

From: [Jon Liss](#)
To: [Sheila McGraw](#)
Cc: surafel_b@yahoo.com; kayte.north@alexandriava.gov
Subject: [EXTERNAL]submission for Traffic and Parking Board consideration
Date: Friday, February 21, 2025 7:25:30 AM

Hi Sheila -

Please share this with the members of the Traffic and Parking Board. Drivers from King and VIP will be attending the meeting on Monday with an expectation that there will be some reporting as to company compliance with the regulations and requirements of the Alexandria Taxi Code.

Thanks.

Chairperson Lewis and members of the Traffic and Parking Board;

Drivers affiliated with VIP and King Cab continue to meet concerning problems with the current taxi code and their affiliation with companies that provide no real dispatch service or, really, any other service to their drivers. This came to the forefront when drivers had their monthly stand dues increase from \$100 to \$150 last summer. As noted at your December, 2024 meeting; Alexandria staff were not properly informed of this increase.

Subsequently, drivers have met and discussed their predicament. We also reflected on the discussion with board members concerning 'deregulation'. We still feel that the deregulation of taxi fares will lead to a 'race to the bottom' for drivers and will turn taxi drivers into transportation network drivers (eg., Uber and Lyft) to the detriment of drivers and the public. After many discussions, we think there are two (de)regulatory steps that could address driver concerns and also better serve the public.

1) Neither VIP or King Cab have a viable dispatch system, nor provide dispatch calls, nor provide 24 hour/day dispatch service, nor offer marketing or other efforts to generate more taxi trips, nor any senior or corporate business marketing, nor service contracts. These two companies provide neither economic value to affiliated taxi drivers nor any discernible value to the public. This is the weak and unjust link in the current taxi regulatory system. This is where deregulation is called for. Drivers for these two companies should, during an annual 'open season' be allowed to transfer to other companies of their choice. The number of cabs permitted on the Certificate of Public Necessity and Convenience should, after the transfer season, be adjusted for both the receiving and 'giving' companies.

2) Drivers from VIP and King Cabs are actively considering forming a new member owned company. As we reviewed the statutory requirements, the drivers were concerned about the requirement to provide dispatch service. For at least 2 existing companies the requirement to provide dispatch is not actively enforced. In order to have a viable dispatch service a large pool of drivers is needed. Based on the recent failed history of 'Go Green' cab we are concerned that an approved company with too small a number of allocated taxis is doomed to failure. We do think that after a couple of years a new company could grow and build a dispatch service. Of course a new company should provide 'service' to the Alexandria community. We think that alternatives like operating a cab stand at senior housing or at area hotels, grocery stores, or even particular neighborhoods or providing contract transportation services to schools or Alexandria-based businesses all could provide a valuable public service without requiring 24/7 dispatch service. Thus, we suggest that the requirement that applicants for a new company provide dispatch service should be waived for the first two years of new

operation IF alternative public service can be offered and verified.

In summary:

- 1) Deregulating drivers 'permanent' attachment to companies without verified taxi dispatch trips will allow drivers to make market based decisions on where they can best make a living and presumably better serve the public.
- 2) Providing new companies with a sufficient number of cab slots will ultimately help a new company to provide actual public service. Permitting drivers to move from non-compliant companies will allow drivers to grow a new company without expanding a fleet that is already sufficiently sized. Accepting non-dispatch approaches to providing service will also help drivers and encourage alternative methods for taxis to provide public service.

The drivers look forward to hearing the findings from the staff's investigation of the industry and in particular VIP and King Cab. We look forward to engaging with staff and the Traffic and Parking Board members to address driver concerns and better serve the public.

On behalf of the drivers,

Jon Liss

Co-Executive Director, New Virginia Majority

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A Policy Proposal for Alexandria's Parking Nightmare

The Problem

The Old & Historic District remains the destination for visitors and tourist groups that is plagued by a parking crisis from our own lack of vision. Years of poor planning and misplaced policies have left the massive parking problem in Old Town worsening.

The City Council has reduced parking requirements for new commercial and residential projects based on the wishful thinking that new residents, business customers, and employees will walk, bike, or use public transportation to access these new properties. Because that is (predictably) not happening, the parking and traffic problems in the Old & Historic District remain. While Old Town has always had parking challenges, they are worsening. Parking enforcement is not keeping up, and sufficient new parking isn't being created. One result is that longtime residents -who pay for the privilege of permit parking - are being squeezed out of parking spaces and forced either to park blocks away from their homes or rent spots for up to \$200 per month, which effectively amounts to an additional parking tax.

The city has embarked on an insidious strategy of offering to install meters that remove the ability for non-residents to park for free, arguing that this will help solve residents' problem. But this is the first step down a slippery slope that I predict will end with the Council trying to abolish district parking stickers for residents altogether and forcing us – alongside non-residents – to then pay visitor parking rates for the privilege of parking in front of our own homes. The Council needs to solve the current problem, and not unfairly modify the permit parking system to resolve new parking issues facing occupants of buildings that provide inadequate parking.

Several City Council members take the position is that we residents of Old Town - who purchased our homes with the existing residential parking districts already allowing us the reasonable expectation of the continuity of available district parking - should have no inherent "claim" to this parking privilege. I strongly disagree with this argument on its face.

A Policy Solution

I offer a simple, resourceful idea to address at least the residential impact of visitor parking in Old Town. Build two large, beautiful parking garages for use by visitors, tourists, and student buses as welcome centers, with signage that directs them to park there; then provide frequent free shuttles from these termini right into Old Town.

A perfect spot for the "south end" visitor lot/welcome center would be the "Heritage" re-development site on Route 1 bordered by Wolfe, S. Alfred and Gibbon Streets immediately

off 495, so we get huge tour buses off our Old Town Streets almost as soon as they exit from the Beltway. With the Heritage project troubled by the expiration of its DSUP and underground water issues that could eliminate its commitment to provide two levels of underground parking, reconsidering that site as a large welcome center, parking and bus depot to shuttle visitors to Old Town seems like a smart alternative.

The “north end” visitor lot/welcome center would fit perfectly on Route 1 on a current industrial site between N. Fayette and Rt. 1, replacing the cold storage building or other suitable underutilized site. It would serve buses and cars coming southbound into Old Town on G. Washington Parkway and Rt 1 from 395. In both site, smaller shuttles would move visitors into the heart of Old Town every ten minutes.

This intelligent policy would mean that huge buses would not overwhelm our local streets. It would greatly reduce visitors circling Old Town in their cars looking for rare parking places, easing congestion and improving public safety. And it would respect the expectation of existing Old Town residents that their high taxes should afford them a reasonable possibility of parking on their own blocks.

Respectfully submitted,

Scott Corzine

From: [White Household North Overlook](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Parking issues and safety concerns
Date: Thursday, February 20, 2025 11:49:33 AM

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

Hi, I come to the board with concerns regarding overnight parking and safety concerns at the intersection of North Overlook Drive and Tennessee. I would like to begin sharing concerns the neighbors have regarding overnight parking, leaving vehicles for days on end. Some return every 72 hours to move their car because they know that after 72 hours they will be ticketed. The people parking their vehicles overnight and during the day do not live in the neighborhood. They are often seen leaving their car and driving off in work vans and returning later to switch back to their cars. The amount of trash that is left behind is overwhelming. Beer bottles, trash bags, lunch bags, etc. The tags are from mostly DC and Maryland which begs the question are they living in the city or are they paying a car tax by registering in other jurisdictions.

The second issue is a safety concern regarding where North Overlook and Tennessee meet. There is not a stop sign for those traveling down the hill to the stop sign at North Overlook/Tennessee and Old Dominion. There is a stop sign at Tennessee/North Overlook and Old Dominion. Seldomly do the drivers traveling on Tennessee stop at the stop sign. Thus causing near accidents and or accidents. People tend to park on Tennessee and North Overlook at the bottom of the hill all the way to the edge of Old Dominion making it impossible to see oncoming traffic. When you are coming off of Glebe onto Tennessee it is a dangerous situation. We have brought this up with the city and we were told it was not a safety concern but the people who navigate these roads daily strongly disagree. We would also like to discuss establishing a permit for Beverly Hills. We would love to invite anyone on the board to come out to better understand the situations we are concerned about. We also have ample photos that we can share with the Traffic and Parking Board. Thanks for your consideration.

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From: [Louise Watts](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]information clarification request
Date: Friday, January 10, 2025 1:57:59 PM

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

I'm concerned that the dramatic increase in delivery traffic to commercial and residential locations in Old Town North has profoundly changed traffic flows in this small area. I don't know where within the city responsibility for addressing this change lies. First, let me size the problem.

It appears that the data collection for the 2017 small area traffic study for Old Town North was actually done in 2015.

The City of New York estimated the percentage increase in delivery vehicle traffic from 2015 to 2024 as 200 % overall with surges of 300% additional during peak hours and 400% additional during holiday periods

It has been estimated that less dense urban areas typically show increases of about 60-70% of these rates. Unfortunately I haven't been able to get any data specifically about Old Town to compare and establish how density compares. Given our four-way stops and quaint historic streets and parking constraints I would not be surprised if Old Town density was among the highest.

What I've observed is delivery vehicles commonly double park rather than use lay-bys, even when they are available. Exacerbating the problem is vehicles of all sorts are parking within that 20 ft space of the crosswalk that is set aside by law to avoid creating blind spots.

So my question is this: Could it be feasible for the city to launch a strategic initiative to enforce ordinances against double parking and parking in such a way as to create a blind spot for other drivers?

Obviously, such an initiative supports Vision Zero and generates additional operating revenues for the city but most importantly it can prevent the multi-block backups that are regularly occurring in Old Town. Yesterday I witnessed an elderly lady creeping across the ice in the crosswalk at Madison and Pitt. She was nearly struck by a vehicle that crossed into the lane of oncoming traffic to get around a double parked van. She was so frightened by the near miss that she slipped and fell.

I helped her gather up her groceries and get steady on her feet but after I left her I realized I needed to do more. With 10 major development projects approved for Old Town North, density and congestion is going to increase, not decrease.

So first let me sincerely thank you for taking time to read this heartfelt message. Second, with whom in local government should I be communicating? Is the problem well recognized and are their efforts in place to resolve it?

Would attending the January 23rd traffic board meeting be an opportunity to raise the issue?

Thanks for your guidance and insight. Louise Watts

Broken down (compared to 2015 baseline):

1. Traditional Package Delivery (UPS, FedEx, etc.) ~120% increase
2. Dedicated E-commerce Fleets (Amazon, etc. ~270% increase
3. Personal Vehicles for Delivery Services
 - Food Delivery 500% increase

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ALEXANDRIA TRANSIT COMPANY

Chair James Lewis and Members of the Traffic & Parking Board
City of Alexandria
301 King Street
Alexandria, VA 22314

February 12, 2025

Re: Letter of Support for Sanger Avenue Safety Improvements Project

Dear Chair Lewis and Members of the Traffic and Parking Board:

On behalf of the Alexandria Transit Company (ATC) Board of Directors, I am expressing strong support for the City's Sanger Avenue Safety Improvements Project. This project supports the adopted Alexandria Transit Vision Plan by significantly enhancing safety and access for future West End Transitway bus riders along Sanger Avenue in West Alexandria.

Sanger Avenue is not currently served by DASH routes, but it will become a critical transit corridor with the upcoming launch of the West End Transitway enhanced bus service. The future West End Transitway stations on Sanger Avenue near Beauregard Street are anticipated to serve hundreds of daily riders from the West End community, including many of the several hundred DASH passengers who board Line 35 in this area on a typical weekday.

The West End Transitway will provide high-frequency service to this community, but it is imperative that the pedestrian infrastructure in the areas surrounding the stations be improved to accommodate the many bus riders who will be walking to the stops. This is especially important on Sanger Avenue, which has been identified as a safety concern due to a high number of automobile crashes and frequent speeding. The proposed crosswalks, curb extensions and lane reductions will help to address these concerns and create a safer walking environment for future bus riders.

The ATC Board of Directors strongly endorses the Sanger Avenue Safety Improvements Project and urges the Traffic & Parking Board to recommend approval of the staff recommendation.

Thank you for your consideration.

Sincerely,



David Kaplan, ATC Board of Directors, Chair



703.746.3274



dashbus.com



3000 Business Center Drive
Alexandria, VA 22314





February 21, 2024

Ms. Adriana Castañeda
Director, City of Alexandria Department of Transportation & Environmental
Services (T&ES)
301 King Street, Room 3000
Alexandria VA, 22314

RE: Letter of Support for Sanger Ave Safety Improvements Project

Dear Ms. Castañeda:

On behalf of the Washington Metropolitan Area Transit Authority (Metro), I am submitting this letter of support for the City's proposed Sanger Avenue Safety Improvements Project. Metro sees the value of implementing treatments, such as curb extensions and additional crosswalks, that will enhance the experience and safety of pedestrians accessing bus service.

This investment will support improved bus service on Sanger Avenue, which will in turn build ridership for the planned West End Transitway when that project comes online in 2027. Enhanced bus service in these corridors and the West End Transitway advance the goals and outcomes envisioned by the Better Bus Network Redesign developed with Alexandria T&ES, DASH, and other partners. Metro stands ready to partner with and support the City of Alexandria in planning, designing, and delivering future bus priority investments and bus rapid transit service.

Sincerely,

Allison H. Davis
Senior Vice President, Planning and Sustainability

CC: Greg Potts, Metro Government Relations
William Jones, Metro Planning

**Washington
Metropolitan Area
Transit Authority**

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*A District of Columbia,
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Transit Partnership*