

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 28, 2019, 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 26, 2018 Traffic and Parking Board meeting minutes.
3. Staff Updates
 - a. Public Hearing Follow-up
 - b. WMATA Shutdown Update
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT CALENDAR

An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

5. **ISSUE:** Consideration of a request to add 30-minute parking restrictions at 820 South Pickett Street.
6. **ISSUE:** Consideration of a request to remove one street parking space at Braddock Place and North Fayette Street to facilitate safer pedestrian crossing.
7. **ISSUE:** Consideration of a request to add residential parking permit restrictions on 400 block of South Columbus Street.
8. **ISSUE:** Consideration of a request to add residential permit parking restrictions to the east side of the 500 Block of North St. Asaph Street.

PUBLIC HEARING

9. **ISSUE:** Consideration of a request to transfer control of the White Top taxicab company.
10. **ISSUE:** Consideration of a request to continue pay by phone parking requirement as an option for residential parking restrictions with modifications to existing code.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY NOVEMBER 26, 2018 7:30 P.M.
301 KING STREET, 2nd FLOOR
ROOM 2000**

MINUTES

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Ann Tucker, Randy Cole, Kevin Beekman Jason Osborne and Casey Kane

BOARD MEMBERS ABSENT: None.

STAFF MEMBERS PRESENT: Hillary Orr, Deputy Director, Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Parking Planner, Megan Oleynik, Urban Planner III, and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the October 22, 2018 Traffic and Parking Board meeting minutes: Mr. Kane made a motion, seconded by Mr. Cole to approve the minutes of the October 22, 2018 Traffic and Parking Board meeting. The motion carried unanimously.

3. PUBLIC COMMENTS:

Mr. Keith expressed concern about the approval process for the proposed curb cut at 506 Cathedral Drive and the lack of communication. The Board asked staff to review the sightlines and see if any parking would need to be removed.

CONSENT CALENDAR

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to recommend to the Director of T&ES to approve the consent item. The motion carried unanimously.

4. **ISSUE:** Consideration of a request to designate a disability parking space at 1737 Preston Road.

PUBLIC HEARING

5. **ISSUE:** Biennial Taxicab Review

DISCUSSION: Mr. Garbacz presented the item to the Board. He explained that a taxi fare change was no longer being contemplated and that the fees charged to the industry would be evaluated during the FY 2020 budget cycle.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Lewis made a motion, seconded by Osborne to consider and adopt staff recommendations as follows:

1. Reduce the number of taxicabs authorized by 101.
2. Retain the current taxicab fares and charges.
3. Evaluate during the FY 2020 budget cycle the fees the City charges to the taxicab industry and the cost the City incurs.

The motion carried unanimously.

6. **ISSUE:** Consideration of a request to remove approximately four parking spaces on Princeton Boulevard at Trinity Drive and on Dartmouth Road at Princeton Boulevard to provide safe sightlines for two new crosswalks.

DISCUSSION: Mr. Garbacz presented the item to the Board. He explained the parking situation in the community and the need of safe sight distance for pedestrians at the crosswalks.

PUBLIC TESTIMONY: Ms. Conlan spoke in favor of the request.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Kane to approve the request to remove approximately four parking spaces on Princeton Boulevard at Trinity Drive and on Dartmouth Road at Princeton Boulevard to provide safe sightlines for two new crosswalks. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to remove four on-street parking spaces to alleviate navigational constraints on E. Howell Avenue, E. Custis Avenue, and Swann Avenue in Potomac Yard.

DISCUSSION: Ms. Oleynik presented the item to the Board. She explained the maneuvering concern on these streets.

PUBLIC TESTIMONY: Mr. Capin spoke in favor of the request. Ms. Aboud and Ms. Klotz opposed the request to remove parking on E. Howell Avenue and E. Custis Avenue.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Tucker to approve the request to remove four on-street parking spaces to alleviate navigational constraints on East Howell Avenue, East Custis Avenue, and Swann Avenue. The motion failed with Mr. Osborne, Ms. Tucker and Mr. Schuyler voting in favor of the motion and Mr. Lewis, Mr. Kane, Mr. Beekman, Mr. Cole voting in opposition.

Mr. Lewis made a motion, seconded by Mr. Kane to remove one parking space on the north side of 600 block of Swan Avenue; and direct staff to work with the Parks Department concerning the parking at East Howell Avenue and East Custis Avenue and bring back to the Board if needed. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to amend the City Code related to Traffic and Parking Board roles and responsibilities and other traffic and parking issues.

DISCUSSION: Ms. North presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Beekman to approve the request to amend the City Code related to Traffic and Parking Board roles and responsibilities and other traffic and parking issues with the following provisions:

1. Section 5-8-93(c) – delete the last sentence about the convenience fee since it will be included in the resolution.
2. Section 5-8-94 – add a reference to “identified on the map” since the locations are no longer listed in the code.
3. Section 5-8-160 – delete “lessen congestion” and replace “vehicular traffic” with “all road users” to be more consistent with Complete Streets and Vision Zero.
4. Section 10-4-45 – (1) delete “for the exclusive use of bicycles” to be silent in this section on who can use the bike lane (addresses a concern about scooters using the bike lanes), (2) add “the vehicle” before “entering or exiting adjacent property” to ensure that people exiting from a car (e.g. Uber or cab) to enter the property must do so outside of the bike lane, (3) delete the last sentence about driving in a bike lane for more than 100 feet, since the bike lanes already have the dashed lines indicating where it’s appropriate to enter a lane for the purpose of turning.

The motion carried unanimously.

9. **ISSUE:** Consideration of a request to install all-way Stop signs at the intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue.

DISCUSSION: Mr. Garbacz presented the item to the Board. He explained the condition of the intersection of Cameron Mills Road and Monticello Boulevard/ Summit Avenue. Battalion Chief Cross expressed the Fire Department’s concern that queueing traffic from the proposed all-way stop signs will impact fire trucks exiting the fire station.

PUBLIC TESTIMONY: Ms. Riloy, Ms. Martsching, Ms. Cavender, Ms. Roberson spoke in favor of the request.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Cole to approve the request to install all-way Stop signs at the intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue. The motion carried unanimously.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #3

ISSUE: Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various ongoing projects.

RECOMMENDATION: That the Board receive the following staff updates:

A. Public Hearing Follow-Up

During the November 26, 2018 meeting, Mr. Keith expressed concern about the approval process for the proposed curb cut at 506 Cathedral Drive and the lack of communication. The Board asked staff to review the sightlines and see if any parking would need to be removed.

Staff met with Mr. Keith on November 30 to review the location of the proposed curb cut and possible egress impacts to his driveway. Cathedral Drive is 30 feet wide, which is a standard width for residential streets, has a straight alignment with very few cars parked on the street and excellent sightlines. Mr. Keith indicated that the impacts of the proposed curb cut may not be as significant as originally thought and agreed he would evaluate it once the curb cut was installed and contact the City if parking removal was needed.

B. 2019 WMATA Shutdown Update:

Between Memorial Day and Labor Day of 2019, Metrorail will close all stations south of Ronald Reagan Washington National Airport, including all four stations in the City (Braddock R, King St-Old Town, Eisenhower Ave and Van Dorn St). WMATA is taking this action because the platforms are deteriorating. Closing the stations allows continuous access to repair the platforms.

Staff and WMATA have been working on a mitigation plan, designed to keep residents, workers, and visitors moving. Staff presented the City's mitigation plan to Council at their January 22 legislative session. WMATA will provide four bus bridges. Other elements of staff's plan include expanded DASH service, employer outreach, awareness of water taxi access, and carpooling and vanpooling incentives. Staff will provide the Traffic and Parking Board with a more detailed presentation later this winter.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #5

ISSUE: Consideration of a request to add 30-minute parking restrictions at 820 South Pickett Street

REQUESTED BY: Cam Luu, business owner of Pickett Deli, 820 South Pickett Street

LOCATION: 820 South Pickett Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to add 30-minute parking restrictions from 7AM to 5PM, Mon-Fri for 90 feet in front of 820 South Pickett Street.

DISCUSSION: Ms. Luu is requesting short-term parking restrictions in front of 820 South Pickett Street to increase parking turn-over (Attachment 1). Several independent truckers are using this section of South Pickett Street to park their trucks when not in use. These trucks are monopolizing the parking in front of her business which, she claims, hurts the accessibility of the deli to customers. Although there is off-street parking along both sides of the building, this parking is inconvenient to Pickett Deli customers because customers must walk out the sidewalk to access the deli. The trucks are also blocking the visibility of her business.

Truck parking has been a consistent problem along this section of Pickett Street. The current "No Parking, 12AM-5AM" restrictions were posted in 2008 to address concerns with overnight truck parking. Even with the existing no overnight parking restriction, trucks still park there because an occasional fine is less expensive than leasing off-street parking. Staff recommends adding the proposed short-term parking restrictions to increase parking turn-over.

ATTACHEMNT 1: REQUEST

From: cluu9@aol.com <cluu9@aol.com>

Sent: Tuesday, December 18, 2018 2:16 PM

To: Cuong Nguyen <cuong.nguyen@alexandriava.gov>

Subject: Request for Customer parking at 820 S Pickett Street

Hi Mr. Cuong Nguyen,

I am the owner of a small deli at 820 S Pickett Street Alexandria, VA 22304. In front of my store is street parking that my customers use during our business hours.

For some time now, I have had constant problems with truck drivers, especially drivers of large 18-wheeler trucks, utilizing these spaces. On multiple occasions the trucks have been parked for several days on end. There are some drivers who will park their personal vehicle through the day to "reserve" a space for their trucks when they return. This has caused my deli to lose considerable business as my customers will not frequent my store since they are denied a parking space.

Per our conversation earlier today I would like to apply for a sign for 30 minute customer street parking for my deli. The request is for customer parking from 7:00 AM to 3:00 PM Mondays through Fridays.

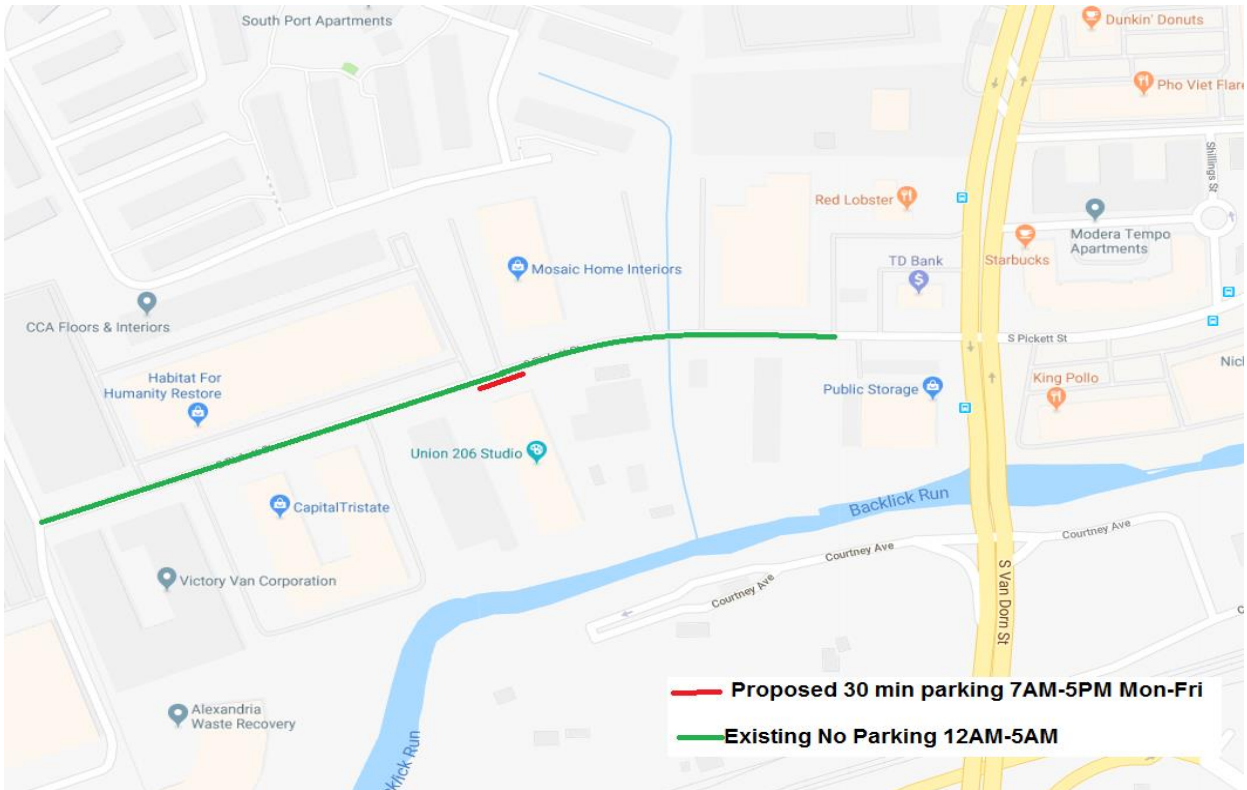
Thank you.

Cam Luu
Pickett Deli
703-823-8821

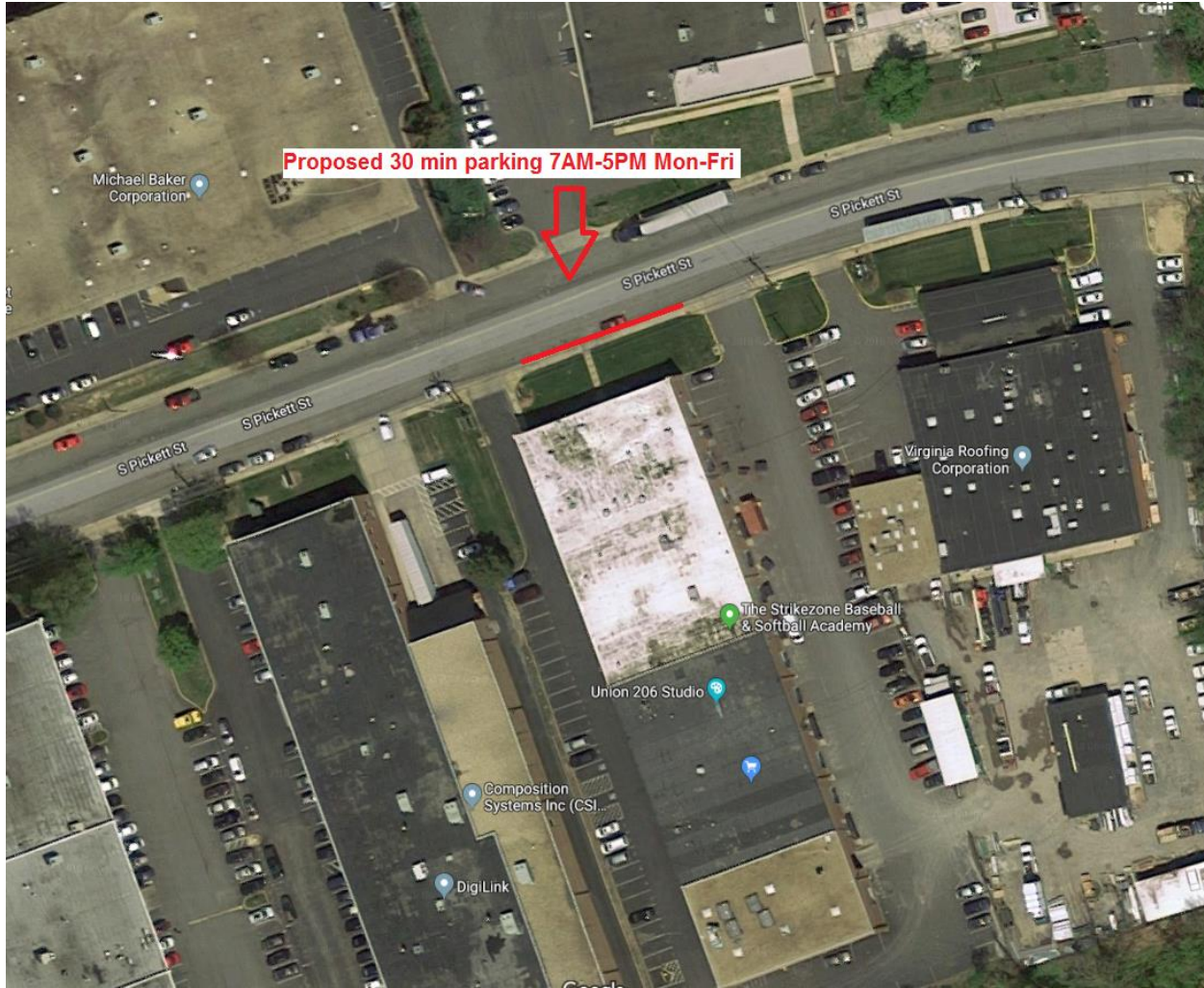
ATTACHMENT 2: STORE FRONT IS BEING BLOCKED BY A TRAILER TRUCK



ATTACHMENT 3: EXISTING AND PROPOSED PARKING RESTRICTION



ATTACHMENT 4: AERIAL VIEW



City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #6

ISSUE: Consideration of a request to remove one street parking space at Braddock Place and North Fayette Street to facilitate safer pedestrian crossing.

REQUESTED BY: Sarah Geffroy

LOCATION: North Fayette Street at Braddock Place

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove parking to accommodate safer pedestrian crossing North Fayette Street at Braddock Place

BACKGROUND: The stopping distance for an average vehicle traveling 25 mph, according to a study by NACTO, is 85 feet.¹ The current sight distance for drivers traveling northbound on North Fayette Street is insufficient at this uncontrolled crossing, making it difficult to see people trying to cross until they are in the intersection. The City is focused on improving transportation safety through the Vision Zero initiative with a focus on reducing the most damaging crashes, which data have shown to include pedestrians crossing the street. This is a main crossing for residents of Belle Pre Apartments as they walk to the Braddock Road Metrorail Station.

DISCUSSION: The intersection is uncontrolled and does not have adequate sight distance at this crossing, with parking allowed up to the ramp. Further, staff recommends removing parking at this location as a priority because of its proximity to the Braddock Road Metrorail station and high number of pedestrians in this area. As seen in Attachment 4, staff recommends removing one parking space (20 feet of parking) to facilitate better sight lines for vehicles traveling on North Fayette Street and people walking and crossing the street.

OUTREACH: After contact with Ms. Geffroy, staff reached out to the Belle Pre Apartment Management to explain the issue, and have not heard back.

¹ https://nacto.org/docs/usdg/vehicle_stopping_distance_and_time_upenn.pdf

ATTACHMENT 1: REQUESTS and COMMUNICATION

From: Sarah Geffroy

Sent: Wednesday, December 12, 2018 11:48 AM

To: Christine Mayeur <christine.mayeur@alexandriava.gov>

Subject: N. Fayette cross walk

Dear Ms. Mayeur,

I wasn't sure where to send this inquiry, so I thought I'd start with you. I imagine you might have a general mailbox for such but couldn't find one. I just wanted to flag a really unsafe cross-walk situation in Old Town that may or may not be on the radar. On N Fayette street between Madison and First Street there's a walking alley that runs from Route 1 to Fayette in between Belle Pre Apartments and Tony's Auto Service. The cross walk from the alley (across Fayette) bumps right up against the street parking, such that one driving Northbound cannot see pedestrians until they step out from behind the parked car into the street. They are already technically in the cross walk so have the right of way but cannot be seen until they step out. Probably not an issue during most of the day, but during rush hour it seems to be an increasingly busy cross walk (I imagine for people walking to Braddock metro). I've seen some near misses there. I've attached a photo of the approach to this cross walk. I hate to take street parking away anywhere, as it's a hot commodity, but it may be worth moving the legal parking line back a spot to provide more visibility. It could be that this jeep in the picture is not legally parked far enough away, but absent a white line on the street or a sign on the curb denoting the end of parking spaces, people will park like this.

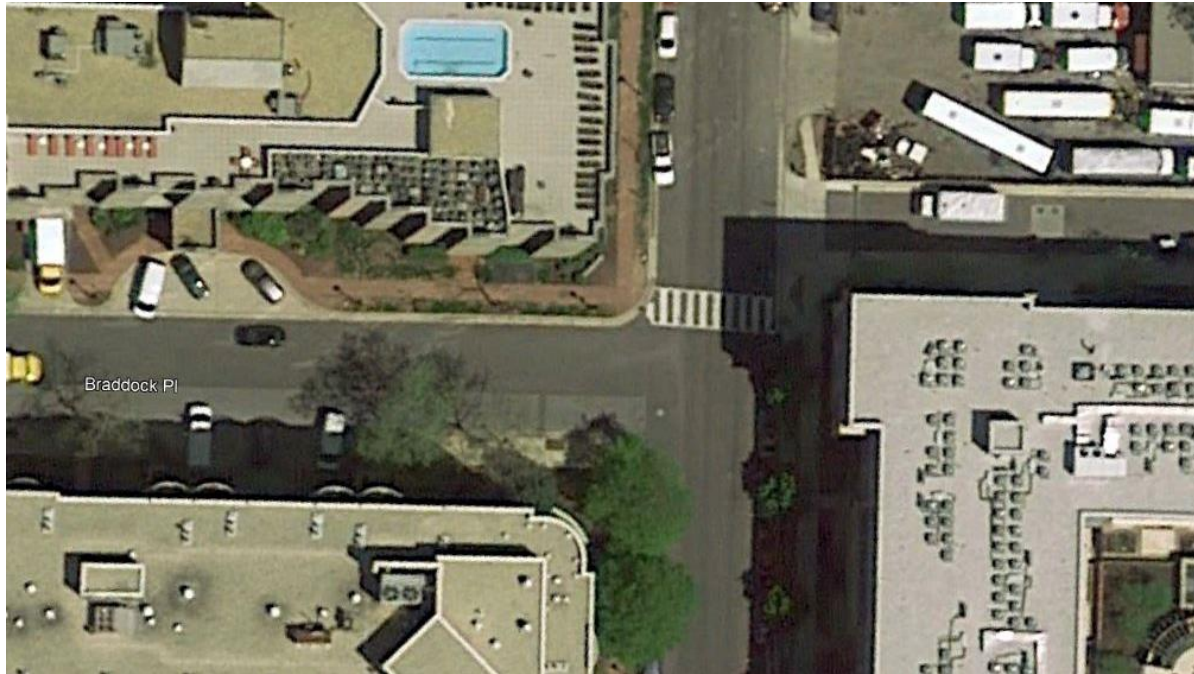
Again, this might not be in your purview, but I wasn't sure where to start and I make a mental note literally every morning to send an email to the city and haven't done so until now...it just seems like an accident waiting to happen.

Thanks for your time and attention,

Sarah Geffroy



ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: LOCATION (STREETVIEW)





ATTACHMENT 4: RECOMMENDATION

Removal of one parking space on the north side of the intersection





Sight distance
before (light
blue)
and after
(dark blue)

Braddock Pl

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #7

ISSUE: Consideration of a request to add residential permit parking restrictions to the east side of the 400 Block of South Columbus Street

REQUESTED BY: Darren Lisse, resident of the 400 block of South Columbus Street

LOCATION: East side of the 400 Block of South Columbus Street

STAFF RECOMMENDATION: That the Board makes a recommendation to City Manager to post 3-hour residential permit parking restrictions, 8AM-5PM, Monday-Friday, on the east side of the 400 block of South Columbus Street.

BACKGROUND: The 400 block of South Columbus Street (Attachment 1) is located between South Patrick Street and the George Washington Memorial Parkway in a primarily residential area with some nearby retail and institutional uses such as a CVS Pharmacy, the Little Theatre of Alexandria, and the Alfred Street Baptist Church. This neighborhood falls within Residential Permit Parking District 4, and many of the residential blocks are posted with residential parking restrictions, including the west side of the 400 block of South Columbus Street. However, a handful of residential blocks are still unrestricted, such as the east side of this block.

DISCUSSION: A petition has been submitted that is signed by residents of 70% (7 of 10) of the households of the east side of the 400 block of South Columbus Street requesting District 1 signage be installed on their block face (Attachment 2) for 8AM-9PM, Monday-Saturday. After discussion from staff regarding consistency of signage and restrictions in the area, residents indicated that they were supportive of restrictions from 8AM-5PM, Monday-Friday, as recommended by staff. This neighborhood is often used by commuters that work in Old Town and unrestricted blocks are often full during the standard work hours during the week. As one of the few blocks without restrictions, the block is often full on workdays.

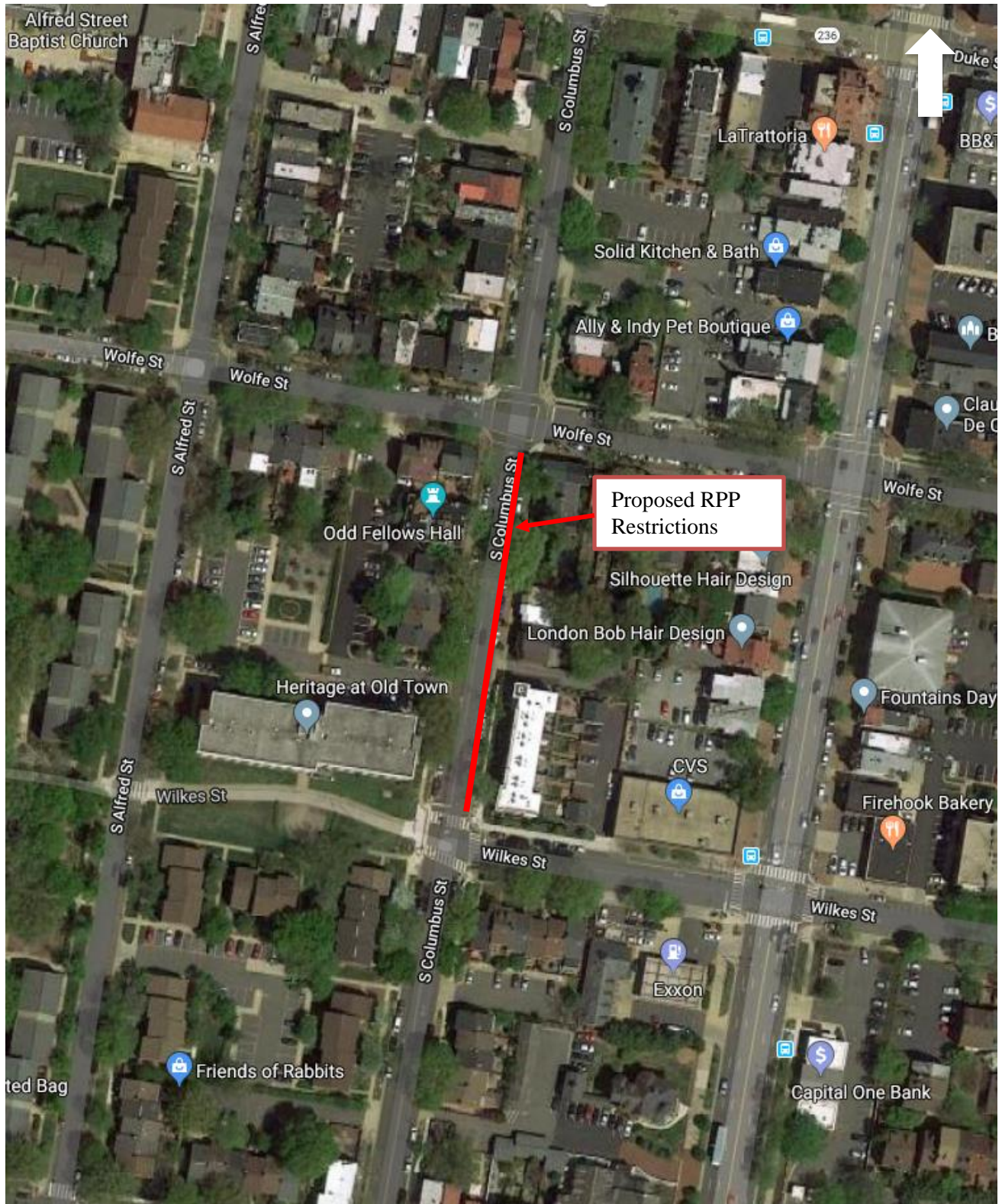
After verifying the validity of the petition, staff surveyed the block to determine if the parking conditions met the criteria established in the City Code (i.e. 75% of the on-street spaces are occupied and at least 25% of the parked vehicles are non-residents of the district). Staff conducted a survey on Friday, November 16, 2018 and found the following results:

Block Face	Number of Spaces	Number of Parked Vehicles	% Occupancy	Number of Non-Resident Vehicles	% of Non-Resident Vehicles
East Side of the 400 Block of South Columbus Street	15	14	93%	10	71%

Given the block face meets and exceeds the criteria in the Code, staff recommends adding restrictions to this block. The 3-hour parking, 8AM-5PM, Monday-Friday restrictions recommended by staff are consistent with the restrictions on all the adjacent block faces.

OUTREACH: Old Town Civic Association was notified that this block is being considered for restrictions via email.

ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: REQUEST



Petition for Adding Signage in a Residential Permit Parking District

Neighborhood Contact: Darren Lisse
Address: 426 S. Columbus St
Telephone: 703 2999803 Email: dlisse@icloud.com
District: RPP District 1

Block Face Requesting Signage (e.g. north side of the 100 block of Main Street):

East side 400 block of South Columbus St

Proposed Restrictions (Check an option on each line):

Two Hours Three Hours
8AM-5PM 8AM-9PM 8AM-11PM 8AM-2AM (following day)
Monday-Friday Monday-Saturday
 No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (following day)

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Transportation Planning Division
Attn: Parking Planner
30: King Street, Room 3600
Alexandria, VA 22314
Email: Karvo.Nurh@alexandriava.gov
Phone: (703) 746-4139

We the undersigned residents hereby request that the City add signage to the following blocks within residential permit parking district number R 993 East Side 400 to 499 South Columbus (e.g. north side of the 100 block of Main Street, south side of the 200 block of Main Street, and east side of the 500 block of Side Street). We propose the following days and times be included in the posted restrictions: 3 hrs / 8:00-9:00 Mon - Sat / No Sunday (refer to Section 5-8-73 for sign options). We understand that if signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Jay Burkett	<i>J Burkett</i>	434 S. Columbus St	11/3/18
MARRED STOHMEL	<i>M Stohmel</i>	428 S. Columbus St	11/3/18
DARREN WITSE	<i>D Witse</i>	426 S Columbus St	11/3/18
Barry Coyle	<i>Barry E Coyle</i>	422 S Columbus	11/3/18
Cynthia Kneidinger	<i>Cynthia Kneidinger</i>	414 S. Columbus	11/3/18
Mark Kneidinger	<i>Mark Kneidinger</i>	414 S Columbus	11/3/18
Shannon Burnham	<i>Shannon Burnham</i>	430 S. Columbus	11/5/18
Evelyn Schulman	<i>Eugene Schulman</i>	424 S Columbus	11/3/18

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: 10 Number of Households on the block
7 Number of Households that signed petition
70% Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #8

ISSUE: Consideration of a request to add residential permit parking restrictions to the east side of the 500 Block of North St. Asaph Street

REQUESTED BY: Diane Gunion, resident of the 500 block of North St. Asaph Street

LOCATION: East side of the 500 block of North St. Asaph Street

STAFF RECOMMENDATION: That the Board makes a recommendation to City Manager to post 2-hour residential permit parking restrictions, 8AM-5PM, Monday-Saturday, on the east side of the 500 block of North St. Asaph Street.

BACKGROUND: The 500 block of North St. Asaph Street (Attachment 1) is located in an area with a mixture of residential and retail uses, including several retail uses at the south end of the block. This neighborhood falls within Residential Permit Parking District 2, and many of the residential blocks are posted with residential parking restrictions. However, a handful of residential blocks are still unrestricted, such as the east side of this block. The City Health Department building was previously located on this block face and was recently converted to the residential townhouses existing today. As a commercial building, this block face would not have been eligible for residential parking restrictions.

DISCUSSION: A petition has been submitted that is signed by residents of 56% (5 of 9) of the households of the east side of the 500 block of North St. Asaph Street requesting District 2 signage be installed on their block face (Attachment 2). This neighborhood is often used by commuters that work in Old Town and unrestricted blocks are often full during the standard work hours during the week. As one of the few blocks without restrictions, the block is often full on workdays.

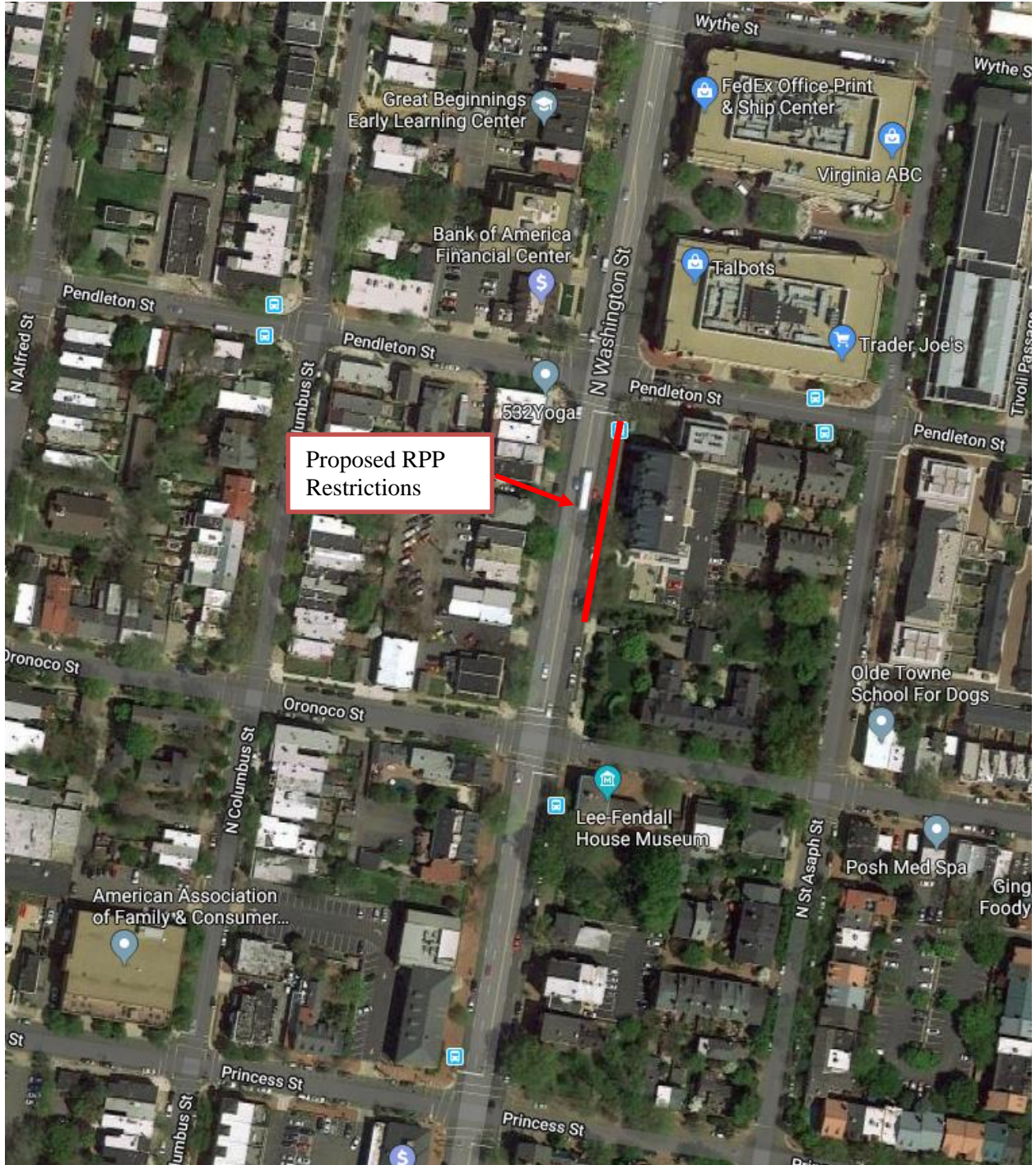
After verifying the validity of the petition, staff surveyed the block to determine if the parking conditions met the criteria established in the City Code (i.e. 75% of the on-street spaces are occupied and at least 25% of the parked vehicles are non-residents of the district). Staff conducted a survey on Friday, November 16, 2018 and found the following results:

Block Face	Number of Spaces	Number of Parked Vehicles	% Occupancy	Number of Non-Resident Vehicles	% of Non-Resident Vehicles
East Side of the 500 Block of North St. Asaph Street	13	12	92%	9	75%

Given the block face meets and exceeds the criteria in the Code, staff recommends adding restrictions to this block.

OUTREACH: Old Town Civic Association was notified that this block is being considered for restrictions via email.

ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: REQUEST



Petition for Adding Signage in a Residential Permit Parking District

Neighborhood Contact: Diane Gunion
Address: 521 N. St Asaph St Alexandria 22314
Telephone: 410-430-1624 Email: dianegunion@gmail.com
District: 2

Block Face Requesting Signage (e.g. north side of the 100 block of Main Street):

East side of 500 block of North St. Asaph St.

Proposed Restrictions (Check an option on each line):

Two Hours Three Hours
 8AM-5PM 8AM-9PM 8AM-11PM 8AM-2AM (following day)
 Monday-Friday Monday-Saturday
 No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (following day)

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Transportation Planning Division
Attn: Parking Planner
301 King Street, Room 3600
Alexandria, VA 22314
Email: Katie.North@alexandriava.gov
Phone: (703) 746-4139

We the undersigned residents hereby request that the City add signage to the following blocks within residential permit parking district number 2: East side 500 block N. St. Asaph (e.g. north side of the 100 block of Main Street, south side of the 200 block of Main Street, and east side of the 500 block of Side Street). We propose the following days and times be included in the posted restrictions: Mon-Sat 8am-5pm 2 hours (refer to Section 5-8-73 for sign options). We understand that if signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
W. Franklin Gunion	<i>W. Franklin Gunion</i>	521 N. St. Asaph	11/8/18
Sharon Jimenez	<i>Sharon Jimenez</i>	517 N. St. Asaph	11/8/18
P. Chrisman Trice	<i>P. Chrisman Trice</i>	527 N. St. Asaph	11/8/18
Kermit Boggs	<i>Kermit Boggs</i>	519 N. St. Asaph	11/16/18
Nancy Phillips	<i>Nancy Phillips</i>	523 N. St. Asaph	11/12/18

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: 9 Number of Households on the block
5 Number of Households that signed petition
52.1% Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #9

ISSUE: Consideration of a request to transfer control of the White Top taxicab company

REQUESTED BY: Abdul Karim

LOCATION: N/A

STAFF RECOMMENDATION: That the Board recommends to the City Manager approving the request to transfer control of the White Top taxicab company to King Cab.

BACKGROUND: Certificates of public convenience and necessity are the property of the City, and no such certificate may be sold or transferred by the certificate holder to any person. Section 9-12-29 of the City Code, however, allows for the merger or transfer of control of a taxicab company if the City Manager determines that such merger or transfer of control is in the public's best interest. In making a determination, consideration of the following four factors prescribed in section 9-12-29 is required:

1. Financial status of the applicant
2. Qualifications of the applicant
3. Responsibility of the applicant
4. Experience of the applicant in the taxicab business to be conducted

DISCUSSION: Abdul Karim, the owner of King Cab, has submitted a request (Attachment 1) to the City Manager to purchase White Top Cab. Mr. Karim plans to keep White Top Cab separate from King Cab and plans to retain the current office, equipment, and staff. Mr. Karim also plans to retain all White Top Cab's contracts for service. No change in service delivery is planned or anticipated. To take advantage of economies of scale, both the White Top and King Cab companies will be operated from White Top's office located at 3706 Mt. Vernon Avenue.

Financial Status: Staff reviewed Mr. Karim's financial records and determined that his financial status is more than adequate to acquire and operate White Top Cab. King Cab currently has no outstanding debt and the company has considerable liquid assets.

Qualifications: Mr. Karim purchased King Cab in 2002 and has operated the company for the past 16 years. Before this time Mr. Karim worked as a taxi driver for 20 years. Staff believes that Mr. Karim is very qualified to take over management of White Top Cab.

Responsibility: In the 16 years that Mr. Karim owned King Cab, he has done a good job managing the company. He's been through two major code changes and has managed to keep the company in good standing. He always pays his fees to the City in a timely manner. Staff has never received a complaint in the 16 years that Mr. Karim has owned King Cab.

Experience: Mr. Karim has owned King Cab for the past 16 years and before purchasing King Cab was a cab driver for 20 years. He also leased a fleet of five taxicabs to other drivers. In addition to his experience in the taxicab industry, Mr. Karim owned several successful businesses. He was partial owner of a computer business for 14 years and owned an automobile repair shop for 11 years.

Staff believes the transfer of control of White Top Cab to Mr. Karim is in the public's best interest. White Top is one of the City's two major dispatch providers and services the DOT/Paratransit contract for the City. Mr. Karim has a proven track record in the taxicab business and has stated that he intends to maintain White Top's dispatch capabilities and DOT/Paratransit obligations. He has submitted his business plan, which can be viewed in Attachment 2.

ATTACHMENT 1: REQUEST

REDMON, PEYTON & BRASWELL, L.L.P.
510 KING STREET, SUITE 301
ALEXANDRIA, VIRGINIA 22314

TELEPHONE (703) 684-2000
FACSIMILE (703) 684-5109
www.rpb-law.com

City Manager's Office
City of Alexandria, Virginia

DEC 26 2018

Gant Redmon
gredmon@rpb-law.com

December 26, 2018

Via Hand Delivery
City Manager Mark B. Jinks
301 King Street, Room 3500
Alexandria, VA 22314

Re: White Top Cab Acquisition

Dear Mr. Jinks:

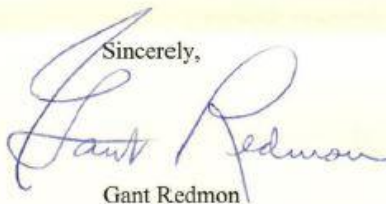
We are writing on behalf of our client, King Cab Company, Inc., which is in the process of purchasing White Top Cab Company and now requests approval of the transfer of Taxicab Certificate #120 of Public Convenience and Necessity by the City of Alexandria.

The current office space for White Top Cab located at 3706 Mount Vernon Avenue will be maintained, as well as all dispatch procedures, which currently are co-located with King Cab.

For further information regarding our client's request, please see the enclosed Business Plan. A copy of the Business Plan previously was submitted to Bob Garbacz in the Department of Transportation and Environmental Services for his review.

Should you have any questions, please do not hesitate to contact me.

Sincerely,



Gant Redmon

Enclosure

ATTACHMENT 2: BUSINESS PLAN

BUSINESS PLAN

**King Cab Company, Inc.
3706 Mt. Vernon Ave.
Alexandria, VA 22305**

Executive Summary

King Cab Company, Incorporated is a taxicab company that has been in existence under the laws of the Commonwealth of Virginia since 1970. King Cab is applying in 2018 to transfer Taxicab Certificate #120 of Public Convenience and Necessity in the City of Alexandria. If granted, the purchased company, White Top Cab Company, will be an independent branch of King Cab Company that currently services Alexandria City. After approval by the City, the companies will share a dispatch office for the first year to give customers the quickest service possible. We want to minimize confusion for the customer base. After the second or third year, after analyzing the Alexandria taxicab market, the goal will be to merge the two companies into one.

The company will have 165 cabs in its first year. The stand dues for the drivers will be between \$35-99 per week. Our objective is to provide a company that will be amicable in many ways, so additional drivers will look to join the company in the future. The company will provide service 24 hours a day. The company will provide services for disabled customers.

After the initial years of business, we will reassess our stand dues amount to see if there is a need to increase or decrease based on overhead costs, and the possibility of attracting additional drivers to our company.

King Cab's owner, Abdul Karim, has a wealth of knowledge in the taxicab industry, with years of experience as a driver of a taxicab, and then owner of King Cab Company of Alexandria. In addition, he had multiple successful years of business ownership and management with a custom computer store chain and an auto care shop.

Company Background

King Cab Company, Inc. is a long-standing successful company in the City of Alexandria. We have been doing business in Alexandria for nearly 48 years. The company headquarters are located at 3706 Mount Vernon Ave., Alexandria, VA 22305. The company is looking to expand its exemplary service to a larger portion of Northern Virginia. King Cab currently shares office space with White Top Cab Company.

The taxicab industry in Northern Virginia demands premium service and customer care with multiple airports and a metropolitan city like the District of Columbia within range. Our response rates will be top notch with our up-to-date technologies that we already have in place at our headquarters.

The two companies will provide vehicles that are compliant for customers with disabilities. We will also aim to sign contracts with various Alexandria organizations that require dedicated

attention from a company. The contracts will be flexible to allow the customers to renegotiate the terms freely upon request to timely respond to changed circumstances.

Marketing and Advertising

For the present time, both companies have their own websites. The customers will have the ability to easily locate information on the internet regarding both companies. The sites are optimized for location through all major search engines. We will look to continually strengthening both company's presence on the web through social media, offering promotions and discounts regularly to attract customers. These efforts will help to increase customer confidence of the citizens of Alexandria City with respect to the taxicab industry.

Both companies currently advertise through a variety of publications in the City of Alexandria to promote its business. We will continue to advertise in the same manner for both companies. After the complete merger of the companies, we will advertise for the unified company. We will also explore the possibility of getting a mobile application for customers to request cabs.

Office and General Equipment Costs

Mobile Knowledge is currently used by White Top. After approval by the city, it will be used by both companies as the central dispatch system. The system includes the following:

- XDS SW licenses
- GSP for Vehicle tracking, Zone Verification and Closest Vehicle Dispatch
- Auto Screen pops on the call taker PC's
- NGate SW license (this is the gateway between the XDS and the preferred Wireless provider)
- XPS - CC processing SW License
- Series 2008 with Cable Accessory Kits
- Mounting Brackets

King Cab Company will maintain White Top Cab Company's current office space at 3706 Mount Vernon Avenue, as well as all dispatch procedures.

Staff

King Cab Company will have a dispatch staff at headquarters. Initially, the size of the company may only require one or two individuals at a time to work the dispatch system. Over time, if the company grows, we will reassess the need for additional staff. The work day will be broken up into two or three shifts. Each shift will be manned by different staff members. Abdul Karim will oversee these operations and occasionally assist with the dispatch duties. After the merger, there will be a total of seven people on staff, including Mr. Karim.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 28, 2019

DOCKET ITEM: #10

ISSUE: Consideration of a request to amend City Code Section 5-8-84 to continue and modify the pay by phone parking requirement as an option for residential parking restrictions.

REQUESTED BY: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommends the City Council approve the amendment to the City Code (Attachment 1) to continue the residential pay by phone program with proposed modifications.

BACKGROUND: One of the parking management goals of the 2015 Old Town Area Parking Study (OTAPS) Work Group was to “Preserve parking on residential blocks for residents and guests.” In response to this, in November 2016, a pilot program for a pay by phone parking requirement for residential blocks was implemented with the stated goal “to preserve on-street parking for residents by encouraging non-residents to park in metered spaces or garages by eliminating ‘free’ two- or three-hour parking on residential blocks.”

The pilot program allowed the City to expand the pay by phone option previously only available on metered blocks to residential blocks. The pilot program term expires on March 1, 2019. In order to determine if the program should continue, staff conducted an evaluation of the program including community feedback, parking occupancy surveys, and enforcement feedback and data.

Pilot Program Details

The pilot program covers the area east of Washington Street between Princess Street and Wolfe Street (Attachment 2). To be eligible for the program, blocks must be adjacent to an existing metered block or residential pay by phone block. Similar to the process for adding or amending residential parking restrictions, staff require a petition signed by at least 50% of the residents of the block stating they wish to enact a pay by phone requirement on their block to initiate the process. After verifying the petition is valid and the block meets the eligibility criteria (observed 75% occupancy), the request is reviewed by the Traffic and Parking Board as a public hearing item. The signage (Attachment 3) is consistent with the meter signage with “District X permit exempt” language at the bottom.

The parking fee of \$1.75 per hour is the same rate as on metered blocks and applies only to vehicles without a valid resident, guest, or visitor permit for the parking district. The hours the parking fee is applicable are required to be consistent with the current hours and days posted for the block. For those people who choose to pay to park on these blocks, there are three payment options: via a smartphone with the ParkMobile app, by calling a toll-free number and registering the parking session through ParkMobile, or at a meter on a nearby block and display the receipt on the dashboard.

DISCUSSION: The continuation and modification of this program will require an amendment to the City Code, as it was initially approved as a pilot program through March 1, 2019. After a recommendation by the Traffic and Parking Board, this amendment will be reviewed by the City Council. Below is a summary of the pilot program evaluation and the proposed recommendations for continuation and modifications to the program. Attachment 1 provides the proposed amendment to the City Code to make the program permanent.

Program Evaluation:

With the implementation of the pilot program, staff indicated the program would be considered an effective tool if parking occupancy survey results showed a minimum of 1-2 parking spaces were now available to residents on the pay by phone blocks and that parking issues did not just shift to another block. Staff also indicated the importance of feedback from the residents of both the pay by phone block and adjacent blocks to determine if they felt this tool improved or worsened the parking conditions on their block.

Based on these guidelines defined with the pilot program, staff considered three main aspects of the pilot program to evaluate its success and determine if should be continued as is, continued with modifications, or discontinued: community feedback, parking occupancy surveys in the program area, and feedback and data from parking enforcement. See Attachment 4 for a summary of the evaluation presented to the Traffic and Parking Board in November 2018.

Community Feedback – Community feedback was evaluated primarily through an online feedback form. Input was also communicated to staff by phone calls and emails from residents, institutions, and businesses.

There were 131 complete responses provided to the feedback form. See Attachment 4 for a summary of the responses received. The main takeaways from this feedback were:

- The majority (79%) of residents of blocks with residential pay by phone who responded to the survey indicated that they felt parking was more available on their block than before the program.
- 76% of residents of blocks with residential pay by phone indicated the guest permit process was easy and did not need changes.
- The most common preferences for the process of petitioning for residential pay by phone were maintaining the existing process (30%), no Traffic and Parking Board hearing required if a petition is signed by 50% of residents (26%), and no Traffic and Parking Board hearing required if a petition is signed by 75% of residents (20%).
- Most respondents (64%) preferred that meters not be installed on blocks in the program.

- The majority of respondents (69%) indicated they would not like the residential pay by phone area to be expanded to other blocks adjacent to metered areas.
- A total of 67% indicated they would like the program to continue when the pilot program expires, with 44% indicating they would like the program to continue as is and 23% indicating they would like the program to continue with modifications.

Some common comments received through the feedback form and from emails and calls to staff were that parking restrictions were not being adequately enforced, that the program negatively impacts churches and church attendees in the program area, that visitors were confused about how and where to pay and park, and that there should be more efforts to encourage non-residents to park off-street. Many residents gave positive comments about how the residential pay by phone program has made parking easier and more available to them.

Parking Occupancy Surveys – Staff completed surveys of blocks with and without the residential pay by phone program within the program area before and after implementation of the program.

As shown in Figure 1, on blocks where residential pay by phone was implemented, the average parking occupancy decreased from 94% before residential pay by phone signage to 86% after. On these blocks, the average percent of parkers from outside of the RPP parking district decreased from 46% before signage to 30% after, indicating that overall, spaces were more available to residents to park than before the program was implemented.

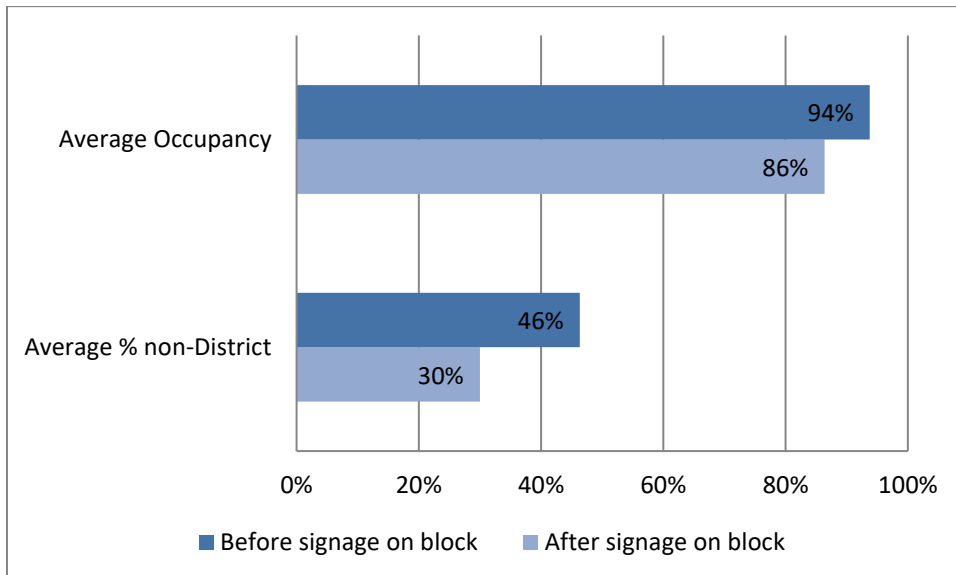


Figure 1: Parking Occupancy Before and After Signage – Blocks with Residential Pay by Phone

As shown in Figure 2, on blocks adjacent to blocks with residential pay by phone, the average parking occupancy increased from 85% occupancy before signage was installed on adjacent blocks to 88% after. The average percent of parkers from outside of the RPP parking district decreased from 40% before signage on adjacent block to 37% after. These surveys indicated that

parking conditions did not significantly change on blocks adjacent to the residential pay by phone program.

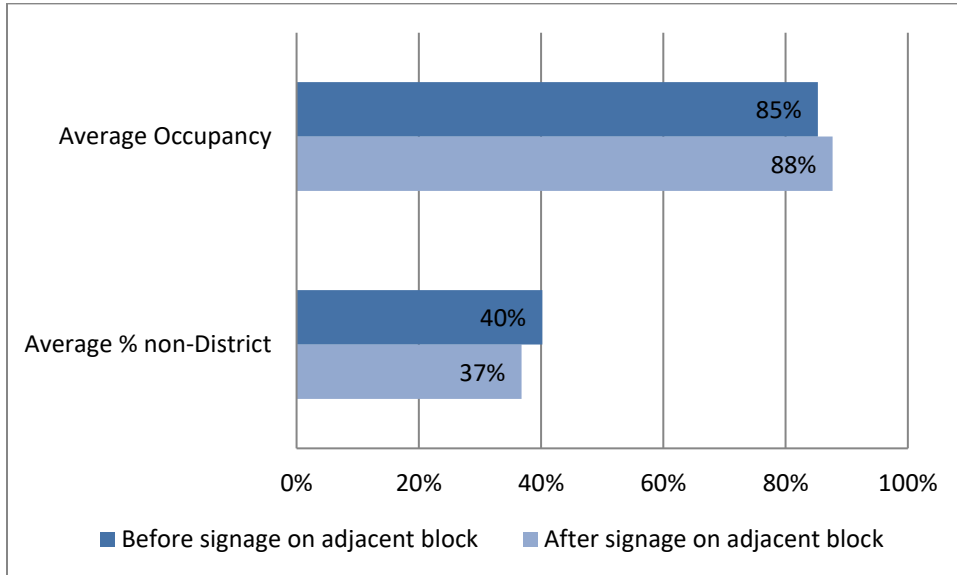


Figure 2: Parking Occupancy Before and After Signage – Blocks Adjacent to Residential Pay by Phone

Parking Enforcement Feedback and Data – Parking enforcement staff communicated that enforcing parking restrictions on residential pay by phone blocks required similar effort and time to enforcing restrictions on the residential permit parking blocks. Parking enforcement officers give vehicles on these blocks about a 15-minute grace period to allow time for parkers to walk to a metered block and return with a receipt in case they choose that payment option, so the officers usually still check on vehicles twice, as they would on the time limited blocks.

However, Parking enforcement also shared data on the number of parking citations given per month blocks with and without residential pay by phone between November 2017 and September 2018. The data showed that on average, twice as many citations were given on the blocks with residential pay by phone as those without.

Proposed Modifications to Pilot Program and Existing City Code:

Staff recommends the continuation of the program based on the generally positive feedback from residents and occupancy surveys showing that the program has achieved the program goals of making more parking available to residents on residential streets. Staff proposes modifications to the residential pay by phone program based on the evaluation and feedback on the program as summarized below.

Staff recommends maintaining the existing petition and eligibility process for adding new blocks to the program, as the community seemed to find the existing process acceptable, and in order to maintain a relatively consistent process with adding RPP restrictions to new blocks. Staff proposes a modification to the code to allow multiple adjacent blocks to apply simultaneously, so long as one of the blocks meets the location requirements. This will allow a block not adjacent to

a metered block or an existing residential pay by phone block to be considered with a request for an adjacent, pay by phone eligible block.

Staff also recommends the expansion of the program to other areas adjacent to metered blocks throughout the City. Although the majority of respondents said they did not want the program expanded, based on the overall positive response to the program for residents in the pilot program area, staff believes that the program could be beneficial to other residential areas near commercial areas. The requirement to be near a metered area or an existing residential pay by phone block will limit eligibility. The code would be modified to remove the pilot program boundaries.

Finally, staff proposes the addition to the residential pay by phone code of a reference to how to remove parking restrictions as established in section 5-8-77(a). This makes it clear that residents can petition for removal of the restrictions if they no longer feel they are appropriate for their block.

Other Proposed Changes in Response to Feedback:

Staff is taking into consideration other feedback received from the community and will continue to work towards making improvements to the residential permit parking and residential pay by phone programs. Staff will look for opportunities to clarify the process for things like obtaining guest permits. Staff is actively looking into how to streamline the guest permit process online or through ParkMobile. Staff is also looking for opportunities to improve wayfinding and technology so that non-resident parkers are more aware of garage and metered parking options including Smart Mobility initiatives such as available space signage and online or app-based space reservations.

Staff are also looking for other opportunities to improvements through the RPP Refresh project. In response to feedback from the community regarding parking impacts to churches near residential pay by phone blocks, staff are considering options to make it possible to allow modified hours when parking fees apply on certain blocks when deemed appropriate and recommended by the Traffic and Parking Board.

OUTREACH: Outreach to notify residents and business owners of the pilot program evaluation and to solicit feedback for the online feedback form included the following:

- Mailings to all residents in the pilot program area (343 residences – 111 on blocks with and 232 on blocks without residential pay by phone)
- Emails to the points of contacts for the 13 blocks with restrictions
- Emails to Old Town Civic Association and other citizens who have provided input in the past
- Emails to representatives from Old Town Boutique District, Old Town Business and Professional Association, Alexandria Chamber of Commerce, and Visit Alexandria
- Enews, Twitter, and Facebook.

A [website](#) was created with information on the pilot program and updates on the program evaluation and related public hearings. The Traffic and Parking Board received an overview of the pilot program evaluation at their meeting on November 26, 2018 and City Council received a

similar overview on January 8, 2019. Feedback from these meetings was incorporated into the program modification considerations. Additionally, staff notified the Old Town Civic Association, West Old Town Citizens Association, and Upper King Street Neighborhood Association.

Attachment 1

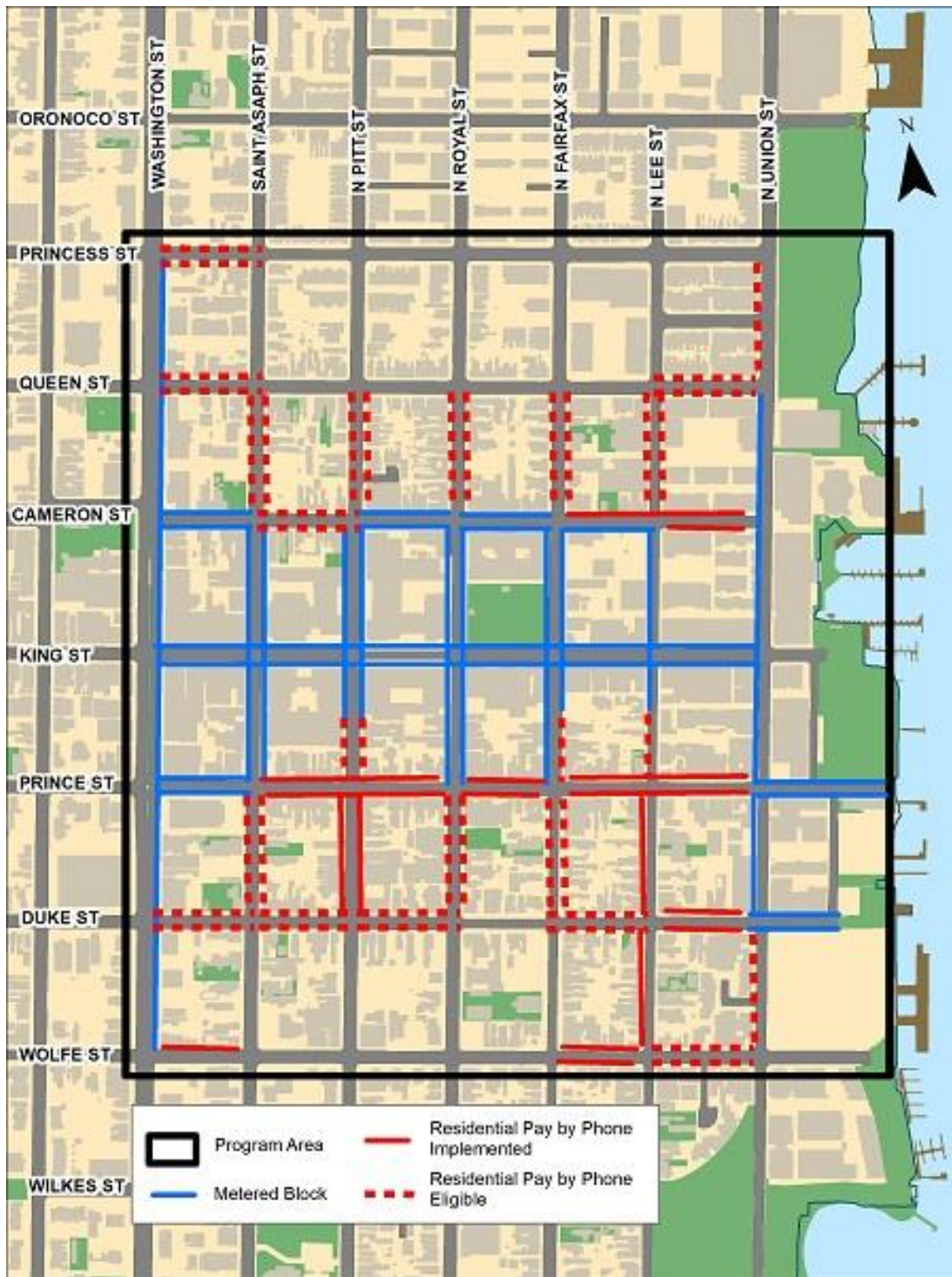
Draft Ordinance Creating the Residential Pay By Phone Parking Fee Program

Sec. 5-8-84 - Pay by phone parking fee within a residential permit parking district.

- (a) Purpose. On residential blocks adjacent to metered areas, which are often occupied by vehicles belonging to non-residents of the district, a pay by phone parking fee may be implemented that requires non-residents of the district to pay to park on the block during the posted times. ~~The provisions of this section shall expire on March 1, 2019.~~
- (b) Parking restrictions. Residential blocks with a pay by phone parking fee shall prohibit parking in designated areas by motor vehicles which do not display a valid parking permit for that district or have not submitted appropriate payment through either the pay by phone application referenced on the posted signage or a city parking meter.
 - (1) The hourly parking fee shall be consistent with the cost of a meter as established in section 5-8-93.
 - (2) The hours during which a parking fee is applicable shall be consistent with the existing posted hours of restriction. Changes to the posted hours shall be reviewed by the traffic and parking board pursuant to section 5-8-72(b).
- (c) Establishment. A pay by phone parking fee may be added to certain designated residential permit parking district blocks in accordance with the following criteria and procedures:
 - (1) The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved. **For the purposes of this subsection (1), an area that consists of multiple adjacent blocks may be considered simultaneously, so long as one block meets this locational requirement, provided that all other requirements of this Section are met for each individual block.**
 - (2) ~~The block must be located within the Special Parking District Area.~~
 - (3) The area subject to parking fee must already be posted with residential parking restrictions.
 - (4) The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block and submitted to the city manager.
 - (5) Upon receipt of a petition for a block meeting the criteria established above, the city manager shall direct staff to conduct a survey of the parking conditions on the block. The survey shall be taken during the hours of the existing residential parking restrictions. If staff observes that 75 percent or more of the available parking spaces on the block are occupied, the city manager shall forward the request to the traffic and parking board for its review and recommendation at a public hearing.
 - (6) If less than 75 percent of the available spaces are occupied, additional surveys may be made at other times of the day. If the surveys do not so demonstrate, the petition shall be deemed denied and no further action will be taken.
 - (7) Following the board's recommendation, the manager shall decide the petition and cause his decision to be implemented; provided that in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, he shall forward the petition, along with the board's recommendation and the reasons for his decision to city council which shall make the final decision on the petition. (Ord. No. 5044, 11/12/16, Sec. 1)
 - (8) Parking restrictions may be removed from a block face as established in section 5-8-77(a).**

Attachment 2

Residential Pay by Phone Pilot Program Area and Program Blocks



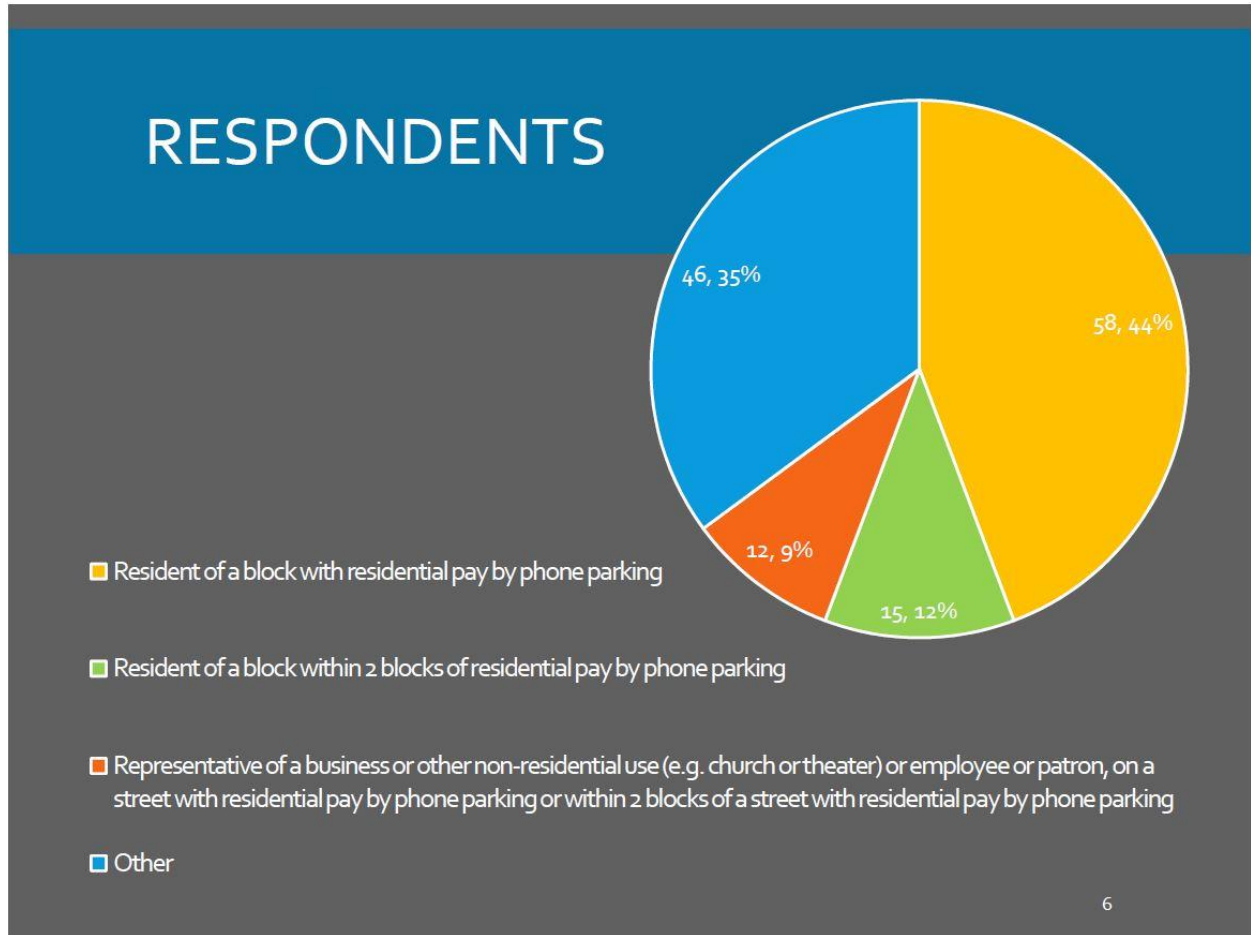
Attachment 3

Parking Signage



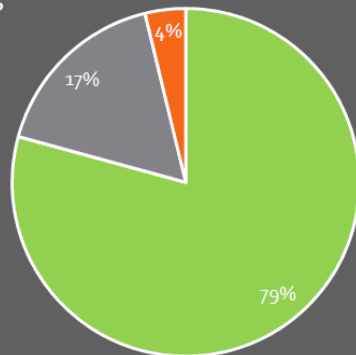
Attachment 4

Residential Pay by Phone Pilot Program Feedback Form Results

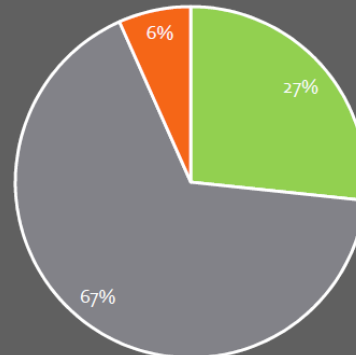


How do you feel parking availability has changed on your street since residential pay by phone parking was implemented?

Residents of blocks with residential pay by phone parking

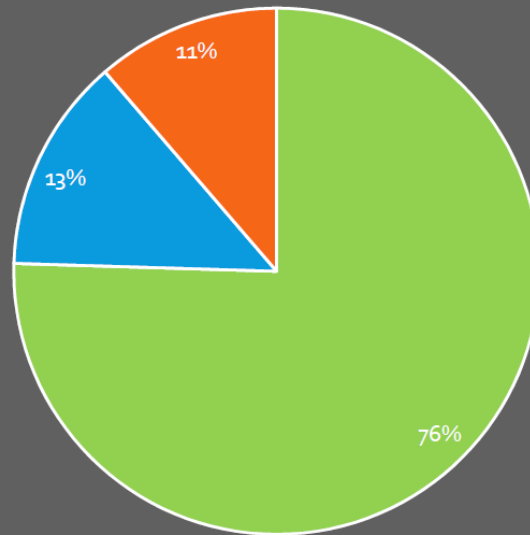


Residents of blocks within 2 blocks of residential pay by phone parking



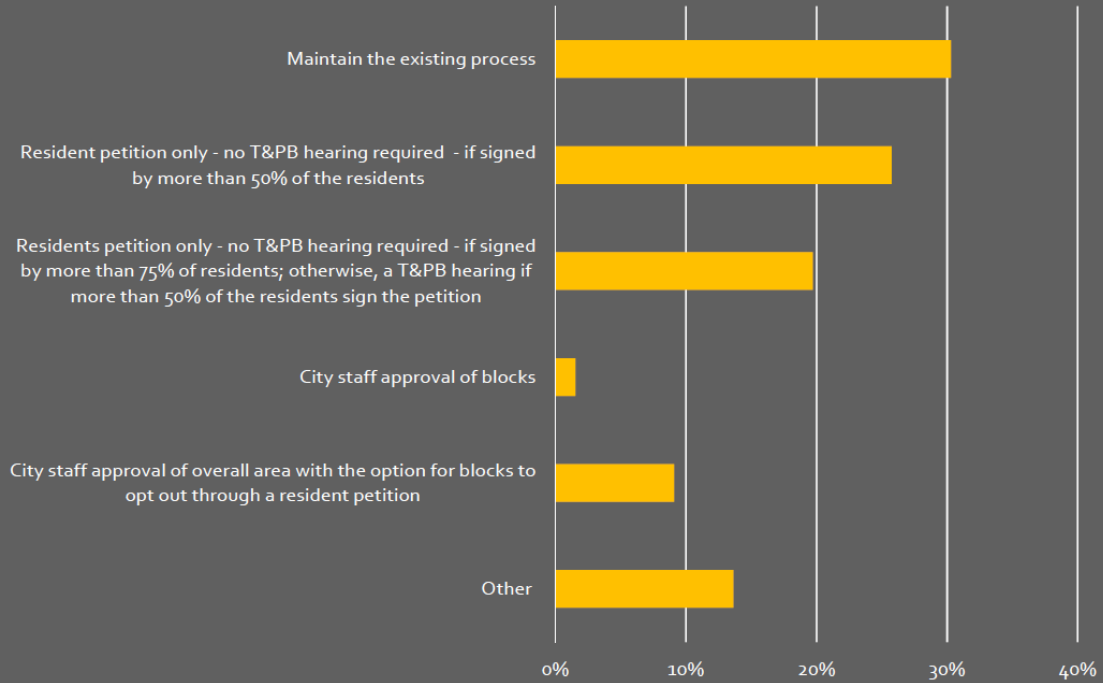
- Parking is more available
- Parking availability has not changed
- Parking is less available

How would you describe the process of providing a permit for guests of your residence?

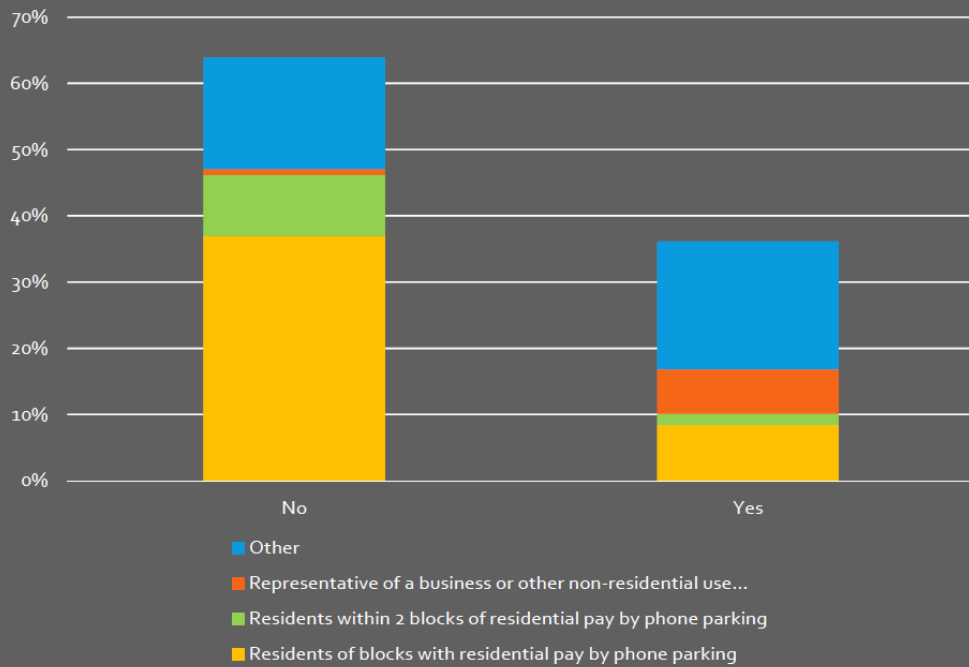


- Easy, no changes needed
- Easy, but could be improved
- Difficult, improvements needed

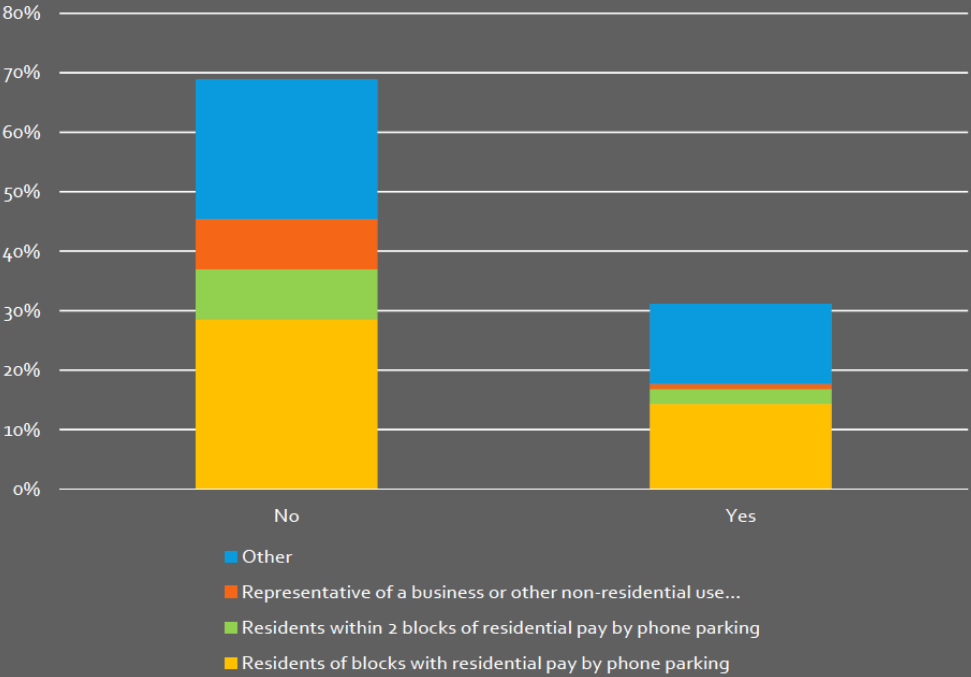
What process for adding residential pay by phone restrictions to new blocks would you prefer?



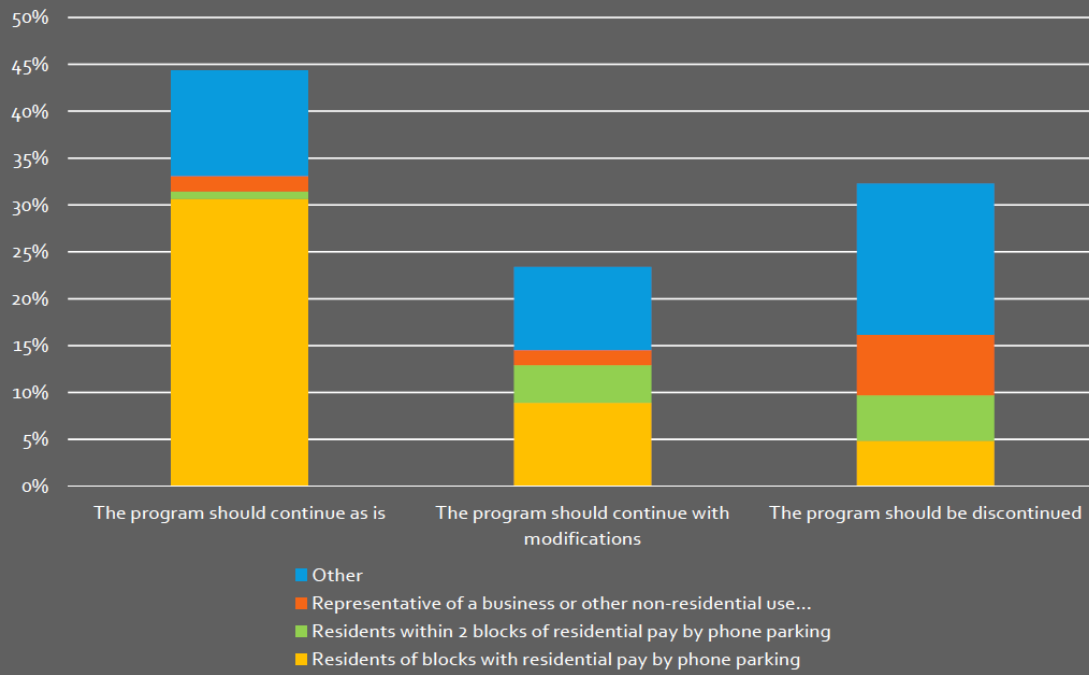
Would you prefer that blocks with residential pay by phone parking have a meter installed on the block (at the City's cost) in addition to the option of paying by phone?



Would you like to see the residential pay by phone program boundary expanded to other blocks adjacent to metered areas?



When the pilot program term has expired how should the program continue?



SUGGESTIONS AND COMMENTS

"More meters would help older residents."

"As an employee of a local business it makes parking very difficult for our patrons."

"I think there needs to be a better plan in place because the pay to park is just pushing the issue onto other residents further from King Street."

"On-street parking should be more expensive than garage parking."

"We are very satisfied."

"Parking is more available during the week, but not much has changed on the weekends because there doesn't seem to be any enforcement"

"St. Pauls Church is negatively impacted by this change - as a resident I have enjoyed easier parking, but I also think the start time for metered parking should be later on Sundays."

"Expand it."