

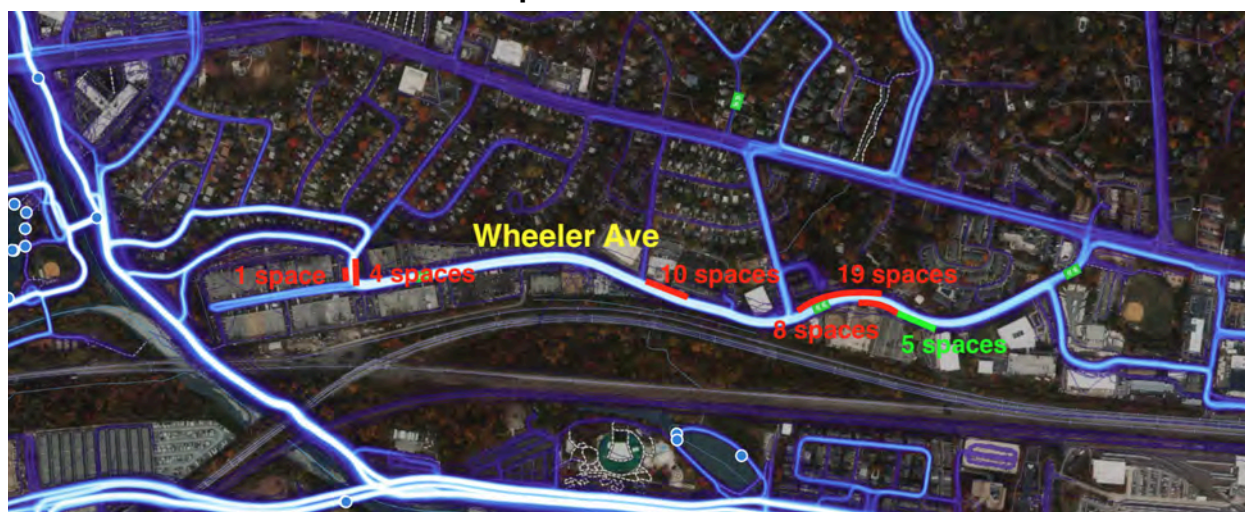


Dear Traffic & Parking Board members,

The Bicycle and Pedestrian Advisory Committee (BPAC) is delighted to see that the Transportation and Environmental Services (T&ES) staff have proposed to convert five parking spaces on Wheeler Ave into an extended bike lane (Docket Item 6). We appreciate staff taking advantage of paving projects to build out our bicycle network. We urge the Board to approve the staff recommendation.

The project calls attention to the remaining three gaps in the Wheeler Ave bike lanes and one short gap on Gordon St between Wheeler Ave and the Tarleton Park path. Wheeler Ave is a popular east-west route, more popular than un-bikeable Duke St, and riders over use the Tarleton Park path to get to the Holmes Run Trail. While the traffic volumes are not high on Wheeler Ave, the street attracts a substantial amount of truck traffic due to its industrial uses which discourages the 60% of potential bicyclists who are interested in riding but concerned about safety. See Appendix for gaps in the bike lane.

Map of Strava Users



Brighter, thicker lines show more popular routes for bicyclists

Green=staff recommendation to remove 5 parking spaces

Red=remaining bike lane gaps

All of the businesses and homes along Wheeler Ave have off-street parking. Street parking is free and has few restrictions. As a result, it is used for food truck storage and shuttle bus parking. Private vehicles, trailers and even boats of varying states of disrepair often park for more than the city's 72-hour maximum. This occurs despite



being on the same street as our police department's headquarters. Parking in those locations is a poor use of public space. Therefore, we respectfully request that the Board ask T&ES staff to bring forward a plan to fill the remaining three gaps by removing approximately 37 street parking spaces on Wheeler Ave and five spaces on S Gordon St.

We appreciate your efforts in making our city a safer place to walk and ride a bike and thank you for your consideration of this request.

Sincerely,

Ken Notis,
Chair
Bicycle and Pedestrian Advisory Committee

Appendix showing photos of bike lane gaps



Eastbound gap forces people biking to share the road to retain 8 street parking spaces



Westbound gap forces people biking to share the road to retain 19 street parking spaces



Westbound gap forces people biking to share the road to retain 8 street parking spaces



Westbound gap forces people biking to share the road to retain 10 street parking spaces



Gordon St gap forces people biking to share the road to retain 5 street parking spaces



Hume Springs Civic Association

Alexandria, Virginia

Alexandria City Hall
301 King Street
Alexandria, VA 22314

December 6th, 2024

Dear Mayor Wilson, City Council members, Traffic & Parking Board members:

I am writing to you on behalf of the Hume Springs Civic Association (HSCA), the members of which live in the Hume Springs Neighborhood of Northeast Alexandria. I would like to relay to you their pedestrian safety and parking concerns and ask for your partnership in addressing these issues.

At our October meeting, a motion was made by a resident for the HSCA to endorse a pedestrian crosswalk in the neighborhood. While a majority of members voted to oppose this endorsement, it was made very clear that pedestrian safety is a top concern in our neighborhood. A variety of alternative solutions were proposed (such as speed bumps, speed limit changes) because opposition to the endorsement was primarily due to the number of parking spaces that would be removed to create the proposed crosswalk. I have included a copy of that plan for your reference.

Our neighborhood needs pedestrian safety and sees a daily strain on parking availability. With the development of the Sansé & Naja (Mount Vernon-Glebe Arlandria Project) set to open in 2026, we see the concern and need to address both issues quickly. We know neighboring Lynhaven community ran a pilot project to reduce the speed limit to 20 mph and our neighbors have expressed interest in this same project for Hume Springs. The HSCA would like to work with the City to learn how other neighborhoods have addressed these issues, discuss options that would work best for our neighborhood and possibly expedite these needs given the timeline.

Our understanding is that this crosswalk project can move forward regardless of whether the HSCA endorses it. Given the concerns of our neighbors, we encourage the City and Traffic & Parking Board to engage with our association throughout this process and work with us to address and mitigate both pedestrian and parking concerns in our neighborhood. Please feel free to reach out anytime to discuss, I look forward to hearing from you.

Warm Regards,

Kate Welsh

President, Hume Springs Civic Association

<https://www.humesprings.org> | info@humesprings.org

From: [Hal Morgan](#)
To: [TES-Traffic and Parking Board](#)
Subject: Re: Parking Passes - Edison, Reed, Mark, Dale
Date: Monday, December 9, 2024 11:24:23 AM

You don't often get email from halbmorgan2@gmail.com. [Learn why this is important](#)

Hello,

I have sent this comment as a point of discussion. I will not be speaking at the meeting.

Thank you,
Hal Morgan

On Mon, Dec 9, 2024, 9:28 AM Hal Morgan <halbmorgan2@gmail.com> wrote:

Good morning,

Could the board please address the requirements of implementing municipal parking passes for the Hume Springs neighborhood?

The streets in Hume Springs are Edison Street, Reed Avenue, Dale Street, and Mark Drive.

Thank you,

Hal Morgan

3759 Mark Drive

From: [Meg Pickel Ziemann](#)
To: [Sheila McGraw](#)
Subject: Please use this one Re: [EXTERNAL]Letter in support of crosswalk at 159 Dale Street (Docket Item 9)
Date: Monday, December 9, 2024 9:04:58 AM

You don't often get email from mgpickel@gmail.com. [Learn why this is important](#)

Dear Members of the Alexandria Traffic & Parking Board,

I am writing to express my strong support for the proposed crosswalk at 159 Dale Street (Docket Item #9, December 9 Traffic and Parking Board Meeting). As a homeowner and resident of the Hume Springs neighborhood, I believe the addition of this crosswalk is an essential step toward improving safety for pedestrians and drivers alike.

This location serves as a natural crossing point for children heading to Cora Kelly Elementary School, located at the end of Dale Street. making it a critical area for safe pedestrian access. However, the blind curve in the road just north of this location poses a significant hazard, as drivers may have difficulty seeing walkers and bikers crossing. As the mother of a Cora Kelly student who loves to ride his bike the short distance through our neighborhood to the school, this intersection poses the biggest danger of his trip (and a reason I'd never allow him to attempt it on his own). A clearly marked crosswalk would provide a much-needed signal to drivers to slow down and pay closer attention to a point in the road that receives a flow of children and their families heading to/from Cora Kelly twice a day.

Additionally, Edison Street provides access to Four Mile Run Park, leading to frequent use by non-local traffic. Unfortunately, many of these drivers - unfamiliar with our residential neighborhood - speed and disregard the safety of residents and children. The crosswalk would not only enhance pedestrian safety but also act as a traffic-calming measure to reduce speeding and encourage more mindful driving.

Our neighborhood is home to many families with young children, as well as individuals with disabilities and seniors. The safety of all Hume Springs residents, but especially our most vulnerable, is my top priority. Installing this crosswalk is a commonsense strategy to address a long-standing safety concern and demonstrate a continued commitment to the city's Vision Zero initiative.

I urge the Board to approve the installation of the crosswalk at 159 Dale Street. Thank you for considering this critical improvement to the Hume Springs neighborhood.

Sincerely,

Margaret Ziemann
Hume Springs Resident/Homeowner
3812 Edison Street
314-249-4495

King and VIP Drivers Association
c/o New Virginia Majority
3801 Mt. Vernon Avenue
Alexandria, VA. 22305

James Lewis, Chairperson
Traffic and Parking Board

Dear Chair Lewis and members of the Traffic and Parking Board,

During the summer a group of drivers currently affiliated with VIP and King Cab began meeting. We were initially motivated because the owners of our respective companies each raised our monthly stand dues from \$100 to \$150 / month. As we met, it has become clear that this reflects bigger problems within the current taxi ordinance and its enforcement. We have constituted ourselves as the King and VIP Drivers Association.

Concerning the biennial review of the Alexandria Taxi Industry we have several comments:

- 1) We met with staff on September 20, 2024 and noted that VIP has been below the City established minimum size of 40 affiliated cabs. Also, neither VIP or King provides dispatch service. In each case they have at best a cellphone answered by the company owner or their designee.
- 2) Neither company provides any service – marketing, dispatch, group auto insurance, etc... that is of any economic value to the drivers.
- 3) Affiliated drivers are currently only permitted to move to Alexandria Yellow Cab because it is the only company that is not too large and that meets the minimum levels of dispatch service. Importantly, Yellow also violates the current code by picking up and dropping off many trips that neither begin nor end in Alexandria.
- 4) We are not permitted to move to Union because they are either at the maximum size permitted by the law or they have too small of a dispatch business.

We made these concerns to staff over two months ago and have no received no report backs concerning our allegations.

Effectively the current City Taxi Ordinance obliges us to either stay with a company that is violating the law or leave the industry.

At this point we request that the Traffic and Parking Board approve one or more of the following recommendations

- 1) Allow drivers who are affiliated with a company which violates the law to continue as an independent driver who is no longer required to be affiliated with ANY company. Drivers can fill out the necessary paperwork and pay the necessary fees and drive as an independent operator.
- 2) Force non-compliant companies out of business – especially companies who provide no service (VIP and King).

- 3) Allow drivers who are affiliated with non-compliant companies to form a new drivers' cooperative and give these drivers the ability to move to this new company.

Last year the question of deregulation was raised regarding rates. We opposed this since it would have removed an important competitive advantage between taxi and Uber systems.

We have asked the City of Alexandria to enforce the existing law regarding the allegations noted above.

In any case, we seek changes to the current code and current practices to allow us to better make a living wage with just treatment.

Sincerely,

King and VIP Drivers Association -Leadership Team

Name	Date	Taxi Company and number
SURAFEC	12-03-24	King 562
Abraham	12-03-24	King 478
SEWASINGH	12-03-24	KING 532
ABDUL HAMID, HAMIDI		#1604 VIP
DANIEL HADGU	12-03-24	King 533
Absayphu Hadlemariam	12/2/24	King Cab 523
Ahmad S. Musrati	12-03-2024	King <u>500</u>
Amedee	12-03-24	King 510
Aslam Shabon		King ⁵⁰³ 503
Farhad	12-03-2024	King <u>501</u>