

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, NOVEMBER 14, 2022 7:00 P.M.
IN-PERSON AND VIRTUAL**

The November 14, 2022 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_mwa-39DZT1m0yDUwKHmK8A

Or an H.323/SIP room system:

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

Webinar ID: 955 9160 1104

Passcode: 915805

SIP: 95591601104@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 Katy North at Katy.North@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 Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, NOVEMBER 14, 2022 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the October 24, 2022 Traffic and Parking Board meeting minutes.
3. Approval of updated Electronic Meeting Policy
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - King Callahan Russell
 - Complete Streets Update
 - Duke and West Taylor Run Project
 - Parklets Update
 - Seminary Road Report
5. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

PUBLIC HEARING ITEMS

6. Taxis – Biennial Review

INFORMATION ITEMS

7. **STAFF UPDATES**
8. **COMMISSIONER UPDATES**

Next Meeting: Monday, January 23, 2023

[NOTE there is no meeting in December]

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 24, 2022, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT:

- Chair James Lewis
- Vice Chair Ann Tucker
- Lavonda Bonnard
- Annie Ebbers
- Casey Kane
- Ashley Mihalik
- Jason Osborne

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT:

- Hillary Orr, Deputy Director, T&ES
- Katie North, Division Chief, T&ES
- Christopher Ziemann, Division Chief, T&ES
- Max Devilliers, Urban Planner II, T&ES
- Sean Martin, Urban Planner II, T&ES
- Dan Scolese, Civil Engineer IV, T&ES

1. Announcement of deferrals and withdrawals: no deferrals and withdrawals.
2. Approval of the September 26, 2022, Traffic and Parking Board meeting minutes: No comments from the Board.

BOARD ACTION: Mr. Osborne moved to approve the September 26, 2022 minutes. Mr. Kane seconded the motion, and the minutes were adopted unanimously.

4. **WRITTEN STAFF UPDATES:** The Board received written staff updates on the Duke Street and West Taylor Run Capital Project, Duke Street Transitway Engagement, and North Early Street Residential Permit Parking Request. Chair Lewis asked whether the North Early Street petition was currently being circulated. Ms. North stated the petition was paused until the school opens. Ms. Tucker asked whether there had been communication with local associations for the Duke Street Transitway Engagement. Ms. Orr stated there will be a public meeting on Nov 15.
5. **PUBLIC DISCUSSION PERIOD:**

Oliver O’Conner (virtual)spoke about concerns with Duke Street and West Taylor Run and lack of public engagement.

Jill Hoffman (virtual) spoke about concerns with worsening traffic from the Duke Street and West Taylor Run pilot project and the Metro closure effect on the pilot.

Corey Thomas (virtual) spoke about continued cut through traffic between King Street and Duke Street and requested speed bumps be installed on Moncure Drive and Hilton Street.

CONSENT ITEMS

Mr. Kane requested to move Item Numbers 5 and 6 to the Public Hearing. Ms. Bonnard seconded the motion, and it was unanimously approved.

There were no remaining items for the consent agenda.

PUBLIC HEARING ITEMS

6. ISSUE: Curbside Pick-up and Loading Zone – 800 block of King Street

DISCUSSION: Mr. Kane asked if the scooter corral on King Street can be preserved to keep vehicles from blocking the crosswalk. Ms. North stated that vehicle maneuverability of trucks into the loading space was a concern, but that it can be looked at. No parking signage will still be there.

PUBLIC TESTIMONY: No speakers.

BOARD ACTION: Mr. Kane moved to recommend the Director of T&ES move the loading zone on the 100 block of N. Alfred Street to the 800 block of King Street once Sweetgreen obtains a Right of Way – Parklet Permit in 2023. Ms. Mihalik seconded, and the motion was approved unanimously.

7. ISSUE: Parking Restrictions – 600 block of S. Pickett Street (Pickett Street Plaza)

DISCUSSION: Mr. Kane asked about whether a stop bar or crosswalk be added as part of the project. Mr. Devilliers stated it wasn't part of this request but staff can look into it. Ms. Orr stated that a stop bar and crosswalk isn't typically added when only removing parking and that the curb ramp is at an odd angle. A new curb ramp may be needed to add a crosswalk. Mr. Kane asked if it would qualify for them if the road was new. Mr. Scolese stated that most likely it would. Mr. Osborne asked if parking enforcement is notified when new restrictions are put in place and step up enforcement practices. Ms. North confirmed that a coordination meeting is held with other departments to let them know about changes to parking restrictions.

PUBLIC TESTIMONY:

Paul Beck (virtual), property manager for Pickett Street Plaza, spoke that box trucks have been taking space away from customer parking, present a safety hazard due to narrow service lane, and detracts from visibility from Van Dorn Street.

BOARD ACTION: Mr. Osborne moved to recommend the Director of T&ES restrict parking along the public service lane west of the Pickett Street Plaza shopping center (628-684 S. Pickett Street) to 2 hours, 8:00 AM to 9:00 PM, daily. Ms. Tucker seconded, and the motion was approved unanimously.

8. **ISSUE:** Street Closure – Unit Block of King Street

DISCUSSION: Mr. Ziemann provide an overview of the proposal. Mr. Kane asked about bike parking on King Street. Mr. Ziemann stated it had previously been removed and replaced. Mr. Kane suggested adding the permanent bike parking removal to the recommendation and asked about adding permanent bike parking spaces because the approximately 20 replacement spaces appear to be temporary. Mr. Ziemann said approximately 20 permanent spaces will be added, but specifics are to be determined. Mr. Kane then asked about lowering the curb on the east side of the Strand. Mr. Ziemann said that there is a long-term plan to eventually raise the street to the curb level. Mr. Osborne asked if something can be done regarding delivery vehicles on Union Street. Mr. Ziemann responded that potential solutions include making Union Street one way, closing a portion of it, or limiting traffic during certain parts of day. Mr. Lewis suggested that more street seating and activation be included in the project. Ms. Tucker asked if the unit block of King Street would still be under the Traffic and Parking Board for future changes. Mr. Ziemann stated it would for any changes relevant to the Board.

PUBLIC TESTIMONY: No speakers.

BOARD ACTION: Mr. Kane moved to recommend permanent closure (pedestrianization) of the Unit Block of King Street and the Northern Portion of the Strand with a modification to note this closure included removal of the bike parking previously installed on this block, Ms. Tucker seconded, and the motion was approved unanimously.

9. **ISSUE:** Traffic Change – Duke Street Traffic Mitigation Pilot Program

DISCUSSION: Ms. Orr and Mr. Scolese provided an overview of the current state of the program. Mr. Osborne asked whether other roads are being looked at for stop signs, parking, or other concerns. Mr. Scolese stated that data from the pilot will help inform other projects and that the metro shutdown is causing irregular traffic volumes and backups. Ms. Orr added that some roads are seeing less traffic volume but extending the pilot can help find data trends. Mr. Kane asked if there were any crashes reported by the ramp. Mr. Scolese says he hasn't heard of any crash reports. Mr. Kane asked what can be done about motorcycles cutting between bollards. Mr. Scolese said there's limited options to prevent it, but they can work with Fire on suitable options. Mr. Kane asked if the City has had to replace any flexposts and Mr. Scolese responded that he had not heard of any instances where flexposts have needed replacing yet. Ms. Mihalik asked if staff

considered creating a pedestrian refuge on Duke Street. Mr. Scolese responded that it was discussed but the existing signal and six-foot minimum requirement make it a long-term option only.

PUBLIC TESTIMONY:

Thomas Singer spoke about concerns with traffic light timing changes and backup on West Taylor Run.

Anysia Oswald spoke about speeding on West Taylor Run and concerns with tour buses and large trucks that use the road.

Lisa Porter (virtual) spoke on behalf of the Clover College Park Civic Association and supports the pilot extension to gather data after the metro reopens.

Leslie Catherwood (virtual) spoke in support of the pilot extension and says that it has vastly improved quality of life on West Taylor Run by reducing traffic flow significantly.

Oliver O’Conner (virtual) spoke in support of the pilot extension and noted heavy traffic on Duke Street.

BOARD ACTION: Ms. Tucker moved to recommend the City Council approve the pilot extension, Mr. Osborne seconded the motion, and it was approved unanimously.

10. ISSUE: Stop Signs – Administrative Approval Process

DISCUSSION: Mr. Scolese provided an overview of the proposed process recommendations. Chair Lewis suggested it was worth considering near misses that may not result in crashes. Mr. Kane asked if the police definition of crashes and severity was being used and noted that data is not perfect. Mr. Scolese responded that crash data is one part of what is looked at. Mr. Kane inquired about using less stop signs and more traffic circles, including mini traffic circles. Mr. Scolese said it was an option and agreed that cost is a concern. Mr. Kane and Ms. Tucker asked about previously rejected stop sign requests. Mr. Scolese said staff can look into them and they would require petition signatures. Ms. Tucker questioned if the Board should cede the decision to staff and not provide a public space to discuss requests that may not be approved under this process. Ms. Orr stated that the public can speak in any hearing and the board can docket an item. Ms. Ebbers suggested an appeal process that offers language to come speak at a public hearing or to gather a set number of signatures. Mr. Kane asked why a 60:40 ratio is being used. Mr. Scolese responded that there is better compliance at stop signs. Ms. Mihalik suggested that making this process more administrative would be better for residents, but that less technical language be used so residents better understand the process.

PUBLIC TESTIMONY: No speakers.

BOARD ACTION: Mr. Kane moved to recommend the Board approve the administrative stop sign process with suggested changes, Ms. Ebbers seconded, and the motion was approved unanimously.

INFORMATION ITEMS

11. STAFF UPDATES

- FY 2024 Budget Priorities – Ms. North provided an overview of the City Manager request for feedback on the FY 2024 Budget priorities. Mr. Kane suggested prioritizing a comprehensive study of the trail network and new transit initiative funding. Ms. Tucker would like to hear an update on enforcement initiatives and technology. Ms. North will reach out to the Alexandria Police Department to get an update during the January Board meeting.
- Curb Cut Process – Ms. North provided an update to the existing curb cut process and the Board’s role in appeals. Chair Lewis suggested care should be taken to ensure too many curb cuts are not approved administratively.
- 2023 Board Schedule – Ms. North provided an overview of the 2023 Board schedule including a change to the September meeting date. Mr. Osborne suggested that any meetings involving public comment for the Duke Street in Motion project be held as separate meetings. Mr. Kane added that this would be challenging, and the Board may not have the authority to have separate meetings. Ms. Orr suggested trying to work with the Board to schedule smaller docket items away from more controversial items. Ms. Tucker asked about whether a meeting in December will be necessary. Ms. North responded that staff will be looking at the November docket to see if a December meeting would be necessary and reminded the Board that the November meeting will be two weeks early.

12. COMMISSIONER UPDATES

Mr. Kane provided an update on the Transportation Commission and a discussion about Duke Street in Motion and noted an upcoming open house for more information.

Mr. Kane also provided an update on the Complete Streets Comprehensive Update and Safe Routes to School and noted the pace of progress on some recommended changes.

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting; Mr. Osborne seconded. The motion was adopted unanimously. The meeting adjourned at 9:35 PM.

ELECTRONIC PARTICIPATION POLICY FOR REMOTE PARTICIPATION AND ALL-VIRTUAL PUBLIC MEETINGS TEMPLATE

City of Alexandria
Traffic and Parking Board
Electronic Participation Policy for Remote Participation and All-Virtual Public Meetings

It is the policy of **Traffic and Parking Board** that members may participate in meetings of the Board by electronic communication means as permitted by § 2.2-3708.3 of the Code of Virginia.

Remote Participation by Individual Members

Remote participation by individual members is allowed under the following circumstances:

1. A personal matter
 - a. On or before the day of a meeting, the member shall notify the Chair that the member is unable to attend the meeting due to a personal matter. The member must identify with specificity the nature of the personal matter.
 - b. A quorum of the Board must be physically assembled at the primary or central meeting location.
 - c. The Chair may approve or disapprove the request for electronic participation. If the absent member's remote participation is disapproved because such participation would violate this policy, the basis for the disapproval shall be recorded in the Board's minutes. The decision shall be based solely on the criteria in this policy, without regard to the identity of the member or matters that will be considered or voted on during the meeting.
 - d. The Board shall record the specific nature of the personal matter and the remote location from which the absent member participated in the Board's minutes.
 - e. Participation by the absent member due to a personal matter shall be limited in each calendar year to: (1) two (2) meetings or (2) 25% of the meetings held rounded up to the next whole number, whichever is greater, of the Board.
2. A member's temporary or permanent disability or other medical condition or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance
 - a. On or before the day of a meeting, the member shall notify the Chair that the member is unable to attend the meeting due to the member's temporary or permanent disability or other medical condition that prevents his or her physical attendance or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance.
 - b. A quorum of the Board must be physically assembled at the primary or central meeting location.
 - c. The Board shall record the fact of the member's disability or other medical condition or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance, and the remote location from which the absent member participated in the Board's minutes.

3. The member's principal residence is more than 60 miles from the meeting location identified in the meeting notice.
4. For any remote electronic participation, the Board shall make arrangements for the voice of the absent member or members to be heard by all persons in attendance at the meeting location.

All-Virtual Public Meetings

All-virtual meetings are permitted, other than for groups prohibited by Code of Virginia § 2.2-3708.3, when conducted in conformance with the following requirements:

1. The meeting notice shall indicate that the meeting will be all-virtual and a statement that the method by which the Board meets shall not be changed unless a new notice is advertised;
2. Public access to all-virtual public meetings is provided via electronic communication means;
3. The electronic communication means used allows the public to hear all members of the Board participating in the all-virtual public meeting and, when audio-visual technology is available, to see the members of the group as well;
4. A phone number or other live contact information is provided to alert the group if the audio or video transmission of the meeting fails. The Board shall monitor the means of communication during the meeting and recess until public access is restored if the transmission fails for the public;
5. A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to members of the Board for a meeting is made available to the public in electronic format at the same time that such materials are provided to members of the group;
6. The public is afforded the opportunity to comment through electronic means, including by way of written comments, at those public meeting when public comment is customarily received;
7. No more than two members of the Board are together in any one remote location unless that remote location is open to the public to physically access it;
8. If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public resumes before the Board votes to certify the closed meeting as required by § 2.2-3712(D);
9. The Board shall not convene an all-virtual meeting more than (i) two (2) meetings or (ii) 25% of the meetings held per calendar year rounded up to the next whole number, whichever is greater. The Board shall not hold consecutive all-virtual meetings; and
10. Minutes of all-virtual public meetings held by electronic communication means are taken as required by Code of Virginia § 2.2-3707 and include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location is disapproved because such participation would violate this policy, such disapproval shall be recorded in the minutes with specificity.

This policy shall not govern an electronic meeting conducted to address a state of emergency declared by the Governor or the City Council. Any meeting conducted by electronic communication means under such circumstances shall be governed by the provisions of Code of Virginia § 2.2-3708.2.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 14, 2022

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. King/Callahan/Russell Intersection Project

The King/Callahan/Russell intersection project is a grant-funded project that will provide mobility, safety, and access improvements for people walking, biking and driving through this intersection. This project was a topic of conversation with the Board in previous years, and there were a number of public comments about this project. Construction of this project has been delayed, so staff wanted to provide a status update to the Board.

This summer, the City coordinated with Dominion Energy to relocate utilities in preparation for the project. While design has largely been completed, some modifications to the plans were required due to recent construction at the intersection as part of the City's Municipal Fiber Project. The design is currently being finalized to incorporate these changes, and the City expects to advertise the project for construction this winter with work to begin in Spring 2023.

Staff is working diligently to ensure the project is completed as soon as possible.

B. Complete Streets Update

At its October meeting, the Transportation Commission received a comprehensive update on the Complete Streets Program. The update included information on Safe Routes to School, Multi-Use Trails, and Vision Zero. The update can be viewed online at the following link, beginning at 1:02:

https://alexandria.granicus.com/ViewPublisher.php?view_id=29&coa_view_id=29&coa_clip_id=5609

Supporting slides for this update can be found online at:

<https://www.alexandriava.gov/sites/default/files/2022-11/10-19-22%20Presentation%20Final.pdf>

The Complete Streets Five-Year Plan for Fiscal Years 2023-2017 can be found at:

<https://www.alexandriava.gov/sites/default/files/2022-11/FY23-27%20Plan%20-%20For%20Website.pdf>

For more information about the Complete Streets program and projects, please visit:

<https://www.alexandriava.gov/CompleteStreets>.

C. Duke St & West Taylor Run Project

City staff will be holding a public meeting on November 15 at Bishop Ireton Auditorium between 7:00 PM and 8:30 PM. Staff will be present design concepts for both the West Taylor Run Parkway intersection and the Telegraph Road access. At the meeting, there will be a brief open house, presentation, and a Q&A session. For members of the community who cannot attend, a pre-recorded presentation will be posted on the website around November 15th. Materials will also be on the website which includes an online feedback form. For more information, see the project website at: <https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project>.

D. Parklets Update

Staff is working with 27 businesses throughout the city to guide them through the application process for the new Right of Way – Parklet Permit that went into effect on October 1, 2022. T&ES staff continues to work with other departments and these businesses to ensure they are complying with the new Parklet Requirements. Inspections of each parklet will continue to occur regularly as businesses continue to modify their parklets to comply with the requirements.

Staff is also working on updating the Parklet Requirements for review by internal City stakeholders and will bring the revised Requirements to the Traffic & Parking Board in January 2023. As with the updates brought forth in May 2022, these proposed changes will attempt to clarify confusing language, make the document easier to read and understand, and add new helpful information that City staff have developed as a result of lessons learned in Alexandria as well as elsewhere in the US.

E. Seminary Road Evaluation Report

As part of the Seminary Road Complete Streets Project, staff committed to monitor the roadway and perform a post-implementation evaluation, assessing changes in crashes, vehicle speeds, travel times, and traffic volumes. The evaluation compares data collected before and after the project was implemented, focusing on the Seminary Road. Additional analysis was conducted to determine impacts on neighboring side streets.

The evaluation report was originally planned for early 2021. However, the evaluation was postponed due to the COVID-19 public health emergency and the pandemic's impact on travel.

Some key evaluation findings include:

- Average annual crashes on Seminary Road decreased by 41 percent.
- Since implementation, there have been zero crashes on Seminary Road in which people were killed or seriously injured.
- Severe speeding decreased on Seminary Road.
- Traffic volumes and travel times on Seminary decreased after the project complete.

For more information on the Seminary Road Complete Street Project and to read the evaluation report visit: alexandriava.gov/transportation-planning/seminary-road-complete-streets-project

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 14, 2022

DOCKET ITEM: 6

ISSUE: Biennial Taxicab Review

REQUESTED BY: City of Alexandria

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board consider and adopt staff's recommendations to the City Manager with regards to 1) the renewal of existing certificates of public convenience and necessity, 2) elimination of the age requirement for taxis, and 3) the increase to the taxi fare.

BACKGROUND: City code requires the completion of a review of the taxi industry by staff every two years. In October 2020, the Board reviewed and recommended the City Manager approve significant changes to the fee structure and City Code related to taxicabs. These changes were approved by City Council in April 2021 and have been in effect for over a year.

Early this year, the Board approved a temporary \$1 surcharge be added to taxi fares to offset the rising cost of fuel and other vehicle maintenance costs. This surcharge is permitted through March 2023 or until the City Manager approved ending it, whichever is sooner.

DISCUSSION: The 2021-2022 Biennial Taxicab Review is included as Attachment #1 and summarizes the state of the industry. The review also provides recommendations for changes to the City Code to address issues facing the companies and drivers.

There are four main recommendations from this Biennial Review that are discussed further in Attachment #1:

1. **Eliminate the age requirement for vehicles.**
Given the supply chain issues for new vehicles, staff recommends eliminating the age requirement for vehicles and allowing the companies to determine an age if necessary.
2. **Maintain Current Cab Authorizations**
Alexandria should provide flexibility for the existing companies to temporarily reduce their size to meet demand without penalty.
3. **Maintain Existing Fees**

In 2021, the City Council approved significant reductions in fees for certificates, driver permits, and vehicle permits. No additional reductions are proposed at this time.

4. **Increase Existing Fares**

The \$1 fuel surcharge will expire in March. Staff recommends increasing the existing Initial Meter Charge from \$3.00 to \$3.50.

OUTREACH: Staff shared this Biennial Review with the taxi companies currently authorized to operate in Alexandria. There is some support from several taxi companies and drivers for the recommended changes to the elimination of the age requirement for the vehicles and increase in the fare. See Attachment #2 for signatures in support of the changes from drivers of several taxi companies, including Yellow Cab and Union Cab.

There are also some concerns from other taxi companies about eliminating any regulation related to the age of vehicles, which they feel may allow vehicles in poor condition to operate, and the increase in the fares, which may make a taxi trip more expensive and a less attractive option.

City of Alexandria

Biennial Taxicab Review 2021-2022

RECOMMENDATIONS:

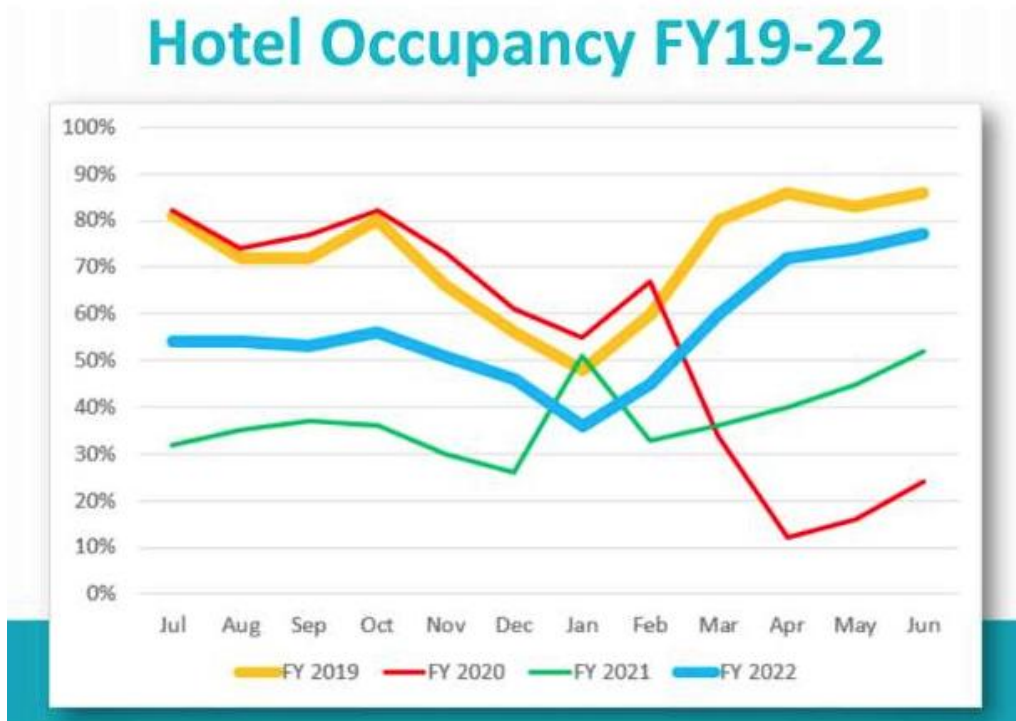
5. **Eliminate the age requirement for vehicles.**
Given the supply chain issues for new vehicles, staff recommends eliminating the age requirement for vehicles and allowing the companies to determine an age if necessary.
6. **Maintain Current Cab Authorizations**
Alexandria should provide flexibility for the existing companies to temporarily reduce their size to meet demand without penalty.
7. **Maintain Existing Fees**
In 2021, the City Council approved significant reductions in fees for certificates, driver permits, and vehicle permits. No additional reductions are proposed at this time.
8. **Increase Existing Fares**
The \$1 fuel surcharge will expire in March. Staff recommends increasing the existing Initial Meter Charge from \$3.00 to \$3.50.

PURPOSE: The Biennial Taxicab Review is required by the Alexandria City Code (Section 9-12-31) every two years. During this review, the Traffic and Parking Board shall receive comment at a public hearing 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. This document provides a summary of the existing conditions and proposed recommendations.

STATE OF THE INDUSTRY: The taxi industry continues to face challenges resulting from the pandemic and the increased competition from Transportation Network Companies, such as Uber and Lyft. Regarding the impacts of the pandemic, many taxi trips start or end at hotels and National Airport. While travel is increasing, it is not back to pre-pandemic levels.

Pre-pandemic hotel occupancy in Alexandria was typically 80% or better. According to Visit Alexandria, hotel occupancy is increasing, and Spring 2022 averaged around 75%. This upward

trend is a positive indicator for the state of travel and tourism in Alexandria. See the chart for more details.



Travel to and from Reagan National Airport is also a large market for taxi trips, and passengers at National Airport are significantly higher than the height of the pandemic. As of August 2022, the total number of passengers at the airport was up over 138% from the previous year.

Regarding competition from TNC's, the taxi industry continues to lose market share to these ride-hail companies. Many Alexandria taxi companies are having trouble attracting new drivers given the different processes required for TNC drivers versus taxi drivers. However, TNC fares have increased over the years, and currently many taxi trips are actually less expensive than a TNC ride. This could benefit the taxi industry in attracting riders back to taxi services.

In April 2021, the City Council approved significant changes to the City Code to help the taxi industry. These included significant reductions in fees and lessening of requirements for drivers and vehicles. While these changes have helped the existing taxi companies and drivers operating in Alexandria, it has not attracted new companies or drivers to the market.

TAXI FARES: Over the last year, the cost of gasoline has increase significantly which has had further impacted the taxi industry. In June 2022, the price per gallon in the DC region reached a high of \$5.05 after averaging only \$3.36 a year earlier. In response to the increases in fuel cost and after considering the unanimous recommendation of the Traffic and Parking Board in March

2022, the City Manager authorized a fuel surcharge of \$1.00 per trip. This surcharge is authorized for up to one year unless the City Manager recommends it end earlier. In the recent months, fuel prices have trended back down, but October averages are still higher than the past five years.

The existing taxicab fares for Alexandria and surrounding jurisdictions is provided below as a comparison. Table 1 shows that the jurisdictions all charge slightly different fares and charge for different things.

Table 1: Existing Taxicab Fares and Charges

	Alexandria	Arlington	Fairfax County	Montgomery County	Washington, DC
Drop	\$3.00	\$3.00	\$3.50	\$4.00	\$3.50
Mileage (\$/Mile)	\$2.16	\$2.16	\$2.10	\$2.00	\$2.16
Waiting	\$0.42/min	\$0.39/min	\$0.36/min	\$0.47/min	\$0.42/min
Passengers	\$1.25	\$1.00	\$1.00	\$1.00	\$1.00
Suit case	\$0.50	\$0.50	\$0.50	\$1.00	-
Trunk	-	-	\$2.00	-	-
Groc. Bags	-	-	\$0.25	-	-
Animals	\$2.00	-	\$1.00	-	-
Snow	\$5.00	-	-	\$2.50	\$15.00
Other	-	-	-	-	-
Cleaning	-	\$25	\$25	-	-

There have not been any changes to taxi fares in several years and given the increased costs to operate a vehicle, it may be appropriate to consider increases. Many of the surrounding jurisdictions are also considering changes to the fare schedule in next year with their review process. Staff recommend adding \$0.50 to the Initial Meter Charge (or Drop Fee), which brings this to \$3.50. This will offset the elimination of the meter surcharge when it expires and brings the fares in line with other counties and the District. Staff recommends continued coordination with the neighboring jurisdictions on any changes they are making in attempt to standardize rates for the region.

CITY FEES: In April 2021, the City Council approved significant reductions to the fees related to certificates of public convenience, driver permits, and vehicle permits. Table 2 provides a summary of the fees prior to 2021 and current fees. No additional changes to the fees are proposed with this review.

Table 2: Previous* and Current Fees

	Previous Fee	Current Fee
Application or Transfer	\$4,000	\$4,000
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$0/cab
Grandfathered CPCN Renewal	\$150	\$25
Duplicate CPCN	\$25	\$0
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Manifest Books	\$50	\$0
Duplicate Driver Permit	\$25	\$0
Initial Vehicle Inspection & Cert.	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Transfer of Vehicle Permit	\$100	\$0
Duplicate Vehicle Permit	\$25	\$0
Annual Inspection	\$150	\$25

*Rate changes went into effect on July 1, 2021

NUMBER OF CABS: There have been no requests from the companies or drivers to change the authorizations and allocations. Therefore, staff proposes maintaining the current authorizations and not to change the allocations of taxis for any company shown in Table 3.

Table 3: Summary of Taxi Reauthorizations, Requests, and Recommendations

Company	2021 Authorization (maximum)	Requested Amendment	2022 Recommendation (maximum)
Alexandria Yellow Cab	180		180
VIP Cab	63		63
Alexandria Union Cab	225		225
King + White Top	126		126
TOTAL	594		594

AGE REQUIREMENT FOR VEHICLES: Currently the City Code (Section 9-12-81) and the Taxi Regulations approved by the City Manager establish the maximum age for vehicles permitted as:

- 10 years for non-hybrid vehicles
- 12 years for hybrid vehicles

Issues with computer chips shortages and supply chain problems stemming from the pandemic have had a disruptive impact on the automobile industry. New car and truck sales are projected to be down almost 20% from pre-pandemic levels, resulting in supply issues for both new and

used cars. Several of the taxi companies have approached the City about increasing the maximum age allowed for vehicles. Currently, Arlington County allows non-hybrid vehicles to be up to 12 years and hybrid vehicles to be 15 years.

Staff is recommending eliminating the age requirement altogether and allowing the taxi companies to establish age requirements for their own fleets, similar to how the TNC's operate. The state safety inspection is still required, which ensures a vehicle, regardless of age, meets state safety requirements. By eliminating this requirement, the City removes an additional regulatory burden on the industry.

PROPOSED CITY CODE CHANGES: To implement these recommendations, staff is proposing the following changes to City Code:

- Section 9-12-81(l) – Age of Vehicles - Eliminate this subsection.
- Section 912-132(a)(1) – Increase the Initial Meter Charge from \$3.00 to \$3.50.

Attachment #2: Signatures of Support for Proposed Changes

CHANGE THE AGE LIMIT FOR CARS AND INCREASE THE TAXI FARE

#	NAME	CAB CO.	CAB #	SIGNATURE
1	Ali Khairi	Yellow Cab	425	Ali Khairi
2	Amr AB Jit	Union	858	Amr AB Jit
3	ARUN KUMAR	Union	868	Arun Kumar
4	Shafi Sharif	Yellow	350	Shafi Sharif
5	Salahuddin Kasim	AYC	185	Salahuddin Kasim
6	SAMEEM CHAUDHRY	KING	480	Sameem Chaudhry
7	Bekoume Koole	King	345	Bekoume Koole
8	Yohannes Okbe	Union	708	Yohannes Okbe
9	Ghulam Haider	King	569	Ghulam Haider
10	Dawit Tamerat	Union	160	Dawit Tamerat
11	Abdi Elias	Union	782	Abdi Elias
12	Tadesse Kere	King Cab	557	Tadesse Kere
13	Gireem Kassa	King Cab	856	Gireem Kassa
14	MOHAMMAD WARECA	705 ALEX	705	Mohammad Wareca
15	ENDALEKACHEW-MEKANNEN	Union	849	Endalekachew-Mekannen
16	Yemame Deob	Kings	523	Yemame Deob
17	HASHMIRU SEAY	King	517	Hashmiru Seay
18	T. ERKOO	VIP	1630	T. Erkoo
19	Frank Ayi	King Cab	452	Frank Ayi
20	OMAR HAJI	Union Cab	884	Omar Haji
21	Mohamed Ahmed	Union Cab	825	Mohamed Ahmed
22	Muhamad S. Al-Hus	Union Cab	827	Muhamad S. Al-Hus
23	MEKANNEN HAILE	VIP 1683	1683	Mekannen Haile
24	A. Saadhi	King 521	521	A. Saadhi

CHANGE THE AGE LIMIT FOR CARS AND INCREASE THE TAXI FARE

#	NAME	CAB CO.	CAB #	SIGNATURE
25	Homayun. Hossain	411 King Cab	411	[Signature]
26	Mansur	550 King	550	[Signature]
27	ZOBAL	846 UNION	846	[Signature]
28	Ahmed's Nusrat	King Cab	501	[Signature]
29	Jemal Amol	Union 919	919	[Signature]
30	Tsidusew Aschenak	Union Cab	898	[Signature]
31	Ahmed Mohamed	Union Cab	761	[Signature]
32	MESFIN Tessema	Union Cab	733	[Signature]
33	TEFERI	Union Cab	451	[Signature]
34	ALUCA ASFAW	UNION	760	[Signature]
35	Uahom	UNION	148	[Signature]
36	SHAH KARZAI	King Cab	568	[Signature]
37	Mohammad Tahiri	Yellow	340	H. Tahiri
38	Rafi Hakimzada	King Cab	573	[Signature]
39	Mohammad Khair	UNION CAB	930	M. Khair
40	TEFERI JAWO	UNION CAB	911	[Signature]
41	MUSTAFA GHILD	Yellow	175	G. Ghild
42	Mulatu Gebreyes	UNION	712	[Signature]
43	Belete al Dabe	union	913	[Signature]
44	Ahmed Alawfi	Union	859	[Signature]
45	Kebede Dagne	Union	828	[Signature]
46	Mohammed Ahmed	Union	832	[Signature]
47	Surinder Dew	UNION	287	[Signature]
48	Qasim	UNION	770	[Signature]

CHANGE THE AGE LIMIT FOR CARS AND INCREASE THE TAXI FARE

#	NAME	CAB CO.	CAB #	SIGNATURE
49	Samuel Gelo	Yellow	260	
50	Balwinder Singh	Union 852	852	
51	Khalil	Union	340	
52	TEJANW LAKSH	Union	296	
53	Yousuf	King	400	
54	Daniel Mekite	Yellow	370	
55	Abraham Abebe	Union	829	
56	ABDUL ASHWARI	Union 822	822	
57	Daniel B'Hayos	Union 709	709	
58	Maresha Chenn	Union 150	150	
59	Mohamed Al	UNION 888	888	
60	Abraham Belme	Union 803	803	
61	CHAUDHRY ABBAS	UNION 823	823	
62	ABDUL Samra	UNION 330	330	
63	YIRDAW DSSAM	UNION 743	743	
64	Iprikhar Ahmad	Union 934	934	
65	HAKIM BELU	Yellow	190	
66	SHEIKH KANNETH	Union	880	
67	Abebe	King Cab	527	
68	BIRUK	King Cab	457	
69	EMAD	King Cab	406	
70	YUSUF	Bobas	873	
71	SOHAIL ANJUM	805	805	
72	CHAUDHRY ALIKHAN	UNION	914	

CHANGE THE AGE LIMIT FOR CARS AND INCREASE THE TAXI FARE

#	NAME	CAB GG.	CAB #	SIGNATURE
73	Aslam shaban	King Cab	503	Aslam Shaban
74	KEBEDE T	CANION 350	350	Kebede
75	Markos	King cab 548	548	Markos
76	M. Farooq magal	735 union	735	M. Farooq
77	Hekmatullah	V.I.P	1638	Hekmat
78	HARBERS KUMAR	friendly	170	Harbers
79	Tesfaye Abzo	King cab	525	Tesfaye
80	Ghalem Heshen	Yellow 130	# 130	Ghalem
81	Dawid WSDU	union	853	Dawid
82	Nabi Nazarian	union	833	Nabi
83	ting pant	V.I.P	1669	ting
84	Said Selam Emt	union	220	Said
85	YEMER GEMER	King cab	515	Yemer
86	ABDUL G. ES-HAG	V.I.P. 1606	1606	Abdul
87	Ibrahim Ahmed	union	818	Ibrahim
88	Yoseph Admasse	V.I.P	1653	Yoseph
89	Rafan Bannu	Yellow	260	Rafan
90	Said Jalli	King	471	Said
91	G. Edvisy	King	551	G. Edvisy
92	Daniel Hadgu	King	533	Daniel
93	Fassil berka	union	757	Fassil
94	webeta Semere	union	820	webeta
95	Tariku	union	802	Tariku
96	Bereket Abraham	Alex Union	753	Bereket

CHANGE THE AGE LIMIT FOR CARS AND INCREASE THE TAXI FARE

#	NAME	CAB CO.	CAB #	SIGNATURE
97	SULTAN H. SPERAS	Union	353	[Signature]
98	ALI KHOSRAV	VIP	1605	[Signature]
99	Najmyat Basim	King	489	[Signature]
100	ABDUL HAMID, H. HAMD	VIP	1604	[Signature]
101	Habtamu muleke	Union	787	[Signature]
101	Belehu Abolch	Yellow	170	[Signature]
103	LISAS morcay	UMBS	939	[Signature]
104	S. Abale	Yellow 158	156	[Signature]
105	Ayele Wolde	754 union	754	[Signature]
106	Azizullah Rafiq	Yellow	195	[Signature]
107	Hailu Ymer	Union	768	[Signature]
108	Aslamati Chali	UNION	872	[Signature]
109	Eslet Fischen	VIP	1612	[Signature]
110	TESFAYE Gebremichael	VIP	1673	[Signature]
111	MAZHAR ICHAN	Union CAB	20	[Signature]
112	Jemal Saïd	King	526	[Signature]
113	Hamad Hamad	Yellow	127	[Signature]
114	Gelaghe	Green	285	[Signature]
115	YOUSSEF	Union	210	[Signature]
116	Derej	union	722	[Signature]
117	GUL NAWAZ	UNION	876	[Signature]
118	Mohammad NAZM	R 207		[Signature]
119	mohammed JUBAR	union 894	894	[Signature]
120	Mesfin Kallage	Union 861	861	[Signature]