REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED NOVEMBER 1, 1999

On motion of Councillor Angus, Clause 1 of the Report of the Standing Policy Committee on Public Works, dated November 1, 1999, was considered.

Moved by Councillor Angus,
That the Consent Agenda, Clause 1, be adopted.

Carried.

2000 Transit Fare Adjustment
File TT-2 (Vol. 11)

452 - 1. The Standing Policy Committee on Public Works has been advised that on January 20, 1999, the Chief Administrative Officer directed that all departments prepare Departmental Business Plans for submission by June 1999. Accordingly, the Transit Department submitted its 2000 Departmental Business Plan, on June 18, 1999, containing its financial projections for 2000 to 2002. Several options were outlined to achieve the mill rate support targets which had been identified.

The current fare structure approved by Council as part of the 1999 current budget is as follows:

FARE CATEGORY	EFFECTIVE JANUARY 1, 1999
Adult Cash	$ 1.55
Adult Ticket	$ 1.50 (10 for $15.00)
Adult weekly pass (5 days)	$13.50
Adult Super Pass (7 days)	$15.00
Adult Monthly Pass	$57.75
Reduced Cash	$ 1.25
Reduced Ticket	$ 0.90
Reduced Super Pass	$ 9.00
Reduced Monthly Pass	$34.65
Handi-Transit Cash	$ 1.55
Handi-Transit Ticket	$ 1.50
Handi-Transit Monthly Pass	$57.75

Preliminary year 2000 Transit Department current estimates have been prepared assuming certain inflationary cost increases, projecting certain other costs and revenues for 2000, and reflecting the mill rate support reduction guidelines provided to the Department.

In order to achieve the mill rate supported targets, a transit fare increase effective January 1, 2000, as well as a variety of other measures will be required.

The main components driving the Transit Department's projected cost increases for 2000 are as follows:

- Decreased ridership based on 1999 projections
- Increased wage and benefit costs reflecting provision for negotiated increases (the CUPE and ATU collective agreements terminate December 25, 1999, and January 15, 2000, respectively, while the WAPSO agreement expires October 11, 2000)

Report of the Standing Policy Committee on Public Works dated November 1, 1999

- Increased wage and benefit costs reflecting increased cost of the sick leave plan changes negotiated in the last ATU agreement
- Increased debt servicing costs
- Miscellaneous inflationary increases
- Reduction in the mill rate support grant

In order to meet the guideline targets for the transit operation, it will be necessary, among other actions, to raise transit fares effective January 1, 2000, by 5¢. Any delay in implementing the increase will result in foregoing revenue of approximately $120,000.00 per month of delay.

It is therefore recommended that transit fares for both the adult and reduced categories be increased by the equivalent of 5¢ effective January 1, 2000. The resulting transit fare structure, effective January 1, 2000, would therefore be as follows:

FARE CATEGORY	1999	EFFECTIVE JANUARY 1, 2000
Adult Cash	$ 1.55	$ 1.60
Adult Ticket	$ 1.50 (10 for $15.00)	$ 1.55 (10 for $15.50)
Adult weekly pass (5 days)	$13.50	$14.00
Adult Super Pass (7 days)	$15.00	$15.50
Adult Monthly Pass	$57.75	$59.70
Reduced Cash	$ 1.25	$ 1.30
Reduced Ticket	$ 0.90 (10 for $9.00)	$ 0.95 (10 for $9.50)
Reduced Super Pass	$ 9.00	$ 9.50
Reduced Monthly Pass	$34.65	$36.60
Handi-Transit Cash	$ 1.55	$ 1.60
Handi-Transit Ticket	$ 1.50 (10 for $15.00)	$ 1.55 (10 for $15.50)
Handi-Transit Monthly Pass	$57.75	$59.70

The recommended fare increase, effective January 1, 2000, would produce a projected increased revenue of approximately $1.5 million in 2000.

The following table illustrates the chronology of transit fare increases over the past 15 years:

Effective Date	Regular Cash*	Regular Ticket*	Regular Monthly Pass*	Regular Super Pass	Regular 5 Day Pass	Reduced Cash	Reduced Ticket	Reduced Monthly Pass	Reduced Super Pass
85 03 01	$0.85	$0.75	$27.00			$0.35	$0.30	$13.00	
86 03 01	$0.85	$0.75	$28.00			$0.35	$0.30	$14.00	
87 03 01	$0.90	$0.80	$30.00			$0.40	$0.35	$15.00	
88 03 01	$1.00	$0.90	$34.00			$0.50	$0.45	$17.00	
90 05 01	$1.10	$1.00	$38.00			$0.55	$0.50	$20.00	
91 02 01	$1.15	$1.05	$40.00			$0.60	$0.55	$22.00	
92 02 01	$1.20	$1.10	$42.00			$0.60	$0.575	$23.00	
93 02 01	$1.25	$1.15	$44.00			$0.65	$0.625	$25.00	
93 07 01	$1.30	$1.20	$45.00			$0.70	$0.65	$25.50	

94 02 01	$1.35	$1.35	$48.00			$0.75	$0.75	$28.00	
95 06 01	$1.35	$1.30	$48.00	$13.00	$11.70	$0.80	$0.80	$28.00	$7.50
96 02 01	$1.40	$1.35	$52.00	$13.50	$12.15	$0.85	$0.80	$30.80	$8.00
97 01 01	$1.45	$1.40	$53.90	$14.00	$12.60	$0.85	$0.80	$30.80	$8.00
98 01 01	$1.50	$1.45	$55.85	$14.50	$13.05	N/A	$0.85	$32.75	$8.50
99 01 01	$1.55	$1.50	$57.75	$15.00	$13.50	$1.25	$0.90	$34.65	$9.00
00 01 01 PROPOSED	$1.60	$1.55	$59.70	$15.50	$13.95	$1.30	$0.95	$36.60	$9.50

* Includes Handi-Transit

Pursuant to the above, it is recommended by the Administration:

I. That transit fares be increased by 5¢ effective January 1, 2000, for both the regular and reduced fare categories (including Handi-Transit).

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Due to a tie vote, the Standing Policy Committee on Public Works submits this matter without recommendation.

On November 10, 1999, the Executive Policy Committee referred this matter to Current Budget deliberations.

On March 8, 2000, the Executive Policy Committee recommended that the matter be filed inasmuch as it has been dealt with in the recommendations of the Executive Policy Committee regarding the 2000-2002 Preliminary Current Estimates .

Adopted by consent.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED FEBRUARY 8, 2000

On motion of Councillor Angus, Clause 4 of the Report of the Standing Policy Committee on Public Works, dated February 8, 2000, was considered.

Moved by Councillor Angus,
That the Consent Agenda, Clause 4, be adopted.

Carried.

Policy for the Funding, Development and Maintenance of Winter Trails
File E-5.1 (Vol. 19)

453 - 4. The Standing Policy Committee on Public Works at its meeting held on May 3, 1999, considered a request from the Riverbank Management Committee that favourable consideration be given to including an appropriate amount of funding in the Public Works Department's 2000 Operating Budget for the development and maintenance of the Kildonan Red River Winter Trail (linking Kildonan Park to Fraser's Grove Park) and the South Red River Winter Trail (linking Churchill Park to the former St. Vital Community Committee office at 604 St. Mary's Road).

At that time, the Standing Policy Committee approved in principle the request from the Riverbank Management Committee, and instructed the Administration to prepare a report outlining all associated costs for consideration by the Standing Committee on Fiscal Issues. The Administration from both the Public Works and Community Services Departments were further requested to jointly prepare a comprehensive policy for the development and maintenance of Winter Trails to be considered concurrently by the Standing Committee on Fiscal Issues.

The development of River Winter Trails provides citizens and tourists alike with an excellent opportunity for revitalizing the City's image as a Winter City. Our urban waterways provide invaluable aesthetic amenities and visual impacts not otherwise available in a flat urban landscape. As linear features, they create a strong focus for major recreational linkage systems. Our rivers and creeks are also an integral part of our historical heritage and offer potential recreational alternatives.

Previously funded via the Riverbank Management Committee's Special Project Account, the Kildonan Red River Winter Trail, demarcated on Appendix "A" hereto, has proven to be an unqualified success. Reports from the Administration, the Acting Harbourmaster, and the media indicate that this public amenity draws thousands of participants every week (particularly on weekends) and rivals the attendance of the Royal Bank Forks Winter Trail.

In response to public demand, the Riverbank Management Committee approved initial funding from its Special Project Account, for the development of a second South Red River Winter Trail linking Fort Rouge to St. Vital, as identified on Appendix "B" hereto.

The said Red River Winter Trails will be complimented by the "Royal Bank Forks Winter Trail" that is constructed annually at The Forks by way of an annual grant in the amount of $40,000.00. This initiative will be further enhanced by a proposal put forward by the Coalition Accès Rivière – River Access Coalition (a coalition of Business Improvement Zone Associations, The Forks North Portage Partnership, and community groups). This coalition has a shared vision to make the Red and Assiniboine Rivers, through Winnipeg's Downtown, a major transportation/transit and recreation corridor. This vision has as its goal the strengthening of the economies of the City's central business districts and enhancing the livability of the surrounding neighbourhoods. To this end, seven locations along the Red and Assiniboine Rivers have been identified where permanent dock facilities could be developed.

Accordingly, by formally approving the proposed policy, the City of Winnipeg will achieve the following objectives:

Report of the Standing Policy Committee on Public Works dated February 8, 2000

- The integration of our frozen urban waterways with community and regional public open space.
- The preservation and enhancement of associated waterway views and vistas.
- Making our frozen urban waterways accessible to allow citizens and tourists to purse a wide range of fitness-oriented activities.

Adoption of the policy would involve both short term and long range programs. Accordingly, it is recommended that additional funding in the amount of $28,500.00 be included as a line item in the year 2001 Public Works Department Operating Budget to allow for the re-establishment of the Kildonan Red River Winter Trail and the newly created South Red River Winter Trail following this winter season. Once funding is in place, the Administration shall undertake a detailed and comprehensive study of the City's waterway system to identify:

- The most suitable stretches of frozen waterways for Winter Trail development.
- The nature of potential recreational opportunities for these identified waterways.
- Standards for the safe access and use of Winter River Trails.

With specific regard to safety, the limits of Winter River Trail developments are presently defined by the Acting City Harbourmaster. Currently, Winter River Trail development is generally confined to the Red River south of Kildonan Park and north of Churchill Park. For the Assiniboine River, such development is not permitted west of Spence Street. It should be noted that, in an average winter, River Trails are open from mid-January until the end of February when ice conditions are deemed safe for public use.

In the longer term, the Winter Trails Program will include the identification of various public and private partnerships that will either assume or share the cost of Winter River Trail development. Given the relative success of the existing Winter Trail system, it is likely that such sponsorship would be forthcoming over time.

A financial impact statement for this program has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Policy Committee on Fiscal Issues on November 24, 1997.

In accordance with the recommendation set out below, the Standing Policy Committee on Public Works will consider the matter of funding during its deliberations on the 2001 Current Estimates.

The Standing Policy Committee on Public Works recommends:

I. That the following policy relative to the funding, development and maintenance of winter river trails be formally approved, namely:

That the City shall establish a Winter River Trail system for cross-country skiing, skating and for pedestrians in order to promote the City's river corridors as winter recreational sites and to link various community and regional public open spaces.

II. That funding in the amount of $28,500.00 be included as a line item in the Public Works Department Operating Budget commencing in the year 2001 to fund the re-establishment of the Kildonan Red River Winter Trail and the newly created South Red River Winter Trail.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any document related thereto.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

On February 16, 2000, the Executive Policy Committee referred the matter to the Current Budget deliberations.

On March 8, 2000, the Executive Policy Committee recommended that the matter be filed inasmuch as it has been referred for consideration during the 2001 Current Budget deliberations

Adopted by consent.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED MARCH 7, 2000

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated March 7, 2000, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2,3 and 4 be adopted.

Carried.

Authorization for Multi-Year Bus Replacement Tender (2000 to 2002)
File TE-1 (Vol. 7)

454 - 1. The Standing Policy Committee on Public Works has been advised that the Transit Department proposes to tender for its 2000, 2001 and 2002 buses in a single order, to address the problem of timely transit bus replacement. It is important to have a regular, consistent and timely pattern of transit bus replacements in order to minimize maintenance costs and to optimize fleet reliability. Although this is usually achieved by tendering on an annual basis, at the present time all of the major transit bus manufacturers have an inordinate backlog in their production schedules. In particular, Winnipeg's New Flyer Industries currently has a 2 ½ year delivery time for buses ordered today.

The current transit bus fleet for Winnipeg Transit consists of 535 heavy duty buses of varying size and configuration. Based on past experience, the Transit Department expects to achieve an 18 year life from each of these buses. This represents a considerably greater life than the 12 year life the manufacturers advertise. Achieving an 18 year life requires a high level of ongoing and preventive maintenance throughout the 18 year period. If an 18 year life can be achieved, the replacement of 30 buses per year is required in order to maintain the fleet at 535 buses. If an 18 year life cannot be achieved, a greater number of replacements would be required (i.e. 45 buses per year if only a 12 year life is achieved).

Council's current policy is that all replacement transit buses purchased be accessible to those persons with physical disabilities in order to make the fleet substantially accessible by 2003 (i.e. all mid day buses accessible), and totally accessible by 2012. Presently, there are 121 low floor accessible buses in the fleet, representing 23% of the fleet.

The average age of the transit fleet is currently 9.5 years which is marginally above the 9 years that an 18 year life expectancy should dictate. If an order was to be placed with New Flyer Industries in the spring for the 30 buses contained in the 2000 Capital Estimates, these buses would not be received until the fall of 2002, at the earliest. By that time the average fleet age would have increased to 12 years. This considerable delay in receiving new buses ordered today is of grave concern to the Transit Department as the increased fleet age will have a serious effect on maintenance costs and system reliability.

The Transit Department proposes to tender for its 2000, 2001 and 2002 buses in a single order, with delivery as soon as possible, but no sooner than the relevant budget year. That is, if for some reason, conditions in the industry should change and allow more prompt deliveries than is the case at the present time, the 2001 bus order would not be delivered until 2001, and the 2002 bus order not until 2002. In that way the budgeted monies would not be expended prior to the year in which the Five Year Capital Forecast anticipated.

The proposed multi-year tender would not result in any additional cost to the City or the Provincial Government, over and above that anticipated in the Five Year Capital Forecast. However, past experience has shown that there could well be additional savings by placing one larger order, rather than three separate smaller ones, achieving a more advantageous bid price. In addition, tendering for 2000 to 2002 requirements at one time will reduce maintenance costs and improve reliability relative to what would be the case under three separate annual orders.

Report of the Standing Policy Committee on Public Works dated March 7, 2000

Project costs and funding sources included in the Five Year Capital Forecast approved by Council on December 16, 1999, are as identified in Appendix "A" hereto. A financial impact statement for the utilization of funds for this capital project has also been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

Multi-year spending commitments require approval by Council. A commitment by the Province of Manitoba is also required inasmuch as bus replacements are funded 50% - 50% between the City of Winnipeg and the Province of Manitoba.

The Standing Policy Committee on Public Works recommends:

I. That the Transit Department be authorized to issue a multi-year tender for transit bus replacements covering the years 2000 to 2002.

II. That Council approve the City's share of funding for the 2001 and 2002 bus purchases as a first commitment against the 2001 and 2002 Current and Capital Estimates, subject to Provincial cost sharing.

III. That the Province of Manitoba be requested to commit to funding 50% of the cost of the 2000 to 2002 bus replacements.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Property Acquisition for Right-of-Way Widening - 120 Osborne Street
File FI-2(32) (Vol. 5)

455 - 2. The Standing Policy Committee on Public Works has been advised that the subject property, with the civic address of 120 Osborne Street, was the site of a recent fire necessitating the demolition of the existing building thereon. A portion of the property is required to improve the substandard sidewalk width near the south limit of the property and to improve sight lines for northbound traffic approaching the curve north of the subject property, as shown on Figure PR99-20. In future, the land will be required to allow for the extension of the southbound left turn storage lane at Stradbrook Avenue, and ultimately to accommodate a median on Osborne Street between Stradbrook and River Avenues.

The estimated cost of acquiring this property is $44,500.00. There are sufficient funds in the Land Acquisition for Future Transportation Purposes Account to undertake this acquisition. However, Annual Current Budget funds will be required for the debt financing costs inasmuch as this capital acquisition has not previously been cash flow forecasted.

A financial impact statement for the utilization of funds for this acquisition has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

The Standing Policy Committee on Public Works recommends:

I. That the Director of the Planning, Property and Development be authorized to negotiate the purchase of a portion of the property with the civic address of 120 Osborne Street, as shown on Figure PR99-20.

Report of the Standing Policy Committee on Public Works dated March 7, 2000

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

A copy of the documents referred to in the above clause are in the office of the City Clerk.

Adopted by consent.

Property Acquisition for a Lane Geometric Change and Lane Opening - 261 Thomas Berry Street File FI-2(35) (Vol. 9)

456 - 3. The Standing Policy Committee on Public Works has been advised that the local residents at 245 and 261 Thomas Berry Street, as well as 250 Bertrand Street, have requested that the unsurfaced lane at the rear of their properties be advertised for concrete surfacing and, if successful, be constructed and charged to the Realty Tax Roll as a local improvement. As part of the review process, it has been determined that the subject land, adjacent to 261 Thomas Berry Street has been used as a public lane for years, however, the property is still formally part of the Bertrand Arena site at 294 Bertrand Street. It would be appropriate for the City to legally open these lands as public right-of-way. Adequate funding for the change of use is committed in Certificate No. FT 99-11.

Approval of the change use of the subject land from park to public lane right-of-way is paramount to the requirement for the purchase of the corner cut at the rear of 261 Thomas Berry Street. A corner cut will be required in conjunction with the lane opening as the turning radius will be insufficient to accommodate larger refuse vehicles and snow clearing equipment when executing the turn. Adequate funds for the acquisition of the corner cut is also committed in Certificate No. FT 99-11.

The transfer of park property adjacent to 261 Thomas Berry Street and construction of the proposed widening will improve safety and efficiency of the City's refuse and snow clearing equipment in servicing the area residents. Orderly vehicular and City equipment movement will reduce the number of hazardous situations and incidence of claims against the City.

Pursuant to Section 156(2) of The City of Winnipeg Act, all disposal of property designated or acquired for park purposes requires approval of at least two-thirds majority of the Members of Council.

The Standing Policy Committee on Public Works recommends:

I. That the use of the land identified as "proposed right-of-way for public lane" on Plan PR99-18 be changed from park to public lane right-of-way, and remain under the jurisdiction of the Public Works Department.

II. That the Director of Planning, Property and Development be authorized to do all things necessary to process the change in use of the subject property identified as "Proposed Right-of-Way for Public Lane" on Plan PR99-18.

III. That the Director of Planning, Property and Development be authorized to negotiate for the acquisition of the proposed lane corner cut at 261 Thomas Berry Street.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

A copy of the documents referred to in the above clause are in the office of the City Clerk.

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated March 7, 2000

Taxicab Accommodations on City Streets
File ST-1 (Vol. 14)

457 - 4. Council at its meeting held on December 20, 1995, adopted Clause 2 of the Report of the Committee on Works and Operations dated December 8, 1995, establishing a policy for the installation of taxicab stands in the City of Winnipeg, as follows:

I. That the authority to approve taxicab stands be delegated to the Director of Streets and Transportation or his/her designate.

II. That when taxicab stands are approved by the Administration, the cost of installing the taxicab stand signs be recovered from the applicant.

III. That applicants pay an annual taxicab stand fee as follows:

A. $500.00 per metered parking space where the removal of the meter is required.
B. $250.00 per non-metered parking space.

IV. That the existing eight taxicab stands be charged the new annual fee effective January 1997.

Since the inception of the afore-noted Council Policy, no new taxicab stands have been installed, nor has it been possible to collect the annual fee for the seven existing taxicab stands (one taxicab stand was recently removed on Fort Street at the request of the fronting property owner). In this regard, it must be recognized that although each taxicab stand would be open to all taxis, there is no umbrella organization that administers taxicab affairs, other than the Manitoba Taxicab Board, which is a Provincial regulatory agency. Consequently, there has been no mechanism to date for voluntarily sharing the cost among all drivers and/or cab owners.

Notwithstanding the current situation, the Standing Policy Committee on Public Works at its meeting held on May 31, 1999, heard representation from Pritpal S. Dhaliwal, taxicab operator, and Sheila Champagne, Secretary, Manitoba Taxicab Board, requesting that:

1) more taxi stands be established;
2) taxis be allowed to use bus lanes;
3) taxis be permitted two to five minute pick up time in “no stopping” zones during rush hours.

This matter was referred to the Administration to meet with the Manitoba Taxicab Board and industry representatives to discuss these proposals.

On November 10, 1999, a meeting was held with Mr. Dhaliwal to discuss the issues raised in his communication. On November 18, 1999, a meeting was held with Sheila Champagne, Secretary of the Manitoba Taxicab Board, to review the issues addressed in her submission to the Standing Policy Committee on Public Works.

A further meeting was held on November 23, 1999, with Mr. Dhaliwal, Councillor Smith, a representative of the Transportation Division and two representatives of the Transit Department, to review issues related to transit operations.

Pursuant to these discussions, the Administration formulated its recommendations, and on January 21, 2000, the report was reviewed in draft form by representatives of the taxi industry, at a meeting held at the Manitoba Taxicab Board offices. At that time, the primary spokesperson for the industry was Gordon Barton, Marketing Manager, Unicity Taxi, who requested that he be given an opportunity to formally respond on this matter.

On March 7, 2000, Mr. Barton and other industry representatives appeared before the Standing Policy Committee on Public Works with respect to the administrative recommendations, which are as set out below:

Establishment of Additional Taxicab Stands

There are currently 516 regular and 60 seasonal taxicabs in Winnipeg essentially operated by four companies. Pursuant to By-law No. 6123/93 (as amended), being a by-law to prescribe the fee payable to the City of Winnipeg by taxicab license applicants, each taxicab license owner pays an annual fee of $27.00 to the City of Winnipeg.

Report of the Standing Policy Committee on Public Works dated March 7, 2000

This fee was established decades ago under The Provincial Taxicab Act to cover the costs incurred by the Police Department who were required to review the character of each taxicab license applicant. Hence, the City collects $15,552.00 annually ($27.00 x 576) from taxicab operators.

A typical metered parking space in the Downtown area generates approximately $1,000.00 per year. The current taxicab stand policy of charging $500.00 per stall per year is based on recovery of 50% of lost revenue. In order to maintain this formula, the recovery for the seven existing and ten new taxicab stands (which represents a meter revenue loss of $34,000.00 per year as each taxicab stand is two vehicles long) should be $17,000.00.

By amending the annual taxicab license fee to $56.00 per year, the City would collect $32,256.00 in annual revenue. This would offset the approximate revenue loss for 34 metered spaces (based on recovery of 50% of lost revenue) plus the $15,552.00 currently collected annually via the $27.00 fee per taxicab license owner, and accommodate the establishment of an additional ten taxicab stands (each taxicab stand is two vehicles long) in the Downtown area, with no net financial impact to the City. The exact locations of these taxicab stands would be determined following discussions with representatives of the taxicab industry and affected property owners. In accordance with the current policy, affected frontage property owners must agree to the placement of any taxicab stand prior to its installation.

Unrestricted Use of Reserved Bus-Bicycle Lanes and the Graham Avenue Transit Mall

The Transit Department has very serious concerns about the use of Reserved Bus-Bicycle ("Diamond") Lanes and the Graham Avenue Transit Mall by taxicabs. These priority measures have improved the speed and reliability of transit service; have improved service for passengers; and have resulted in operating economies. Their use by taxi operators (especially for customer pick up and drop off) would create additional delays and jeopardize the benefits these measures currently provide to transit service in Winnipeg.

In addition, the exemption of taxis from current restrictions governing the use of these facilities would create an undesirable precedent which could, in turn, be used by others (couriers, trucking companies, etc.) to warrant similar consideration.

It is important to note that, like all motorists, taxis can use Reserved Bus-Bicycle ("Diamond") Lanes to make a right turn at the next intersection encountered after entry into a reserved lane.

The portion of the Graham Avenue Transit Mall restricted only to buses and cyclists is between Carlton and Fort Streets. It is the Transit Department's view that the use of this section by taxis would not appreciably shorten taxi journey times. Such use would, however, congest bus stop areas and would make transit service less reliable.

For these reasons, it is recommended that no changes be made to the current regulations governing Reserved Bus-Bicycle ("Diamond") Lanes and the Graham Avenue Transit Mall.

Two to Five Minute Pick Up Time in "No Stopping Zones" During Rush Hours

Peak period stopping prohibitions are utilized largely on Regional Streets to accommodate the significant concentrations of vehicles as motorists journey to or from work/school. A two to five minute stop by a taxicab would significantly impede motorists and transit operations and cannot be justified. During peak periods, taxi operators should utilize side streets, public lanes or off street parking lots to serve their clients.

The Standing Policy Committee on Public Works therefore recommends:

I. That Council Policy C438 with respect to taxicab stands be amended to delete the annual fee of $500.00 per metered parking space where the removal of the meter is required, and $250.00 per non-metered parking space.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to By-law No. 6123/93, to increase the annual fee from $27.00 to $56.00 to recover 50% of the potential annual parking meter revenue loss associated with the installation of ten new taxicab stands in the Downtown area.

III. That no changes be made to the current regulations governing Reserved Bus-Bicycle ("Diamond") Lanes or the Graham Avenue Transit Mall.

Report of the Standing Policy Committee on Public Works dated March 7, 2000

IV. That taxicabs not be permitted "pick up time" in areas with peak period stopping prohibitions.

V. That the Director of Public Works review and report on the effectiveness of the taxicab accommodations, in consultation with industry representatives one year hence, for consideration by the Standing Policy Committee on Public Works.

VI. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

458 - Councillor Prystanski noted that inner city boulevard mowing during the summer months had been eliminated from the current budget and questioned how it was anticipated to deal with derelict properties that did not have their boulevards cut.

Councillor Angus stated that he was in the process of discussing the matter with the Department and would contact each of the three ward Councillors affected.