



CITY COUNCIL
ATLANTA, GEORGIA

00-O-1285

AN ORDINANCE BY

COUNCILMEMBER C.T. MARTIN

AS SUBSTITUTED BY THE FULL COUNCIL

AN ORDINANCE TO AMEND SECTIONS OF CHAPTER 162 OF THE CITY OF ATLANTA CODE OF ORDINANCES SPECIFICALLY SUBSECTION 162-118 (a)(1) SO AS TO AMEND THE AMOUNT CHARGED THE FIRST ONE-SEVENTH MILE; SUBSECTION 162-118 (a)(2) SO AS TO AMEND THE AMOUNT CHARGED FOR EACH ADDITIONAL ONE-SEVENTH OF A MILE; SUBSECTION 162-118 (a)(3) SO AS TO AMMEND THE AMOUNT CHARGED FOR WAITING TIME; SECTION 162-118(b) SO AS TO AMEND THE FLAT RATES FOR PASSENGERS FROM THE ATLANTA AIRPORT TO THE BUCKHEAD BUSINESS ZONE AND THE DOWNTOWN ZONE AND TO ADD FLAT RATES FOR A MIDTOWN FLAT RATE ZONE; SECTION 162-118 (d) SO AS TO AMEND THE LEGAL DESCRIPTION OF THE DOWNTOWN FLAT RATE ZONE THE BUCKHEAD FLAT RATE ZONE AND ADD A LEGAL DESRIPTION OF THE MIDTOWN FLAT RATE ZONE; SECTION 162-118, SUBSECTIONS (e) AND (f) SO AS TO AMEND THE FLAT RATE CHARGED FOR TRIPS ORIGINATING AND CONCLUDING IN THE SAME FLAT RATE ZONE; SECTION 162-78 (a)(2) SO AS TO AMEND THE DRESS REQUIREMENT OF TAXICAB DRIVERS AND ADD 162-78 (a)(6) AS TO REQUIRE ANNUAL TRAINING; SECTION 162-42 (o) SO AS TO AMEND THE INFORMATION REQUIRED ON A RECIEPT; SECTION 162-34 (c)(2)(b) SO AS TO AMEND THE REQUIREMENTS FOR THE INTERIOR OF TAXICABS UPON INSPECTION AND FOR OTHER PURPOSES.

WHEREAS, the taxicab Schedule of Fares has not been adjusted by the Council since 1995;

WHEREAS, the Council recently enacted legislation requiring vehicles operated as taxicabs to be no more than eight years old;

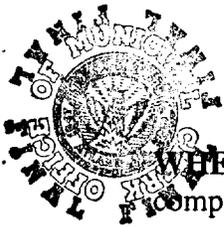
WHEREAS, the council is interested in the image projected by taxicab drivers;

WHEREAS, the council is interested in encouraging the taxicab industry to project a positive image of the city;

WHEREAS, the council is interested in the professional conduct of taxicab drivers;

WHEREAS, the council is interested in ensuring that visitors to the city who utilize taxicab services have a means of identifying taxicab companies and drivers;

WHEREAS, the council is interested ensuring that all taxicabs are maintained in safe operating condition;



WHEREAS, the council believes that two-way communication between a taxicab driver and the company is a matter relating to safety;

WHEREAS, the council is interested in encouraging the efficient and safe use of current technology; and

WHEREAS, the Council is interested in the welfare of taxi drivers in the city of Atlanta and desire to encourage any measures that will encourage the taxicab industry to train their drivers, purchase newer cars and engage in other practices to better serve the citizens and visitors of Atlanta.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA as follows:

SECTION 1

That Sections 162-118(a)(1)(2)(3)(4)(5) which currently state:

- (a) All taxicab companies and drivers shall charge the following schedule of fares, except as otherwise provided in this section:
 - (1) To first one-seventh mile, \$1.50.
 - (2) Each additional one-seventh mile, \$0.20.
 - (3) Waiting time, \$15.00 per hour.
 - (4) For each additional passenger in excess of one riding in the vehicle on the same trip, \$1.00 per person. Only one child in the company of an adult will be charged the additional passenger fee; any additional children will not be charged any additional passenger fee. Children under six will not be charged.
 - (5) For use of additional space for luggage, trunks or cargo for which the trunk space in a four-door sedan would not be adequate, \$5.00. This charge may be assessed only when a passenger has more than three pieces of luggage. The driver must inform the passenger of this fee before luggage is loaded. The term "luggage" shall not mean carry-on bags.

are amended by deleting said subsections and substituting in lieu thereof the following:

- (a) All taxicab companies and drivers shall charge the following schedule of fares, except as otherwise provided in this section:
 - (1) To first one-seventh mile, **\$2.00**.
 - (2) Each additional one-seventh mile, **\$0.25**.
 - (3) Waiting time, **\$18.00** per hour.
 - (4) For each additional passenger in excess of one riding in the vehicle on the same trip, \$1.00 per person. Only one child in the company of an adult will be charged the additional passenger fee; any additional children will not be charged any additional passenger fee. Children under six will not be charged.
 - (5) **There shall be no charge for use of additional space for luggage, trunks or cargo for which the trunk space in a four-door sedan would not be adequate.**



SECTION 2

That Section 162-118(b) which currently states:

(b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown business zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Three or more passengers shall be charged \$8.00 each (not to exceed \$24.00), two passengers shall be charged \$10.00 each (\$20.00 for two), and one person traveling alone shall be charged \$18.00. In addition to such flat rate fares, a charge of \$15.00 per hour of waiting time shall be imposed. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged. Sedans will charge \$30.00 per trip for one or two passengers and \$35.00 per trip for three or more passengers to and from the Atlanta airport and destinations within the downtown zone described in subsection (d) of this section. For taxicab trips between (to and from) the Atlanta airport and to a destination within the Buckhead business zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Three or more passengers shall be charged \$10.00 each (not to exceed \$30.00), two passengers shall be charged \$15.00 each (\$30.00 for two), and one (1) person traveling alone shall be charged \$28.00. In addition to such flat rate fares, a charge of \$15.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged. Sedans will charge \$35.00 per trip for one or two passengers and \$40.00 per trip for three or more passengers to and from the Atlanta airport and destinations within the Buckhead business zone described in subsection (d) of this section.

is amended by deleting said subsection and substituting in lieu thereof the following:

(b) For taxicab trips between (to and from) the Atlanta airport and destinations within the Downtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. **Four passengers shall be charged \$10.00 (\$40.00 for four passengers, with an additional \$2.00 charge for each passenger beyond the fourth);** three passengers shall be charged **\$10.00 each (\$30.00 for three passengers);** two passengers shall be charged **\$13.00 each (\$26.00 for two passengers),** and one person traveling alone shall be charged **\$25.00.** In addition to such flat rate fares, a charge of **\$18.00** per hour of waiting time shall be imposed. If passengers on the same trip desire different locations within the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be assessed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the **Buckhead Flat Rate Zone described in subsection (d)** of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged **\$11.25 each (\$45.00 for four**



passengers, with an additional \$2.00 charge for each passenger beyond the fourth); Three passengers shall be charged \$13.00 each (\$39.00 for three passengers); two passengers shall be charged \$18.00 each (\$36.00 for two passengers), and one (1) person traveling alone shall be charged \$35.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged.

For taxicab trips between (to and from) the Atlanta airport and to a destination within the Midtown Flat Rate Zone described in subsection (d) of this section, passengers shall be charged a flat rate fare based upon the number of passengers entering the taxicab at the beginning of the trip. Four passengers shall be charged \$10.00 each (\$40.00 for four passengers, with an additional \$2.00 charge for each passenger beyond the fourth); Three passengers shall be charged \$11.66 each (\$35.00 for three passengers); two passengers shall be charged \$15.00 each (\$30.00 for two passengers), and one (1) person traveling alone shall be charged \$28.00. In addition to such flat rate fares, a charge of \$18.00 per hour of waiting time shall be imposed. If passengers continue in the same flat fare zone, after the first stop, a \$1.00 charge, in addition to the per-passenger fare, will be addressed to each passenger discharged.

All fares listed in this section shall include applicable sales tax.

SECTION 3

That Section 162-118(d) which currently states:

(d) The Atlanta downtown zone is described below in subsection (f) as the downtown flat rate zone. The legal description of the Buckhead business zone shall be as follows: Beginning at a point at the intersection of Peachtree Road and Wieuca Road, and proceeding generally in an easterly direction on Peachtree Road to Roxboro Road; thence proceeding in a southerly direction along Roxboro Road to Buford Highway; thence proceeding in a southerly direction along Buford Highway to Sidney Marcus Boulevard; thence proceeding in a westerly direction on Sidney Marcus Boulevard to its intersection with Piedmont Road; thence proceeding on Piedmont Road in a northerly direction to its intersection with East Wesley Road, continuing on East Wesley Road to West Wesley Road in a westerly direction to Interstate 75; thence proceeding in a northerly direction on I-75 to its intersection with Mount Paran Road; thence proceeding in an easterly direction to its intersection with Northside Drive; thence proceeding in a southerly direction on Northside Drive to its intersection with Hillside Drive; thence proceeding easterly on Hillside Drive to its intersection with Powers Ferry Road; thence proceeding on Powers Ferry Road in a northerly direction to its intersection with west Wieuca Road, proceeding east to Wieuca Road to the point of beginning.

is amended by deleting said subsection and substituting in lieu thereof the following:

(d) The legal description of the Downtown Flat Rate Zone shall be as follows:



Starting at the intersection of Ashby Street and North Avenue, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding south on Boulevard to the intersection of Boulevard and Atlanta Avenue. Then proceeding west on Atlanta Avenue to the intersection of Atlanta Avenue and Interstate 75/85. Then proceeding north on Interstate 75/85 to the intersection of Interstate 75/85 and Georgia Avenue. Then proceeding west on Georgia Avenue to the intersection of Georgia Avenue and Glenn Street. Then proceeding west on Glenn Street to Ralph David Abernathy Boulevard continuing west on to the intersection of Ralph David Abernathy Boulevard and Ashby Street. Then proceeding north on Ashby Street to the intersection of Ashby Street and North Avenue and the starting point.

The legal description of the Midtown Flat Rate Zone shall be as follows:

Starting at the intersection of North Avenue and Interstate 75/85, then proceeding east on North Avenue to the intersection of North Avenue and Boulevard. Then proceeding north on Boulevard to Monroe Drive continuing to the intersection of Monroe Drive and Piedmont Avenue. Then proceeding north on Piedmont Avenue to the intersection of Piedmont Avenue and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding south on Northside Drive to the intersection of Northside Drive and North Avenue. Then proceeding east on North Avenue to the intersection of North Avenue and Interstate 75/85 and the starting point.

The legal description of the Buckhead Flat Rate Zone shall be as follows:

Starting at the intersection of Peachtree Road and Wieuca Road and proceeding east on Peachtree Road to Roxboro Road. Then proceeding south on Roxboro Road to West Roxboro Road continuing south of West Roxboro Road to the intersection of West Roxboro Road and Shady Valley Road. Then proceeding south on Shady Valley Road to Buford Highway continuing south to the intersection of Buford Highway and Lenox Road. Then proceeding south on Lenox Road to the intersection of Lenox Road and Interstate 85. Then proceeding south on Interstate 85 to the intersection of Interstate 85 and Interstate 75. Then proceeding north on Interstate 75 to the intersection of Interstate 75 and Northside Drive. Then proceeding north on Northside Drive to the intersection of Northside Drive and Blackhand Road. Then proceeding east on Blackhand Road to the intersection of Blackhand Road and Piedmont Road. Then proceeding south on Piedmont Road to the intersection of Piedmont Road and Harbersham Road. Then proceeding east on Habersham Road to the intersection of Habersham Road and Old Ivy Road. Then proceed east on Old Ivy Road to the intersection of Old Ivy Road and Wieuca Road. Then proceeding south on Wieuca Road to the intersection of Wieuca Road and Peachtree Road and the starting point.



SECTION 4

That Section 162-118(e) which currently states:

(e) For taxicab trips originating and concluding at hotels/motels, businesses, Lenox Square and restaurants within the Buckhead business zone described above, a single passenger shall be charged \$5.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

is amended by deleting said subsection and substituting in lieu thereof the following:

(e) **For taxicab trips originating and concluding within the Buckhead Flat Rate Zone described in subsection (d) above**, a single passenger shall be charged **\$6.00**. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

SECTION 5

That Section 162-118(f) which currently states:

(f) For taxicab trips originating and concluding within the downtown business zone described below, a single passenger shall be charged \$5.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered, with the exception of trips to the Atlanta Civic Center, Scitrek, Auburn Avenue Historic Sites (APEX, MLK Center), the Atlanta Fulton County Stadium, Woodruff Memorial Arts Center, and the Georgia Tech Stadium for special sporting events. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged. Drivers will be permitted to load and unload passengers at any location within the Downtown Zone unless such loading or unloading impedes the traffic flow or is unsafe for any other reason. Sedans will charge \$30.00 per trip for one or two passengers and \$35.00 per trip for three passengers.

The legal description of the downtown flat rate zone shall be as follows:

Starting at a point at the intersection of Memorial Drive and Capital Avenue, then proceeding north to Piedmont Avenue and continuing in a northerly direction to the intersection of Piedmont Avenue and Fifteenth Street, and proceeding west on Fifteenth Street to its intersection with Interstate 75-85, and proceeding in a southerly direction on Interstate 75-85 to its intersection with North Avenue, then proceeding in a westerly direction along North Avenue to the intersection of Northside Drive, then preceding in a southerly direction along Northside Drive to the intersection of Fair Street, then



proceeding in an easterly direction along Fair Street and Memorial Drive to the intersection of Capital Avenue..

is amended by deleting said subsection and substituting in lieu thereof the following:

(f) For taxicab trips originating and concluding within **the Downtown Flat Rate Zone described in subsection (d) above**, a single passenger shall be charged **\$6.00**. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged. Drivers will be permitted to load and unload passengers at any location within the Downtown Zone unless such loading or unloading impedes the traffic flow or is unsafe for any other reason.

For taxicab trips originating and concluding within the Midtown Flat Rate Zone described in subsection (d) above, a single passenger shall be charged \$6.00. Each additional passenger on the same trip shall be charged \$1.00. Trips engaged within the zone but destined to terminate outside the zone will be metered. Drivers are prohibited from engaging another passenger whose destination is more than a two-block diversion from the destination of any other passengers already engaged.

SECTION 6

That Section 162-78(a)(2) which currently states:

Wear proper dress while providing or offering to provide "vehicle for hire services". As used herein, the term "proper dress" shall mean the following: shoes which cover the foot (no sandals); pants to ankle length or a skirt or dress not shorter than knee length; pants shall not be noticeably torn; shirts or blouses must have sleeves, but need not have collars; the term "shirts or blouses" does not include tee shirts; shirts will not be required to be tucked in if they are finished at the bottom; clothing shall not be visibly soiled.

is amended by deleting said subsection and substituting in lieu thereof the following:

Wear proper dress while providing or offering to provide "vehicle for hire services". As used herein, the term "proper dress" shall mean the following: shoes which cover the foot (no sandals); pants to ankle length or a skirt or dress not shorter than knee length; pants shall not be noticeably torn; shirts or blouses must have sleeves, **and a collar**; the term "shirts or blouses" does not include tee shirts; shirts **are required to be tucked in**; clothing shall not be visibly soiled.

SECTION 7

That Section 162-78(a) is amended by adding the following:

- (6) **Successfully complete, annually, a driver's training course administered by a company and approved by the bureau.**



SECTION 8

That Section 162-42(o) which currently states:

- (o) Drivers shall give receipts upon request of a passenger, showing the amount of fare paid, name of company, CPNC number, number of passengers, location of trip, origination and location of trip termination.

is amended by deleting said subsection and substituting in lieu thereof the following:

- (o) Drivers shall give receipts upon request of a passenger, showing the amount of fare paid, name of company *and contact information, the drivers name*, CPNC number, number of passengers, location of trip, origination and location of trip termination.

SECTION 9

That Section 162-34(c)(2)(b) which currently states:

- b. Interior. The rearview mirror, steering wheel, foot brakes, parking brakes and air conditioning and heating systems shall be inspected to ascertain that each is functioning properly. The upholstery, floor mats, headlining, door panels and the trunk compartment shall be inspected to determine whether they are clean, free of tears and that the trunk has sufficient space for passengers' luggage. The vehicle shall contain a spare tire and a jack and a functional two-way radio, which shall serve as a means of communication between the company and the driver.

is amended by deleting said subsection and substituting in lieu thereof the following:

- b. Interior. The rearview mirror, steering wheel, foot brakes, parking brakes and air conditioning and heating systems shall be inspected to ascertain that each is functioning properly. The upholstery, floor mats, headlining, door panels and the trunk compartment shall be inspected to determine whether they are clean, free of tears and that the trunk has sufficient space for passengers' luggage. The vehicle shall contain a spare tire and a jack and a functional **and safe method of two-way communication between the company and the driver.** **The method of communication between the company and the driver may include two-way radios or cellular telephones with hands-free capability.** **At no time shall two-way communication between the taxicab driver and company be conducted by the use of a hand held cellular telephone without hands-free capability.**

SECTION 10

That all ordinances or parts or ordinances in conflict herewith are hereby repealed.

SECTION 11

That the amendments reflected in this ordinance shall become effective October 15, 2001

A true copy,

Rhonda Daughtr Johnson
Municipal Clerk, CMC

ADOPTED by the Council
APPROVED by the Mayor

SEP 17, 2001
SEP 25, 2001

RCS# 3099
9/17/01
2:40 PM

Atlanta City Council

Regular Session

00-O-1285

Amend taxi fees charged to passengers

ADOPT ON SUB

YEAS: 11
NAYS: 2
ABSTENTIONS: 0
NOT VOTING: 2
EXCUSED: 0
ABSENT 1

| | | | |
|------------|-----------|-----------|-------------|
| NV McCarty | B Dorsey | Y Moore | Y Thomas |
| Y Starnes | Y Woolard | Y Martin | Y Emmons |
| Y Bond | N Morris | Y Maddox | Y Alexander |
| Y Winslow | N Muller | Y Boazman | NV Pitts |

00-O-1285

00-0-1285

(Do Not Write Above This Line)

AN ORDINANCE BY

COUNCILMEMBER C.T. MARTIN

AN ORDINANCE TO AMEND SECTION 162-118, SUBSECTION (A)(4) OF THE CITY OF ATLANTA CODE OF ORDINANCES SO AS TO AMEND THE AMOUNT OF FEES CHARGED FOR ADDITIONAL PASSENGERS ON THE SAME TRIP; TO AMEND SECTION 162-118(B) TO AMEND THE FLAT RATES FOR THREE OR MORE PASSENGERS FROM THE ATLANTA AIRPORT TO THE BUCKHEAD BUSINESS ZONE AND THE DOWNTOWN ZONE; TO AMEND SECTION 162-113 (C) SO AS TO AMEND THE FEE FOR MULTIPLE PASSENGERS AT THE AIRPORT IN ONE TAXICAB DESIRING DIFFERENT LOCATIONS WITHIN THE SAME FLAT FARE ZONE AFTER THE FIRST STOP; SO AS TO AMEND SECTION 162-118, SUBSECTIONS (E) AND (F) SO AS AMEND THE FLAT RATE CHARGED FOR FLAT RATE ZONES; AND FOR OTHER PURPOSES.

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1st ADOPT 2nd READ & REFER
- PERSONAL PAPER REFER

Date Referred 8/7/00

Referred To: Public Safety & Legal Affairs

Date Referred 9/17/01

Referred To: removed from the table

Date Referred 9/27/01

Referred To: by being veto with Morris

Date Referred 10/12/01

Referred To: substituted ordinance for one which was veto with Morris making new

Date Referred 11/14/01

Referred To: substituted ordinance for one which was veto with Morris making new

7/2/01 - Tabled Without Objection

7/16/01 - Remained on table w/o objection

8/16/01 - Remained on table w/o objection

Committee _____

Date _____

Chair _____

Referred to _____

Committee P.S.O. L.A. #1

Date 8/15/00

Chair C.T. Martin

Action: Fav, Adv, Hold (see rev. side)

Other: 9/12/00

Members 9/20/00

10/16/00

11/14/00

11/28/00

Refer To 12/12/00

Committee P.S.O. L.A. #1

Date 1/16/01

Chair _____

Action: Fav, Adv, Hold (see rev. side)

Other: 1/30/01

Members 2/13/01

2/27/01

3/13/01

3/27/01

4/12/01

Refer To _____

FINAL COUNCIL ACTION

2nd

1st & 2nd

3rd

Readings

Consent

V Vote

RC Vote

CERTIFIED

SEP 17 2001

ATLANTA CITY COUNCIL PRESIDENT

[Signature]

CERTIFIED

SEP 17 2001

MUNICIPAL CLERK

[Signature]

MAYOR'S ACTION

APPROVED

SEP 25 2001

[Signature]