C. Barriers experienced by wheelchair users trying to navigate the current configuration.

    D. Challenges experienced at rush hour versus non-rush hour conditions.

    E. The impact of *The Accessibility for Manitobans Act* Transportation Standard draft legislation on Winnipeg Transit Policy.

    F. The financial implications and rider impact of removing the flip-up bench at the front of the bus.

2. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 180 days.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the forgoing.

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DECISION MAKING HISTORY:

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 22, 2020, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 19, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee, with the following amendments:

- Add the following new Recommendation 1:

  "1. That the Winnipeg Public Service be directed to engage in public consultation with respect to accessible seating on transit buses and include the following:"

- Renumber the remaining recommendations as 1.A-1.F

- Add the following new Recommendation 2:

  "2. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 180 days."

and submitted the matter to the Executive Policy Committee and Council.

The following persons submitted communications:

- David Grant submitted a communication in opposition to the matter
- Patrick Stewart, Independent Living Resource Centre, submitted a communication with respect to the matter

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION:

On March 10, 2020, the East Kildonan-Transcona Community Committee passed the following motion:

WHEREAS it is difficult to develop an appropriate policy to reconfigure the accessible seating arrangement within the Winnipeg Transit fleet without looking at mitigating factors;

AND WHEREAS organizations like the Independent Living Centre are ready and able to work with the city in any capacity and play a constructive role;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to report back within 120 days on the following as it relates to accessible seating on transit buses:

1. Policies from other jurisdictions related to strollers, priority and courtesy seating and driver assistance for persons requiring accessible seating.

2. The number of pass-ups recorded by Winnipeg Transit.

3. Barriers experienced by wheelchair users trying to navigate the current configuration.

4. Challenges experienced at rush hour versus non-rush hour conditions.

5. The impact of *The Accessibility for Manitobans Act* Transportation Standard draft legislation on Winnipeg Transit Policy.

6. The financial implications and rider impact of removing the flip-up bench at the front of the bus.