

Ordinance No. 568

AN ORDINANCE to amend and re-enact Section 24, Chapter XII-A of the Code of the City of Alexandria, Virginia, enacted as a whole July 2, 1940 and made effective August 5, 1940, as said Chapter was added to said code by Ordinance No. 417, adopted February 11, 1944, which chapter relates to taxicabs and for hire vehicles, and which said section relates to taxicab rates

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

Section 1. That Section 24, Chapter XII-A of the Code of the City of Alexandria, Virginia, enacted as a whole July 2, 1940 and made effective August 5, 1940, as said chapter was added to said code by Ordinance No. 417, adopted February 11, 1944, be and the same hereby is amended to read as follows:

Sec. 24. Taxicab Rates.

For the purpose of establishing maximum rates to be charged by taxicabs under Article II of this chapter, the physical area of the City of Alexandria shall be divided into the six zones numbered 1, 2, 3, 4, 5 and 6. Such zones shall be bounded as follows:

Zone 1 shall be bounded by beginning on the shore of the Potomac River at a point where Greene Street if extended eastwardly would pass over, from there westwardly on Greene Street to Payne Street, thence in a direct line to the intersection of Duke Street and Reineker's Lane, thence northwardly along Reineker's Lane and a straight line in extension thereof to the east side of the R.F.&P. Railroad main line right of way, thence along the east side of said railroad right of way northwardly to Montgomery Street, thence eastwardly along Montgomery Street to the Potomac River, and thence southwardly along the Potomac River to the beginning.

Zone 2 shall be beyond Zone 1 and its outside boundary shall be Hunting Creek on the south, thence with the corporate line northwardly and along Roberts Lane to Duke Street, thence in a direct line northwardly to the intersection of Junior Street and Rucker Place, thence in a direct line to the intersection of Commonwealth and Monroe Avenues, thence eastwardly by a direct line with Monroe Avenue and Slater's Lane to the Potomac River, and the Potomac River, at places, on the east.

Zone 3 shall be beyond Zone 2 and its outside boundary shall begin at Roberts Lane and Duke Street, thence westwardly on Duke Street to Burgess Drive, thence northwardly on Burgess Drive and from the end thereof by a direct line to the intersection of Virginia Avenue and Mansion Drive, thence with Mansion Drive northwardly and eastwardly to Russell Road, thence with Russell Road to Mt. Ida Avenue and with Mt. Ida Avenue to Commonwealth Avenue, thence with a direct line eastwardly to and along Stewart Avenue, then with a direct line to and along Swan Avenue and with a direct line eastwardly to the Potomac River, and thence southwardly along the River to the boundary of Zone 2.

Zone 4 shall be beyond Zone 3 and its outside boundary shall begin at Duke Street and Burgess Drive, thence westwardly on Duke Street to a point opposite Roth Street in Fairfax County, thence in a direct line northwardly to the intersection of Brad-dock Road and Central Avenue, thence with Central Avenue to Virginia Avenue, thence with Virginia Avenue eastwardly to Cameron Mills Road, thence on Cameron Mills Road to Summit Avenue, thence with a straight line to the intersection of Russell Road and Beverly Drive, thence with a straight line to the intersection of Reed Avenue and Mt. Vernon Avenue, thence with Reed Avenue eastwardly to the Potomac River, and with the Potomac River southwardly to the boundary of Zone 3.

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Zone 5 shall be west of Zone 4 and its outer boundary shall begin at a point on Duke Street opposite Roth Street in Fairfax County, thence on Duke Street westwardly to Quaker Lane, thence on Quaker Lane to Janney's Lane, thence with a straight line to Seminary colored school on King Street, thence with a direct line to Summit Avenue and thence with Summit Avenue eastwardly to Cameron Mills Road and the boundary of Zone 4.

Zone 6 shall be all the rest and residue of the area of the City and is bounded on the west and north by the corporate limits, on the east by the Potomac River, and on the south by boundaries of Zones 4 and 5.

Whenever a street divided two zones, both sides of the street shall be considered in the lower zone.

Each taxicab subject to the provisions of this section shall at all times while in use have displayed in a conspicuous place therein a zone map with the zones clearly marked as herein defined.

The maximum rates to be charged by taxicabs operating under the provisions of Article II of this chapter shall be as follows for one passenger:

From a point within Zone 1 to a point within Zone 1, 35c.

From a point within Zone 2 to a point within Zone 2; from Zone 1 to Zone 2, or the reverse, 40c.

From a point within Zone 3 to a point within Zone 3; from Zone 1 to Zone 3 or from Zone 2 to Zone 3, or the reverse, 50c.

From a point within Zone 4 to a point within Zone 4; from Zone 1 to Zone 4 or from Zone 2 to Zone 4, or from Zone 3 to Zone 4, or the reverse, 60c.

From a point within Zone 5 to a point within Zone 5; from Zone 1 to Zone 5 or from Zone 2 to Zone 5 or from Zone 3 to Zone 5 or from Zone 4 to Zone 5, or the reverse, 70c.

From a point within Zone 6 to a point within Zone 6; from Zone 1 to Zone 6 or from Zone 2 to Zone 6; from Zone 3 to Zone 6, or from Zone 4 to Zone 6, or from Zone 5 to Zone 6, or the reverse, 75c.

For each passenger over one, the maximum charge shall be 5c.

The foregoing schedule of maximum zone rates is modified to this extent, namely, that in case a taxicab returning to its stand empty after completing a haul and in any zone a pick-up is obtained, the zone in which the pick-up is made shall be considered as Zone 1 and next zone as No. 2 Zone whether it is up or down; as a pick-up made in Zone 3 wishing to go to a certain place in Zone 4 shall be considered as the second zone and a charge of 40c made. Same would apply if the stop would be made in Zone 2, that is, a charge for the two zones, or 40c.

The maximum rate for handling baggage by the driver shall be 10c per bag.

The maximum rate for waiting shall be \$2.50.

It shall be unlawful for the driver or owner of any taxicab subject to the provisions of Article II of this chapter to charge more than the maximum rates established by this section.

It shall be unlawful for any person to ride in a taxicab on the streets of Alexandria with intent to obtain such passenger service without paying the lawful rate or any amount under the maximum rate charged by the driver therefor. Refusal to pay for such service shall be prima facie evidence of such intent under this paragraph.

Section 2. That this ordinance shall be published in the Alexandria Gazette and shall become effective the day after its publication.

WILLIAM T. WILKINS
Mayor