

TRAFFIC & PARKING BOARD PUBLIC HEARING

March 25, 2024

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Welcome!

Public Hearing:

Board will receive comments from the public in-person and via Zoom

Three Ways to Speak:

- Via e-mail: signed up in advance
- In-person: use sign-up form at back of the room
- Via Zoom: use 'Raise Hand' feature in Zoom
 - *9 with phone audio

Agenda: March 25, 2024

Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Written Staff Updates & Public Hearing Follow-up
4. Public Discussion Period

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 25th Street

Public Hearing Items:

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

Approval of the Minutes

Written Updates & Public Hearing Follow-Up

Public Discussion Period

This period is restricted to items NOT listed on the docket

If you would like to speak, please:

- Submit a Public Speaker form (if in person)
- Raise your hand on Zoom (if virtual)

Parking Removal – Intersection of Leslie Avenue and East Luray Avenue

Agenda Item 5

Presenter: Bryan Hayes



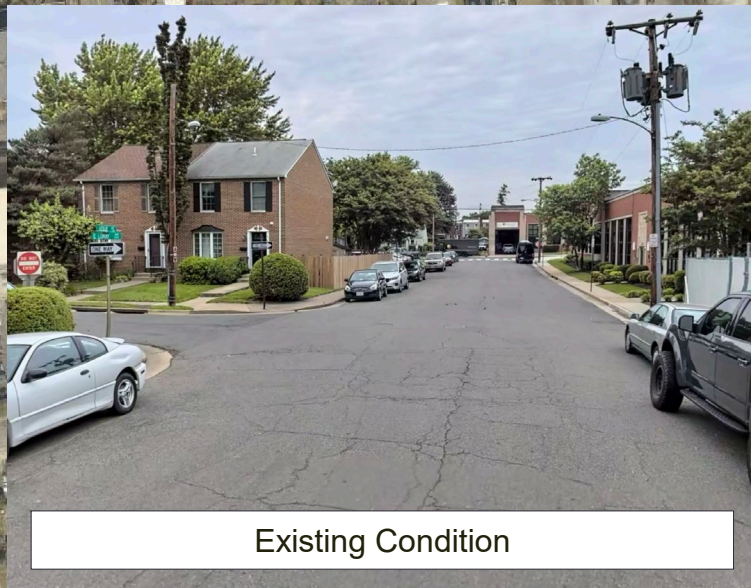
Background & Location

Location: Leslie Ave & E Luray Ave

What: Remove 2 parking spaces & build new mid-block crosswalk

Why: Daylight crossing and facilitate movement around utility pole blocking sidewalk

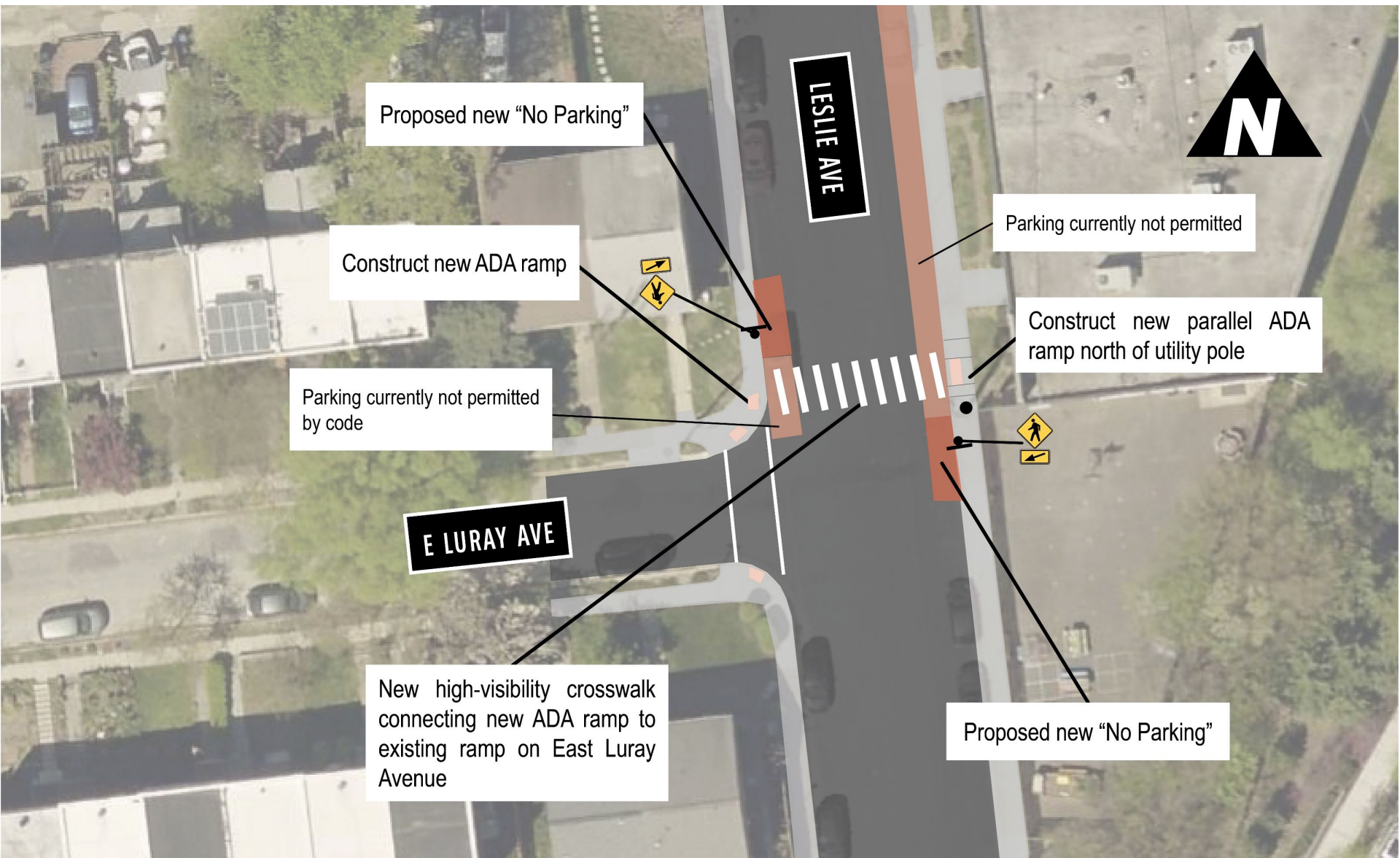
Current Parking Restrictions: North side of E Luray Avenue and east side of Leslie Ave from Luray to E Alexandria Ave



Existing Condition



Proposed Concept



Leslie Avenue & East Luray Avenue - Midblock Crosswalk

Outreach

- The City held a public comment period on the parking removal from Thursday, February 29 to Thursday, March 15.
- Staff attached posters highlighting proposed parking restrictions and announcing comment period to sign posts at the intersection.
- Five comments were submitted via email during the comment period
 - All comments support the installation of a new crosswalk. Four of the five comments supported removing parking.
- Two comments were received after the after the comment period:
 - The Del Ray Citizens Association Traffic Calming Committee submitted a letter supporting the mid-block crossing.
 - One comment additional comment was submitted via email objecting to both the mid-block crossing and parking removal.

Recommendation

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

Stop Sign Request – First Street and Pitt Street

Agenda Item 6

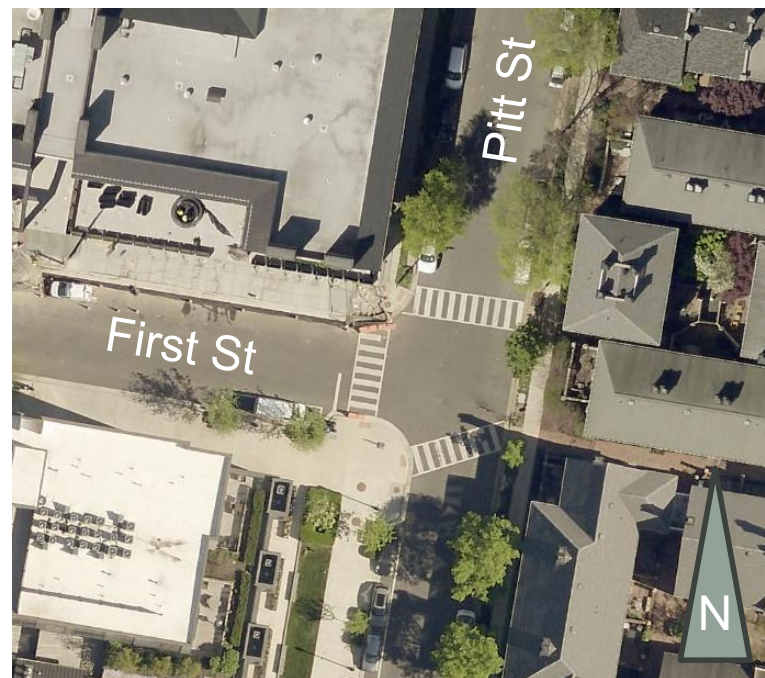
Presenter: Daniel Scolese



Background & Location

First Street and Pitt Street

- Meets Local-and-local intersection eligibility
- Parking does obstruct view of pedestrians on both sides of Pitt Street
- Tree on the north side of Pitt Street obstructs view of intersection northbound approach



Existing Streetview Condition



Outreach

- Applicant notified of local-and-local intersection eligibility and requirement to get community support per Local-and-Local all-way stop intersection guidance on November 21, 2023
- Applicant attempted to notify community and garner support, however no responses from property management.
- Staff has notified the North Old Town Independent Citizens and Old Town North Community Partnership of Traffic and Parking Board Item

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

Parking Restrictions – 100 block off South 25th Street

Agenda Item 7

Presenter: Max Devilliers



Background & Location

5000 block of South 25th Street facing northeast from King Street



Background & Location

City and County Boundaries



Background



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out the first page of this application and return to 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): 8 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

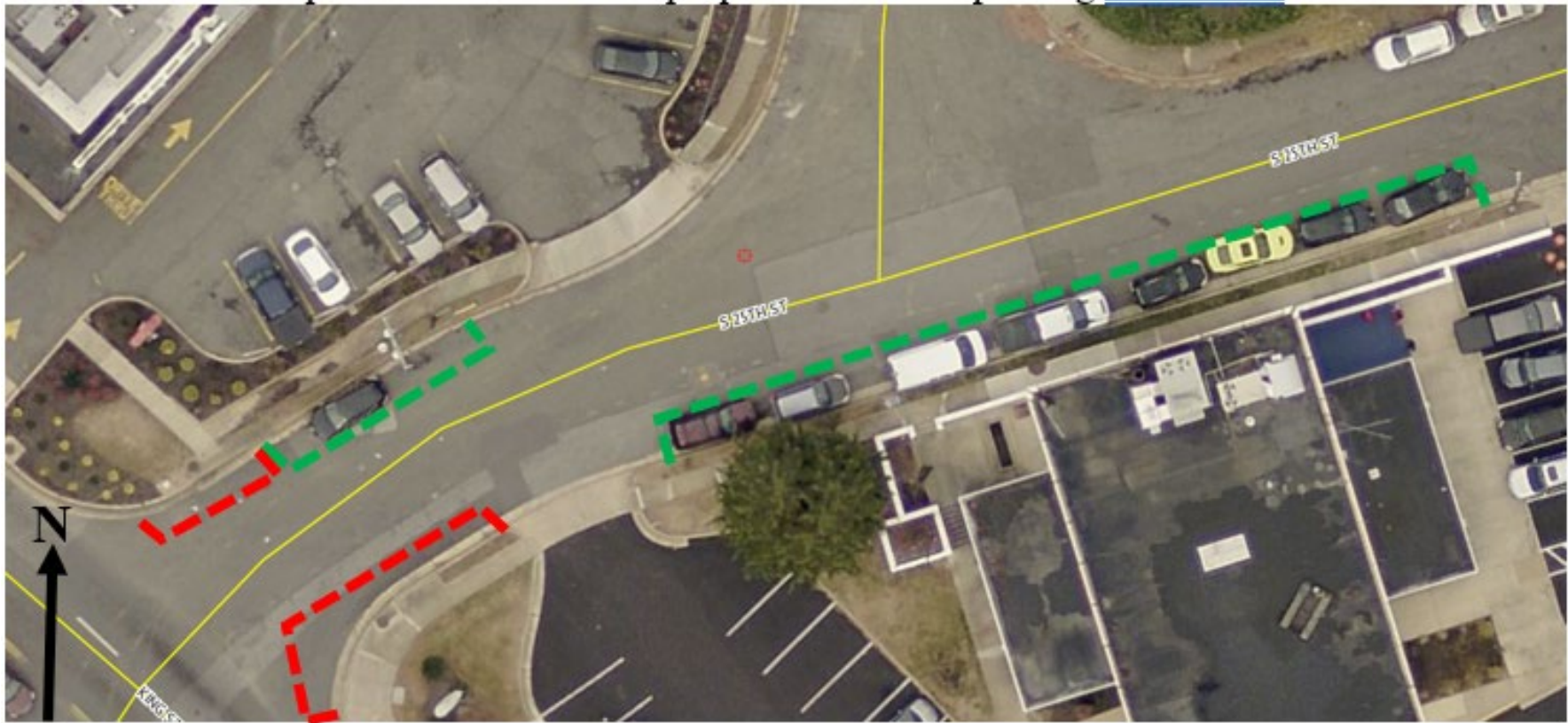
Phone

Best Time of Day to Contact:

Morning

Afternoon

Proposed Concept



 **No Parking**

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

Outreach

- 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 23rd Street South and a tenant of 5047 25th Street South in Arlington
- No civic associations nor business associations encompassing this block nor are there any located close to this block.

Recommendation

That the Board recommend the Director of T&ES add 2-hour parking restrictions on the 5000 block of South 25th Street, 8 a.m. to 5 p.m., Monday through Friday as depicted in proposed concept.

No Turn on Red Restrictions and Slip Lane Modification at Duke Street and Route 1

Agenda Item 8

Presenter: Alex Carroll



Background

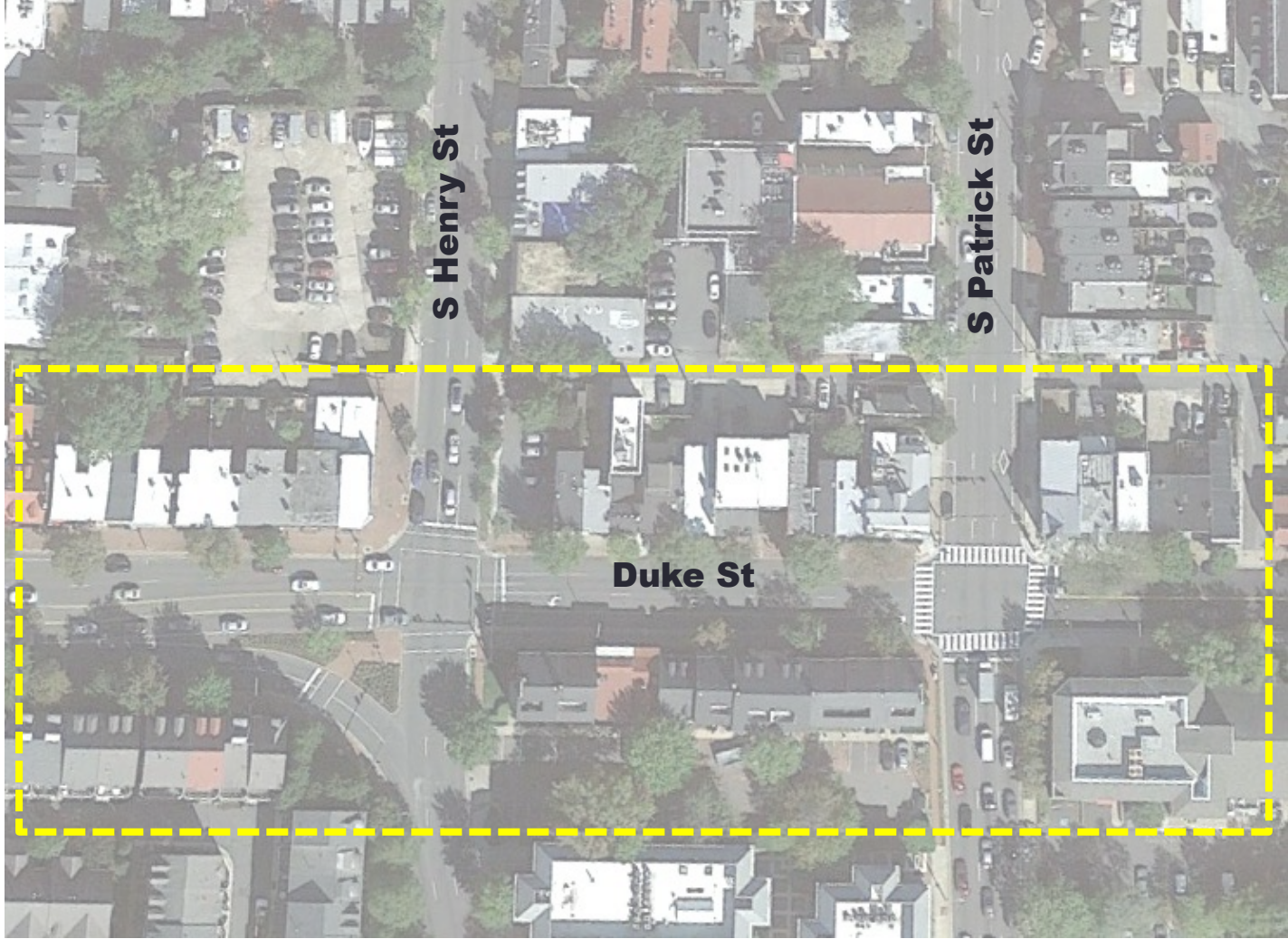
Vision Zero Action
Plan, 2017

Citywide Crash
Analysis, 2022

MWCOG Regional
Roadway Safety
Grant, 2022



Location



Duke Street/South Henry Street, looking north



Location

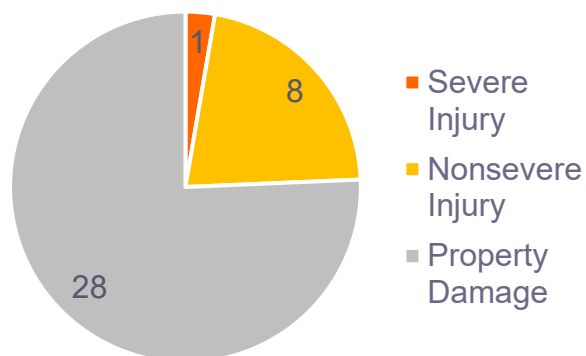
Duke Street/South Patrick Street, looking north



Crash Trends

2015-2022

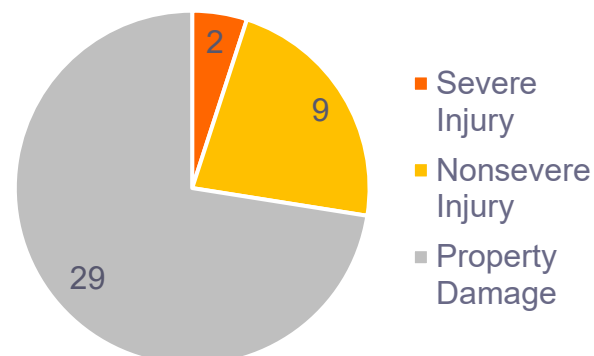
South Henry Street



Total crashes: 37

- Pedestrian crashes: 2
- Angle crashes: 14

South Patrick Street



Total crashes: 40

- Pedestrian crashes: 2
- Angle crashes: 17

Crash factors at both intersections include:

- *Distraction*
- *Speed*
- *Impairment*
- *Failure to Yield/Stop*

Community Input

The City received over 340 responses to the project feedback form in February 2023.

South Henry Street

- **67%** say S Henry is unsafe or very unsafe
- **67%** say S Henry is difficult to navigate
- Top concerns:
 - People drive too fast
 - Unsafe turns
 - People disregard signs and signals

South Patrick Street

- **47%** say S Patrick is unsafe or very unsafe
- **41%** say S Patrick is difficult to navigate
- Top concerns:
 - People drive too fast
 - Unsafe turns
 - People block the intersection

Community Input: *South Henry Street*

“Drivers in the double right lanes to veer onto South Henry don’t see the traffic lights which make it dangerous for pedestrians having the signal to cross Duke.”

“Cars turning right onto Henry from Duke and those turning left from Duke onto Henry (both traveling in the direction of 495) don’t seem to know who has the right of way. They both have a green light for a portion of the same time and there have been numerous close calls.”

“Drivers are all in a hurry, run the light, drive too fast and never, ever pay any attention to pedestrians. Period. Our safety is completely in our hands. When possible I either cross Route 1 at Wilkes or Prince.”

“Two neighbors have been hit in the Duke/Henry intersection. I fear ever time I cross there. I use a flashing light at night when walking the dog.”

“The intersection is very dark with poor streetlight coverage.”

Community Input: *South Patrick Street*

“...**people drive fast, they turn aggressively, they run through red lights**, and during rush hour in traffic backed up considerably, people get frustrated, and there is Road rage.”

“Drivers block the intersection, turn without looking and drive too fast. **Both my husband and I have almost been hit** when walking, numerous times.”

“As both a pedestrian and a driver at that intersection, I notice far **too much speeding.**”

“I find it **very hard to see pedestrians** at this intersection at night. It should be lit better. Pedestrians wear reflective gear and put flashing necklaces on their children so they are soon [sic] - they shouldn't have to do that.”

“...most is caused by people speeding through to make the light. I hate traffic cameras, but this **needs a red light camera** as well as a speeding camera.”

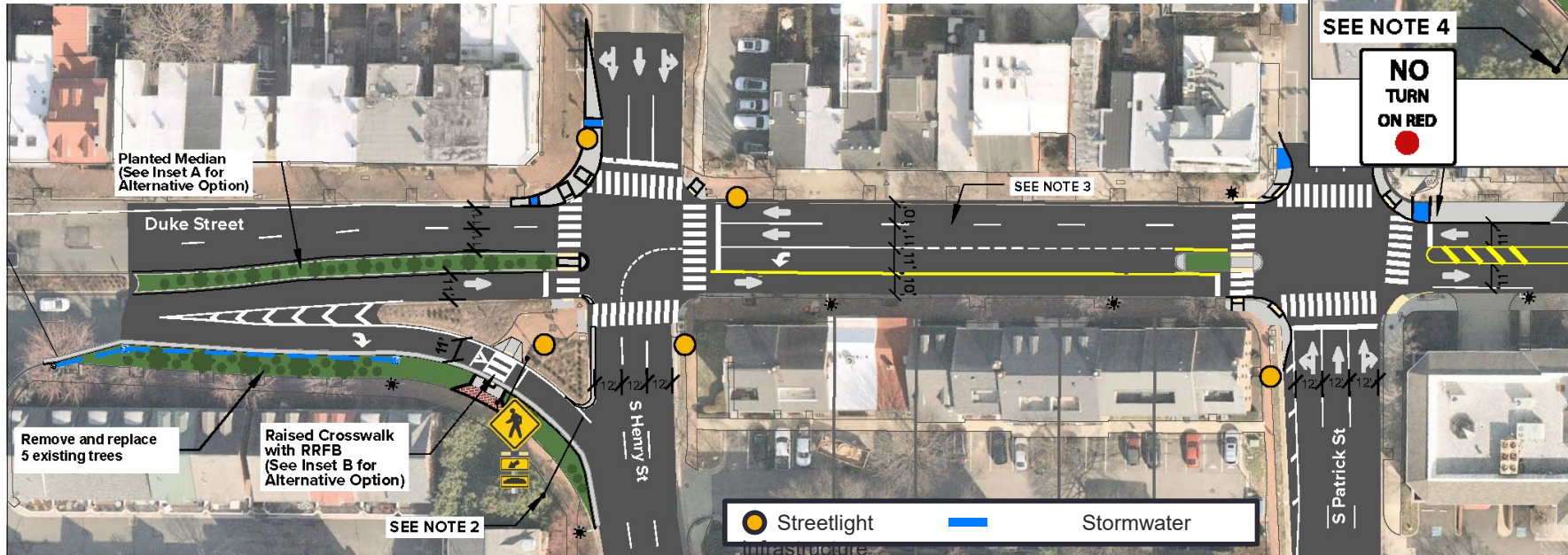
Safety Audit Findings

Observed issues related to:

- Signal operations
- Roadway geometry
- Visibility
- ADA accessibility
- Traffic
- Lighting



Concept Design



South Henry Street treatments:

- **Remove 1 lane from slip ramp**
- **No Turn on Reds** and LPIs
- Planted median with pedestrian refuge
- Raised crosswalk in slip lane with flashing pedestrian beacons*
- Curb extension to calm traffic and provide more pedestrian space
- Increased street lighting

South Patrick Street treatments:

- **No Turn on Reds** and LPIs
- Median refuge for west crosswalk
- Curb extensions to calm traffic and meet ADA standards
- Increased street lighting

Traffic Considerations

Duke & South Henry

- The existing left lane of the eastbound slip ramp holds only up to 7-8 vehicles.
- 70-90% of drivers use the right lane of the slip ramp
- Congestion on ramp mostly attributed to upstream queues
- By removing the left lane of the slip ramp:
 - Some additional queuing expected on eastbound Duke Street in the PM peak period
 - An additional 30 seconds of delay is expected in the PM
 - Future signal timing optimization can reduce delay

Duke & South Patrick

- Little to no additional queuing or delay is expected
- Existing delay at this intersection is expected to be improved by optimizing signal timing along Duke Street

Community Outreach

Direct outreach to:

- Old Town Civic Association
- Old Town Village Owners Association
- Alfred Street Baptist Church
- Alexandria Families for Safe Streets
- Alexandria Bicycle and Pedestrian Advisory Committee

Of 48 respondents:

- Over 70% like the No Turn on Red restrictions
- Over 60% like the downsized slip lane

Concerns cited include:

- Retention of slip ramp
- Impacts to traffic
- No reduction in traffic volumes

Recommendation

That the Board recommend the Director of T&ES:

- Reduce the eastbound slip ramp at Duke Street/South Henry Street from two lanes to one; and
- Implement No Turn on Red restrictions at Duke Street/South Patrick Street and Duke Street/South Henry Street

Parking Addition – 1000 Block of North Fayette Street

Agenda Item 9

Presenter: Max Devilliers



Background & Location

1000 Block of North Fayette Street

- Only block of Fayette Street without on-street parking on both sides of the street
- 14 additional on-street parking spaces will help with traffic calming to reduce speeding, support for nearby businesses, and mitigation of spillover parking on adjacent privately owned properties
- Proposed two-hour parking restrictions, from 9 a.m. to 5 p.m., Monday through Saturday

Street View of the 1000 block of North Fayette Street



Background

Land Use Categories

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

Curb Use Categories

Examples:

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

Curb Space Prioritization Framework

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

Background



ON-STREET PARKING MODIFICATION REQUEST FORM

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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 busiennssets to have more options for parkin
 This zone is a carry over from when this area was entirely industrial space.



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 busiennssets 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.)

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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Olivia Jenkins	Support	2/6/24 <i>[Signature]</i>	Platform	Sr. Community Manager	platformvamgr@greystar.com
DANIEL GOLDFRANK	OPPOSED	<i>[Signature]</i>	MANHATTAN PLAZA	OWNER	dan-16@cumc.edu

Proposed Concept



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

Outreach

- 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
- City staff notified the Braddock Metro Citizens Coalition and Northeast Citizens Association, neither Association responded

Recommendation

That the Board recommend 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

Code Change – Taxicab Regulations

Agenda Item 10

Presenter: Sheila McGraw



Background

- The Traffic and Parking Board passed a motion to establish a sub-committee to review fees of taxis in October 2023.
- At the February 25, 2023 City Council meeting, the Council considered the changes to the Taxi section of the City Code that the Traffic and Parking Board reviewed in January.
 - The Council approved the increase to the initial meter charge from \$3 to \$4.
 - Recommended an increase to 15 years for non-hybrid vehicles and 17 years for hybrid vehicles.
- The Council asked staff to review further changes to the Code including evaluating the elimination of the vehicle age requirement and modifications to the fee structure.
- Mayor Wilson asked that staff evaluate the taxicab entire regulatory structure outlined in the code indicating he wishes to extricate the City from the regulation of the taxicab industry.
- City Council asked staff to come back in a year with a further series of options for changes to the taxicab regulations.

Background

Traffic and Parking Board sub-committee on Taxicab Regulations Members

Traffic and Parking Board sub-committee on Taxicab Regulations Members

- LaVonda Bonnard
- Annie Ebbers
- James Lewis

Staff Liaison

- Sheila McGraw
- Katie North

Background

Traffic and Parking Board sub-committee on Taxicab Regulations Schedule

Three sub-committee meetings held:

- October 23, 2023
- November 27, 2023
- January 22

May

- Bring Traffic and Parking Board recommendations to City Council for consideration

Background

Traffic and Parking Board sub-committee on Taxicab Regulations Goals

- Evaluate the taxicab entire regulatory structure outlined in the code
- Evaluate city code taxicab regulation including:
 - Vehicle age requirement
 - Fee structure
 - Other regulations

Background

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 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 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

Background

Activity	Current	Proposed
Issue Taxi Company Permit	City	City
Issue Taxi Driver Permit	City	City
Issue Taxi Vehicle Permit	City	City
Establish Vehicle Age Requirement	City	Taxi Company
Set Taxi Fares	City	Taxi Company
Establish Trade Dress for Vehicles Requirement	City	Taxi Company
Establish Dispute Resolution Process	Taxi Company	Taxi Company

Background – Taxi Vehicle Age Requirements

Code: Sec. 9-12-81 Requirements for vehicles.

(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.

Background – Vehicle Age Requirements

Taxi Vehicle Age Requirements in Neighboring Jurisdictions

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

Virginia Jurisdictions that do not Regulate Taxi Vehicle Age

VA Jurisdictions	Regulations
Newport News	Eliminated vehicle age requirements Need to pass annual safety inspection
Suffolk	Eliminated Vehicle age requirements Need to pass annual safety inspection
Chesapeake	Eliminated vehicle age requirements Has to pass inspection for permit any anytime deemed necessary

Background – Vehicle Age Requirements

TNC Vehicle Age Policies

TNC	Jurisdiction	Company Vehicle Age Policies
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)

Background – Taxi Vehicle Age Requirements

Taxi Industry Feedback: Some in favor of eliminating the vehicle age limit requirement for all vehicle types, some in favor of keeping current regulations

City Staff Recommendation: Eliminate the vehicle age limit requirement for all vehicle types

Sub-Committee Recommendation: Eliminate the vehicle age limit requirement for all vehicle types

Background – Taxi Fares

Code 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:**
- (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. (Ord. No. 4402, 6/14/05, Sec. 1; Ord. No. 4434, 12/17/05, Sec. 1; Ord. No. 4509, 12/15/07, Sec. 1, eff. 1/1/08; Ord. No. 4691, 11/13/10, Sec. 1; Ord. No. 4784, 1/22/13, Sec. 1; Ord. No. 5478, 2/25/23, Sec. 1)

Background – Fares



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.

Background – Fares

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

Background – Rates

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

Background – Fares

Taxi Industry Feedback: Raise taxi fares to meet Arlington's rate or DC's proposed rate

City Staff Recommendation: Remove the City from setting taxi fares

Sub-Committee Recommendation:

Preferred Option: Remove the City from setting taxi fares

Alternative Option: Set a fare maximum and require data sharing with Mobile Data Specifications (MDS)

Background – Trade Dress for Vehicles

Code 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.

(Ord. No. 4402, 6/14/05, Sec. 1; Ord. No. 5339 , 4/17/21, Sec. 1)

Editorial Note: Ord. No. 5339 , § 1, adopted Apr. 17, 2021, amended § 9-12-28, and in so doing changed the title of said section from color scheme of vehicles; insignia or trade name to read as set out herein.

Background – Trade Dress for Vehicles

Examples from other jurisdictions

Hampton, Virginia

- **Sec. 38-20. - Identification of vehicles, limitations on advertising.**
- (a) Every public vehicle shall bear, on the outside and on at least two (2) sides thereof, the name of the owner, in painted characters not less than two (2) inches high and plainly visible at a distance of one hundred (100) feet. On two (2) sides and the back of the vehicle, the owner's cab number shall be painted in characters three (3) inches high and plainly visible at a distance of one hundred (100) feet.

LADOT

- Relaxed Trade Dress for Vehicles
- Allowing a vehicle to be any factory color while maintaining other required features of a taxicab, including safety standards; permitting leased or rented vehicles for for-hire use; making it easier to sell used taxi vehicles

Background – Trade Dress for Vehicles

Taxi Industry Feedback: Keep current trade dress requirements for vehicles

City Staff Recommendation: Relax City's trade dress for vehicles requirements

Sub-Committee Recommendation:

Preferred Option: Keep current regulations

Alternative Option: Relax trade dress requirements for vehicles

Background – Biennial Review of Taxi Industry

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

(a) Between September 1 and November 15 of 2010, and during the same period every two 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.

(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 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 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-year period immediately preceding the biennial review, so that no company shall be granted more authorizations than supported by its actual dispatch performance for the prior two-year period; and

Background – Biennial Review of Taxi Industry

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

(6) such factors listed in section 9-12-25(d) as the board or city manager deem applicable.

(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 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 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. (Ord. No. 4402, 6/14/05, Sec. 1; Ord. No. 4683, 10/16/10, Sec. 1; Ord. No. 4901, 9/13/14, Sec. 2; Ord. No. 5339, 4/17/21, Sec. 1)

Background – Biennial Review of Taxi Industry

Taxi Industry Feedback: Not previously discussed at a sub-committee

City Staff Recommendation: If the City no longer sets fares and other requirements, this process may be unnecessary or needed less often

Sub-Committee Recommendation: Conduct a review of the taxi industry every three years

Background – Dispute Resolution

DIVISION 7 Dispute Resolution

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.

(Ord. No. 4402, 6/14/05, Sec. 1; Ord. No. 5339 , 4/17/21, Sec. 1)

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.

Background – Dispute Resolution

- (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

Background – Dispute Resolution

Taxi Industry Feedback: Not in favor of removing city from dispute resolution

City Staff Recommendation: Remove the City from involvement in disputes of a private employer/company

Sub-Committee Recommendation: Eliminate the dispute resolution section of the code

Background – Reducing Insurance Requirements

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

Background – Reducing Insurance Requirements

Taxi Industry Feedback: This information was shared at sub-committee meeting two

City Staff Recommendation: Reducing the insurance limit may not be politically feasible

Sub-Committee Recommendation: Keep the current insurance requirements

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 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 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

Outreach

- Three sub-committee meetings on taxicab regulations were held; October 23, 2023, November 27, 2023 and January 22
- 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)

Recommendation

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

Information Items

STAFF UPDATES

COMMISSIONER UPDATES