

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
APRIL 26, 2010**

DOCKET ITEM: 4

ISSUE: Consideration of a request to:

1. Post NO PARKING restrictions in front of 1314 and 1320 Michigan Avenue from 9:00 a.m. to 11:00 a.m. Mondays for refuse collection.
2. Post NO PARKING restrictions on both sides of the alley on the east side of the 1400 block of Michigan Avenue from 9:00 a.m. to 11:00 a.m. Mondays for refuse collection.
3. Change the existing NO PARKING 8:30 a.m. to 10:30 a.m. Mondays restrictions for trash pickup to NO PARKING 9:00 a.m. to 11:00 Mondays for trash pick up on both sides of the alley on the west side of the 1400 block of Michigan Avenue.

APPLICANT: City Of Alexandria

LOCATION: 1300 and 1400 block Michigan Avenue

STAFF RECOMMENDATION: Staff recommends approval of this request.

DISCUSSION: This request was submitted by the City of Alexandria Solid Waste Division. The alley is very narrow making it difficult for the refuse trucks to access the alley when vehicles are parked on either side of the alley. On several occasions the trucks were not able to maneuver down the alley so the drivers had to walk down the alley and bring each trash can out to the street to empty it and then return the can back to the alley. When this happens the daily collection schedule is delayed. The proposed parking restrictions will create enough space and distance for the collection vehicles to successfully negotiate the turns in the alley.

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DOCKET ITEM: 5

ISSUE: Consideration of a request to install NO TURN ON RED WHEN PEDESTRIANS ARE PRESENT restrictions on westbound Slater's Lane at North Henry Street (Route US #1).

APPLICANT: Andreas Groehn

LOCATION: Intersection Slater's Lane at North Henry Street (Route US #1)

STAFF RECOMMENDATION: Staff recommends approval of the request

DISCUSSION: Mr. Groehn states that the intersection of Slaters Lane and North Henry Street is a very dangerous intersection for pedestrians crossing Slater's Lane. Mr. Groehn stated he was hit by a vehicle while crossing Slater's lane at this intersection, the vehicle did not yield to him when he was in the crosswalk. Staff collected data at this intersection and found that in the morning peak hour the volume of vehicles turning right from Slater's Lane onto North Henry Street is 132 vehicles and there are 26 pedestrians crossing the street. In the evening peak hour the volume of right turning vehicles is 228 and there are 15 pedestrians crossing the street.

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DOCKET ITEM: 6

ISSUE: Recommendation to the City Council on proposed changes to the Taxicab Ordinance, Title 9, Chapter 12 Section 9-12-32 C *Requirements for certificate holders.*

APPLICANT: City of Alexandria

LOCATION: City Wide

STAFF RECOMMENDATION: Staff recommends that the Traffic and Parking Board recommend to the City Council that the taxicab working group proposed recommendations be adopted into city code.

DISCUSSION: The current taxi ordinance was adopted in 2005. Since adoption of the ordinance two main issues of concern have surfaced in the taxi industry. First, several of the company's are having trouble meeting the two dispatch calls per driver per day requirement and are in jeopardy of being shut down. In fact one company, Columbus Cab, was already shut down by the City. Second, the company's meeting the dispatch requirements are losing drivers through the driver transfer process and are having trouble maintaining operations due to the lack of drivers. As a result of these problems, a taxicab working group consisting of company owners, members of the Traffic and Parking Board and city staff was formed to investigate opportunities to resolve these issues. The working group has been meeting since November and has developed the recommendations below. In developing these recommendations a survey was handed out to the drivers to gain input on what was important to the drivers. Every attempt was made to incorporate the driver's suggestions into the proposed changes below. Although not all the members of the working group agree 100 percent with these recommendations, a consensus was reached to bring these recommendations forward.

- 1) The minimum number of authorizations (cabs) for each company is set by the City Manager. Once a company has reached the minimum number of authorizations, no drivers may transfer out of that company.
- 2) A company can request additional authorizations to help serve the elderly/disabled community or if the company's call volume

requires more cabs. Requests for additional authorizations will only be accepted during the annual review.

- 3) The number of drivers allowed to transfer into a company shall be limited so as not to bring the company out of compliance with section 9-12-31 (c) (two dispatch calls per day per driver) of the City Code.
- 4) Drivers affiliated with compliant companies are required to be in compliance with section 9-12-33 (n) (**one** dispatch call per day) of the City Code for the past two years before they may transfer to another company.
- 5) Drivers affiliated with noncompliant companies are not required to be in compliance with section 9-12-33 (n) (**one** dispatch call per day) of the City Code to transfer to another company.
- 6) Drivers may only transfer into companies currently in compliance with section 9-12-31 (c) (two dispatch calls per day per driver) of the City Code.
- 7) Drivers must be affiliated with their present company for the previous two years before being allowed to transfer.
- 8) Companies may not reduce in size by more than 5 percent per two-year cycle (2.5% per year) as a result of driver transfers.
- 9) Companies may not grow by more than 20 percent per two-year cycle (10% per year) as a result of driver transfers.
- 10) The Driver transfer process will only occur every two years.
- 11) The company and driver dispatch requirements shall be based on calendar days (365 days per year)
- 12) **All taxicabs operating with a City of Alexandria endorsement shall accept all major credit cards as payment even when operating outside of the City.**
- 13) Each certificate holder shall provide dispatch service meeting the following criteria:

- a) if 130 or more taxicabs are authorized under the certificate, dispatch must be provided 24 hours a day, seven days a week;
- b) if 129 or less taxicabs are authorized under the certificate, dispatch must be provided at least 16 hours a day, seven days a week.

Dispatch Call – A taxicab trip generated by the customer contacting a central dispatch center and the call being dispatched to one of that company's taxicabs by the dispatch center.

Dispatch Service – A service that receives telephone requests for taxi service and wirelessly dispatches those requests to taxis in the field.

Driver Transfer – When a driver moves from his existing company to another company through the two-year transfer process. During this process the original company's certificate will be reduced by one driver and the new company's certificate will be increased by one driver.

Driver Move – When a driver moves from his existing company to a company with a vacancy. This can occur at any time and the number of allocations on both company's certificates remains the same.