

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JANUARY 27, 2014, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the November 25, 2013, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to install “SCHOOL: SPEED LIMIT 15 WHEN FLASHING” signs in front of five schools:
 - Patrick Henry Elementary
 - Jefferson Houston Elementary
 - Cora Kelly Elementary
 - TC Williams High School
 - John Adams Elementary: Rayburn Avenue between Harding Avenue & N. Beaugard Street
5. **ISSUE:** Consideration of a request to make parking restrictions along 400-800 Washington Street consistent.
6. **ISSUE:** Consideration of a request to install a stop sign for northbound Leslie Avenue at Alexandria Avenue.
7. **ISSUE:** Consideration of a request to relocate Alexandria Police Department parking spaces from the unit block of King Street to the Strand, south of Wales Alley.
8. **ISSUE:** Consideration of a request to remove one, “3 Hour, 8A.M.-5P.M., Monday-Friday, except District 7,” parking space, and install a “No Parking Here to Corner” sign on the north side of West Linden Street, 20 feet from the intersection of Commonwealth Avenue.
9. **ISSUE:** Consideration of an ordinance to amend and reordain Title 9 (LICENSING AND REGULATION) Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), Division 2 (CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY) of The Code of the City of Alexandria, Virginia, 1981, as amended, to:
 1. Remove the driver transfer provision; and,
 2. Change how grandfathered certificates are treated upon the certificate holder’s departure from the Alexandria Taxicab industry.
10. **ISSUE:** Consideration of a request to install a “No Parking” sign on the curb in between 3819 and 3817 Elbert Avenue.

NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING FEBRUARY 24, 2014

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY NOVEMBER 25, 2013, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Vice Chair, Larry Ruggiero, Gregory Cota, William Schuyler, Mary White, and James Lewis.

BOARD MEMBERS ABSENT: Kevin Posey.

STAFF MEMBERS PRESENT: Rich Baier, Director, Transportation and Environmental Services, Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Lucky Stokes, Division Chief, Construction, Management, and Inspection, Hillary Poole, Complete Streets Coordinator, Carrie Sanders, Bicycle and Pedestrian Program Manager, and Chris Dowling, Traffic Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the October 28, 2013, Traffic and Parking Board meeting minutes: Mr. Cota made a motion, seconded by Mr. Lewis, to approve the minutes from the October 28, 2013, Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** There were no updates from Staff to the Board.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove parking on King Street from West Cedar Street to Highland Place in order to add Bike Lanes.

PUBLIC TESTIMONY: Arlene Fitzpatrick, Aaron Eastman, Abbie Eastman, Darlene Johnson, Louise Welch, Don Stanton, Frank Buckky, Esther Goldby, Christopher Curran, Richard Lafalce, Lynne Lawrence, Tom Walczykowsld, Mariam Wilmer, Amy Lehmkuhler, Katy Cannady, Lisa Beyer Scanlan and Amy Lafalce spoke against the request. Eric Wagner, Jonathan Krall, Allen Shriver, Sue Gunter, Lindsey Bachman, Gregory Billing, Randolph Dingwell, Jerry King, Patrick Earle, Andrea Hamre, Natasha Garcia Anderson, Amber Carswell, Benjamin Hart, Bill Pugh, Aimee Custis, David Bouk, Chris Wolz, Lisa Kaplowitz, Jim Durham, Kristopher Anderson, A. Maitland Bottoms, Carlos Hazera, Bonnie O'Day, Margaret Zalenska, Jakub Jakubek, Kathryn Payne, Stephen F. Palinosar, Jeff Fulmer, Monica Starnes, Betsy Biffl, Jennifer Hovis, David Kaplan, Peter Watkins, Richard Speckart, Nick Rogers, boyd Walker, Scott Binde, Rudolph Rojas, Daniel Mehaffey, Catherine Moran, and Susan Gitlin spoke in favor of the request.

BOARD ACTION: Mr. Schuyler made a motion to defer the item and for Staff to work with the public and public officials to find a solution that can meet on more common ground that will serve everyone's best interest. Mr. Ruggiero seconded this motion, and the motion carried unanimously.

5. **ISSUE:** Consideration of a request to install a handicap parking space in front of the Abundant Life Church on East Del Ray Avenue with the following restriction: Sundays, 8 A.M.-10P.M., and Tuesday 6 P.M.-10P.M. The space would be available to the public outside of those hours.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

BOARD ACTION: Mr. Cota made a motion, seconded by Mrs. White, to approve Staff's recommendation to install the handicap space with the request hours in front of the Abundant Life Church. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to replace two, 3 Hour, 9A.M.-5P.M., Monday-Friday, parking spaces with two handicap parking spaces in front of Mount Vernon Recreational Center along Commonwealth Avenue with the following restriction: 9 A.M.-9P.M., Every day, including holidays.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

BOARD ACTION: Mr. Cota made a motion, seconded by Mr. Lewis, to approve Staff's recommendation to install the two handicap space in front of the Mount Vernon Recreational Center along Commonwealth Avenue. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to remove 40 feet of parking across from the emergency entrance and exit at INOVA Alexandria Hospital on North Howard Street.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

BOARD ACTION: Mr. Ruggiero made a motion, seconded by Mr. Schuyler, to approve Staff's recommendation to remove 40 feet of parking along North Howard across from the emergency department exit at INOVA Alexandria Hospital. The motion carried unanimously.

8. **ISSUE:** Consideration of an appeal to the denial for two curb cuts, 16 feet each, at 1203 Orchard Street in order to install a U-shaped driveway.

PUBLIC TESTIMONY: Mr. Robert Shaw and Mrs. Martha Marks, residents of 1203 Orchard Street spoke in favor of installing the two curb cuts.

BOARD ACTION: Mr. Ruggiero made a motion, seconded by Mrs. White, to grant the appeal and to recommend approval of the two curb cuts at 1203 Orchard Street. The motion carried unanimously.

APPOINTMENT OF A TRAFFIC AND PARKING BOARD REPRESENTATIVE TO THE AD HOC BICYCLE AND PEDESTRIAN MASTER PLAN GROUP

Mr. Ruggiero was selected to represent the Board on the Ad Hoc Bicycle and Pedestrian Master Plan group.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 4

ISSUE: Consideration of a request to install flashing “SCHOOL: SPEED LIMIT 15 WHEN FLASHING” signs in front of five schools:

- Patrick Henry Elementary
- Jefferson Houston Elementary
- Cora Kelly Elementary
- TC Williams High School
- John Adams Elementary: Rayburn Avenue between Harding Avenue & N. Beauregard Street

APPLICANT: Department of Transportation and Environmental Services

LOCATION:

- Patrick Henry Elementary: Taney Avenue between N Howard Street and N Latham Street
- Jefferson Houston Elementary: Cameron Street between West Street and Harvard Street
- Cora Kelly Elementary: Commonwealth Avenue between Reed Avenue and Dead End
- John Adams Elementary: Rayburn Avenue between Harding Avenue & N. Beauregard Street
- TC Williams High School: King Street between Radford Street and Quincy Street

STAFF RECOMMENDATION:

That the Board recommend to the City Manager to approve the request to install flashing “SCHOOL: SPEED LIMIT 15 WHEN FLASHING” signs in school zones in front of the five schools. The flashing would be activated during arrival and dismissal hours.

DISCUSSION:

Many Alexandria City Public schools have flashing 15MPH speed limit signs installed in school zones in order to improve safety. The signs will flash during arrival and dismissal times. As part of the Safe Routes to School program, staff is requesting approval to install the signs in school zones in front of five additional schools. Two signs, one in each direction, would be installed in the school zone. The schools and roadways where the signs would be installed are listed below.

- Patrick Henry Elementary: Taney Avenue between N Howard Street and N Latham Street
- Jefferson Houston Elementary: Cameron Street between West Street and Harvard Street
- Cora Kelly Elementary: Commonwealth Avenue between Reed Avenue and Dead End
- John Adams Elementary: Rayburn Avenue between Harding Avenue & N. Beauregard Street
- TC Williams High School: King Street between Radford Street and Quincy Street

Staff has had a number of requests for these signs from residents. The signs will help reduce speeding and improve pedestrian safety near schools.

Neighborhood civic associations were notified of the meeting date for the proposed flashing signs. No negative feedback was received. On January 6, 2014 the following associations were notified:

- Dowden Terrace Civic Association
- Hume Springs Civic Association
- Lynhaven Civic Association
- Seminary Hill Civic Association
- Seminary West Civic Association
- Upper King Street Civic Association

The Alexandria Police Department was also notified about the proposed signs and stated support for the project.



Figure 4a - Example of “SCHOOL: SPEED LIMIT 15 WHEN FLASHING” sign



Figure 4b - Patrick Henry Elementary location



Figure 4c - Jefferson Houston Elementary location



Figure 4d - Cora Kelly Elementary location



Figure 4e – John Adams Elementary location



Figure 4f - TC Williams High School location

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 5

ISSUE: Consideration of a request to make parking restrictions along 400-800 Washington Street consistent.

APPLICANT: Department of Transportation and Environmental Services

LOCATION: 400 to 800 S Washington Street (east side of the blocks)

STAFF RECOMMENDATION:

That the Board recommend to the Director of TES to make parking restrictions consistent along the 400 to the 800 block of S. Washington Street (east side)

DISCUSSION:

Currently parking restrictions along S. Washington Street are inconsistent. In some blocks parking is restricted from 9 AM to 5 PM, and in other blocks restrictions end at 4 PM. The following are parking restrictions along Washington St:

400 S Washington St. (east side): 9AM to **4 PM**, Monday -Friday

500 S Washington St. (east side): 9AM to **4 PM**, Monday -Friday

600 S Washington St. (east side): 9AM to **5 PM**, Monday -Friday

700 S Washington St. (east side): 9AM to **5 PM**, Monday -Friday

700 S Washington St. (east side): 9AM to **5 PM**, Monday -Friday

Transportation planning staff has received a number of requests from the City's Parking Enforcement Officers regarding inconsistent parking restriction times along S Washington St. which is especially confusing for parkers, and may result in unnecessary parking citations.

Staff recommends making parking restriction consistent from 9 Am to 5 PM along the east side of Washington St.

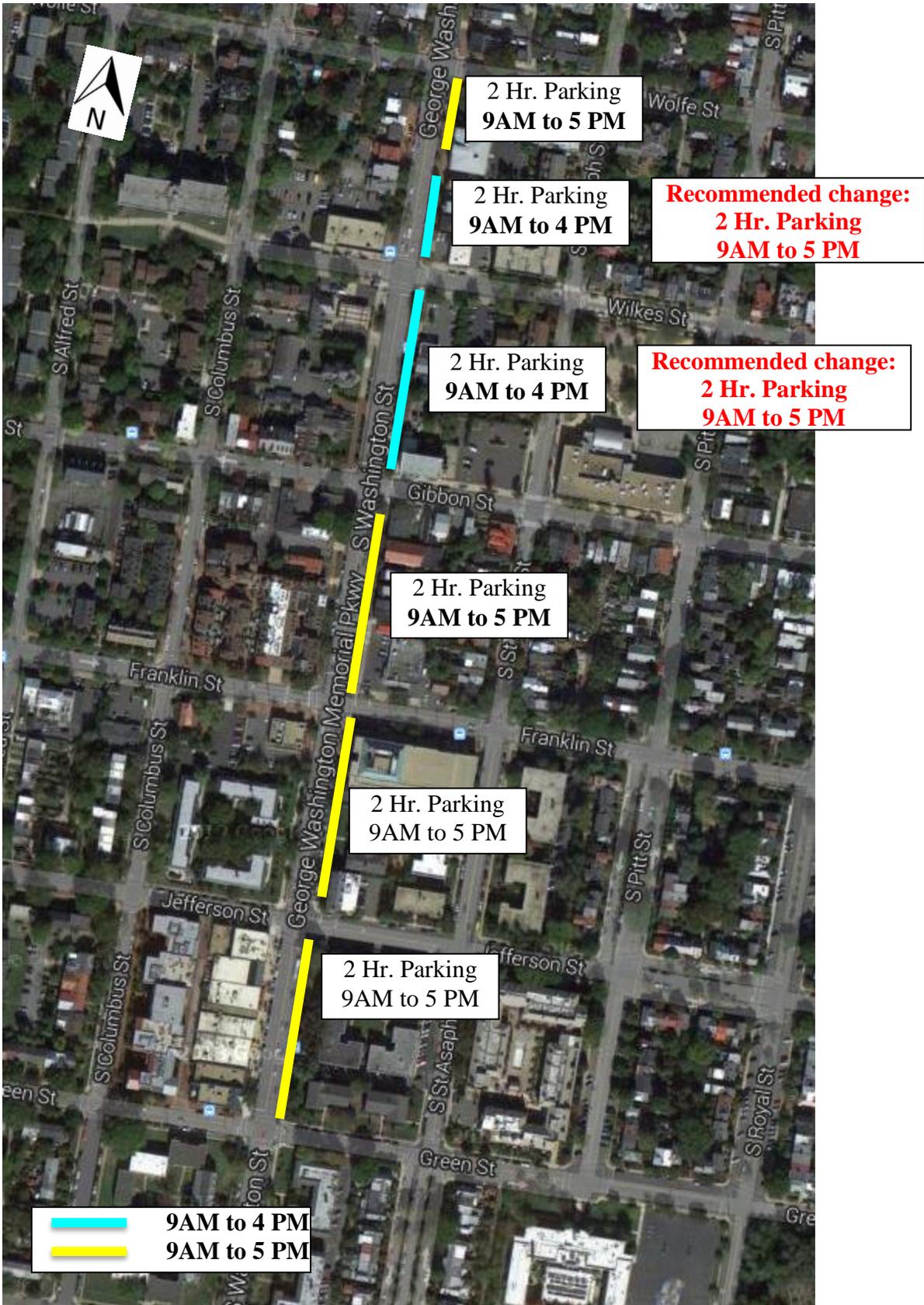


Figure 5a – parking restrictions along George Washington Street

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 6

ISSUE: Consideration of a request to install a stop sign for northbound Leslie Avenue at Alexandria Avenue.

APPLICANT: Department of Transportation and Environmental Services

LOCATION: Leslie Avenue at Alexandria Avenue

STAFF RECOMMENDATION:

That the Board recommend to the Director of TES to install a stop sign for northbound vehicles on Leslie Avenue approaching Alexandria Avenue in front of Commonwealth Academy.

DISCUSSION:

As part of the Complete Streets Program, the intersection of Leslie Avenue and Alexandria Avenue is being redesigned to improve pedestrian safety. Currently the intersection has a wide turning radius within a school crossing, as shown in Figure 6a. A curb extension will be constructed on the southeast corner of the intersection to normalize the intersection for vehicles and shorten the crossing distances for pedestrians, as shown in Figure 6b and 6c. Currently, there is a "Yield" sign for drivers traveling eastbound on Alexandria Avenue. The reconfigured intersection would require that vehicles traveling northbound on Leslie Avenue come to a complete stop at the new crosswalk, and eastbound drivers would be required to yield to pedestrians crossing Alexandria Avenue.

The realigned intersection makes it safer for pedestrians crossing the street to access Commonwealth Academy and supports the City's Safe Routes to School initiatives. The crosswalks will highlight the presence of pedestrian at this location, and the tighter radius will slow vehicles turning at the intersection. The new design creates more predictable vehicle movements for drivers and pedestrians. City staff has been working with Commonwealth Academy during the design process and they are very supportive of the project.

City Staff recommends installing a stop sign for the northbound Leslie Avenue approach in order to provide road users for this approach adequate time and sight distance to observe any oncoming traffic from Alexandria Avenue or southbound on Leslie Avenue before proceeding into the intersection.

This project was presented to the Del Ray Citizens Association's Transportation and Pedestrian Safety Committee on January 16, 2014. No opposition was stated to moving forward with implementation of the project.



Figure 6a - Existing intersection alignment

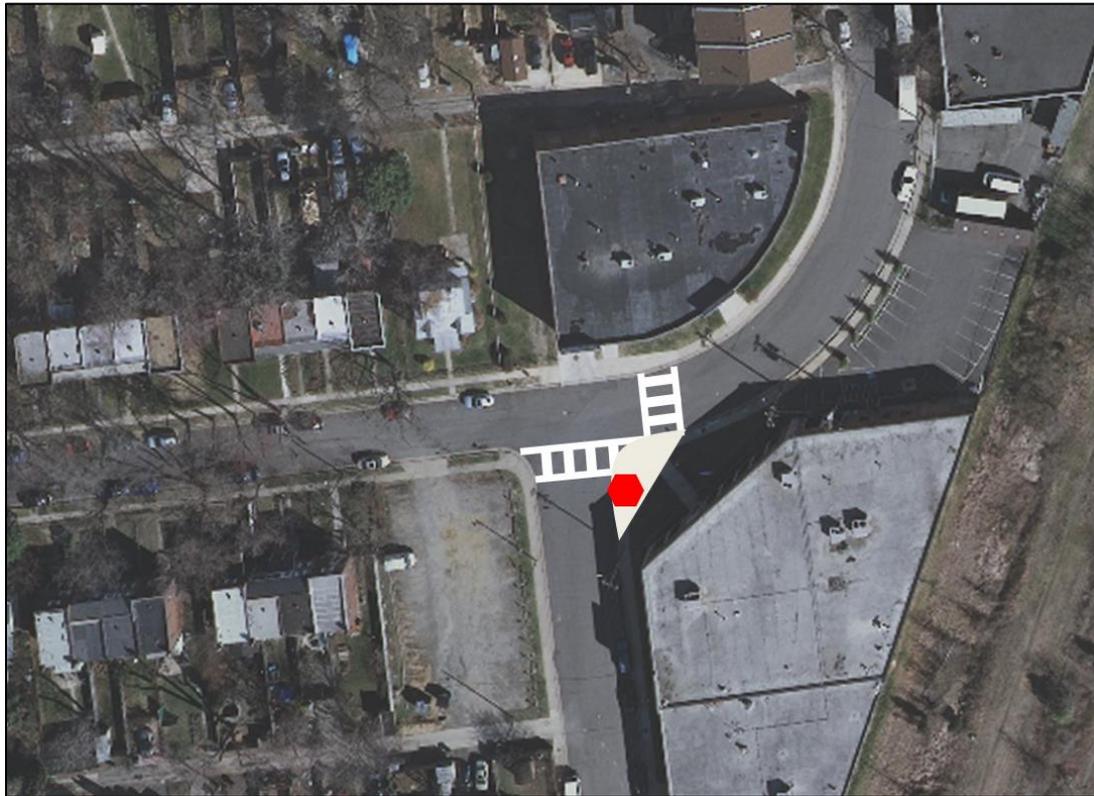


Figure 6b - Proposed intersection alignment

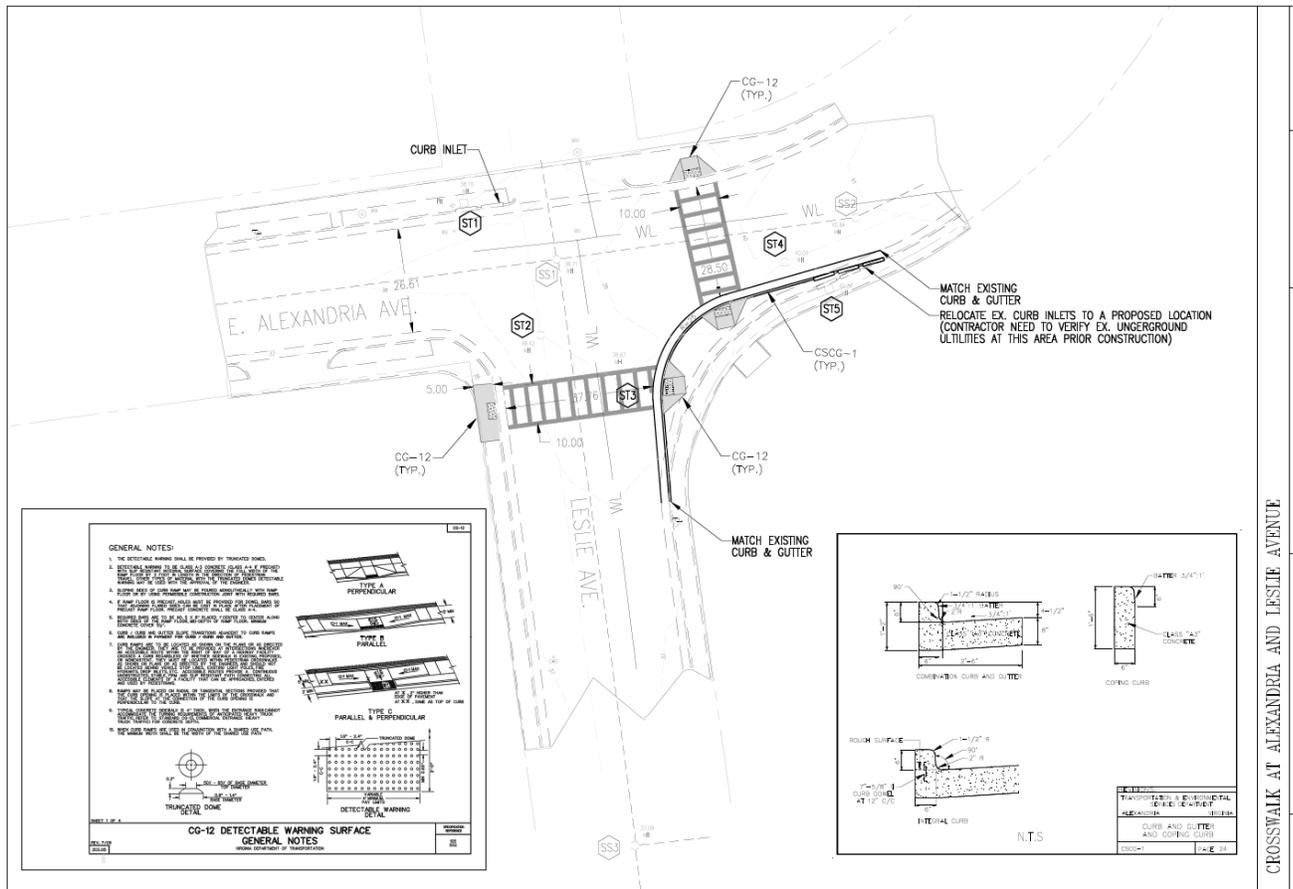


Figure 6c - Proposed intersection design: Engineering

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 7

ISSUE: Consideration of a request to relocate Alexandria Police Department parking spaces from the unit block of King Street to the Strand, south of Wales Alley.

APPLICANT: Department of Transportation and Environmental Services

LOCATION: King Street at the Strand

STAFF RECOMMENDATION:

That the Board recommend to the Director of TES to remove the existing parking spaces at the foot of King Street signed for DASH and Alexandria Police Department (APD) parking and relocate the APD parking to two metered spaces along the Strand at Waterfront Park (as shown in figure 7a).

DISCUSSION:

The installation of a pedestrian plaza at the foot of King Street was a recommendation of the Union Street Corridor Study that was approved by City Council in December of 2012. The design of the plaza has expanded to include additional pedestrian space at the foot of King Street, adjacent to King Street Park. There are currently four parking spaces that are designated for DASH and APD vehicles where the plaza will be located.

The Director of Transportation and Environmental Services met with the APD Chief to discuss the relocation of the police parking spaces. APD agreed to relocate their parked vehicles to the Strand where there are currently metered parking spaces, as shown in Figures 7a and 7b. Two of these spaces would be designated for APD. The Waterfront Commission also requested the relocation of the APD parking spaces to a less visible location during their October 2013 meeting. The pedestrian plaza design accommodates DASH Trolley access and maintains parking along the north curb for the loading and unloading of passengers.

It is proposed that the spaces would be relocated prior to the implementation of the pedestrian plaza.



Figure 7a - Existing and Proposed locations for Alexandria Police Parking

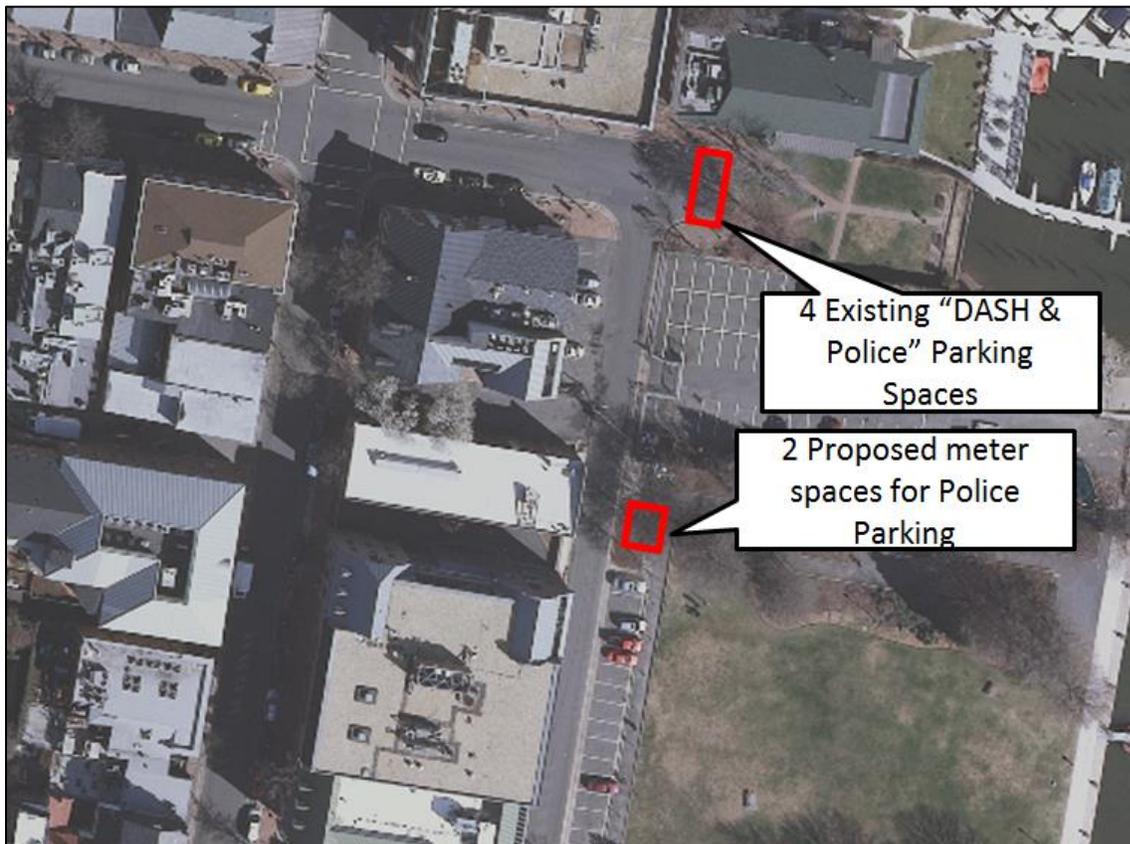


Figure 7b - Existing and Proposed locations for Alexandria Police Parking (aerial view)

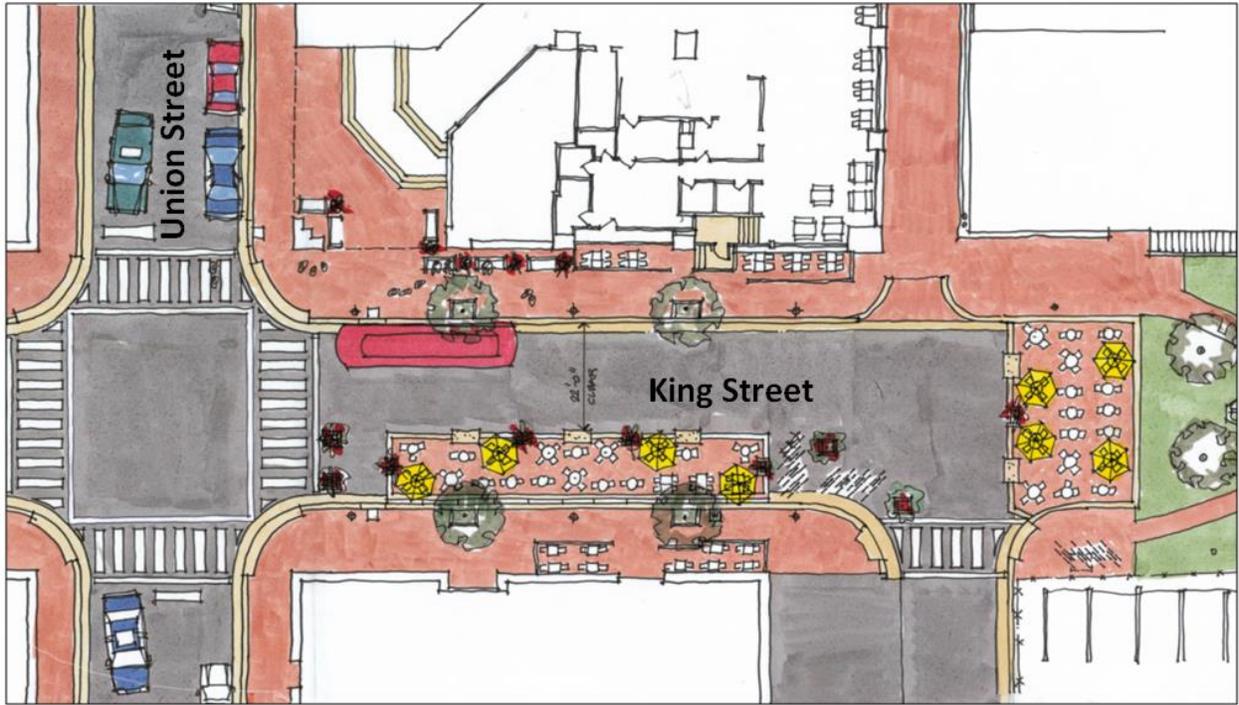


Figure 7c – King Street Pedestrian Plaza Concept design

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 8

ISSUE: Consideration of a request to remove one, “3 Hour, 8A.M.-5P.M., Monday-Friday, except District 7,” parking space, and install a “No Parking Here to Corner” sign on the north side of West Linden Street, 20 feet from the intersection of Commonwealth Avenue.

APPLICANT: Alexandria Police Department

LOCATION: West Linden Street and Commonwealth Avenue

STAFF RECOMMENDATION:

That the Board recommend to the Director of TES to remove one, “3 Hour, 8A.M.-5P.M., Monday-Friday, except District 7,” parking space and install a “No Parking Here to Corner” sign on the north side of West Linden Street, 20 feet from the intersection of Commonwealth Avenue.

DISCUSSION:

City Staff has received multiple requests to improve the safety of the right turn movement from Commonwealth Avenue onto West Linden Street. This location can be seen in figure 8a. Currently parking is allowed on the north side of West Linden Street with the restriction, “3 Hour, 8A.M.-5P.M., Monday-Friday, except District 7.” West Linden Street, much like other side streets along Commonwealth, is very narrow at 22 feet wide while supporting a parking lane on the north side and both eastbound and westbound traffic.

Currently, there is no “No Parking Here to Corner” sign along West Linden before the intersection with Commonwealth, so vehicles can park very close to the intersection. Should a vehicle be parked on West Linden Street close to the intersection and a car is traveling east on West Linden towards Commonwealth, it can be difficult for a vehicle to complete a right hand turn from Commonwealth onto West Linden Street due to a limited sight distance and the narrow street. See figure 8b for this scenario.

There is a “No Parking Here to Corner” sign on East Linden Street approximately 20 feet from the intersection of Commonwealth. City Staff recommends installing a “No Parking Here to Corner Sign” on the north side of West Linden Street, 20 feet from the intersection of Commonwealth to improve the sight distance for vehicles on West Linden Street and Commonwealth Avenue, and thus the safety for this right turn movement. See figure 8c.

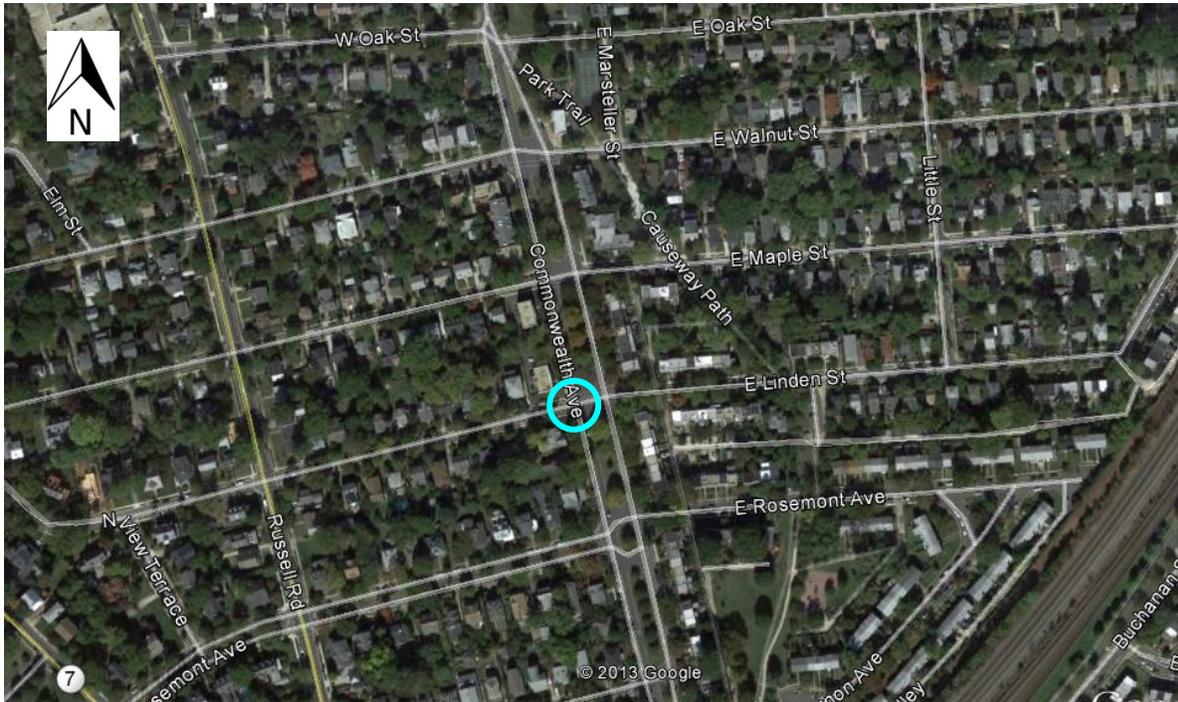


Figure 8a – location the request at Commonwealth and W. Linden

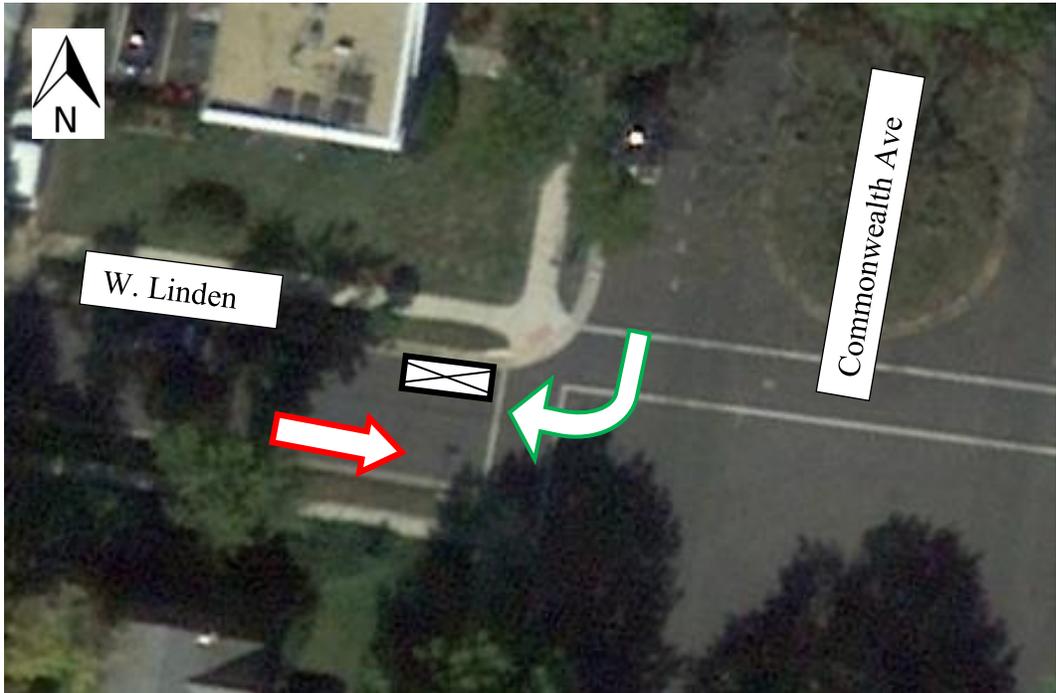


Figure 8b – scenario in which a car is parked too close to the intersection while a vehicle is traveling eastbound on West Linden and a vehicle is attempting a right hand turn from Commonwealth onto West Linden.

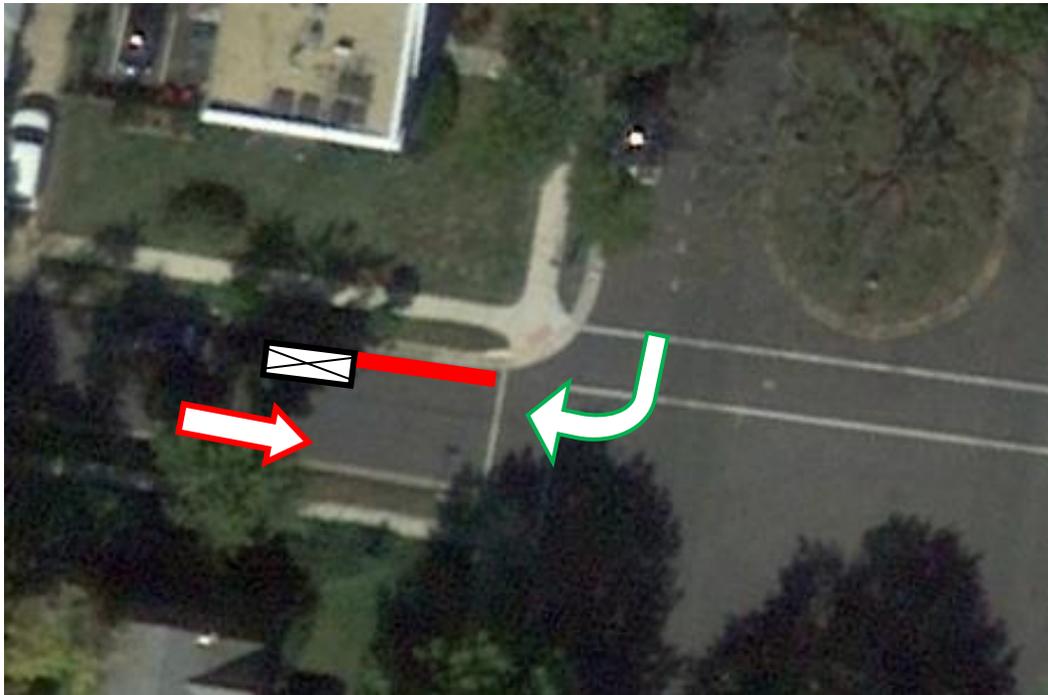


Figure 8c – 20 feet of removed parking along West Linden will improve the sight distance for both the eastbound movement and the right turn movement from Commonwealth onto West Linden.

Hello,

This is Parking Officer Tremble, I hope all is well. I just wanted to request a "no parking here to corner" sign to be placed on the corner of W Linden and Commonwealth Ave on the unit block of W Linden. I have been getting complaints of cars parking on W Linden; whereas the parking space is legal, but it can also be a hazard for cars turning right from commonwealth if there is oncoming traffic coming down Linden. There is already a "no parking here to corner" sign on E Linden at Commonwealth. Attached are pictures, if you have any questions feel free to call me at 571-232-6276.

Thanks

Figure 8d – request from the Alexandria Police Department

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 9

ISSUE: Consideration of an ordinance to amend and reordain Title 9 (LICENSING AND REGULATION) Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), Division 2 (CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY) of The Code of the City of Alexandria, Virginia, 1981, as amended, to:

3. Remove the driver transfer provision; and,
4. Change how grandfathered certificates are treated upon the certificate holder's departure from the Alexandria Taxicab industry.

APPLICANT: Department of Transportation and Environmental Services

LOCATION: Citywide

STAFF RECOMMENDATION:

That the Traffic and Parking Board recommend adoption of the proposed amendments to the taxicab ordinance to the City Council.

DISCUSSION:

On April 17, 2013, the City Council passed Resolution 2558 creating a Taxicab Taskforce to review and make recommendations to City Council on the following three issues:

1. The March 8, 2013 Tenants and Workers United (TWU) proposal to liberalize the taxicab driver transfer process;
2. The Traffic and Parking Board's proposal to allow grandfathered certificates to become permanently affiliated with the company with whom the driver is affiliated when the grandfathered certificate holder retires; and,
3. The issue of the operation of cab companies which operate below the Code required thresholds.

The Taxicab Taskforce met a total of six times, with TWU abandoning the process after the fourth meeting and opting not to participate. TWU opted out after the Taskforce refused to consider a newer proposal issued by TWU.

The Taxicab Taskforce recommended and staff concurs with the following recommendations:

Issue #1 - Tenants and Workers United's proposal to liberalize driver transfers:

The Taskforce does not recommend liberalization of the taxicab driver transfer process.

The Taskforce could not find a compelling reason to adopt TWU's proposal and did not believe that the proposal adequately defined the problem as to why such a drastic change in the taxi

industry was needed, or how the City would benefit. The Task Force found no comparable industry where “worker choice” determined company size, which is essentially what the proposal recommended. Given recent changes in section 46.2-2067 of the State Code (Attachment 4), the proposal would result in significant and uncontrollable increases in the number of taxis operating in Alexandria resulting in a commensurate decrease in driver income.

Alexandria’s experience since the code was changed in 2005 to allow limited driver transfers is that drivers transfer to companies with lower stand dues when given the opportunity. These companies primarily serve the airport and tend not to invest in the assets and infrastructure necessary to timely serve high levels of dispatch service. TWU’s proposal would further exacerbate this problem leaving much of the local City needs for taxicab service neglected.

The Taskforce also believes that taxicab companies will be reluctant to invest in service improvements if TWU’s proposal is adopted because of the uncertainty created by driver transfers. *Spending over \$100,000 in new dispatching technology is a bad investment if a large segment of the workforce leaves the company.* Companies will find it difficult to ensure reliable dispatch service, leaving the City vulnerable to unregulated internet-based single car transportation service providers. TWU’s proposal leaves the City vulnerable to new startup companies entering the market and enticing large numbers of drivers to leave compliant companies.

Issue #2 - The Traffic and Parking Board’s proposal to allow grandfathered certificates to become permanently affiliated with the company with whom the driver is affiliated when the grandfathered certificate holder retires:

The Taskforce recommends adopting the Traffic and Parking Board’s proposal to allow grandfathered certificates to become permanently affiliated with the company with whom the driver is affiliated when the grandfathered certificate holder retires.

The Traffic and Parking Board recommended that taxi companies who lost certificates due to grandfathered certificates expiring could request that the Traffic and Parking Board allow the company to turn the grandfathered certificate into a standard certificate if there was reason to do so. The concern expressed by taxi companies was that it was possible for many drivers with grandfathered certificates to all work for the same company and all leave the business at a similar time. They viewed this as a risk to their business as it could conceivably be a significant number of their company's cabs, as 17 grandfathered certificates currently exist. The Traffic and Parking Board did not suggest that all certificates be re-designated. The Traffic and Parking Board believes that there are too many cabs operating in Alexandria today, so allowing grandfathered certificates to expire would be an appropriate way to reduce the total number of cabs. But, the Board also agreed that it would not be fair to let them expire unless they were fairly distributed across Alexandria's cab companies. The Traffic and Parking Board's recommendation was designed to assure that if a company was disproportionately affected, it would have recourse to assure its fleet was sufficient to serve its customer base.

The Taskforce recommends that all companies should be permitted to request that the Traffic and Parking Board consider allowing their grandfathered certificates become standard certificates when the driver retires. This would be taken up on a case by case basis for each driver.

Issue #3 - The operation of cab companies which operate below the Code required thresholds:

The Taskforce recommends adopting a pre-2005 type of code where the City establishes the number of cabs each company can operate and drivers cannot transfer their authorization from one company to another as they can today.

The Taskforce believes that as long as driver transfers are allowed the City will have issues with taxicab companies operating below the Code required thresholds. Allowing driver transfers limits a taxicab company's ability to stay within the code requirements. For example, if a company attempts to require unwilling drivers to service dispatch calls or be courteous to passengers, that driver can just transfer into a more accommodating company. During the past review cycle over 30 drivers requested to transfer out of one of the Alexandria companies because that company instituted a policy that if the drivers did not service at least one dispatch call a day they would have to pay a higher stand due. Since the code was changed in 2005 to allow transfers, all of the driver transfer requests have been into non-compliant companies. Approximately one-third of Alexandria's fleet has transferred to a single company that has a dispatch rate of 0.02 dispatch trips per day per driver.

Another concern with allowing drivers to transfer is the new State Code. The new State Code mandates that vacancies created by drivers transferring out of a compliant company must be filled. Alexandria's experience has been that, since the code was changed in 2005 to allow driver transfers, most of the drivers have elected to transfer out of compliant companies and into non-compliant companies. During this time, the number of Alexandria cabs has increased by nearly 20 percent, primarily due to filling transfer vacancies, to keep compliant companies sufficiently staffed to service dispatch demand. Allowing driver transfers to continue with the new provisions in State Code will increase this growth significantly. This growth in the number of cabs resulting from driver transfers will severely hurt driver income, increase the demands on City staff and hurt the quality of taxi service in the City.

Adopting a pre-2005 type of code will allow the City to reduce company size at each review cycle based upon non-compliance with dispatch requirements.

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Title 9 (LICENSING AND REGULATION), Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), Division 2 (CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY) of The Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Title 9, Chapter 12, Division 2 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by the amendment of Section 9-12-30 to read as follows:

(New language is underscored; deleted material is ~~stricken~~)

Sec. 9-12-30 Amending certificates of public convenience and necessity.

- (a) The number of taxicabs authorized by a certificate may be amended once every two years during the biennial review of the industry and the following procedures shall apply:
 - (1) A certificate holder may apply for an amendment to the number of vehicles authorized by the certificate, no later than August 1 of each year in which a review is conducted, on the form provided by the city manager.
 - (2) ~~Reserved. An owner whose vehicle is has been affiliated with one certificate holder for not less than two years may apply not more frequently than once during a year in which a review is conducted, on the form provided by the city manager, to have that affiliation transferred to a different certificate holder. Any such application shall be submitted to the city manager no later than November 15 of that year. All applications from eligible owners will be approved in order of seniority, subject to the net authorization loss limitations set forth in [section 9-12-31\(e\)](#) herein. Notwithstanding the foregoing, no owner shall be denied his or her application for a transfer pursuant to this section more than two consecutive review cycles, regardless of whether or not granting such an application results in the limit set forth in [section 9-12-31\(e\)](#) being exceeded by application of this policy. In the event the application of this policy results in the net reduction of more than the limit set forth in [section 9-12-31\(e\)](#) of any taxicab company's authorized vehicles, the city manager shall have the authority to grant the impacted taxicab company such additional authorized vehicles as to allow the company to only suffer a net reduction in authorized vehicles equal to the limit set forth in [section 9-12-31\(e\)](#), upon a finding that such a grant will be in the public convenience and necessity including, without limitation, promoting high quality dispatch and customer service. Each such application shall be signed by the prospective certificate holder, certifying acceptance of the owner if the transfer of affiliation is approved.~~
 - (3) A public hearing on all such applications shall be held by the board as part of the biennial review of the taxi industry pursuant to [section 9-12-31](#), and the board shall make a recommendation thereon to the city manager.
 - (4) The board in making its recommendation, and the city manager in making the

determination on such applications and proposed amendments, shall consider the factors prescribed in [section 9-12-31](#).

[The remaining portions of Section 9-12-30 remain unchanged.]

Section 2. That Title 9, Chapter 12, Division 2 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by the amendment of Section 9-12-31 to read as follows:

(New language is underscored; deleted material is ~~stricken~~)

Sec. 9-12-31 Biennial review of taxi industry.

[The intervening portions of section 9-12-31 remain unchanged.]

- (i) Reserved. ~~The city manager may approve taxicab owner applications to transfer affiliation from one certificate holder to another certificate holder during the biennial review process. In reviewing transfer applications, preference shall be given based on driver seniority to the extent feasible, and the board and city manager shall give consideration to such factors as bear on public convenience and necessity including but not limited to:~~
- ~~(1) the individual and cumulative effect of the transfer on the transferee and transferor certificate holders, including, without limitation, the following factors;~~
 - ~~(A) no transfers will be allowed to a transferee certificate holder that would put that company out of compliance with the dispatch requirements set forth in [section 9-12-32](#)(c) herein, based upon its demonstrated dispatch service levels for the two-year period immediately preceding the review;~~
 - ~~(B) in order to be eligible to transfer pursuant to this section, drivers seeking to transfer from certificate holders that were in compliance with the dispatch requirements set forth in [section 9-12-32](#)(c) for the two-year period immediately preceding the review must have been in compliance with the driver dispatch service requirement set forth in [section 9-12-57](#)(n) for the same period. This restriction shall not apply to drivers seeking to transfer from certificate holders that were not in compliance with the dispatch requirements set forth in [section 9-12-32](#)(c) for the two-year period immediately preceding the review.~~
 - ~~(C) no transfers will be allowed to certificate holders that were not in compliance with the dispatch requirements set forth in [section 9-12-32](#)(c) for the two-year period immediately preceding the review.~~
 - ~~(D) The net impact on any certificate of all transfers allowed during any single biennial review process shall not reduce the size of any certificate holder in compliance with [section 9-12-32](#)(c) by more than 10 percent of the number of authorizations held at the time of the biennial review, nor may it increase the size of any new certificate holder by more than 20 percent of the number of authorizations held at the time of the biennial review.~~

[The remaining portions of Section 9-12-31 remain unchanged.]

Section 3. That Title 9, Chapter 12, Division 2 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by the amendment of Section 9-12-35 to read as follows:

Sec. 9-12-35 Grandfathered certificates.

A certificate which was issued to an individual owner or driver prior to February 15, 1983, and remains in force and effect, including by renewal, on and after July 1, 2005, shall be subject to the following provisions:

- (a) the original holder of such an individual certificate may change affiliation at any time and for any reason, subject to compliance with the provisions of this section.
- (b) the provisions of [section 9-12-32](#) shall not be applicable to renewals of grandfathered certificates held by an individual owner or driver.
- (c) grandfathered certificates ~~are non-transferable~~ may only be transferred in the manner set forth in the following section (d).
- (d) ~~and~~ Upon the holder's departure from the industry, shall not be reissued the company with whom the grandfathered certificate is at that time affiliated may request that the grandfathered certificate be converted to a standard authorization, which, if granted, shall be in addition to the number of authorizations then affiliated with the company. The Traffic and Parking Board shall consider any such request at a public hearing and will make the final determination regarding such request. The City Manager shall promulgate regulations for processing such requests and scheduling them for hearing. In the event such a request is granted, then the grandfathered certificate holder may transfer the vehicle permit in the same manner and subject to the same regulatory requirements as those vehicle permits for vehicles with standard authorizations.

Section 4. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:

First Reading:

Publication:

Public Hearing:

Second Reading:

Final Passage:

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JANUARY 27, 2014**

DOCKET ITEM: 10

ISSUE: Consideration of a request to install a “No Parking” sign on the curb in between 3819 and 3817 Elbert Avenue.

APPLICANT: Jill Forbes

LOCATION: 3819 Elbert Avenue

STAFF RECOMMENDATION:

That the Board recommend to the Director of TES to install a “No Parking” sign on the curb in between 3819 and 3817 Elbert Avenue.

DISCUSSION:

There is currently a 13 foot curb between the driveways of 3819 and 3817 Elbert Avenue that has no parking restrictions. See figure 10a. This is not sufficient space for even a compact car to park without partially blocking one of the driveways. Should any vehicle park here, one of these driveways is partially blocked. This is an inconvenience to the residents at these addresses as they cannot safely enter and exit their driveway.

While parking demand is high on Elbert Avenue, City Staff recommends installing a “No Parking” sign at this curb to ensure the safety of the residents and their property when pulling into and out of their driveway.

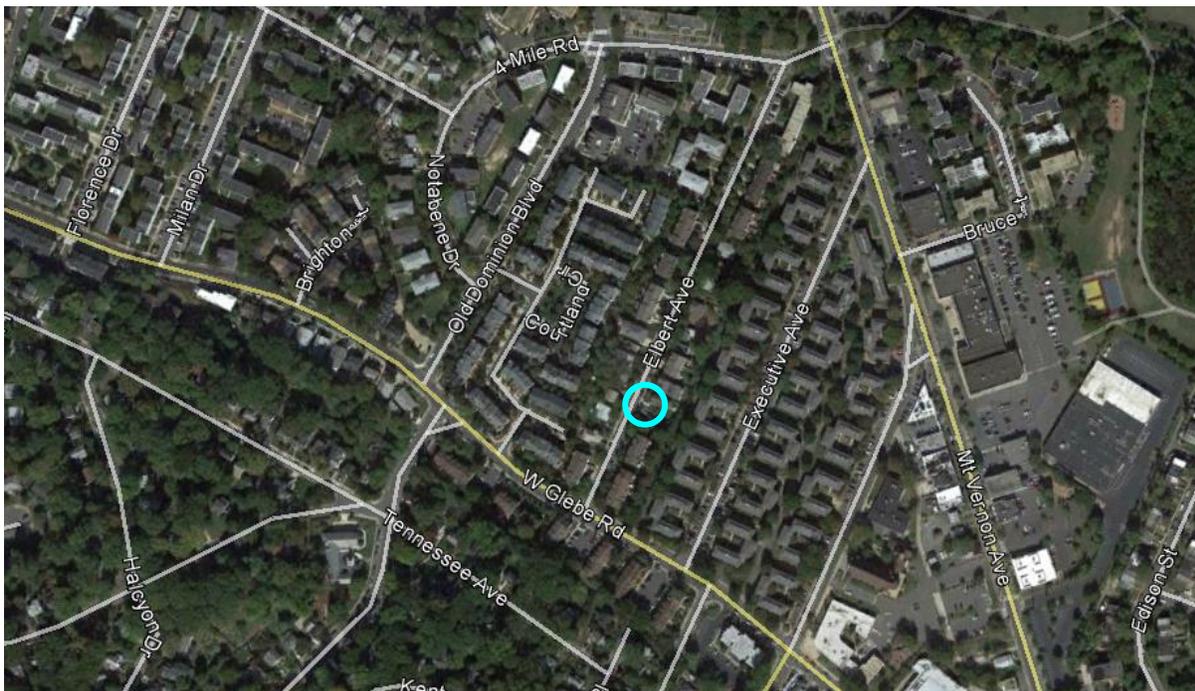


Figure 10 a – location of 3819 Elbert Avenue



Figure 10b – curb between 3819 and 3817 Elbert Avenue

We would like to have a hearing before the board to see if we can get a no parking sign in front of our house at 3819 Elbert Ave Alexandria, Va 22305. Our driveway is always blocked because vehicles park there and dont allow us to get in or out of our driveway. Someone has actually spray painted a no parking sign on the curb, which i am not sure who did. I realize the space is suppose to be 22 feet in order to be a parking space. The space is currently 13 feet long. About the only car that could fit there would be the smallest mini coop made.

Can you tell me how we go about getting this situation remedied? Thanks you.

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