



# **COMMUNITY AND PROTECTIVE SERVICES COMMITTEE**

**Wednesday, February 11, 2015  
4:00 PM**

**Henry Baker Hall, Main Floor, City Hall**



**Public Agenda  
Community and Protective Services Committee  
Wednesday, February 11, 2015**

**Appointment of Chairperson and Vice-Chairperson**

**Approval of Public Agenda**

**Minutes of the meeting held on December 1, 2014**

**Administration Reports**

CPS15-1      Taxi Rate Change 2015

**Recommendation**

1. Effective March 24, 2015 taxicab rates be set at the following:
  - a. \$4.00 for the first 120 metres;
  - b. \$0.25 for each additional 138 metres;
  - c. \$0.25 for every 25 seconds while waiting under engagement, after the first 5 minutes;
  - d. \$1.72 per out of town kilometre; and,
  - e. \$36.00 for the hire of taxicabs by the hour.
2. That the amendments to Bylaw No. 9635, The Taxi Bylaw, 1994, as identified in this report, be approved.
3. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.
4. That this report be forwarded to the February 23, 2015 meeting of City Council for approval.

**Other Reports**

CPS15-2      Accessibility Advisory Committee - 2014 Annual Report

**Recommendation**

That the 2014 Annual Report for the Accessibility Advisory Committee be approved.

**Adjournment**

AT REGINA, SASKATCHEWAN, MONDAY, DECEMBER 1, 2014

AT A MEETING OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE  
HELD IN PUBLIC SESSION

AT 4:00 PM

**These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.**

Present: Councillor Jerry Flegel, in the Chair  
Councillor John Findura  
Councillor Shawn Fraser  
Councillor, Bob Hawkins  
Councillor Mike O'Donnell

Also in Attendance: Committee Assistant, Ashley Thompson  
Solicitor, Chrystal Atchison  
Executive Director, City Services, Kim Onrait  
Director, Transit Services, Brad Bells  
Director, Parks & Open Space, Ray Morgan  
Manager, Community Development, Laurie Shalley  
Coordinator, Cultural Development, Jeff Erbach

APPROVAL OF PUBLIC AGENDA

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.**

ADOPTION OF MINUTES

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the minutes for the meeting held on November 5, 2014 be adopted, as circulated.**

ADMINISTRATION REPORTS

CPS14-20 List of Outstanding Items

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**Recommendation**

1. That no items be deleted from the list of outstanding items for the Community and Protective Services Committee; and
2. That the updated List of Outstanding Items be forwarded to the Executive Committee for information.

**Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.**

CSP14-21 Change to Route 9 Parkridge/Albert Park - Eastgate Drive

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**Recommendation**

That the route change outlined in Appendix A be approved and implemented January 11, 2015.

**Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.**

CPS14-22 Appointment of Pest Control Officers

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**Recommendation**

1. That this report be forwarded to the December 15, 2014 meeting of City Council for approval;
2. That the City Solicitor be instructed to amend Bylaw 2009-71 being The Appointment and Authorization of City Officials Bylaw, 2009 to:
  - (a) Appoint the following people as Pest Control Officers under The Pest Control Act from January 1, 2015 until December 31, 2015, unless the officer's employment with the City of Regina is terminated sooner:

| Name           | Position   |
|----------------|--|
| Russell Eirich | A/Manager, Forestry, Pest Control & Horticulture |
| Ryan Johnston  | Supervisor, Pest Management                      |
| Corey Doka     | Pest Control Officer                             |

3. That within 14 days of City Council passing the amendments to Bylaw 2009-71, that the City Clerk notify the Ministry of Agriculture of the appointment of the Pest Control Officers, as required by The Pest Control Act.

**Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.**

(Councillor Jerry Flegel stepped down from the Chair and left the meeting.)

(Councillor John Findura assumed the Chair.)

CPS14-23 Community Investment Grant Program Update

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**Recommendation**

That this report be received and filed.

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that this be received and filed.**

ADJOURNMENT

**Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the meeting adjourn.**

**The meeting adjourned at 4:45pm.**

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Chairperson

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Secretary

February 11, 2015

To: Members,  
Community and Protective Services Committee

Re: Taxi Rate Changes for 2015

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RECOMMENDATION

1. Effective March 24, 2015 taxicab rates be set at the following:
  - a. \$4.00 for the first 120 metres;
  - b. \$0.25 for each additional 138 metres;
  - c. \$0.25 for every 25 seconds while waiting under engagement, after the first 5 minutes;
  - d. \$1.72 per out of town kilometre; and,
  - e. \$36.00 for the hire of taxicabs by the hour.
2. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report, be approved.
3. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.
4. That this report be forwarded to the February 23, 2015 meeting of City Council for approval.

CONCLUSION

The City of Regina (City) reviews taxicab rates on an annual basis by applying the latest Statistics Canada Consumer Price Index data to the Taxi Cost Fare Model (TCFM) for the City's taxi industry. Fuel costs, insurance, vehicle purchase price, commercial rent, wages, and vehicle repairs and maintenance are the factors used in determining rate adjustments.

The TCFM used by the City, for the period since the last rate review in October 2013, suggests the cost of operating a taxicab in the City has increased by 3.62 per cent, as shown in Table 1 of this report. The rise in costs is mostly driven by increases in insurance rates and hourly wages in the service industry. The Administration is recommending a 3.62 per cent increase in taxicab rates to offset the increased costs faced by the taxicab industry, and an additional 0.20 per cent increase (for a total increase of 3.82 per cent) to help offset the costs associated with meeting additional technological requirements (i.e. computer-aided dispatch, GPS, and security cameras) that are not accounted for in the TCFM.

BACKGROUND

In 2012, Council adopted a formal process for reviewing taxi meter rates. The calculation and setting of rates for the City's taxicabs is conducted on an annual basis in order to keep taxicab rates in line with overall costs to the taxicab industry. The TCFM includes six weighted industry

specific cost factors and evaluates the change in these factors over a specified period of time (refer to Table 1). When the cumulative weighted per cent change in these factors exceeds 3 per cent, a fare increase is recommended. The TCFM replaced the previous rate revision process, which called for the industry to make a request to Council for a fare increase.

The last rate review was conducted in October 2013, which resulted in a 5.2 per cent rate increase in February 2014 (CR14-15). At the same time, the rates for regular taxicabs and accessible taxicabs were equalized (the accessible taxicab rate was formerly double that of a regular taxicab).

## DISCUSSION

### **Results of Taxi Cost Fare Model Analysis**

The TCFM compares Statistics Canada Consumer Price Index data between September 2013 and September 2014 (refer to Table 1). These are the most recent data as of October 31, 2014. Table 1 demonstrates that the average hourly wage for full-time employees in the sales and service industry increased by 5.2 per cent. As this factor accounts for 40 per cent of the total TCFM calculation, the increase in service industry wages has significant influence on operating costs in the taxicab industry.

In the same period, there have been increases in all factors relating to the maintenance and operation of taxicab vehicles. Notably, passenger vehicle insurance premiums have increased by 7 per cent, representing the largest percent increase in the TCFM. The costs associated with purchasing a vehicle, repair and maintenance of a vehicle, and fuel have all increased by at least 1 per cent. These cost increases suggest that a corresponding increase in taxicab rates is necessary to ensure industry viability.

Table 1. Taxi Cost Fare Model Analysis, September 2013/2014

| <b>Component</b>                            | <b>Index</b>   | <b>Component Weight (%)</b> | <b>Sep-2013</b> | <b>Sep-2014</b> | <b>% change</b> | <b>Weighting</b> |
|---|--|-----------------------------|-----------------|-----------------|-----------------|------------------|
| Stand rent, licenses, union dues, other     | CPI Regina, all-items index                              | 12%                         | 127.4           | 130.2           | 2.20            | 0.26             |
| Insurance                                   | CPI SK, passenger vehicle insurance                      | 8%                          | 128.5           | 137.5           | 7.00            | 0.56             |
| Fuel  | CPI SK, gasoline   | 20%                         | 171.6           | 174.9           | 1.92            | 0.38             |
| Routine repairs and maintenance             | CPI SK, passenger vehicle parts, maintenance and repairs | 10%                         | 133.5           | 136             | 1.87            | 0.19             |
| Amortized cost of vehicle, radio, equipment | CPI SK, purchase and leasing vehicles                    | 10%                         | 91.1            | 92.2            | 1.21            | 0.12             |
| Earnings, all drivers                       | Avg. hourly rate, FTE - Sales and services industry      | 40%                         | 19.25           | 20.26           | 5.25            | 2.10             |
| <b>Totals</b>                               |  | <b>100%</b>                 |                 |                 |                 | <b>3.62</b>      |

The TCFM calculation suggests a rate increase of 3.62 per cent would adequately cover the increased costs faced by the taxicab industry. Due to limitations in the way taxi meters calculate total trip fares, it is difficult to calculate a rate change that will meet the exact target of 3.62 per cent for both a 5 kilometre trip and a 10 kilometre trip, as required by the TCFM. Additionally, calculating the wait time rate for trip is done assuming ideal conditions – the driver is travelling at a constant 50 km/hr during the entire trip, without encountering traffic lights and pedestrian

crosswalks. In considering these restraints, the Administration has determined three options for taxicab rates that are closest to the TCFM target (refer to Table 2).

Table 2. Comparison of options for adjusting taxicab rates.

| Rate                                 | Option 1<br>(maintain current rate) | Option 2<br>(recommended) | Option 3          |
|--------------------------------------|-------------------------------------|---------------------------|-------------------|
| Drop Rate (start rate)               | \$ 4.00                             | \$ 4.00                   | \$ 4.05           |
| Additional Rate                      | \$ 0.10 per 57 m                    | \$ 0.25 per 138 m         | \$ 0.10 per 56 m  |
| Wait time Rate                       | \$ 0.10 per 11 sec                  | \$ 0.25/25 sec            | \$ 0.20/20 sec    |
| Hourly Rate                          | \$ 33.00 per hour                   | \$ 36.00 per hour         | \$ 36.00 per hour |
| Out of Town Rate                     | \$1.66 per km                       | \$1.72 per km             | \$1.72 per km     |
| 5km local trip (est. total)*         | \$ 15.77                            | \$ 16.35                  | \$ 16.35          |
| 10km local trip (est. total)*        | \$ 27.85                            | \$ 28.95                  | \$ 28.85          |
| <b>Avg. % change for local trips</b> | -                                   | <b>+3.82%</b>             | <b>+3.64%</b>     |

### Jurisdictional Review of Taxicab Rates in Western Canada

Schedule “A” provides a comparison of current taxicab rates in other Western Canada jurisdictions. Based on the information in this table, it appears taxicab rates in the City are among the highest in Western Canada. It is important to highlight, however, that calculations for the cost of 5 km and 10 km trips assume the same waiting time across all jurisdictions. In reality, wait times are typically longer in large urban centres, such as Calgary and Vancouver, due to increased traffic, making the total cost of taxi trips higher than those presented in the table. While it is important to know how the City’s taxicab rates compare with other jurisdictions, it is not recommended that rates be adjusted using a jurisdictional comparison due to differences in external factors such as geographic size, traffic flow density, traffic infrastructure (e.g., use of freeways versus streets), and taxicab industry size.

### Overview of Options

#### Option 1. Maintain current rates

As rates already increased by 5.2 per cent in March 2014, increasing rates by another 3.6 per cent in 2015 may be seen as too much by taxicab passengers.

*Advantages:* Passengers will continue to pay current rates for taxicab trips.

| Rate                   | Option 1           |
|------------------------|--------------------|
| Drop Rate (start rate) | \$ 4.00            |
| Additional Rate        | \$ 0.10 per 57 m   |
| Wait time Rate         | \$ 0.10 per 11 sec |
| Hourly Rate            | \$ 33.00 per hour  |
| Out of Town Rate       | \$1.66 per km      |

*Disadvantages:* The taxicab industry will not see a rate increase that would offset the increased cost of operating a taxicab vehicle. Additionally, the 3.62 per cent increase calculated in 2014 will carry over to the next review in October 2015, meaning that taxicab passengers will likely see a greater rate increase in 2016.

Option 2 (Recommended). Implement 3.82 per cent increase in rates

Option 2 provides for a slightly higher increase than recommended in the TCFM (0.2% higher). The per hour rate is increased by 9 per cent from the current rate in this option as no increase was provided for in the 2013 TCFM review. Hourly rate increases are limited to calculations based on whole seconds, not fractions of a second, which makes the rate difficult to change on an annual basis.

| Rate                   | Option 2 (recommended) |
|------------------------|------------------------|
| Drop Rate (start rate) | \$ 4.00                |
| Additional Rate        | \$ 0.25 per 138 m      |
| Wait time Rate         | \$ 0.25/25 sec         |
| Hourly Rate            | \$ 36.00 per hour      |
| Out of Town Rate       | \$1.72 per km          |

*Advantages:* The higher rate increase will help offset the costs associated with meeting additional technological requirements (i.e. computer-aided dispatch, GPS, and security cameras) by May 2015 for regular taxicabs and by December 2017 for accessible taxicabs. These technological requirements are not accounted for in the TCFM. An additional \$0.05 to \$0.10 on an average trip would not be a financial burden for customers, though will add up for drivers over the course of several trips to help cover technology costs.

*Disadvantages:* As rates increased by 5.2 per cent in 2014, taxicab passengers may view an additional taxi rate increase in 2015 as excessive.

Option 3 Implement 3.64 per cent increase in rates

The rates proposed in Option 2 provide for a rate increase that most closely aligns with the TCFM. The Option 3 rate is 0.02% higher than TCFM recommendation due to the aforementioned variable restraints in the calculation. Similar to Option 2, the per hour rate is increased by 9 per cent from the current rate to compensate for the lack of increases in previous TCFM reviews.

| Rate                   | Option 3          |
|------------------------|-------------------|
| Drop Rate (start rate) | \$ 4.05           |
| Additional Rate        | \$ 0.10 per 56 m  |
| Wait time Rate         | \$ 0.20/20 sec    |
| Hourly Rate            | \$ 36.00 per hour |
| Out of Town Rate       | \$1.72 per km     |

*Advantages:* This option meets the requirements set out in the TCFM, providing the industry with a rate increase that corresponds to the increased cost of operating a taxicab.

*Disadvantages:* This option does not account for the cost of recent technological requirements imposed on the taxicab industry. Moreover, members of the taxicab industry have indicated preference towards rate increases applied to the per metre rate or wait time rate, rather than the drop rate. From the customer perspective, as rates increased by 5.2 per cent in 2014, an additional taxi rate increase in 2015 may be seen as excessive.

**Additional Bylaw Amendments**

In addition to the proposed rate changes above, the Administration is using this opportunity to address customer service issues identified by the City's Licence Inspector. As different taxi drivers may operate the same vehicle, there have been several instances where multiple driver identification cards have been displayed in a vehicle at one time. This makes it difficult for a

customer to identify the driver operating the vehicle – information that would be valuable in the complaint/compliment process. Additionally, there have been a number of complaints of taxicabs operating without sufficient exterior labelling that would help customers identify a taxi's company affiliation.

The following amendments are proposed to address these issues:

- a) Add a requirement that only the identification card of the taxicab driver in operation of the vehicle, and no other identification card, shall be displayed;
- b) Add a requirement that taxicab licence owners must display on the vehicle exterior at all times:
  - i. The name and phone number of the brokerage (company) with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and,
  - ii. The car number on the passenger side fender, driver fender, and rear of the vehicle;
- c) Add a requirement that the exterior displays listed in amendment (b) must be:
  - i. a colour that contrasts distinctly with the body color of the vehicle, and;
  - ii. at least 75mm in height.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

None with respect to this report.

### Environmental Implications

None with respect to this report.

### Policy and/or Strategic Implications

The recommendations will contribute to achieving the City's outcomes for a safe living and working environment for the community and for increased customer satisfaction.

### Other Implications

None with respect to this report.

### Accessibility Implications

Council approved the equalization of fares for regular, seasonal, temporary, and accessible taxicabs in February 2014 (CR14-15). The rate changes recommended in the current report will also apply to accessible taxicabs.

## COMMUNICATIONS

The Administration met with five representatives of the taxicab industry on November 18, 2014 to discuss rate increase options and minor amendments to *The Taxi Bylaw*. The industry indicated preference for maintaining the current drop rate and applying the increases to the per metre rate and wait time rate. Following this meeting, the Administration provided the three options presented in this report for industry review. The industry supports the recommendations.

DELEGATED AUTHORITY

This report must be forwarded to City Council for approval.

Respectfully submitted,



Ernie Polsom, Director  
Fire & Protective Services

Respectfully submitted,



Brent Sjoberg, Deputy City Manager & COO  
Operations Group

Report prepared by:

Jeannette Lye, Policy Analyst, Fire & Protective Services

## Schedule "A"

### Taxicab Rate Comparison (as of October 2014)

| <b>City</b>              | <b>Drop Rate</b>    | <b>Meter Rate</b>   | <b>Wait Time</b>     | <b>5km Trip</b> | <b>10 km Trip</b> | <b>Hourly Rate</b> |
|--------------------------|---------------------|---------------------|----------------------|-----------------|-------------------|--------------------|
| <b>Regina (proposed)</b> | \$4.00 (per 120 m)  | \$0.25 (per 138 m)  | \$0.25 (per 25 s)    | \$16.35         | \$28.95           | \$36.00            |
| <b>Regina (current)</b>  | \$4.00 (per 120 m)  | \$0.10 (per 57 m)   | \$0.10 (per 11 s)    | \$15.77         | \$27.85           | \$33.00            |
| <b>Saskatoon</b>         | \$3.75 (per 142 m)  | \$0.25 (per 142 m)  | \$0.25 (per 35 s)    | \$14.82         | \$26.14           | \$40.00            |
| <b>Calgary</b>           | \$3.80 (per 120 m)  | \$0.20 (per 120 m)  | \$0.30 (per 32 s)    | \$15.18         | \$26.95           | \$33.80            |
| <b>Edmonton</b>          | \$3.60 (per 135 m)  | \$0.20 (per 135 m)  | \$0.20 (per 24 s)    | \$13.80         | \$24.20           | \$30.00            |
| <b>Red Deer</b>          | \$3.20 (per 92 m)   | \$0.20 (per 121 m)  | \$0.10 (per 10 s)    | \$14.80         | \$26.60           | \$39.47            |
| <b>Vancouver</b>         | \$3.20 (per 54.4 m) | \$0.10 (per 54.4 m) | \$0.10 (per 10.95 s) | \$15.48         | \$27.98           | \$32.86            |
| <b>Victoria</b>          | \$3.25 (per 53.2 m) | \$0.10 (per 53.1 m) | \$0.10 (per 8.89 s)  | \$16.50         | \$29.95           | \$39.50            |

February 11, 2015

To: Members,  
Community & Protective Services Committee

Re: Accessibility Advisory Committee (ACC) - 2014 Annual Report

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**RECOMMENDATION OF THE ACCESSIBILITY ADVISORY COMMITTEE  
- DECEMBER 3, 2014**

That the 2014 Annual Report for the Accessibility Advisory Committee be approved.

*ACCESSIBILITY ADVISORY COMMITTEE – DECEMBER 3, 2014*

The Accessibility Advisory Committee reviewed their Annual Report, attached as Appendix “A”, of their activities for 2014 and after discussion, adopted the following resolution:

“That the Accessibility Advisory Committee (ACC) 2014 Annual Report be forwarded to the Community & Protective Services Committee for approval.”

Councillor John Findura; Michelle Busch, Richard Harmon, Barbara Schmuland, Don Shalley, Sandra Palandri and Todd Miki were present during consideration of this item by the Accessibility Advisory Committee.

Respectfully submitted,

ACCESSIBILITY ADVISORY COMMITTEE

*Linda Leeks*

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Linda Leeks, Secretary

### ACC 2014 ANNUAL REPORT

This year the Committee has had presentations throughout out the year from various groups and organizations such as Regina Transit, snow removal, accessible taxis, PCL Construction Management who designing and building the new stadium, Concrete Services, Vision Impaired Resource Network, just to name a few.

The Committee also took part in a learning tour earlier this spring that was held in Winnipeg, Manitoba. It gave us an opportunity to see what accessibility features Winnipeg already has incorporated that Regina could also incorporate, to make Regina a more inclusive city for citizens with disabilities; and vice versa. For example audible stop and text announcements are heard and displayed inside their transit buses. All of Regina's transit buses are low floor, and Winnipeg Transit hopes to achieve that same goal soon. Lots of information was shared and there were presentations by Concrete Services, the Engineering Department with the City of Winnipeg, on audible pedestrian signals, VERN Manitoba, Winnipeg AAC, and etc. We had a chance to get out and walk around the main transit terminal in Downtown Winnipeg to see the accessibility features in action.

Part of the work plan again this year was to host another "Leisure Without Limits" forum. This was the third year for the event. Last year was held at the Field House. This year there were new demonstrations, the good buddies music group, Tai Chi, and a MV 1 factory made wheel chair accessible vehicle. Demonstrations from last year, included wheel chair curling and racing, a wheelchair obstacle course, sledge hockey and a blindfolded obstacle course, were set up again.

## Appendix A

Non profit organizations also attended and set up booths to share information with the public. SSILC, CNIB, Wind On My Wings sailing program came out and a few new organizations who participated this year were Prairie Dragon Boat Paddling, Seniors Mechanism, and the Multi Cultural Society. In total about 30 different organizations had booths set up.

The participation from the general public was lower than last year, despite advertising posters throughout the city and ads in the Leader Post prior to the September event. Positive feed back and enthusiasm for next years forum was given by the public. Everyone had a good time and walked away with a better understanding of leisure activities for people with disabilities.

Respectfully submitted,

Michelle Busch  
Chairperson, Accessibility Advisory Committee