

PARKING VIOLATIONS IN THE TWIN CITY



Time period covered: Jan. 1, 2019, to May 31, 2020, in Bristol, Tennessee and Aug. 23, 2018, to Feb. 29, 2020, in Bristol, Virginia



According to data from the Bristol Tennessee Police Department acquired through an open records request, police officers wrote 1,283 parking citations from Jan. 1, 2019, to May 31, 2020, but a small percentage of those tickets were written during the pandemic. From the beginning of March 2019 to the end of May 2019, BTPD wrote 234 parking tickets; during that same period in 2020, they only wrote 51 tickets, a 78% decrease.

BTPD Patrol Capt. Charlie Thomas said this decline in enforcement is only natural.

"When no one is out, there's no one to write tickets for," Thomas said.

A records request was also sent to the Bristol Virginia Police Department, but only parking citation data from Aug. 23, 2018, up to Feb. 29, 2020, was provided. However, BVPD Patrol Sgt. Wendy Brewer said they've also been writing fewer parking tickets since the pandemic started.

Both cities enforce similar offenses, and all patrol officers are tasked with parking enforcement. However, in Bristol, Virginia, fewer tickets are written overall and minimum fines are lower, meaning the amount of money the city can collect from fines is less than its Tennessee counterpart.

In Bristol, Virginia, fines range from \$5-\$25; in 2019, the city wrote 229 tickets worth a total of \$1,795 in fines. Of those fines, \$5 tickets accounted for \$965.

But in Bristol, Tennessee, fines range from \$10 to \$50, and in 2019, 1,038 tickets were written for a total of \$15,440. Of those fines, \$15 tickets accounted for \$11,100.

TICKETS WRITTEN BY OFFICER BADGE NUMBER (Bristol, Va.)

- Badge 2847: 75 tickets worth \$610 in fines
- Badge 2722: 34 tickets worth \$240 in fines
- Badge 2548: 26 tickets worth \$285 in fines
- Badge 2547: 25 tickets worth \$265 in fines
- Badge 2721: 20 tickets worth \$140 in fines

Note: Aug. 23, 2018 to Feb. 29, 2020

VIRGINIA	TENNESSEE
255	1,283
Tickets written	Tickets written
\$2,100	\$18,885
Total fines from tickets	Total fines from tickets
117	170
Tickets in August 2019, the top enforcement month (worth \$735)	Tickets in December 2019, the top enforcement month (worth \$2,585)
\$195	\$585
Fines Aug. 22, 2019, the top enforcement day (39 tickets)	Fines Dec. 14, 2019, the top enforcement day (35 tickets)

MOST TICKETED CARS BY MANUFACTURER (Bristol, Tenn.)

1. Chevrolet: 169	7. Kia: 53
2. Toyota: 164	8. Subaru: 49
3. Ford: 158	9. Dodge and Hyundai: 48
4. Honda: 134	10. Chrysler: 33
5. Nissan: 84	
6. Jeep: 74	

Note: Jan. 1, 2019 to May 31, 2020

Sources: BTPD, BVPD; data gathered by Leif Greiss/Bristol Herald Courier graphic by Sandy Ross/Bristol Herald Courier

Virginia shoe repairman plies an ancient, struggling trade

BY JOANNE KIMBERLIN
The Virginian-Pilot

VIRGINIA BEACH, Va. — Gnarled fingers. Stained smock. The smell of leather. Piles of shoes.

Like a scene from Dickens, 90-year-old Alex Bredologos is in his workshop, a cobbler bent to an ancient and struggling trade.

Alex's Shoe Repair in Virginia Beach is a relic of a bygone age — a time when things got fixed instead of tossed. Expect no décor. No froufrou. No cream or sugar for the coffee brewing in the back. And in the half century he's been in this small Hilltop storefront, no remodeling. Same brown carpet. Same vintage machines for stitching and finishing.



Alex Bredologos fixes the zipper on a boot Oct. 16 in Virginia Beach, Virginia. The cobbler, originally from Greece, has owned his shop at Hilltop in Virginia Beach for nearly 50 years.

Same iron tools and handwritten receipts and dusty displays of shoestrings, polish and cleaner. A calendar on the wall is from 1988.

The shoes are all that matter, and they're everywhere. Stacked in boxes to the ceiling. Crowded onto countertops. Waiting on

shelves and work benches. A jumble of boots, heels and oxfords kept in orderly procession inside his head.

"Some days I think I might retire," Bredologos said, the sounds of his native Greek still heavy in his speech. "Then I think, no. To work is good."

He holds up a fine, Italian-made shoe. "Quality. This is what I like. Good leather."

He's remarkably healthy for his years, with a straight back and strong hands, even a full head of silver hair. His labor in this humble shop supported his family and put both of his kids through dental school. The 10-hour days he does now — closed only on Sundays — are a cutback.

His daughter and son, in dental practice together for 30 years, spent much of their childhoods helping at the store.

"If we didn't, we didn't see him," Maria Mendrinou said. "He was gone when we got up and he was still gone when we went to bed."

Her brother, Stelianos "Steve" Bredologos, remembers being "so small that Dad had to put a box at the counter so I could work the cash register."

But "he never pressured us to follow in his footsteps," Steve Bredologos said. "He always just wanted us to do something that made us happy."

That's typical these days, said Jim McFarland, president of the Shoe Service Institute of America, a trade group of about 500 cobblers.

"This is a hard business where you're standing up all day," he said. "People don't really want that for their kids."

McFarland figures half of today's cobblers are over

age 50 and about a quarter are 75-plus.

The industry has been dwindling for decades, a victim of mass-produced footwear that became cheap enough to replace instead of repair. Shop counts have fallen from 120,000 in the 1930s to about 5,000 now. An exact number in Hampton Roads is hard to come by, but an internet search turns up less than 20. "A lot of people don't even know cobblers still exist," McFarland said.

All those shoddy shoes wind up in landfills, "more than 300 million pairs a year," he said, "and they're mostly manmade materials that'll take hundreds of years to degrade."