Agenda – Executive Policy Committee – October 12, 2016

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 4, 2016

Item No. 2 Diamond Lane Pilot Project – Taxi and Handi-Transit

STANDING COMMITTEE RECOMMENDATION:

On October 4, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works submitted the following to Council:

1. That the Winnipeg Public Service report back to the Standing Policy Committee within 180 days on the following:

    A. Implementation of a pilot project to allow the taxi industry and Handi-Transit private service providers to use diamond lanes.

    B. The potential implementation of high occupancy vehicle lanes for vehicles including taxis, through the ongoing OurWinnipeg process.

2. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 4, 2016

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 4, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works recommended the following:

1. That the Winnipeg Public Service report back to the Standing Policy Committee within 180 days on the following:

    A. Implementation of a pilot project to allow the taxi industry and Handi-Transit private service providers to use diamond lanes.

    B. The potential implementation of high occupancy vehicle lanes for vehicles including taxis, through the ongoing OurWinnipeg process.

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

COUNCIL RECOMMENDATION:

On September 28, 2016, Council ruled automatic referral of the following motion to the Standing Policy Committee on Infrastructure Renewal and Public Works:

Moved by Councillor Eadie,
Seconded by Councillor Wyatt,

WHEREAS the taxi industry is an essential component of a city's transportation system including limousine service;

AND WHEREAS Handi-Transit is part of the City of Winnipeg's mass transportation system;

AND WHEREAS visitors to the City of Winnipeg can get frustrated with the city through slow taxi service;

AND WHEREAS the city's taxi industry continues to lobby for use of diamond lanes in Winnipeg like other cities;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 4, 2016

DECISION MAKING HISTORY (continued):

COUNCIL RECOMMENDATION (continued):

AND WHEREAS the City of Winnipeg has the authority under the Highway Traffic Act to allow usage of diamond lanes for the taxi industry including private providers of Handi-Transit services;

AND WHEREAS on March 17, 2010 EPC's agenda had a motion entitled "Item No. 5 - High Occupancy Vehicle Lanes" (diamond lanes) added to its agenda, which was referred to the Winnipeg Public Service for possible implementation with the following rationale:

"WHEREAS in the 2006 Implementation Plan for Rapid Transit Task Force Recommendations, the City of Winnipeg has defined diamond lanes as traffic lanes designated for exclusive use by transit vehicles, cyclists, emergency vehicles, and right-turning vehicles;

AND WHEREAS a 2009 Winnipeg Taxi Study commissioned by the Manitoba Taxi Board recommends assisting the efficiencies of the Winnipeg taxi industry by opening up high occupancy vehicle and diamond lanes;

AND WHEREAS the cities of Vancouver, Calgary, Edmonton, Toronto and Ottawa specify the use of high occupancy vehicle lanes to include vehicles such as taxis, motor vehicles with two or more occupants, bicycles and buses;

AND WHEREAS the OurWinnipeg process launched on April 25, 2009 includes the preparation of a Sustainable Transportation Direction Strategy;

THEREFORE BE IT RESOLVED THAT the usage of diamond lanes and the potential implementation of high occupancy vehicle lanes for vehicles including taxis be referred to the Winnipeg Public Service for recommendation and report back to the appropriate committee of Council through the ongoing OurWinnipeg process."

AND WHEREAS nothing was ever done to allow taxis to use diamond lanes;

AND WHEREAS transit drivers, transit inspectors and WPS traffic services can report abuses of diamond lane rules during a pilot project's period of study;

THEREFORE BE IT RESOLVED THAT the Winnipeg Public Service undertake all things necessary to implement a pilot project allowing the taxi industry and Handi-Transit private service providers to use diamond lanes with the following exclusions: no pick up or drop off in diamond lanes during operational hours of the lane, and no use of the Graham Avenue transit corridor.