

Proposed Recommendations – Ground Transportation Regulatory Reform

I. ITEMS NOT DIRECTLY RELATED TO PUBLIC SAFETY:

- 13-2-57 – Use of Air Conditioner – Remove
- 13-2-59 – City Map Required – Modify to include electronic maps
- 13-2-60 – Abandoned Property – Remove
- 13-2-132 – Driver Conduct – Modify behavioral/appearance requirements
 - 13-2-132(B)(3) – Remove provisions related to monitoring frequency prohibition
 - 13-2-132(B)(4) – Remove prohibition on possessing communication equipment
- 13-2-141 – Inspection Required
 - No mandatory 3rd party inspection
 - Holder responsible for ensuring vehicles meet inspection requirements
 - If deficient during field inspections, remove vehicle from service
 - Require re-inspection prior to going back into service
- 13-2-142 – Inspection Standards – Remove all points not related to public safety
- 13-2-143 – Removal from Service – Require Department re-inspection
- 13-2-175 – Operating Authority Fees – Discontinue practice of prorating permits

II. LIMOUSINE:

- 13-2-1 Definitions – Redefine “Prearranged Service” to remove the minimum of one half hour advance reservation
- 13-2-202(B) – Remove requirement to use a flagship/stretch vehicle
- Add requirement for Limousine operating authority to provide an estimated fare prior to beginning a trip
- 13-2-203 – Limousine Rates of Fare – Remove minimum fare requirement

III. CHARTER VAN SERVICE:

- 13-2-291(B)(4) – Remove prohibition of accepting passengers less than one half hour in advance of commencement of scheduled services
- Add requirement for Charter operating authority to provide an estimated fare prior to beginning a trip

IV. PEDICAB SERVICE:

- 13-2-316(C)(4) – Additional Requirements for Pedicab Service – Consider broadening operating boundaries
- 13-2-316(G)(3) - Remove all inspection points not related to public safety
- Consider allowing electric assist
- ~~Ordinance 20141211-089 – Consider removing current cap of 300 Pedicab permits~~

V. TAXI SERVICE:

- 13-2-3 – Operating Authority or Taxicab Franchise Required – Remove franchise requirement. Allow taxicab companies to secure operating authorities
- 13-2-403 – Franchise Application Required – Repeal and require operating authority application
- 13-2-404 – Recommendation of Franchise Application – Repeal
- 13-2-405 – Franchise Ordinances – Repeal
- 13-2-408 – Granting of Taxicab Franchise Through Annual Reservation of Franchise Permits – Repeal
- 13-2-409 – Granting of Taxicab Franchise Under Certain Circumstances – Repeal
- 13-2-410 – Selection of Franchise – Repeal
- Division 2 Franchise Permits (13-2-421 through 13-2-431) – Repeal and require taxicabs to seek operating authority permits
- Allocate permits in lots of 20 minimum
- 13-2-461 – Rates of Fare – Modify to allow taxicab company to implement a rate of fare consistently among all taxicabs in their fleet

- 13-2-469 – Application for Rate Change – Repeal
- 13-2-470 – Decision on Rate Application – Repeal
- 13-2-471 – Taxicab Fuel Surcharge – Repeal
- 13-2-482 – Numbering of Taxicabs – The department shall designate a unique number for each vehicle operated as a taxicab and issue a number plate for each vehicle
- Driver Hours – Maximum 12 hours in service within a 24-hour period
- Mandatory credit card acceptance

VI. Fees

- Industry fees:
 - Motorized – Recommend 2% of local gross receipts
 - Non-motorized – Per permit fee
- Re-inspection fee for all vehicles taken out of service by the Department for identified deficiencies.

VII. ELECTRIC LOW SPEED VEHICLE (ELSV) SERVICE:

- Remove requirement for doors
- 13-2-334(B)(1) – Remove route requirement
- Remove limit of 3 operating authorities
- 13-2-333(B) – Requires rate card to be conspicuously on the vehicle

VIII. Horse Drawn Carriages:

- Require escort vehicle when traveling on streets with a speed limit of 35 mph or greater