

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MARCH 25, 2024 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The March 25, 2024, meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

[https://zoom.us/webinar/register/WN\\_6j8sH2TpTSGET1OB44DA6Q](https://zoom.us/webinar/register/WN_6j8sH2TpTSGET1OB44DA6Q)

Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 916 9420 0337

Passcode: 915805

SIP: 916 9420 0337@zoomcrc.com

Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Sheila McGraw at [Sheila.mcgraw@alexandriava.gov](mailto:Sheila.mcgraw@alexandriava.gov) or 703.746.4401, Virginia Relay 711.

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TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MARCH 25, 2024 7:00 P.M.  
IN-PERSON AND VIRTUAL**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the February 26, 2024 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
  - A. Vision Zero Milestone – Zero Fatalities in 2023
  - B. Lower King Street Long Term Pedestrian Plan
  - C. Holland Lane Community Engagement
  - D. South Pickett Street Community Engagement
  - E. Eisenhower Avenue Transportation Study Outreach
  - F. Completed Parking Meter Additions Potomac Yard
  - G. February Traffic and Parking Board Member Questions Follow Up

**CONSENT ITEMS**

5. Parking removal – Intersection of Leslie Avenue and East Luray Avenue
6. Stop Sign Request– Intersection of First Street and North Pitt Street
7. Parking Restrictions - 100 block of South 25<sup>th</sup> Street

**PUBLIC HEARING ITEM**

8. No Turn on Red Restrictions and Slip Lane Modification - Duke Street and South Patrick Street and Duke Street and South Henry Street
9. Parking Addition - 1000 Block of North Fayette Street
10. Code Change – Taxicab Regulations

**INFORMATION ITEMS**

11. **STAFF UPDATES**
12. **COMMISSIONER UPDATES**

**Next Meeting: Monday, April 29, 2024**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, FEBRUARY 26, 2024, 7 P.M.  
IN-PERSON AND VIRTUAL MEETING**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair James Lewis, Annie Ebbers, Lavonda Bonnard, Casey Kane, Ashley Mihalik, and Kursten Phelps.

**BOARD MEMBERS ABSENT:** Vice Chair Ann Tucker

**STAFF MEMBERS PRESENT:** T&ES – Katy North, Division Chief; Sheila McGraw, Principal Planner; and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the January 22, 2024, Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers to approve the minutes of the January 22, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
  - First Contra-Flow Bike Lane Installed on East Glendale Avenue
    - Ms. Ebbers noted that some residents are concerned about new conflict points for drivers, cyclists, and pedestrians created by the contra-flow bike lane and suggested that new signs be installed alerting drivers of the new contra-flow bike lane and possibly new stop signs as well. Ms. McGraw responded stating that staff will convene internally to if and what can be done to address these concerns. Chair Lewis stated that he, too, would prefer another stop sign on East Glendale Avenue. Ms. Phelps asked if the information for the project is in multiple languages and, if so, which languages, to which Ms. McGraw responded that she would check with staff internally and notify.
  - Dockless Mobility Application Update
    - Mr. Kane asked if the overall contentiousness of the program has increased or decreased since its implementation, to which Ms. McGraw responded that the new 311 capabilities has improved operator response times which has hopefully helped to mitigate overall concerns about the program, however, staff can check to see if the number of complaints via 311 has increased or decreased since the 311 ticket for scooters was created.
  - Parking Enforcement Contractor Update
    - Mr. Kane asked how long the pilot program is, to which Ms. McGraw said she was not sure and would have to check Police. Mr. Kane also asked if

parking is now more readily available as a result of the pilot program, to which Ms. McGraw responded that staff only currently has data on the number of citations issued, not on-street occupancy rates nor number of complaints. Mr. Kane asked if the contractor had similar issues as Police in terms of hiring enforcement officers for the pilot program, to which Ms. McGraw responded that the contractor is meeting the terms of their contract, therefore they have hired who they need successfully. Chair Lewis asked what the extent of the pilot program is given that he has heard of contractors walking on blocks further south of King Street, to which Ms. McGraw responded that the pilot involves King Street between the river and the Metrorail Station, and two blocks north and south of King Street. Chair Lewis asked what the contractors can cite drivers for doing, to which Ms. McGraw responded that they are only meant to cite drivers per the posted restrictions.

4. **PUBLIC DISCUSSION PERIOD:** Marge McNaughton opposes converting the Duke Street Service Road near West Taylor Run Parkway into a one-way street with bike facilities and the removal of the right-turn lane for drivers. Ms. McNaughton also opposes introducing a slip lane due to safety reasons. Ms. McNaughton stated that bike facilities on the Duke Street Service Road are not warranted per federal standards and suggests that the City commence with a pilot program instead of a full-build change.

**BOARD ACTION:** Chair Lewis asked about the timeline of the Duke Street Service Road project, to which Ms. McGraw responded that it would go before the Board in a few months. Chair Lewis requested that staff notify the Board of any concerns raised by residents and their reasoning for such concerns prior to presenting options to the Board.

## **PUBLIC HEARING ITEMS**

5. **ISSUE:** Parking removal – Utica Avenue and South Ingram Street

**DISCUSSION:** Mr. Devilliers presented the item to the Board. Mr. Kane asked how residents learn about how to request the removal of parking, to which Mr. Devilliers responded that residents initially reach out via email, phone, or 311, and then staff inform them of the full process. Mr. Kane asked how Parking Enforcement is notified of parking-related changes, to which Mr. Devilliers responded that staff will notify Police if a change is approved, especially if enforcement of the change will boost its level of impact. Mr. Kane asked if staff hears complaints from delivery/logistics companies regarding citations issued to drivers that are parked illegally, to which Mr. Devilliers responded that it isn't often, but staff do hear complaints, and tell them that delivery drivers are not exempt from the ordinances laid out in the City Code and that the City is working on accommodating the increase in delivery, pickup, and drop-off business. Chair Lewis asked if residents have expressed concerns about the process for requesting changes to traffic and parking being too onerous, to which Mr. Devilliers responded that

he hasn't received any explicit complaints and most requestors do eventually submit the required documentation to bring feasible requests before the Board for consideration.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Mihalik made a motion, seconded by Ms. Ebbers, to remove 30 feet of on-street parking on the north side of Utica Avenue immediately east of South Ingram Street as well as 60 feet of on-street parking on the east side of South Ingram Street immediately south of Duke Street. The motion carried unanimously, with Ms. Phelps abstaining from the vote.

6. **ISSUE:** Pickup and Drop-off Loading Zone – 900 block of North Henry Street

**DISCUSSION:** Mr. Devilliers presented the item to the Board. Ms. Mihalik asked if staff considered implementing time restrictions to this block to compel turnover, to which Mr. Devilliers responded that staff had indeed considered it, but turnover would not be enough to ensure available curb space for pickups and drop-offs at Carpenter's Shelter throughout the day and night, and noted that a mix of parking restrictions—and lack thereof—in an area helps to address the different needs that drivers have. However, staff would be supportive if residents eventually request the implementation of time-restricted parking on the remainder of the 900 block of North Henry Street due to any issues resulting from the lack of parking restrictions there. Chair Lewis raised concerns of creating such a long PUDO zone which might encourage drivers to speed. Mr. Kane asked if the PUDO zone could be reduced to 40 feet, to which Mr. Devilliers responded that doing so might very well result in drivers ignoring the PUDO zone altogether due to navigation technologies instructing drivers to continue driving until the very entrance of Carpenter's Shelter 80 feet from the intersection.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Phelps, to install 'Active Loading and Curbside Pickup Only' signage for the 80 feet of curb space north of the entrance to 930 North Henry Street. The motion carried unanimously.

7. **ISSUE:** Loading Zone – 200 block of South Union Street

**DISCUSSION:** Mr. Devilliers presented the item to the Board. Mr. Kane asked if the loading zone in front of Hotel Indigo is available to all drivers, to which Mr. Devilliers responded that is indeed. Ms. Phelps asked if staff could reduce the size of the proposed loading zone in front of 215 South Union Street, to which Mr. Devilliers responded that this could be done if desired, but staff wanted to ensure that freight trucks would fit in the space and maintain consistency along the block for ease of enforcement. Ms. Mihalik asked if the new townhouses will have onsite parking spaces, to which Mr. Devilliers responded they would indeed. Ms. Ebbers asked if there would be any consequences of deferring this item to a later date, to which Mr. Devilliers stated there would be no consequences other than disadvantaging the businesses requesting this change. Mr. Kane

asked why staff did not recommend this loading zone be a PUDO zone instead, to which Mr. Devilliers responded that PUDO zones are meant to be in effect at all times of day and night, and this particular location did not warrant that. Mr. Kane asked if food delivery services would use this loading space, to which Mr. Devilliers responded that his understanding is that the three businesses in the building are looking for a reliable place to unload their vehicles from, not necessarily have a food delivery service as an option. Ms. Mihalik asked what the restrictions would be after the curb space is no longer a loading zone, to which Mr. Devilliers responded that it would be metered parking until 9 p.m. and free unrestricted parking otherwise and on Sundays. Ms. Mihalik asked if the loading zone could have shorter hours, to which Mr. Devilliers responded that it could, but the property manager of the building requested the hours specified in the docket.

**PUBLIC TESTIMONY:** Charlotte Hall, Old Town Business Association, testified in opposition. Charlotte Stewart, the property manager with Rector Best, testified in support stating that only loading space would be needed. Yvonne Callahan, Old Town Civic Association, testified in opposition stating that staff should not receive administrative approval to remove only certain zones and not others.

**BOARD ACTION:** Mr. Kane made a motion to defer this docket item to the May 2024 meeting, seconded by Ms. Ebbers. The motion carried unanimously.

#### 8. **ISSUE:** Pickup and Drop-off Loading Zone Administrative Procedure

**DISCUSSION:** Mr. Devilliers presented the item to the Board. Mr. Kane asked how the public would be notified of the newly approved PUDO zone, to which Mr. Devilliers responded that staff could notify the presiding business and civic association(s) or post a public notice at the site of the approved zone if desired by the Board. Chair Lewis suggested that a public notice be posted at the side of the approved zone for two weeks prior to signage installation and that staff be given the ability to make the PUDO zones time delimited. Ms. Bonnard asked if the signatures of support would be enough in terms of public outreach, to which Ms. Ebbers responded that it would only in turn notify the occupants and property owners of the properties directly fronted by the approved zone, which is likely not enough given the demand for parking. Ms. Phelps asked if staff could explicitly prohibit PUDO zones from being requested and approved in replacement of bus stops or bike lanes in the eligibility requirements, to which Mr. Devilliers agreed. Ms. Mihalik asked to be reminded of what the PUDO zone signage looks like, so Ms. North showed the Board a mock-up of the signage. Ms. Mihalik asked if operating a parklet would preclude the same applicant from requesting a PUDO zone, to which Mr. Devilliers responded that it would not since that applicant would still need to collect signatures of support from the property occupants and owners of the properties directly fronted by the approved zone. Ms. Mihalik reiterated that more PUDO zones could make conditions more unsafe for cyclists et cetera given the accommodation for drivers to weave in and out of the parking lane quickly.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Kane, to approve the proposed administrative procedure to allow the Director of Transportation and Environmental Services to add and remove pickup/drop-off loading zones—with the ability to make the zones time-delimited—that meet the approved criteria, given that staff would provide the public two weeks’ notice using posted signage at the site of the approved zone, and would explicitly prohibit requests for pickup/drop-off loading zones that would negatively impact bus stops or bike lanes. The motion carried unanimously.

## **INFORMATION ITEMS**

9. **STAFF UPDATES:** Ms. McGraw updated the Board that the taxi subcommittee’s proposed changes would be brought before the Board at their March 25 meeting for consideration.

### **10. COMMISSIONER UPDATES:**

- Mr. Kane provided updates on the following from Transportation Commission:
  - Electric Vehicle planning (L1, L2, and L3 charging stations across the city)
  - No significant cuts to WMATA’s budget nor service, however, cuts to either are still possible next year
  - Debrief on the addition of ‘No Turn on Red’ along North Saint Asaph Street as well as Duke Street
  - Improvements on Sanger Avenue at the Dora Kelley Trail to improve the pedestrian and cyclist experience
  - VDOT is working on making safety improvements to Shirlington Circle over I-395
- Mr. Kane provided updates on the following from the Eisenhower West Landmark Van Dorn Implementation Advisory Group:
  - Passport Mini will be improving their site but will have no impacts on the roads and sidewalks around the site
  - Redevelopment into a hotel and residences is proposed for the former Vulcan site including a cyclist and pedestrian bridge over Backlick Run. The developers have proposed a mulch trail to which the cyclists have opposed
  - Redevelopment along Stevenson Avenue calls for buffered bike lanes in front of the new building
  - The Eisenhower Avenue Transportation Study is looking at concepts to improve cyclist and pedestrian safety, decrease vehicular speeds, and add connections along the corridor
- Mr. Kane asked for an update on the timeline for the stop signs along the Mount Vernon Trail
- Mr. Kane asked if a new stop sign was installed on Valley Drive at Preston Road and, if so, if the stop sign was allowed per the new MUTCD or staff simply forgot to notify the Board of the new sign via a written update
- Chair Lewis reminded the Board that the members shall not have discussions via email but must instead pass on comments et cetera to staff. All emails sent and received regarding Board-related matters should be retained for FOIA purposes

## **ADJOURNMENT**

Mr. Kane moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 8:54 PM.



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024

**DOCKET ITEM:** 4

**ISSUE:** Written Staff Updates & Public Hearing Follow-up

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### **A. Vision Zero Milestone – Zero Fatalities in 2023**

In February, the City made an announcement that it had ended 2023 with zero traffic fatalities for the first time since the adoption of the Vision Zero Action Plan in 2017. While this does not indicate that the City’s Vision Zero goal has been accomplished, it is a significant milestone worth acknowledging. The full press release is available [here](#).

### **B. Lower King Street Long Term Pedestrian Plan**

In 2023, Transportation and Environmental Services (T&ES) worked with stakeholders from the 100 and unit block of King Street as part of an informal Lower King Street Working Group to implement short term improvement to the area. Staff have been working closely with the Department of Project Implementation and representatives from the community to advance the Lower King Street Long Term Closure Project. The long term project seeks to create a more active and engaging pedestrian and user experience in the heart of Old Town Alexandria. While the Lower King Street Closure Project started as a stand-alone planning and funding process, the project is now being incorporated into the project delivery process (including design, approvals, construction) for the broader Waterfront Flood Mitigation Project.

By combining the two projects into a single delivery, the City will ensure the design, stormwater, utility, infrastructure elements, and construction sequencing of the two projects are fully coordinated to maximize efficiency and reduce costs and risks to the City. Design is anticipated to be complete in the Summer/Fall of 2025, with construction anticipated to commence in the Fall of 2025.

Parties interested in learning more about the project may visit the project website or attend an upcoming public project update meeting.

#### Planned Community Updates:

- Waterfront Commission: March 19
- Parks and Recreation Commission: March 21
- Public Presentation and Open House: March 26

Additional information about the Waterfront and Lower King Street Projects can be viewed on the project website: <https://www.alexandriava.gov/Waterfront>

### **C. Holland Lane Community Engagement**

Last summer, the City initiated the Holland Lane Corridor Improvements Project. The purpose of this project is to make it easier, safer, and more comfortable for people of all travel modes, ages, and abilities to travel on Holland Lane between Duke Street and Eisenhower Avenue.

The City held an initial community engagement period to understand residents' experiences along the corridor, completed an existing conditions analysis, and performed a staff design charrette. This spring, the City will share concept design options for the corridor and seek further community feedback this April. Following the second round of community feedback, staff expects to select a preferred concept alternative, which will be brought to the Traffic & Parking Board in spring/summer. This project is intended to be implemented in Fiscal Year 2025 in conjunction with street resurfacing.

More information is available on the [project webpage](#).

### **D. South Pickett Street Community Engagement**

Last fall, the City initiated the South Pickett Street Corridor Improvements Project with support from a technical assistance grant through the Metropolitan Washington Council of Governments Transportation-Land Use Connections Program. The purpose of this project is to make it easier, safer, and more comfortable for people of all travel modes, ages, and abilities to travel on South Pickett Street between Duke Street and Edsall Road.

The City held an initial community engagement period in December to understand residents' experiences along the corridor, completed an existing conditions analysis, and performed a staff design charrette. This spring, the City will share concept design options for the corridor and seek further community feedback. Following the second round of community feedback this Spring, staff expects to make a recommendation to the Traffic & Parking Board in spring/summer. This project is intended to be implemented in Fiscal Year 2025.

More information is available on the [project webpage](#).

### **E. Eisenhower Avenue Transportation Study Outreach**

The City is working with the Virginia Department of Transportation (VDOT) on a study along Eisenhower Avenue between Van Dorn Street and Holland Lane. The study is identifying opportunities to enhance safety and mobility along the corridor. The VDOT consultant and initial outreach has focused on the western part of the corridor and is evaluating opportunities at Van Dorn Street and Eisenhower Avenue and the cross-section between Van Dorn Street and Holmes Run Trail. City staff presented initial findings and ideas to Cameron Station and to the Eisenhower West/Landmark Van Dorn Advisory Group in February 2024. City staff is expecting wider outreach this Spring to present recommendations and next steps.

Following the second round of community feedback, staff expects to make a recommendation to the Traffic & Parking Board in spring/summer. All recommendations in this project are unfunded but staff will seek grant funding to design and construct these projects.

More information is available on the [project webpage](#).

#### **F. Completed Parking Meter Additions Potomac Yard**

Due to the opening of the Potomac Yard Metrorail Station, at the October 2023 Traffic and Parking Board meeting, the Board recommended the Director of T&ES install parking meters and implement the approved parking meter restrictions on:

- the south side of the 2900 block and west side of the 3000 block of Dogue Street,
- the west side of the 2800 block of Main Line Boulevard,
- the north side of the 600 block of Maskell Street,
- the north side of the 700 & 800 block of Seaton Street, and
- the west side of the 2900 block of Potomac Avenue.

The new parking meters were installed in February along with signage and new Parkmobile zones. The parking meters and parking meter restrictions are now active and enforceable.

#### **G. February Traffic and Parking Board Member Questions Follow Up**

*Updates and Questions about the Contraflow Bike Lane on East Glendale Avenue*

At the February Traffic and Parking Board meeting the Board asked about student safety at the intersection of East Glendale Avenue and Dewitt Avenue. Staff has also heard concerns about student safety at this intersection from residents who live nearby.

City staff and ACPS reports that many students have used East Glendale and Dewitt Avenues to bike to and from school for years. Dating to 2015, no instances of cyclists or pedestrians being struck by motorists at this location have been reported to APD. The City believes that the new high-visibility crosswalks, pedestrian crossing signs, shared-lane markings (sharrows), the new bike lane, and narrowed travel lane make this relatively safe corridor and intersection even safer. The main way that it does this is by taking away space dedicated to automobile travel and setting it aside either for bicycle use (in the case of the bike lane) or shared use (in the case of the crosswalks and travel lane). The improvements were selected for East Glendale Avenue based on the recent Safe Routes to School Walk Audit of George Washington Middle School and because they help complete the planned bicycle network in the Alexandria Mobility Plan.

The Board also expressed interest in an additional stop sign on East Glendale Avenue. Crash history and traffic volumes for this location do not warrant a stop sign.

Now that the project is complete, it is best practice to observe the impacts over several months before making any changes or updates. This gives users time to adjust to the changes. Staff recommend waiting and observing before making any additional changes to East Glendale Avenue or the contraflow bike lane.

Staff continue to collaborate with ACPS on outreach materials for students at George Washington Middle School (GWMS) to promote safe walking and biking and use of the new

contraflow bike lane. ACPS and T&ES staff will co-present at the April GWMS PTA meeting. At this time, there are no plans to translate educational materials to other languages.

*Stop signs on the Mount Vernon Trail*

The Traffic & Parking Board approved changes to stop signs at locations along the Mount Vernon Trail. While some of these have been implemented, there have been delays due to material and staffing shortages.. Those delays have been resolved and the City is currently in the process is updating the stop signs at Madison Street and Montgomery Street at intersections with the Mount Vernon Trail. Changes should be complete before the April Traffic and Parking Board meeting.

*Stop Sign Added on Valley Drive*

The stop sign added at Valley Drive and Preston Road was done through the local stop sign administrative process. City staff is working with Parkfairfax on other transportation related issues on Gunston Road and Martha Custis Drive, but the stop sign was their first request and it fell under the stop sign administrative process. City staff is working to coordinate with Parkfairfax on the remaining issues which may be presented to Traffic and Parking Board at a later date.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024

**DOCKET ITEM:** 5

**ISSUE:** Parking Removal – Intersection of Leslie Avenue and East Luray Avenue

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Leslie Avenue and East Luray Avenue

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES remove two parking spaces at the intersection of Leslie Avenue and East Luray Avenue.

**BACKGROUND:** The City plans to install a mid-block crosswalk across Leslie Avenue at the intersection with East Luray Avenue (Attachment 1). Leslie Avenue is in the southeast portion of the Del Ray neighborhood. It connects East Glendale Avenue to East Monroe Avenue. The eastern side of Leslie Avenue primarily serves commercial uses, including the Commonwealth Academy school, while the western side is primarily single family residential. The proposed crosswalk at Luray Avenue provides a needed midblock crossing approximately 210 feet south of the intersection of Leslie Avenue and East Alexandria Avenue and approximately 225 feet north of the intersection with Leslie Avenue and East Glendale Avenue.

The proposed high-visibility crosswalk will be accompanied by new ADA compliant curb ramps on either side of Leslie Avenue and pedestrian crossing signs.

In addition to providing a safe east-west crossing for all sidewalk users, the new crosswalk provides an alternative route for sidewalk users who are unable to navigate around the utility pole blocking the sidewalk at 1321 Leslie Avenue.

**DISCUSSION:** The proposed parking removal will daylight the crossing, making pedestrians in the crosswalk more visible to drivers on Leslie Avenue. The City proposes removing two parking spaces to make the new crosswalk more visible. One parking space is located on the west side of Leslie Avenue, north of where the crosswalk intersects with the new ADA ramp. The second parking space proposed for removal is located to the south of the crosswalk on the east side of Leslie Avenue, adjacent to the utility pole. Currently, parking is prohibited along the north side of East Luray Avenue. Parking is also currently prohibited on the east side of Leslie Avenue. This parking restriction starts at the utility pole and extends approximately 200 feet north to the intersection with East Alexandria Avenue.

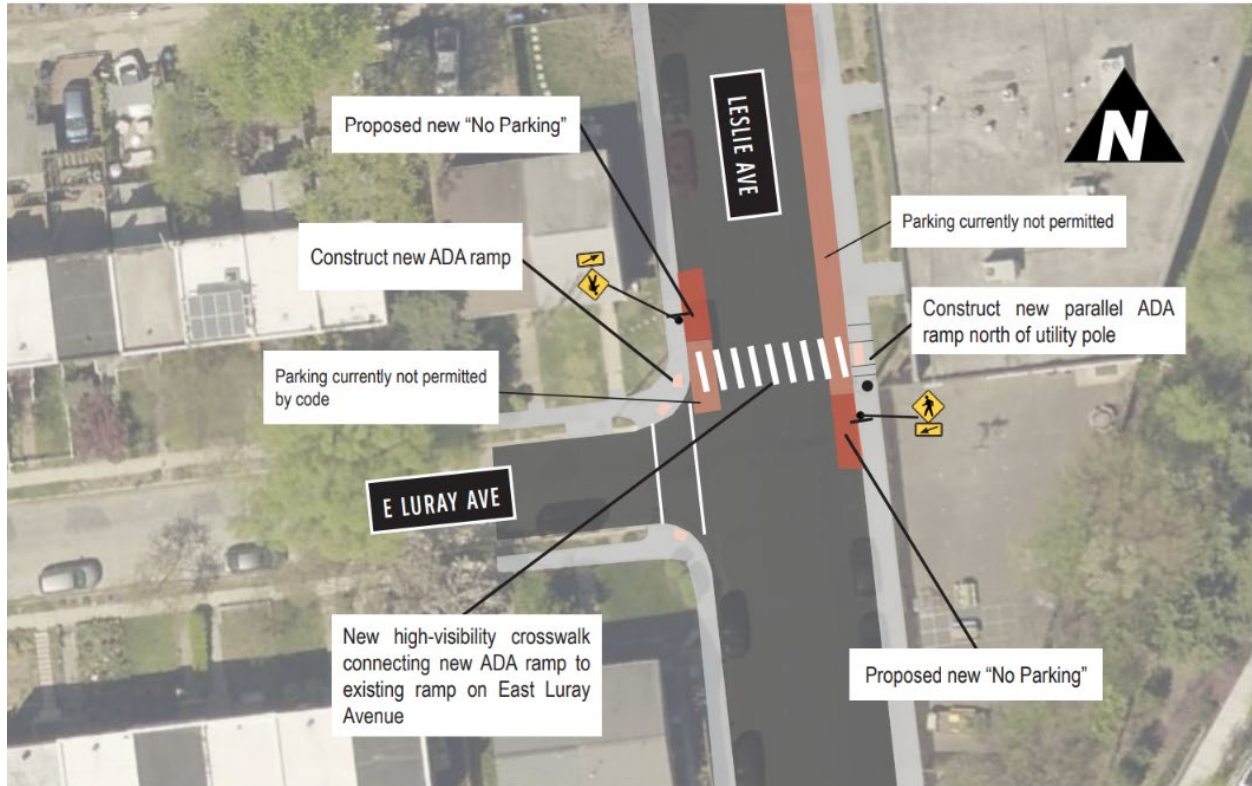
**OUTREACH:** The City held a public comment period on the parking removal from Thursday, February 29 to Thursday, March 15. Five comments were submitted via email (Attachment 2). The City announced the comment opportunity by mailing flyers to residents living near the intersection of Leslie Avenue and East Luray Avenue who may be impacted by the parking removal. Staff also attached posters highlighting proposed parking restrictions to sign posts at the intersection.

Staff received five comments via email. All comments support the installation of a new crosswalk. Four of the five comments supported removing parking. These included suggestions for an additional crosswalk and curb extensions, replacing parking with a scooter corral, and completing a nearby sidewalk gap. The remaining comment conditionally supported removal of proposed parking if existing restrictions on the east side of Leslie Avenue were modified to allow more parking.

The text of all submitted comments is available in Attachment 2.

Additionally, staff coordinated with Commonwealth Academy and Bonitt Builders on plans for the crosswalk and parking removal. Staff also shared information with the Del Ray Citizens Association Traffic Calming Committee.

## Attachment 1: Proposed Crosswalk & Parking Restrictions



### Leslie Avenue & East Luray Avenue - Midblock Crosswalk

Page 1 of 2

Provide an ADA accessible midblock crossing at the intersection of Leslie Avenue and East Luray Avenue. The new crosswalk provides an alternative route for sidewalk users who are unable to navigate around the utility pole blocking the sidewalk at 1321 Leslie Avenue.

- Install 2 new ADA ramps, high-visibility crosswalk, and two pedestrian crossing signs.
- Remove two parking spaces (8' x 20', each) with approval of Traffic & Parking Board.

**Attachment 2:** Public Comment

**From:** Trip (James) Hook <jchook3@gmail.com>  
**Date:** Tuesday, March 5, 2024 at 11:34 AM  
**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>  
**Subject:** [EXTERNAL]Leslie Avenue Crosswalk

Hi,

I am a Del Ray resident writing to express my enthusiastic support for a crosswalk at Leslie and Luray. This is a residential neighborhood and all efforts at improving safety of pedestrians are welcome.

Thanks,

James

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**From:** Tom VanAntwerp <tom@tomvanantwerp.com>  
**Date:** Tuesday, March 5, 2024 at 10:06 AM  
**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>  
**Subject:** [EXTERNAL]Leslie Ave Crosswalk feedback

Bryan,

I've just reviewed the mailing sent to me, an E Luray Ave resident, about the planned addition of a crosswalk and reduction of two parking spaces on Leslie Ave.

As a resident who does not own a car and frequently crosses Leslie in this exact spot, \*thank you\*!

This is an excellent plan and I whole-heartedly support it! This will greatly increase my family's safety in the area, as well as the safety of the many children at Commonwealth Academy.

-Tom VanAntwerp

P.S., Could we get sidewalks all the way along the west side of Leslie up to Monroe as well? The sidewalk is missing from Monroe through Nelson and halfway to Alexandria Ave. This creates an unsafe pedestrian situation, as the east sidewalk is very often crowded with a mix of Commonwealth Academy students, daycare drop-offs, and the business activities of the companies along Leslie's east side. Too many times I've ended up walking in the middle of the road to-and-from Aldi to buy groceries. Nearly put my eye out when I almost walked right into a pipe that was sticking out of the back of a parked truck on the west side that I couldn't see due to the angle. It's very unsafe and a complete sidewalk would be an incredible relief.



To: City of Alexandria Traffic and Parking Board  
From: Richard Ramsay  
543 E. Luray Ave  
Alexandria, VA 22301

Re: Leslie Avenue Crosswalk

Summary: Support Subject to Modifying Parking Restrictions Between E. Alexandria and E. Luray Ave.

By way of background, we live at the corner of E. Luray and Leslie Avenues, and thus are specifically impacted by the proposed sidewalk. We've lived in our house since 2005 and have witnessed the growth and change of the neighborhood. The new subdivision in Potomac Yard and the change of the building use located on Leslie Avenue from strictly commercial to predominantly a school (Commonwealth Academy) continues to change the character of the neighborhood. Additionally, Commonwealth Academy, while initially a school for elementary students, expanded their mission to include middle school and high school students. This significantly expanding their student demographic and their staffing needs. In short, the needs of the surrounding infrastructure have changed significantly over the nearly 20 years.

We advocated extending the sidewalk along the eastern side of Leslie Avenue to E. Glendale in the name of safety for the children at Commonwealth Academy as well as our neighbors. Thus, we naturally start from the position supporting the new crosswalk at E. Luray and Leslie Avenue and creating additional parking restrictions near the new crosswalk to ensure safety and visibility (we note that there is a utility pole in the middle of the sidewalk on Leslie that appears to continue to impede upon accessibility). However, the proposed changes to the parking restrictions surrounding the new crosswalk heighten and highlight the need to modify parking restrictions along the eastern side of Leslie Avenue between E. Luray Avenue and E. Alexandria.

With the change and expansion of Commonwealth Academy coupled with the new residents of Potomac Yard, we've experienced a change in the way parking is utilized along Leslie Avenue (from E. Glendale to E. Alexandria which is currently not zoned). With Commonwealth students now of driving age, increased staff at the school, and new neighbors in Potomac Yard, there is increased pressure on parking availability along Leslie Avenue to E. Luray Avenue. What was once a parking area primarily, if not exclusively, for the neighbors along E. Glendale and E. Luray, it now serves as primary parking for school staff, students, neighbors, and the remaining tenant of the Commonwealth Academy building.

Thus, while we support the new crosswalk, we condition that support upon the City modifying the no parking restrictions along the eastern section of Leslie Avenue between E. Luray Avenue and E. Alexandria to permit additional parking. As the proposed crosswalk eliminates current parking to ensure visibility, allowing parking along that section will compensate for the reduction in parking and not further increase the existing pressure on the surrounding neighborhood and allow students and Commonwealth Academy staff needed parking. In short, the changing neighborhood needs more parking, not less as is proposed by the new crosswalk, to recognize the changed nature of the use of the buildings and the growth of the residential footprint.

Thank you,

Richard Ramsay

**From:** Leif Brierley <leif.brierley@gmail.com>  
**Date:** Thursday, March 14, 2024 at 10:52 PM  
**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>  
**Subject:** [EXTERNAL]Support for Proposed Crosswalk at Leslie & East Luray Ave

Hi Bryan,

I hope this finds you well. My name is Leif Brierley and I am a resident of the 500 block of East Luray Ave in Alexandria, VA. I'm reaching out to you in strong support of the City's plans to add a crosswalk at the intersection of Leslie Avenue and East Luray Avenue and to remove two parking spaces to ensure better pedestrian visibility.

I strongly support the City's proposal to add the crosswalk and remove the parking spots because I believe it will make the neighborhood more pedestrian friendly and safe. I'm a father of a toddler and a soon-to-be newborn, who walks his kids to the Discovery Time Learning Center daycare at Leslie Ave and Nelson Ave every day. We would use the proposed crosswalk every single day. The current lack of a crosswalk at that intersection means we need to walk up to the intersection of Leslie Ave and East Alexandria Ave, which is a more dangerous crosswalk for pedestrian traffic because the oncoming traffic southbound on Leslie does not need to stop, and frequently cars speed around the corner and neglect the right of way. Having an additional crosswalk, like the one proposed, would give us a hopefully safer option to cross the street each morning and each evening as we take our young children to and from daycare. You may wish to consider adding two cross walks (one for each side of East Luray) across Leslie Ave to ensure easiest access for pedestrians from either side of East Luray to Leslie Ave's east side.

Regarding the removal of the parking spaces, I am in favor of increasing the visibility of pedestrians in the neighborhood, and removing these two spaces seems like a reasonable step to ensure passing cars can have the best view of pedestrians entering the crosswalk. It is currently hard to see around the parked cars in the spaces the proposal intends to remove, and it would be beneficial to remove them.

Finally, since you are considering modifications to this neighborhood's pedestrian access and navigability, I would strong recommend the city consider a) installing speed humps on Leslie Ave b) better enforcing speeding/stop sign/right of way laws on Leslie Ave and/or c) adding 3-way stop signs at the intersections with East Luray and Leslie Ave, East Alexandria and Leslie Ave, and East Nelson and Leslie Ave. There is a playground, daycare and a private middle school located on this stretch of Leslie Ave, and it is only a matter of time before a speeding motorist causes a tragedy with a child because of the insufficient traffic design of this heavily-pedestrianised area. Would you please take a look at options to better improve safety within this entire stretch of Leslie Avenue as a whole?

Thanks for considering these changes and taking comments on the proposed addition of the crosswalk, which again, I strongly support. In summary, the proposed changes are very reasonable, would improve safety, and the City should consider taking additional measures to increase safety along this particular stretch of busy and child-frequented neighborhood roadway.

If you have any questions, you can best reach me here via email or via telephone at 339-223-3057.

Best,

Leif Brierley

533 E Luray Ave

Alexandria, VA 22301

**From:** Jason Albers <jalbers@gmail.com>  
**Date:** Friday, March 15, 2024 at 6:10 PM  
**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>  
**Subject:** [EXTERNAL]Leslie Avenue crosswalk comments

Bryan,

I am responding to the notice and flyer about the potential future crosswalk at Leslie Ave and Luray Ave. I live at 540 E Luray and have a few comments and observations I'd like to share on the proposal for you and the City to consider. I do appreciate the added importance and enhancement of pedestrian facilities, but I have a couple of comments that I feel would improve the planned changes:

--for the removal of the parking on the west side of Leslie, it would be beneficial and easy to allocate that space to e-scooter parking, in lieu of just striping it off. I think this is consistent with other similar conditions in the City

--for the east side, the sidewalk is severely constrained by the near by utility pole. I'd suggest building a bulb out to accommodate the ADA ramp, but also provide a path around the pole for wheelchair and stroller and other was of maneuvering.

--Id also like to reconsider the "No Parking" on the east side of Leslie Ave between Luray and Alexandria. I believe this was put as no parking to deal with the pick up and drop off traffic at the adjacent Commonwealth Academy. I would suggest that, in order to recoup the loss if parking with this proposal, that this area be signed to only prohibit parking at those hours of the day, or only during weekdays. This will accommodate the influx of parkers for weekend events like soccer games and other sports activities at the adjacent fields.

Again, I appreciate the City's community outreach on this small, but important change to this area. And hope that you take my suggestions under consideration.

Please feel free to contact me if you have any questions or want any further conversations.

Thanks,

Jason Albers

248-761-7176

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024

**DOCKET ITEM:** 6

**ISSUE:** Stop Sign Request– Intersection of First Street and North Pitt Street

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**REQUESTED BY:** Brent Gilroy

**LOCATION:** First Street and North Pitt Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES install an all-way stop at the intersection of First Street and North Pitt Street.

**BACKGROUND:** The intersection of First Street and North Pitt Street is a T-intersection located in Old Town North (Attachment 1). The intersection is located in a mixed-use area with apartments, townhomes, a hotel, and retail. Parking is restricted within one to two car lengths of the intersection on all approaches. Crosswalks are located on all three approaches.

**DISCUSSION:** On August 1, 2023, staff received a request for an all-way stop at the intersection of First Street and Pitt Street (see Attachment 2). Staff reviewed the request per the local-and-local stop sign program and found that the intersection is eligible for an all-way stop. Notable observations are:

- Approximately 1300 vehicles per day use Pitt Street and less than 2000 vehicles per day use First Street. Approximately a 60 percent to 40 percent split.
- The split is also regularly observed for eight hours between 7 a.m. – 7 p.m.
- The intersection is heavily used by pedestrians and trees are obscuring approaching vehicles from the north side.
- There are all-way stops on Pitt Street north and south of this intersection. Drivers on Pitt Street were observed regularly stopping and waving vehicles on First Street to go through.
- Parking on the northbound approach blocks sight distance for both the driver and pedestrian on the east side of Pitt Street.
- No reportable crashes have been reported within the last 5 years.

Additionally, based on field observations, staff also recommends installing painted curb extension in the northwest corner of the intersection to help with Stop Sign placement and the sight distance of the obscuring trees.

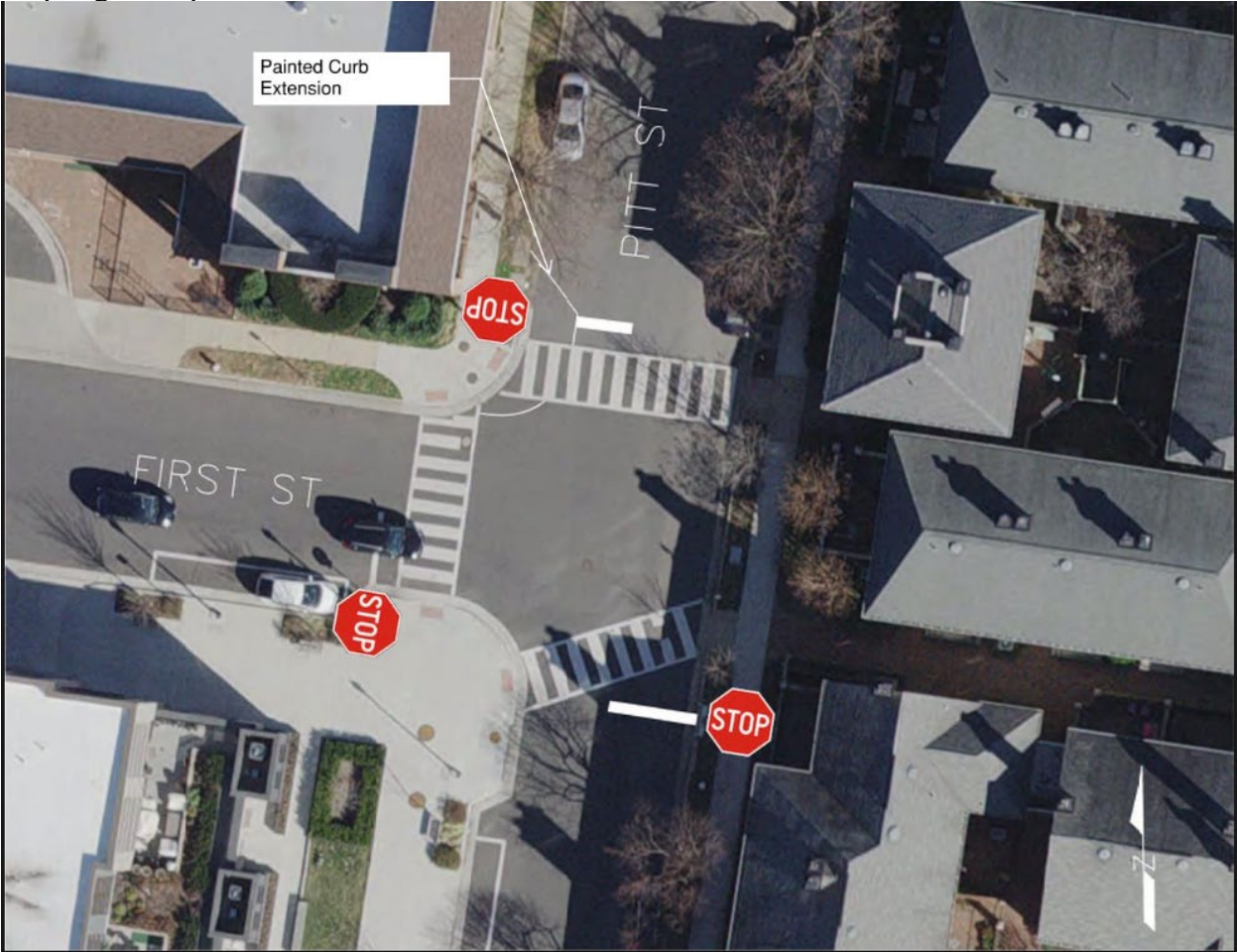
**OUTREACH:** As is consistent with the local-and-local program, staff worked with the applicant during the review and the recommendation process to complete the community support requirement to allow staff to administratively install the stop sign. In this development it requires 70 percent of the supporting residents or in lieu of that, letters of support from the condominium or property management. The applicant notified City staff that no responses have been received. Staff, consistent with the Braddock Place and Fayette Street application, is presenting the recommendation to Traffic and Parking Board due to lack of engagement.

Staff has notified the North Old Town Independent Citizens (NOTIC) and Old Town North Community Partnership about this proposal. Staff will post notification signage at least one (1) week prior to implementation of the recommendation if approved.

**Attachment 1:** Location First Street and Pitt Street



Stop Signs Proposed to be Added on North Pitt Street





**Attachment2: Stop Sign Request Form**



**STOP SIGN REQUEST FORM**

Please fill out this application and return to [Cuong.Nguyen@alexandriava.gov](mailto:Cuong.Nguyen@alexandriava.gov) or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: N Pitt St @ 2nd St, North Old Town

Reason for the Request:

3-way intersection. 2nd St traffic has stop sign (w/small warning that cross traffic does not

However, many 2nd St drivers apparently miss the warning and expect Pitt vehicles to stop

With #34 DASH bus now running on Pitt, chances for serious collision are heightened. A

Project Champion (Point of Contact) Information:

Name: Brent Gilroy

Address: 500 Madison St., Apt. 334

Email: brentgilroy@gmail.com

Phone Number: 301-466-9197

Best Way to Contact:  Email  Phone

Best Time of Day to Contact:  Morning  Afternoon



Revised (2/2021)

🔍 100% 🔍 ⬇️ 🗑️

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024

**DOCKET ITEM:** 7

**ISSUE:** Parking Restrictions - 5000 block of South 25<sup>th</sup> Street

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**REQUESTED BY:** Mohamed Ousri

**LOCATION:** 5000 Block of South 25<sup>th</sup> Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES Add 2-hour parking restrictions on the 5000 block of South 25<sup>th</sup> Street, 8 a.m. to 5 p.m., Monday through Friday as depicted in Attachment 3.

**BACKGROUND:** The owner of 4651 King Street, which fronts onto the 5000 block of South 25<sup>th</sup> Street, as well as the owner of 5029 23<sup>rd</sup> Street South, one commercial tenant of 4651 King Street, and one residential tenant of the 5000 block of 25<sup>th</sup> Street South in Arlington signed a petition to request 2-hour parking restrictions, 8 a.m. to 5 p.m., Monday through Friday, on the 5000 block due to drivers parking on the short commercial block for extended periods. The businesses on the block rely on short-term parking and moderate turnover for their clients and customers when the onsite parking lot is full.

This block is configured for two-way traffic and sees very low traffic volumes due to 23<sup>rd</sup> Street South and 25<sup>th</sup> Street South in Arlington being physically impassable for motor vehicles (Attachment 1). Parking is permitted on both sides of the street, which allows for 10 legal on-street parking spaces on City-owned public right-of-way. The boundaries of both the City of Alexandria and Arlington County are shown in Attachment 2. The street is approximately 36 feet wide from curb to curb, with no on-street parking restrictions wherever the curb space is owned by the City of Alexandria. Small portions of 25<sup>th</sup> Street South and 23<sup>rd</sup> Street South are in Arlington County along which parking is already restricted to 2-hour parking, 8 a.m. to 5 p.m., Monday through Friday, Zone 11 permissibles exempt.

Land use in the area is mixed, with commercial and retail uses near King Street, including Popeyes, Wells Fargo Advisors, and the Centro de Capacitación Profesional, and residential uses abutting the cul-de-sacs. This block is located neither within nor adjacent to any Residential Parking Permit District.

**DISCUSSION:** Staff recommend adding 2-hour parking restrictions as noted to all curb space on this block that is owned and managed by the City of Alexandria (Attachment 3), with the

exception of no parking areas near King Street. Adding parking restrictions to this block will help to compel turnover and discourage long-term vehicle storage on public right-of-way. It also is consistent with parking restrictions on the Arlington County portion of the block.

**OUTREACH:** The proposal came about as a result of an On-Street Parking Modification Request submitted by the owner of 4651 King Street and signed by their tenant, Centro de Capacitación Profesional, as well as the owner of a nearby vacant lot at 5029 23<sup>rd</sup> Street South and a tenant of 5047 25<sup>th</sup> Street South in Arlington (Attachment 4). There are no civic associations nor business associations encompassing this block nor are there any located close to this block.

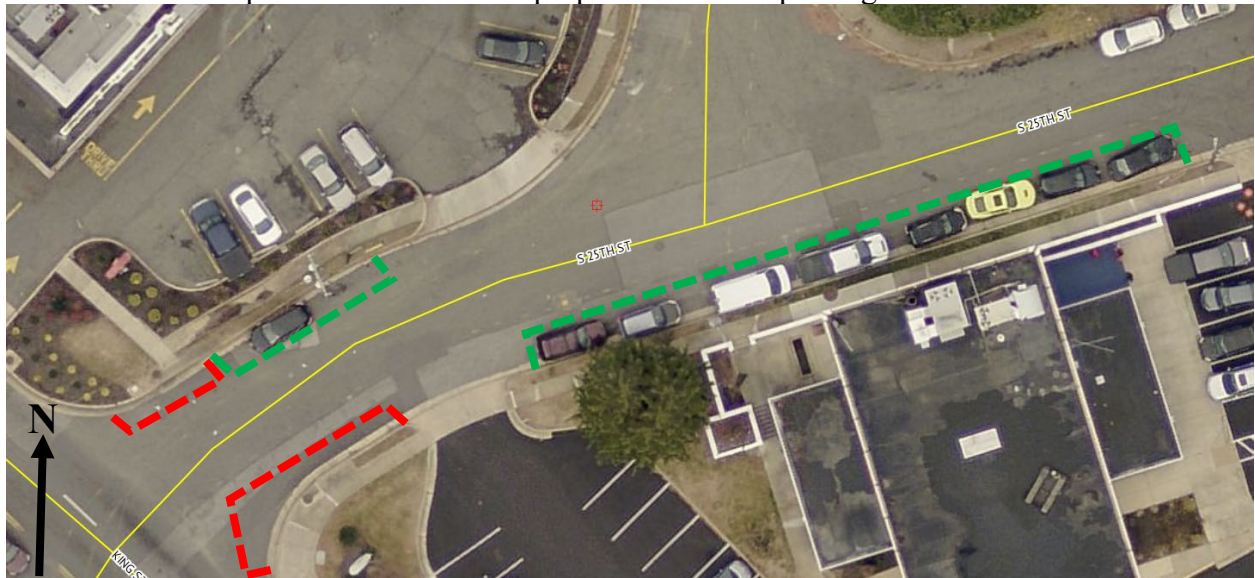
**Attachment 1:** 5000 block of South 25<sup>th</sup> Street facing northeast from King Street



**Attachment 2: City and County Boundaries**



**Attachment 3: Depiction of location for proposed on-street parking restrictions**



 No Parking

 New 2-hour Parking Restrictions (8 a.m. – 5 p.m. Mon-Fri)

Attachment 4: On-Street Parking Modification Request Form

ON-STREET PARKING MODIFICATION REQUEST FORM



Please fill out the first page of this application and return to [max.devilliers@alexandriava.gov](mailto:max.devilliers@alexandriava.gov) or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (What are you trying to solve/address?):

Parking sign on 25th street  
2 Hours Limit Parking sign

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
- Loading Zone Addition
- Parking Removal
- No Parking Sign Removal
- Parking Restriction Change (Non-RPP)
- Proposed restrictions 2 Hours Parking Limit

Location: 25th street South / south side of the stretch  
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 5 or 7

Project Champion (Point of Contact) Information:

Name: Mohammed Ousri

Address: 4651 King Street Alexandria VA

Email: Ousri@cox.net

Phone Number: (703) 625-3400

Best Way to Contact:

Email

Phone

Best Time of Day to Contact:

Morning

Afternoon



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

All Support

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners'/ condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

| Name (printed)  | Support or Oppose Request | Signature/Date     | Address/<br>Business/<br>Association         | Property Affiliation<br>(owner, occupant, manger, etc.) | Email                                 |
|---|---------------------------|--------------------|--|---|---------------------------------------|
| MuHAMED OUSRI<br>M.R.S. Raul                            | Support                   | <i>[Signature]</i> | 4651 King st<br>Alexandria VA                | Owner   | ousri@cox.net                         |
| CENTRO DE<br>CAPACITACION<br>PROFESIONAL<br>Lissa Tapia | SUPPORT                   | <i>[Signature]</i> | 4651 KING ST.<br>2ND FLOOR.<br>ALEXANDRIA.   | COORDINATOR.<br>C/O MANAGER.                            | Z60N2ALZEP<br>CCPINSTITUTE-<br>-ORG.  |
| Rachida Ousri.<br>MOMAMED OUSRI                         | Support                   | <i>[Signature]</i> | 5017 south 25th<br>street Arlington<br>22206 | renter  | lissa1031@<br>msn.com.                |
|   |                           |                    | 5024 south<br>23rd street<br>Arl VA 22206    | Owner   | Rachida &<br>MOMAMED<br>OUSRI@cox.net |
|   |                           |                    |  |   |                                       |
|   |                           |                    |  |   |                                       |
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# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024

**DOCKET ITEM:** 8

**ISSUE:** No Turn on Red Restrictions and Slip Lane Modification - Duke Street and South Patrick Street and Duke Street and South Henry Street

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Duke Street at South Patrick and South Henry Streets

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES implement the following changes to improve safety:

- No Turn on Red restrictions on all applicable intersection approaches
- Reduce the slip lane from Duke Street to South Henry Street from two lanes to one lane

**BACKGROUND:** In 2017, the City of Alexandria adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

In 2022, the City completed an updated citywide crash analysis to identify crash hotspots and trends to guide future safety work. That study identified the intersections of Duke Street and South Patrick Street and Duke Street and South Henry Street (together referred to as Duke Street and Route 1) as among the City's high-crash intersections. That same year, the City received a technical assistance grant from the Metropolitan Washington Council of Governments Regional Roadway Safety Program to perform intersection safety audits for Duke Street and Route 1 and develop conceptual designs to improve safety.

**DISCUSSION:** Duke Street is a principal arterial roadway that provides east-west access between Old Town and the West End. Route 1 is a principal arterial that provides regional north-south connections to Washington DC, Fairfax County, and beyond (Attachment 1). This section of Route 1 has been identified by the City as a high-crash corridor, and the intersections of Duke Street and Route 1 have been identified as high-crash intersections. From 2015-2022, over 75 crashes have occurred at both intersections (Attachment 2). Of those crashes, three resulted in severe injury, 17 resulted in non-severe injury, and four involved people walking. Common crash factors include speeding, distracted driving, failure to stop or yield, and impaired driving.



In 2023, staff performed an existing conditions analysis, community engagement period, and intersection safety audit. Based on this work, staff identified concerns related to:

- Signal operations
- Roadway geometry
- Visibility
- ADA accessibility
- Traffic congestion
- Driver behavior
- Lighting

The City then developed conceptual designs to improve safety (Attachment 3). The conceptual designs include features such as:

*At South Henry Street:*

- Reducing the slip lane from Duke Street to South Henry Street from two lanes to one lane.
  - Staff explored two treatment options here: (1) make the slip lane unsignalized with a raised crosswalk, and (2) retain the signalized slip lane but implement a No Turn on Red restriction. Today, right turns on red are restricted from the left lane only. After further evaluation, staff recommends Option 2. Removing the signal from the slip lane would fail to provide adequate communication to drivers on when it is safe to proceed onto South Henry Street, which could result in increased angle or sideswipe collisions. The primary issue with pedestrian safety on the slip lane is driver speed and drivers attempting to turn right on red interfering with legal crossings. Realigning the geometry of the slip lane and implementing a No Turn on Red restriction can mitigate this issue while still reducing the risk of vehicle collisions.
  - In addition to these treatments, staff also explored removing the slip lane entirely and replacing it with a dedicated right turn lane. This would provide some benefit to people walking by reducing the speeds at which drivers turn. However, it would increase the crossing distance on the west leg of the intersection, and it would increase the number of turning vehicles that pedestrians would have to contend with at any one time. Turns from Duke Street onto southbound Henry Street are heavy (over 1,500 in the PM peak hour alone), and the City's crash history indicates that conflicts with turning vehicles account for over a third of fatal or severe crashes involving people walking. To mitigate this risk, staff recommend retrofitting the slip lane to make it safer and allowing people walking to contend with right turns and left turns separately.
- A median on the west leg of the intersection to calm traffic and provide a refuge for people crossing the street. This could be a full-build, planted median in the long-term, and in the short-term the City could implement an artistic painted median.
- A curb extension on the northwest corner of the intersection to calm traffic, improve visibility of people walking, and reduce crossing distances.

*At South Patrick Street:*

- A median refuge on the west leg of the intersection to reduce turning speeds from northbound Patrick Street to westbound Duke Street and provide a pedestrian refuge.
- Curb extensions on the northwest, northeast, and southwest corners of the intersection to reduce turning speeds, improve visibility of people walking, reduce crossing distance, and provide ADA-compliant curb ramps. The curb extension on the northeast corner would also enhance driver predictability because it would deter westbound drivers from using the space as a pseudo-turn lane to turn onto northbound Patrick Street. The curb extensions can also provide a placemaking, gateway effect for regional drivers entering Alexandria.

*At both intersections:*

- No Turn on Red restrictions and Leading Pedestrian Intervals to reduce conflicts between people driving and people walking or biking.
- Improved street lighting to enhance visibility at the intersection.

Staff also considered installing red-light cameras to address past concerns with signal noncompliance. However, due to the limited number of cameras allowed in Alexandria by the Code of Virginia, staff recommends evaluating and prioritizing future locations for red-light cameras in a more holistic manner to ensure they are placed where they can be the most effective at reducing crashes.

Staff performed traffic analysis to evaluate the impacts of the treatments above and identified the following findings:

- Little to no additional delay or queueing is expected during the AM peak period.
- Today, over 70 percent of drivers use the right lane on the slip ramp as opposed to the left lane, which only holds up to seven to eight vehicles. Delay and queueing in the right-turn lane is largely dictated by the queue stemming from intersections further south on Route 1 and not by the number of right-turn lanes. With the reduction of the slip lane from two lanes to one, eastbound traffic on Duke is expected to experience an additional 30 seconds of delay per vehicle and additional queueing of about 300-400 feet in the PM peak period only. No significant impacts are expected at other times of day.
- Delay is expected to increase on southbound Henry Street by about 10 seconds per vehicle during the PM peak period only. No additional queueing is expected.
- Future signal timing improvements are expected to improve delay and queueing on both Duke Street and Route 1.

**OUTREACH:** In spring 2023, the City conducted a community engagement period to better understand people’s experiences at both intersections. Staff shared the feedback opportunity via eNews, social media, signs at the intersections, and emails to local neighborhood organizations. High-level findings based on over 340 responses include:

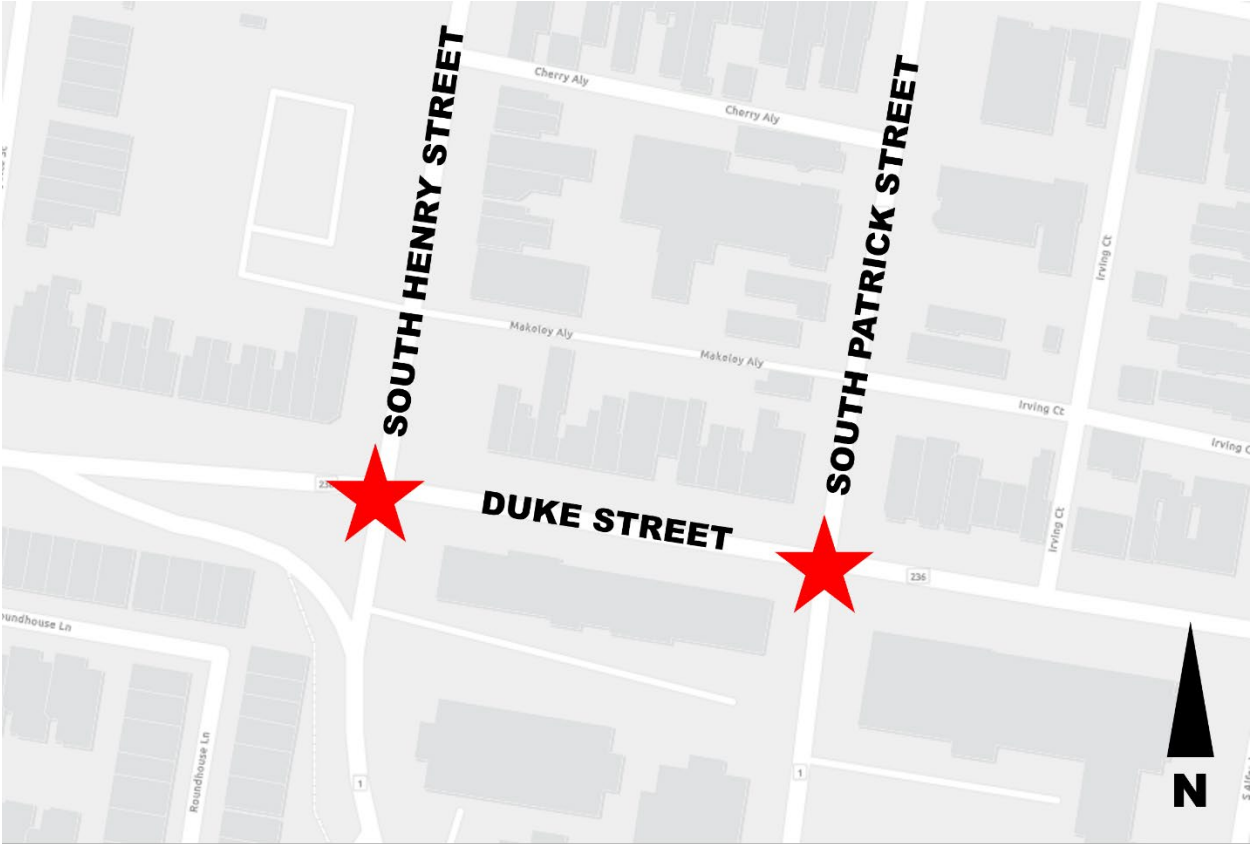
- 67% said the intersection of South Henry Street is unsafe or very unsafe, while 47% said the same about South Patrick Street.
- Top concerns include driver speed, unsafe turns, and people disregarding signs and signals, and drivers blocking the intersection.

Staff developed concept designs based on community feedback and the results of the existing conditions analysis. The concept designs were then shared with the community for feedback in February 2024. Below is a summary of what design features residents liked about the concepts based on 48 responses:

- 72% like the No Turn on Red restrictions and Leading Pedestrian Intervals.
- 60% like the downsized slip lane.
- 62% like the curb extensions.
- 65% like the median islands.

A full summary of community feedback is available in Attachment 4.

**Attachment 1: Project Location**



Duke Street and South Henry Street, looking north



Duke Street and South Patrick Street, looking north



## Attachment 2: Crash History

| Intersection                | Year | Crash Severity |         |            |                      | Collision Type |            |             |       |       |                            |                         | Weather Condition                   |       |      | Total |
|-----------------------------|------|----------------|---------|------------|----------------------|----------------|------------|-------------|-------|-------|----------------------------|-------------------------|-------------------------------------|-------|------|-------|
|                             |      | Severe         | Visible | Nonvisible | Property Damage Only | Rear End       | Pedestrian | Backed Into | Other | Angle | Sideswipe - Same Direction | Fixed Object - Off Road | No Adverse Condition (Clear/Cloudy) | Rain  | Snow |       |
| Duke Street at Henry Street | 2015 | 0              | 2       | 0          | 7                    | 0              | 0          | 0           | 0     | 4     | 4                          | 1                       | 7                                   | 2     | 0    | 9     |
|                             | 2016 | 0              | 0       | 0          | 2                    | 1              | 0          | 0           | 0     | 0     | 1                          | 0                       | 2                                   | 0     | 0    | 2     |
|                             | 2017 | 1              | 1       | 1          | 3                    | 2              | 1          | 0           | 0     | 2     | 1                          | 0                       | 6                                   | 0     | 0    | 6     |
|                             | 2018 | 0              | 0       | 1          | 6                    | 0              | 0          | 1           | 0     | 3     | 3                          | 0                       | 7                                   | 0     | 0    | 7     |
|                             | 2019 | 0              | 1       | 0          | 1                    | 0              | 0          | 0           | 0     | 1     | 0                          | 1                       | 2                                   | 0     | 0    | 2     |
|                             | 2020 | 0              | 0       | 0          | 4                    | 1              | 0          | 0           | 0     | 1     | 2                          | 0                       | 3                                   | 1     | 0    | 4     |
|                             | 2021 | 0              | 0       | 0          | 3                    | 1              | 0          | 0           | 0     | 2     | 0                          | 0                       | 3                                   | 0     | 0    | 3     |
|                             | 2022 | 0              | 2       | 0          | 2                    | 0              | 1          | 0           | 0     | 1     | 2                          | 0                       | 4                                   | 0     | 0    | 4     |
| <b>Total</b>                |      | 1              | 6       | 2          | 28                   | 5              | 2          | 1           | 0     | 14    | 13                         | 2                       | 34                                  | 3     | 0    | 37    |
| <b>Annual Average</b>       |      | 0.125          | 0.75    | 0.25       | 3.5                  | 0.625          | 0.25       | 0.125       | 0     | 1.75  | 1.625                      | 0.25                    | 4.25                                | 0.375 | 0    | 4.63  |

| Intersection                  | Year | Crash Severity |         |            |                      | Collision Type |            |             |       |       |                            |                         | Weather Condition                   |       |       | Total |
|-------------------------------|------|----------------|---------|------------|----------------------|----------------|------------|-------------|-------|-------|----------------------------|-------------------------|-------------------------------------|-------|-------|-------|
|                               |      | Severe         | Visible | Nonvisible | Property Damage Only | Rear End       | Pedestrian | Backed Into | Other | Angle | Sideswipe - Same Direction | Fixed Object - Off Road | No Adverse Condition (Clear/Cloudy) | Rain  | Snow  |       |
| Duke Street at Patrick Street | 2015 | 0              | 1       | 0          | 3                    | 1              | 1          | 0           | 0     | 1     | 1                          | 0                       | 3                                   | 0     | 1     | 4     |
|                               | 2016 | 1              | 2       | 1          | 6                    | 2              | 1          | 0           | 0     | 5     | 2                          | 0                       | 10                                  | 0     | 0     | 10    |
|                               | 2017 | 1              | 1       | 1          | 5                    | 2              | 0          | 0           | 1     | 5     | 0                          | 0                       | 5                                   | 3     | 0     | 8     |
|                               | 2018 | 0              | 1       | 1          | 2                    | 3              | 0          | 0           | 0     | 0     | 0                          | 1                       | 3                                   | 1     | 0     | 4     |
|                               | 2019 | 0              | 0       | 0          | 5                    | 1              | 0          | 0           | 0     | 1     | 3                          | 0                       | 5                                   | 0     | 0     | 5     |
|                               | 2020 | 0              | 0       | 0          | 2                    | 1              | 0          | 0           | 0     | 1     | 0                          | 0                       | 1                                   | 1     | 0     | 2     |
|                               | 2021 | 0              | 1       | 0          | 3                    | 1              | 0          | 0           | 0     | 2     | 1                          | 0                       | 4                                   | 0     | 0     | 4     |
|                               | 2022 | 0              | 0       | 0          | 3                    | 0              | 0          | 0           | 0     | 2     | 0                          | 1                       | 3                                   | 0     | 0     | 3     |
| <b>Total</b>                  |      | 2              | 6       | 3          | 29                   | 11             | 2          | 0           | 1     | 17    | 7                          | 2                       | 34                                  | 5     | 1     | 40    |
| <b>Annual Average</b>         |      | 0.25           | 0.75    | 0.375      | 3.625                | 1.375          | 0.25       | 0           | 0.125 | 2.125 | 0.875                      | 0.25                    | 4.25                                | 0.625 | 0.125 | 5.00  |

# Attachment 3: Concept Designs

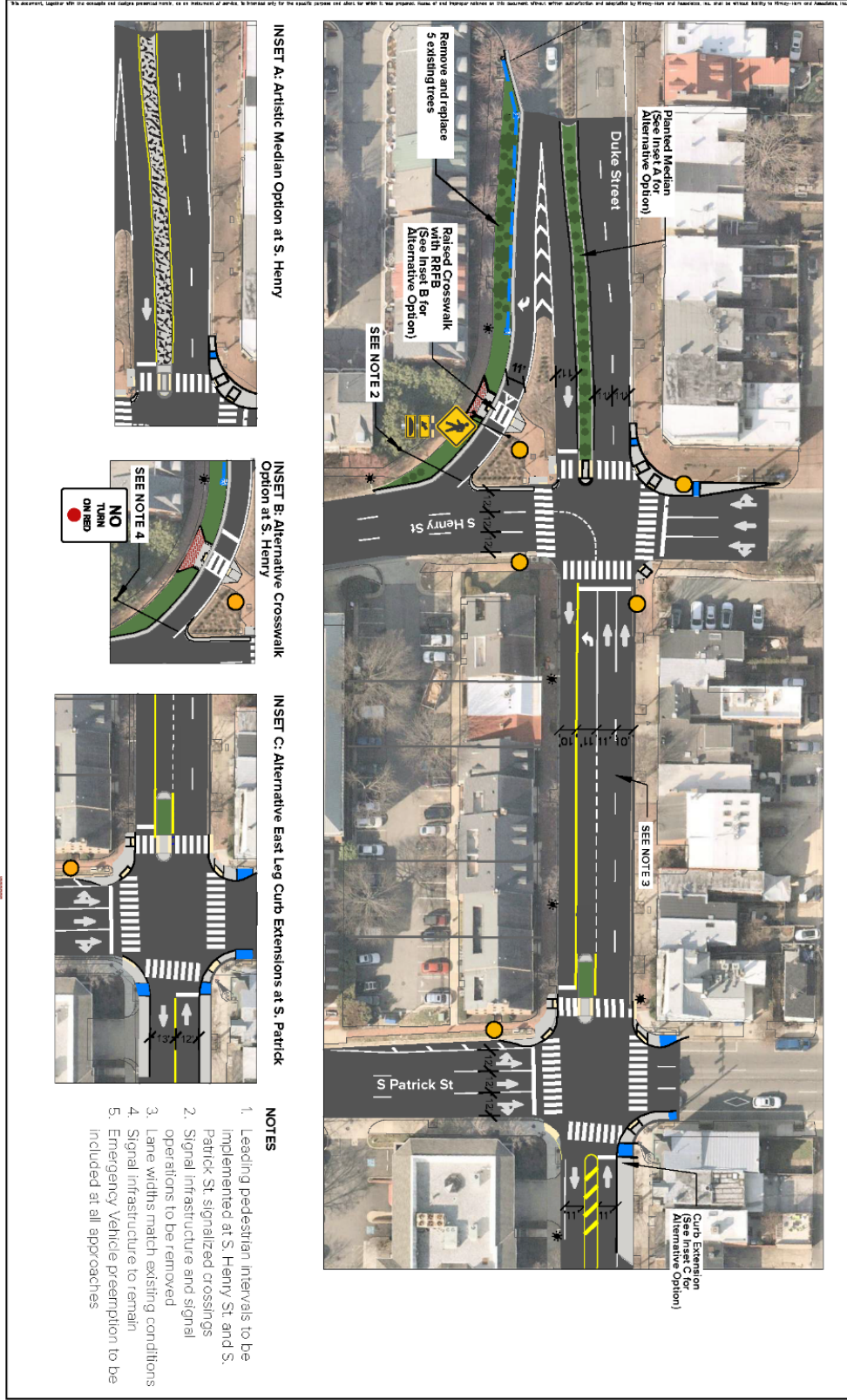


Kimley»Horn

Duke Street Safety Improvements  
Proposed Concept

### LEGEND

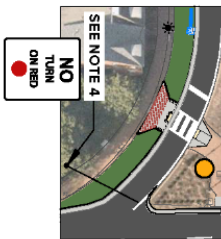
- Asphalt Art Opportunity
- Tactile Surface
- Concrete Fill
- Proposed Brick Fill
- Proposed Landscape Fill
- Proposed Light Pole
- Existing Light Pole
- Proposed Stormwater Pipe /Inlet
- Proposed Tree



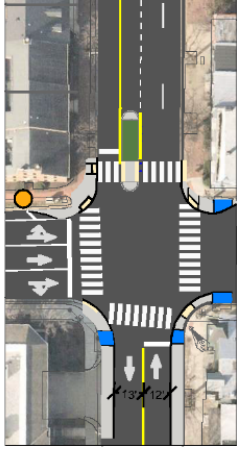
INSET A: Artistic Median Option at S. Henry



INSET B: Alternative Crosswalk Option at S. Henry



INSET C: Alternative East Leg Curb Extensions at S. Patrick



### NOTES

1. Leading pedestrian intervals to be implemented at S. Henry St. and S. Patrick St. signalized crossings
2. Signal infrastructure and signal operations to be removed
3. Lane widths match existing conditions
4. Signal infrastructure to remain
5. Emergency Vehicle preemption to be included at all approaches

## **Attachment 4: Community Feedback**

### ***Letters from Stakeholders***

March 1, 2024

Complete Streets Program  
City of Alexandria, Virginia  
301 King Street, suite 2300  
Alexandria, VA 22314

Attn: Alex Carroll, Manager

Subject: Duke Street and Route 1 Intersection Safety Improvements

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS), we support the safety improvements to Duke Street and Route 1. Both intersections are ranked among the City's high-crash intersections, and we support the City's general project to eliminate fatal and severe crashes at this location.

We support implementation of curb extensions, leading pedestrian intervals, pedestrian refuges, and the raised crosswalk design, and encourage the City to adopt raised crosswalks at more locations throughout the City. FHWA statistics show that raised crosswalks can reduce pedestrian crashes by up to 45 percent. Raised crosswalks are a great tool that the City should more widely consider to accomplish its Vision Zero objectives and improve pedestrian safety in the City. Leading pedestrian intervals are also an effective method to improve intersection safety by giving pedestrians and vulnerable road users time to enter an intersection. Leading pedestrian intervals have been shown to reduce pedestrian-vehicle collisions by up to 60 percent. We urge the City to more broadly adopt leading pedestrian intervals at signalized intersections in the City.

However, AFSS also urges the City to simply remove the right-turn slip lane at Duke Street and South Henry. Slip lanes are inherently unsafe. Speed kills, and slip lanes increase vehicle speeds. As noted by the City's presentation, retention of this slip lane will increase vehicle speeds at this location. The vast majority of crashes at this location are angle crashes, many of which are the result of drivers rushing through the slip lane and attempting to merge into south-bound vehicle traffic. Even with a raised crosswalk, the design will result in ongoing angle crashes as vehicles attempt to merge at high speeds into south-bound traffic on Henry Street. This is dangerous to vehicles and pedestrians who happen to be slightly south of the main Duke-Henry Street intersection.

The City staff presentation indicates that removing the slip lane would increase the number of vehicles people crossing on the south side of the intersection would have to interact with. However, in the presentation the City also presented traffic calming measures that could address this concern. Specifically, leading pedestrian intervals and signalization changes more effectively



address the potential vehicle-pedestrian conflict indicated by the presentation. Further, reduced vehicle speed would reduce the severity of crashes that occur, and provide drivers a longer time to react to a pedestrian within the crosswalk. In short, AFSS believes that safety warrants removal of the slip lane at this location, and that the stated concern regarding pedestrian conflicts when crossing South Henry Street is misguided.

In conclusion, AFSS generally supports the recommended street design changes on Duke Street and Route 1. AFSS urges creation of a dedicated right-turn only lane at this location, as the best means to reduce conflicts, speed, and crashes. While AFSS acknowledges the stated concern regarding increased vehicle exposure for people crossing South Henry Street, the conflict can be addressed via signalization improvement and safety improvements for both pedestrians and south-bound vehicles on Henry Street more than make up for the conflict. Thank you.

Sincerely,

/s

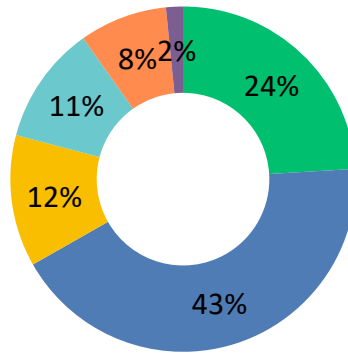
Dane Lauritzen

On behalf of the Board of Directors of  
Alexandria Families for Safe Streets

## Community Feedback Summary – Spring 2023

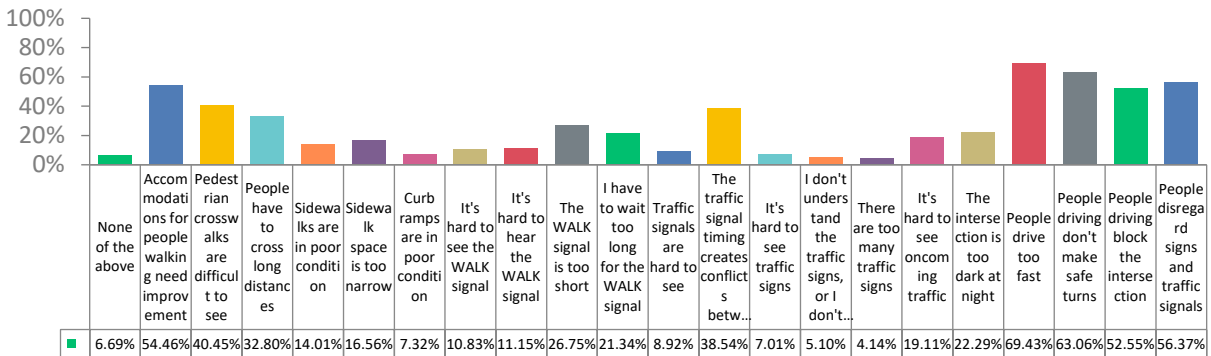
### Duke Street and South Henry Street

On a scale of 1-5, how safe do you feel at this intersection?



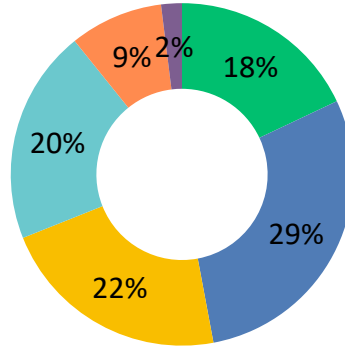
■ 1 (Very Unsafe)   
 ■ 2 (Somewhat Unsafe)   
 ■ 3 (Neutral)   
 ■ 4 (Somewhat Safe)   
 ■ 5 (Very Safe)   
 ■ N/A or I Don't Know

Please indicate your experience with the intersection of Duke Street and South Henry Street (select all that apply):



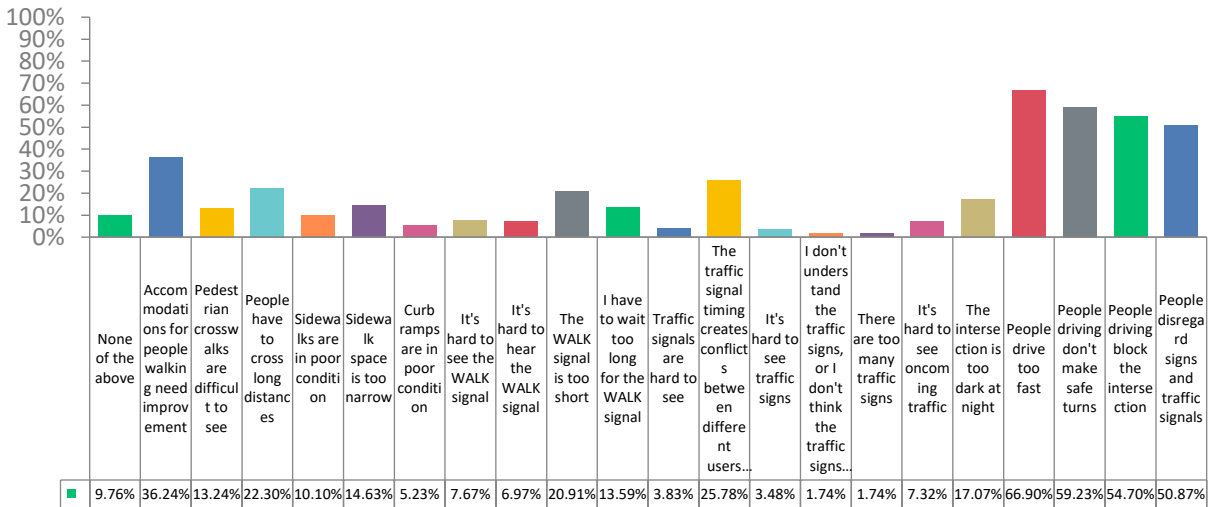
Duke Street and South Patrick Street

On a scale of 1-5, how safe do you feel at this intersection?

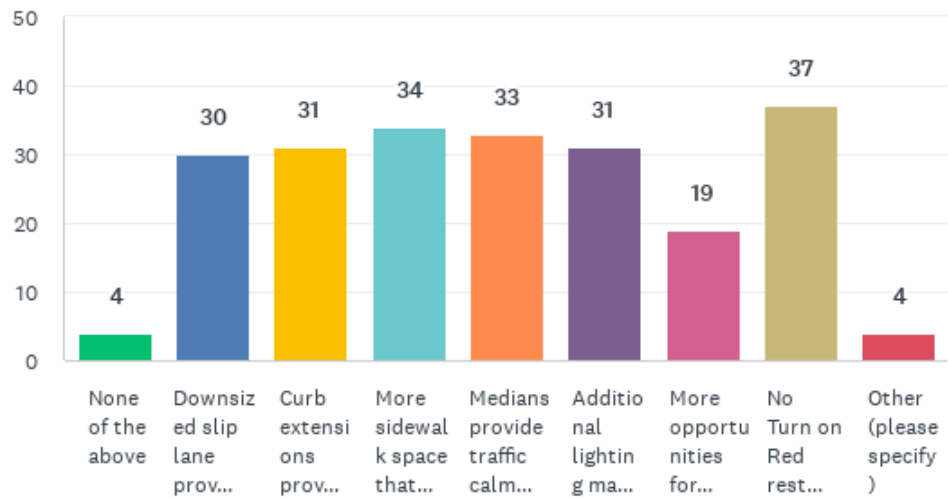


■ 1 (Very Unsafe)    ■ 2 (Somewhat Unsafe)    ■ 3 (Neutral)  
■ 4 (Somewhat Safe)    ■ 5 (Very Safe)    ■ N/A or I Don't Know

Please indicate your experience with the intersection of Duke Street and South Patrick Street (select all that apply):



### Q3 What do you like about this concept design?



Duke Street/Route 1 Safety Improvements: Concept Feedback

## Q4 What do you dislike about this design concept?

Answered: 35 Skipped: 15

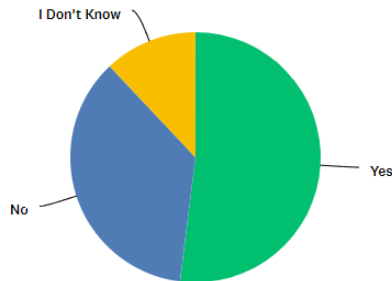
| #  | RESPONSES  | DATE               |
|----|--|--------------------|
| 1  | - Curb extension northside of the 900 block of Duke, that eliminates the right through and right turn lane. - retention of the hot right/slip lane - favor elimination and addition of a new hard (90 degree) right turn from w/b Duke to s/b Henry streets. If one slip lane retained, recommend raised s/w level crosswalk. - don't remove the trees on the south side of the 1100 blk of Duke. Instead, retain the existing street trees and add new shade trees in place of the right slip lane, along eht bumped out curb.  | 3/13/2024 5:00 PM  |
| 2  | Difficult to understand when reading from a mobile device.   | 3/13/2024 10:04 AM |
| 3  | Not necessary to spend money on this project.  | 3/13/2024 8:08 AM  |
| 4  | Should not select any options that require push buttons for pedestrian crossing—they are not widely used and make it less safe.  | 3/12/2024 3:05 PM  |
| 5  | I'm worried the no turn on red from eastbound Duke to S Henry will cause even more backup/traffic on eastbound Duke during peak traffic. However I think the benefit it brings to both pedestrians and when westbound Duke has a left turn arrow to S Henry outweighs the eastbound Duke traffic concerns.   | 3/12/2024 12:31 PM |
| 6  | The design doesn't go far enough. It should be a no-brainer to remove the slip lane. Further, we should at least consider a complete prohibition on the left turn from Duke Street to Henry. We could initially use a Quick-Build design to test out any unintended consequences. If people are complainining about that left-turn lane, it isn't because they have difficulty crossing Duke. Instead, people are requesting removal of the turn lane because that traffic is scary when crossing Henry. Staff really should have considered the broader implications of such requests, rather than apparently narrowly construing the request and discounting it. I'm disappointed, and want the city to do more to take its obligations for Vision Zero seriously. | 3/12/2024 11:11 AM |
| 7  | concerned about cars backing up on Duke going east onto Henry the timing of the lights on the roads is critical and will make things worse if not done correctly   | 3/11/2024 1:55 PM  |
| 8  | Curb extensions. They create more driver frustration which pushes the excessive speed problem elsewhere. It may improve the safety at the intersection at issue but cause other problems in safety and flow.   | 3/11/2024 11:24 AM |
| 9  | Design is good, the alternatives (painted median, for example) don't sound like good ideas to me.  | 3/10/2024 2:54 PM  |
| 10 | No proof of "traffic calming" effect of these options. Much of the issue is that people coming into OT from the WW bridge are still in highway mode. They need to be slowed down way before they get to Duke St.   | 3/9/2024 10:04 AM  |
| 11 | The idea of a concrete median. The neighborhood fought hard for a planted median. With the help of Tom OKane we were able to avoid a concrete median and 'jersey barrier' look. The neighbors volunteered and planted 1000 daffodil bulbs in the median strip after it was installed.  | 3/8/2024 7:37 AM   |
| 12 | Where do I start? In an already congested log-jam of a situation, this would squeeze traffic even tighter, creating more frustration and reckless action, which we see all the time even WITH the slip lane. I think this is a terrible plan. I was excited to see the intersection getting attention -- to OPEN IT UP -- but this is awful. It's a massive snarl any day of the week and what's proposed here will only make it worse.  | 3/7/2024 10:34 AM  |
| 13 | No alternatives to reduce traffic on S Henry or Duke St  | 3/5/2024 12:54 PM  |
| 14 | Red light cameras should be part of this plan now. Drivers run red lights all the time in the city, without apparent consequences. This intersection will be no different, even with these changes. Drivers will disregard the "no turn on red" signs.   | 3/2/2024 8:03 PM   |
| 15 | The city should add another ped refuge on the other side of the S Patrick intersection   | 3/1/2024 9:04 AM   |

## Duke Street/Route 1 Safety Improvements: Concept Feedback

|    |  |                    |
|----|--|--------------------|
| 16 | The slip lane is dangerous for pedestrians and should be removed. From the presentation, I understand that this option was considered and rejected. I don't really understand the stated rationale given for rejecting this option. Pedestrians have to cross in front of the same number of cars whether or not the slip lane exists. Forcing pedestrians to cross the slip lane, wait another light cycle, and then cross Duke Street seems unnecessary and will create even more hazards for pedestrians because they will not like being forced to wait and will just cross the slip lane irregardless. Also vehicle speed is the most dangerous factor to pedestrians: the force of an impact from a car increases with the square of the vehicle's speed, even 5-10 mph additional can be the difference between a recoverable injury and death. | 2/28/2024 8:09 PM  |
| 17 | Removing the second slip lane will create a longer backup than already exists when on Duke turning south on Henry. It is already very time consuming to get into the neighborhood surrounding the Nannie J Lee center during the evening rush, this will make it even longer.  | 2/28/2024 8:08 PM  |
| 18 | Very few pedestrians at that intersection. Why are you doing all of this? The problem is poor visibility for cars.   | 2/28/2024 1:57 PM  |
| 19 | Not necessary and costs taxpayers money. There is construction all over the streets of Alexandria. Spend the taxpayer money on crime and more parking.   | 2/28/2024 9:41 AM  |
| 20 | The transition for westbound Duke Street traffic crossing S. South Patrick St., from one lane to three, is a source of confusion for many drivers and encourages some of them to speed up and go a little wild before realizing there's another stoplight within a few yards. I don't see anything on this plan that might help with that.   | 2/28/2024 9:27 AM  |
| 21 | Concerned that the turning radius for larger vehicles might require them to go outside their lane and/or cut over curbs. These are major through routes, not side streets.   | 2/27/2024 3:07 PM  |
| 22 | Wish there was space for bikes to pass west bound at s patrick, so they can easily take advantage of leading intervals.  | 2/27/2024 2:33 PM  |
| 23 | The slip lanes set the expectation for cars that they should be moving quickly and gets a mental shift that they're heading to the highway - not something that is good to have in a pedestrian area. Cars are focused on traffic to their left to look for an opening to merge, not pedestrians needing to cross. They can't focus on both so they're always going to choose their own perceived safety over people outside of their cars.  | 2/27/2024 2:31 PM  |
| 24 | I don't really understand the need for the planted median. Pedestrians already have a triangular space that enables them to stay safe.   | 2/27/2024 12:11 PM |
| 25 | Downsized slip lane will likely lead to more backup on Duke St waiting to turn right on Henry, leading to more noise, impatient drivers, etc.  | 2/27/2024 8:06 AM  |
| 26 | Downsizing slip lane will back up traffic on Duke.   | 2/27/2024 7:54 AM  |
| 27 | N/A  | 2/27/2024 7:39 AM  |
| 28 | I don't think the no turn on red from Duke is necessary. It's very easy to see if a pedestrian is there in the slip lane, especially if it's reduced from 2 to 1 lanes. I'm also concerned about the city's lethargic pace on construction and how this will effect residents on the street. Also, why have a traditional median there? Would likely be ugly, and prevents residents from having a helpful U-turn area to go West on Duke.   | 2/26/2024 9:12 PM  |
| 29 | Duke to Henry turn in red should be preserved in a pedestrian safe manner.   | 2/26/2024 8:18 PM  |
| 30 | None   | 2/26/2024 8:08 PM  |
| 31 | Nothing  | 2/26/2024 6:54 PM  |
| 32 | NA   | 2/26/2024 6:40 PM  |
| 33 | Much, much better in terms of pedestrian safety. If I had a magic wand and the city had unlimited money, I would have an underpass for both Patrick and Henry at Duke. This would solve so many problems.  | 2/26/2024 6:25 PM  |
| 34 | Retention of slip lane   | 2/25/2024 9:20 AM  |
| 35 | No bike lane and I can't tell if the pedestrians have to hit a walk signal, if they do I dislike that. Pedestrians should never have to ask to walk, it should be automatic.   | 2/20/2024 8:07 PM  |

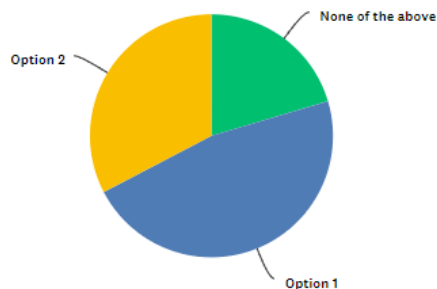
At the intersection of Duke Street/South Henry Street, there is a long-term and short-term option for the median: Long-Term. A traditional median planted with trees, shrubs, etc. This would include a refuge for pedestrians using the crosswalk. Short-Term. An artistic median painted directly on the asphalt pavement. This option would also include a concrete refuge for pedestrians using the crosswalk. A separate process for selecting a preferred mural design would be necessary. Would you be interested in seeing a short-term artistic median installed at this location while funding for the long-term option is identified?

Answered: 50 Skipped: 0



At Duke Street/South Patrick Street, wide travel lanes on the east side of the intersection encourage drivers to make fast turns and unpredictable maneuvers. Wide lanes also result in long pedestrian crossing distances and less space for ADA-compliant curb ramps. The City has developed two options for how to use this extra space on the east side of the intersection: Option 1. Install a curb extension on the north side with a striped median. This would shorten the crossing distance for people walking, allow enough curb space for ADA-compliant curb ramps, and provide a wider sidewalk on the north side. It would also help align the eastbound travel lane through the intersection. Option 2. Install curb extensions on both the north and south side of the intersection, with no median. This would increase the amount of space for people walking, reduce crossing distance, and slow vehicle turns. It would, however, lead to the eastbound travel lane being somewhat misaligned through the intersection. Which option do you prefer?

Answered: 49 Skipped: 1



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024

**DOCKET ITEM:** 9

**ISSUE:** Parking Addition - 1000 Block of North Fayette Street

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**REQUESTED BY:** Danielle Romanetti

**LOCATION:** 1000 Block of North Fayette Street

**STAFF RECOMMENDATION:** That the Board recommend that the Director of T&ES:

- Add on-street parking with 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the east side of the 1000 block of North Fayette Street, and
- Add a 47-foot-long loading zone, 7 a.m. to 8 p.m. Monday through Sunday on the west side of the 1000 block of North Fayette Street adjacent to the Capital Bikeshare station

**BACKGROUND:** The area west of North Henry Street and north of First Street has changed significantly in recent years due to the redevelopment of what was once a predominantly industrial area into what is now a dense mixed-use neighborhood. Some vestiges of the area's industrial past remain, such as the Extra Space Storage, Yates Car Wash, and a couple other industrial buildings, however, hundreds of Alexandrians now call this small neighborhood home. As a result of the increase in residents as well as the addition of new retailers, short-term on-street parking demand has increased. Concerns of long-term vehicle storage on public right-of-way here have dwindled due to these changes in the vicinity and there is now a need to discourage vehicular speeding given the sharp increase in the number of pedestrians on this block.

Some goals of permitting 14 additional on-street parking spaces include traffic calming to reduce speeding, support for nearby businesses, and mitigation of spillover parking on adjacent privately owned properties. The proposed two-hour parking restrictions, from 9 a.m. to 5 p.m., Monday through Saturday, will also help to compel turnover for area businesses and ensure drivers aren't storing their vehicles on the street long term. These proposed restrictions mimic the existing restrictions on the east side of the 900 block of North Fayette Street. The 1000 block of North Fayette Street is currently configured with one lane of traffic in each direction and on-street parking is permitted only on the west side of the block south of 1050 North Fayette Street (Attachment 1).



**DISCUSSION:** This is the only block of Fayette Street without on-street parking on both sides of the street. Land use in the area is mixed, largely made up of ground-floor commercial, industrial, and retail uses on North Fayette Street and North Henry Street and apartments and condominiums above. The block is not located within a Residential Permit Parking District but is near to both Districts 3 and 5.

The City's Curb Space Prioritization Framework (Attachment 2) provides guidance on relative priorities when changing curb uses. The highest priority in all areas of the City is to implement the City's planning priorities, which include the Complete Streets Design Guidelines as well as the Vision Zero policy and Action Plan, both of which identify lane widths as a key strategy to reduce speed.

Because the area includes both 'Residential' and 'Main Streets' land uses, the Framework offers a different set of priorities for both areas. In both areas, 'Access for People' is the second priority. Staff propose in-street bike parking and a scooter parking corral to add 'Access for People' to this area. North Fayette Street is designated as a bike route. However, there are no plans to install bike lanes on this street, so installing a bike lane on this one block would have no connectivity with the existing and future bike lane network. The block is marked with sharrows and is a two-way, low-speed, lower-volume street, which lends itself to continue being a safe space for cyclists without the need for bike lanes.

'Access for Goods' is the third priority in 'Main Streets' areas, but those needs are already met on site for most businesses on this block. That being said, a request for a loading zone adjacent to the Capital Bikeshare station on the west side of the block was received by staff in January 2023, therefore Staff are including that in this proposal to address additional 'Access for Goods' needs here.

As part of this, staff will also install a new in-street bicycle and scooter corral on the west side of the block just north of the fire hydrant and curb cut.

Staff is supportive of the 14 additional parking spaces on the east side of the street since it will create a narrower street section that is safer for pedestrians and bicyclists. Given the proximity to the Metrorail Station, staff recommends these spaces be time-restricted to discourage all-day parking. The residential buildings in this area have parking for their residents, so it is not intended to serve residents in this building but can provide short-term visitor parking for guests and patrons of the businesses and park.

**OUTREACH:** The property manager for the Platform Apartments as well as two business owners and a tenant of the 1000 block of North Fayette Street signed and submitted an On-Street Parking Modification Request form petitioning the City for the addition of on-street parking (Attachment 3). City staff notified the Braddock Metro Citizens Coalition and Northeast Citizens Association on March 11, 2024, of this proposal. Neither Association responded as of the posting of this docket.

**Attachment 1**

*Proposed addition of on-street parking, loading zone, and in-street bike/scooter corral*



-  New Loading Zone
-  New On-Street Parking
-  New In-Street Bicycle and Scooter Corral

*Street View of the 1000 block of North Fayette Street*



## Attachment 2

### Curb Space Prioritization Framework – Alexandria Mobility Plan

#### Land Use Categories

|                                 | Description:  | Examples:   |
|---------------------------------|---|---|
| <b>Residential</b>              | Predominantly residential uses, including detached houses, rowhouses, and apartment buildings                                     | <ul style="list-style-type: none"> <li>Cameron Station Blvd between Duke St and S. Pickett St</li> <li>Taney Ave between N. Jordan St and Van Dorn St</li> </ul>  |
| <b>Main Streets</b>             | Mixed-use neighborhoods with office, residential, and retail uses as well as neighborhood retail corridors                        | <ul style="list-style-type: none"> <li>Mt Vernon Ave in Del Ray</li> <li>King St in Old Town</li> </ul>   |
| <b>Office &amp; Commercial</b>  | Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers | <ul style="list-style-type: none"> <li>Eisenhower Ave between Holland Ln and Telegraph Rd in Carlyle</li> <li>Duke St between Holland Ln and Dulany St</li> </ul> |
| <b>Warehouse and Industrial</b> | Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments     | <ul style="list-style-type: none"> <li>Wheeler Ave west of S. Early St</li> <li>S. Pickett St west of Van Dorn St</li> </ul>                                      |

#### Curb Use Categories

##### Examples:

|                             |  |
|-----------------------------|--|
| <b>City Plan Priorities</b> | Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans |
| <b>Access for Goods</b>     | Loading zones, deliveries, food pick-up/drop-off   |
| <b>Access for People</b>    | Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals   |
| <b>Parking</b>              | Metered parking, residential parking, bike parking   |
| <b>Activation</b>           | Parklets, in-street dining, public art   |

#### Curb Space Prioritization Framework

| Priority:      | Residential          | Main Streets      | Office & Commercial | Warehouse & Industrial |
|----------------|----------------------|-------------------|---------------------|------------------------|
| <b>1: High</b> | City Plan Priorities |                   |                     |                        |
| <b>2</b>       | Access for People    | Access for People | Access for People   | Access for Goods       |
| <b>3</b>       | Parking              | Access for Goods  | Access for Goods    | Access for People      |
| <b>4</b>       | Access for Goods     | Activation        | Parking             | Parking                |
| <b>5: Low</b>  | Activation           | Parking           | Activation          | Activation             |

**Attachment 3**  
*On-Street Modification Request Form*

**ON-STREET PARKING MODIFICATION REQUEST FORM**



Please fill out the first page of this application and return to \_\_\_\_\_ or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

**Reason for the Request** (*What are you trying to solve/address?*):  
Replace no parking zone north of Yates car wash driveway on 1100 N Fayette St with 2 hour parking zone to allow for guests of area residences as well as new area busiennesses to have more options for parking.  
This zone is a carry over from when this area was entirely industrial space.

**Type of On-Street Parking Modification Requested:**

- Loading Zone Removal
  - Loading Zone Addition
  - Parking Removal
  - No Parking Sign Removal
  - Parking Restriction Change (Non-RPP)
- Proposed restrictions \_\_\_\_\_

**Location:** 1100 block of North Fayette St, north of Yates Car Wash curb cut on East side of street.  
(Map or figure may be provided as an attachment)

**Approximate number of spaces affected (assume 20 feet per space):** \_\_\_\_\_

**Project Champion (Point of Contact) Information:**

Name: Danielle Romanetti

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Phone Number: \_\_\_\_\_

**Best Way to Contact:**

Email

Phone

**Best Time of Day to Contact:**

Morning

Afternoon



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:  
Replace no parking zone north of Yates car wash driveway on 1100 N Fayette St with 2 hour parking zone  
to allow for guests of area residences as well as new area busiensses to have more options for parking.  
This zone is a carry over from when this area was entirely industrial space.

*(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners'/ condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)*

| Name (printed)     | Support or Oppose Request | Signature/Date                | Address/ Business/ Association | Property Affiliation (owner, occupant, manger, etc.) | Email                    |
|--------------------|---------------------------|-------------------------------|--------------------------------|--|--------------------------|
| JEFF YATES         | Support                   | <i>[Signature]</i><br>2/16/24 | Yates Car Wash<br>1018 N Henry | owner  | jeff@yatesalexandria.com |
| Danielle Romanetti | support                   | 2/23/24                       | 1200 N Fayette St<br>resident  | resident   | danielle@fiberspace.com  |
|                    |                           |                               |                                |  |                          |
|                    |                           |                               |                                |  |                          |



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:  
Replace no parking zone north of Yates car wash driveway on 1100 N Fayette St with 2 hour parking zone  
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| Name (printed)     | Support or Oppose Request | Signature/Date               | Address/ Business/ Association | Property Affiliation (owner, occupant, manger, etc.) | Email                      |
|--------------------|---------------------------|------------------------------|--------------------------------|--|----------------------------|
| Olivia Jenkins     | Support                   | 2/6/24<br><i>[Signature]</i> | Platform                       | Sr. Community Manager                                | platformvamgr@greystar.com |
| DANIEL COLDFEATHER | SUPPORD                   | <i>[Signature]</i>           | MANITATE PIZZA                 | OWNER  | dan-16@cumcath.net         |
|                    |                           |                              |                                |  |                            |

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 25, 2024  
**DOCKET ITEM:** 10  
**ISSUE:** Code Change – Taxicab Regulations

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**REQUESTED BY:** Traffic and Parking Board, City Council

**LOCATION:** City-wide

**STAFF RECOMMENDATION:** That the Board recommend City Council update City Code to amend Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire

**BACKGROUND:** Alexandria City Code contains a chapter that regulates taxi companies, drivers, and vehicles, which has been in place for many decades and updated periodically to addresses changes to the industry. The introduction of Transportation Network Companies (TNCs) has impacted the taxi industry in Alexandria. TNCs are not regulated by the City, rather they are subject to Virginia regulation at the state level.

In 2019, the City of Alexandria’s Office of Performance and Accountability (OPA) issued a report, [Alexandria Taxi Regulation Efficiency Analysis](#), in order to reduce the costs imposed on taxi companies and drivers, and to increase regulatory parity with Transportation Network Companies (TNCs). This report highlighted that regulated fares do not allow companies the flexibility of determining their own fares. Additionally, it highlighted other potential code sections that could be changed to reduce costs for the taxi industry including trade dress requirements for vehicles.

The City is required by City Code to evaluate the regulations overseeing the taxi industry every two years and make recommendations for changes to those rules at that time. After the [2020 Biennial Taxicab Review](#), City Council approved a number of changes to the City Code to eliminate outdated requirements, reduce the scope of administration from the Hack Office, and reduce permit fees. These changes were made to ease regulations and fees that would benefit the taxi industry.

At the November 2022 Traffic and Parking Board meeting, the Board considered the [2022 Biennial Taxicab Review](#) and recommended the City Manager approve the report and implement the recommendations for changes to the maximum age of vehicles and an increase in fares. The Traffic and Parking Board members also passed a motion to establish a sub-committee of Traffic and Parking Board members to review fees of taxis.

At the February 25, 2023 City Council meeting, the Council approved the increase to the initial meter charge from \$3 to \$4. Additionally, City Council recommended an increase in the vehicle age requirement to 15 years for non-hybrid vehicles and 17 years for hybrid vehicles. City Council asked staff to review further changes to the City Code including evaluating the elimination of the vehicle age requirement and modifications to the fee structure. Mayor Wilson asked that staff evaluate the entire taxicab regulatory structure outlined in the City Code indicating he would like to see less regulation by the City of the taxicab industry. City Council asked staff to come back in a year with options for changes to the taxicab regulations that would ease regulations in an effort to benefit the taxi industry. The sub-committee on taxicab regulations was established as a result of these directives from the Traffic and Parking Board and City Council.

**DISCUSSION:** Taxicab regulations in the City define and regulate how the taxicab industry operates. The sub-committee on taxicab regulations was established in the fall of 2023 with the goal of evaluating taxicab regulations in the City Code including the vehicle age requirement, fee structure, as well as other regulations that impact the taxi industry that Transportation Network Companies (TNCs) aren't subject to as they are regulated at the state level. Goals of the sub-committee also included identifying potential changes to City Code to streamline regulations. The sub-committee was comprised of three Traffic and Parking Board members; Lavonda Bonnard, Annie Ebbers, and Chair James Lewis.

Three sub-committee meetings on taxicab regulations were held that were open to the public and attended by taxi industry members. For the sub-committee meetings, staff prepared and presented information for consideration and discussion that included the following:

- Recent City of Alexandria taxi vehicle age requirement regulation changes
- Taxi vehicle age requirement comparisons with neighboring jurisdictions
- Taxi vehicle age requirement comparisons with Transportation Network Companies (TNCs)
- Recent City of Alexandria taxi fare regulation changes
- Taxi fare comparisons with neighboring jurisdictions
- Fare comparisons with Transportation Network Companies (TNCs)
- Transportation Network Companies (TNCs) Regulations
- National examples of recent taxi regulation changes
  - Open market system
  - Relaxed trade dress for vehicles
  - Data sharing with Mobile Data Specification (MDS)
- Virginia examples of recent taxi regulation changes
- Insurance requirements
- Dispute resolution considerations
- Biennial review of the taxi industry

Based on the information presented, input and discussion, staff recorded and posted the taxi sub-committee regulations table found in Attachment 1 that details feedback from the taxi industry heard at the sub-committee meetings, staff recommendations, and sub-committee recommendations. Staff drafted proposed code changes from the sub-committee



recommendations including preferred options and alternative options that are outlined in Attachment 6.

Details of each of the main proposed code changes from the sub-committee recommendations, outlined in Attachment 1, are detailed below.

#### *Taxi Vehicle Age Requirement – Section 9-12-81*

Currently, Section 9-12-81 regulates how old a taxicab can be to obtain a permit to operate in the City. Vehicle permits are not issued for standard vehicles older than 15 years or for hybrid or alternative fuel vehicles older than 17 years. This was increased in 2023 from 10 years for standard vehicles and 12 years for hybrid or alternative fuel vehicles. At that time, staff had also explored eliminating the age requirement.

When considering the taxi vehicle age requirements regulation, the sub-committee looked at the regulations of neighboring jurisdictions, other Virginia jurisdictions that have recently eliminated vehicle age requirements regulations, and vehicle age requirements imposed by TNCs in the region as outlined in Attachment 2.

City staff and the sub-committee recommend eliminating the vehicle age limit requirement for all vehicle types from the City Code. However, eliminating this requirement from the Code does not prevent taxi companies from establishing vehicle age limits for their fleets if they think it is appropriate.

At the sub-committee meetings, the taxi industry feedback on eliminating the vehicle age regulation by the City for all vehicle types was mixed with some in favor of eliminating it and some in favor of keeping the current regulations with the City. Those opposed shared concerns that taxis would fall into disrepair if the age limit was no longer regulated by the City.

#### *Taxi Fares – Section 9-12-132*

Currently, the City regulates and prescribes taxicab fares in the City. On February 25, 2023, the City Council approved an amendment to increase the initial charge from \$3 to \$4. No changes were made to the per mile rate at that time. Attachment 3 outlines the fares that are currently charged to customers.

When considering the taxi fares regulation, the sub-committee looked at the regulations of fares of neighboring jurisdictions as outlined in Attachment 4.

The Commonwealth allows the jurisdictions to establish fares or set maximum fares, but this is an option and not a requirement. If fares are established, they must be done by the regulatory body, such as the City Council, and included in that jurisdiction's code. The sub-committee also looked at other Virginia jurisdictions that have recently eliminated fare regulations or have set a fare maximum including Fredericksburg, Newport News, Virginia Beach, Norfolk, and Chesapeake (see Attachment 5).

City staff and the sub-committee recommend removing the City from setting taxi fares. Eliminating this requirement from the Code would allow taxi companies to regulate their fares and provide them with more flexibility to change their fares based on market conditions

including fuel cost, inflation, and cost of living rather than waiting for the biennial review. If taxi companies regulated their own fares, staff proposed that each certificate holder would be required to file a schedule of their rates with the Hack Office at least five business days prior to the effective date of any change in rates. Rates would be required to be posted in taxicabs and available on all platforms advertising the company rates.

The sub-committee provided an alternative option that the City could set a fare maximum instead of removing the City from setting fares altogether. Under this option, taxi companies could charge any rate up to the maximum. The fare maximum is not a recommended fare but rather the upper limit of fares, since it is well above what other jurisdictions in the region currently charge. The fare maximum is set to provide taxi companies with more flexibility to change their fares based on market conditions with the ability to increase and decrease their rates over time. The sub-committee proposed that if the City sets a fare maximum, that taxicabs be required to share data via Mobile Data Specifications (MDS) so that the City can better understand taxi fares and trips in order to monitor and update the fare maximum as needed. The data sharing requirement using MDS is similar to the permit requirement for dockless mobility companies operating in Alexandria and helps the City understand the trips that are occurring in the city.

At the sub-committee meetings, the taxi industry provided feedback that they prefer the City continue to regulate fares but want the City to raise fares to match Arlington County's current rate or Washington DC's proposed rates. Those opposed shared concerns that different taxi companies and drivers would set different fare rates which would make it hard and confusing for customers to understand the fares they are being charged.

#### *Trade Dress for Vehicles – Section 9-12-28*

Currently, City Code has strict requirements for the way that permitted taxicabs look. Relaxing the vehicle trade dress requirements in the Code would allow taxi companies to determine and regulate how vehicles in their fleet look. For example, if a taxi company wanted, with this change, they could allow a taxicab to be any factory color while maintaining other required features of taxicab as a way of reducing costs for taxicab drivers and making it easier to sell a used taxi vehicle.

The sub-committee's preferred option is to keep current regulations of trade dress for vehicles, Their alternative option is to relax the trade dress requirements for vehicles and allow taxi companies to establish a trade dress for their vehicles.

At the sub-committee meetings, the taxi industry provided feedback that they want the City to keep the current regulations for the trade dress of taxis.

#### *Biennial Review of the Taxi Industry – Section 9-12-31*

Currently, City Code requires that the Board and City Manager conduct a review of the taxicab industry in Alexandria every two years. The details of what is required to be reviewed and presented on are outlined in Code section 9-12-31. The biennial review is outlined in the City Code because the City has strong regulations of the taxi industry but is not a requirement of State Code. If the recommended code amendments are approved that would loosen the City's regulation of the taxi industry, a review of the industry would be needed less frequently. City

staff recommends that if the City no longer sets fares and other requirements, the biennial review may be unnecessary or needed less often.

The sub-committee recommended moving from conducting a review every two years to conducting a review every three years or a triennial review. Staff recommends specific details about the biennial review process be removed from the City Code and instead be set by the City Manager through separate regulations as is the case with other taxi items not in the City Code.

No feedback has been received on this proposed change from the taxi industry.

#### *Dispute Resolution – Division 7*

Currently, City Code requires a dispute resolution process between taxicab companies and employees. This includes dispute resolution requirements, procedures, and penalties. This section was added in 2003 when there were more taxis in the City, TNCs had not begun operating, and a desire for more regulation of this industry. City staff recommends that the City eliminate the requirement for a dispute resolution process between a private company and employee, in this case a taxicab company and taxicab driver. A dispute resolution process is not a requirement for other industries that receive City permits, such as dockless mobility companies, food trucks, restaurants, retails, and other businesses. However, this does not prevent a taxi company from establishing a dispute resolution process for their company and employees.

The sub-committee recommended removing the dispute resolution section of the Code.

Taxi industry members voiced that they were not in favor of removing the dispute resolution section relaying that in certain cases the City should be involved. However, this process doesn't not involve the City, rather it requires the companies to have a process in place.

#### *Insurance Requirements – Section 9-12-6*

Questions arose during the sub-committee meetings from taxi industry members about insurance requirements. Taxi industry members reported that they experienced large increases in insurance costs in recent years. They asked that City staff explore if insurance requirements could be reduced and if a surcharge could be implemented if insurance rates rose by a certain percentage.

City staff consulted with the City Attorney's office and reported to the sub-committee that legally the City cannot implement a surcharge if insurance rates increase. City staff let the sub-committee know that reducing insurance limits may not be feasible. If the City no longer regulated fares or regulated a fare maximum, that would allow taxi companies the flexibility to change their rates based on market conditions including rising insurance costs. Based on this guidance, the sub-committee supported keeping the current insurance requirements.

#### *Miscellaneous changes*

In addition to changes related to the topic areas discussed above, staff used this opportunity to make minor updates to this chapter. Proposed changes include:

- Streamlined application process and information included on application forms
- Eliminating a temporary driver's permit since this process is not used

- Noting the unlawful uses of vehicles
- Requiring two-way communication

Staff is supportive of these changes to the taxicab requirements in the City Code and believes the regulations outlined in Chapter 12 (see Attachment 6) give the City a much more active role in the regulation of an industry compared to the City's role in regulating other industries. This is in contrast to a competing industry, Transportation Network Companies (TNCs), that are regulated at the state level and not subject to all of the current regulations the taxi industry is subject to in Alexandria. The proposed changes seek to remove the City from strict regulation of an industry including setting prices of a service and allow taxicab companies more control over their operations. While the proposed changes give the taxi industry more flexibility to control specifics of their business operations, the City will continue be involved in regulating the industry since permits for the companies, drivers, and vehicles will still be required. Additionally, the Hack Office will still be in place to issue those permits and address issues that may come up.

**OUTREACH:** Three sub-committee meetings on taxicab regulations were held; October 23, 2023, November 27, 2023 and January 22. These sub-committee meetings were open to the public, advertised online, and City staff reached out to members of the taxi industry to notify them about the sub-committee meetings on taxicab regulations and invited them to participate including the four companies currently permitted to operate (Yellow Cab, Union Cab, VIP Cab, King Cab).

During the first sub-committee meeting on October 23, background information, meeting objectives, and goals were presented as well as information about regional taxi fares, regional taxi vehicle age requirements. The floor was opened to ask sub-committee members and meeting participants to determine general concerns about regulations, what other regulations staff should look into, and what data would be useful to present at future meetings.

During the second meeting, City staff presented information and solicited feedback on vehicle age requirements, taxi fares, and national examples of recent taxi regulation changes. Again, meeting participants were able to join the discussion and provide feedback about potential changes being evaluated.

During the third meeting, information was presented and the sub-committee members provided recommendations for Code changes to be brought before the entire Traffic and Parking Board for consideration. There was a period for public comment at the end of this meeting and meeting participants were informed about future opportunities for public comment at the full Board meeting and future Council meeting.

**Attachment 1: Summary of Potential Changes to Taxi Regulations**

| Topic                            | Code Section                                   | Regulatory Options  | Taxi Industry Feedback   | Staff Recommendation  | Sub-committee Recommendation   |
|----------------------------------|--|---|--|---|--|
| Taxi Vehicle Age Requirement     | Sec. 9-12-81 Requirements for vehicles.        | City can remove the maximum vehicle age   | Some in favor of eliminating the vehicle age limit requirement for all vehicle types, some in favor of keeping current regulations | Eliminate the vehicle age limit requirement for all vehicle types   | Eliminate the vehicle age limit requirement for all vehicle types  |
| Taxi Fares                       | Sec. 9-12-132 Amount of fare to be charged.    | The City can remove the maximum rate limit  | Raise taxi fares to meet Arlington's rate or DC proposed rate  | Remove the City from setting Taxi fares   | Preferred Option: Remove the City from setting taxi fares<br>Alternative Option: Set a fare maximum and require data sharing with Mobile Data Specifications (MDS) |
| Trade Dress for Vehicles         | Sec. 9-12-28 Trade dress for vehicles.         | The City can relax the trade dress for vehicles   | Keep current trade dress requirements for vehicles   | Relax trade dress for vehicles  | Preferred Option: Keep current regulations<br>Alternative Option: Relax trade dress requirements for vehicles  |
| Biennial Review of Taxi Industry | Sec. 9-12-31 Biennial review of taxi industry. | The City can adjust this section  | No feedback on this item   | If the City no longer sets fares and other requirements, this process may be unnecessary or needed less often | Conduct a review of the taxi industry every three years  |
| Dispute Resolution               | DIVISION 7 Dispute Resolution                  | The City can remove this section  | Not in favor of removing city from dispute resolution  | Remove the City from involvement in disputes of a private employer/company                                    | Eliminate the dispute resolution section of the code   |
| Reducing Insurance Requirements  | Sec. 9-12-6 Insurance or bond required.        | City cannot implement a sur-charge if insurance rates jump as this is tied to private insurance | This information was shared at sub-committee meeting two   | Reducing the insurance limit may not be politically feasible  | Keep the current insurance requirements  |

**Attachment 2: Taxi Vehicle Age Requirement Considerations**

**Taxi Vehicle Age Requirements in Neighboring Jurisdictions**

| <b>Neighboring Jurisdictions</b> | <b>Taxi Vehicle Age Requirements</b>   |
|----------------------------------|--|
| Arlington County                 | 12 years for gasoline-only powered non-wheelchair accessible vehicles<br>15 years for wheelchair accessible vehicles<br>15 years for hybrid, plug-in hybrid, and/or electric vehicles. |
| Fairfax County                   | 12 years for gasoline-only powered non-wheelchair accessible vehicles<br>15 years for hybrid, plug-in hybrid, electric and wheelchair accessible vehicles.                             |
| Montgomery County                | 10 -year-old vehicle or newer for Montgomery County  |
| Washington, DC                   | 10-year-old vehicle or newer for DC<br>Maximum odometer mileage of 300,000   |
| Prince George’s County           | 10-year-old vehicle or newer<br>Maximum odometer mileage of 300,000  |

**Virginia Jurisdictions that do not Regulate Taxi Vehicle Age**

| <b>VA Jurisdictions</b> | <b>Regulations</b>  |
|-------------------------|---|
| Newport News            | Eliminated vehicle age requirements<br>Need to pass annual safety inspection                          |
| Suffolk                 | Eliminated Vehicle age requirements<br>Need to pass annual safety inspection                          |
| Chesapeake              | Eliminated vehicle age requirements<br>Has to pass inspection for permit any anytime deemed necessary |

**TNC Vehicle Age Policies**

| <b>TNC</b> | <b>Jurisdiction</b>                            | <b>Company Vehicle Age Policies</b>  |
|------------|--|--------------------------------------|
| Uber       | Virginia                                       | 16-year-old vehicle or newer         |
| Uber       | Maryland                                       | 12-year-old vehicle or newer         |
| Uber       | Washington, DC                                 | 10-year-old vehicle or newer         |
| Lyft       | Washington, DC                                 | 2013 or newer (10-year-old vehicle)  |
| Lyft       | Maryland                                       | 2012 or newer (11-year-old vehicle)  |
| Lyft       | Virginia - All cities excluding Fredericksburg | 2007 or newer (16-year-old vehicle)  |
| Lyft       | Virginia - Fredericksburg                      | 2009 or newer, (14-year-old vehicle) |

**Attachment 3: Current Taxicab Fare Rates**



**CITY OF ALEXANDRIA, VIRGINIA**



**TAXICAB RATES**

**EFFECTIVE FEBRUARY 25, 2023**

City of Alexandria Ordinance 5478, enacted on February 25, 2023, establishes the amount of fare to be charged as follows:

- (1) For the initial meter charge.....\$4.00
- (2) For each additional one-sixth mile or fraction thereof.....\$0.36
- (3) For each 52 seconds of waiting time beginning  
three (3) minutes after scheduled pickup.....\$0.36
- (4) For the second and each additional passenger 5 years  
of age or older.....\$1.25
- (5) For each animal .....\$2.00  
No charge for guide or animals assisting persons with disabilities
- (6) For any item placed in the cab trunk or rear of vehicle  
if handled by the driver not to exceed \$7.00.....\$0.50
- (7) Airport Surcharge – When an airport surcharge is paid by the  
driver, that surcharge may be added to the fare for the trip.
- (8) Snow Surcharge – When authorized by the city manager and  
posted in the taxicab, a snow surcharge may be added to the  
fare for each trip.....\$5.00
- (9) Fuel Surcharge – When authorized by the city manager and posted in the  
taxicab, a fuel surcharge may be added to the fare for each trip to cover an  
increase in the cost of gasoline.

**Attachment 4: Taxicab Rates for Regional Jurisdictions**

| Jurisdiction             | Initial Charge | Per Mile | Cost for Distance Traveled                            |
|--------------------------|----------------|----------|---|
| City of Alexandria       | \$4.00         | \$2.16   | \$0.36 cents for each additional one-sixth of a mile  |
| Arlington County         | \$3.50         | \$2.40   | \$0.40 cents for each additional one-sixth of a mile  |
| Montgomery County        | \$4.00         | \$2.00   | \$0.50 cents for each additional quarter mile         |
| Prince George's County   | \$3.50         | \$2.10   | \$.30 cents for each additional one-seventh of a mile |
| Fairfax County           | \$3.50         | \$2.16   | \$0.36 cents for each additional one-sixth of a mile  |
| Washington DC (current)  | \$3.25         | \$2.16   | \$2.16 for each additional mile                       |
| Washington DC (proposed) | \$4.00         | \$2.56   | \$2.56  |
| Washington Flyer         | \$3.50         | \$2.16   | \$0.54 for each additional one-fourth of a mile       |



## **Attachment 5: Taxicab Fare Rate Changes in Virginia Jurisdictions**

### **Jurisdictions in Virginia that no longer regulate taxi fares**

- Fredericksburg does not regulate fares as of February 2022. Taxicab companies file their schedule of fares and charges with the Chief of Police. The schedule of fares may be as flexible as the company desires, The company may file new schedules as it chooses.
  
- Newport News does not regulate fares as of September 2022. Each certificate holder is required to file a schedule of the rates and charges, discounts, and methods of payment accepted for taxicab services provided in the city with the chief of police. The schedule must be filed with the initial application for a certificate and each renewal thereof at least five business days prior to the effective date of any change in rates and charges to be made by the certificate holder.

### **Jurisdictions in Virginia that regulate taxi fare maximums**

- Virginia Beach - Sec. 36-172. - Maximum rates for taxicabs
  - (a) No person owning, operating, controlling or driving a taxicab within the city shall charge an amount to exceed the following rates of fare:
    - (1) For the first one-eighth of a mile or fraction thereof .....\$6.00
    - (2) For each succeeding one-eighth of a mile or fraction thereof .....\$0.30
  
- Norfolk - Sec. 34.1-60. - Rates prescribed—Taxicabs
  - (a) The charges to be made and collected for services by taxicabs must be determined by a taximeter and must not exceed the following rates:
    - (1) For the first one-seventh mile, or fraction thereof .....\$6.00
    - (2) For each succeeding one-seventh mile, or fraction thereof .....\$0.30
  - (b) The rates must not exceed the rates set forth above regardless of the number of passengers carried.
  
- Chesapeake
  - The rates to be charged and collected for service by taxicabs shall be determined exclusively by the taximeter and shall not exceed the following:
    - For the first one-eighth mile or fraction thereof .....\$6.00
    - (2) For each succeeding one-eighth mile or fraction thereof .....\$0.30

## Attachment 6: Proposed Code Changes to Chapter 12 Taxicabs

### CHAPTER 12 Taxicabs and Other Vehicles for Hire

**Charter Reference:** Power of city as to permits for use of streets by taxicabs, buses and other vehicles for hire, Sec. 2.04(d).

#### ARTICLE A. 1 TAXICABS

##### DIVISION 1 Generally

#### Sec. 9-12-1 Definitions.

Unless otherwise expressly stated or the context clearly indicates a different intention, the following terms shall, for the purpose of this article, have the meanings indicated in this section:

- (1) *Board.* The traffic and parking board created by title 5, chapter 8, article A of this Code.
- (2) *Certificate.* A certificate of public convenience and necessity issued by the city manager authorizing the operation of a taxicab company under the provisions of this article.
- (3) *Certificate holder.* Any taxicab company, or taxicab owner still holding a valid certificate issued prior to February 15, 1983, which has been granted a certificate of public convenience and necessity as provided in this article.
- (4) *Cruising.* The driving of a taxicab on the streets, alleys, or public places of the commonwealth in search of, or soliciting for, prospective passengers for hire.
- (5) *Director.* The director of the department of transportation and environmental services or the director's designee.
- (5.1) *Dispatch service.* A service that receives telephone, text, app, or e-mail requests for taxi service and wirelessly dispatches those requests to taxicabs in the field.
- (5.2) *Dispatch call.* A taxicab trip generated by the customer contacting a central dispatch center and the call being dispatched to one of that company's taxicabs by the dispatch center.
- (6) *Driver.* The person operating any taxicab.
- (7) *Driver's permit.* The permit issued to a driver of a taxicab under the provisions of this article.
- (7.1) *Driver move.* When a driver leaves his existing company to another company that has a vacant authorization. A driver move may take place at any time and has no impact on the number of authorizations held under either company's certificate of public convenience and necessity.
- (7.2) *Reserved.*
- (7.3) *Documented city trip.* A non-dispatched trip served by the driver while on duty that originates without a call to a central dispatch center in one of the following manners: a) a pick-up from an authorized Alexandria taxi stand; b) a pick-up from a Metro Station located within the City of Alexandria; c) a pick-up from Washington Reagan Airport where the final destination is within the City of Alexandria; or d) a trip arranged by direct communication between the customer and the driver. With respect to each of the foregoing, in order to constitute a documented city trip, such trip must be contemporaneously documented on the company's business records via a regular established business procedure, so that a company record of the trip exists independent of what may be recorded in a driver's manifest, including, without limitation, the date of the trip, the time and location of both the origination and termination point of the trip and the number of passengers served on the trip.
- (8) *Hack inspector.* The individual designated by the city manager to fill this position pursuant to this article.

**Commented [SM1]:** App added to address uses of technology in the industry

- (9) *Manifest*. A daily record prepared by the driver of a taxicab of all trips made by the driver, showing the time and place of origin, destination, number of passengers and the amount of fare of each trip.
- (10) *Owner*. The person who holds legal title to any taxicab, or any person who holds beneficial title to any such taxicab or any person having possession of any such taxicab under a conditional sales contract, lease, bailment or any instrument in the nature of a lien.
- (11) *Person*. Any natural person, firm, partnership, limited partnership, corporation, company, limited liability company, joint venture, cooperative, association or joint stock association, including any trustee, receiver, assignee or personal representative thereof.
- (12) *Regulation*. The rules and regulations promulgated by the city manager pursuant to this article.
- (13) *Street*. The entire width between the boundary lines of every way or place of whatever nature open to the use of the public for purposes of vehicular travel in the commonwealth including streets, highways, alleys and publicly maintained parking lots.
- (14) *Taxicab*. Any motor vehicle having a seating capacity of not more than six passengers and not operating on a regular route or between fixed terminals, used in transportation of passengers for hire or compensation, and subject to regulation under this article and applicable law.
- (15) *Taximeter*. A meter, instrument or device, attached to a taxicab which accurately and reliably measures the distance driven and the waiting time upon which the fare is based.
- (16) *Taxicab company*. A person who regularly engages in the provision of taxicab services to and from points in the city.
- (17) *Taxicab services*. The operation of a motor vehicle upon the streets, on call or on demand, accepting or soliciting passengers indiscriminately for transportation for hire between such points along the streets as directed by the passenger or passengers being transported, except as excluded by applicable law.
- (17.1) *Trade dress*. The color scheme, insignia, or branding for each taxicab company, consistent with regulations set by the city.
- (18) *Vehicle permit*. A permit issued by the city manager authorizing a taxicab to be associated with a taxicab company, and operated under its dispatch system.

**Sec. 9-12-2 Compliance with article.**

- (a) It shall be unlawful for any person to operate, drive or provide taxicab services in any taxicab required by this article to obtain a permit from the city, unless such person, and such taxicab, shall conform to and comply with the provisions of this article.
- (b) It shall be unlawful for any person to operate a taxicab company required by this article to obtain a certificate of public convenience and necessity from the city, unless such person shall conform to and comply with the provisions of this article.
- (c) Any person who violates any provisions of this article shall be guilty of a class 2 misdemeanor, unless another penalty is expressly provided in this article.

**Sec. 9-12-3 Hack inspector.**

The city manager shall appoint either a sworn officer or a civilian employee to serve at his pleasure as hack inspector, and one or more assistant hack inspectors. The hack inspector shall exercise the powers and duties provided for in this article and do all things necessary to make effective the provisions of this article. The city manager may designate the hack inspector to administer some or all of his powers and responsibilities under this article.

**Sec. 9-12-4 Authority of city manager.**

- (a) The city manager may designate a person or persons to administer some or all of the provisions of this article.
- (b) The city manager is authorized to make such reasonable rules and regulations as may be necessary to administer the provisions of this article.

**Sec. 9-12-5 False statements prohibited.**

- (a) It shall be unlawful for any person knowingly to make or cause to be made, either directly or indirectly, any false statement as an inducement for the issuance of a certificate of public convenience and necessity, vehicle permit or a driver's permit provided for in this article.
- (b) It shall be unlawful for person knowingly to make or cause to be made, either directly or indirectly, any false statement in any document required to be submitted pursuant to this article.

**Sec. 9-12-6 Insurance or bond required.**

- (a) Every taxicab owner for which a vehicle permit has been issued under this article shall keep in full force and effect at all times either:
  - (1) A public liability and property damage insurance policy with a company authorized to do business within the state covering each driver authorized by the vehicle owner to operate the vehicle as a taxicab in at least the amount of \$450,000.00 combined single limit, with not less than \$300,000.00 coverage for death, not less than \$100,000.00 coverage for bodily injury, and not less than \$50,000.00 coverage for property damage, and every such policy shall contain a clause obligating the company issuing the same to give 15 days' notice in writing to the hack inspector and the company with which the owner is affiliated before any cancellation thereof. Every taxicab owner for which a vehicle permit has been issued under this article shall also keep in full force and effect at all times uninsured motorist coverage and underinsured motorist coverage in a minimum amount of \$100,000.00, and every such policy shall contain a clause obligating the company issuing the same to give 15 days' notice in writing to the hack inspector and the company with which the owner is affiliated before any cancellation thereof; or
  - (2) An indemnity bond of a surety company, authorized to do business within the state in the same amounts and for the same purposes as the insurance policies stated in subsection (1) of this section; provided, that the director of finance of the city, after investigation, shall be fully satisfied as to the financial responsibility of the surety company on such bond.
- (b) Each certificate holder shall be responsible for maintaining records documenting compliance with the foregoing insurance requirements, including a certificate of insurance or insurance binder for all affiliated taxicabs and all authorized drivers. Such documents shall be available for inspection by the hack inspector during normal business hours. In addition, each certificate holder shall provide the hack inspector an annual report, at a time of the hack inspector's determination, setting forth:
  - (1) All affiliated taxicabs, including make, model, production year and VIN;
  - (2) All drivers authorized to drive each affiliated taxicab vehicle; and
  - (3) The manner in which each authorized driver and affiliated taxicab comply with the requirements of this section, including, without limitation, the name of the insurer and a certification that the policy complies the requirements of this section.
- (c) In the event that the insurance provider or surety changes for one of its affiliated vehicles or authorized drivers, the certificate holder shall report such change to the hack office in writing within 48 hours of receiving notice of same.

**Secs. 9-12-7 through 9-12-20 reserved.**

**DIVISION 2 Certificates of Public Convenience and Necessity**

**Sec. 9-12-21 Certificate required.**

It shall be unlawful for any person to operate or engage in business as a taxicab company unless a certificate of public convenience and necessity shall have been issued pursuant to this article. It shall be unlawful for any person to operate or engage in business as a taxicab company under an expired, suspended or revoked certificate.

**Sec. 9-12-22 Initial application for a certificate.**

- (a) An application for the initial issuance of a certificate of public convenience and necessity shall be made to the city manager, on or before May 1 of each year, on the form provided by the city manager.
- (b) The applicant shall provide the following:
  - (1) The full name and business address of the applicant and, if the applicant is a corporation, a certified copy of the articles of incorporation;
  - (2) The full name and address of the registered agent or other person or persons upon whom legal process may be served and upon whom all notices or other matters relating to the administration and enforcement of this article should be made;
  - (3) The trade name and the telephone numbers under which the applicant does or proposes to do business;
  - (4) The financial status and responsibility of the applicant;
  - (5) The maximum number and ownership of taxicabs to be operated;
  - (6) A description of the type of service to be provided including the geographic area of the city to be served;
  - (7) A description of the communications system to be used with specific reference as to the applicant's plan to provide adequate dispatch service to the public;
  - (8) A description of trade dress to be used on each taxicab, which shall conform to regulations issued by the city manager;
  - (9) [Reserved];
  - (10) The specific experience of the applicant in the transportation of passengers for hire and the management of a business engaged therein, including, without limitation, the disclosure of any ownership interest in any taxicab company anywhere at any time;
  - (11) All facts or circumstances which the applicant asserts to meet the applicant's burden of demonstrating that the public convenience and necessity requires granting the certificate;
  - (12) [Reserved];
  - (13) Such additional information as the city manager may require.
- (c) All applications must be signed (1) by the president if a corporation or (2) by the legal representative if a business entity other than a corporation, and must be notarized.
- ~~(d) Such forms shall include a statement that "It is unlawful for any person to make a false or misleading statement in connection with this application and the making of any false or misleading statement shall be grounds for denial of the application or subsequent revocation of a certificate, and for criminal prosecution."~~

**Commented [SM2]:** Striking this as redundant with 9-12-5

**Sec. 9-12-23 Fees.**

The fees and charges for an application for, and for the issuance and renewal of, a certificate shall be established by regulation, and no application shall be filed, and no certificate issued or renewed, unless and until such fees and charges shall have been paid.

**Sec. 9-12-24. Reserved.**

**Sec. 9-12-25 Determination of public convenience and necessity; issuance of certificate.**

- (a) *Burden.* The applicant shall have the burden of demonstrating that the public convenience and necessity require the operation of a new taxicab company and the authorization of any additional taxicabs that may be requested.
- (b) *Notice and written comments.* Upon receipt of a completed application for an initial certificate and authorization of any additional taxicabs, the city manager shall notify all existing certificate holders by mail, and the public by advertisement in a newspaper of general circulation published within the city, that the application has been filed, and that written comments on the application may be filed with the city manager within 30 days after publication of the notice. No application shall be considered complete unless all of the information in sections 9-12-22 and 9-12-32 has been provided.
- (c) *Public hearing.* The board shall hold a public hearing and make its recommendation to the city manager as to whether the public convenience and necessity requires granting the application for a new certificate and authorization of any additional taxicabs that may be requested. In making its recommendation, the board shall apply the criteria set forth in subsection (d) of this section. This hearing shall be held at the next regular meeting of the board after the written comment period has closed, and may be continued from time to time thereafter by the board.
- (d) *Criteria for consideration.* The city manager shall determine whether public convenience and necessity require the operation of a new company and authorization of any additional taxicabs that may be requested in the application. In making this determination, the city manager shall consider.
  - (1) The representations of the applicant as set forth in its application;
  - (2) [Reserved];
  - (3) Any information presented at the public hearing held pursuant to paragraph (c) of this section, and the recommendation of the traffic and parking board;
  - (4) Information as contained in the city manager's most recent report on the economic conditions of the taxi industry required by section 9-12-31;
  - (5) Any shortcomings or deficiencies in existing taxicab service and other forms of transportation for passengers already in existence;
  - (6) The probable permanence and quality of the service offered by the applicant;
  - (7) The financial status, qualifications and responsibility of the applicant as demonstrated by the applicant's ability to provide, maintain and operate the number of vehicles proposed to be operated in accordance with the character of service proposed in the application;
  - (8) The experience of the applicant in taxicab operations as an owner or manager or as a taxicab driver; and
  - (9) The effect on promoting competition and improving the quality of taxi service provided in Alexandria. There shall be a prohibition, based on potential anti-competitive impact, against any entity owning, in whole or in part, an interest in more than one taxicab company authorized to do business in the city. Any entity in violation of this provision shall have 18 months from the effective date to come into compliance therewith.
- (f) *Decision.* The city manager may grant the certificate of public convenience and necessity applied for and approve any additional taxicabs requested by the applicant or approve a lesser number of taxicabs than

requested, or the city manager may deny the certificate. If the city manager denies the certificate or grants the certificate with a lesser number of taxicabs than requested by the applicant, the city manager shall notify the applicant by certified mail.

- (g) *Re-application.* An applicant may not reapply for a certificate, or for the authorization of additional taxicabs, for one year from the date of decision by the city manager.

#### Sec. 9-12-26 Certificate generally; form; term.

- (a) The certificate of public convenience and necessity shall state the following:
  - (1) The name, home and business address of the certificate holder and registered agent or other person to whom legal process may be served or notice given.
  - (2) The date of issuance; and
  - (3) That the certificate has been issued subject to the provisions of this division and all other laws and ordinances governing the operation of a taxicab company.
- (b) Every certificate shall expire on December 31 next after issuance. Before expiration, each certificate holder shall file a renewal application with the hack inspector pursuant to section 9-12-27. In cases of death, sickness or unusual circumstances, the city manager may authorize the continued operation of an existing certificate until the following March 31.

#### Sec. 9-12-27 Renewal of certificate.

Each certificate holder shall file an application for renewal of the certificate with the hack inspector by August 1 of each year on the form provided by the city manager.

Each application for a renewal of a certificate shall demonstrate compliance with section 9-12-32, and shall include a requested number of taxicab authorizations based on current service levels.

#### Preferred Option Sec. 9-12-28 Trade dress for vehicles.

- (a) Each applicant for a certificate shall adopt trade dress for each authorized vehicle which shall be submitted for approval with the application for the certificate. Upon the granting of the certificate and approval of the trade dress, the certificate holder shall cause all vehicles that it operates under the certificate to conform to such trade dress. No other certificate holder, owner or driver shall use such trade dress.
- (b) No trade dress shall be approved if it conflicts with or imitates the trade dress used by another certificate holder in such manner as to mislead, confuse or tend to deceive the public.
- (c) It shall be unlawful and grounds for revocation of a certificate for any certificate holder to change or allow to be changed the approved trade dress, except as hereinafter provided.
- (d) Any owner or driver connected with a certificate holder who is allowed to use the trade dress of such certificate holder, shall immediately upon separation or discharge from the holder's company discontinue use of any taxicab until the trade dress on such taxicab has been changed or removed.

**Commented [SM3]:** Preferred Option for trade dress for vehicles. Keep current regulations - indicated in green. Additional details about trade dress for vehicles can be found in sec. 9-12-81 (h)

#### Alternative Option Sec. 9-12-28 Trade dress for vehicles.

- (a) Each applicant for a certificate shall adopt trade dress for each authorized vehicle which shall be submitted for approval with the application for the certificate. Upon the granting of the certificate and approval of the trade dress, the certificate holder shall cause all vehicles that it operates under the certificate to conform to such trade dress. No other certificate holder, owner or driver shall use such trade dress.
- (b) No trade dress shall be approved if it conflicts with or imitates the trade dress used by another certificate holder in such manner as to mislead, confuse or tend to deceive the public.

**Commented [SM4]:** Alternative Option: Relax trade dress requirements to vehicles - indicated in yellow which strikes this section of the code as additional details for what constitutes required trade dress for vehicles requirement are indicated in sec. 9-12-81 (h)

~~(c) It shall be unlawful and grounds for revocation of a certificate for any certificate holder to change or allow to be changed the approved trade dress, except as hereinafter provided.~~

~~(d) Any owner or driver connected with a certificate holder who is allowed to use the trade dress of such certificate holder, shall immediately upon separation or discharge from the holder's company discontinue use of any taxicab until the trade dress on such taxicab has been changed or removed.~~

**Sec. 9-12-29 Sale or transfer of certificates of public convenience and necessity; transfer of company control.**

- (a) A certificate of public convenience and necessity issued pursuant to this article shall remain the property of the city, and no such certificate may be sold or transferred by the certificate holder to any other person.
- (b) Merger or transfer of control of a taxicab company, either de facto or de jure, is prohibited unless approved by the city manager after a determination that such merger or transfer of control is in the public interest. Any person who proposes to merge or acquire control of a taxicab company shall submit to the city manager an application in writing, setting forth such relevant information as to the proposed merger or transfer as prescribed by regulation, and indicating whether the merger or transfer of control will be de facto or de jure.
  - (1) The applicant shall have the burden of demonstrating that such merger or transfer of control will serve the public interest, and shall promptly respond to any requests for additional information required by the city manager.
  - (2) The city manager shall cause an investigation of the financial status, qualifications and responsibility of the applicant and the experience of the applicant in the taxicab business to be conducted. The results of such investigation shall be used by the city manager in determining whether the merger or transfer is in the public interest.
  - (3) [Reserved]
  - (4) The city manager may approve or deny the request for merger or transfer of control. Before granting any such request, the city manager shall make an affirmative finding that the proposed merger or transfer of control is in the public interest. Absent such finding, the city manager shall deny the application, and notify the applicant.
  - (5) In the event of a merger or transfer of control, the city manager may, in the manager's discretion, waive or modify the driver transfer limits set forth in section 9-12-30.

**Sec. 9-12-30 Amending certificates of public convenience and necessity.**

- (a) The number of taxicabs authorized by a certificate may be amended once every ~~two~~ **three** years during the ~~biennial~~ **triennial** review of the industry and the following procedures shall apply:
  - (1) A certificate holder may apply for an amendment to the number of vehicles authorized by the certificate, no later than August 1 of each year in which a review is conducted, on the form provided by the city manager.
  - (2) Reserved.
  - (3) A public hearing on all such applications shall be held by the board as part of the ~~biennial~~ **triennial** review of the taxi industry pursuant to section 9-12-31, and the board shall make a recommendation thereon to the city manager.
  - (4) The board in making its recommendation, and the city manager in making the determination on such applications and proposed amendments, shall consider the factors prescribed in section 9-12-31.
  - (c) The decision on such applications shall be part of the city manager's order setting forth the conditions of the taxicab industry pursuant to section 9-12-31.
  - (d) Upon amendment as to the number of vehicles the certificate holder shall forthwith surrender the old certificate to the city manager, and the city manager shall issue a new certificate to the certificate holder.



**Sec. 9-12-31 Biennial Triennial review of taxi industry.**

- (a) Between September 1 and November 15 of 2010, and during the same period every ~~two~~ **three** years thereafter, the board and city manager shall conduct a review of the taxicab industry in Alexandria. The board shall conduct a public hearing, after giving reasonable notice to all applicants, existing certificate holders and the public. The board shall receive comment as to ~~the economic condition of the taxicab industry, the adequacy of public service rendered by the industry, and~~ whether any changes to the regulation of the industry are necessary or desirable, including changes to the number of taxicabs authorized for each taxicab company holding a valid certificate. **The City manager or designee shall write regulations about the triennial review.**
- (b) ~~Performance information required to be submitted by certificate holders pursuant to section 9-12-32 shall be considered by the board and the city manager as part of the review.~~
- (c) ~~In reviewing applications to renew certificates of public convenience and necessity, the board and city manager shall consider the certificate holder's record of compliance with section 9-12-32, and shall establish the maximum and minimum number of vehicles that may be affiliated with each certificate holder, as follows:~~
  - (1) ~~The minimum number of authorized taxicabs for each certificate holder shall not be fewer than ten percent less than the number authorized at the time of the biennial triennial review. Notwithstanding the foregoing, the minimum number of authorized taxicabs for any company that has substantially met the level of dispatch service required under this Code for the intervening two three years since the prior review shall not be reduced below the number of authorizations allowed in the prior review.~~
  - (2) ~~The maximum number shall provide a sufficient number of taxicab authorizations for each certificate holder to provide a satisfactory level of dispatch service based on current and anticipated number of dispatch trips provided.~~
  - (3) ~~In the event that the board and city manager shall authorize the issuance of one or more new certificates, the minimum number of taxicabs authorized for each existing certificate holder may be further reduced by an additional five percent below the current authorization.~~
  - (d) ~~The board and city manager shall set the total number of vehicles to be authorized for each taxicab company holding a valid certificate, giving consideration to such factors as bear on public convenience and necessity, including but not limited to:~~
    - (1) ~~the demonstrated need on a company by company basis on the number of cabs necessary to provide satisfactory public service, including ensuring adequate availability of taxicabs for dispatch service and taxi stands;~~
    - (2) ~~changes in the number of trips actually served by taxicabs for each existing company;~~
    - (3) ~~the ability of current drivers to earn a living wage;~~
    - (4) ~~a demonstrated commitment to specifically serve the needs of the elderly and/or disabled community;~~
    - (5) ~~the dispatch levels attained during the two three year period immediately preceding the biennial triennial review, so that no company shall be granted more authorizations than supported by its actual dispatch performance for the prior two three year period; and~~
    - (6) ~~such factors listed in section 9-12-25(d) as the board or city manager deem applicable.~~
  - (e) ~~[Reserved.]~~
  - (f) ~~Giving consideration to the comments received at the public hearing, and to any additional information made part of the record before it, the board shall forward its conclusions as to the status of the industry, and its recommendations as all matters included in the annual review of the industry, to the city manager. The report shall include the findings of fact upon which board's conclusions and recommendations are based. The report shall be transmitted to the city manager no later than November 15.~~

~~(g) The biennial triennial review of the taxicab industry shall also include a review of the fares and industry fees, including a review of the base fare, permitted additional charges and all fees charged to and by the certificate holders, owners and drivers. The public hearing before the board shall include comments on such fares, charges and fees and any recommended changes thereof. The board shall forward its conclusions, recommendations and findings of fact as to such fares, charges and fees as part of its report pursuant to subsection (f) of this section. In reviewing such fares, charges and fees, the board and city manager shall, without limitation, take the following factors into consideration:~~

- ~~(1) driver income compared to the City of Alexandria adopted living wage;~~
- ~~(2) cost of industry related regulatory and enforcement expenditures; and~~
- ~~(3) such factors listed in section 9-12-25(d) as the board or city manager deem applicable.~~

~~(h) Not later than December 15 of the year in which the biennial triennial review is conducted, the city manager shall issue an order stating the manager's findings and conclusions as to the economic condition of the taxicab industry and determinations as to any pending applications or proposals under section 9-12-30. In issuing his order, the city manager shall presume that the factual findings of the board are prima facie correct. If the manager disagrees with any of the recommendations of the board, the manager shall, with the issuance of the order, enumerate the reasons for not accepting such recommendations. The order of the city manager may be used by him in determining the public convenience and necessity under the provisions of this article.~~

~~(i) Reserved.~~

~~(j) After completion of the transfer review process and the review of all applications for new or renewed certificates of public convenience and necessity, the city manager may approve additional authorizations for existing companies that have requested same, based upon a finding that such a grant will be in the public convenience and necessity including, without limitation, promoting prompt dispatch and exceptional customer service.~~

### **Sec. 9-12-32 Requirements for certificate holders.**

Each certificate holder shall:

- (a) provide 24-hour service;
- (b) provide two-way dispatch service located within the boundaries of the city that meets the following:
  - (1) dispatch must be provided 24 hours a day, seven days a week;
  - (2) if less than 130 taxicabs are authorized under the certificate, dispatch may be provided not less than 16 hours a day, seven days a week;
  - (3) if the certificate has been issued for less than one year, dispatch may be provided not less than 16 hours a day, seven days a week until one year following the date of issuance, after which dispatch must be provided as set out in paragraph (1) or (2), depending on the size of the certificate holder;
- (c) provide the minimum level of service for dispatch and documented city trips and call response time as prescribed by regulation; however, in no circumstance may regulation set an average dispatch and documented city trip call volume equaling less than two calls per driver per day. In addition, in no circumstances may regulation provide more than 25 percent of the required call volume be satisfied by documented city trips. Dispatch and documented city trip service requirements shall be calculated based on the total number of properly documented calls served by the certificate holder during the time period reviewed by city staff;
- (d) [Reserved];
- (e) have affiliated a minimum of 40 taxicabs. This limitation may be modified by the city manager upon a finding that the public convenience and necessity will be served by such a modification.

**Commented [SM5]:** Sub-committee recommendation to conduct a review of the taxicab industry every three years. The details of what will be reviewed will be outlined in the taxicab regulations.

- (f) provide a minimum of one vehicle, or one percent of the vehicles authorized under the certificate, whichever is greater, for ADA compliant handicap accessible transportation, and every vehicle permit issued for a handicap accessible vehicle shall state on the permit that it is to be used for a handicap accessible vehicle only. Each certificate holder has an affirmative obligation to make such ADA complaint vehicles available during the hours in which it provides dispatch service for dispatch to a qualified handicapped passenger in the event not less than two hours notice is provided by the passenger;
- (g) maintain a record of all taxicabs affiliated with the certificate holder, of the owners thereof and of all drivers thereof, including the current address and telephone number for each such owner and driver. This record shall be turned in not less than annually by a date to be determined by the director of T&ES and otherwise be available at all times for examination and inspection by the director, hack inspector or any police officer and shall be preserved for 12 months;
- ~~(h) provide an alternative dispute resolution process for disputes arising between owners and/or drivers of taxicabs and the certificate holder pursuant to division 7 of this article;~~
- ~~(i) provide and adhere to written policies setting forth service requirements for drivers affiliated with the certificate holder and specifying disciplinary actions that the holder will take in the event the requirements are not met. All such requirements and disciplinary actions and any revision that may from time to time be added by the certificate holder shall be provided to every affiliated driver and posted in a conspicuous location in the taxicab company offices;~~
- (j) not unreasonably withhold its agreement to allow an affiliated driver to transfer the authorization under which the driver is driving to another qualified driver;
- (k) provide a 30-day notice to drivers of any changes in stand dues and post such changes in a conspicuous location in the taxicab company offices with a clearly stated reason for the change, and file such changes and reasons with the city, for informational purposes;
- (l) post the most current schedule of stand dues in a conspicuous location in the taxicab company offices;
- ~~(m) file with the city, in a manner prescribed by regulation, for informational purposes, the requirements and disciplinary actions required by subsection (i) and the stand due schedule and any changes required by subsection (k);~~
- (n) maintain monthly performance information and provide the following information to the city manager on a periodic basis, no less than annually, in the manner prescribed by regulation:
  - (1) dispatch call volume totals;
  - (2) number of complaints by type;
  - (3) a schedule of current stand dues;
  - (4) dispatch call volumes and detailed call and pick up data files; and
  - (5) such other information as may be prescribed by regulation.
- (o) [Reserved];
- (p) all information submitted to the city manager under this section shall include a statement that "It is unlawful for any certificate holder to make a false or misleading statement and the making of any false or misleading statement shall be grounds for revocation of a certificate and criminal prosecution," and shall be signed by the certificate holder or authorized representative;
- (q) all financial data information submitted pursuant to this section shall be deemed confidential financial information pertaining to the certificate holder's business license pursuant to title 9 of the City Code and exempt from disclosure to the public pursuant to Code of Virginia, §§ 58.1-3 and ~~46.2-2062(B)~~ and shall otherwise be kept confidential to the extent permissible under the Code of Virginia and the City Code;

**Commented [SM6]:** The sub-committee recommended to eliminate the dispute resolution section of the code, so this will also need to be removed.

**Commented [SM7]:** Eliminating the dispute resolution section of the code, so this will also need to be removed.

- (r) in the event that the City of Alexandria adopts a paratransit and/or senior citizen transportation program involving all certificate holders, each certificate holder must participate in such a program;
- (s) all certificate holders who operate as taxicab companies must have written contracts setting forth the terms and conditions of their agreements with the drivers who operate under the vehicle authorizations granted to each certificate holder; and
- (t) ensure that all affiliated vehicles accept major credit cards as payment for taxicab fares pursuant to a policy to be determined by the certificate holder, subject to the following conditions:
  - (1) If a certificate holder mandates that its affiliated drivers use a specific credit card processor, that company will:
    - a. charge drivers no more than five percent of the transaction for processing;
    - b. provide a direct deposit option for drivers.
  - (2) Certificate holders are responsible for uniformity of service and can determine the type(s) of credit card device(s) that are allowable in their fleet;
  - (3) [Reserved];
  - (4) The certificate holder will ensure that for all credit card transactions, its affiliated drivers will issue a paper receipt showing date of transaction, cab number, driver name, and the amount of the transaction for all credit card transactions. The receipt may be hand-written;
  - (5) The certificate holder will ensure that all credit card processing equipment authorized for use by its affiliated drivers shall be PCI DSS compliant; and
  - (6) The certificate holder will take affiliated taxicabs out of service if their credit card processing equipment is inoperable.

**Sec. 9-12-33 Civil penalties; revocation or suspension of certificates.**

- (a) Any certificate holder who violates any provisions of section 9-12-32 shall be guilty of a class two civil violation.
- (b) Certificates of public convenience and necessity may be placed on probationary status for a period of 30 to 120 days, or revoked by the city manager for any of the following causes:
  - (1) failure to manage and operate the company and fleet in such a manner as to serve the public adequately;
  - (2) failure to manage and operate the company and fleet in such manner as to cause the authorized taxicabs to be maintained in good order and repair;
  - (3) failure to manage and operate the company and fleet in such manner as to cause the insurance required by this article to be maintained for the authorized taxicabs;
  - (4) repeated and persistent violations by the certificate holder or by the drivers of authorized taxicabs of the Alexandria City Code or of the motor vehicle laws of Virginia;
  - (5) failure to report any accident as required by this article;
  - (6) failure to manage and operate the company and fleet in such manner as to cause any fees lawfully assessed upon the ownership or operation of any vehicle licensed under this article to be paid;
  - (7) failure to comply with the requirements of section 9-12-32; and
  - (8) failure to comply with any other provision of this article.
- (c) Prior to placing on probationary status or revoking any certificate, the city manager shall hold a hearing on the proposed revocation or probation. The certificate holder shall have the right to present his case in person or be represented by counsel licensed to practice law in the Commonwealth of Virginia. The certificate

holder shall be given at least ten days' notice by personal service, or by regular and certified mail, to the address shown on the certificate, of the grounds for revocation or probation and the time and place of the hearing thereon.

- (d) The city manager shall notify the certificate holder by regular and certified mail directed to the address shown on the certificate, of his decision to revoke or place on probationary status the certificate. Such decision notice shall include the grounds for revocation or probation and the length of time of probation.
- (e) A certificate holder whose certificate has been revoked may not reapply for a certificate for 365 days from the date of revocation.
- (f) The city manager may place on probationary status a certificate for such a period of time in excess of 120 days as he may, in his reasonable discretion, see fit.
- (g) If a certificate is placed on probationary status, the city manager shall impose such terms and conditions as the manager deems reasonably necessary to bring the certificate holder into compliance. In the event the certificate holder fails to comply within the time stated by the city manager, the certificate shall be revoked by operation of law.
- (h) Disposition of vehicle authorizations from a revoked certificate. The vehicle authorizations held by a certificate holder whose certificate is revoked under this section shall be returned to the city on the effective date of the revocation. Not less than 45 days prior to the effective date of revocation of the certificate, the city manager shall cause a public hearing to be held by the board regarding the public interest in the disposition of the authorizations. The board shall make a recommendation to the city manager as to the disposition of the authorizations. Not less than 21 days prior to the date of revocation, the city manager shall make a determination as to the disposition of the authorizations. There shall be a presumption, but not a guarantee, that the vehicle authorizations from a certificate holder that has its certificate revoked shall be allowed to transfer to other authorized certificate holders, unless the manager finds that such transfer will not be in the best interest of the public convenience and necessity.
- (i) The city manager's decision to place on probationary status or revoke a certificate may be reviewed on the record by the Circuit Court of the City of Alexandria, to determine whether the city manager applied the correct law, and whether the decision was arbitrary and capricious; provided a petition for review is filed with the court within 30 days of the decision. The filing of such petition shall not stay the effect of such revocation or suspension, unless otherwise ordered by the court. The court may affirm or reverse the decision of the city manager, or vacate the decision and remand the matter with instructions.

#### **~~Sec. 9-12-34 Authorizations not in use.~~**

- ~~(a) If a certificate holder fails to operate any authorized vehicles for more than 18 consecutive months, the authorization to operate such inactive vehicles shall terminate automatically and revert to the city, and the city manager shall issue a new certificate for the lesser number of authorized vehicles that remain in use.~~
- ~~(b) The provisions of subsection (a) shall not be applicable to that portion of an increase in authorized vehicles granted under the provisions of section 9-12-30 for a period of 365 days after an increase in certificates is authorized.~~

#### **Sec. 9-12-35 Grandfathered certificates.**

A certificate which was issued to an individual owner or driver prior to February 15, 1983, and remains in force and effect, including by renewal, on and after July 1, 2005, shall be subject to the following provisions:

- (a) The original holder of such an individual certificate may change affiliation at any time and for any reason, subject to compliance with the provisions of this section.
- (b) The provisions of section 9-12-32 shall not be applicable to renewals of grandfathered certificates held by an individual owner or driver.

**Commented [SM8]:** This is not current practice, City staff recommends removing.

- (c) Grandfathered certificates may only be transferred in the manner set forth in the following section (d).
- (d) Upon the holder's departure from the industry, the company with whom the grandfathered certificate is at that time affiliated may request that the grandfathered certificate be converted to a standard authorization, which, if granted, shall be in addition to the number of authorizations then affiliated with the company. The traffic and parking board shall consider any such request at a public hearing and will make the final determination regarding such request. The city manager shall promulgate regulations for processing such requests and scheduling them for hearing. In the event such a request is granted, then the grandfathered certificate holder may transfer the vehicle permit in the same manner and subject to the same regulatory requirements as those vehicle permits for vehicles with standard authorizations.

**Secs. 9-12-36 through 9-12-40 reserved.**

**DIVISION 3 Driver's Permit**

**Sec. 9-12-41 Driver's permit required, display.**

No person shall operate a taxicab under the authority of a certificate of public convenience and necessity issued by the city, and no person who owns or controls a such a taxicab, shall permit it to be so driven, and no such taxicab shall be operated at any time for hire, unless the driver of such taxicab shall have first obtained and shall have then in force a driver's permit issued under the provisions of this division. Such permit shall be the property of the city, and shall be carried and displayed in a conspicuous place in the taxicab while being operated by the driver.

**Sec. 9-12-42 Application.**

- (a) An application for a driver's permit under this division shall be made ~~in writing under oath on forms provided for by the city manager,~~ shall be filed with the hack inspector and shall provide the following:
  - (1) pertinent personal data;
  - (2) ~~physical condition of the applicant;~~
  - ~~(3) [Reserved];~~
  - ~~(4) [Reserved];~~
  - ~~(5) [Reserved];~~
  - ~~(6) [Reserved];~~
  - (7) a written certification from a company certificate holder that the applicant has taken and passed a written examination pursuant to section 9-12-46 herein, in a form reviewed and approved by the hack inspector;
  - (8) a written certification from a company certificate holder stating that it has conducted a mandatory background screening of the applicant in accordance with section 9-12-42.1 and further certifying that the company certificate holder has authorized the applicant as a driver based upon the results of that screening; and
  - (9) a written certification from the applicant certifying that he or she has not had a taxicab driver's permit or a similar permit permanently revoked in any other jurisdiction.
    - (a) [Reserved];
    - (b) [Reserved];
- (c) Each applicant shall file with the application three copies of a recent photograph, of a size designated by regulation, one of which shall be attached to and become a part of the application, another to be permanently attached to the permit, if issued.

~~(d) The application shall state thereon that "It is unlawful for any person to make a false statement on this application and discovery of a false statement shall constitute grounds for prosecution and for denial or revocation of this driver's permit."~~

**Sec. 9-12-42.1 Mandatory background screenings.**

- (a) Before authorizing an applicant as a driver, a company certificate holder shall confirm that the person is at least 18 years old, possesses a valid driver's license, and has possessed a valid driver's license for at least six months.
- (b) Before authorizing an applicant to act as a driver, and at least annually after authorizing a person to act as a driver, a company certificate holder shall obtain a national criminal history records check of that person. The background screening shall include (i) a Multi-State/Multi-Jurisdiction Criminal Records Database Search or a search of a similar nationwide database with validation (primary source search) and (ii) a search of the Sex Offender and Crimes Against Minors Registry and the U.S. Department of Justice's National Sex Offender Public Website. The person conducting the background screening shall be accredited by the National Association of Professional Background Screeners or a comparable entity that is approved by the department.
- (c) Before authorizing a person to act as a driver, and at least once annually after authorizing a person to act as a driver, a company certificate holder shall obtain and review a driving history research report on that person from the individual's state of licensure.
- (d) Before authorizing a person to act as a driver, and annually after authorizing a person to act as a driver, a company certificate holder shall verify that the person is not listed on the Sex Offender and Crimes Against Minors Registry or on the U.S. Department of Justice's National Sex Offender Public Website.
- (e) A company certificate holder shall not authorize a person to act as a driver if the criminal history records check required above reveals that the individual:
  - (1) is a person for whom registration with the Sex Offender and Crimes Against Minors Registry is required pursuant to Chapter 9 (§ 9.1-900 et seq.) of Title 9.1 of the Code of Virginia, or is listed on the U.S. Department of Justice's National Sex Offender Public Website; or
  - (2) has ever been convicted of or has ever plead guilty or nolo contendere to a violent felony offense as listed in Code of Virginia, § 17.1-805(C), or a substantially similar law of another state or of the United States, or pled guilty or nolo contendere to a violation of Code of Virginia, § 46.2-894, or a substantially similar law of another state or of the United States; or
  - (3) within the preceding seven years has been convicted of or has plead guilty or nolo contendere to any of the following offenses, either under Virginia law or a substantially similar law of another state or of the United States: (i) any felony offense other than those included in subsection (2) above; (ii) an offense under Code of Virginia, §§ 18.2-266, 18.2-266.1, 18.2-272, or 46.2-341.24; or (iii) of any offense resulting in revocation of a driver's license pursuant to Code of Virginia, §§ 46.2-389 or 46.2-391; or
  - (4) within the preceding three years has been convicted of or has plead guilty or nolo contendere to any of the following offenses, either under Virginia law or a substantially similar law of another state or of the United States: (i) three or more moving violations; (ii) eluding a law-enforcement officer, as described in Code of Virginia, § 46.2-817; (iii) reckless driving, as described in Article 7 (§ 46.2-852 et seq.) of Chapter 8 of the Code of Virginia; (iv) operating a motor vehicle in violation of Code of Virginia, § 46.2-301; or (v) refusing to submit to a chemical test to determine the alcohol or drug content of the person's blood or breath, as described in Code of Virginia, §§ 18.2-268.3 or 46.20341.26:3.
- (f) An authorized driver shall immediately inform each company certificate holder that has authorized him to act as an authorized driver, as well as the hack officer, of any event that may disqualify him from continuing to act as an authorized driver, including any of the following: the revocation, suspension, cancellation, or restriction of his driver's license; a motor vehicle moving violation; or a criminal arrest, plea, or conviction. Upon learning of a potentially disqualifying event, either from the driver, from other sources, or from the

periodic screenings required above, the company certificate holder shall immediately provide written notice of the same to the hack inspector. The driver and the company certificate holder shall cooperate with any request for information made by the hack inspector. A failure to comply with this subsection could result in the suspension or revocation of the driver's permit, or the company certificate holder's certificate of public convenience and necessity.

- (g) The hack inspector shall be entitled to review the results of the mandatory background screenings immediately upon request.
- (h) Any person who violates any provision of this section or who permits a violation of any provision of this section shall be guilty of a class one civil violation.

#### **Sec. 9-12-43 Charges for permit.**

The fees and charges for an application for, and for the issuance and renewal of, a drivers permit shall be established by regulation, and no application shall be filed, and no certificate issued or renewed, unless and until such fees and charges shall have been paid.

#### **Sec. 9-12-44 Medical examination.**

If the application indicates that the applicant's ability to safely operate a taxicab is reasonably in question, no driver's permit shall be issued or renewed until the applicant shall furnish a certificate from a reputable physician, certifying that, in such physician's opinion, the applicant's ability to safely operate a taxicab is not impaired.

#### **Sec. 9-12-45 Reserved.**

#### **Sec. 9-12-46 Examination of applicant as to driving ability, etc.**

Each applicant for a driver's permit pursuant to this division shall be required to pass a written examination in a form approved by the hack inspector as to the applicant's ability to operate a taxicab, knowledge of the traffic laws of the city and state, knowledge of the city's roads and the laws of this article applicable to drivers. The content, nature and form of such examination shall be determined by the hack inspector and may be periodically changed by the hack inspector from time to time as may be deemed necessary for the public interest and safety. This examination may be offered and taken by a company certificate holder or a third party and must be successfully completed, with a passing score of 75% or higher prior to application for a driver's permit pursuant to section 9-12-42.

#### **Sec. 9-12-47 Reserved.**

#### **Sec. 9-12-48 Reserved.**

#### **Sec. 9-12-49 Requirements for driver's permit.**

A driver's permit shall not be issued to any person who:

- (a) is under 18 years of age;
- (b) [Reserved];
- (c) has had a taxicab driver's permit or similar permit permanently revoked in any other jurisdiction;
- (d) [Reserved];
- (e) [Reserved];
- (f) has not provided a written certification from a company certificate holder that the applicant has taken and passed a written examination pursuant to section 9-12-46 herein, in a form reviewed and approved by the hack inspector;



- (g) has not held a valid motor vehicle operator's license for a period of at least six months;
- (h) has not passed the applicable examinations required by section 9-12-46;
- (i) does not have a valid work authorization from the Immigration and Naturalization Service, if required; and
- (j) has not been authorized by a company certificate holder as required by sections 9-12-42 and 9-12-42.1.

**Sec. 9-12-50 Issuance or denial of driver's permit by the hack inspector.**

- (a) If the hack inspector finds that an applicant has satisfied the requirements of this division the hack inspector shall issue a driver's permit to the applicant.
- (b) If the hack inspector finds that an applicant has not met the requirements of this division, or that issuance of a driver's permit to the applicant would jeopardize the health, safety or welfare of the public, the hack inspector shall deny the application, and give written notice thereof, including the reasons for the denial, to the applicant.
- ~~(c) The city manager may by regulation provide for a program for the issuance of temporary driver's permits. The hack inspector may withhold issuance of the temporary permit if he reasonably believes that there are unresolved issues or additional information that may be required from an applicant. A temporary permit may be issued to the applicant as provided by regulation. Any such temporary permit shall be valid for no more than 90 days from the date of issuance.~~

**Commented [SM9]:** City doesn't currently have a temporary permit process in the regulations.

**Sec. 9-12-51 Appeal of a denial of a driver's permit.**

- (a) When an application for a driver's permit under this division is denied, the applicant may appeal to the board, which shall hold a hearing on any such appeal and make a recommendation regarding same to the city manager pursuant to the procedures set forth herein.
- (b) Such applicant shall, within ten days after being notified of the denial, file in writing with the hack inspector, a notice of appeal. The hack inspector shall schedule a public hearing before the board within a reasonable time. Notice of the hearing shall be given to the applicant at least ten days before the hearing date.
- (c) The hack inspector shall immediately notify the applicant in writing of the board's recommendation.
- (d) The board shall make its recommendation to the city manager, who shall have authority to affirm or reverse the decision appealed from. If the city manager finds for the applicant, the hack inspector shall issue the driver's permit. If the city manager finds against the applicant, the decision of the hack inspector shall stand. The action of the city manager on appeal shall be final.
- (e) There shall be no rehearing and any such applicant shall not be considered for a period of at least one year after denial.

**Sec. 9-12-52 Information to be shown on permits.**

Each driver's permit issued pursuant to this division shall at minimum contain the following information:

- (a) the permit number;
- (b) the name of the driver;
- (c) photograph of the driver;
- (d) the date of expiration; and
- (e) a statement that the permit is issued subject to the provisions of this article and may be suspended or revoked pursuant to the provisions of this article.

### Sec. 9-12-53 Expiration of permit.

Each driver's permit issued under this division, ~~except for a 60-day temporary permit,~~ shall expire two years from the date of issuance, unless sooner suspended or revoked.

### Sec. 9-12-54 Renewal of permit.

A driver's permit may be renewed for successive periods of two years, provided that the procedure set forth for original applications is followed and all applicable fees have been paid. Sec. 9-12-55 Permits nontransferable.

No driver's permit issued under this division shall be transferable.

### Sec. 9-12-56 Records and reporting requirements.

- (a) *Accident reports.* The driver of every taxicab shall report within 24 hours, to the hack inspector, every accident, however slight, in which a taxicab or any other vehicle operated by such driver is involved.
- (b) *Manifest.* Every taxicab driver shall keep, on a form prescribed by the city manager **in the regulations**, a manifest, which shall, at minimum, **meet Mobility Data Specifications**, record the place, date and time the transportation of each paying passenger commenced and terminated, and the amount of the fare, all of which shall be recorded immediately upon the termination of each trip. All manifests shall be subject at all times to examination or inspection by any duly authorized city official, the hack inspector or any police officer. Every manifest shall be kept and preserved for 12 months, and shall be submitted to the city manager or the manager's designee as required by regulation.
- (c) *Disposition of property left in vehicles.* Every driver of a taxicab shall carefully preserve any money or other property left in the taxicab and shall immediately notify the taxicab company of the discovery of the property and turn over such money or other property to the taxicab company within 24 hours of discovery. All taxicab companies shall maintain a lost and found for such property and shall report all property so received to the hack inspector, as prescribed by regulation. Such money or other property shall be surrendered promptly to the owner, upon identification and proof of ownership.
- (d) *Drivers and company certificate holders to report changes of affiliation.* Every driver of a taxicab, as well as the company certificate holder to which the driver is changing affiliation, shall notify the hack inspector within five business days when he changes his affiliation to another taxicab company.

**Commented [SM10]:** Fares alternative option, fare maximum, requires that companies provide Mobility Data Specifications

### Sec. 9-12-57 Service requirements.

The following are minimum service requirements that must be met by all drivers holding a driver's permit issued under this division:

- (a) *Additional passengers.* No driver already engaged with a passenger shall take an additional passenger, except with the consent of all passengers.
- ~~(b) *Unlawful use of vehicles.* No driver shall use or permit the use of any taxicab for soliciting business for any person or house of ill repute, for selling intoxicating liquors, for lewd or indecent purposes or for transporting persons to houses of ill repute or places used for lewd indecent purposes.~~
- (c) *Entering and leaving vehicles.* No driver shall allow a passenger to enter or leave any taxicab except along the curb of a street.
- (d) *Stopping in intersections to load or unload prohibited; interfering with traffic.* No driver of any taxicab shall stop, load or unload any passengers in the intersection of any streets or on any crosswalk. No such driver shall in any way impede or interfere with the orderly flow of traffic on the streets.
- (e) *Priority of calls for service.* Every driver of a taxicab shall serve requests for service in the order of receipt of such calls.

- (f) *Nonpaying passengers.* No nonpaying passenger shall be transported in a taxicab with a paying passenger, except bona fide officers or employees of the owner or certificate holder, or a police officer engaged in the performance of his duty.
- (g) *Drivers to take shortest route to destination.* The driver of each taxicab shall drive the same over the shortest practical route from the point of engagement to the destination of the passenger or passengers.
- (h) *Number of passengers.* No driver of a taxicab shall carry at any one time more adult passengers than the number for which the vehicle was designed.
- (i) *Passengers to occupy rear seat first.* Passengers shall fill the rear seat before using the front seat, and no driver shall carry a passenger in the front seat unless the back seat is filled, except when otherwise requested by a passenger.
- (j) *Loitering at taxi stands.* No driver shall loiter or congregate with others in sidewalks adjacent to a taxi stand in such a manner as to violate section 9-12-115 of this division or in such a manner as to unreasonably inhibit or impede the flow of pedestrian traffic on the sidewalk.
- (k) *Cruising.* The city manager may prohibit cruising throughout the city or in designated areas within the city in times of emergency, or at other times when some activity takes place within the city which will produce abnormal traffic congestion and danger to pedestrians and the city manager finds that cruising would add to the congestion and danger. No such prohibition may be issued, except in case of an emergency, without notice and public hearing before, and a recommendation from the board. When the city manager has issued such prohibition, it shall be unlawful for any person to cruise in the area designated.
- (l) *Refusal to carry passengers.* No driver of a taxicab shall refuse or neglect to convey any orderly person, upon request, unless previously engaged, off duty, or unable or forbidden by the provisions of this article to do so.
- (m) [Reserved].
- (n) *Responding to dispatch calls.* Every driver shall comply with the standards of dispatch service prescribed by regulation. Each driver must average not less than 50 percent of the average dispatch call volume set by regulation pursuant to section 9-12-32(c) for the company with which the driver is affiliated. Notwithstanding the foregoing, a company may set a different level of service for its drivers so long as the company meets the dispatch requirements set forth by regulation pursuant to section 9-12-32(c) and notifies the hack inspector of this policy.
- (o) *Complying with service regulations.* All drivers shall comply with customer service related provisions prescribed by regulation.
- (p) *Complying with company service standards.* Every driver shall comply with the service requirements issued by the taxicab company with which the driver is affiliated.
- (q) *Smoking in taxicabs.* Smoking shall be prohibited in taxicabs at all times.
- (r) *Cell phone and mobile device use.* Drivers shall not use cell phones or other mobile devices when transporting passengers except for emergencies and trip related activities.

**Sec. 9-12-58 Temporary suspension of permits and civil penalties.**

- (a) The hack inspector shall have the power to suspend any driver's permit for a period not to exceed five days for any one or more of the following causes:
  - (1) any violation of section 9-12-56;
  - (2) any violation of section 9-12-57; or
  - (3) any violation of section 9-12-60.
- (b) In addition to the foregoing, any driver who violates sections 9-12-56, 9-12-57 or 9-12-60 shall be guilty of a class five civil violation. The hack inspector shall have the authority to assess the civil penalties set forth for

such violations in City Code section 1-1-11 and shall coordinate with the office of the city attorney to determine when suspensions, civil penalties or a combination of both shall be imposed.

#### **Sec. 9-12-59 Appeal from temporary suspension.**

Whenever the hack inspector has suspended a permit pursuant to section 9-12-58, the driver may appeal to the board, by filing a written notice of appeal with the hack inspector, within five days after being notified of his suspension. The hack inspector shall thereupon schedule, within a reasonable time, a hearing before the board. Notice of such hearing shall be given to the applicant at least five days before the hearing. Any suspension shall be stayed pending the hearing before and decision of the board. The board shall have authority to affirm, reverse or modify the suspension appealed from. The action of the board shall be final and there shall be no rehearing. There shall be no appeal to the traffic & parking board from the imposition of a civil penalty not accompanied by a suspension, but civil penalties not accompanied by a suspension may be contested in the manner set forth in City Code section 1-1-11(c)(3).

#### **Sec. 9-12-60 Suspension and revocation of permits by the board.**

- (a) The board shall have the power to recommend that the city manager suspend or revoke any driver's permit issued under the provisions of this division for any one or more of the following causes:
- (1) violation of any law involving moral turpitude;
  - (2) failure to report any accident in which the driver is involved;
  - (3) violation of any law prohibiting the operation of motor vehicles while under the influence of any intoxicating beverage, controlled substance or drug;
  - (4) operation of a taxicab known by the driver not to be in good order or safe repair;
  - (5) repeated violations of traffic or safety laws of local, state or federal government;
  - (6) being impaired by a disease or infirmity which makes the driver an unsafe driver;
  - (7) violation of any law prohibiting hit and run driving, leaving the scene of an accident or similar law;
  - (8) failure to serve the public adequately;
  - (9) making a false statement prohibited by section 9-12-5 of this Code;
  - (10) [Reserved];
  - (11) doing any act or failing to do any act which act or omission jeopardizes the health, safety or welfare of the public;
  - (12) repeated suspension pursuant to section 9-12-58 of this Code;
  - (13) repeated or egregious rude or discourteous conduct towards a passenger; or
  - (14) violation of any other provision of this article.
- (b) In any hearing by the board under this section, a conviction, plea of nolo contendere or forfeiture shall be conclusive evidence of a violation.
- (c) The hack inspector shall give the holder of the permit at least ten days' notice by personal service or by certified mail to the address shown on the permit of the grounds for suspension or revocation and the time and place of hearing.
- (d) The board shall conduct a public hearing, and the city attorney, when requested by the hack inspector, shall present the case against the permit holder. The permit holder may present his own case or be represented by counsel.
- (e) If the board finds that one or more of the causes specified in subsection (a) exists, the board shall recommend that the city manager suspend the driver's permit for not less than 30 days nor more than 120

days, or the board may recommend that the city manager revoke the driver's permit, as it may in its discretion see fit.

- (f) When a driver's permit has been revoked, no application for a new permit shall be accepted for one year following the revocation.
- (g) The city manager's decision to suspend or revoke a driver's permit may be reviewed on the record by the Circuit Court of the City of Alexandria, to determine whether the board and city manager applied the correct law, and whether the decision was arbitrary and capricious; provided a petition for review is filed with the court within 30 days of the decision. The filing of such petition shall not stay the effect of such revocation or suspension, unless otherwise ordered by the court. The court may affirm or reverse the decision of the city manager, or vacate the decision and remand the matter with instructions.

**Secs. 9-12-61 through 9-12-70 reserved.**

**DIVISION 4 Vehicle Permits**

**Sec. 9-12-71 Vehicle permit required; display.**

No taxicab shall be operated under the authority of a certificate of public convenience and necessity issued by the city, and no person who owns or controls a such a taxicab, shall permit it to be so operated, and no such taxicab shall be operated at any time for hire, unless the owner of such taxicab shall have first obtained and shall have then in force a vehicle permit issued under the provisions of this division. Such permit shall be the property of the city, and shall be carried and displayed in a conspicuous place in the taxicab.

**Sec. 9-12-72 Application.**

- (a) An application for a vehicle permit under this division shall be ~~made in writing under oath on forms provided by the city manager; shall be~~ filed with the hack inspector and shall contain at minimum the following information:
  - (1) full name of the applicant;
  - (2) applicant's current address;
  - (3) make, model and year of the vehicle;
  - (4) description of the insurance policy covering the vehicle; and
  - (5) proof that the vehicle displays a valid state inspection decal and a valid state registration decal.
- ~~(b) The application shall state thereon that "It is unlawful for any person to make a false statement on this application and discovery of a false statement shall constitute grounds for prosecution or denial or revocation of this vehicle permit."~~

**Sec. 9-12-73 Charges for vehicle permit.**

The fees and charges for an application for, and for the issuance and renewal of, a vehicle permit shall be established by regulation, and no application shall be filed, and no vehicle permit issued or renewed, unless and until such fees and charges shall have been paid.

**Sec. 9-12-74 Issuance of permit; inspection of vehicle.**

If the hack inspector finds that the vehicle complies with the provisions of this division and with the regulations promulgated pursuant to this article, the hack inspector shall issue a vehicle permit for such vehicle. If the vehicle is found by the hack inspector not to meet the requirements, the hack inspector shall notify the applicant of all defects which must be remedied for the permit to be issued. If the defects are not corrected, the application for a vehicle permit shall be denied.

**Sec. 9-12-75 Information to be shown on permits.**

Each vehicle permit issued pursuant to this division shall contain at minimum the following information:

- (1) vehicle permit number;
- (2) name of the certificate holder under whose certificate the vehicle will be operated;
- (3) name of the owner;
- (4) expiration date;
- (5) year, make, model and vehicle identification number (VIN);
- (6) make and serial number of taximeter; and
- (7) the fact that the permit is issued subject to the provisions of this article and may be suspended or revoked if the provisions of this article are violated.

**Sec. 9-12-76 Expiration of permit.**

All vehicle permits issued under this division shall expire one year from the date of issuance, unless sooner suspended or revoked. A vehicle permit shall be suspended by operation of law in the event that the state inspection or the state registration of the vehicle expires during the duration of the vehicle permit. In such an event, the vehicle permit shall be reinstated by operation of law once a new state inspection or a new state registration is obtained.

**Sec. 9-12-77 Renewal of permit.**

A vehicle permit may be renewed, provided the applicant follows the procedure set forth for original applications. The renewed permit shall expire one year from the date of issuance.

**Sec. 9-12-78 Permit nontransferable before inspection.**

- (a) A vehicle used as a taxicab may be transferred to a new owner, either for use as a taxicab or otherwise. However, if the vehicle is to be used as a taxicab by the new owner, the vehicle permit may not be transferred to the new owner unless and until the hack inspector has determined that the vehicle complies with all requirements for a new permit. Such determination shall be made within a reasonable period of time.
- (b) If a vehicle ceases to be used as a taxicab, the permit for that vehicle shall forthwith be surrendered to the hack inspector, and a new permit applied for and obtained for the replacement vehicle, if any.

**Sec. 9-12-79 Suspension of permits.**

- (a) The hack inspector shall have the power to suspend a vehicle permit for a period not to exceed five days for one of the following causes:
  - (1) failure to maintain the taxicab in good order and repair.
  - (2) violation of the requirements set forth in section 9-12-81 of this division.
- (b) The hack inspector shall have the power to suspend a vehicle permit until such time that the vehicle is safe to operate if the vehicle is found to be in violation of section 9-12-80 of this division.
- (c) The hack inspector shall have the power to suspend a vehicle permit until such time that the vehicle is insured as required by section 9-12-6 of this article.
- (d) In addition to the foregoing, any vehicle owner or driver who violates section 9-12-80 or 9-12-81 shall be guilty of a class two civil violation.

**Sec. 9-12-80 Vehicles to be in safe condition.**

Every taxicab and the equipment used in connection therewith, subject to a vehicle permit pursuant to this division, shall be kept at all times in proper and safe mechanical and operating condition to the satisfaction of the hack inspector.

**Sec. 9-12-81 Requirements for vehicles.**

Every taxicab and the equipment used in connection therewith, subject to a vehicle permit pursuant to this division, shall at all times comply with the following minimum standards

- (a) *Vehicles to be clean.* All taxicabs shall at all times be kept clean and sanitary to the satisfaction of the hack inspector.
- (b) *Ventilation of vehicles; lights.* Every taxicab shall be equipped with properly functioning heating, air conditioning and windows and passenger cabin lights.
- (c) *Body types of vehicles; seating capacity.* Every taxicab shall be of a vehicle type approved by regulation with four doors, at least two seats and not less than five-passenger capacity; provided, however, that any taxicab, otherwise in compliance with the provisions of this article may, upon the written application to and approval of the city manager, and having only three doors, may be used to provide transportation to handicapped or otherwise physically disabled persons.
- (d) *Shades and curtains.* No taxicab shall be equipped with shades or curtains which can shield any occupant from observation.
- (e) *Speedometers.* Every taxicab shall be equipped with a standard speedometer, properly installed and kept in good working order at all times.
- (f) [Reserved];
- (g) [Reserved];
- (h) *Information to be displayed on outside of vehicle.*
- (1) Every taxicab shall bear on the rear thereof and on each side thereof in lettering at least three inches high the word "taxicab" or "cab."
- (2) The certificate number under which the taxicab is operated, clearly visible, shall be placed on the rear and on each side of each taxicab.
- (3) The prevailing rates of fare shall be displayed on each side of the taxicab by means of cards or stickers, furnished by the director of finance at a cost established by regulation, placed in the side rear window in such a manner as to be visible from the outside. The form, size and content of said cards or stickers shall be as approved by the hack inspector.
- (i) *Display of permit.* Every driver shall post his driver's permit in such a place as to be in full view of all passengers while the driver is operating a taxicab.
- (j) *Display light.* Every taxicab shall be equipped with a plainly visible light signal permanently affixed on the exterior of the cab of a design approved by the hack inspector, which signal shall be turned on and exhibited at all times when the taxicab is on duty and available for hire.
- (k) *Two-way communication.* Every taxicab shall be equipped with a means of wireless two-way communication, properly installed and kept in working order at all times. Such means of communication shall be operated in compliance with all applicable regulations of the Federal Communications Commission. Each unit will have the ability to conduct a two-way conversation with the taxicab dispatcher.
- (l) ~~Age of vehicles. Except for hybrid or alternative fuel vehicles, no vehicle permit shall be issued for a taxicab that is older than 15 model years. No vehicle permit shall be issued for a hybrid or alternative fuel taxicab that is older than 17 model years.~~

**Commented [SM11]:** For both sub-committee fare recommendations, fare rates will still be required to be posted on taxicabs, but the fare cards will be produced by the companies setting the fare rates.

**Commented [SM12]:** If keeping current trade dress requirements keep this without strike for display light exterior versus at all

**Commented [SM13]:** Relaxed Trade Dress alternative option - strike that the light has to be affixed on the exterior of the cab.

**Commented [SM14]:** Taxi vehicle age requirement recommendation to eliminate the vehicle age limit requirement for all vehicle types

(m) *Taximeters.* Every taxicab shall be equipped with a taximeter in compliance with section 9-12-131.

**Secs. 9-12-82 through 9-12-110 reserved.**

**DIVISION 5 Taxicab Stands**

**Sec. 9-12-111 Establishment of stands.**

The board may establish taxicab stands at such places as it deems necessary for the public convenience. The board's may act on its own motion or on the written application of any abutting owner, after a public hearing and 15 days' notice to the public and to the owner of the property abutting and across the street from the proposed taxicab stand. No stand shall be established which would tend to create a traffic hazard or aggravate an already existing hazard.

**Sec. 9-12-112 Abolition of stands.**

- (a) The board may, after notice and public hearing, abolish any taxicab stand which in its opinion is either:
- (1) no longer necessary for the taxicabs or for-hire vehicles using it;
  - (2) no longer in the best interest of the public convenience;
  - (3) creating an unduly hazardous traffic condition; or
  - (4) adversely affecting nearby property or the occupants thereof.
- (b) The action of the board shall be final.

**Sec. 9-12-113 Doing business on street at other than duly established stands.**

It shall be unlawful for any owner or driver of a taxicab or certificate holder to use as a place of business any parking meter space in the city or any portion of a street except at an authorized stand. For the purpose of this section, the actual transportation of passengers and the loading and unloading of passengers shall not be construed as doing business, but parking or standing while waiting for fares, calls, or dispatch shall be construed as doing business.

**Sec. 9-12-114 Use of stands.**

- (a) Except as provided in section (b), vehicle stands shall be used only by on duty drivers authorized to perform taxicab services by this article.
- (b) Any person shall have the right to stop temporarily in any taxicab stand for the purpose of discharging or receiving passengers or for loading or unloading merchandise, and the owner or occupant of the abutting property shall have reasonable right of ingress and egress, but no person other than the driver of a taxicab authorized to use such stand shall park therein.

**Sec. 9-12-115 Drivers to attend and keep near vehicles at stands.**

Drivers of taxicabs parked at any taxicab stand, shall at all times keep their taxicab attended and remain within 20 feet of their taxicab.



Secs. 9-12-116 through 9-12-130 reserved.

DIVISION 6 Fares

Sec. 9-12-131 Taximeters.

- (a) All taxicabs shall be equipped with taximeters fastened in front of the passengers, visible to them at all times day and night; and, after sundown, the face of the taximeter shall be illuminated. Such taximeter shall be operated mechanically or electronically and accurately track the movement of the vehicle via GPS or other commercially reliable means, as approved by the hack inspector in consultation with the director of T&ES. Each taximeter shall be equipped with a mechanism or display which indicates when the vehicle is engaged and when it is not engaged; and the driver shall actuate the taximeter at the commencement of each trip and stop the taximeter at the termination of each trip. Any taximeter shall be subject to inspection upon demand by the hack inspector, or any police officer, and if the taximeter is determined to be inoperative or inaccurate, the taxicab shall cease to be operated until the taximeter is repaired, inspected and certified by the hack inspector.
- (b) When any taxicab is operated pursuant to a contract as permitted under section 9-12-133, any provision of this section in conflict with the terms and conditions of such contract shall not apply.
- (c) Any person who violates any provision of this section or who permits a violation of any provision of this section shall be guilty of a class one civil violation.

Sec. 9-12-132 Amount of fare to be charged.

**(a) Each certificate holder is required to file a schedule of the rates and charges, discounts, and methods of payment accepted for taxicab services provided in the city with the Hack office. The schedule must be filed with the initial application for a certificate and each renewal thereof at least five business days prior to the effective date of any change in rates and charges to be made by the certificate holder. Rates must be posted in taxicabs.**

Commented [SM15]: Preferred Option: Remove the City from setting taxi fares - indicated in green

The rates to be charged to passengers in taxicabs shall be as follows. It shall be unlawful to make any greater or lesser charge:

- (1) For the initial meter charge, \$4.00.
- (2) For the second and for each additional passenger who is five years of age or older, \$1.25.
- (3) For the first one-sixth of a mile traveled and each one-sixth mile or fraction thereof thereafter traveled for one or more passengers, \$0.36.
- (4) For each one hour of waiting time for one or more passengers, \$25.00. The incremental cost of this charge shall be \$0.36 for each 52 seconds. Waiting time shall include time consumed while the taxicab is waiting and available to passengers beginning three minutes after the scheduled time of arrival at the place to which it has been called, time consumed while the taxicab is stopped or slowed for traffic to a speed of less than seven miles per hour and time consumed for delays or stopovers en route at the direction of a passenger. There shall be no charge for mileage when time is being charged for a taxicab that is stopped or slowed for traffic to a speed of less than seven miles per hour. Waiting time shall not include time lost on account of the inefficiency of a taxicab.
- (5) For any item placed in the cab trunk or rear of the vehicle, \$0.50 if handled by the driver. The maximum charge for all such items shall be \$7.
- (6) (Reserved)
- (7) (Reserved)
- (8) For each animal, \$2.00. There shall be no charge for guide dogs or service animals assisting persons with disabilities.

(9) For each trip originating at Ronald Reagan Washington National Airport, the airport fee shall be added to the fare for the trip.

(10) Taximeter fares shall be increased by \$5.00 during any period in which a snow emergency declaration of Level 2 or Level 3 has been made by the city manager or his designee, or in the event that the director of transportation and environmental services determines that driving conditions in the city are, or are reasonably expected to become, unduly hazardous due to the accumulation of snow, sleet or ice on the streets, regardless of the declaration of a snow emergency or the level thereof. The transportation division of the department of transportation and environmental services will notify each taxicab company by telephone of the exact time any such taximeter fare increase is to go into effect and the exact time that such fare increase is terminated.

(11) Taximeter fares may be increased by a surcharge authorized by the city manager, in the event that the city manager determines that a sudden increase in the cost of gasoline requires a surcharge to maintain stability in the provision of taxicab services in the city and to prevent the gas cost increase from having a serious adverse financial impact on the drivers of taxicabs. The surcharge shall continue in effect for such period, not to exceed one year, as the city manager shall determine, but may be terminated sooner if the manager determines that the surcharge is no longer warranted. The determination of the city manager shall be based on information provided by taxicab companies, and from such other sources as the city manager deems appropriate. The transportation division of the department of transportation and environmental services will notify each taxicab company in writing of any such surcharge. Such notice shall indicate the amount of the surcharge, and the period during which such surcharge shall be permitted. A copy of such notice, shall be displayed within the vehicle in addition to the rate card required under section 9-12-134.

(b) This section shall not apply when any taxicab is operated pursuant to a contract provided for in section 9-12-133 of this chapter.

(c) Nothing contained herein shall prevent a certificate holder from establishing a coupon or reward program for its customers where a discount coupon, customer loyalty certificate or some other marketing device is accepted as part of the allowed fare set forth herein.

#### Sec. 9-12-132 Amount of fare to be charged.

(a) The rates to be charged to passengers in taxicabs shall be as follows. It shall be unlawful to make any greater or lesser charge not exceed the following:

(1) For the initial meter charge, ~~\$4.00~~ **6.00**.

(2) For the second and for each additional passenger who is five years of age or older, \$1.25.

(3) For the first one-sixth of a mile traveled and each one-sixth mile or fraction thereof thereafter traveled for one or more passengers, ~~\$0.36~~ **1.00**.

(4) For each one hour of waiting time for one or more passengers, ~~\$25.00~~ **60.00**. The incremental cost of this charge shall not exceed be ~~\$0.36~~ **1.00** for each ~~52~~ **60** seconds. Waiting time shall include time consumed while the taxicab is waiting and available to passengers beginning three minutes after the scheduled time of arrival at the place to which it has been called, time consumed while the taxicab is stopped or slowed for traffic to a speed of less than seven miles per hour and time consumed for delays or stopovers en route at the direction of a passenger. There shall be no charge for mileage when time is being charged for a taxicab that is stopped or slowed for traffic to a speed of less than seven miles per hour. Waiting time shall not include time lost on account of the inefficiency of a taxicab.

**Commented [SM16]:** Alternative Option: Set a fare maximum and require data sharing with Mobile Data Specifications (MDS) - indicated in yellow

- (5) For any item placed in the cab trunk or rear of the vehicle, \$0.50 if handled by the driver. The maximum charge for all such items shall be \$7.
- (6) (Reserved)
- (7) (Reserved)
- (8) For each animal, \$2.00. There shall be no charge for guide dogs or service animals assisting persons with disabilities.
- (9) For each trip originating at Ronald Reagan Washington National Airport, the airport fee shall be added to the fare for the trip.
- (10) Taximeter fares shall be increased by \$5.00 during any period in which a snow emergency declaration of Level 2 or Level 3 has been made by the city manager or his designee, or in the event that the director of transportation and environmental services determines that driving conditions in the city are, or are reasonably expected to become, unduly hazardous due to the accumulation of snow, sleet or ice on the streets, regardless of the declaration of a snow emergency or the level thereof. The transportation division of the department of transportation and environmental services will notify each taxicab company by telephone of the exact time any such taximeter fare increase is to go into effect and the exact time that such fare increase is terminated.
- ~~(11) Taximeter fares may be increased by a surcharge authorized by the city manager, in the event that the city manager determines that a sudden increase in the cost of gasoline requires a surcharge to maintain stability in the provision of taxicab services in the city and to prevent the gas cost increase from having a serious adverse financial impact on the drivers of taxicabs. The surcharge shall continue in effect for such period, not to exceed one year, as the city manager shall determine, but may be terminated sooner if the manager determines that the surcharge is no longer warranted. The determination of the city manager shall be based on information provided by taxicab companies, and from such other sources as the city manager deems appropriate. The transportation division of the department of transportation and environmental services will notify each taxicab company in writing of any such surcharge. Such notice shall indicate the amount of the surcharge, and the period during which such surcharge shall be permitted. A copy of such notice, shall be displayed within the vehicle in addition to the rate card required under section 9-12-134.~~
- (b) This section shall not apply when any taxicab is operated pursuant to a contract provided for in section 9-12-133 of this chapter.
- (c) Nothing contained herein shall prevent a certificate holder from establishing a coupon or reward program for its customers where a discount coupon, customer loyalty certificate or some other marketing device is accepted as part of the allowed fare set forth herein.

**Sec. 9-12-133 Taxicab services and fares for elderly or physically handicapped persons, or for other specifically authorized services, pursuant to a contract between a certificate holder and the city or a nonprofit private or public organization.**

Any certificate holder may enter into a contract, on an annual or semiannual basis, with the city or any nonprofit private or public organization to provide taxicab services for elderly or for physically handicapped persons, or for other specific services to the general public, as specified in the contract, under a fare schedule agreed upon in the contract. Any person operating a taxicab pursuant to such a contract shall comply with all other provisions of this article. Notwithstanding the foregoing, the city is not limited to contracting with a certificate holder for the provision of transportation services for such elderly or physically handicapped persons.

#### Sec. 9-12-134 Display of rate of fare by card.

- (a) Every taxicab shall have displayed in such a place within the vehicle as to be in view of passengers a rate card to be furnished by the hack inspector, at a cost established by regulation, showing the rates prescribed by this article.
- (b) The rates shall also be displayed so as to be visible from the inside and outside of the vehicle.

**Commented [SM17]:** With the preferred and alternative options for fares, companies will be setting fares and creating rate cards that are required to be displayed.

#### Sec. 9-12-135 Refusal of passenger to pay legal fare.

It shall be unlawful for any person to ride in a taxicab with intent to obtain passenger service without paying the lawful fare under the schedule set out in section 9-12-132 or 9-12-133, whichever applies. Refusal to pay for service shall be prima facie evidence of such intent under this section.

#### Sec. 9-12-136 Receipts for amounts charged.

The driver of any taxicab shall, upon request by a passenger, provide a written receipt for the amount charged, stating the name of the driver, driver's permit number, vehicle permit number, company name, amount of fare and additional charges and the date of the transaction. Such receipt shall also include the taxicab company's phone number and the hack inspector's phone number and state that complaints as to fares and services may be made to either or both the company and the hack inspector.

#### Sec. 9-12-137 Carrying additional passengers when engaged.

Once a passenger has engaged and entered a taxicab for taxicab services, no other person shall be transported in such taxicab until the destination is reached without the consent of such passenger.

#### Sec. 9-12-138 Carrying several passengers to different destinations.

If two or more passengers, bound for different destinations, agree to engage a taxicab for taxicab services, the fare shall be allocated as follows: whenever a passenger gets out and pays the fare, the meter shall be reset upon that passenger's departure, but when the departing passenger does not pay the fare, the meter shall not be reset and the full fare shall be paid by the last passenger delivered.

#### Secs. 9-12-139 and 9-12-140 reserved.

### DIVISION 7 Dispute Resolution

#### Sec. 9-12-141 Scope.

The provisions of this division shall apply to every certificate of public convenience and necessity issued under division 2 of this article; to every driver's permit issued under division 3 of this article; to every person who operates a taxicab subject to this article, and to every person who suffers, permits or allows the operation of a taxicab subject to this article, from and after July 1, 2005.

#### Sec. 9-12-142 Required conditions.

Every certificate of public convenience and necessity issued under division 2, and every driver's permit issued under division 3, of this article, and the right to operate a vehicle, or to suffer, permit or allow the operation of a vehicle pursuant to this article shall be subject to the following terms and conditions:

- (a) The license or permission held by any person who holds a valid driver's permit under division 3 to operate a vehicle under a taxicab company's certificate of public convenience and necessity shall not be terminated, suspended or impaired, and such driver's right to enjoy the resources and benefits provided by such

company on the same basis as other similarly situated drivers for the company shall not be terminated, suspended or impaired, except where such termination, suspension or impairment is reasonable and for good cause:

- (b) For purposes of this section, "good cause" means one or more of the causes set forth in section 9-12-58 of this Code for the temporary suspension of a driver's permit by the hack inspector; one or more of the causes set forth in section 9-12-60 of this Code for the suspension or revocation of a driver's permit by the board, or a material failure of a driver to comply with established, written rules or practices of the company or to perform in accordance with his or her written contract with the company, after reasonable notice and an opportunity to comply or perform.
- (c) Nothing in this section shall be deemed to impair the authority of the hack inspector or board under this article.

### **Sec. 9-12-142.1 Dispute resolution procedures.**

Each taxicab company may opt to have a written dispute resolution procedure as part of its agreements with its drivers, so long as such a dispute resolution procedure incorporates, at a minimum, binding arbitration pursuant to the Commercial Arbitration Rules, R-1 through R-56 of the American Arbitration Association. In the event that a taxicab company does not have an agreement with any driver incorporating such a dispute resolution procedure and said taxicab company is involved in a dispute with such a driver, then such dispute will be subject to the provisions of this section, as follows:

Disputes subject to the provisions of this division shall be subject to the following procedures:

- (a) disputes shall first be the subject of an internal grievance procedure which shall be conducted as follows:
  - (1) the aggrieved party shall submit a complaint in writing to the taxicab company within 30 days from the date of the company's action, containing a written statement of the matter in dispute and the names, addresses and telephone numbers of each party to the dispute.
  - (2) within two weeks after the submission of the written complaint, the company shall appoint a representative from within the company to hear the dispute. Such representative shall be impartial, and shall have had no direct or indirect involvement in the dispute.
  - (3) within two weeks after said appointment, the representative shall conduct an informal hearing concerning the dispute.
  - (4) both parties shall use best efforts to resolve the dispute.
  - (5) within two weeks after the hearing has been concluded, the company representative shall render a written decision.
- (b) If the dispute is not resolved through the internal grievance procedure, both parties may agree to informal or formal mediation of the dispute, pursuant to subsection (c). If the parties fail to agree to mediation, either party may elect to proceed to arbitration, pursuant to subsection (d).
- (c) Informal or formal mediation.
  - (1) within two weeks after the internal grievance procedure has been concluded, any party requesting mediation shall submit a written notice requesting mediation to all parties.
  - (2) within two weeks after such notice has been submitted, the parties may agree to an impartial person to mediate the dispute in an informal process. If the parties do not so agree, the party requesting mediation shall submit a written Request for Mediation to the American Arbitration Association (AAA). If the parties are unable to agree to mediation, either party may elect to proceed to arbitration, pursuant to subsection (d).
  - (3) a request for mediation shall contain a brief statement of the dispute, and the names and addresses and telephone numbers of each party to the dispute.
  - (4) the mediator shall notify all parties of the time, date and place of the mediation.

- (5) ~~the costs of the mediation shall be borne equally by the parties unless they agree otherwise in writing.~~
- (6) ~~the mediation conducted by AAA shall be in substantial accord with the American Arbitration Association Commercial Mediation Rules, M 1 through M 17. Copies of such rules shall be available by the hack inspector.~~
- (7) ~~the mediator may end the mediation if, in the sole discretion of the mediator, the continuation of the mediation would not be useful.~~
- (8) ~~the parties in mediation shall use their best efforts to resolve the issues in controversy and the mediator may execute a written settlement agreement if agreed on by the parties but may not impose a settlement on the parties.~~
- (d) ~~Where neither the internal grievance procedure, nor mediation if attempted, has resolved the issues in dispute, either party may submit the matter to arbitration, which shall be binding upon the parties. Such arbitration shall be conducted as follows:~~
- (1) ~~within two weeks after the mediation process or the internal grievance procedure has been concluded, the party requesting arbitration shall submit a written notice of intent to arbitrate to all parties.~~
- (2) ~~within two weeks after such notice has been submitted, an impartial person to arbitrate the dispute shall be agreed upon by the parties, or, if the parties do not so agree, the party requesting arbitration shall submit a written request for arbitration to the American Arbitration Association (AAA) and simultaneously mail a copy of the request for arbitration to every party to the dispute.~~
- (3) ~~a request for arbitration shall contain a brief statement of the dispute, and the names and addresses and telephone numbers of each party to the dispute.~~
- (4) ~~the arbitrator shall notify all parties and their representatives, if any, of the time, date and place of the arbitration.~~
- (5) ~~the costs of the arbitration shall be borne by the party which does not prevail, unless the parties agree otherwise in writing, or the costs are otherwise apportioned by the arbitrator if there is no prevailing party.~~
- (6) ~~the arbitration, whether conducted by AAA or another arbitrator chosen by the parties, shall be in substantial accord with the American Arbitration Association Commercial Arbitration Rules, R 1 through R-56. Such rules shall be made available to all parties by the hack inspector.~~
- (7) ~~the arbitrator may conclude the arbitration hearing if in the sole discretion of the arbitrator, continuation of the hearing would not be useful.~~
- (8) ~~within two weeks after the arbitration hearing has been concluded, the arbitrator shall render an award in writing, which shall be binding upon the parties and which may be enforced by any court having jurisdiction over the parties.~~
- (e) ~~For purposes of this section, "dispute" means a disagreement between a person who holds a division 3 permit and the company under whose certificate of public convenience and necessity he or she drives over whether an action taken by the company to terminate, suspend or impair such person's license or permission to drive under the company's certificate of public convenience or necessity, or to terminate, suspend or impair his or her right to enjoy the resources and benefits provided by the company, on the same basis as other similarly situated company drivers, was reasonable and based upon good cause.~~

#### **Sec. 9-12-143 Penalties.**

~~A knowing failure to adhere to the dispute resolution procedures established by this division shall constitute a class four civil violation, pursuant to section 1-1-11 of this code, and may, in addition, constitute grounds for suspension or revocation of a certificate of public convenience and necessity issued under division 2, or driver's permit issued under division 3, of this article.~~

**Sec. 9-12-144 Regulations.**

The city manager may promulgate such regulations as deemed advisable for the administration and enforcement of this division 7.

~~Secs. 9-12-145 through 9-12-150 reserved.~~

**Commented [SM18]:** Sub-committee recommendation to remove dispute resolution section.