

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 15, 2025 7:00 P.M.
IN-PERSON AND VIRTUAL**

The September 15, 2025 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_igAHaBzzQduiYQQoYzt15w

Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East)

Meeting ID: 961 2409 7227

Passcode: 915805

SIP: 96124097227@zoomcrc.com

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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 trafficandparkingboard@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact trafficandparkingboard@alexandriava.gov, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 15, 2025 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the July 28, 2025, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **LEGISLATIVE PRIORITIES UPDATE FOR THE BOARD**
5. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. ACPS Redistricting Walk Zone Mapping Update
 - B. Safe Routes to Schools Crossing Improvements Update
 - C. Mount Vernon Avenue Projects Update
 - D. Residential Parking Standards Project Update
 - E. Traffic and Parking Board Moving to Del Pepper Center January 1, 2026

CONSENT ITEMS

6. Parking Removal – Pedestrian Safety Improvement on Jamieson Avenue at Englehardt Lane and Courthouse Square
7. Intersection Improvements - King Street and North Beauregard Street

PUBLIC HEARING ITEMS

8. Corridor Modifications - Jordan Street
9. Travel Lane Change – Franklin and Gibbon Streets at South Patrick Street
10. City Code Amendment - Food Trucks
11. City Code Amendment – Taxicab Requirements
12. Certificate of Public Convenience and Necessity – City Cab (Taxicab New Company Application)

INFORMATION ITEMS

13. **STAFF UPDATES**
 - Car-free 200 Block of King Street Update
 - FY 2026 Traffic and Parking Board Legislative and Budget Priorities
14. **COMMISSIONER UPDATES**

Next Meeting: Monday, October 27, 2025

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 28, 2025, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

M I N U T E S

BOARD MEMBERS PRESENT: Chair Ann Tucker, Vice Chair Casey Kane, Annie Ebbers, Lavonda Bonnard, Ashley Mihalik, Kursten Phelps, and Dane Lauritzen.

BOARD MEMBERS ABSENT: None.

STAFF MEMBERS PRESENT: T&ES – Katie North, Division Chief; Sheila McGraw, Principal Planner; Maha Gilini, Civil Engineer III; Sara Brandt-Vorel, Principal Planner; Max Devilliers, Urban Planner III; and Bryan Hayes, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the June 23, 2025, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps, to approve the minutes of the June 23, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Complete Streets Project Updates
 - Ms. Phelps requested that the cycletrack on Mill Road could be extended to Dulany Street by replacing the bike lanes on Jamieson Avenue.
 - Ms. Mihalik noted that there are still two eastbound travel lanes on Sanger Avenue at North Beauregard Street, to which Mr. Hayes responded that it would be addressed later this week along with the flexposts and other physical interventions on Sanger Avenue underneath Interstate 395.
 - Capital Bikeshare Fare Changes
 - Mr. Kane noted that Visit Alexandria needs to update their Capital Bikeshare-related information on their website and that the Capital Bikeshare-related brochures on the City’s website also need to be updated.
 - Daylighting Administrative Procedure Update
 - Mr. Kane asked when the future project along Mount Vernon Avenue will occur, to which Mr. Hayes responded that an update regarding past, present, and future work along Mount Vernon Avenue will be provided to the Board at the September meeting.

4. **PUBLIC DISCUSSION PERIOD:** None.

BOARD ACTION: None.

CONSENT ITEMS

5. **ISSUE:** Addition of No U-Turn Restriction – Intersection of Richmond Highway and Slaters Lane

DISCUSSION: Mr. Kane noted that the ‘No U-Turn’ sign is located too far from the intersection and requested that it get moved closer in addition to cleaning up the other signage around that intersection.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebberts, to recommend the Director of T&ES restrict U-turns for the southbound left turn on Richmond Highway at Slaters Lane. The motion carried unanimously.

PUBLIC HEARING ITEMS

6. **ISSUE:** Safe Routes to School Crossing Improvements Near Schools Phase I Project – Parking Removal

DISCUSSION: Mr. Hayes presented the item to the Board. Ms. Mihalik asked why a crosswalk was not included on south side of the intersection of Commonwealth Avenue and Uhler Street, to which Mr. Hayes responded that staff wanted to minimize impact and that most pedestrians crossed the intersection on its north side. Mr. Kane asked about what could be done in the interim, to which Mr. Hayes responded that staff expect construction to begin in summer 2026 for most elements of this project. Mr. Kane asked when parking would be removed, to which Mr. Hayes responded that it would be removed once construction began, but staff can work on interim solutions if need be. Ms. Bonnard asked if the ‘No Parking’ signs are only meant to keep drivers from obstructing crosswalks, to which Mr. Devilliers responded that they are. Ms. Tucker requested that the ACPS superintendent attend a future Board meeting. Mr. Lauritzen argued that metered parking in Del Ray would help to deter long-term storage of vehicles. Ms. Phelps asked if scooter/bike corral infrastructure could be used to remove parking where needed, to which Mr. Devilliers responded that Mobility Services could consider it where demand is high. Ms. Tucker asked for a written update on this project at the September meeting given the urgency of roadway safety around schools. Ms. Tucker asked why staff chose to prioritize the Princess and North West Streets intersection for this project, to which Mr. Hayes responded that there are greater safety concerns due to high traffic volumes and the Queen and North West Streets intersection having many fewer turning movement options.

PUBLIC TESTIMONY: Jim Durham testified in support.

Dino Drudi testified in opposition to parking removal at North West Street and Princess Street.

David Munoz testified in opposition to parking removal in Cameron Station.

Mike Doyle testified in support.

Robert Cox testified in support.

Alek Jovovic testified in support of new crosswalks but in opposition of current proposal of parking removal.

Elena Hutchison testified in support but wants physical infrastructure to prevent parking in those spaces, and wants more parking removal around the Groves Avenue intersection due to frequency of U-turns and double parking.

Asa Orrin-Brown testified in support.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Mihalik, to recommend the Director of T&ES:

- Remove four parking spaces and add three parking spaces at the Taney and North Jordan Street intersection near Patrick Henry K-8 School.
- Remove one parking space on Cameron Station Boulevard near Samuel Tucker Elementary School.
- Remove three parking spaces and add one parking space at the Princess and North West Streets intersection near Jefferson-House PreK-8 School.
- Remove two parking spaces at the intersection of Groves and Commonwealth Avenue near Mount Vernon Community School.
- Remove four parking spaces at the Mt. Ida and Commonwealth Avenue intersection near Mount Vernon Community School.
- Remove four parking spaces at the Uhler and Commonwealth Avenue intersection near Mount Vernon Community School.
- Implement temporary solutions where possible until construction begins.

The motion carried unanimously.

7. **ISSUE:** King Street Access & Safety at Alexandria City High School - Travel Lane Changes

DISCUSSION: Ms. Brandt-Vorel presented the item to the Board. Ms. Tucker asked when construction would begin, to which Ms. Brandt-Vorel responded it would begin this fall. Mr. Kane asked if the traffic signal at Chinquapin Drive can handle varying signal timings at different times of day, to which Ms. Brandt-Vorel confirmed it could. Mr. Kane asked how cyclists would get around passengers waiting for the bus at the shared stop, to which Ms. Brandt-Vorel responded they could bike around the stop if passengers were standing in the bike lane or around the bus entirely if a bus was at the stop. Mr. Lauritzen asked why staff was not proposing a mid-block crossing closer to Chinquapin Drive, to which Ms. Brandt-Vorel responded that the options laid out would likely eliminate the need for students to cross King Street outside of a crosswalk. Ms. Tucker asked if staff would be adding a trash can to the new consolidated bus stop, which Ms. Brandt-Vorel confirmed they would. Ms. Tucker asked which option DASH prefers, to which Ms. Brandt-Vorel responded that DASH is ambivalent.

PUBLIC TESTIMONY: Jim Durham testified in support of Option 1.

Mike Doyle testified in support of Option 1.

Asa Orrin-Brown testified in support.

Ken Notis testified in support of Option 1.

Joseph Delmontague testified in opposition.

Gabriel Morey testified in support and suggested removing the bus pull-out in the design for Option 1 as well as maintaining the refuge island.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES:

- Replace the center turn lane and southernmost travel lane on King Street between Kenwood Avenue and Chinquapin Drive with a protected bicycle lane and a dedicated bus pull off.
- Replace the northernmost and southernmost travel lane on King Street between Kenwood Avenue and Radford Street with protected bicycle lanes.
- Remove one eastbound right turn lane from King Street approaching the intersection of King Street and Kenwood Avenue.

The motion carried unanimously.

8. ISSUE: 200 Block of King Street Permanent Closure - Parking Removal, Signal Changes

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked if snow removal on the 200 block of King Street would be prioritized at the same level as the Unit and 100 blocks of King Street, to which Mr. Devilliers said it would. Mr. Kane also requested that City staff consider bringing back the exclusive pedestrian phase for the traffic signal at King and Fairfax Streets along with signs educating pedestrians when they can cross. Mr. Lauritzen requested that staff consider pedestrianizing King Street between Fairfax and Patrick Streets as well.

PUBLIC TESTIMONY: Jim Durham testified in support. Asa Orrin-Brown also testified in support, and requested additional bicycle and scooter parking at King and Fairfax Streets.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Bonnard, to recommend the Director of T&ES permanently remove 17 parking spaces and modify the traffic signal at the intersection of Fairfax and King Streets, as well as recommend City Council approve the ordinance approving the permanent closure of the 200 block of King Street. The motion carried unanimously.

INFORMATION ITEMS

9. STAFF UPDATES: Ms. McGraw provided the Board with an update regarding the Traffic and Parking Board Annual Report and Attendance Report and the Traffic and Parking Board Virtual Meeting Policy.

10. COMMISSIONER UPDATES: None.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Ms. Bonnard. The motion carried unanimously. The meeting adjourned at 9:47 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 5

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. ACPS Redistricting Walk Zone Mapping Update

City and ACPS staff are collaborating on updating school walk zones based on the approved school redistricting map that will go into effect for the 2026-2027 school year. Per ACPS policy, K-8 students within a 1-mile walking distance and 9-12 student within a 1.5-mile walking distance are not eligible for school bus transportation services. However, ACPS policy does dictate that exceptions can be granted where unusual walking hazards exist. City and ACPS staff are also working to identify unusual hazards where special bus transportation may be provided. This process kicked off in Summer 2025 and will continue through Spring 2026.

B. Safe Routes to Schools Crossing Improvements Phase I Update

The Traffic & Parking Board's concern for student safety and desire to implement interim improvements before permanent construction is appreciated by staff. Of the seven project locations, four are at existing intersections, and three have no approved street crossings. Staff is reviewing the possibility of installing updated No Parking signs at the existing intersections to reflect the Traffic & Parking Board's recent action. However, staff resources are focused on managing the design and implementation of the Crossing Improvements Near Schools Phase I project and other ongoing Complete Streets and Safe Routes to School initiatives. Given these constraints and the short timeline before permanent construction, staff cannot develop temporary or tactical improvements that would need removal within a year, as construction may start as soon as summer 2026.

C. Mount Vernon Avenue Projects Update

At its July meeting, staff updated the Board on daylighting requests submitted by residents between January and June 2025. Among these were several requests for daylighting on Mount Vernon Avenue in Del Ray, which were denied by staff due to these potentially being accommodated with upcoming projects. Below is additional background for the Board.

Over the years, staff has received periodic complaints from residents about parking, sight distance, and pedestrian safety on Mount Vernon Avenue, which are often focused on

individual intersections. However, similar conditions exist throughout the corridor, which demands a holistic, comprehensive approach instead of haphazard, piecemeal solutions.

There are two upcoming projects on Mount Vernon Avenue that can incorporate improvements requested by residents:

- **Mount Vernon Community School Safe Routes to School Project.** This project is on the [Complete Streets Five-Year Work Plan](#) for Fiscal Years 2027-2029 and will include a review of conditions on Mount Vernon Avenue.
- **Crossing Improvements Near Schools, Phase 2.** The City is applying for a federal grant to implement crossing improvements near multiple schools, including curb extensions at the intersection of Mount Vernon Avenue and Glendale Avenue.

Staff has communicated these timelines to residents and to the Del Ray Civic Association. In the meantime, staff has done the following:

- Mount Vernon Avenue/Raymond Avenue:
 - Submitted a work order to install an in-street pedestrian warning sign
 - Installed “No Parking Here to Corner” signs
- Mount Vernon Avenue/Stewart Avenue
 - Submitted a work order to install a pedestrian warning sign closer to the crosswalk
 - Coordinated with ACPS on adding parking where school buses are no longer using the curb space to narrow the intersection
- Mount Vernon Avenue/Oxford Avenue
 - Submitted a work order to install pavement markings and flexposts to prevent parking too close to the crosswalk
- Mount Vernon Avenue/Howell Avenue
 - Lowered the “No Parking” sign for better visibility
- Mount Vernon Avenue/Bellefonte Avenue
 - Lowered the “No Parking” sign for better visibility
- Mount Vernon Avenue/Mason Avenue
 - Lowered the “No Parking” sign for better visibility
- Mount Vernon Avenue/Monroe Avenue
 - Addressed pothole
 - Submitted a work order to install “Stop Here on Red” sign at the stop bar for the southbound approach
- Mount Vernon Avenue/Alexandria Avenue
 - Lowered the stop sign for better visibility
- Mount Vernon Avenue/Glendale Avenue
 - Lowered the pedestrian crossing sign for better visibility
 - Submitted a work order to replace the existing in-street pedestrian warning sign

D. Residential Parking Standards Project Update

Staff are currently working on a project to understand if the residential parking standards for new developments, last updated in 2015, are meeting or exceeding current demand. Data is being collected at residential sites built with these new standards that will be analyzed to understand if any changes are needed. Any proposed changes will be coordinated with planning and zoning and be brought forward in the late fall/early winter.

E. Traffic and Parking Board Moving to Del Pepper Center January 1, 2026

Traffic and Parking Board meetings will take place at the Del Pepper Center beginning in January 2026. The temporary relocation of the Traffic and Parking Board meetings to the Del Pepper Center will take place during the City Hall renovation project. Further details will be provided with the 2026 Traffic and Parking Board schedule later this fall.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 6

ISSUE: Parking Removal – Jamieson Avenue Pedestrian Safety Improvements

REQUESTED BY: Carlyle Council

LOCATION: Jamieson Avenue intersections with Courthouse Square and Englehardt Lane

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

- One (1) parking space at the Jamieson Avenue and Courthouse Square intersection, and
- Up to seven (7) parking spaces at the Jamieson Avenue and Englehardt Lane intersection.

BACKGROUND: The Carlyle Council heard from several residents about safety concerns when crossing Jamieson Avenue (Attachment 1). Residents specifically highlighted the dangerous combination of long crossing distances, high vehicle speeds, and poor visibility for drivers due to the curvature of Jamieson Avenue. The City also received multiple requests via Alex311 from residents expressing concerns about pedestrian safety at the intersections of Jamieson Avenue, particularly at the Courthouse Square and Englehardt Lane intersections, with several comments describing near-miss incidents between pedestrians and vehicles. In response, T&ES collaborated with the Carlyle Council to develop safety improvements focused on shortening crossing distances and providing protected mid-crossing pedestrian refuge islands.

DISCUSSION: The proposed pedestrian refuge islands are proven safety countermeasures recommended by the Federal Highway Administration for roadways with significant pedestrian activity. These islands will allow people crossing Jamieson Avenue to safely pause at a protected midpoint, considering one direction of traffic at a time. This treatment is particularly effective at locations like these intersections where vehicle speeds and crossing distances create challenging conditions for pedestrians.

The design (Attachment 2) requires shifting travel lanes and removing eight parking spaces: one (1) at Courthouse Square and up to seven (7) at Englehardt Lane. While the loss of parking will impact the area, substantial parking capacity remains available along

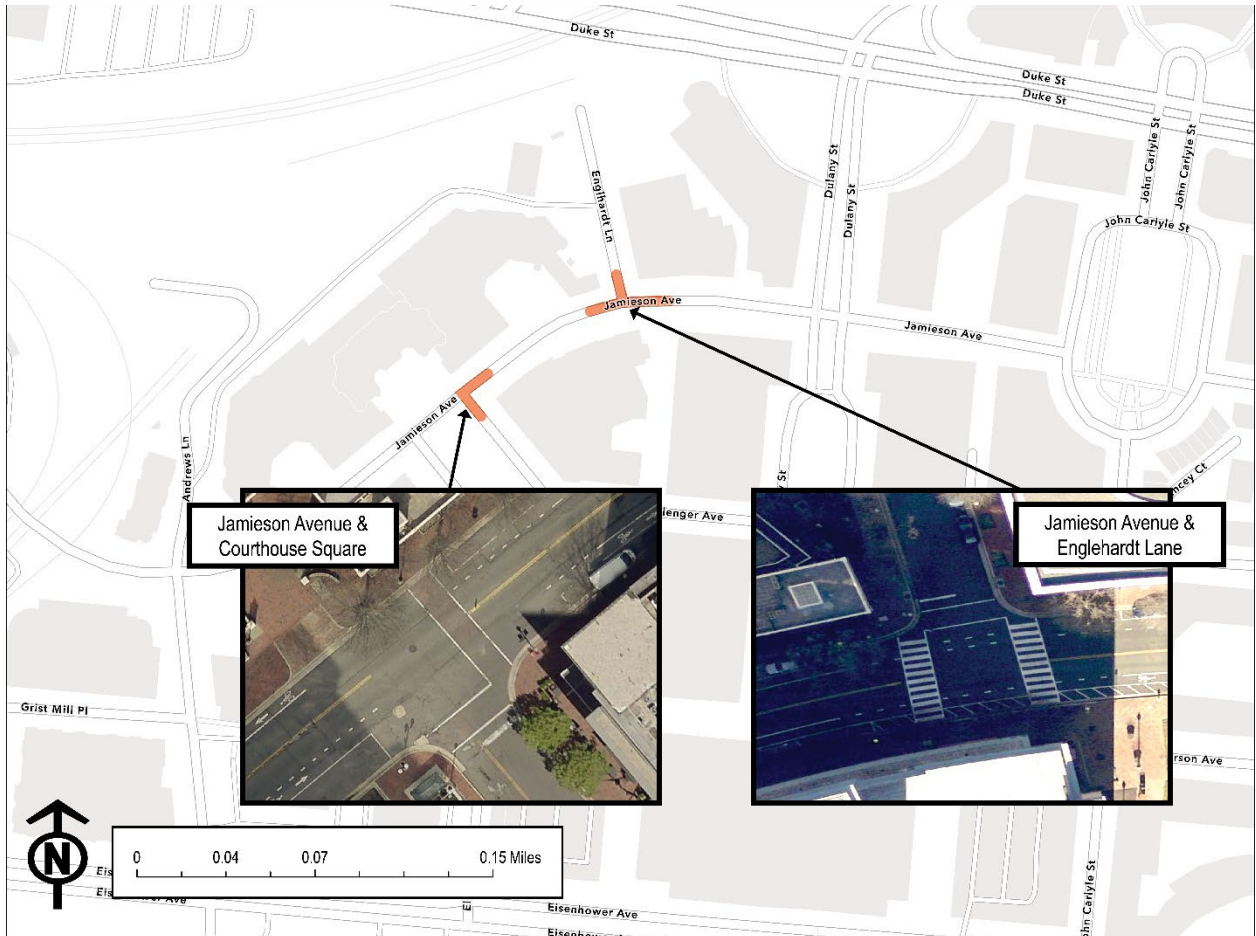
Jamieson Avenue and adjacent streets. The slight shift of travel lanes will naturally calm traffic without causing additional congestion or delays.

The Carlyle Council determined that the safety benefits of the pedestrian refuge islands outweigh the parking impacts. The Council has committed to funding these pedestrian safety improvements, which the City may install as soon as late 2025.

OUTREACH: Staff coordinated directly with the Carlyle Council throughout the design process. Public notice flyers announcing the proposed parking removal were posted near the affected intersections prior to this public hearing. A summary of public comments received will be provided at the hearing. Carlyle Council has provided a letter of support which is included in Attachment 3.

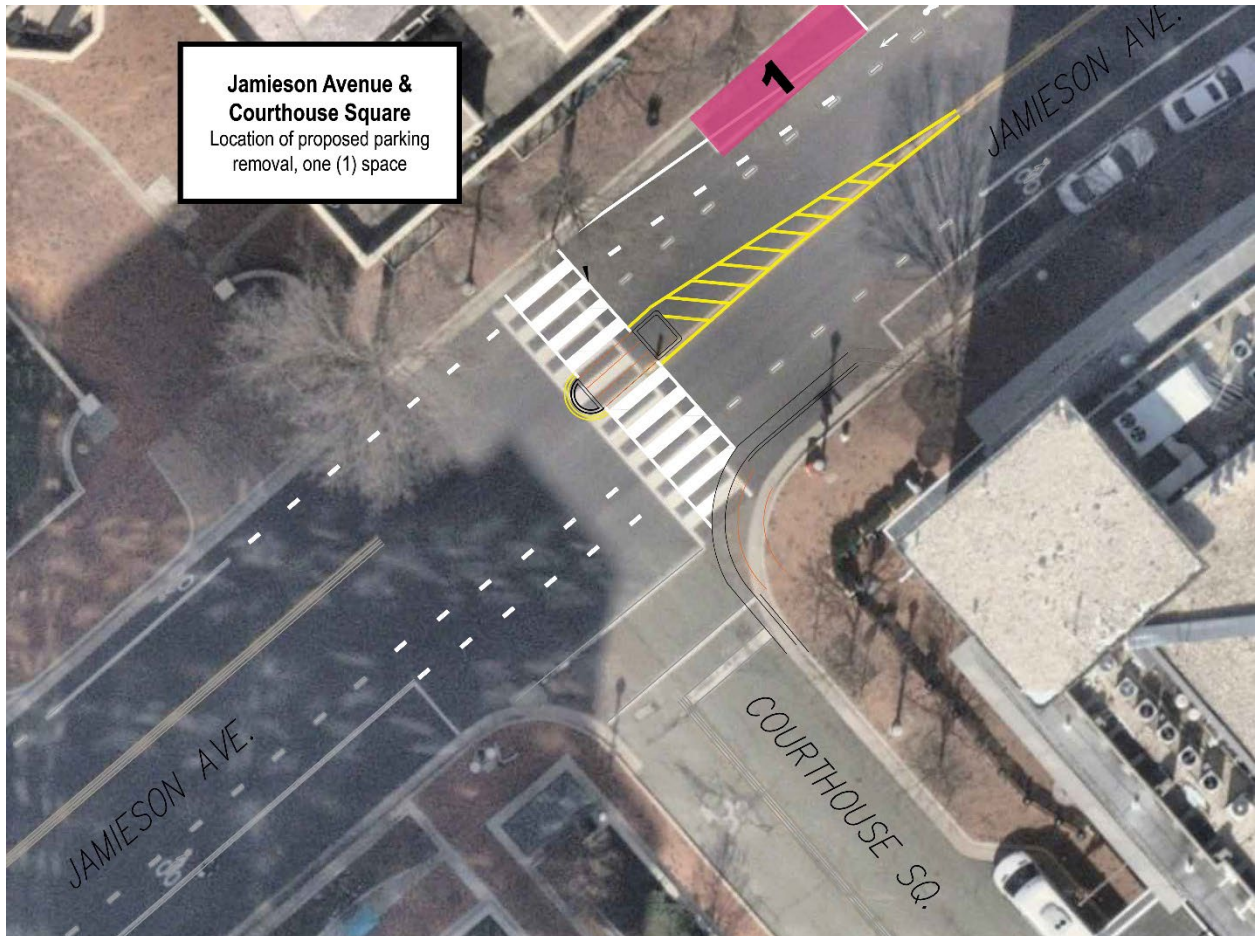
ATTACHMENT 1: LOCATION OF JAMIESON AVENUE PEDESTRIAN SAFETY IMPROVEMENTS

Map of Carlyle highlighting location of two project locations.

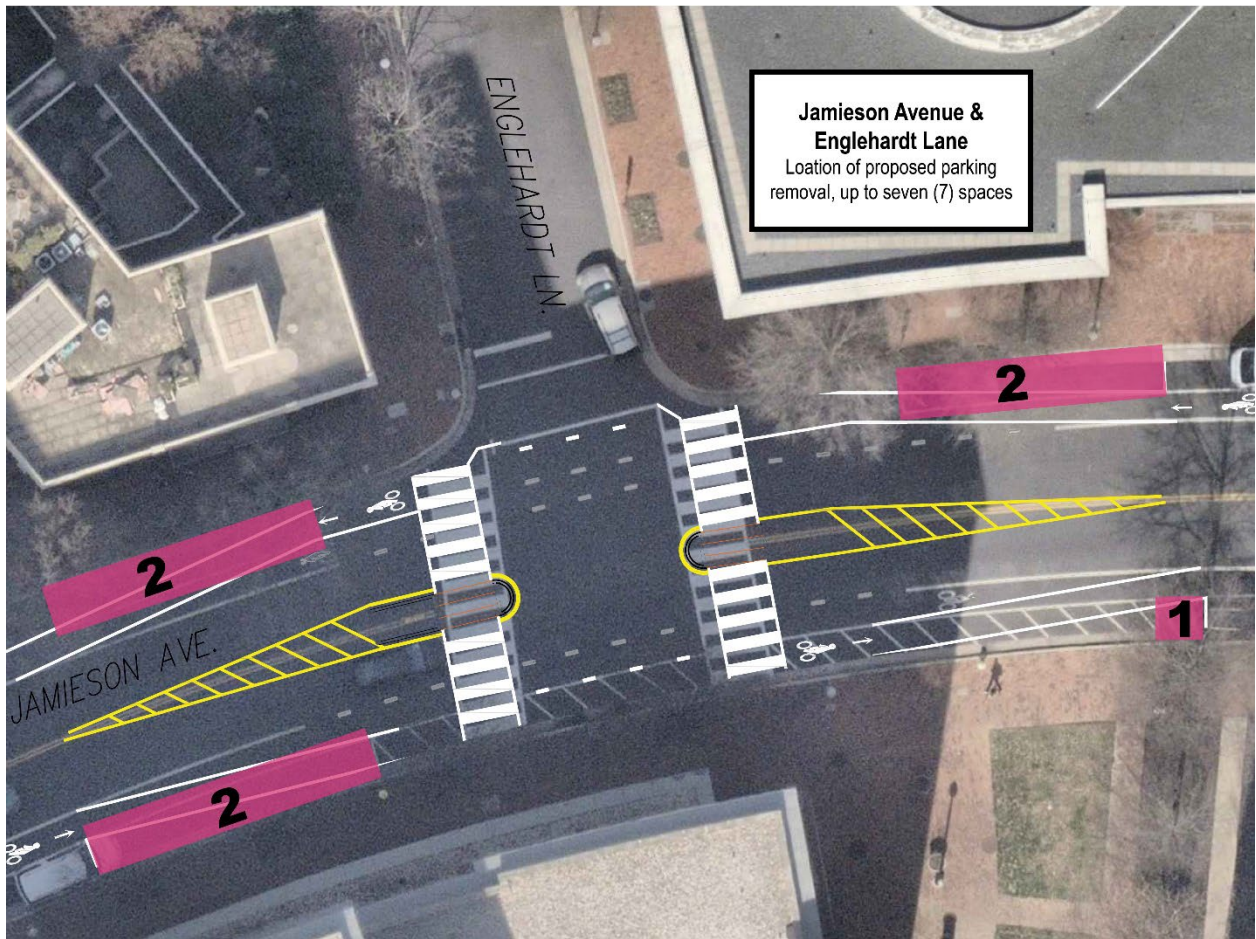


ATTACHMENT 2: PROJECT DETAILS AND PARKING CHANGES

Plan details showing the Jamieson Avenue and Courthouse Square intersection with proposed parking removal highlighted in pink.



Plan details showing the Jamieson Avenue and Englehardt Lane intersection with proposed parking removal highlighted in pink.



ATTACHMENT 3: LETTER OF SUPPORT FROM THE CARLYLE COUNCIL



September 2, 2025

Chairwomen Tucker and Members of Traffic & Parking Board
City Hall
301 King Street
Alexandria, VA 22314

Jamieson Avenue Pedestrian Safety Improvements at Englehardt Lane and Courthouse Square

Chairwomen Tucker and Members of Traffic & Parking Board,

The Carlyle Council is writing to support the City's approach to improving Jamieson Avenue pedestrian safety at Englehardt Lane and Courthouse Square. One parking space was removed over two years ago to allow pedestrians and cars alike to have increased visibility. Unfortunately, further measures are needed to ensure pedestrians' safety.

For the past 15 months, the Carlyle Council Transportation Management Committee has been working with the City to review the issues provided, develop some valuable options for a path forward, and ultimately decide together on the best plan for these two intersections in question.

The Carlyle Council, with the guidance from the City of Alexandria, has decided that the best outcome to provide safety for pedestrians at the crosswalks of Englehardt Lane and Courthouse Square is to remove the seven parking spaces that have been provided in the presentation and install pedestrian refuge areas at both intersections, along with added crosswalk improvements. The Carlyle Council requests the removal of the aforementioned parking spaces so that the City can move forward with implementation.

Thank you for considering these points during your deliberations.

Sincerely,

Joel Miller
Vice President, Carlyle Council
Carlyle Council's Chair of the Transportation Management Program

CC: Bryan Hayes, Complete Streets Coordinator
Carlyle Council Board of Directors
Morgan Babcock, Carlyle Council Manager/TMP Coordinator

PO Box 25338

Alexandria, VA 22313

703.566.6450

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 7

ISSUE: Intersection Improvements - King Street and North Beauregard Street

REQUESTED BY: T&ES

LOCATION: King Street and North Beauregard Street Intersection

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

- Remove the right turn lane median on the northwest corner of the King Street and North Beauregard Street intersection
- Add a striped out median on King Street that could eventually be used for an additional left turn lane if congestion levels deem warranted in the future
- Extend the left turn lane for the westbound approach of the King Street at the North Beauregard Street intersection

BACKGROUND: The King Street and North Beauregard Intersection Improvements project has been one of the City's long-standing projects that redesigns the intersection to improve safety for roadway users. This is a capital project with a total budget of \$21 million dollars split between two phases. The first phase, utility relocation, is already complete. The second phase is ready to advertise for full construction. .

The original plan included additional turn lanes, medians, upgraded sidewalks and enhanced crossings. The project not only enhances capacity for people driving, but improves safety for people walking, biking, and riding transit.

The design was revised in 2022 to align with the City's focus on safe intersection design for all users in the transportation network. The revised plan includes various intersection improvements along King Street, between North Hampton Drive and Chesterfield Road. See Attachment 3 for more details.

DISCUSSION: The project improvements encourage safe travel behaviors and accommodation for all roadway users and include:

- Realigning lanes to encourage safer turning speeds, easier transitions through the intersection, and allow for medians within the intersection,
- Removing the right turn lane median on the northwest corner of the North Beauregard Street intersection to encourage safer turning speeds and improve pedestrian safety crossing the intersection

- Adding striped out medians on King Street at the Chesterfield Street intersection and the 28th Street intersection to provide more space for pedestrians to wait if they cannot cross the full distance of the intersection.
- Adding striped out and concrete medians with pedestrian cut outs on all legs of the North Beauregard Street intersection to provide more space for pedestrians to wait if they cannot cross the full distance of the intersection.
 - It is important to note, the striped-out medians on King Street could be used for an additional left turn lane if congestion levels are warranted in the future.
- Extending the left turn lane for the westbound approach of King Street at the North Beauregard Intersection to enhance capacity along King Street.
- Upgrading the traffic signal infrastructure within all King Street intersection between Chesterfield Road and North Hampton Drive
- Upgrading the curb ramps along King Street, between Chesterfield Street and North Hampton Street to be compliant with ADA requirements.

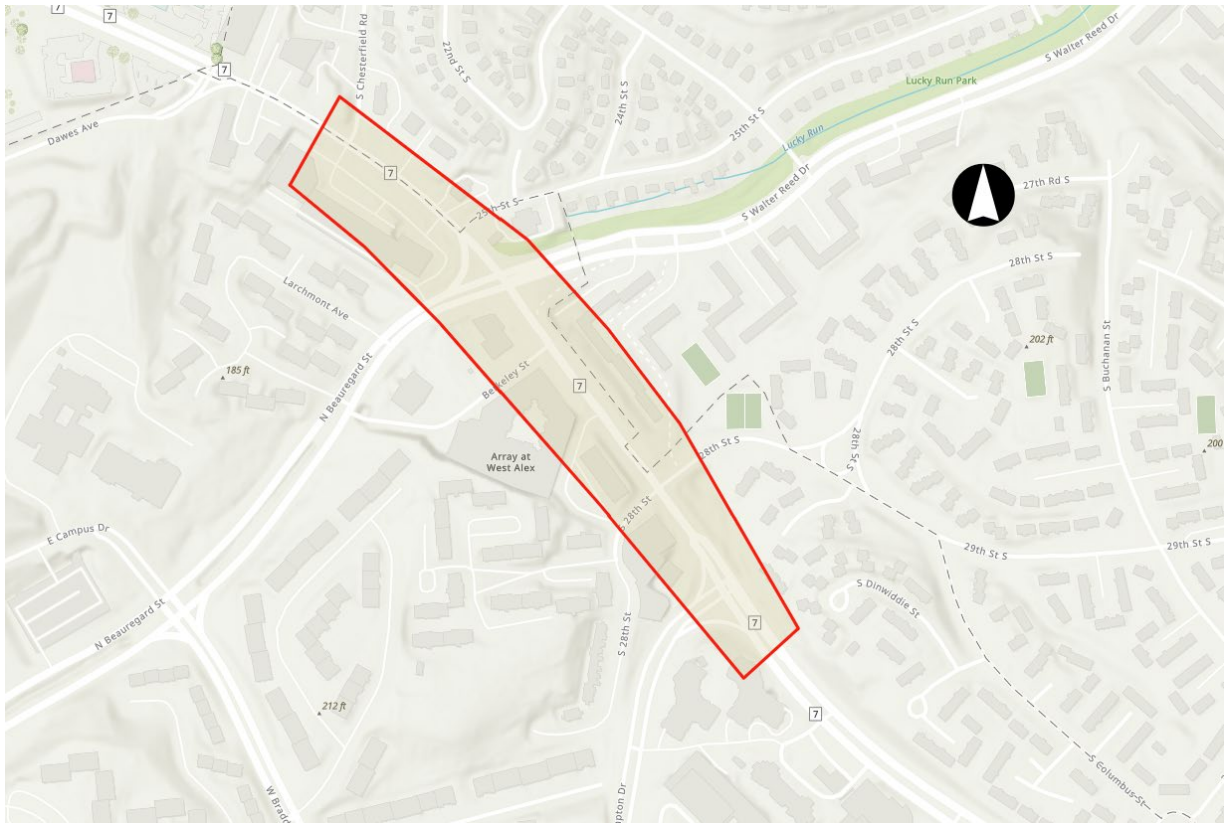
Staff is requesting that the Board make recommendations to the Director of T&ES on approving the conversion of the channelizing right turn lane into typical right turn lane, adding a striped out area that could be converted into an additional left turn lane if needed, and extend the westbound left turn lane on King Street.

OUTREACH: Several property owners have remained updated in regards the potential impacts to the property during the construction phase. The project team communicated to the property owners that there would be minimal impacts to property during construction. There were questions regarding access during construction. The project team expressed that access will be maintained throughout construction and ample notice would be given if access changes. Otherwise, there were no significant issues expressed from the property owners regarding this project.

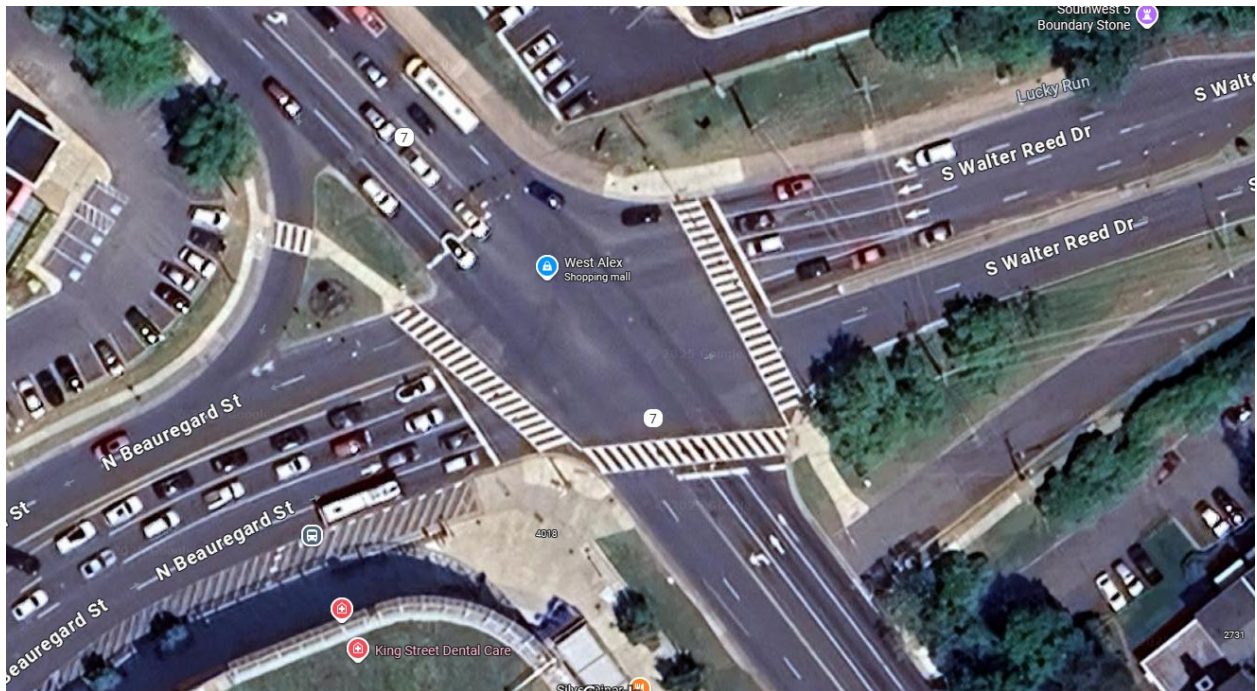
Additionally, notice of this project was sent to several civic associations including Fairlington Condominium and Citizens Association, Seminary West Civic Association, Seminary Hill Association, and Bolling Brook Condominium (Attachment 4). There were no significant issues expressed to the project team.

Coordination with Fairfax County and Arlington County has been continuous throughout the design phase and will continue through construction.

ATTACHMENT 1: LOCATION OF PROPOSED IMPROVEMENT - KING STREET AND NORTH BEAUREGARD STREET INTERSECTION



ATTACHMENT 2: EXISTING CONDITIONS/ INTERSECTION LAYOUT



ATTACHMENT 3: PROPOSED IMPROVEMENTS



ATTACHMENT 4: PROJECT PUBLIC INFORMATION NOTICE

CITY OF ALEXANDRIA PUBLIC HEARING NOTICE: KING AND BEAUREGARD INTERSECTION IMPROVEMENT PROJECT:



PLANNED IMPROVEMENTS:

- LANE REALIGNMENT
- RIGHT TURN ISLAND REMOVAL
- STRIPED OUT PEDESTRIAN AREA
- CONCRETE MEDIANS
- LEFT TURN EXTENSIONS
- TRAFFIC SIGNAL UPGRADE
- CURB RAMP UPGRADE

TIMELINE:



FOR MORE INFORMATION: VISIT PROJECT WEBPAGE ...

[HTTPS://WWW.ALEXANDRIAVA.GOV/CAPITAL-PROJECTS/PROJECT/KING-BEAUREGARD-INTERSECTION-IMPROVEMENTS-PROJECT](https://www.alexandriava.gov/capital-projects/project/king-beauregard-intersection-improvements-project)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 8

ISSUE: Corridor Modifications - Jordan Street

REQUESTED BY: T&ES Staff

LOCATION: Jordan Street from Holmes Run Parkway to North Howard Street

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

- Remove up to 11 on-street parking spaces and add 5 parking spaces on North Jordan Street,
- Remove up to 5 on-street parking spaces on South Jordan Street, and
- Establish stop-control at the intersection of South Jordan Street and Venable Avenue
- Add stop sign on South Jordan Street at Holmes Run Parkway

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

In 2017, the City released Phase I of the Safe Routes to Schools (SRTS) Walk Audits to help make it easier, safer, more convenient, and more enjoyable for kids to walk and bike to school. The audit for Patrick Henry Elementary called to explore the feasibility of safety improvements at North Jordan Street and Taney Avenue. The City has an active SRTS project at this intersection to install curb extensions and update crosswalks.

The Alexandria Mobility Plan (AMP) was adopted in 2021 to serve as a strategic update to the City's 2008 Transportation Master Plan. Enhanced bicycle facilities on Jordan Street are included in the planned bike network in the AMP.

The Complete Streets Five-Year Work Plan (Fiscal Years 2026-2030) calls for corridor improvements along Jordan Street to implement traffic calming treatments and enhance mobility, access, and safety for all travel modes.

In 2023, residents of the Wakefield-Tarleton Civic Association contacted the City with requests for traffic calming on South Jordan Street, citing the dangerous history of crashes and speeds nearby.

Jordan Street connects the Wakefield-Tarleton neighborhood to the south with the Foxchase communities to the north (Attachment 1). North Jordan Street is classified as a major collector. The corridor is primarily residential, though it does provide access to varying commercial and recreational uses including the Foxchase shopping center, Aldi grocery store, 7-11 convenience store, Patrick Henry School and Recreation Center, Ewald Park, Holmes Run Trail, and Inova Alexandria Hospital.

South Jordan Street, between Holmes Run Parkway and Duke Street, is a low-volume neighborhood street with a posted speed limit of 25 MPH. On-street parking is allowed in both directions south of Venable Avenue. The travel lanes are extremely wide between Venable Avenue and Duke Street. There is a Capital Bikeshare station near Venable Avenue.

North Jordan Street, between Duke Street and North Howard Street, is major collector with a posted speed limit of 25 MPH. On-street parking is allowed in both directions along segments of the corridor. There are four (4) bus stops along the corridor that are serviced by WMATA Metrobus A25 and F20. WMATA Metrobus A25 serves transit stops along Taney Avenue. DASH Line 30 and WMATA Metrobus F23 and F24 provide service along Duke Street.

Currently, the City is developing the Duke Street Transitway project, which will install high-quality bus rapid transit (BRT) service between the former Landmark mall site and the King Street-Old Town Metrorail Station. Though this route will not directly use Jordan Street, it is important that conditions improve so residents can easily and safely access transit to ensure that is viable and support's the City's sustainability goals. The Jordan Street corridor currently presents a barrier for people walking and biking to the future Duke Street Transitway, with limited safe opportunities to cross the street. Considering this, crash history along the corridor, and community requests for traffic calming, the City initiated the Jordan Street Safety Improvements Project.

DISCUSSION: The project kicked off in 2023 with a goal of making it easier, safer, and more comfortable for people of all ages, abilities, and modes to travel along Jordan Street. The project team performed data collection, site visits, and a community engagement period as part of the existing conditions assessment (Attachment 2). Based on this work, staff identified several high-level takeaways:

- *Crash History:* Over 60 total crashes have occurred since 2017, with nearly a third resulting in injury. Eight pedestrians were injured as a result of these crashes, and one was fatally struck. Many crashes result from low visibility near intersections.
- *Speeding:* The 85th percentile speed is between 26-28 MPH. The top speed identified was between 40-44 MPH. Every MPH over the posted speed limit of 25 MPH is an added risk to people walking and biking along the corridor.

- *Access Management:* Intersecting streets and residential drive aisles that are not properly aligned and often within proximity along the corridor, with no medians or turn restrictions on Jordan Street, create many points of potential conflict.
- *Parking:* Residents express a strong desire for on-street parking spaces, though data shows that supply exceeds demand along the corridor. Parking is not delineated, so cars park too close to intersections and impact sight lines for cars exiting streets such as Raleigh Avenue and Venable Avenue.
- *Nonmotorized Users:* Conditions are uncomfortable for people walking and biking. Between Holmes Run Parkway and North Howard Street, there are only two marked crosswalks (not at signalized intersections) which are located near the Foxchase shopping center and at Raleigh Avenue. At both locations, pedestrians must cross a busy street with no stop control measures. Data showed that 1 in 5 4/5 drivers fail to properly yield for pedestrians crossing at Raleigh Avenue. There is no dedicated space for people biking along the corridor.
- *Equity:* Jordan Street falls within the City's Equity Index Map, highlighting that a dangerous Jordan Street is an equity issue.
- *Community Input:* 71 respondents provided input via the feedback form. When asked to rank the most important improvements needed along the corridor, respondents ranked the top three as: lower speeds, better/safer crossings, and improved facilities for people biking.

The project team developed concept designs based on adopted plans, the existing conditions described above, and realities of a limited budget, seeking to achieve a balance between safety, multimodal access, traffic operations, and parking considerations (Attachment 3). The community was given four (4) concept options in the engagement period, and staff recommends the two (2) most popular concepts. The concept designs include the following features:

- **Addition of an all-way stop-controlled intersection at South Jordan Street and Venable Avenue** in response to strong community requests and limited visibility for people walking and driving
- **Addition of a stop sign on South Jordan Street at Holmes Run Parkway** in response to limited visibility for people and walking, biking, and driving
- **Striped curb extensions** at North Jordan Street/North Howard Street, South Jordan Street/Venable Avenue
- **Retained travel lanes at all signalized intersection approaches** to minimize vehicle delay
- **New crosswalk** at South Jordan Street/Venable Avenue to improve access for people walking and wheeling.
- **Pedestrian refuge islands** at North Jordan Street/Raleigh Avenue and South Jordan Street/Venable Avenue
- **Facilities for people biking**, including a northbound bike lane from Holmes Run Parkway to north of the Foxchase shopping center, and a southbound bike lane from Duke Street to south of Venable Avenue

- **Reduction of up to 16 on-street parking spaces, and addition of 5 on-street parking spaces** to allow appropriate sight distance for new crosswalks, and space for north-bound facilities for people biking on North Jordan Street

OUTREACH: In 2023, residents of the Wakefield-Tarleton Civic Association contacted the City to request traffic calming on South Jordan Street near the intersection with Venable Avenue. Staff worked with the community to investigate potential traffic calming improvements.

In 2025, the project team began the formal outreach period and gathered input from residents to better understand their experiences traveling along the Jordan Street corridor. Input was received via posted fliers, emails to key stakeholders, feedback form, and in-person engagement walking the corridor. Staff posted a recorded presentation on the project webpage and provided access to an interactive web tool, Remix Streets, that allowed residents to interactively explore the concept options under consideration.

The feedback form received 71 responses. Takeaways include:

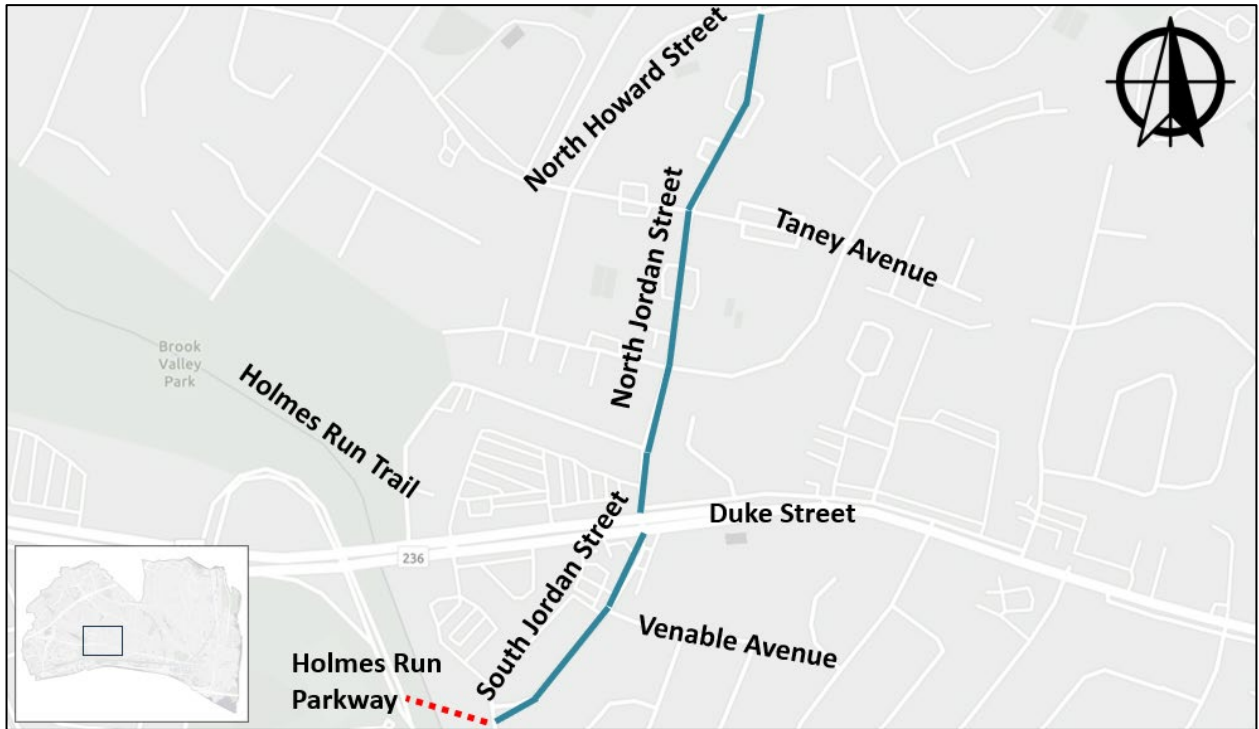
- Top three requested improvements, as ranked, were: Better/safer crossings, lower speeds, and dedicated facilities for people biking.
- Of the four (4) concept options presented to the community, North Jordan Street Option 1 and South Jordan Street Option 1 were the concepts with the most support and ranked as most effective to improve safety.
- Narrative comments included a mix of opinions about the current state of the corridor. There was recognition of the importance of retaining parking, improving access, and the need for improved tactical improvements at intersections along the corridor. Some described the corridor in its present state as ‘scary’ while some said it works fine and nothing needs to change.

The project team received a resident request via email to explore additional treatments to prevent vehicles from blocking the crosswalk at the intersection of South Jordan Street and Holmes Run Parkway.

The project team received a statement of support from the Alexandria Bicycle and Pedestrian Advisory Committee (Attachment 5).

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

ATTACHMENT 1: PROJECT LOCATION



ATTACHMENT 2: EXISTING CONDITIONS

Corridor Photos:



Car waiting past stop sign due to visibility concerns, Venable Avenue @ South Jordan Street



Pedestrian crossing uncontrolled intersection, Foxchase Shopping Center @ North Jordan Street

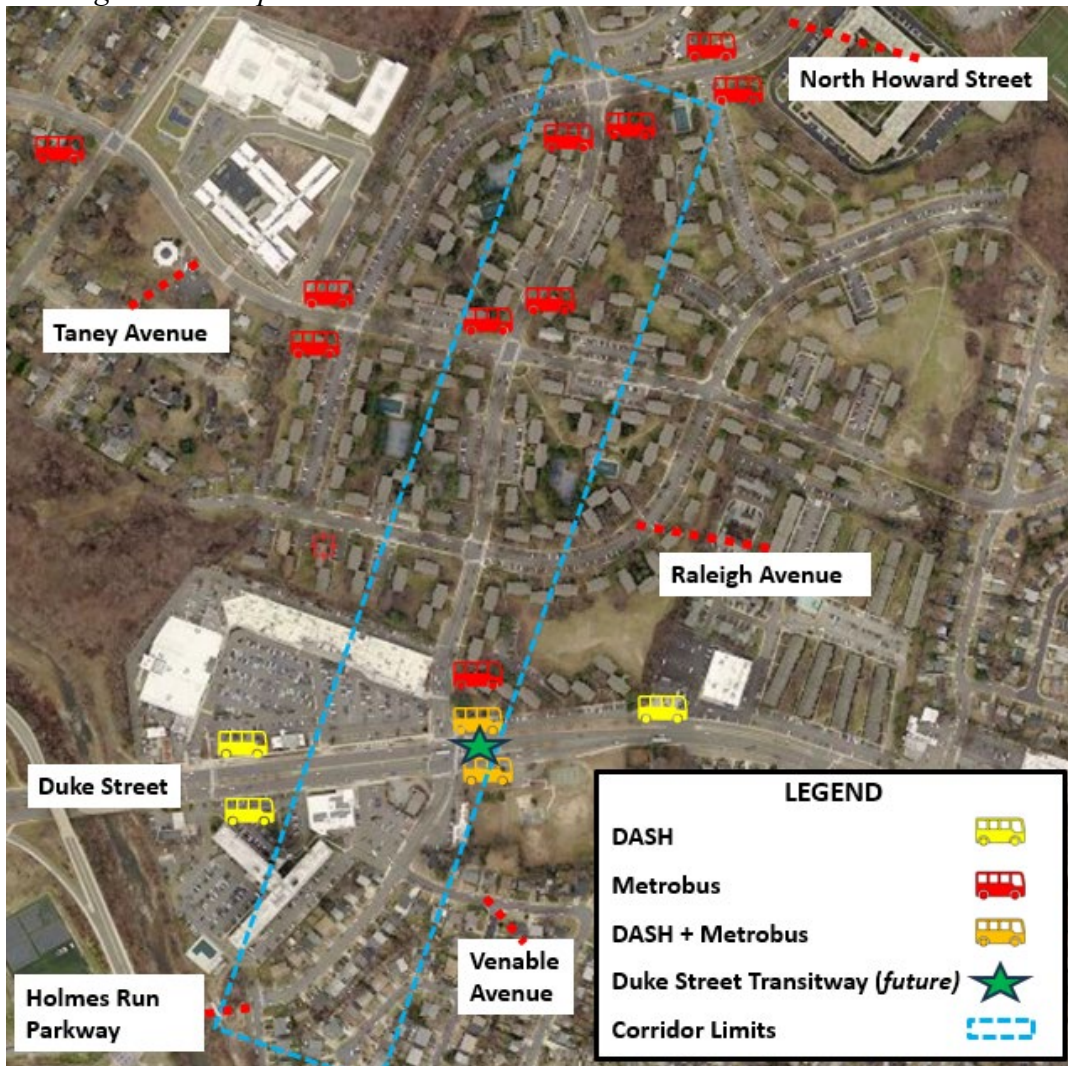


Wide travel lanes @ South Jordan Street



Near miss while pedestrian crosses uncontrolled intersection, North Jordan Street @ Raleigh Avenue

Existing Transit Stop Locations



Corridor Speeds and Volumes

North Jordan Street, between Duke Street and North Howard Street	Total
Average Daily Traffic (ADT)	9,000 – 12,000
85 th Percentile Speed	28 MPH
Maximum Speed	40 – 44 MPH

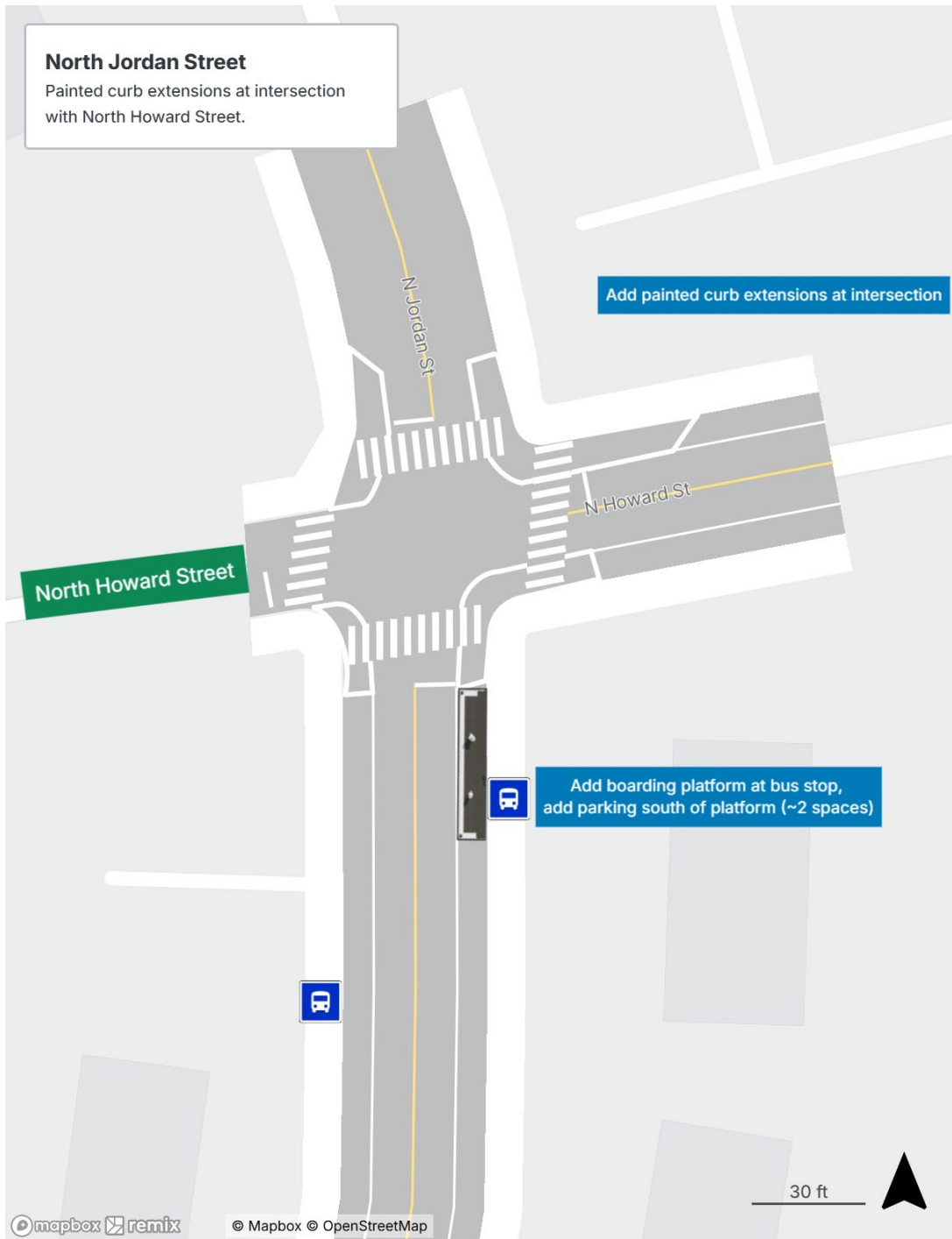
South Jordan Street, between Duke Street and Holmes Run Parkway	Total
Average Daily Traffic (ADT)	300
85 th Percentile Speed	26 MPH
Maximum Speed	40 – 44 MPH

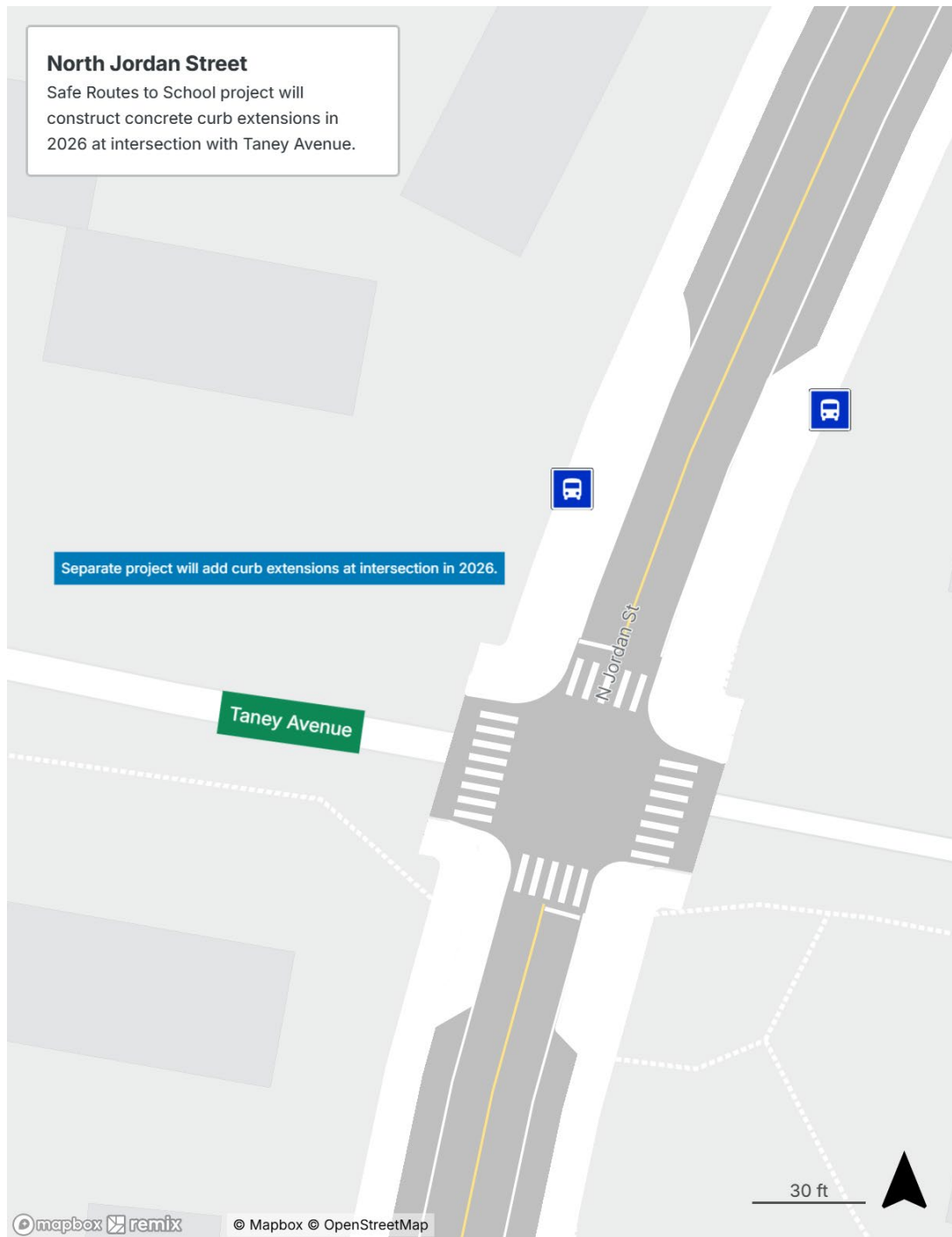
Crash History Summary

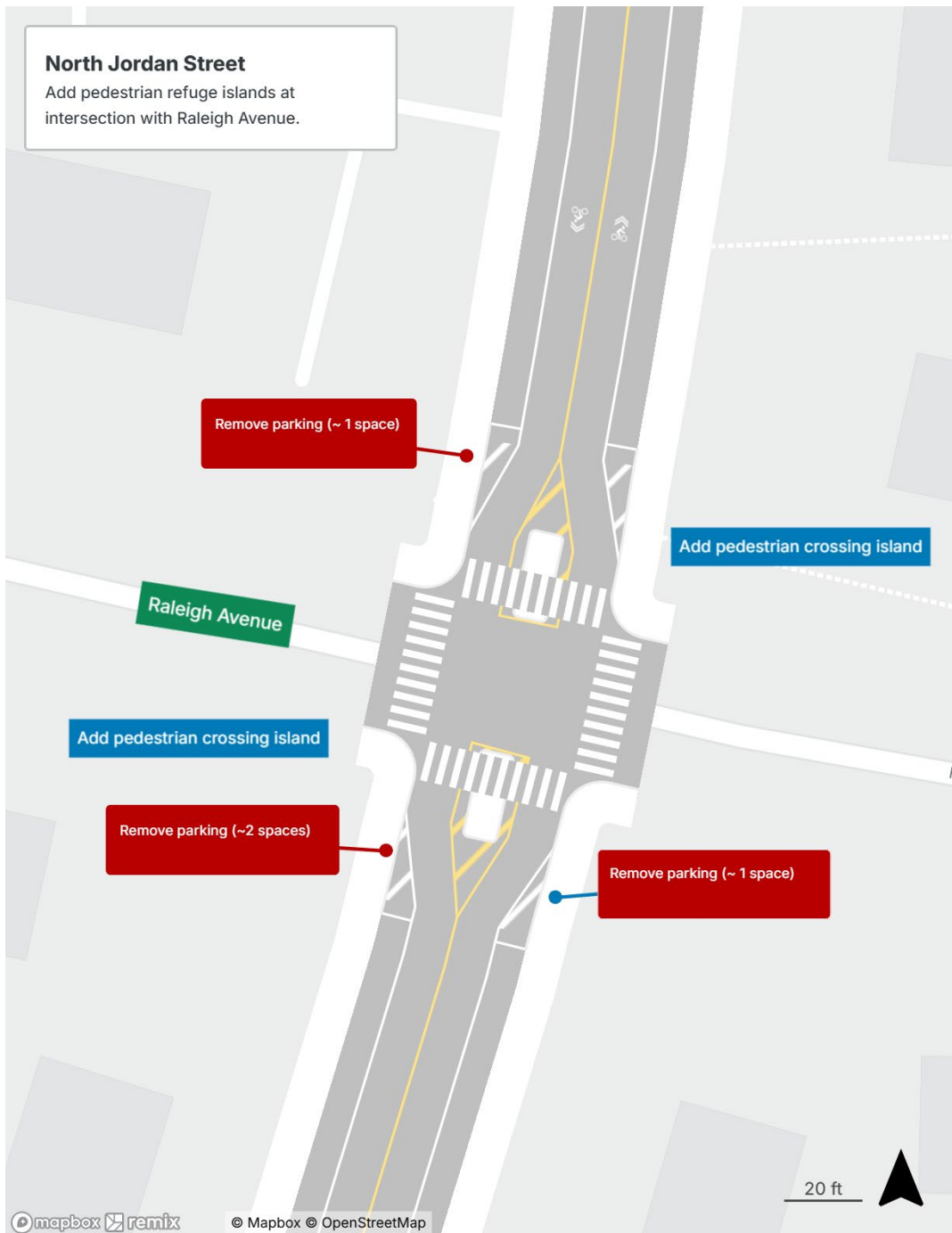
Crashes 2017 - 2025			
Crash Year	Crash Severity	Total # Crashes Involving Injury	Total # Crashes
2017	Property Damage Only – 4 Non-visible Injury - 2 Visible Injury - 2	4	8
2018	Property Damage Only – 7 Visible Injury - 2	2	9
2019	Property Damage Only – 6 Visible Injury - 3	3	9
2020	Property Damage Only – 4 Visible Injury - 1	1	5
2021	Property Damage Only – 8 Visible Injury - 2	2	10
2022	Property Damage Only – 3 Visible Injury - 1	1	4
2023	Property Damage Only – 6 Visible Injury - 1	1	7
2024	Property Damage Only – 3 Visible Injury – 3 Fatal - 1	4	7
2025	Property Damage Only – 1 Visible Injury - 1	1	2
Subtotal		19, incl. 8 pedestrians	60

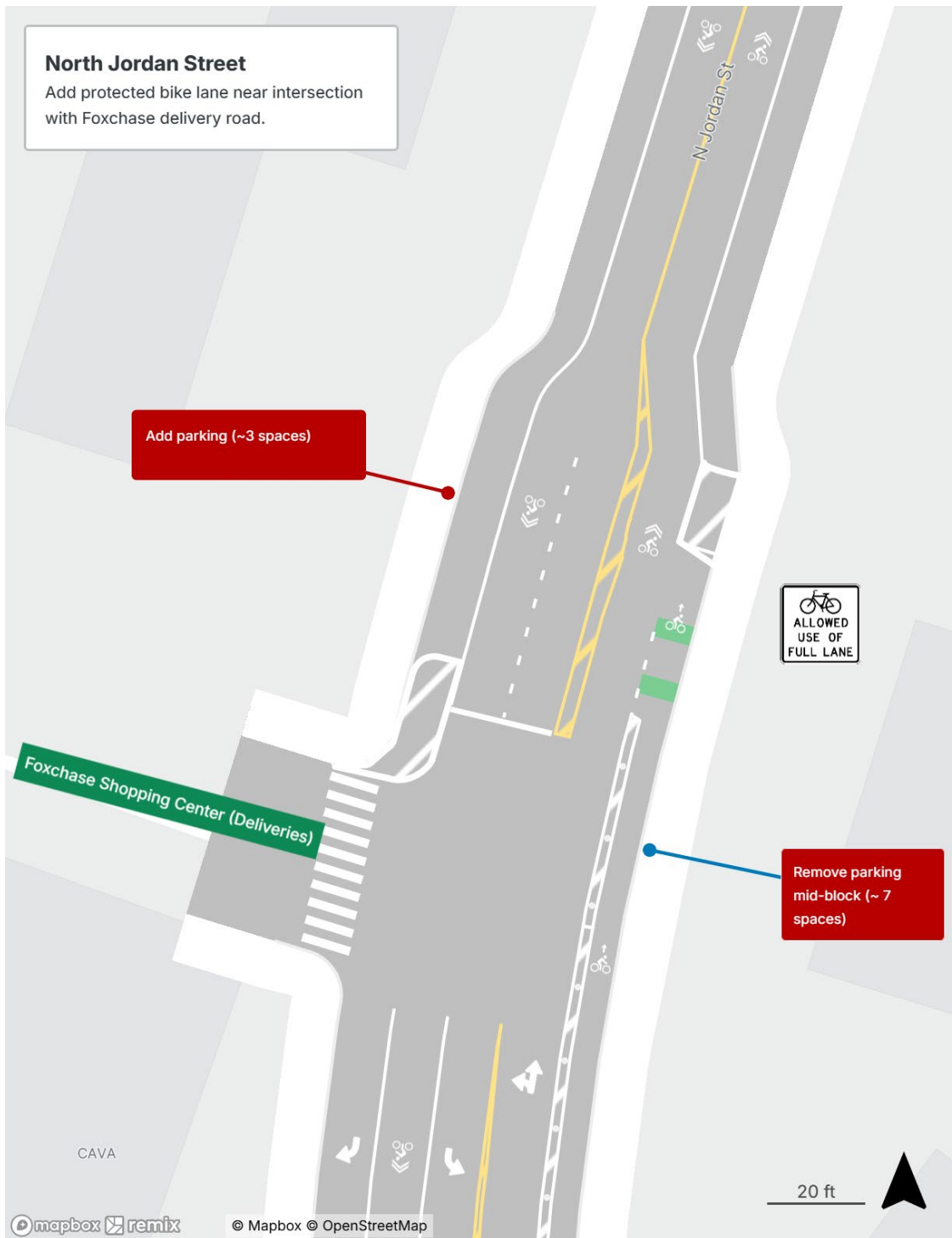
ATTACHMENT 3: CONCEPT DESIGNS

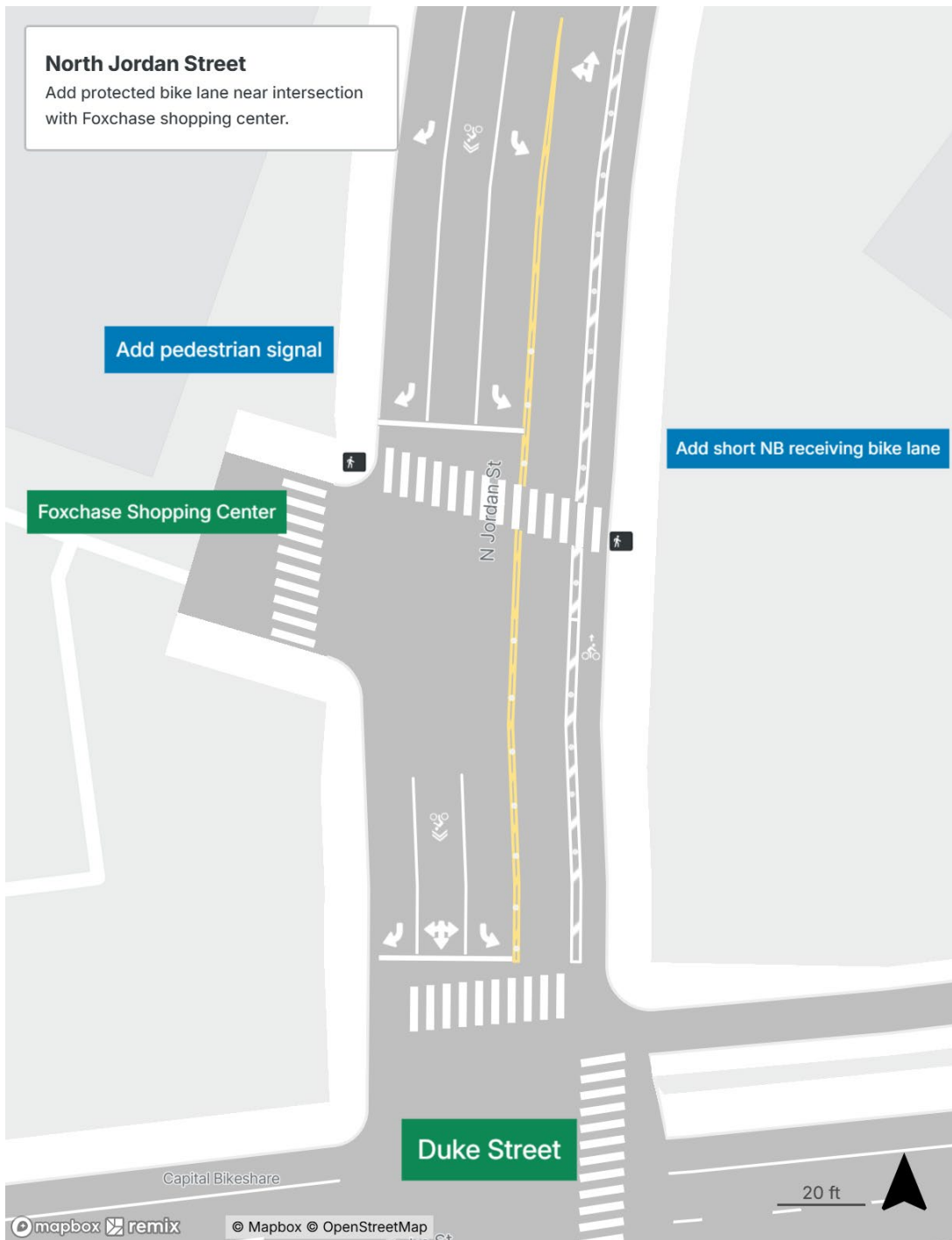
North Jordan Street





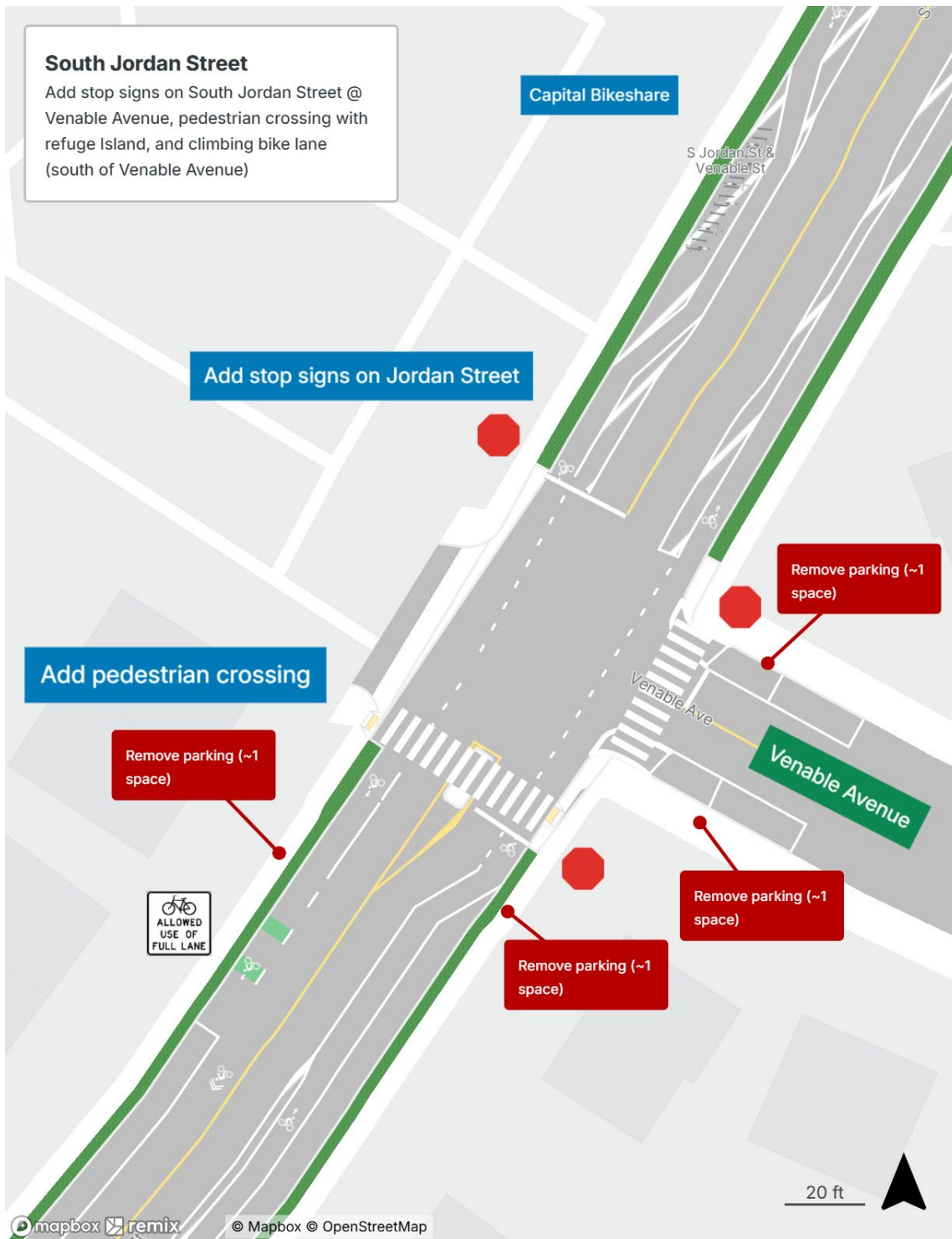


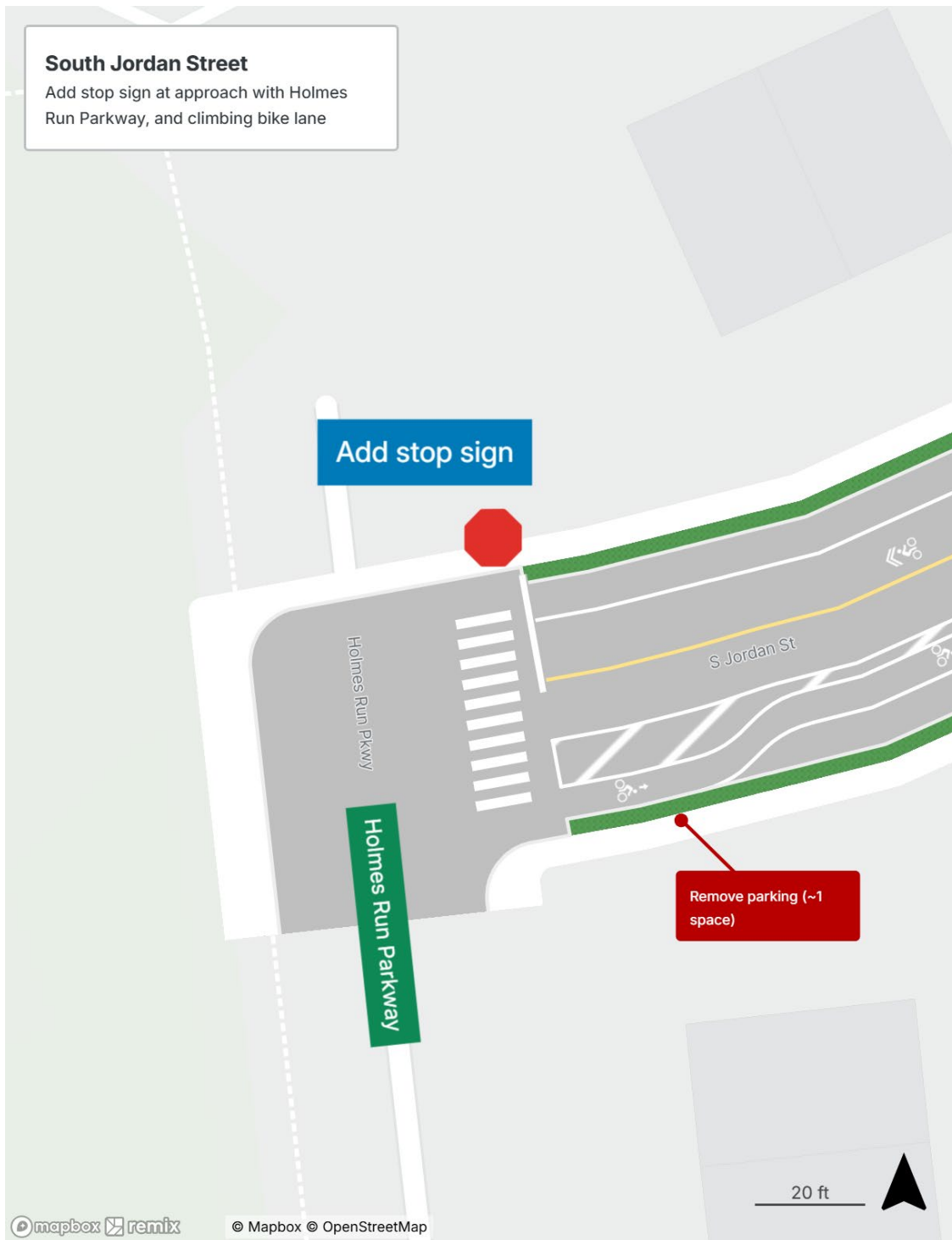




South Jordan Street





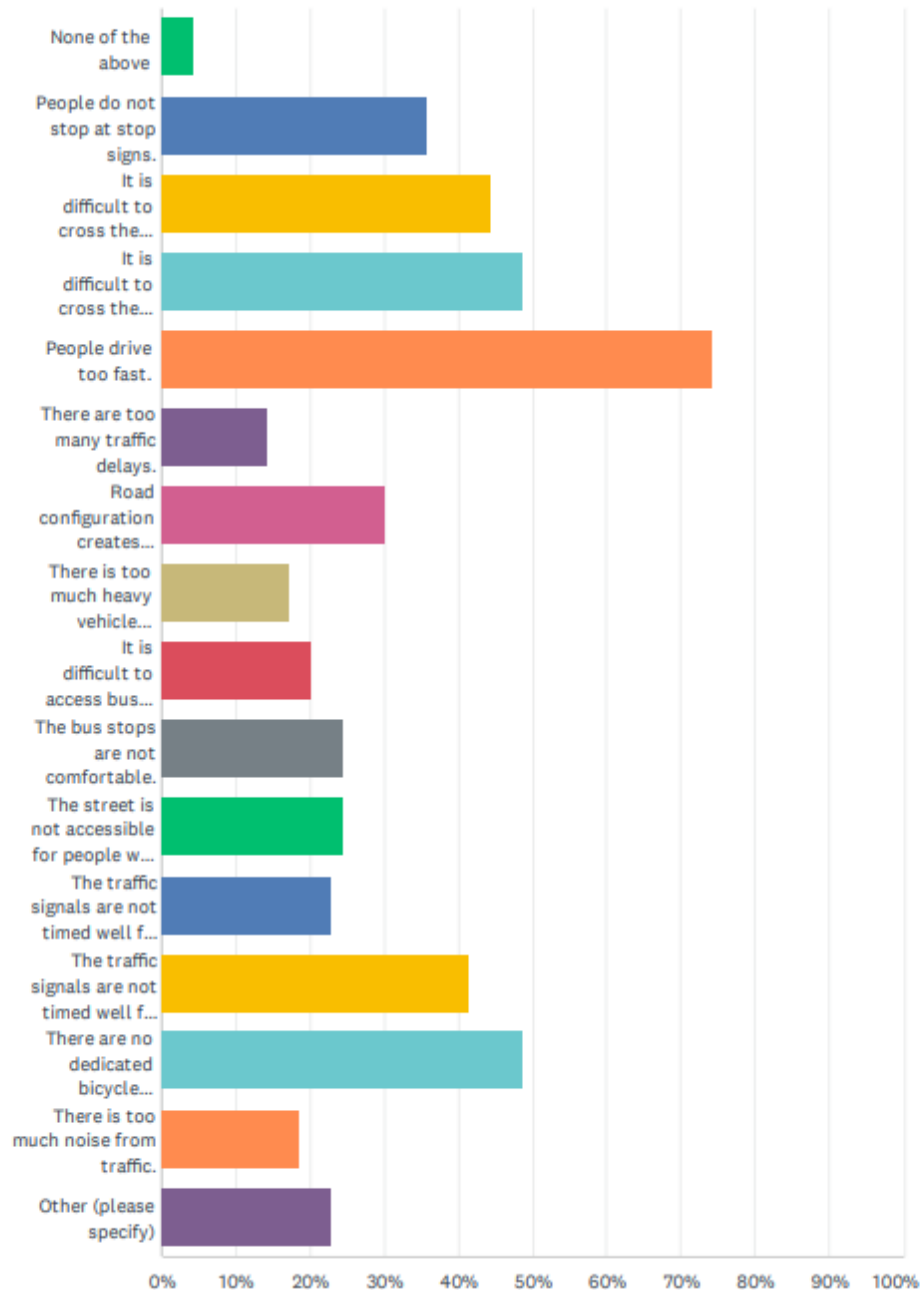


ATTACHMENT 4: COMMUNITY ENGAGEMENT SUMMARY

This is a summary of the feedback form, which was live from June 27 – August 3, 2025.

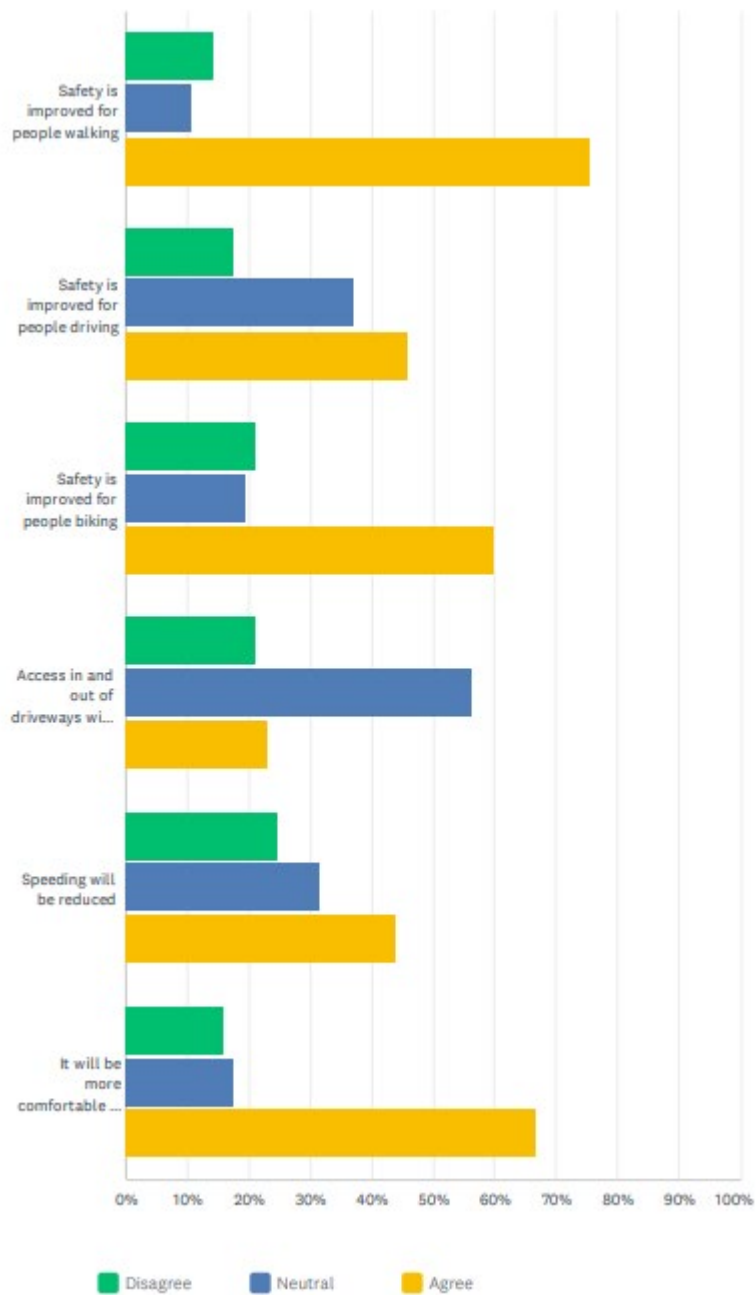
3 Based on past community feedback, these are some of the challenges identified on Jordan Street. Which have you personally experienced? Select all that apply.

Answered: 70 Skipped: 1

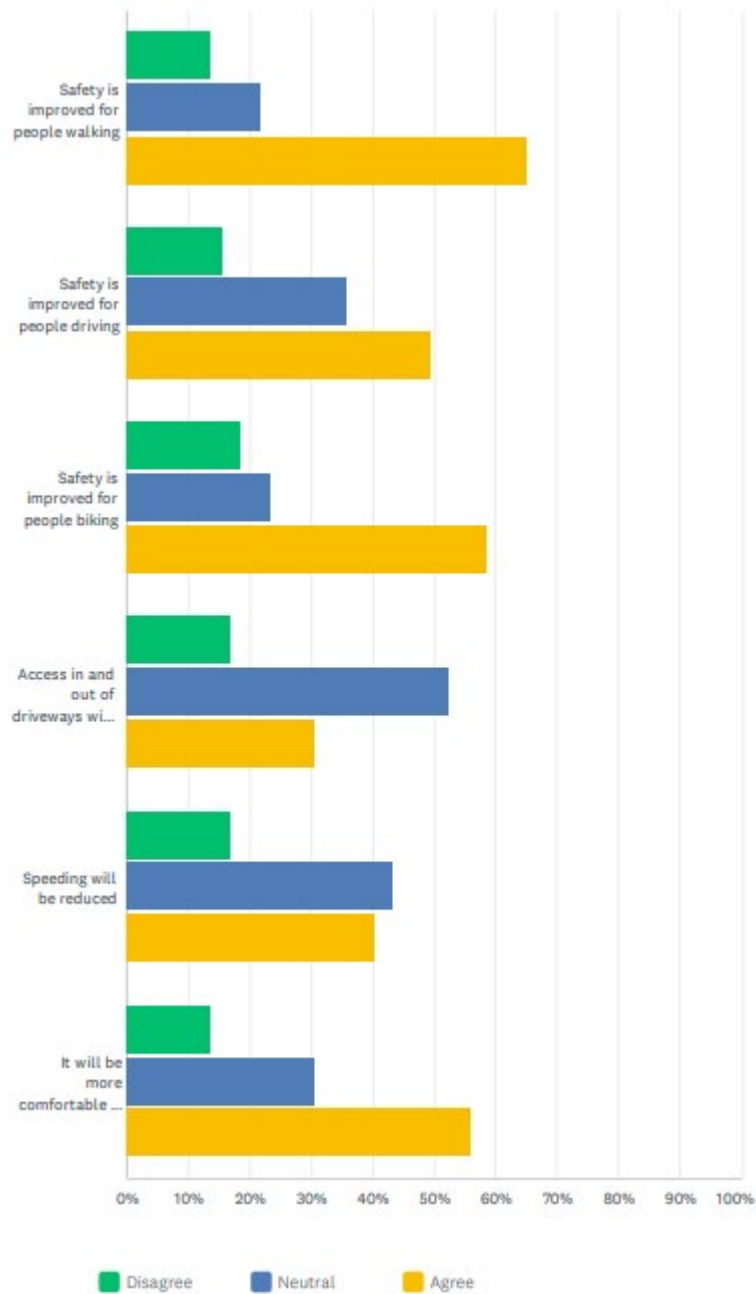


ANSWER CHOICES	RESPONSES	
None of the above	4.29%	3
People do not stop at stop signs.	35.71%	25
It is difficult to cross the street at signalized intersections.	44.29%	31
It is difficult to cross the street at intersections without traffic signals.	48.57%	34
People drive too fast.	74.29%	52
There are too many traffic delays.	14.29%	10
Road configuration creates difficult driving conditions.	30.00%	21
There is too much heavy vehicle (trucks, buses, etc.) traffic.	17.14%	12
It is difficult to access bus stops.	20.00%	14
The bus stops are not comfortable.	24.29%	17
The street is not accessible for people with disabilities.	24.29%	17
The traffic signals are not timed well for people driving.	22.86%	16
The traffic signals are not timed well for people walking or biking.	41.43%	29
There are no dedicated bicycle facilities.	48.57%	34
There is too much noise from traffic.	18.57%	13
Other (please specify)	22.86%	16
Total Respondents: 70		

Q6 Please note whether you agree or disagree with the following statements about North Jordan Street: Option 1.



Q8 Please note whether you agree or disagree with the following statements about South Jordan Street: Option 1.



ATTACHMENT 5: COMMUNITY LETTERS

From: Ken Notis <civ2kn@gmail.com>
Sent: Thursday, July 17, 2025 5:46 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Mary-Jane Roth <greenst@comcast.net>; Zack Desjardins <ZacharyDesjardins@gmail.com>
Subject: [EXTERNAL]Jordan Street Safety Improvements

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) about the Jordan Street Safety Improvements. For North Jordan Street we support Option 1, with traffic calming and a bike lane. On South Jordan, we believe both options represent an improvement over the status quo. We urge that improvements on both segments move forward.

Ken Notis
Chair, Alexandria BPAC

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 9

ISSUE: Travel Lane Change – Franklin and Gibbon Streets at South Patrick Street

REQUESTED BY: T&ES

LOCATION: Franklin Street, west of South Patrick Street

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

- Convert the existing dedicated eastbound through lane into a shared left-through lane on Franklin Street west of South Patrick Street.

BACKGROUND: As part of the recommendation in the City’s 2018 South Patrick Street Housing Affordability Strategy, the project’s goal is to improve pedestrian safety and access, calm traffic, provide a gateway into Alexandria, and aesthetically improve the corridor. These goals are consistent with the Alexandria Mobility Plan and Vision Zero Action Plan.

The South Patrick Street Median Improvement project is a capital project funded through the Virginia Department of Transportation’s (VDOT) Smart Scale Project with a total project budget of approximately \$4.2 M.

This project implements improvements on South Patrick Street between Jefferson Street and Wolfe Street including a widened the median to accommodate vegetation and street trees, pedestrian refuges areas, upgraded curb ramps, and upgraded pedestrian signals at each of the intersections in the study area.

DISCUSSION: During the design phase of the project, the project team identified additional opportunities to improve pedestrians safety and comfort by adding curb extensions to narrow wide roadways.

At the intersection of Franklin Street and South Patrick Street, the Franklin Street eastbound approach includes a dedicated left turn lane, a through lane, and a shared right-through lane. Most recent traffic volumes indicate the dedicated left turn lane is not warranted in accordance with the Virginia Department of Transportation’s (VDOT’s) Road Design Manual. VDOT’s Road Design Manual states an exclusive left turn should be considered when left turn volumes exceed 100 vehicles per hour at any given peak hour. Intersection counts from October 2024 shows 10 vehicles turning left in the AM

peak hour and 19 vehicles in the PM peak hour (Attachment 4). Therefore, removing the dedicated left turn lane and combining the shared and left turn movement would not have a significant impact on the safety or operation of the intersection.

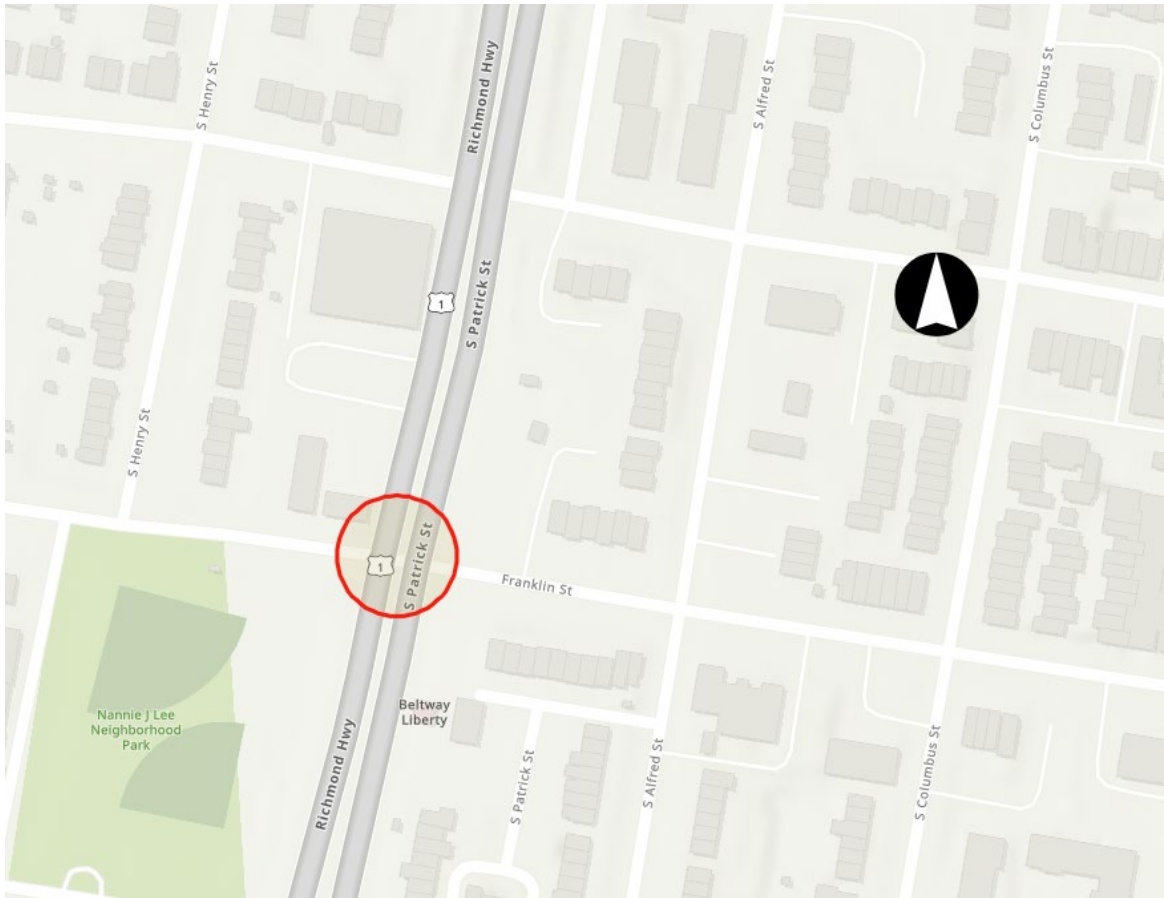
Utilizing the space for a curb extension shortens pedestrian crossing distances, provides more visibility for pedestrians crossing the street, slows drivers traveling eastbound on Franklin Street, and provides more waiting space for pedestrians on the corner.

The project slated to begin Spring 2026.

OUTREACH: Throughout the design phase of the project, the project team reached out to various stakeholders and residents to provide information regarding the project. The residents expressed their concern regarding the project's sustainability goals and environmental impacts, traffic impacts, and noise disturbance during the construction phase. The project team ensured the residents that during construction all mitigation measures would be considered to minimize environmental and noise impacts.

Additionally, the project team provided a project public information notice to community associations such as Old Town South Townhouse Association and Old Town Civic Association (Attachment 5). There were no significant issues raised.

ATTACHMENT 1: LOCATION OF THE PROPOSED IMPROVEMENT



ATTACHMENT 2: EXISTING CONDITIONS/ INTERSECTION LAYOUT



ATTACHMENT 3: PROPOSED IMPROVEMENTS



ATTACHMENT 4: AM AND PM PEAK HOUR TURNING MOVEMENT COUNTS AT SOUTH PATRICK STREET AND FRANKLIN STREET

AM counts:

VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)

0.88				1837		1743	
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0.63		EBL		10		↑	
0.60		EBT		65		→	
0.71		EBR		34		↓	
0		←		Franklin Street		→	
109		→		Franklin Street		1282	
0.72		n/a		EBU		0	
0.63		EBL		10		↑	
0.60		EBT		65		→	
0.71		EBR		34		↓	
0		←		Franklin Street		→	
109		→		Franklin Street		1282	
0.72		n/a		EBU		0	
0.63		EBL		10		↑	
0.60		EBT		65		→	
0.71		EBR		34		↓	
0		←		Franklin Street		→	
109		→		Franklin Street		1282	
0.72		n/a		EBU		0	
0.63		EBL		10		↑	
0.60		EBT		65		→	
0.71		EBR		34		↓	
0		←		Franklin Street		→	
109		→		Franklin Street		1282	
0.72		n/a		EBU		0	
0.63		EBL		10		↑	
0.60		EBT		65		→	
0.71		EBR		34		↓	
0		←		Franklin Street		→	
109		→					

PM Counts:

0.95		3428		1355	
n/a	0.95	n/a	n/a	←	→
SBR	SBT	SBL	SBU	S Patrick Street	
0	3428	0	0		
←	↓	→	↑		
0	←				

0.75			Franklin Street		←		0
n/a	EBU	0	←				
0.79	EBL	19	↑				
0.88	EBT	70	→				
0.66	EBR	71	↓				

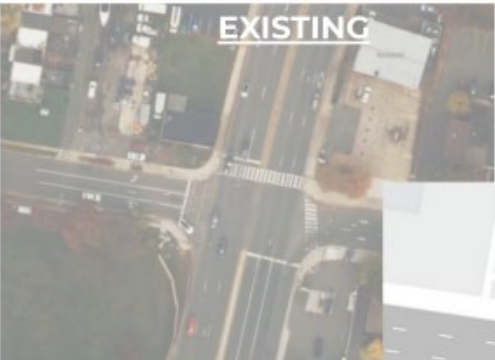
0.97		3499		1724	
n/a	n/a	0.96	0.85	←	→
NBU	NBL	NBT	NBR	S Patrick Street	
0	0	1336	388		
↓	←	↑	→		

n/a			Franklin Street		→		458
0	WBR	n/a					
0	WBT	n/a					
0	WBL	n/a					
0	WBU	n/a					
Franklin Street			←	0			

ATTACHMENT 5: PROJECT PUBLIC INFORMATION NOTICE

CITY OF ALEXANDRIA PUBLIC HEARING NOTICE: SOUTH PATRICK STREET MEDIAN IMPROVEMENTS





EXISTING



PROPOSED

PLANNED IMPROVEMENTS:

- LANDSCAPED MEDIAN
- PEDESTRIAN REFUGE
- CURB EXTENSIONS
- ENHANCED BIKE CROSSING
- TRAFFIC SIGNAL UPGRADE
- CURB RAMP UPGRADE

TIMELINE:

SEPT 2025	SPRING 2026	SPRING 2028
<u>TRAFFIC & PARKING BOARD</u>	START CONSTRUCTION	END CONSTRUCTION

FOR MORE INFORMATION: VISIT PROJECT WEBPAGE ...
[HTTPS://WWW.ALEXANDRIAVA.GOV/CAPITAL-PROJECTS/PROJECT/SOUTH-PATRICK-STREET-MEDIAN-IMPROVEMENT-PROJECT](https://www.alexandriava.gov/capital-projects/project/south-patrick-street-median-improvement-project)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 10

ISSUE: City Code Amendment – Food Trucks

REQUESTED BY: T&ES

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend the City Council approve the amendment to the City Code related to food truck vending locations and enforcement.

BACKGROUND: Several City Departments are involved in reviewing and enforcing food trucks (Attachment 1) and many receive complaints from businesses and residents about food truck operators parking or vending outside of the three designated vending locations on public right-of-way. However, enforcing food trucks on public streets can be difficult because the City Code does not explicitly address enforcement of food trucks on public right-of-way in the parking enforcement section of the Code (Chapter 10-4). Rather, enforcement is stipulated by Chapter 9-15, which is entirely administered and enforced by the City Manager. When Parking Enforcement is able to cite a vehicle for food truck parking violations, the citations are capped at \$40. This tends to be too low to discourage many food truck operators from repeating the same parking behavior.

In addition to enforcement-related shortcomings, the lack of on-street vending locations for food trucks around the city also contributes to operators' desire to vend beyond those three zones. Section 9-15-15 requires that the City Council review and vote on adding or removing the designated vending locations on public right-of-way. This is perceived as a longer and more complex process and, since 2015, no food truck operators have requested new spaces.

DISCUSSION: Despite the number of complaints City staff receive about food trucks on public right-of-way, Parking Enforcement does not have explicit direction in the parking enforcement chapter of the City Code, 10-4, to cite the operators for locating outside of designated on-street vending locations. They only have the express ability to cite non-food trucks for parking in those three zones. Per Sec. 9-15-3 of the City Code, the City Manager's Office can direct Parking Enforcement to issue citations to a specific food truck, but the mobility of food trucks makes this enforcement route time-consuming and likely unsuccessful. Furthermore, Parking Enforcement Officers (PEOs) avoid issuing

citations for violations that are not explicitly included in the enforcement section of the City Code due to chances of being overturned in court. Adding enforcement language from City Code Chapter 9-15 to Chapter 10-4 will empower the PEOs to enforce against food trucks and ice cream trucks parking on public right-of-way outside of the designated vending locations, which will help to address the many complaints the City has received over the years along the waterfront as well as elsewhere around the city.

Additionally, by adding food trucks and ice cream trucks to subsection (1) of the Penalties section of Chapter 10-4, Parking Enforcement will be able to further discourage parking outside designated vending locations by increasing the fine amounts to \$100 for the first violation, \$250 for the second, and \$350 for the third and any subsequent violations.

Regarding legal vending locations, requiring a City Council vote makes the process for changing the designated vending locations—as a way to optimize our curb space to meet ever-changing demand—quite lengthy, which is largely why the three locations have not changed since Chapter 9-15 was enacted in 2015. The Traffic and Parking Board is the body charged with considering matters concerning changes to on-street parking regulations, so it is appropriate and consistent with their purview to shift the authority of designating on-street vending locations for food trucks from the City Council to Director of T&ES with a recommendation from the Board. The Board’s docketing process is also simpler and shorter for requestors and City staff to navigate, which would likely encourage more changes to these designated locations as a way to meet evolving demand for the curb.

The amendments proposed for the City Code to address residents’ and businesses’ concerns regarding food truck enforcement are included as Attachment 2.

Staff has explored additional changes to food truck regulations to allow for greater flexibility in vending locations. However, given impacts to restaurants and other businesses from changes at the federal level, staff is not moving forward with those changes at this time. This may be revisited in the future once there is more certainty for businesses.

OUTREACH: Staff have coordinated with several internal stakeholders on this effort, including the City Manager’s Office, Alexandria Fire Department, Alexandria Police Department, T&ES (Engineering & Right-of-Way, the Permits Center), Planning & Zoning, the Health Department, the Finance Department, and Recreation, Parks, and Cultural Activities. Each department was involved in this proposed update to the food truck policies, and all were notified of this specific proposal on August 18; none of the departments had any questions or concerns.

Staff have also spoken with several business associations and food truck operators about proposed changes over the past 18 months. City staff notified those business associations and food truck operators on September 9 about this proposed change and also asked that the Fire, Health, Finance, and T&ES Departments notify food truck operators of these changes when applying for their respective permits.

ATTACHMENT 1: DEPARTMENTS INVOLVED WITH FOOD TRUCK PERMITTING AND ENFORCEMENT

- ▶ **City Manager:** administers and enforces all of Code Chapter 9-15
- ▶ **APD:** enforcement of parking on public ROW
- ▶ **P&Z:** enforcement of parking and vending on private property
- ▶ **RP&CA:** enforcement of parking and vending on RP&CA land
- ▶ **T&ES:**
 - Planning for food trucks on public ROW
 - Issues Food Truck Permit
 - Enforcement of parking-nonrelated issues on public ROW
- ▶ **Fire:** issues Fire Prevention Permit
- ▶ **Finance:** issues Business License
- ▶ **Health:** issues Health Permit

ATTACHMENT 2: PROPOSED AMENDMENTS TO THE CITY CODE

Sec. 9-15-15 - Designated on-street vending locations.

After considering input from the traffic and parking board, the city council director of transportation and environmental services may establish or remove one or more designated vending locations within parking spaces on the public right-of-way where a food truck vendor may operate.

A. Factors for consideration of location: ~~city council~~ the director shall consider the following factors in determining whether a location should be used for vending:

- i. concentration of people within one-fourth of a mile of the location;
- ii. adequacy of parking in the surrounding area;
- iii. adequacy of space on the street for circulation and safety; and
- iv. amount of congestion.

B. Minimum requirements of location: At a minimum, the designated vending locations shall:

- i. be on streets that have at least 66 feet of right-of-way;
- ii. include no more than four parking spaces in a row;
- iii. not be located in front or within 20 feet from a commercial outdoor dining area measured along the curb line;
- iv. not be within 10 feet of an intersection, crosswalk, driveway, bus stop, taxi stand, or handicapped parking space;
- v. not be situated in any part of any designated loading zone or fire lane; and
- vi. allow for adequate clearance for pedestrian traffic as determined by the director of T&ES based on the context of the specific site.

Sec. 10-4-47 - Parking for food and ice cream trucks on public right-of way.

(a) Definitions

(1) Food truck. A food truck is a mobile food establishment as defined in section 9-15-5(4) of this code.

(2) Block. That portion of a city street between two intersecting streets or, in the case of a dead-end street, between the street's end and an intersecting street.

(b) It shall be unlawful to park or stop a food or ice cream truck on or alongside a roadway, highway or street except at designated on-street locations pursuant to section 9-15-15.

(c) Food and ice cream trucks shall:

- (1) park in a legal parking space and abide by all posted signage;
- (2) not park in front of or within 20 feet of a commercial outdoor dining area, as measured along the curb line;
- (3) not park within 10 feet of a driveway, taxi stand, or handicapped parking space, as measured along the curb line;
- (4) not encroach in any part of a designated loading zone or fire lane;
- (5) park within the width and the length of any marked parking space; and

(6) not park in a manner that blocks vehicle or pedestrian ingress or egress, causes traffic congestion, or blocks drive aisles.

Sec. 10-4-48 - Penalties for violations of this chapter.

The penalty for violation of provisions regarding parking, standing, or stopping of vehicle in this chapter that are not contested and tendered to the director of finance within 30 days from the date the citation was issued shall be \$40.00 unless otherwise provided by this section, the city code, state law, or other provisions of law.

The penalties for the below violations that are not contested and tendered to the director of finance within 30 days from the date the citation was issued shall be as follows:

(1) For violations of [section 10-4-46](#), "Parking heavy vehicles in commercial business areas", and [section 10-4-47](#), "Parking food and ice cream trucks on public right-of-way":

- a. One hundred dollars for the first violation,
- b. Two hundred fifty dollars for the second violation, and
- c. Three hundred fifty dollars for the third and any subsequent violation, upon the fourth and any subsequent violation the vehicle may be immobilized, in accordance with the process set forth in [section 3-2-355](#), or be removed for safekeeping, in accordance with the process set forth in Article C, Chapter 8, [Title 5](#); Notwithstanding any other section of the City Code, referenced or otherwise, penalties of this section may escalate and ultimately may include immobilization or removal whether or not the previous penalty fines have been paid.

(2) The amount set by order of the Supreme Court of Virginia, pursuant to section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of [section 10-4-41](#), "Parking prohibited at certain locations";

(3) The amount set by order of the Supreme Court of Virginia, pursuant to section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of [section 10-4-42](#), "Parking prohibited near fire hydrant, etc.";

(4) Two hundred dollars for violations of [section 10-4-44](#), "Parking prohibited in HOV lane."

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 11

ISSUE: City Code Amendment – Taxicab Requirements

REQUESTED BY: Taxicab Companies

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend:

- The City Council approve the amendment to the City Code to Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire, and
- The City Manager approve the changes to the Taxicab Regulations.

BACKGROUND: Staff have been working with the taxicab companies over the past several years to make changes to support this industry. At the February 25, 2023 City Council meeting, Council approved an increase to the initial meter charge from \$3 to \$4, recommended an increase in the vehicle age requirement to 15 years for non-hybrid vehicles and 17 years for hybrid vehicles, and asked staff to review further changes to the City Code to reduce regulations that were burdensome to the industry. A sub-committee on taxicab regulations was established and three sub-committee meetings on taxicab regulations were held in late 2023 and early 2024. Based on the sub-committee meetings, code changes were presented to the Traffic and Parking Board at the March 2024 Board meeting including taxi fares, the vehicle age requirement, trade dress for vehicles, biennial review of the taxi industry, the dispute resolution section, and reducing insurance requirements. The Board's recommendations were brought to City Council at their May 18 2024 meeting, and they voted to raise fares including raising the initial meter charge and the per mile charge and to maintain the vehicle age limit requirements, trade dress requirements, biennial review of taxicabs, dispute resolution process, and current insurance requirements.

The Biennial Taxicab Review was brought before and accepted by the Traffic and Parking Board at their December 2024 meeting to maintain current taxicab regulations. The Board requested that Staff and the Hack office provide updates on compliance concerns raised at the meeting.

DISCUSSION: Staff has been working with the taxicab companies since compliance issues were raised at the December 2024 Board meeting. While some compliance

concerns were able to be addressed, some companies have indicated that some sections of the Code are not compatible with current market conditions and it will be very challenging to come into compliance on certain issues. City staff worked with the companies on the recommendations (Attachment 1) that include reducing the minimum number of affiliated cabs within a company and removing some dispatch trip requirements. The Code changes proposed were not raised during the taxicab sub-committee meetings that took place in 2023 and 2024.

Minimum Number of Affiliated Cabs Requirement – Section 9-12-32(e)

Currently, Section 9-12-32(e) requires that each cab company have a minimum of 40 affiliated cabs in a company. Currently, one company is not meeting this requirement and has asked for a reduction in the required minimum number of affiliated cabs. This would allow smaller companies to operate even if the number of cabs in their fleet decreases. As is detailed in the biennial review, the taxi industry has faced challenges and has shrunk over the past 10 years and by reducing the minimum number of affiliated cabs, it will allow companies to downsize but still operate. Staff recommends reducing the required number of affiliated cabs as staff does not believe this interferes with the public convenience and necessity. Staff recommends reducing the minimum required number of affiliated cabs from 40 to 10 in order to strip down some of the prescriptive nature of the code currently and allow smaller cab companies to operate and allow them to determine the minimum number of affiliated cabs that makes sense for them to continue their business.

Dispatch Trip Requirements - Section 9-12-32(c), 9-12-57(n)

Currently, Sections 9-12-32(c) and 9-12-57(n) prescribe certain stipulations around dispatch call volumes and trips, specifically that the dispatch call volume be greater than two calls per driver per day and that more than 25 percent of the required call volume be satisfied by documented city trips. As is described in the biennial review, currently much of the taxicab business in the City is generated at the airport and dispatch calls have dropped off since the introduction of TNCs such as Uber and Lyft. While staff recommends keeping Section 9-12-32(b) that requires dispatch service, staff does not believe the metrics describes in 9-12-32(c) and 9-12-57(n) are necessary for the public convenience and necessity, as long as people are able to call in for a trip and receive a documented trip within a reasonable amount of time per the taxicab regulations (Attachment 2). Cab companies requested this change to match current market and operational conditions.

Taxicab companies also asked that staff remove section 9-12-32(f) that mandates ADA compliant handicap accessible transportation. Staff believes this requirement is important to the public convenience and necessity and does not recommend removing this code section.

If the recommended code changes are made, some of the compliance issues that have been raised over the past year would be addressed. Some companies would still need to work towards meeting section 9-12-32(f) that mandates ADA compliant handicap accessible transportation.

The taxicab regulations (Attachment 2) will also need to be updated to reflect the proposed code changes if they are recommended by the Board.

OUTREACH: Since December 2024, staff has been in regular communication with the taxicab companies on compliance issues which has in part resulted in these suggested code changes. Separate compliance letters were sent in December and February, each time requesting follow up information from the companies. These resulted in conversations with the companies about the ongoing issues and ultimately to a discussion about the proposed code changes.

Alexandria Union Taxicab Cooperative and Alexandria VIP Cab Company submitted letters about the proposed code changes, detailing that they are supportive of the proposed code changes, but believe the new minimum number of affiliated taxicabs should be 20 instead of 10 (Attachment 3).

ATTACHMENT 1: PROPOSED CODE CHANGES

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

Each certificate holder shall:

- (a) provide 24-hour service;
- (b) provide two-way dispatch service located within the boundaries of the city that meets the following:
 - (1) dispatch must be provided 24 hours a day, seven days a week;
 - (2) if less than 130 taxicabs are authorized under the certificate, dispatch may be provided not less than 16 hours a day, seven days a week;
 - (3) if the certificate has been issued for less than one year, dispatch may be provided not less than 16 hours a day, seven days a week until one year following the date of issuance, after which dispatch must be provided as set out in paragraph (1) or (2), depending on the size of the certificate holder;
- (c) provide the minimum level of service for dispatch and documented city trips and call response time as prescribed by regulation; however, in no circumstance may regulation set an average dispatch and documented city trip call volume equaling less than two calls per driver per day. In addition, in no circumstances may regulation provide more than 25 percent of the required call volume be satisfied by documented city trips. Dispatch and documented city trip service requirements shall be calculated based on the total number of properly documented calls served by the certificate holder during the time period reviewed by city staff;
- (d) [Reserved];
- (e) have affiliated a minimum of **40 10 taxicabs**. This limitation may be modified by the city manager upon a finding that the public convenience and necessity will be served by such a modification.
- (f) provide a minimum of one vehicle, or one percent of the vehicles authorized under the certificate, whichever is greater, for ADA compliant handicap accessible transportation, and every vehicle permit issued for a handicap accessible vehicle shall state on the permit that it is to be used for a handicap accessible vehicle only. Each certificate holder has an affirmative obligation to make such ADA complaint vehicles available during the hours in which it provides dispatch service for dispatch to a qualified handicapped passenger in the event not less than two hours notice is provided by the passenger;
- (g) maintain a record of all taxicabs affiliated with the certificate holder, of the owners thereof and of all drivers thereof, including the current address and telephone number for each such owner and driver. This record shall be turned in not less than annually by a date to be determined by the director of T&ES and otherwise be available at all times for examination and inspection by the director, hack inspector or any police officer and shall be preserved for 12 months;
- (h) provide an alternative dispute resolution process for disputes arising between owners and/or drivers of taxicabs and the certificate holder pursuant to division 7 of this article;
- (i) provide and adhere to written policies setting forth service requirements for drivers affiliated with the certificate holder and specifying disciplinary actions that the holder will take in the event the requirements are not met. All such requirements and disciplinary actions and any revision that may from time to time be added by the certificate holder shall be provided to every affiliated driver and posted in a conspicuous location in the taxicab company offices;
- (j) not unreasonably withhold its agreement to allow an affiliated driver to transfer the authorization under which the driver is driving to another qualified driver;

- (k) provide a 30-day notice to drivers of any changes in stand dues and post such changes in a conspicuous location in the taxicab company offices with a clearly stated reason for the change, and file such changes and reasons with the city, for informational purposes;
- (l) post the most current schedule of stand dues in a conspicuous location in the taxicab company offices;
- (m) file with the city, in a manner prescribed by regulation, for informational purposes, the requirements and disciplinary actions required by subsection (i) and the stand due schedule and any changes required by subsection (k);
- (n) maintain monthly performance information and provide the following information to the city manager on a periodic basis, no less than annually, in the manner prescribed by regulation:
 - (1) dispatch call volume totals;
 - (2) number of complaints by type;
 - (3) a schedule of current stand dues;
 - (4) dispatch call volumes and detailed call and pick up data files; and
 - (5) such other information as may be prescribed by regulation.
- (o) [Reserved];
- (p) all information submitted to the city manager under this section shall include a statement that "It is unlawful for any certificate holder to make a false or misleading statement and the making of any false or misleading statement shall be grounds for revocation of a certificate and criminal prosecution," and shall be signed by the certificate holder or authorized representative;
- (q) all financial data information submitted pursuant to this section shall be deemed confidential financial information pertaining to the certificate holder's business license pursuant to title 9 of the City Code and exempt from disclosure to the public pursuant to Code of Virginia, §§ 58.1-3 and 46.2-2062(B) and shall otherwise be kept confidential to the extent permissible under the Code of Virginia and the City Code;
- (r) in the event that the City of Alexandria adopts a paratransit and/or senior citizen transportation program involving all certificate holders, each certificate holder must participate in such a program;
- (s) all certificate holders who operate as taxicab companies must have written contracts setting forth the terms and conditions of their agreements with the drivers who operate under the vehicle authorizations granted to each certificate holder; and
- (t) ensure that all affiliated vehicles accept major credit cards as payment for taxicab fares pursuant to a policy to be determined by the certificate holder, subject to the following conditions:
 - (1) If a certificate holder mandates that its affiliated drivers use a specific credit card processor, that company will:
 - a. charge drivers no more than five percent of the transaction for processing;
 - b. provide a direct deposit option for drivers.
 - (2) Certificate holders are responsible for uniformity of service and can determine the type(s) of credit card device(s) that are allowable in their fleet;
 - (3) [Reserved];
 - (4) The certificate holder will ensure that for all credit card transactions, its affiliated drivers will issue a paper receipt showing date of transaction, cab number, driver name, and the amount of the transaction for all credit card transactions. The receipt may be hand-written;

- (5) The certificate holder will ensure that all credit card processing equipment authorized for use by its affiliated drivers shall be PCI DSS compliant; and
- (6) The certificate holder will take affiliated taxicabs out of service if their credit card processing equipment is inoperable.

Sec. 9-12-57 Service requirements.

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

- (a) *Additional passengers.* No driver already engaged with a passenger shall take an additional passenger, except with the consent of all passengers.
- (b) [Reserved].
- (c) *Entering and leaving vehicles.* No driver shall allow a passenger to enter or leave any taxicab except along the curb of a street.
- (d) *Stopping in intersections to load or unload prohibited; interfering with traffic.* No driver of any taxicab shall stop, load or unload any passengers in the intersection of any streets or on any crosswalk. No such driver shall in any way impede or interfere with the orderly flow of traffic on the streets.
- (e) *Priority of calls for service.* Every driver of a taxicab shall serve requests for service in the order of receipt of such calls.
- (f) *Nonpaying passengers.* No nonpaying passenger shall be transported in a taxicab with a paying passenger, except bona fide officers or employees of the owner or certificate holder, or a police officer engaged in the performance of his duty.
- (g) *Drivers to take shortest route to destination.* The driver of each taxicab shall drive the same over the shortest practical route from the point of engagement to the destination of the passenger or passengers.
- (h) *Number of passengers.* No driver of a taxicab shall carry at any one time more adult passengers than the number for which the vehicle was designed.
- (i) *Passengers to occupy rear seat first.* Passengers shall fill the rear seat before using the front seat, and no driver shall carry a passenger in the front seat unless the back seat is filled, except when otherwise requested by a passenger.
- (j) *Loitering at taxi stands.* No driver shall loiter or congregate with others in sidewalks adjacent to a taxi stand in such a manner as to violate section 9-12-115 of this division or in such a manner as to unreasonably inhibit or impede the flow of pedestrian traffic on the sidewalk.
- (k) *Cruising.* The city manager may prohibit cruising throughout the city or in designated areas within the city in times of emergency, or at other times when some activity takes place within the city which will produce abnormal traffic congestion and danger to pedestrians and the city manager finds that cruising would add to the congestion and danger. No such prohibition may be issued, except in case of an emergency, without notice and public hearing before, and a recommendation from the board. When the city manager has issued such prohibition, it shall be unlawful for any person to cruise in the area designated.
- (l) *Refusal to carry passengers.* No driver of a taxicab shall refuse or neglect to convey any orderly person, upon request, unless previously engaged, off duty, or unable or forbidden by the provisions of this article to do so.
- (m) [Reserved].

- (n) *Responding to dispatch calls.* Every driver shall comply with the standards of dispatch service prescribed by regulation. Each driver must average not less than 50 percent of the average dispatch call volume set by regulation pursuant to section 9-12-32(c) for the company with which the driver is affiliated. Notwithstanding the foregoing, a company may set a different level of service for its drivers so long as the company meets the dispatch requirements set forth by regulation pursuant to section 9-12-32(c) and notifies the hack inspector of this policy.
- (o) *Complying with service regulations.* All drivers shall comply with customer service related provisions prescribed by regulation.
- (p) *Complying with company service standards.* Every driver shall comply with the service requirements issued by the taxicab company with which the driver is affiliated.
- (q) *Smoking in taxicabs.* Smoking shall be prohibited in taxicabs at all times.
- (r) *Cell phone and mobile device use.* Drivers shall not use cell phones or other mobile devices when transporting passengers except for emergencies and trip related activities.

ATTACHMENT 2: PROPOSED REGULATION CHANGES

AUTHORITY

The following regulations for taxicab services have been adopted by the City Manager as permitted by the *Code of the City of Alexandria*, Section 9-12-4(b).

These regulations supplement the City Ordinance relating to the regulation of taxicabs, contained in Title 9 of the Code of the City of Alexandria. A violation of these regulations carries the same penalties as a violation of any section of Title 9 of the City Code.

1. GENERAL

1.1. Delegation of Hearing Authority

The City Manager's authority to conduct public hearings on taxicab matters is delegated to the City of Alexandria Traffic and Parking Board, except for hearings on appeals of disciplinary actions imposed by the Board pursuant to Section 9- 12-60.

(2/28/2007)

2. COMPANY REGULATIONS

2.1. Dispatch Service and Response Time Requirements

All companies shall provide dispatch service meeting the following standards:

A. Minimum level of dispatch service: Serve an average of no less than two (2) dispatch calls per authorized affiliate per day. (Ord. 4402, 6/14/2005)

A. Dispatch service request response time:

- (1) Ninety (90) percent of customers who request dispatch service must be picked up within thirty (30) minutes of the requested time; and
- (2) Eighty (80) percent of customers who request dispatch service must be picked up within fifteen (15) minutes of the requested time.

(2/28/2007)

2.2. ADA Compliant Handicap Accessible Vehicles

A. As required by Section 9-12-32(f), all certificate holders are required to provide a minimum of one vehicle or one percent of the vehicles authorized by their certificate, whichever is greater, for ADA compliant handicap accessible transportation. For purposes of determining the required number of handicap accessible vehicles required, the one percent requirement will be rounded to the nearest whole number of vehicles.

- B. Vehicles equipped for ADA compliant handicap accessible service must comply with the applicable requirements of 49 CFR Part 38, *Americans with Disabilities Act (ADA) Specifications for Transportation Vehicles*, and be approved by the Hack Inspector.
- C. In addition to other permitted taxicab vehicle markings, approved handicap accessible vehicles may prominently display the universal handicap symbol and the certificate holder may advertise the availability of accessible service.
- D. If a certificate holder voluntarily restricts the use of an approved handicap accessible vehicle to providing handicap accessible transportation only, the City may, at its sole discretion, provide an additional taxicab vehicle authorization for such period of time as that accessible vehicle remains in service. The vehicle permit for any such vehicle shall state that the vehicle is to be used for handicap accessible transportation only.

(2/28/2007)

2.3. Minimum Information Requirements for Dispatch Service Records

Pursuant to code section 9-12-32(n)(4), information to be maintained by taxicab companies on dispatch service must include, at minimum, the following for each request received for dispatch service:

1. Date and time request for dispatch service was received
2. Customer name or other identifier
3. Date and time pick up is scheduled
4. Pick up address
5. Drop off address
6. Time service request was dispatched
7. Time dispatch was accepted
8. Cab number accepting dispatch
9. Service completion status (completed, canceled, no show)

As requested by the City, this information is to be submitted in an electronic format that can be read by or imported into a standard Microsoft Office application (Excel, Access, Word or delimited text file).

(1 /1 /2009)

3. DRIVER REGULATIONS

3.1 Dispatch Service Requirements

Pursuant to code section 9-12-57(n), all drivers shall serve an average of not less than one dispatch call per day.

(Ord. 4402, 6/14/2005)

3.1. Refusal to Provide Taxi Service

In the event any driver determines that he or she should not provide service to a potential passenger based upon that potential passenger not being an "orderly person" as set forth in City Code Section 9-12-57(l), that driver shall within one hour of his refusal to provide service notify his dispatcher of the incident, including, without limitation, the time and location of the refusal to provide service and a general description of the potential passengers involved and the nature of the conduct giving rise to the refusal of service.

(2/28/2007)

3.2. Refusal to Accept Credit Cards

In the event that a driver affiliated with a company that advertises or otherwise states to the public that it accepts credit cards refuses to accept a tendered credit card payment from a passenger who offers such form of payment in reasonable reliance on the company's advertising or statement that it accepts credit cards, that driver shall be deemed to have refused to carry a passenger in violation of City Code 9-12-57(l) and be subject to discipline per City Code. This requirement shall not apply to any driver who (i) advises his or her company that there are technical problems with the ability to process credit card payments in advance of refusing payment by credit card from any passenger and such technical problems cannot be resolved or an alternate processing methodology provided by the company; and (ii) the driver advises any potential passenger prior to entry into the vehicle of the credit card processing problem set forth in 3.3(i).

4. VEHICLE REGULATIONS

4.1. Age Limit for Taxicab Vehicles

Pursuant to code section 9-12-81(l), beginning January 28, 2017, except for hybrid or alternative fuel vehicles, taxicab vehicle permits may not be issued or renewed for any vehicle that is more than 15 model years old. No vehicle permit shall be issued for a hybrid or alternative fuel taxicab that is older than 17 model years. For purposes of enforcing this limitation, the vehicle model year is assumed to begin on January 1 of the corresponding calendar year. Thus, when the numerical difference between the current calendar year and the model year of a non-hybrid or non-alternative fuel vehicle exceeds ten, a taxicab vehicle permit may not be issued or renewed for that vehicle. For example, in July 2020, taxicab vehicle permits may not be issued or renewed for vehicles with a model year of 2009 or earlier (2020 – 2009 = 11).

(Ord 5478, 2/25/2023)

5. Reserved

6. TAXICAB FARES AND INDUSTRY FEES

6.1 Taxicab Passenger Fares and Extra Charges

Authorized taxi fares and permitted additional charges are established by the Alexandria City Council. Current fare rates and permitted charges can be found in Section 9-12-132

(2/28/2007)

6.2. Taxicab Industry Fees

The following taxicab industry fees are effective beginning March 1, 2021.

Certificates of Public Convenience and Necessity Application	
for or transfer of CPCN.....	\$4,000
Issuance and renewal of CPCN	
Certificate	\$2,000
Renewal of grandfathered CPCN	\$25
Driver Permits	
Application	\$25
Initial and renewal permits (2 year)	
Permit.....	\$25
Vehicle Permits	
Initial inspection and certification	\$25
Annual renewal	\$25
Miscellaneous	
Annual taximeter inspection.....	\$20
Fare cards (interior and exterior).....	\$1

(3/1/2021)

6.3. Fee Waivers for Environmentally Friendly Vehicles

To encourage the taxicab industry to voluntarily migrate to more environmentally friendly taxicab vehicles, the City will waive the initial inspection and certification fees and annual renewal fees for qualifying hybrid vehicles that are used to provide taxicab service in Alexandria. For purposes of this regulation, qualifying vehicles include only those makes and models specified by the Commonwealth of Virginia Department of Motor Vehicles as qualifying for clean special fuel license plates, and approved by the Hack Inspector for service as a taxicab vehicle.

These waivers will become effective on January 1, 2009, and will remain in effect for no less than three years or until such time as a revision in city code may require conversion to environmentally friendly taxicab vehicles.

(1/1/2009)

7. DISPUTE RESOLUTION 7.1.

Timely Resolution

All dispute resolution procedures shall be completed in a timely manner and the City may impose penalties pursuant to this Title on any party that the City determines to be failing to timely and in good faith participate in any dispute resolution procedure initiated pursuant to this Title.

(2/28/2007)

7.2. Expectations and Interim Authorizations

The City will presume that in driver terminations, there is clear basis for such a termination and the terminating company is free to fill the authorization formerly used by the terminated driver. Notwithstanding the foregoing, the City may, in its sole and absolute discretion, create interim authorizations for both the company and the driver for use during the pendency of any dispute resolution process initiated pursuant to this Title. Such interim authorizations will expire upon such terms and conditions as set by the City, including, without limitation, the resolution of the subject dispute or such other terms and conditions as the City may impose.

(2/28/2007)

8. CIVIL PENALTIES

Authority - The following violations of the Taxicab Ordinance shall be punished through the imposition of a class five civil penalty pursuant to the authority granted by City Code Section 9-12-58(b).

8.1. Failure to Display Driver's Permit Pursuant to City Code 9-12-41

A driver found by the Hack Inspector to have violated City Code Section 9-12-41 shall be punished by the imposition of a class five civil penalty pursuant to City Code Section 1-1-11(b)(5). The civil penalty shall be \$25 for the first occurrence, \$50 for the second occurrence and \$100 for the third occurrence, subject to amendment. After the third occurrence, the Hack Inspector may impose a suspension pursuant to City Code Section 9-12-58(a) and if the conduct continues, recommend that the Traffic and Parking Board impose a longer suspension pursuant to City Code Section 9-12-60(a)(14).

8.2. Failure to Comply with Record and Reporting Requirements under City Code 9-12-56

A driver found by the Hack Inspector to have violated the following provisions of City Code Section 9-12-56 shall be punished by the imposition of a class five civil penalty:

- (a)(failure to timely report an accident);
- (b)(failure to keep and preserve a manifest); and
- (c)(failure to preserve and make notification regarding property left in taxicab)

The civil penalty shall be \$25 for the first occurrence, \$50 for the second occurrence and \$100 for the third occurrence, subject to amendment. After the third occurrence, the Hack Inspector may impose a suspension pursuant to City Code Section 9-12-58(a) and if the conduct continues, recommend that the Traffic and Parking Board impose a longer suspension pursuant to City Code Section 9-12-60(a)(14).

8.3. Failure to Comply with Service Requirements pursuant to City Code 9-12-57

A driver found by the Hack Inspector to have violated the following provisions of City Code Section 9-12-57 shall be punished by the imposition of a class five civil penalty:

- (a)(accepting an additional passenger without consent while engaged);
- (e)(failure to serve calls in order of receipt);
- (f)(transporting non-paying passenger with paying passenger);
- (g)(failure to take shortest practical route);
- (h)(exceeding maximum number of passengers allowed);
- (i)(failure to fill the rear seat before using the front seat);
- (j)(loitering at cabstands);
- (l)(refusal to carry passengers, when violation is triggered by Regulation 3.3, related to failure to accept a tendered credit card);
- (m)(standards for cleanliness and appearance of drivers);
- (o)(complying with service regulations); and
- (p)(complying with company service standards).

The civil penalty shall be \$25 for the first occurrence, \$50 for the second occurrence and \$100 for the third occurrence, subject to amendment. After the third occurrence, the Hack Inspector may impose a suspension pursuant to City Code Section 9-12-58(a) and if the conduct continues, recommend that the Traffic and Parking Board impose a longer suspension pursuant to City Code Section 9-12-60(a)(14).

(3/1/2021)

8.4. Violation of Certain Provisions of City Code 9-12-60

Upon certification of the following by the City of Alexandria Traffic and Parking Board, a driver found by the Hack Inspector to have violated the following provisions of City Code Section 9-12-60 shall be punished by the imposition of a class five civil penalty:

-(a)(4)(operation of a taxicab known not to be in good order or safe repair; penalty is in addition to Hack Inspector's authority to take a vehicle out of service until safety/repair issue is resolved);

-(a)(5)(repeated citations for non-moving violations under local state or federal traffic or safety laws; would still go to board for suspension if repeated moving violations are involved).

The civil penalty shall be \$25 for the first occurrence, \$50 for the second

occurrence and \$100 for the third occurrence, subject to amendment. After the third occurrence, the Hack Inspector may impose a suspension pursuant to City Code Section 9-12-58(a) and if the conduct continues, recommend that the Traffic and Parking Board impose a longer suspension pursuant to City Code Section 9-12-60(a)(14).

(3/1/21)

8.5. Violation of Certain Other Sections of the Taxicab Ordinance

A driver found by the Hack Inspector to have violated the following additional provisions of City Code Title 9, Chapter 12, Article A shall be punished by the imposition of a class five civil penalty:

- 9-12-71(failure to display vehicle permit);
- 9-12-78(b)(failure to surrender vehicle permit when vehicle ceases use as taxicab)
- 9-12-81(requirements for vehicles, as applicable)
- 9-12-113(doing business on street outside of taxi stands)
- 9-12-115(attending vehicle at taxi stands)
- 9-12-131(a)(inaccurate, inoperable or expired meter)
- 9-12-134(failure to properly display rate card)
- 9-12-136(failure to provide receipt upon request)
- 9-12-137(carrying additional passengers when engaged)
- 9-12-138(carrying multiple passengers to different destinations)

The civil penalty shall be \$25 for the first occurrence, \$50 for the second occurrence and \$100 for the third occurrence, subject to amendment. After the third occurrence, the Hack Inspector may impose a suspension pursuant to City Code Section 9-12-58(a) and if the conduct continues, recommend that the Traffic and Parking Board impose a longer suspension pursuant to City Code Section 9-12-60(a)(14).

ATTACHMENT 3: LETTERS FROM TAXICAB COMPANIES

September 4, 2025

Dear Traffic & Parking Board Members:

Recently, we have received a letter from your office regarding the proposed change in the City Municipal Code affecting the taxicab industry and the application of City Cab as a new taxicab company.

Speaking of the changes, the Alexandria Union Taxicab Cooperative "Union" agrees with both code amendments, but the minimum requirement of members shouldn't be that low. We recommend you make 20 Taxicabs at a minimum. Union is working hard to serve the city with the best service. We are negotiating with two different vendors to get a more modern system of dispatch.

On the other hand, regarding issuing a new Taxicab company a new license, as Union members don't have any objection if they're needed. However, we advise the board carefully to examine whether having another company is necessary and whether the City has enough business to accommodate more taxicabs. Our suggestion to the board is to use other means, e.g. allow limited movement, instead of having a new company.

Union isn't against establishing a new company, but we want to stress that your decision will affect the drivers, including those drivers who applied to establish a new Taxicab company. As you might know most of the members of this new company are current drivers. Allowing them with their numbers to establish their new company will limit the number of Taxicabs. In the future if the City has more business, more numbers can be assigned for the companies.

Finally, we are asking you to take the right action which will benefit all the Taxicab drivers as well as Taxicab companies.

Sincerely,

--



Alexandria Union Taxicab Cooperative, Inc.
Operations Manager
703-683-1200
auc224@gmail.com



September 5, 2025

Dear Members of the Traffic and Parking Board,

I am writing in advance of the public hearing scheduled for Monday, September 15, 2025, regarding the application to amend certain taxicab requirements.

These proposed changes, including modifications to dispatch requirements and the taxicab minimum fleet size, are essential for updating outdated regulations. We respectfully urge the Traffic and Parking Board to recommend amendments to ordinances enacted two decades ago that fail to account for the significant challenges faced by small, local cab companies due to the rise of ride-sharing technologies such as Uber and Lyft. These amendments are critical to ensuring a level playing field and preserving the viability of local businesses that have long served our community.

We propose the following changes to City Code Sec. 9-12-32:

- Eliminate Sec. 9-12-32(b), (c), and (n): Repeal the requirement for two calls per day and related provisions. These mandates place an undue burden on small cab companies, which lack the resources to compete with large-scale ride-sharing platforms.
- Amend Sec. 9-12-32(e): Reduce the minimum number of cabs required from 40 to 20. This adjustment aligns with the precedent set when the City when Go-Green was permitted to operate with 20 cabs/certificates.

These proposed amendments will foster a fairer, more competitive environment, allowing local cab companies to thrive alongside ride-sharing giants.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Zari Karimian". The signature is fluid and cursive, with a long horizontal stroke at the end.

Zari Karimian – Manager
Female Owned Company

85 South Bragg St. Suite 502 Alexandria, VA 22312 (703) 333-5800

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 15, 2025

DOCKET ITEM: 12

ISSUE: Certificate of Public Convenience and Necessity – City Cab (Taxicab New Company Application)

REQUESTED BY: City Cab LLC

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend the City Manager grant a certificate of public convenience and necessity to City Cab LLC and authorize the 80 taxicab certificates requested.

BACKGROUND: On May 1, 2025, City Cab LLC submitted an initial application for a taxicab certificate (Attachment 1). City staff deemed the application complete per the requirements laid out in code section 9-12-22 - initial application for a certificate. Staff are bringing the application before the Board for consideration.

DISCUSSION: Staff considered the criteria in code section 9-12-22, initial application for a certificate before deeming the application complete. Outlined below are the criteria with the applicant's responses for consideration based on their application (Attachment 1).

Application Requirements

- The full name and business address of the applicant and, if the applicant is a corporation, a certified copy of the articles of incorporation;
 - City Cab LLC, 113 North Ripley Street, Alexandria, VA
- The full name and address of the registered agent or other person or persons upon whom legal process may be served and upon whom all notices or other matters relating to the administration and enforcement of this article should be made;
 - Andrew Rivera, 205 Clifford Avenue, Alexandria VA
- The trade name and the telephone numbers under which the applicant does or proposes to do business;
 - City Cab, 703-200-4298 & 571-229-0809

- The financial status and responsibility of the applicant;
 - City Cab is a driver-owned, member managed limited liability company cooperative. Initial capital for the company cooperative comes from the member drivers.
- The maximum number and ownership of taxicabs to be operated;
 - City Cab is requesting 80 authorizations. They applied to start with 80 and seek to grow to 180 by January 2028.
- A description of the type of service to be provided including the geographic area of the city to be served;
 - City-wide service will be provided. The company has established partnerships outlined in Tab 6 for service.
- A description of the communications system to be used with specific reference as to the applicant's plan to provide adequate dispatch service to the public;
 - City Cab will use Curb (gocurb.com) and Taxi Admin (taxiadmin.org) as its primary means to receive requests and dispatch calls for service. It will hire staff for dispatch service with the phone number 703-200-4298.
- A description of trade dress to be used on each taxicab, which shall conform to regulations issued by the city manager;
 - Black car with blue lettering shown in attachment 3 within City Cab's application.
- The specific experience of the applicant in the transportation of passengers for hire and the management of a business engaged therein, including, without limitation, the disclosure of any ownership interest in any taxicab company anywhere at any time;
 - The drivers/owners are detailed in attachment 3 including their current taxicab affiliations.
- All facts or circumstances which the applicant asserts to meet the applicant's burden of demonstrating that the public convenience and necessity requires granting the certificate;
 - City Cab submitted a letter to fulfill code section 9-12-25(a), the burden of demonstrating that the public convenience and necessity require the operation of a new taxicab company and the authorization of any additional taxicabs for consideration by the Board (Attachment 3).

Criteria for the Board's consideration 9-12-25(d)

Code section 9-12-25 – determination of public convenience and necessity; issuance of certificate, outlines the steps for considering a new taxicab application. Per section 9-12-25(c), the Board shall make its recommendation to the City Manager as to whether the public convenience and necessity requires granting the application for a new certificate and authorization of any additional taxicabs that are requested. In making its recommendation, the Board shall apply the criteria set forth in 9-12-25(d).

- The representations of the applicant as set forth in its application;
- Any information presented at the public hearing held pursuant to paragraph (c) of this section, and the recommendation of the traffic and parking board;
- Information as contained in the city manager's most recent report on the economic conditions of the taxi industry required by section 9-12-31;
- Any shortcomings or deficiencies in existing taxicab service and other forms of transportation for passengers already in existence;
- The probable permanence and quality of the service offered by the applicant;
- The financial status, qualifications and responsibility of the applicant as demonstrated by the applicant's ability to provide, maintain and operate the number of vehicles proposed to be operated in accordance with the character of service proposed in the application;
- The experience of the applicant in taxicab operations as an owner or manager or as a taxicab driver; and
- The effect on promoting competition and improving the quality of taxi service provided in Alexandria. There shall be a prohibition, based on potential anti-competitive impact, against any entity owning, in whole or in part, an interest in more than one taxicab company authorized to do business in the city. Any entity in violation of this provision shall have 18 months from the effective date to come into compliance therewith.

Other Considerations

Trade Dress

In their application, City Cab noted that their color scheme is a black car with blue lettering and included a photo as attachment 3 within their application. The City received a letter opposing the proposed trade dress for City Cab from the legal representation of King Cab Company (Attachment 4). The letter details that they believe the proposed trade dress is too similar to King Cab Company, black car with yellow lettering. The Board should weigh in on the trade dress proposed by City Cab pursuant to City Code section 9-12-28.

Number of Certificates

In their application City Cab requested to start with 80 certificates. They have commitments from drivers (Attachment 3). They detailed in their application that they plan to grow to 180 certificates by 2028. If desired, they will be able to apply for additional certificates during the next biennial review process that will take place in 2026. Attachment 3 details the company that each driver currently works for and the type of service they anticipate providing, including one ADA vehicle to meet the requirement of 9-12-32(f).

Type of Service

Staff understands that and has documented over the past several years that the taxicab industry has been shrinking. While the industry may not be growing, City Cab believes it can provide a service that is currently missing in the City. This includes partnerships, use of new technology, and other elements outlined in attachment 2.

OUTREACH: Staff notified all existing certificate holders by mail and email that a new application had been received and that it would go before the Board, giving them more than 30 days to submit written comments. A legal notice of the new application was published in the

Alexandria Times on August 7 detailing the new application and providing more than 30 days to submit written comments.

Upon request, staff met with some of the existing taxicab companies on August 26. The companies raised concerns about the new company, specifically about if a new company meets the public convenience and necessity since the taxicab industry has been downsizing over the past ten years, the number of available certificates since three of the four existing companies have certificates available, the trade dress the new company has proposed as being too similar to an existing company, and that the new company may drive existing companies out of business. King Cab Company submitted a letter of opposition (Attachment 5) describing that the new company would harm existing companies and service, does not provide new services, and that the trade dress proposed is too similar to their company's. Alexandria Union Taxicab Cooperative also submitted a letter (Attachment 5) in regards to the proposed code changes and the Board's consideration of a new company urging the Board to consider if a new company is needed.

Over the past several months, staff has met and communicated with the new applicant to answer questions about bringing their application before the Board for consideration.

ATTACHMENT 1: CITY CAB LLC APPLICATION



City of Alexandria, Virginia Application for Certificate of Public Convenience and Necessity

5/1/2025 09:56 AM Csh 0054 Reg 0002
T/Ref 0002467310 Grp 000001 R/Lne 00000
\$4,000.00
Validation Number: 784490
TAXI FEES

Applicant

Name: CITY CAB LLC

Business Address: 1137-2 N RIPLEY STREET
ALEXANDRIA VA

Finance Dept Use Only

Type of Business Organization (corporation, cooperative, etc.): LIMITED LIABILITY CORPORATION

Proposed Trade Name: CITY CAB

Phone Number: 703 200-4298

Facsimile Number: 571 229-0809

Registered Agent or Legal Representative

Name: ANDREW A. RIVERA

Business Address: 205 CLIFFORD AVENUE
ALEXANDRIA VA 22305

Phone Number: 202 213-9760

Facsimile Number: _____

Submission Requirements

Applications must be submitted on or before May 1 of each year for certificate to be approved and applicant to be eligible to participate in the annual review of taxicab industry and the associated owner affiliation transfer process specified in the Code of the City of Alexandria, Section 9-12-30

- ☒ Submit \$4,000 application fee to City of Alexandria Finance Department.
- ☒ Submit fingerprints of applicant, president and officers of corporation or initial directors of cooperative board, as appropriate, to Hack Inspector's Office.
- ☒ Submit application with required attachments (see back of sheet) to Hack Inspector's Office.

It is unlawful for any person to make a false or misleading statement in connection with this application and the making of any false or misleading statement shall be grounds for denial of the application or subsequent revocation of a certificate, and for criminal prosecution.
The undersigned hereby requests approval of the requested certificate and certifies that the information provided in support of this application is true and accurate.

And O Pineda

Signature of applicant or designated representative

5/1/25

Date

Notary Public [Signature]
Alexandria, Virginia

Date Commission Expires 10/31/27



Application Review Process

Applications will be reviewed in accordance with the Code of the City of Alexandria, Section 9-12-30. Applicant will be notified of any incomplete application materials within two weeks of submission. The completed application will be posted for public review and comment, and reviewed by city staff. Applicant will be notified of any clarifications and/or additional information that may be required during this review. Not less than 30 days after receipt of completed application, the application and associated staff recommendation will be presented to the Traffic and Parking Board for public hearing and consideration of its recommendation to the City Manager. Applicant will be notified in advance of the time and place of the Board hearing, and will be subsequently informed of the City Manager's final decision.

Date, April 24, 2025

To Alexandria City Hall

301 King St

Alexandria, VA 22314

Subject: - Supportive document of application of the company in Alexandria.

Dear Officials, we the undersigned representatives of City serving drivers have collected the signatures. Herein, we submit all Signatures with their affiliated Cab Companies name. The purpose of this supportive document is that all the drivers have started the process of forming the company by registering with Virginia State Corporation Commission. We met all the city appropriate officials, the Transportation Department of the city, Traffic and Parking Board etc. since August 2024 and addressed the abuses we get from the Cab Companies. We have positive response from all officials. Hopefully, the city will see this supportive document with our application.

Thank You.

1, Surafel B Woldemariam

2, Ahmad Shah Nusrati

3, Tilahun Yesuf Amedie

4, Daniel Hadgu

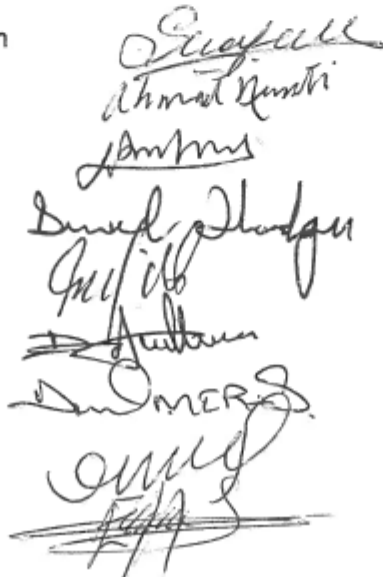
5, Seifu Serte

6, Desmond Williams

7, Daniel Meres

8, Abraham Demissie

9 Endallew Jemberie

The block contains nine handwritten signatures, each corresponding to one of the names listed on the left. The signatures are written in black ink and are somewhat stylized. The first signature is for Surafel B Woldemariam, the second for Ahmad Shah Nusrati, the third for Tilahun Yesuf Amedie, the fourth for Daniel Hadgu, the fifth for Seifu Serte, the sixth for Desmond Williams, the seventh for Daniel Meres, the eighth for Abraham Demissie, and the ninth for Endallew Jemberie.

Applicant's statement of the public convenience and necessity requiring operation of the proposed new taxicab company and issuance of any additional taxicab authorizations that are requested.

City Cab seeks to meet business demand and augment market innovation for taxicab transportation for the growing population within the City of Alexandria. New businesses, industries, and developments bringing more workers and customers into the City increased the need for better and more responsive taxicab transportation options provided by City Cab.

City Cab believes that current taxicab services are inadequate and that long wait times, difficulty in finding cabs and the failure to keep up with demand creates the need for additional services to improve the customer experience.

City Cab seeks to address the limited availability in specific areas of the City like the West End, areas of the City with limited bus and train access and certain non-peak travel times. On the weekends, Old Town and Historic Tourism strains parking, vehicle access and existing transportation services. City Cab seek to make additional taxi cabs available during peak hours at locations for tourists and visitors to quickly access transportation to and from the City.

Moreover, throughout the City, where cell phones and internet access are limited, City Cab seeks to develop exclusive taxi stands outside of hotels, senior centers and apartment houses with a kiosk dispatch system. Alternatively, a niche area that City Cab seeks to serve is the "cash only" passenger, who doesn't have a credit card and is not internet savvy.

City Cab member/owner operators will address overall customer complaints about taxicab reliability, service quality, and availability. Particularly during major events in the City that create a surge in demand for transportation, City Cab will make additional taxi cabs available to handle the influx of people. On key holidays, as travel demands often increase, City Cab will dispatch its fleet of taxis to accommodate the higher volume of passengers.

As stated in the City of Alexandria's 2023-2024 Biennial Taxicab Review, travel to and from Reagan National Airport is a large market for Alexandria taxicab companies. Potential changes to taxicab dispatch at Reagan National Airport could potentially limit that market. Thus, City Cab seeks to strengthen taxicab services within the City of Alexandria with response times and service that meets and or exceeds those of other transportation network companies and other licensed taxicab companies that's competitively priced and better serves its member driver owners.

City Cab's member driver-owned model seeks to ensure that its drivers can make a living. Thus, support low turnover rates and provide more experienced drivers. This community of member owner drivers will commit to the long-term success of the company, instead of employee drivers.

City Cab's more readily available taxicabs will provide a more convenient and accessible transportation option, especially for individuals who may not have access to personal vehicles or public transportation. Our more reliable and accessible taxi service will help attract more tourists and boost the City's economy by facilitate business travel and deliveries, contributing to the overall economic vitality of the City.

Attachment 2: Applicant Information

Provide the following information regarding the applicant:

A. Description of applicant's business organization and certified copies of applicable certificates of registration and related documents.

City Cab is a member managed limited liability company cooperative organized in the State of Virginia.

See the attached certificate of organization as TAB 1 and Operating Agreement at TAB 2

B. Disclosure of any ownership or financial interests in any taxicab business holding a certificate of public convenience and necessity issued by the City of Alexandria or similar authorization by any other regulating jurisdiction. Absent any such interests, provide statement so certifying.

City Cab and its officers and managers do not hold any ownership or financial interests in any taxicab business holding a certificate of public convenience and necessity issued by the City of Alexandria or similar authorization by any other regulating jurisdiction.

C. Description of the applicant's specific experience in the transportation of passengers for hire and the management of a business engaged therein.

City Cab's founding members and leaders have over 20 years of experience of driving a taxicab, leading their community and business management. As their attached resumes show, they are capable of managing a taxicab company that responds to the needs of their passengers and lead other drivers through their business acumen and example. Table 1 lists the founding members, position within the Company and their Alexandria hack number for reference. See their attached resumes in TAB 3.

Name	Position	Alexandria Hack Number	Years Taxicab Driver/Manager Experience
1. Surafel B Woldemariam,	President	904	30
2. Ahmad Shah Nusrati,	Vice President	1070	25
3. Tilahun Yesuf Amedie,	Treasurer	1469	21
4. Daniel Hadgu,	Secretary	159	21
5. Seifu Serte	Board Member	1454	30
6. Desmond Williams	Board Member	784	20
7. Daniel Meres	Board Member	817	20
8. Abraham Demissie	Board Member	1419	20
9. Endallew Jemberie	Board Member	1096	20

Table 1 Founding City Cab Board of Directors and Officers

D. Disclosure and brief description of any conviction, plea of guilty or nolo contendere of (1) the applicant, or (2) if the applicant is a corporation, any officer of the corporation, or (3) if the applicant is a cooperative, any of the initial directors or founding members of the cooperative, arising out of any violation of a federal, state or municipal law. Absent any such convictions or pleas, provide statement so certifying .

City Cab, its officers, directors and founding members of the Company, does not have any conviction, plea of guilty or nolo contendere arising out of any violation of a federal, state or municipal law.

**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

AT RICHMOND, MARCH 24, 2025

The State Corporation Commission has found the accompanying articles of organization submitted on behalf of

City Cab LLC

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

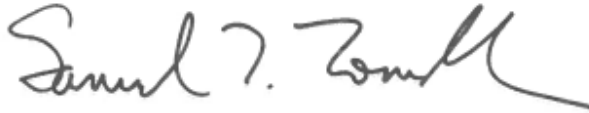
CERTIFICATE OF ORGANIZATION

be issued and admitted to record with the articles of organization in the Office of the Clerk of the Commission, effective March 24, 2025.

The limited liability company is granted the authority conferred on it by law in accordance with the articles of organization, subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By

A handwritten signature in black ink, appearing to read "Samuel T. Towell", written over a horizontal line.

Samuel T. Towell
Commissioner

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, March 24, 2025

This is to certify that the certificate of organization of

City Cab LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business.

Effective date: March 24, 2025



STATE CORPORATION COMMISSION

Attest:

A handwritten signature in cursive script, likely belonging to the Clerk of the Commission.

Clerk of the Commission



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

March 24, 2025

Andrew Anthony Rivera
205 Clifford Avenue
Alexandria, VA, 22305

RECEIPT

RE: City Cab LLC
ID: 11823395
FILING NO: 2503248413260
WORK ORDER NO: 202503246004810

Dear Customer:

This is your receipt for \$100.00 to cover the fee for filing articles of organization for a limited liability company with this office.

The effective date of the certificate of organization is March 24, 2025.

If you have any questions, please call (804) 371-9733 or toll-free 1-866-722-2551.

Sincerely,

A handwritten signature in black ink, appearing to read "Bernard J. Logan".

Bernard J. Logan
Clerk of the Commission

Attachment 3: Taxicab Service Plan

A description of the taxicab services that will be provided in the City of Alexandria by the proposed new taxicab company. This description must at minimum include the following:

A. The maximum number and source (new authorizations and/or owner transfers) of taxicabs to be initially affiliated with the company and the ownership of the taxicab vehicles.

The maximum number of owner transfers of taxicabs to be initially affiliated with the company and the ownership of the taxicab vehicles will start at 80 and seeks to grow to 180 by January 2028.

See the commitment roster of owner transfers of taxicabs at TAB 4 .

B. The proposed taxicab company's color scheme, insignia and cruising light design.

City Cab's color scheme is a black car with blue lettering. See the car insignia and cruising light design at TAB 5

C. Description of the communications and dispatch systems to be used with specific reference to the applicant's plan to provide adequate dispatch service to the public.

City Cab's dispatch system will use Curb, <https://www.gocurb.com/> and Taxi Admin <https://taxiadmin.org/> as its primary applications to obtain and dispatch calls for service. It will also hire and support an initial 16 hours and then to 24 hours in person dispatch service to obtain service calls with the following phone number 703 200 4298.

City Cab will provide level of service for dispatch and documented city trips and call response time as prescribed by City regulations and document city trip call volume.

Description of the type(s) of service to be provided, including the geographic area in the city to be served.

City Cab seeks to provide taxicab services city wide in the following communities, landmarks, and neighborhoods.

Central Alexandria	Old Town	Old Town North	Hunting Creek
King Street retail	Northeast	Southwest Quadrant[8]	Waterfront
Point Lumley	The Berg	Old Town	Founders
Tidelock	Waterfront	Windmill Hill	Old Town North:
Alexandria West[10]	Montgomery	Oronoco Bay	Rivergate
Park Center	Hunting Creek	The Hamlets	Jones Point
Arlandria	Dowden Terrace	Holmes Run Park	Lincolnia
Greenway	Southern Towers	Adams	Arlandia-Chirilagua
Dora Kelley Nature Park	Beauregard	Southern Towers	Garden District

Henry Street Corridor	Seminary Overlook	Braddock Road	Upland Park
Carlyle	Winkler Botanical Reserve	Braddock Place	Metro Station
Seminary Hill/	Braddock area	Uptown–Parker–Gray Historic District	Colecroft
Eisenhower East	Parker–Gray	King Street Metro/	Eisenhower East
Bounded by:	Eisenhower West	Eisenhower Valley	Eisenhower
Holmes Run	Strawberry Hill (part)	Fairlington/Bradlee	Eisenhower West
West End	Carlyle	Shirley Hwy.	Van Dorn
Braddock Heights	North Ridge/	Cameron Station	Cameron Run
Potomac Yard/	Ivy Hill Cemetery	Rosemont	Landmark Shopping Center
Seminary Hill/	Del Ray	Historic districts:	Beverly Hills
Holmes Run, Brookville, Foxchase	Potomac Green	Potomac West	Parkfairfax
Virginia Theological Seminary	Strawberry Hill	Potomac	Mount Vernon Ave.
Taylor Run	Seminary Hill	North Potomac Yard[	Temple Park
Strawberry Hill	Taylor Run/	Bradlees	Potomac Yard
Clover-College Park	Duke Street	Seminary Valley	Eisenhower Valley

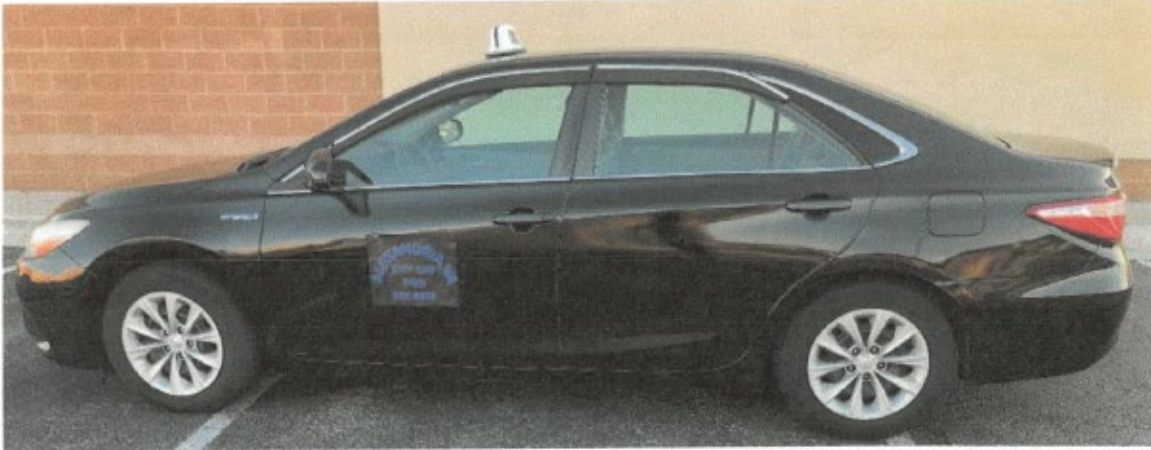
See preliminary partner outreach to customers with memorandums of understanding that demonstrates City Cab's ability to become a reliable transportation service provider throughout all areas of the City at TAB 6.

City Cab will provide for ADA compliant handicap accessible transportation, and will make such ADA complaint vehicles available during the hours in which it provides dispatch service for dispatch to a qualified handicapped passenger within two hours of notice provided by the passenger

Attachment 3:

Taxicab Service Plan TAB 5

The proposed taxicab company's color scheme, insignia and cruising light design,





Attachment 4: Business Plan

Evidence of the financial status, qualifications and responsibility of the applicant, and the probable permanence and quality of the proposed taxicab service. Include at minimum the following:

A. Estimate of initial capitalization costs and source(s) of initial capital, including written evidence of any debt arrangements or other external sources of initial capital.

City Cab is a Driver-owned, member managed limited liability company cooperative. Initial capital for the company cooperative comes from the member drivers themselves who invest in a one-time installment equity interest of \$500.00 and agree to pay \$100.00 per month stand dues. If there is a need for an additional capital call, the members would agree to it pursuant to the operating agreement.

Using off the shelf commercial technology, the company will establish a robust customer service and driver dispatch service program to provide 24-hour service at a profit. From the start, City Cab driving, supporting and immersing itself in the community in local partnerships, and social media will be integral to all it does

Imbedded in City Cab's management philosophy and experience is a can-do mentality of making partnerships in the community.

The initial members and board have numerous years of transportation management and delivery. As predominately first-generation immigrants, they bring skills and experiences in financial management, marketing and customer service to ensure the permanence and quality of their service .

This includes:

1. Dispatch systems, driver management, and maintenance procedures.
2. Efficient scheduling and routing systems to optimize vehicle utilization and minimize customer wait times.
3. Driver training and safety protocols to ensure a high level of service and customer satisfaction.
4. Organizational structure to include roles and responsibilities.
5. Plans for hiring and managing drivers, dispatchers, and other staff.
6. Policies and procedures to ensure smooth operations and efficient customer service.

See Member agreement that sets forth City Cab's management plan and regulation at TAB 7.

B. Three-year cash flow projection and sources of working capital, including written evidence of commitments by any external sources.

See the attached 3-year budget and cash flow projection that establish key performance indicators to track City Cab's financial health and profitability at TAB 8.

TAB 8

BUDGET

City Cab Alexandria				
Budget for the period July 2025 - December 2025				
and				
Budget for the period January 2026 - December 2028				
Revenue	2025	2026	2027	2028
Member Capital Contribution 80 drivers @ \$500	\$ 40,000			
80 Drivers \$100 per month	\$ 48,000			
Total income	\$ 88,000			
Member Capital Contribution 50 @ \$500		\$ 25,000		
Balance B/F from 2025		\$ 22,876		
130 Drivers \$100 (12)		\$ 156,000		
Total income		\$ 203,876		
Member Capital Contribution 30 drivers @ \$500			\$ 15,000	
Balance B/F from 2026			\$ 75,328	
160 Drivers \$100 (12)			\$ 192,000	
Total income			\$ 282,328	
Member Capital Contribution 20 @ \$500				\$ 10,000
Balance B/F from 2027				\$ 142,161
180 Driver \$ 100 (12)				\$ 216,000
Total income				\$ 368,161
Expenses				
Registration	\$ 4,000	\$ 2,000	\$ 2,000	\$ 2,000
Office Rent	\$ 4,500	\$ 9,000	\$ 9,100	\$ 9,200
Payroll (wage)	\$ 48,384	\$ 95,768	\$ 106,445	\$ 117,090
Telephone	\$ 600	\$ 1,200	\$ 1,200	\$ 1,200
Internal Expense	\$ 540	\$ 1,080	\$ 1,080	\$ 1,080
Insurance Expense	\$ 1,250	\$ 3,500	\$ 4,625	\$ 5,756
Legal Fee	\$ 600	\$ 1,200	\$ 1,200	\$ 1,200
Payroll Expense	\$ 1,250	\$ 5,800	\$ 6,387	\$ 11,709
Stationary Expenses	\$ 1,300	\$ 2,600	\$ 2,730	\$ 2,867
Taxi Admin	\$ 2,700	\$ 5,400	\$ 5,400	\$ 5,400
Total Expenses	\$ 65,124	\$ 128,548	\$ 140,167	\$ 157,502
Net Income (loss)	\$ 22,876	\$ 75,328	\$ 142,161	\$ 210,659

City Cab LLC Application

Attachment 4

Page 1

Attachment 5: Additional Information

Any additional information the applicant wishes to provide in support of this application.

City Cab is a driver-owned transportation company in Alexandria. City Cab was established to address the transportation needs of our community and offer a more personalized, efficient, and equitable service.

As Alexandria City grows and evolves, so do the expectations of its residents and visitors for reliable transportation options other than personal vehicles. While traditional cab companies may sometimes bridge that gap, there are several reasons why City Cab will provide superior alternatives:

1. Enhanced Driver Accountability and Satisfaction: When drivers are also the owners, they have a vested interest in the quality of service provided. City Cab's model fosters a sense of pride and responsibility that will lead to better customer interactions and overall satisfaction. Drivers will be motivated to maintain high standards of service since their livelihoods directly depend on City Cab's approach.

2. Fair Compensation and Working Conditions: City Cab's driver-owned model ensures that drivers are fairly compensated for their work. This will lead to lower turnover rates and a more experienced workforce. Moreover, City Cab will establish a community of drivers who are committed to the long-term success of the company, rather than operating as mere employees.

3. Community Engagement and Support: City Cab will better understand and respond to the unique needs of Alexandria residents. This approach allows for tailored services, such as partnerships with local business, special transportation for community events, and more responsive customer service that reflects the values of our community.

4. Innovative and Flexible Service: Unlike traditional cab companies, City Cab will quickly adapt to new technologies and customer preferences. This flexibility can lead to the implementation of eco-friendly vehicles, improved booking platforms, and dynamic pricing structures that benefit both drivers and passengers.

5. Economic Growth and Job Creation: Establishing City Cab would not only create jobs for local drivers but also promote entrepreneurship within our community. By investing in our residents, City Cab can stimulate the local economy and foster a sense of ownership and pride among those who live and work here.

In conclusion, City Cab a driver-owned transportation company in Alexandria would not only elevate the standards of service but also enhance community ties and contribute positively to our local economy.

ATTACHMENT 2: CODE SECTION 9-12-25

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

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

authorized to do business in the city. Any entity in violation of this provision shall have 18 months from the effective date to come into compliance therewith.

- (f) *Decision.* The city manager may grant the certificate of public convenience and necessity applied for and approve any additional taxicabs requested by the applicant or approve a lesser number of taxicabs than requested, or the city manager may deny the certificate. If the city manager denies the certificate or grants the certificate with a lesser number of taxicabs than requested by the applicant, the city manager shall notify the applicant by certified mail.
- (g) *Re-application.* An applicant may not reapply for a certificate, or for the authorization of additional taxicabs, for one year from the date of decision by the city manager.

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

**ATTACHMENT 2: CITY CAB LETTER OF BURDEN OF DEMONSTRATING THE
PUBLIC CONVENIENCE AND NECESSITY**



113T-2 North Ripley Street
Alexandria VA, 22314
(703) 200-4298
citycabforhire@gmail.com

August 29, 2025

Via Email

Ann Tucker, Chairperson
Casey Kane, Vice Chairperson
LaVonda Bonnard
Annie Ebbers
Dane Lauritzen
Ashley Mihalik
Kurstin Phelps
City of Alexandria
Traffic & Parking Board
2900 Business Center Drive
Alexandria, VA 22314

Subject: Request City of Alexandria Traffic & Parking Board to Approve City Cab LLC's
Application for Certificate of Public Convenience and Necessity and the Authorization
for 95 Taxicabs

Dear City of Alexandria Traffic & Parking Board,

This letter supplements the official application forms, completed and submitted under oath, for a Certificate of Public Convenience and Necessity to authorize operation of a new taxicab company, City Cab LLC, ("City Cab") with an initial authorization of 95 member operated taxicabs.

In accordance with Section 9-12-25(a) of the Alexandria City Code, City Cab understands and accepts the burden to demonstrate to the of Alexandria Traffic & Parking Board ("Board") the public convenience and necessity required to establish this new company and the authorize 95 member-operated taxicabs.

City Cab Letter to the Alexandria Traffic & Parking Board
Page 1 of 7

I. Proposed Operations

City Cab is a driver member owned limited liability company organized and located in the City of Alexandria that seeks to operate taxicabs in the City of Alexandria and surrounding communities. See the list of driver commitments of who are already members and those who intend to become members upon City Cab's certificate award and taxicab authorization at TAB A. These driver owners come from existing taxicab companies licensed in the City of Alexandria. City Cab acknowledges the financial stress that some of these companies may endure upon the departure of drivers. This application, however, is based upon adopting new models to provide better taxicab services to the City of Alexandria while effectively managing and lowering the driver members' costs to operate their taxicabs. City Cab will cooperate with industry partners to meet those objectives.

II. Demonstration of Public Convenience and Necessity

We believe that the public convenience and necessity within City of Alexandria requires the operation of City Cab due to the following facts and circumstances:

A. Demand for Services

City Cab seeks to meet business demand and augment market innovation for taxicab transportation for the growing population within the City of Alexandria. New businesses, industries, and developments bringing more workers, residents and visitors into the City of Alexandria increases the need for better and more responsive taxicab transportation options provided by City Cab.

As stated in the City of Alexandria's 2023-2024 Biennial Taxicab Review, travel to and from Reagan National Airport is a large market for Alexandria taxicab companies. Potential changes to taxicab dispatch at Reagan National Airport could potentially limit that market. Thus, City Cab seeks to strengthen taxicab services within the City of Alexandria with improved dispatch and hailed response times and services that meets and or exceeds those of other transportation network companies and other licensed taxicab companies.

B. Adequacy of Existing Services:

City Cab believes that current taxicab services are inadequate and that long wait times, difficulty in finding cabs and the failure to keep up with readily available taxicab demand creates the need for additional taxicab services to improve the customer experience for those who live, work, and play in the City of Alexandria.

While existing taxicab and transportation network company services and competition provide some coverage, City Cab's analysis indicates deficiencies with late evening and early morning response times, availability in areas of the City of Alexandria not proximate to National Airport, and accessibility for senior citizens and persons with disabilities.

City Cab seeks to address the limited availability in specific areas of the City of Alexandria, like the West End, areas of the City of Alexandria with limited bus and train access and certain non-peak travel times. On the weekends, Old Town and Historic Tourism strains parking, vehicle access and existing transportation services. City Cab seeks to make additional taxi cabs available during peak hours at locations for tourists and visitors to quickly access transportation to and from the City of Alexandria.

Particularly during major events in the City of Alexandria that create a surge in demand for transportation, City Cab will make additional taxi cabs available to handle the influx of people. On key holidays, as travel demands often increase, City Cab will dispatch its fleet of taxis to accommodate the higher volume of passengers.

City Cab will address these service gaps by using better technology that creates faster dispatch systems to responds to calls for service and provide, as required, more detailed taxicab usage information to the Board. Unlike other companies, City Can seeks to better identify and focus on underserved areas, provide specialized transportation services to senior citizens, and persons with disabilities.

Moreover, throughout the City of Alexandria, where cell phones and internet access are limited, City Cab seeks to develop exclusive taxi stands outside of hotels, senior centers, and apartment houses with a kiosk dispatch system. Alternatively, a niche area that City Cab seeks to serve is the "cash only" passenger, who does not have a credit card and is not internet savvy. Thus, not served by transportation network company applications. City Cab, will instead, continue to serve those landlines to cash customers.

As, a local, driver member company City Cab can better understand and respond to the unique needs of Alexandria residents, businesses, and visitors. Our approach allows for tailored services, such as partnerships with local business, special transportation for community events, and more responsive customer service that reflects the values of our community and driver members.

C. Positive Impact on the Alexandria Community:

City Cab driver members will address overall customer complaints about taxicab reliability, service quality, and availability.

City Cab anticipates that its service will reduce waiting times, improve transportation options for residents, support local tourism, and provide additional job opportunities.

Establishing a driver member company would not only create better paid driver members, but also promote entrepreneurship within our community. By investing in our residents, we can stimulate the local economy and foster a sense of ownership and pride among those who live and work here.

A driver member model will also work to ensure that drivers are fairly supported for their work. Our model with less driver member management costs will lead to lower turnover rates and a more experienced driver pool. Moreover, City Cab will establish a community of driver members who are committed to the long-term success of the company, rather than operating as independent contractor “employees” of other taxicab and transportation network companies.

D. Traffic and Driver Management:

City Cab is committed to operating responsibly and will adhere to all traffic regulations and guidelines. We believe that by providing a reliable alternative to private vehicle use, our service may help mitigate traffic congestion by reducing the number of personal vehicles on the road.

City Cab driver members must commit to being available to meet the calls for dispatch service. City Cab will monitor and evaluate driver member performance to set the tone for expected service. This includes a designated taxicab for persons with disabilities.

E. Public Safety:

City Cab prioritizes public safety. We will implement rigorous driver member screening, comprehensive vehicle maintenance, advanced GPS tracking systems, and adhere to all safety regulations.

F. Uniqueness and Distinctiveness:

Unlike traditional cab companies, City Cab seeks to quickly adopt to new technologies and customer preferences. This flexibility can lead to the implementation of eco-friendly vehicles, improved booking platforms, and dynamic partnership agreements benefit both passengers and driver members. Additionally, City Cab’s black car and blue color scheme and insignia are unique and readily distinguishable from existing operators.

City Cab driver members are vested in providing a high quality of service that fosters a sense of pride and responsibility, leading to better customer interactions and overall satisfaction. Driver members are motivated to maintain high standards of service since their livelihoods directly depend on it.

III. Operational and Financial Details

A. Communications System:

We will utilize a modern communications system to ensure efficient dispatching and 24-hour service. City Cab's dispatch system will use Curb, <https://www.gocurb.com/> and Taxi Admin <https://taxiadmin.org/> as its primary applications to obtain and dispatch calls for service. It will also hire and support an initial 16 hours and then to 24 hours in person dispatch service to obtain service calls with the following phone number of (703) 200-4298.

City Cab will provide this best level of service for dispatch and documented city trips and call response time as prescribed by City regulations and document city trip call volume.

B. Marketing and Community Outreach:

City Cab Start understands our target groups and will customize our services to their needs. We also will engage in a social media promotions, public relations activities and advertising to get the word out in the community of our services. Again, as stated, collaboration with industry and other partners, our driver members will effectively brand City Cab as a company that follows up and retains its customers. In addition, City Cab driver members will provide promotions and discounts to attract a solid customer base that knows it will receive knowledgeable and courteous service with high quality cars. City Cab will constantly evaluate our marketing strategies and adjust them for better performance. City Cab's strong brand of excellent customer experience and frequent community outreach will ensure long-term success of our taxicab service.

C. Financial Stability:

Our attached financial statement demonstrates our ability to make the necessary investments and sustain the operations of the company. We are confident in our ability for the company and driver members to earn a fair return on the capital invested.

D. Insurance Coverage:

As a Virginia State licensed transportation broker, City Cab will keep public liability and property damage insurance, meeting all required limits.

E. Company Experience:

The initial driver members and board have numerous years of transportation management and delivery. As predominately first-generation immigrants, they bring skills and experiences in financial management, marketing, and customer service to ensure the permanence and quality of their service. This includes:

1. Dispatch systems, driver management, and maintenance procedures.
2. Efficient scheduling and routing systems to optimize vehicle utilization and minimize customer wait times.
3. Driver training and safety protocols to ensure a high level of service and customer satisfaction.
4. Creating organizational structures that includes roles and responsibilities.
5. Plans for hiring and managing dispatchers, and other staff.
6. Policies and procedures to ensure smooth driver member operations and efficient customer service.

F. Driver Training and Background Checks:

We will ensure that all our driver members meet the highest standards, including a thorough screening process and adherence to all licensing and training requirements. We understand that the taxicab inspector's office will conduct its own investigation into the character and criminal record of the applicant and driver members.

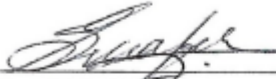
IV. Conclusion

We are confident that City Cab will provide a valuable and necessary service to the residents, businesses, and visitors of the City of Alexandria. We are committed to operating in full compliance with all applicable regulations and delivering high-quality, safe, and reliable transportation. City Cab firmly believes that a driver-owned transportation company in the City of Alexandria would not only elevate the standard of service but also enhance community ties and contribute positively to our local economy. We urge the Board to consider the merits of this proposal seriously and to support the establishment of a new transportation service that prioritizes the needs of the City of Alexandria and its member drivers.

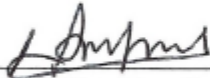
Again, thank you for your time and consideration of City Cab's application. We look forward to discussing this matter further and providing any additional information deemed necessary at upcoming board hearing on September 15th.

(Signatures on Next Page)

Sincerely,



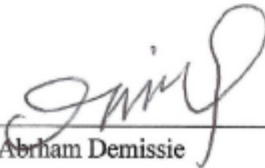
Surafel B Woldemariam
President



Tilahun Yesuf Amedie
Treasurer



Daniel Hadgu
Secretary



Abriham Demissie
Board Member

Attachment: TAB A List of Committed Driver Members.

ATTACHMENT 3: CITY CAB MEMBER/OWNERS

TAB A CITY CAB MEMBERS/OWNERS
INFORMATION AND REQUEST FOR TOTAL OF 180
TAXICAB AUTHORIZATIONS

No	Name	Current Company	Service Type
1	Ahmad Shah Nusrati	King Cab	Regular
2	Yoseph Admasse	VIP Cab	Regular
3	Sayed Abdi	King Cab	Regular
4	Aslam Shaboon	King Cab	Regular
5	Ghulam Mustafa	King Cab	Regular
6	Hashmiru Sisay	King Cab	Regular
7	Theerasar Saekoo	VIP Cab	Regular
8	Tekleab Zere	King Cab	Regular
9	Habtu Teshale	King Cab	Regular
10	Abdulah Sakhi	King Cab	Regular
11	Merga Bekana	King Cab	Regular
12	Desmond Williams	VIP Cab	Regular
13	Biruk Mengistu	King Cab	Regular
14	Girmachew Ayele	King Cab	Regular
15	Samson Tareke	King Cab	Regular
16	Hadera Bahta	King Cab	Regular
17	Kibreab Hailemichael	King Cab	Regular
18	Dawit Hailu	King Cab	Regular
19	Habtemariam Mesfin	King Cab	Regular
20	Zeine Juhar Shafi	King Cab	Regular
21	Shahzad Rafi Quoreshi	King Cab	Regular
22	Amedie Tilahun	King Cab	Regular
23	Seifu Gibi	King Cab	Regular
24	Dawit Tamrat	King Cab	Regular
25	Teame Ghide Marena	King Cab	Regular
26	Esayas E Tesfaye	King Cab	Regular
27	Shewangizaw Mekonn	King Cab	Regular
28	Surafel Bekele	King Cab	Regular
29	Ismael M Abdi	King Cab	Regular
30	Mekonnen Gulelat	King Cab	Regular
31	Ayalew Belaynehe	King Cab	Regular

32	Daniel Mires	King Cab	Regular
33	Jemal Abdela said	King Cab	Regular
34	Abebayhu Hailemariam	King Cab	Regular
35	Melaku Chekoll	King Cab	Regular
36	Simon L Stefanos	King Cab	Regular
37	Mekonnen W.Semeaneh	King Cab	Regular
38	Luftallah Dauod	King Cab	Regular
39	Mohammed Mostafa Kamal	VIP Cab	Regular
40	Theodros Hashem	King Cab	Regular
41	Shume Neda	King Cab	Regular
42	Hamidi Abdulhamid	VIP Cab	Regular
43	Yusuf Bobas	VIP Cab	Regular
44	Abraham Demsie	King Cab	Regular
45	Seifu W. Serete	King Cab	Regular
46	Salahaddin Telsem Hussien	King Cab	Regular
47	Endale Jenberie	King Cab	Regular
48	Faramarz Habibi	VIP Cab	Regular
49	Solomon Kibret	King Cab	Regular
50	Yohannes Legesse	VIP Cab	Regular
51	Gerawerk Ymer	VIP Cab	Regular
52	Taghi Hussini	VIP Cab	Regular
53	Tesfaye Abza	King Cab	Regular
54	Shabeg Singh	King Cab	Regular
55	Kasa Alemseged	King Cab	Regular
56	Mohamed Amir	VIP Cab	Regular
57	Alemseged Redae	King Cab	Regular
58	Sayid Jelil	King Cab	Regular
59	Abisser Hassan	King Cab	Regular
60	Girma Bogale	King Cab	Regular
61	Yossef Hafid	King Cab	Regular
62	Syed Ali	King Cab	Handicap
63	Emad Hashim	King Cab	Regular
64	Fisum Araya	King Cab	Regular
65	Mohamed Ainab Hassan	VIP Cab	Regular
66	Frank Kyorkeh	King Cab	Regular
67	Tegindeer Singh	King Cab	Regular
68	Youssef AT Bouzabar	King Cab	Regular
69	Irfan A Jemali	King Cab	Regular
70	Adenshek Abdirahman	King Cab	Regular
71	Abey Lakew	King Cab	Regular
72	Mohamed Razaq Choudry	King cab	Regular
73	Sayed Abdella	King Cab	Regular
74	Ghulam Edrisy	King Cab	Regular
75	Fasil Mekonnen	King Cab	Regular

76	Daniel Hadgu	King Cab	Regular
77	Daniel Gabiso	King Cab	Regular
78	Girma Wubshet	King Cab	Regular
79	Nuru Hassen	VIP Cab	Regular
80	Omar Hassen	Crown Cab	Regular
81	Ata Asskaryar	VIP Cab	Regular
82	Nagibullah Sayed	VIP Cab	Regular
83	Oscar Carlo Rapetti	King Cab	Regular
84	Takele Loratto	Friendly	Regular
85	Tesfay Berhane	King Cab	Regular
86	Mohamed Warsamie	King Cab	Regular
87	Yimer Abebe	Hess Cab	Regular
88	Nurhussen Mohamed	King Cab	Regular
89	Mohamed Warsamie	King Cab	Regular
90	Abdurahim Ahmed	King Cab	Regular

ATTACHMENT 4: LETTER OF OPOSITION TO CITY CAB PROPOSED TRADE DRESS

REDMON, PEYTON & BRASWELL, L.L.P.
Attorneys and Counsellors at Law
510 KING STREET, SUITE 301
ALEXANDRIA, VIRGINIA 22314

TELEPHONE (703) 684-2000
FACSIMILE (703) 684-5109

Amanda H. Rudolph
arudolph@rpb-law.com

August 20, 2025

City of Alexandria
Attn: Mobility Services, Transportation & Environmental Services, Traffic and Parking Board
2900 Business Center Drive
Alexandria, VA 22314

Re: King Cab Company response to Notice of New Application

To whom it may concern:

We represent King Cab Company, Incorporated, a certificate holder currently operating taxicabs within the City. We write in response to the recently filed application of City Cab LLC regarding its proposed vehicle color scheme.

Pursuant to City Code § 9-12-28, "no color scheme ... shall be approved if it conflicts with or imitates the color scheme ... used by another certificate holder in such manner as to mislead, confuse or tend to deceive the public." Our client's current fleet consists of black vehicles with yellow lettering. The application of City Cab proposes the use of black vehicles with blue lettering.

This proposed scheme imitates our client's existing scheme in such a way that would likely cause confusion among passengers and the public, particularly as the predominant vehicle color—black—is identical. The only differentiation offered, blue lettering as opposed to yellow, is insufficient to avoid the risk of misleading or confusing the public when attempting to identify cabs for hire.

Accordingly, we respectfully request that the City address this issue with City Cab and require a modification of its proposed color scheme so that it does not conflict with, imitate, or tend to mislead the public in violation of the aforementioned Code provision.

Thank you for your attention to this matter. Please let us know if additional information or documentation from our client would be helpful to your review.

Sincerely,



Amanda H. Rudolph, Esq.

ATTACHMENT 5: RESPONSE LETTERS FROM TAXI COMPANIES

King Cab Company

5515 Cherokee Avenue #402

Alexandria, VA 22312

Telephone: (703) 549-3530

September 3, 2025

Dear Ms. McGraw,

As the owner of King Cab Company, I read the proposal which was submitted by City Cab LLC, and King Cab is completely opposed to the formation of this new company. Creation of this new company can cause all of the cab companies in Alexandria, including King Cab Company, to lose certificates. The proposed company consists of existing drivers from the other local cab companies and losing their certificates would result in damage to the level of service provided by other companies to the city of Alexandria, especially service to DOT, senior citizens, and the public school system.

There was a previous attempt to open a new cab company in 2008 by Go Green Cab, which would have introduced hybrid taxicabs. We opposed the idea at that time as well, but the city supported and provided 20 certificates because of the introduction of hybrid vehicles. However, after two years, Go Green Cab struggled to perform and obtain drivers, until they finally went out of business. While Go Green Cab had a unique idea of increasing hybrid cabs in an attempt to draw consumers with more eco-friendly transportation, City Cab does not present any new ideas that would benefit the city, but would rather harm more well established companies with better name and brand recognition that customers already trust.

In addition, I would like to draw your attention to City Cab's proposed taxicab color of black vehicles with blue lettering which is in conflict with King Cab's vehicle color of black vehicles with yellow lettering. The similar color schemes would result in misleading and confusing the public regarding whose services they are rendered. This imitation of King Cab's pre-existing color scheme is in direct violation of City Code § 9-12-28 which states, "no color scheme ... shall be approved if it conflicts with or imitates the color scheme ... used by another certificate holder in such a manner as to mislead, confuse or tend to deceive the public." King Cab's attorneys have submitted a letter to the Alexandria City attorney's office and the Mobility Services, Transportation & Environmental Services, Traffic and Parking Board addressing this matter on August 18th, 2025. I am hopeful that it has been reviewed and the matter is addressed by revising their color scheme prior to submitting City Cab's proposal to the board.

I hope that the board seriously considers the above issues that King Cab Company has with the proposed creation of City Cab LLC. In my opinion, it would greatly benefit the city of Alexandria to continue with its current provision of services to its citizens via the pre-existing taxicab companies that have established a precedent for high quality reliable service. Allowing us to continue to support members of the community such as senior citizens, public schools, and DOT would greatly benefit all involved. Please let me know if you have any questions. Thank you very much for your cooperation.

Sincerely,

Abdul B. Karim

September 4, 2025

Dear Traffic & Parking Board Members:

Recently, we have received a letter from your office regarding the proposed change in the City Municipal Code affecting the taxicab industry and the application of City Cab as a new taxicab company.

Speaking of the changes, the Alexandria Union Taxicab Cooperative "Union" agrees with both code amendments, but the minimum requirement of members shouldn't be that low. We recommend you make 20 Taxicabs at a minimum. Union is working hard to serve the city with the best service. We are negotiating with two different vendors to get a more modern system of dispatch.

On the other hand, regarding issuing a new Taxicab company a new license, as Union members don't have any objection if they're needed. However, we advise the board carefully to examine whether having another company is necessary and whether the City has enough business to accommodate more taxicabs. Our suggestion to the board is to use other means, e.g. allow limited movement, instead of having a new company.

Union isn't against establishing a new company, but we want to stress that your decision will affect the drivers, including those drivers who applied to establish a new Taxicab company. As you might know most of the members of this new company are current drivers. Allowing them with their numbers to establish their new company will limit the number of Taxicabs. In the future if the City has more business, more numbers can be assigned for the companies.

Finally, we are asking you to take the right action which will benefit all the Taxicab drivers as well as Taxicab companies.

Sincerely,

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Alexandria Union Taxicab Cooperative, Inc.

Operations Manager

703-683-1200

auc224@gmail.com