

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, SEPTEMBER 24, 2018, 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 July 23, 2018 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]

**PUBLIC HEARING**

4. **ISSUE:** Consideration of a request to establish a 25mph school zone speed limit on North Beauregard Street in front of Ferdinand Day Elementary School for 30 minutes during student arrival and dismissal at the beginning and ending of the school day.
5. **ISSUE:** Consideration of a request to prohibit left turns from southbound West Rosemont Avenue and Cedar Street onto King Street between the hours of 4 PM to 6:30 PM, Monday through Friday.

**BIENNIAL TAXICAB REVIEW**

6. **ISSUE:** Consideration of staff recommendations on the renewal of existing certificates of public convenience and necessity.
7. **ISSUE:** Consideration of staff recommendations on the proposed taxicab fare rate change
8. **ISSUE:** Consideration of staff recommendations on the proposed changes to the fees the City charges to the taxicab industry.

**9. BUDGET PRIORITY RECOMMENDATIONS**

Consideration of the City Manager's request for input on budget priorities

**10. STAFF REPORTS AND UPDATES**

Seminary Road Complete Streets Project Update  
Traffic and Parking Board code update

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY JULY 23, 2018 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
ROOM 2000**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chairman, William Schuyler, Vice Chair, James Lewis, Kevin Beekman, and Casey Kane

**BOARD MEMBERS ABSENT:** Ann Tucker, Randy Cole and Jason Osborne.

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief of Traffic Engineering, Christine Mayeur, Complete Street Coordinator and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: Item # 10 was deferred.
2. Approval of the June 25, 2018 Traffic and Parking Board meeting minutes: Mr. Kane made a motion, seconded by Mr. Lewis to approve the minutes of the June 25, 2018 Traffic and Parking Board meeting. The motion carried unanimously.
3. **PUBLIC COMMENTS:** Ms. Carroll spoke about a parking issue on 400 block of Jefferson Street.

**PUBLIC HEARING:**

**CONSENT CALENDAR:**

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

4. **ISSUE:** Consideration of a request to add residential permit parking restrictions to the north side of the 1200 block of Franklin Street.
5. **ISSUE:** Consideration of a request to remove 40 feet of parking on the north side of Monroe Avenue between the two crosswalks at Leslie Avenue.

**REGULAR PUBLIC HEARING:**

6. **ISSUE:** Consideration of a request to appeal a two-day taxi driver suspension for refusal to carry a passenger.

**DISCUSSION:** Mr. Garbacz introduced the item to the Board and Hack Inspector Robinson explained the reason for the driver suspension. Mr. Kesete, the driver, explained the reason he refused to take Ms. Diaz is because he was dispatched for another customer. Mr. Kesete also stated that Ms. Diaz had previously blocked him from providing service to her. The Board believed this new information needed to be validated before a decision could be rendered.

**PUBLIC TESTIMONY:** No one from the public spoke.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Beekman to defer the item, and asked staff to bring back the dispatching record, blocking record and information concerning the company's contract to service the disabled community. The motion carried with three votes in favor and Mr. Schuyler voting in opposition.

7. **ISSUE:** Consideration of a request to:
1. Remove the No Parking Here to Corner signs on the Southeast corner of La Grande Avenue and East Randolph Avenue; and,
  2. Remove the No Parking Here to Corner signs on the Southwest corner of Mount Ida Avenue and East Randolph Avenue.

**DISCUSSION:** Mr. Garbacz presented the item to the Board. He explained the parking situation in the requested area.

**PUBLIC TESTIMONY:** Ms. Lilley and Ms. Slack spoke in favor of the request. Ms. Golddatt, Ms. Calamur, Mr. Ellis, and Ms. Field spoke in opposition of the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Beekman to recommend to the Director of T&ES to: 1) Allow parking on the south side of East Randolph Avenue at La Grande Avenue but to coordinate with the Fire Department concerning parking near the fire hydrant; and, 2) Reject the request to increase parking at the southwest corner of Mount Ida Avenue and East Randolph Avenue. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to remove parking in front of 226 West Taylor Run on both sides of the street to facilitate a new crosswalk to Angel Park.

**DISCUSSION:** Ms. Mayeur presented the item to the Board. She explained why the location is picked and why the City is implementing this policy. The Board expressed concern about safety since the location of the proposed crosswalk was near a curve.

**PUBLIC TESTIMONY:** Ms. O'Neill, Mr. Rami, and Mr. Reich spoke in opposition to the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Kane to defer the item, and asked staff to work with the community on the location and find out why the Center City Study recommended placing the crosswalk at this location. The motion carried unanimously.

**9. ISSUE:** Consideration of a request to:

1. Remove 30 feet of parking in front of 703 North Overlook Drive; and,
2. Remove 80 feet of parking along portions of the Beverly Park curb faces on North Overlook Drive and South Overlook Drive.

**DISCUSSION:** Ms. Mayeur presented the item to the Board. She explained the need of the crosswalk and the new design for the intersection. The Board had concern about the stroller parking and bike parking being on the street.

**PUBLIC TESTIMONY:** Ms. Dinapoli, Ms. Dinapoli, Ms. Farrand, Mr. and Ms. Mistretta, Ms. Burstein, Ms. Burstein, and Mr. Bailey spoke in favor of the request. Mr. Mills and Mr. Richardson opposed the request.

**BOARD ACTION:** Mr. Kane made a motion, second by Mr. Beekman to recommend to the TE&S Director approval of staff's recommendation to remove 30 feet of parking in front of 703 North Overlook Drive; and remove 80 feet of parking along portions of the Beverly Park curb faces on North Overlook Drive and South Overlook Drive; and asked staff to reevaluate the crosswalk. The motion carried unanimously.

**10. ISSUE:** Consideration of a request to remove 40 feet of parking between the crosswalks on the west side of North Royal Street at First Street.

**DISCUSSION:** The item was deferred.

**11. ISSUE:** Consideration of a request to install 3-hour parking restrictions on Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane from 8AM-4PM Monday-Friday.

**DISCUSSION:** Mr. Garbacz presented the item to the Board. The Board had concern about the quality of life and the speed issue in these residential streets.

**PUBLIC TESTIMONY:** Mr. Edsall, Ms. Edsall, Mr. Melvin, Mr. Winn, Mr. Golden, Mr. Webb, Ms. Tracy, and Mr. Carioso spoke in favor of the request. Ms. Noren, Mr. Colby and Mr. Loesch opposed the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Beekman to recommend to the TE&S Director approval of staff's recommendation to install 3-hour parking restrictions on Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane from 8AM-4PM Monday-Friday, September through June. The motion carried with three votes in favor and Mr. Lewis voting in opposition to the motion.

- 12. ISSUE:** Consideration of a request to change the speed limit on Route 1 between Monroe Avenue and Four Mile Run from 35 mph to 25 mph.

**DISCUSSION:** Mr. Garbacz presented the item to the Board. He explained the reason why this corridor has been picked from the list of KSI crash network.

**PUBLIC TESTIMONY:** Mr. Silver and Mr. Capone spoke in opposition of the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Beekman to recommend to the City Manager to change the speed limit on Route 1 from Slaters Lane to Four Mile Run from 35 mph to 25 mph. The motion carried with three votes in favor and Mr. Lewis voting in opposition to the motion.

## **STAFF REPORTS AND UPDATES**

Mr. Kane updated the Board about the:

1. Bicycle and Pedestrian Master Plan: and,
2. Transportation Master Plan

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 24, 2018

**DOCKET ITEM:** #5

**ISSUE:** Consideration of a request to establish a 25mph school zone speed limit on North Beauregard Street in front of Ferdinand Day Elementary School for 30 minutes during student arrival and dismissal at the beginning and ending of the school day.

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**REQUESTED BY:** Alexandria City Public Schools

**LOCATION:** 1800 and 1900 Blocks of North Beauregard Street

**STAFF RECOMMENDATION:** That the Board recommend to the City Manager establishing a reduced school zone speed limit of 25 mph for 30 minutes during student arrival and dismissal at the beginning and ending of the school day in the 1800 and 1900 blocks of North Beauregard Street.

**BACKGROUND:** Section 10-3-30, *Authority to change speed limits*, of the City Code authorizes the City Manager to establish speed limits on city streets. Ferdinand Day Elementary School opened earlier this year. The Director of TES installed a temporary 25 mph school zone in front of the school, so it would be in place prior to the beginning of school, until the Traffic and Parking Board could meet to hear the matter and make a recommendation to the City Manager.

**DISCUSSION:** Many of the students attending Ferdinand Day Elementary School walk to school along North Beauregard Street. To provide a safer walking route staff is recommending a school zone speed limit reduction on North Beauregard Street in front of the School. For 30 minutes at the beginning and ending of the school day the speed limit would be reduced from 35 mph to 25 mph. This is consistent with the City's standard practice of reducing the speed limits in school zones by 10 mph. The proposed school zone speed limit reduction is shown in ATTACHMENT 1. Currently school arrival is at 8:00 AM and school dismissal is at 2:35 PM. The school zone speed limit would be in effect from 7:45 AM – 8:15 AM and 2:30 PM – 3:00 PM. Static school zone signs like the ones shown in ATTACHMENT 1 will be used until school zone speed limit flashing lights can be procured and installed later in the school year.

North Beauregard Street carries a traffic volume of 1,831 vehicles per hour (VPH) in the morning peak when students are walking to school. Most of the traffic, 1,156 VPH is traveling northbound along the school side of the street. Although some improvements have been made

along the student walking route, the buffer strip between the road and sidewalk is only four feet wide. Lastly, North Beauregard Street was identified as a high Killed or Serious Injury (KSI) corridor in the City's Vision Zero Action Plan. All these factors make reducing the speed limit very important and necessary to accommodate the new school.

### ATTACHEMNT 1





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 24, 2018

**DOCKET ITEM:** #6

**ISSUE:** Consideration of a request to prohibit left turns from southbound West Rosemont Avenue and Cedar Street onto King Street between the hours of 4 PM to 6:30 PM, Monday through Friday.

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**REQUESTED BY:** Rodger Schlickeisen (201 West Rosemont Avenue)

**LOCATION:** The intersection of West Rosemont Avenue and King Street; and Cedar Street and King Street

**STAFF RECOMMENDATION:** That the Board denies the request to prohibit left turns from southbound West Rosemont Avenue and Cedar Street onto King Street between the hours of 4 PM to 6:30 PM, Monday through Friday.

**BACKGROUND:** Mr. Rodger Schlickeisen submitted this request to reduce the commuter cut through traffic on West Rosemont Avenue. Mr. Schlickeisen believes that Rosemont Avenue is being used by traffic trying to avoid the congestion on Russell Road. Staff denied the initial request and the applicant expressed a desire to bring the matter before the Traffic and Parking Board.

**DISCUSSION:** Mr. Schlickeisen asserts that commuters navigating around the daily backup on southbound Russell Road, are turning right one block earlier, on Linden Street, and then left on North View Terrace to West Rosemont Avenue. He indicated that this diversion creates additional traffic on Linden Street and North View Terrace, as there is quite often evening backups of vehicles not only on West Rosemont Avenue but also on Linden Street and North View Terrace. To solve this problem Mr. Schlickeisen is requesting a left turn prohibition from Rosemont Avenue onto King Street in the afternoons. Since Mr. Schlickeisen submitted his request, staff has received several other requests to prohibit this left turn. Mr. Schlickeisen is also requesting turn restrictions from Cedar Street onto King Street to mitigate traffic shifting from Rosemont Avenue onto Cedar Street.

Staff is opposed to this request. The proposed turn restriction is counter to the Transportation Master Plan's policy of providing connectivity between streets.

The King Street/Russell Road intersection improvement project will move traffic better resulting in less traffic diverting onto West Rosemont Avenue. Construction of this project is scheduled to

begin in the spring of 2019. Staff believes this project should be constructed and traffic monitored before installing turn restrictions that could negatively impact neighborhood residents. It is bad practice to ban turns as standalone requests without doing a more comprehensive analysis of travel patterns throughout the neighborhood. While there is congestion at the King Street, Callahan Drive and Russell Road intersection during the evening peak hour, the time period of the queuing issue is not long enough to warrant a comprehensive traffic study for the neighborhood. Additionally, the City has implemented substantial measures for traffic calming along Russell Road to ensure that traffic is moving through this neighborhood safely, even when volumes are high.

Staff spoke with the Rosemont Civic Association and they were neutral on the proposed turn restrictions.

## **ATTACHMENT 1: REQUEST**

**From:** Rodger Schlickeisen <rodger@schlickeisen.us>

**Sent:** Wednesday, June 20, 2018 4:44 PM

**To:** Bob Garbacz <Bob.Garbacz@alexandriava.gov>

**Subject:** Rosemont commuter traffic problem

Hi, Bob. I'm just back from my extensive business trip to Africa, and I'd like to follow up on your request that I send you an email on a serious commuter traffic problem we have in Rosemont.

The general background is that ever since the city closed access to King Street from W Walnut many decades ago, the commuter traffic on W Rosemont has been bad and getting worse, as with W Walnut's closure, W Rosemont became the first access off of Russell to King Street available to commuters headed south on Russell. (The informal understanding held by residents who lived on W Rosemont when W Walnut was closed was that W Rosemont would eventually be closed too, to also protect the neighborhood, and that was the major reason residents on W Rosemont were willing to support W Walnut's closing; but of course closing W Rosemont was never a practical idea and so it wasn't closed, and those of us who live on W Rosemont have just had to live with ever growing traffic.) We live at 201 W Rosemont (corner of North View Terrace and W Rosemont) and we and our neighbors must endure considerable commuter traffic and related noise; but at least until recently we were able to get out of the neighborhood during rush hour by going north from our driveway on North View Terrace.

Lately, however, southern bound commuters on Russell (I think with the aid of a new commuting app) have learned they might be able to avoid one block of the backup on W Rosemont by turning right one block earlier, on Linden, and then left on North View Terrace to W Rosemont. The result is that the new routing now clogs Linden and North View Terrace, as there is quite often in the evening a backup of vehicles not only on W Rosemont but also on Linden and North View Terrace, and residents on those streets are blocked from reasonable access to or egress from their homes. Also, to add to the neighborhood's annoyance, when the commuters get backed up on the Linden-North View Terrace route, they become frustrated at the wait, and frequently start honking ... which has led to a number of angry confrontations between residents and commuters.

Not long ago when my wife and I had an early dinner engagement in DC, we couldn't get out of our own driveway because North View Terrace, with parking on both sides of the street, in some spots can only accommodate one lane of traffic and it was chock-a-block full of south bound commuter cars). We were late because we had to wait for a lull. If it had been a medical emergency, we'd have been in serious, serious trouble. And of course all the houses on the Linden-North View Terrace route face the same problem. Not long after that experience, we had friends from DC and Arlington come to dinner. The first arrivals confronted horrendous traffic and couldn't figure out how to get to the house. After several failed attempts, they called and I led them back to West Maple where there could reach North View Terrace and then drive south to our driveway ... which they did, although of course when they reached the

intersection of Linden and North View Terrace, they simply had to wait with all the commuters until they could reach our driveway. Our friends joked that since our neighborhood had become a thoroughfare we should open a sidewalk deli and serve commuters coffee or tea to keep them awake during their homeward commute.

Obviously it's not right that commuters passing through Rosemont should be destroying what was a nice neighborhood.

Since I first raised this issue some months ago, I've discussed possible solutions with neighbors. One solution, and the best from our perspective, would be to discourage commuters from using Russell by making them go all the way south to the intended arterial of King Street without being able to turn right/west anywhere along Russell.

A second idea would be to place "residents only – no pass through" signs on Russell at W Linden (and that'd probably lead to needing them too on W Maple and W Walnut). Stopping traffic from destroying the neighborhood was the original intent of blocking access from W Walnut to King decades ago, so this could be considered a logical next step to further the same purpose.

Now, after further analyzing the traffic ourselves, we have a third and probably easiest to implement suggestion. It may not entirely solve the problem, but since it is by far the quickest, easiest and most economical to implement, we think it's worth a try.

After monitoring the traffic going up West Rosemont to King Street, we realized that the main source of the problem is that many vehicles are trying to turn left on King, obviously attempting to get to Callahan Drive faster than they would by waiting on Russell Road for the light at King and Russell.

Cars that reach the stop sign on W Rosemont at King either want to turn right to go up King, or to turn left to try to reach Callahan Drive – in either case potentially saving themselves from having to wait in a slow line to get to the corner at Russell and King. And based upon monitoring the traffic, my estimate is that about 60% of the cars - whether they get there by coming up W Rosemont from Russell, or by cutting through the neighborhood using Linden and N View Terrace – do so to try to turn right on King. And for these cars, the cut-through works, as the wait to make the turn is seldom more than 5 to 10 seconds. And by cutting through, they actually reduce the congestion on Russell.

But for the up to 40% of cars trying to turn left on King Street, it is a totally different matter. This is because trying to turn left during rush hour, i.e. from about 4 to 6 or 6:30 pm, can be a mission impossible. The stream of cars going up King is intermittent because of the operation of the light at King and Russell. However there is no break in the traffic coming down King, as the vehicles are backed up King Street from the light for many blocks past West Rosemont Avenue. I timed the cars and found that it is not unusual for a car to wait for up to two minutes before turning left onto King, and usually they accomplish that only by forcing

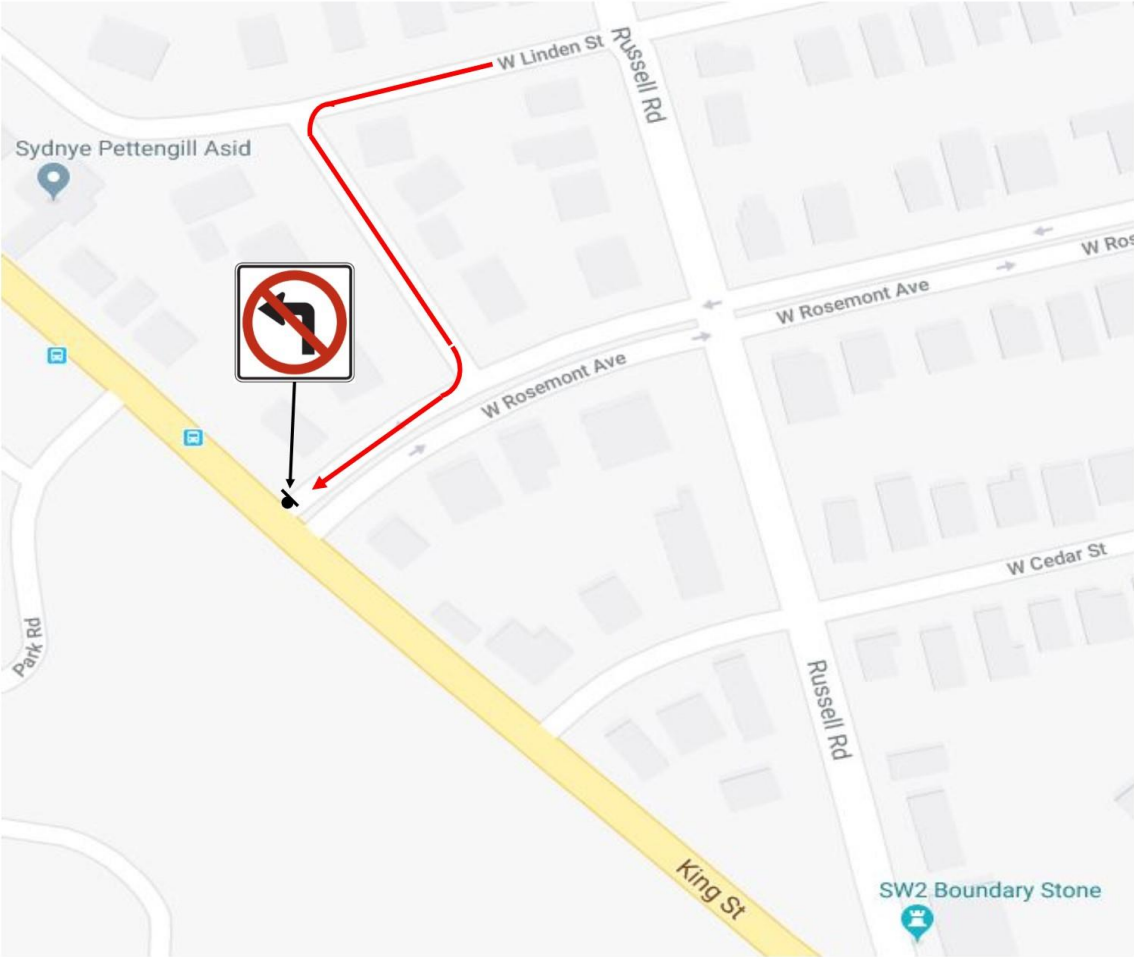
their way into traffic and risking a fender-bender with a car coming down the hill and not eager to see interlopers cut in. Meanwhile, the cars waiting on W Rosemont and around the corner on North View Terrace are further delayed and become impatient and frustrated, and resort to honking. And unlike the result of the cars turning right at the stop sign, those turning left are not alleviating congestion on Russell but adding to it ... they add to it by delaying the cars trying to get out of the neighborhood by cutting through to turn right up King. Cars turning right thus both create a serious risk of accident and add to congestion.

In view of this, our conclusion is that the easiest way to provide some significant alleviation of the cut-through problem on Linden-North View Terrace-W Rosemont, and at the same time to lessen somewhat the south-bound traffic congestion on Russell Road, is to put up a "no left turn weekdays from 4 p.m. to 6:30 p.m." sign on West Rosemont at King Street. I doubt that the problem is as bad at West Cedar and King, but if there's concern about that, then it also makes sense to put up the same sign there.

Thank you for your consideration.

Rodger Schlickeisen

**ATTACHMENT 2: LOCATION (AREIAL)**



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 24, 2018

**DOCKET ITEM:** #7

**ISSUE:** Consideration of staff recommendations on the renewal of existing taxicab certificates of public convenience and necessity.

**REQUESTED BY:** City of Alexandria

**LOCATION:** N/A

**STAFF RECOMMENDATION:** That the Board consider and adopt the following recommendations to the City Manager:

1. That all current certificates be renewed; and,
2. That Alexandria Yellow Cab's number of authorizations be reduced by 101.

**BACKGROUND:** A specific consideration for each Biennial Review is the renewal of existing certificates of public convenience and necessity (certificates) and the number of taxicabs that may be affiliated with each certificate holder. Factors to be considered in these determinations are specified in code section 9-12-31 and include the certificate holder's record of compliance with code requirements for certificate holders, the demonstrated need on a company-by-company basis for a sufficient number of affiliated taxicabs to provide satisfactory public service and ensure adequate dispatch service.

**DISCUSSION:** There are 15 certificates of public convenience and necessity that authorize the operations of taxicabs in the City of Alexandria. Of these, six are issued to taxicab companies and nine are issued to individuals (grandfathered certificates). In aggregate, these certificates authorize the operation of 758 taxicabs, all of which are required to maintain affiliation with a taxicab company.

Transportation Network Providers (TNC) are creating high demand for drivers making it difficult for the dispatch taxicab companies to attract and retain drivers. Currently there are 144 vacant taxicabs due to the driver shortage. Of the 144 vacant cabs, 133 belong to the dispatch companies.

Determining the correct number of taxicabs allowed to operate in the City is a challenging task. Too few cabs and the public will not have adequate service. Too many cabs and drivers will not

be able to earn a living wage. This issue is further compounded by the introduction of TNCs into the market. Staff estimates that TNCs have captured 47 percent of the dispatch market and an undocumented amount of the airport market. More cabs from Arlington are working the airport since the last biennial review resulting from the decrease in dispatch demand in Arlington. The impact of the Arlington cabs working the airport is not known at this time.

The negative change in actual taxicab trips suggests that the number of authorized taxicabs should be decreased.

A summary of the requests to renew certificates of public convenience and necessity for 2019 is provided below.

Renewal of Individually-Held (Grandfathered) Certificates

Individually held certificates are routinely renewed each year if the holder intends to remain active in the industry by operating a taxicab at least 50 percent of the year. Of the nine certificate holders, all nine plan to remain active in the taxicab industry. Staff recommends renewal of these nine individual certificates as requested.

Renewal and Amendment of Company-Held Certificates

Applications to renew company-held certificates were received from all six existing taxicab companies. The current number of authorized taxicabs for each company and the requested amendments of these certificates are summarized in the following table.

Company	Regular	ADA	Grandfather	Total	Requested Amendment
Alex. Yellow Cab	273	8	4	285	(101)
King Cab	50	2	2	54	No Change
VIP Cab	62	1	0	63	No Change
White Top	101	6	1	108	No Change
Alex. Union Cab	223	2	2	227	No Change
Go Green	17	1	0	18	No Change

Based on the renewal applications and other relevant information, staff’s comments and recommendations on these renewal requests follow.

GoGreen Cab (Certificate Number 140)

GoGreen Cab requests renewal of its certificate with the current 18 authorized taxicabs.

Staff is concerned that renewal of GoGreen’s certificate may not serve the public’s interest. GoGreen has been without a business office since the end of July and their dispatch service is questionable. Staff will be recommending to the Traffic Parking Board placing GoGreen on probation in October. Currently staff is recommending renewal contingent on GoGreen having a legitimate business office within the City by the end of November 2018.



Alexandria Yellow Cab (Certificate Number 34)

Alexandria Yellow Cab (AYC) requests renewal of its certificate with 180 authorized taxicabs.

The results of this year's industry review show that Yellow Cab is the primary provider of dispatch service in Alexandria. AYC is requesting a reduction in authorizations which will lower their total number of authorizations to 180.

Staff believes that renewal of Yellow Cab's certificate will serve the public interest and recommends that it be renewed with 180 authorized taxicabs.

King Cab Company (Certificate Number 46)

King Cab requests renewal of its certificate with the current 53 authorized taxicabs.

Staff believes renewal of King Cab's certificate will serve the public interest and recommends that it be renewed at the current 53 authorizations.

VIP Cab Company (Certificate Number 77)

VIP Cab Company requests renewal of its certificate with the current 63 authorizations.

Staff believes renewal of VIP Cab's certificate will serve the public interest and recommends that it be renewed at the current 63 authorizations.

White Top Cab Company (Certificate Number 120)

White Top Cab Company requests renewal of its certificate with the current 107 authorizations.

Staff believes renewal of White Top Cab's certificate will serve the public interest and recommends it be renewed at the current 107 authorizations.

Union Taxicab Cooperative (Certificate Number 130)

Union Taxicab requests renewal of its certificate with the current 225 authorized taxicabs.

Staff believes renewal of Union Taxicab Cooperative's certificate will serve the public interest and recommends it be renewed at the current 225 authorizations.

A summary of staff's recommendations is contained in the table below.

<b>Company</b>	<b>Dispatch Calls per Driver</b>	<b>Current Authorized Taxicabs</b>	<b>Recommended Changes</b>	<b>Total Recommended Authorizations</b>
Alexandria Yellow Cab	5.8	281	(101)	180
King Cab	1.3	52	0	52
VIP Cab	1.2	63	0	63
White Top Cab	7.3	107	0	107
Alexandria Union Cab	<1	225	0	225
GoGreen Cab	<1	17	0	17

# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** September 24, 2018

**DOCKET ITEM:** #8

**ISSUE:** Consideration of staff recommendations on the proposed taxicab fare rate change

**REQUESTED BY:** City of Alexandria

**LOCATION:** N/A

**STAFF RECOMMENDATION:** That the Board makes a recommendation to City Council to change the City's taxicab fares as follows:

	<b>Existing Fare</b>	<b>Proposed Fare</b>
<b>Drop</b>	\$3.00	\$3.00
<b>Mileage</b>	\$2.16	\$2.16
<b>Waiting</b>	\$24.92	\$24.92
<b>Passengers</b>	\$1.25	<b>\$1.00</b>
<b>Suite case</b>	\$0.50	<b>\$0.00</b>
<b>Animals</b>	\$2.00	<b>\$0.00</b>
<b>Snow</b>	\$5.00	\$5.00

**BACKGROUND:** A specific consideration for each biennial review is the review of existing taxicab fares. Factors to be considered in these determinations are specified in code section 9-12-31 and include the ability of drivers to earn a living wage.

**DISCUSSION:** Conditions do not warrant a fare increase. The drivers and taxicab companies are concerned that increasing fares would encourage more customers to switch from taxicabs to Transportation Network Companies (TNCs). Economic conditions show inflation has risen 2.6 percent since the last fare adjustment while the cost of gasoline decreased by 21 percent. Although taxicab drivers net buying power has decreased slightly since 2014, raising the fares to compensate would, most likely, reduce take home pay because of the resulting loss in business.

The existing taxicab fares for Alexandria and surrounding jurisdictions is provided below.

### Existing Taxicab Fares and Charges

	Alexandria	Arlington	Fairfax (maximum)	Montg. Cty	Uber X
Drop	\$3.00	\$3.00	\$3.50	\$4.00	\$3.21
Mileage	\$2.16	\$2.16	\$2.16	\$2.00	\$1.13
Waiting	\$24.92	\$23.14	\$21.25	\$28.00	\$10.80
Passengers	\$1.25	\$1.00	\$1.00	\$1.00	--
Suite case	\$0.50	--	\$1.00	\$1.00	--
Trunk	--	--	\$2.00	--	--
Groc. Bags	--	--	--	--	--
Animals	\$2.00	--	\$1.00	--	--
Snow	\$5.00	--	--	\$2.50	--
Other					\$7 Min. \$5 Cancl.
Cleaning		\$25	\$25		

Staff recommends adopting the same fare structure as Arlington County to simplify the charges and provide consistency between the two jurisdictions. The proposed fare structure would eliminate the charges for suit cases and animals and reduce the extra passenger charge from \$1.25 to \$1.00 to be consistent with Arlington County. The drivers are strongly opposed to eliminating the suit case and animal charges and the extra passenger reduction; however, staff believes this is necessary for the taxicab industry to remain viable. A common complaint is that customers believe drivers are cheating them when these fees are added to the fare.

The table below shows the proposed fares for the Alexandria Taxicab industry

### Fare Comparison

	Existing Fare	Proposed Fare
Drop	\$3.00	\$3.00
Mileage	\$2.16	\$2.16
Waiting	\$24.92	\$24.92
Passengers	\$1.25	<b>\$1.00</b>
Suite case	\$0.50	<b>\$0.00</b>
Trunk	--	--
Groc. Bags	--	--
Animals	\$2.00	<b>\$0.00</b>
Snow	\$5.00	\$5.00
Other		---

# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** September 24, 2018

**DOCKET ITEM:** #9

**ISSUE:** Consideration of staff recommendations on the proposed changes to the fees the City charges the taxicab industry.

**REQUESTED BY:** T&ES Staff

**LOCATION:** N/A

**STAFF RECOMMENDATION:** That the Traffic and Parking Board consider and adopt recommendations to the City Manager regarding 6.2. Taxicab Industry Fees:

	Current Fee	Proposed Fee
Application or Transfer	\$4,000	\$4,000
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$75/cab
Grandfatherd CPCN Renewal	\$150	\$25
Duplicate CPCN	\$25	--
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Manifest Books	\$50	--
Duplicate Driver Permit	\$25	--
Initial Vehicle Inspection & Cert.	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Transfer of Vehicle Permit	\$100	--
Duplicate Vehicle Permit	\$25	--
Annual Inspection	\$150	\$25

**BACKGROUND:** Staff received requests to reduce the fees the City charges the taxicab industry at the industry meeting on July 10<sup>th</sup> and the driver meeting on August 19<sup>th</sup>.

**DISCUSSION:** The fees the City charges to new drivers make it hard for new drivers to enter the taxicab industry. TNCs have created a severe driver shortage. The problem is so severe that the dispatch companies are unable to find enough drivers to fill vacancies. Reducing fees charged to new drivers will make new driver entry easier and help the Taxicab industry better compete with Transportation Network Companies (TNCs) for new drivers. The fees the City charges existing drivers and companies are much higher than surrounding jurisdictions and create an unnecessary hardship to the industry.

A comparison of the annual fees charged by Alexandria and the surrounding jurisdictions is below:

	Alexandria	Arlington	Fairfax
Application or Transfer	\$4,000	\$500 + \$100/cab	\$100/cab
Certificate Renewal	\$4,000		\$150
Each Authorized Vehicle (company)	\$150/cab	\$150/cab	
Grandfatherd CPCN Renewal	\$150		
Duplicate CPCN	\$25		
Driver Permit Application	\$100	\$65	\$40
Driver Permit	\$150		
Manifest Books	\$50		
Duplicate Driver Permit	\$25		
Initial Vehicle Inspection & Cert.	\$100		
Annual Vehicle Renewal	\$150	\$40	
Transfer of Vehicle Permit	\$100		
Duplicate Vehicle Permit	\$25	\$30	\$25
Annual Inspection	\$150		\$20

The above table shows that Alexandria has higher and more fees than Arlington and Fairfax. Staff believes that a fee reduction is needed to ensure the sustainability of the taxicab industry. There are two areas that need to be reduced, the annual fees and the driver entry fees. This will reduce ongoing costs for the industry as well as make it easier for new drivers to enter the market. The table below shows the recommended industry fees.

	Current Fee	Proposed Fee
Application or Transfer	\$4,000	\$4,000
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$75/cab
Grandfatherd CPCN Renewal	\$150	\$25
Duplicate CPCN	\$25	--
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Manifest Books	\$50	--
Duplicate Driver Permit	\$25	--
Initial Vehicle Inspection & Cert.	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Transfer of Vehicle Permit	\$100	--
Duplicate Vehicle Permit	\$25	--
Annual Inspection	\$150	\$25

The proposed fee reductions are estimated to reduce annual revenue by \$380,525 as detailed below:

	Annual Units	Existing Fee	Existing Revenue	Proposed Fee	Proposed Revenue
Application or Transfer	0	\$4,000	\$0	\$4,000	\$0
Certificate Renewal (company)	6	\$4,000	\$24,000	\$2,000	\$12,000
Each Authorized Vehicle (company)	758	\$150/cab	\$113,700	\$75/cab	\$56,850
Grandfatherd CPCN Renewal	9	\$150	\$1,350	\$25	\$225
Duplicate CPCN	0	\$25	\$0	--	\$0
Driver Permit Application	25	\$100	\$2,500	\$25	\$625
Driver Permit	767	\$150	\$115,050	\$25	\$19,175
Manifest Books	0	\$50	\$0	--	\$0
Duplicate Driver Permit	0	\$25	\$0	--	\$0
Initial Vehicle Inspection & Cert.	25	\$100	2,500	\$25	\$625
Annual Vehicle Renewal	767	\$150	\$115,050	\$0	\$0
Transfer of Vehicle Permit	5	\$100	\$500	--	\$500

Duplicate Vehicle Permit	0	\$25	\$0	--	\$0
Annual Inspection	767	\$150	\$115,050	\$25	\$19,175
Total Annual Revenue			\$489,700		\$109,175
Estimated Lost Revenue			\$489,700 - \$109,175 = <b>\$380,525</b>		

If the proposed fee reductions are enacted, annual fee revenue will drop an estimated \$380,525. Although this revenue reduction may seem high, it's money well invested. The taxi industry performs many services for the City's schools, seniors and the disabled at a very economical rate. If the taxi industry were to go out of business, these services would still need to be performed costing the City at a considerably more.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 24, 2018

**DOCKET ITEM:** #10

**ISSUE:** Consideration of the City Manager's request for input on budget priorities

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**REQUESTED BY:** Mark Jinks, City Manager

**STAFF RECOMMENDATION:** That the Board recommend budget priorities to the City Manager in the following areas:

1. The Board's highest priorities;
2. Areas which are lower priorities;
3. Areas where additional resources should be applied.

**BACKGROUND:** The City is beginning the budget development process for Fiscal Year (FY) 2020 using the Priority-Based Budgeting (PBB) model. PBB is a nationally recognized practice helping local governments make informed budget decisions by examining what we do, how much it costs, and why we are doing it.

**DISCUSSION:** Making informed budget decisions requires input. The City Manager is requesting input from the City's Boards and Commissions on their: 1) highest priorities; 2) areas which are lower priorities; and, 3) areas where additional resources (if available) should be applied. The Traffic and Parking Board's input will assist the City in developing budget proposals that support the priorities of the community at large.

The City's budget includes an Annual Operating Budget, Ten Year Capital Improvement Program, and a Five Year Financial Planning Model. The annual operating budget is used to pay for the everyday operation of the City. This includes salaries, utility costs such as electric, supplies and materials, etc. The operating budget is funded through taxes and must balance every fiscal year. Budget surpluses cannot be carried over to the next fiscal year.

The Ten-Year Capital Improvements Budget (CIP) is used to pay for construction projects, some maintenance and IT projects. Many of the Complete Streets and sidewalk projects are funded through the CIP budget, see Attachment 2. The CIP is funded through bonds, grants and various



fees. Unlike the Operating Budget, the CIP budget allows surpluses to carry over between fiscal years.

The Five Year Financial Planning Model evaluates the five-year revenue and expenditure estimates and projects future surpluses and shortfalls. This model is used to make corrections based on future conditions.

## ATTACHMENT 1: CITY MANAGER LETTER



OFFICE OF THE CITY MANAGER  
301 King St., Suite 3500  
Alexandria, VA 22314

MARK B. JINKS  
City Manager

703.746.4300  
Fax:  
703.838.6343

September 4, 2018

Dear City Board, Committee, and Commission Chairs,

Thank you for your commitment of time and knowledge to one of our City boards, committees and commissions. I recognize the importance of your input and guidance on the major policy decisions that our community faces. As we begin the FY 2020 budget development process, I wanted to share with you the progress City departments have already made and request the priority areas of your board, committee or commission in the upcoming year.

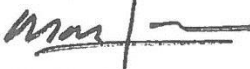
While the City is on sound footing financially, the needs and expectations of the community exceed our current resources. Similarly, the economy shows promising signs of growth however we remain in a period of economic uncertainty. These are not new or unique challenges for local governments. To address these challenges the City is continuing its multi-year effort to prioritize services using the Priority-Based Budgeting (PBB) model. PBB is a nationally recognized best practice designed to assist local governments make well-informed, strategic budget decisions by re-examining what local governments do, how much it costs, and why they are in certain lines business.

I believe using priority-based budgeting will help better identify how the City allocates its finite resources, and further educate City Council, residents and business owners as to how their tax dollars are invested to provide needed services and deliver quality results to our community.

While this approach will provide a different way to evaluate the City budget, it will not make the difficult decisions for us. PBB is one input in the overall decision-making process. To inform the decision-making process, I would appreciate input on the priorities of your board, committee or commission. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are (1) the highest priorities, (2) areas which are lower priorities, and (3) areas where additional resources (if available) should be applied. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

Please provide feedback to me, coordinated through your staff liaison, by **October 26, 2018**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for your thoughts and priorities as we embark on the development of the FY 2020 budget.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark B. Jinks', with a horizontal line extending to the right from the end of the signature.

Mark B. Jinks  
City Manager

cc: The Honorable Mayor and Members of City Council  
Morgan Routt, Director, Office of Management & Budget  
Staff Liaisons to Boards, Committees and Commissions  
Department Directors

## ATTACHMENT 2: COMPLETE STREETS & SIDEWALK MAINTENANCE

City of Alexandria, VA

Approved FY 2019 - FY 2028 Capital Improvement Program

Complete Streets (continued)

Complete Streets FY 2019 – FY 2021 Project List

<b>Fiscal Year 2019</b>	
Description	Amount
Complete Street staffing	\$281,000
Safe Routes to Schools	\$47,000
Speed Cushion Program for Qualifying Streets	\$22,000
Pedestrian Case Study Area Recommendations in Pedestrian / Bicycle Master Plan	\$50,000
Data Collection and Technology	\$10,000
Roadway Resurfacing Complete Streets Projects - Design / Construction	\$160,000
Pedestrian Signals and Technology Citywide	\$30,000
Residential Sidewalk Program for Qualifying Streets	\$30,000
Roadway Resurfacing Sidewalk Projects	\$50,000
Annual ADA Sidewalk curbs and ramp and bus stop improvements	\$20,000
Ongoing Crosswalk and Marking upgrades	\$40,000
Citywide Bicycle Rack Installation	\$5,000
Bicycle and Pedestrian Improvement Study	\$340,000
Priority project recommendations in Pedestrian and Bicycle Master Plan	\$85,000
Design funds for Vision Zero Implementation	\$375,000
<b>Total Fiscal Year 2019</b>	<b>\$1,545,000</b>

<b>Fiscal Year 2020</b>	
Description	Amount
Complete Street staffing	\$288,000
Safe Routes to Schools	\$50,000
Speed Cushion Program for Qualifying Streets	\$22,000
Pedestrian Case Study Area Recommendations in Pedestrian / Bicycle Master Plan	\$80,000
Data Collection and Technology	\$15,000
Roadway Resurfacing Complete Streets Projects - Design / Construction	\$90,000
Pedestrian Signals and Technology Citywide	\$40,000
Residential Sidewalk Program for Qualifying Streets	\$50,000
Pedestrian Case Study Area Recommendations in Pedestrian / Bicycle Master Plan	\$60,000
Roadway Resurfacing Sidewalk Projects	\$50,000
Annual ADA Sidewalk curbs and ramp and bus stop improvements	\$40,000
Ongoing Crosswalk and Marking upgrades	\$40,000
Citywide Bicycle Rack Installation	\$5,000
Vision Zero Safety Improvement Implementation and Design	\$300,000
<b>Total Fiscal Year 2020</b>	<b>\$1,130,000</b>

Complete Streets (continued)

Complete Streets FY 2019 - FY 2021 Project List (continued)

<b>Fiscal Year 2021</b>	
Description	Amount
Complete Street Staffing	\$ 288,000
Safe Routes to Schools - Project Implementation	\$ 50,000
Speed Cushion Program for qualifying streets	\$ 22,000
Pedestrian Case Study Area Recommendations in Pedestrian & Bicycle Master Plan	\$ 80,000
Data Collection and Technology	\$ 15,000
Roadway Resurfacing Complete Street Projects - Design & Construction	\$ 90,000
Pedestrian Signals & Technology Citywide	\$ 40,000
Priority Project Recommendations in Pedestrian & Bicycle Master Plan	\$ 60,000
Residential Sidewalk Program for Qualifying Streets	\$ 50,000
Roadway Resurfacing Sidewalk Projects	\$ 50,000
Annual ADA sidewalk, curb ramp and bus stop improvements - Citywide	\$ 40,000
Ongoing Crosswalk and Marking upgrades	\$ 40,000
Citywide Bicycle Rack installation	\$ 5,000
Vision Zero Safety Improvement Implementation and Design	\$300,000
<b>Total Fiscal Year 2021</b>	<b>\$ 1,130,000</b>

Sidewalk Capital Maintenance (continued)

Sidewalk Capital Maintenance FY 2019 - FY 2021 Project List

<b>Fiscal Year 2019</b>
Description
E & W Maple St from N View Terr to Little St
Timber Branch Drive from W Braddock Rd to E Timber Branch Pkwy
Crescent Dr from Wellington Rd to Enderby Dr
Little St from E Braddock Rd to E Linden St
Oval Drive from Cameron Mills Rd to cul-de-sac
Church St from S Washington St to S Patrick St
E Howell Ave from Clyde Ave to Mt Vernon Ave
Ashby St. - Entire Length
Oakland Terr. Entire Length
Stonnell Place- Entire Length
Wilkes St. from Patrick St. to the dead end
E & W Chapman St from Russell Rd to Wayne Street
S. Payne St. from Wilkes St. to Dead End
Diagonal - Entire Length
Montgomery St from N Henry St to Dead-End
S Fayette from Jefferson St to Wilkes St
W Braddock Rd from N Van Dorn St to Beauregard St
Wilkes St from S Columbus to S Lee St
Wythe St from West St to N Fairfax St
Clifford Ave. from Commonwealth Ave. to Jefferson Davis Hwy.
Wolfe St. Entire Length
Mt. Vernon Ave. from Hume Ave to Leadbetter St
Seminary Rd from N Quaker Ln to 395
Michigan Ave from Bernard St to Bashford Ln
Devon Pl Entire Length
Chetworth Pl Entire Length
Avon Pl from Michigan Ave to Dead-End
Bernard St from Powhatan St to Michigan Ave
Jefferson Davis Hwy from Maskell St to Four Mile Run Bridge
Jefferson Davis Hwy from Howell Ave Maskell St.
Duke St from Somerville St to N Jordan St
N. Van Dorn from Holmes Run Pkwy to Kenmore Ave
Duke St from Walker St to Somerville St
Vison Zero Improvements

Sidewalk Capital Maintenance (continued)

Sidewalk Capital Maintenance FY 2019 - FY 2021 Project List (continued)

<b>Fiscal Year 2020</b>
Description
Polk Ave from N Naylor St to N Pegram St
Princeton Blvd from Vassar Rd to Dartmouth Rd
North View Terrace from W Rosemont Ave to Rucker Pl
E/W Abingdon St. from First St. to Dead End
Commonwealth Ave from E Braddock Rd to King St
Bishop Lane from N Quaker to Circle
Mansion Dr. Entire Length
Vermont Ave from S Gordon St to S Jenkins St
S Jenkins St from Venable Ave to Holmes Run Pkwy
N & S Fairfax St from Jefferson St to Third St
Eisenhower Ave. from Mill Rd. to Holland Ln.
E & W Rosemont from King St to Commonwealth Ave
High Street from W Braddock Rd to Russell Rd
Virginia Ave. Entire Length
N & S Union St from Pendleton St to Franklin St
Dartmouth Rd. from Crown View to Dead End
Valley Dr from Martha Custis Dr to Gunston Rd
Powhatan St from Washington St to Slater Ln
W Reed Ave from JD HWY to Mt Vernon Ave
Mark Drive (All of it)
Stonewall Rd from W Braddock Rd to High St
Jasper Pl from S Jenkins St to cul-de-sac
King Street from Callahan to Daingerfield
N Pitt St from Oronoco St to King St
Norwood Pl from Cameron Mills Rd to cul-de-sac
W. Taylor Run Pkwy. From Janney's Ln. to Dead End
N Pegram St from Holmes Run Pkwy to N pickett St
Roth St - Entire Length from Duke St to Business Center Dr
Colvin St - Entire Length from Roth St to S Quaker Ln
Vison Zero Improvements

Sidewalk Capital Maintenance (continued)

Sidewalk Capital Maintenance FY 2019 - FY 2021 Project List (continued)

<b>Fiscal Year 2021</b>
Description
Duke St from S Patrick St to Strand St
Hume Ave. from Commonwealth Ave. to Jefferson Davis Hwy.
N Floyd St from Duke St to N French St
N & S Washington Street from First St to Church St
Fendall Ave from Duke St to S Floyd St
Wellington Rd from Beverley Dr to Chalfonte Dr
Bryan St. from W. Taylor Run Pkwy. To Dead End
Fillmore Ave. from Cul-de-sac to Seminary Rd
Farm Rd. from Beverley Dr to Circle Terr
N Gladden St & N Grayson St from Uline Ave to Uline Ave
Tulsa Place from N Gordon to cul-de-sac
Uline Ave from N Gordon St to N Furman St
West Street from Duke St to Wythe St
Skyhill Rd. from Janney's Ln. to Dead End
Daingerfield - Entire Length
Morgan St from N Chambliss St to Circular Parking space
N/S Alfred St. from First St. to Church St.
Reading Ave from Rayburn Ave To N Beauregard St
Rayburn Ave from N Beauregard St to Reading Ave
Lomack St from cul-de-sac to Dead-end
S Iris from Venable Ave to Vermont Ave
S French St from Duke St to cul-de-sac
Cameron Mills Rd from Virginia Ave to Allison St
Marlboro Dr. - Entire Length
Fort Ward Pl. - Entire Length
Ellicott St. - Entire Length
Moncure Dr from S View Terr to Hilton St (Base failure)
N Howard St from Raleigh Ave to W Braddock Rd
Crown View Dr. from Clover Way to Dartmouth Rd.
Jewell Court & Anderson Court from N Chambliss St to cul-de-sac
N & S Saint Asaph St from First St to Dead-end
Vison Zero Improvements