

# Bylaw 18988

## Vehicle for Hire Bylaw 17400 Omnibus Amendment

### Recommendation

That Community and Public Services Committee recommend to City Council:

That Bylaw 18988 be given the appropriate readings.

### Purpose

To amend the Vehicle for Hire Bylaw 17400 with several amendments, identified through the normal course of business, to support public and industry needs.

### Readings

Bylaw 18988 is ready for three readings.

A majority vote of City Council on all three readings is required for passage.

If Council wishes to give three readings during a single meeting, then prior to moving third reading, Council must unanimously agree “That Bylaw 18988 be considered for third reading.”

### Position of Administration

Administration supports this Bylaw.

### Report Summary

This report recommends proposed amendments to the Vehicle for Hire Bylaw 17400 (the Bylaw) to address Transportation Network Vehicle markings; align base fare rates with Edmonton Transit fares; update city boundaries, zones and rates on the Flat Rate Edmonton International Airport map; and housekeeping amendments to clarify or respond to enforcement issues.

This report also highlights Vehicle for Hire projects that seek to enhance accessible vehicle for hire services.

## **Report**

The Vehicle for Hire Program administers the Bylaw to promote safe vehicle for hire services. This report recommends amendments to the Bylaw and provides an update on accessibility project initiatives.

## **Recommendations for Amendment**

### **Transportation Network Vehicle Markings**

The Bylaw has marking requirements for vehicles for hire so that the public and Bylaw Enforcement officers can easily identify these vehicles. Transportation network vehicles are required to display the dispatcher's marking (company name or logo) on the front and rear of the vehicle. Currently the marking must be at least 8 cm x 8 cm, and cannot exceed 20 cm x 20 cm, which does not always accommodate the wide range of logo styles used by dispatchers. To allow for greater flexibility, Administration is proposing an amendment that would authorize the City Manager to approve the size and specifications of markings in lieu of having the size specified in the bylaw.

### **Base Fare Update**

The Bylaw sets base fares for vehicles for hire in order to balance the interests of industry and the public. A base fare of \$3.25 is levied for pre-arranged services or services provided based on a written pre-existing agreement.

Administration is proposing to increase the base fare from \$3.25 to \$3.50 to account for inflation and to align it with Edmonton Transit cash fares, and to prevent undercutting pricing.

### **Flat Rate Edmonton International Airport Map**

The Bylaw allows taxis and accessible taxis to charge flat rate fares for trips to the Edmonton International Airport that are based on the zone from which the passenger is picked up. This amendment provides an updated map that reflects current city boundaries as a result of recent annexations, revised zone demarcations, and the applicable flat rates from each zone.

The updated map can be found in Attachment 1, Bylaw 18988.

### Housekeeping Amendments

Bylaw 18988 also includes housekeeping amendments to clarify or respond to enforcement issues:

1. Clarification that drivers must only display a driver's licence issued to them. Displaying licences belonging to other drivers is not permitted.
2. Requirement for drivers to only permit passengers to disembark in a place where stopping or parking is legally permitted.
3. Clarification to street hailing restrictions to better specify driver obligations.
4. Addition of a provision stating that the onus is on the driver to prove that a trip was pre-arranged and not in violation of the street hailing prohibition.

### Accessibility Initiatives

Administration is developing the following projects aimed at enhancing safety and the quality of accessible vehicle transportation services in the city.

#### Accessible Taxi Driver Training Program

The Bylaw requires drivers of accessible taxis to complete an approved accessible taxi driver training program. This training requirement is intended to ensure that drivers are equipped to address the needs of accessible passengers. To enhance the quality of training and level of service provided to users, Administration is partnering with the Accessible Advisory Committee to develop new training materials.

#### Accessible Vehicle Centralized Dispatch

Administration is also analyzing the viability of a centralized dispatch centre that will process all service requests for accessible vehicles for hire and for Disabled Adult Transit Services (DATS). A centralized dispatch centre will build efficiencies for service providers and for accessible vehicle users who would potentially get faster service without having to call multiple dispatchers.

### **Corporate Outcomes and Performance Management**

<b>Corporate Outcome: Edmonton is a safe city</b>			
<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
Support the development of a livable, safe and sustainable community	Number of enforcement actions per recorded vehicle for hire trips	127 fines and 121 warnings for approximately 5,696,928 vehicle for hire trips (2018)	N/A
<b>Corporate Outcome: The City of Edmonton has a resilient financial position</b>			

<b>Outcome(s)</b>	<b>Measure(s)</b>	<b>Result(s)</b>	<b>Target(s)</b>
Deliver effective and efficient services: revenue supports ongoing city operations	Fees received from the Vehicle for Hire Program are sufficient to cover the costs of the Program	134% cost recovery (2018)	100% cost recovery

### **Public Engagement**

Administration did not undertake public engagement as this report was based on information obtained during the normal course of business, including discussions with vehicle for hire stakeholders at scheduled meetings. Administration also heard from the Accessibility Advisory Committee which identified areas of focus for the Vehicle for Hire Program. Stakeholders did not raise any concerns with the proposed amendments.

### **Budget/Financial Implications**

The cost of the Accessible Driver Training Program and the Centralized Dispatch will be funded from the Vehicle for Hire Reserve.

### **Attachments**

1. [Bylaw 18988](#)

### **Others Reviewing this Report**

- A. Laughlin, Acting Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- R. Smyth, Deputy City Manager, Citizen Services
- B. Andriachuk, City Solicitor