REPORTS

Item No. 10 Results of Downtown Taxicab Strategy Pilot Project - Taxi Stand and Loading Zones

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and recommended to Council:

1. That the report be received as information.

Minutes – Executive Policy Committee – January 20, 2016

DECSION MAKING HISTORY:

Moved by Councillor Browaty,
That the matter be laid over for 30 days.

Carried

Moved by Councillor Browaty,
That Committee rescind its previous motion to lay over the matter.

Carried

Moved by Councillor Browaty,
That the recommendation of the Winnipeg Public Service be concurred in and forwarded to Council.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 6, 2016, the Executive Policy Committee granted a further extension of time of 30 days in order for the Winnipeg Public Service to report back on the results of the taxi stand and loading zone pilot projects.

COUNCIL DECISION:

On November 25, 2015, Council concurred in the recommendation of the Executive Policy Committee and granted a further extension of time of 60 days in order for the Winnipeg Public Service to report back on the results of the taxi stand and loading zone pilot projects.

On September 30, 2015, Council concurred in the recommendation of the Executive Policy Committee and grant an extension of time of 60 days in order for the Winnipeg Public Service to report back on the results of the taxi stand and loading zone pilot projects.

On May 29, 2013, Council concurred in the recommendation of the Executive Policy Committee and adopted the following:

1. That the removal of on-street parking be authorized to create the five additional taxi stands at the metered locations outlined in Appendices A and B as part of a pilot project, with the Winnipeg Public Service to report on the results by September 2015.

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

2. That City of Winnipeg Traffic By-law No. 1573/77 be amended (draft amending By-law attached as Appendix D) to clearly define the parking restrictions relating to taxi stands, including limits on how long a taxi may remain unoccupied in a taxi stand, said amendments to be operationalized by the Winnipeg Public Service upon approval of the relevant signs by the Highway Traffic Board.

3. That a pilot project be approved, in which the Winnipeg Public Service, in consultation with the taxicab industry, and upon approval of the relevant signs by the Highway Traffic Board, will designate loading zones in the Downtown and Exchange District as taxi stands from 22:00 to 03:00 when the loading zones are not in use, with the Winnipeg Public Service to report on the results by September 2015.

4. That the following be received as information:

    A. The Winnipeg Public Service, under the leadership of the Winnipeg Parking Authority, is continuing to develop a comprehensive taxi strategy that, in the long term, meets the goals of the Transportation Master Plan and the Downtown Parking Strategy.

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

On September 27, 2012, Council passed the following motion, namely:

Moved by His Worship Mayor Katz,
Seconded by Councillor Swandel,

WHEREAS the taxi cab industry is a vital component of an effective transportation network in the City of Winnipeg;

AND WHEREAS the Council adopted Transportation Master Plan included an enabling strategy to ‘seek to improve access and efficiency of the taxi system by expanding on-street taxi zones’;

AND WHEREAS the Council adopted Downtown Parking Strategy included an enabling strategy to ‘Investigate other demand-side strategies to provide a diverse range of short-distance Downtown transportation options that enhance mobility. These areas would require collaboration with service providers, regulatory agencies and others. Areas of potential include bike and transit integration with parking facilities, point-to-point shuttle services and improved taxi service;’

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

THEREFORE BE IT RESOLVED THAT the Public Service be directed to work with the appropriate civic departments and key stakeholders to develop a downtown taxi strategy including but not limited to investigating converting loading zones in the downtown to be used as afterhours taxi stands, examining the potential use of taxis in fire lanes, and increasing the amount of taxi stands in the downtown;

AND BE IT FURTHER RESOLVED THAT that the Public Service explore taxi stands citywide at shopping centres and larger commercial areas including examining the potential use of taxis in fire lanes;

AND BE IT FURTHER RESOLVED THAT the Public Service report back to Executive Policy Committee within 120 days.

ADMINISTRATIVE REPORT

Title: **Results of Downtown Taxicab Strategy Pilot Project**

Critical Path: Executive Policy Committee, Council

AUTHORIZATION

Author	Department Head	CFO	CAO/COO
Ryan Arabsky/ Colin Stewart	Randy Topolniski	Mike Ruta	Doug McNeil

RECOMMENDATIONS

That Council receive this report as information.

REASON FOR THE REPORT

On May 29th, 2013 Council concurred with the report the Winnipeg Parking Authority (WPA) presented to the Executive Policy Committee regarding a pilot project with respect to additional taxi stands and the designation of selected loading zones as taxi stands from 22:00 to 03:00 and directed the WPA to report back to Council the results by September 2015. This report fulfills that direction.

EXECUTIVE SUMMARY

The initial pilot project under the Downtown Taxicab Strategy involved the transformation of five parking areas to taxi stands and reserved a further six loading zones for the exclusive use by taxis between 22:00 and 03:00. These changes were well received by taxicab companies and well used.by taxis. Accordingly, using powers previously delegated by Council, the Public Service has decided to make these changes permanent.

Removing 10 previously metered parking spaces in these five areas to make them available for use as taxi stands will result in an estimated loss of revenue of $25,000 annually. This is in addition to the fourteen metered spaces at seven existing taxi stands and which result in an estimated annual loss of revenue of $40,000 annually, for a total loss of revenue of approximately $65,000 annually. To mitigate additional loss of revenue, rather than converting additional metered spaces to taxi stands, a total of seven loading zones have been utilized outside of normal business hours to accommodate pickup for taxis.

IMPLICATIONS OF THE RECOMMENDATIONS

The five additional taxi stands at metered locations will result in an estimated continuing loss of revenue from those locations of approximately $25,000 per year.

HISTORY

A taxi stand is space reserved on the right-of-way for the exclusive use of taxis who are waiting for passengers or who are in the process of picking up or dropping off passengers.

Currently, there are nineteen taxi stands located on the public right of way in downtown Winnipeg. Of these, 12 are located in on-street locations where metered parking would otherwise be in effect. These prior existing taxi stands combined with the new taxi stands installed during the pilot project comprise 24 on-street spaces, all within the high demand areas, representing an estimated loss of revenue of approximately $65,000 per year.

Creation of Taxi Stands in Former Paid Parking Locations

The Taxi Cab Board and management for Duffy's Taxi and Unicity Taxi showed favorable responses to the installation of these taxi stands. Reports from the taxi companies stated the taxi stands were clearly marked, being used on a regular basis, and made for safe locations for taxis to pick up and drop off their fares. Both Duffy's and Unicity Taxi were in favor of these additional taxi stands being designated for use on a permanent basis. The additional taxi stands will continue to support the public good through improved traffic flow and the supply of safe, convenient designated pickup and drop-off areas throughout the entire downtown area including the Sports, Hospitality and Entertainment District (SHED) and Exchange District.

Loading Zones Used as Taxi Stands

Currently, there are seven loading zones which are adjacent to, or in close proximity to, a number of entertainment venues in the downtown and Exchange District. As the businesses these loading zones serve typically do not operate in the evening, a number of these loading zones remain empty outside of 'normal' business hours. As part of the review of loading zones by the WPA, a number of loading zones have been converted from 24 hours to the business hours of the adjacent businesses. This means that six taxi stands are now available from 22:00 to 03:00 and one taxi stand is available from 19:00 -07:00.

Designation of certain times when a loading zone would instead be considered a taxi stand provides additional spaces for taxicabs to pick up fares without impacting the existing on-street parking inventory. Through consultation with the taxi industry a number of locations of high 'after hours' demand were identified as locations where taxi stands would be of benefit.

Shortly after the implementation of the pilot project, formal feedback from the taxi industry was replaced with consultation with the Tourism Taxicab Task Force, an initiative of Tourism Winnipeg and the Taxicab board. Where required, the Public Service will engage with this group and other stakeholders of the taxi industry to ensure the strategy ensures a high level of service to citizens.

FINANCIAL IMPACT

Financial Impact Statement

Date: December 15, 2015

Project Name:
Taxicab Strategy

First Year of Program **2015**

	2015	2016	2017	2018	2019
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	(25,000)	(25,000)	(25,000)	(25,000)	(25,000)
Net Cost/(Benefit)	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Less: Existing Budget Amounts	25,000	25,000	25,000	25,000	25,000
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The above analysis reflects the estimated loss of revenue associated with permanent removal of ten previously metered parking spaces. The reduction in revenue has been reflected in Winnipeg Parking Authority's business plan.

original signed by
Joseph Chammartin, CGA
Manager of Finance

CONSULTATION

In preparing this report there was consultation with:

City of Winnipeg Public Works Department

City of Winnipeg Legal Services Department

SUBMITTED BY

Department: Winnipeg Parking Authority
Division
Prepared by: Ryan Arabsky
Date: December 15, 2015
File No.