

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 28, 2025 7:00 P.M.
VIRTUAL**

The April 28, 2025 meeting of the Traffic and Parking Board is being held electronically. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_CaAUhZlfsZ2BjiQuIBGzng_Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East)

Meeting ID: 944 7635 9623

Passcode: 915805

SIP: 944 7635 9623@zoomcrc.com

Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to trafficandparkingboard@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact trafficandparkingboard@alexandriava.gov, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 28, 2025 7:00 P.M.
VIRTUAL**

D O C K E T

1. Election of Officers
2. Announcement of deferrals and withdrawals.
3. Approval of the March 24, 2025 Traffic and Parking Board meeting minutes.
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
5. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Updates on Major Projects
 - B. Dockless Mobility Program Update
 - C. Seminary West Safety Improvements
 - D. VDOT I-495 Southside Express Lanes Study

CONSENT ITEMS

6. All-Way Stop – Intersection of N. Fayette Street/N. Fayette Street
7. No Turn on Red Restrictions – Intersection of Fern Street and North Quaker Lane
8. Loading Zone – 1001 North Fairfax Street
9. Parking Restrictions Modification – 800 block of North Fairfax Street and 200 block of Montgomery Street

INFORMATION ITEMS

10. **STAFF UPDATES**
11. **COMMISSIONER UPDATES**

Next Meeting: Monday, May 19, 2025

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 24, 2025 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Lavonda Bonnard, Casey Kane, Ashley Mihalik, and Kursten Phelps.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES Katie North, Division Chief; Max Devilliers, Urban Planner III; and Sara Brandt-Vorel, Capital Project Manager.

1. Announcement of deferrals and withdrawals: None.
2. Special Staff Announcement
 - In recognition of Chairman Lewis' ten years of service as a member of the Traffic and Parking Board, Ms. North shared a letter from City Manager Parajon thanking Mr. Lewis for his service. Mr. Lewis was presented with a commemorative sign by staff.
3. Approval of the February 24, 2025, Traffic and Parking Board meeting minutes:
 - Mr. Kane requested a correction to the previous meeting minutes to clarify his comments on Item #8.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Mihalik to approve the minutes of the February 24, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

4. **PUBLIC DISCUSSION PERIOD**

No attendees requested to speak during the public discussion period.

5. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:

- West End High Crash Intersection Audit Update
- 200 Block of King Street Walk Zone Pilot Phase Two Update
- Capital Bikeshare Follow Up
 - Mr. Kane inquired about the proposed timing for improvements to the bikeshare stations and if staff assessed station utilization during the replacement process to optimize overall system usage.
- Stop Sign – Emerson and John Carlyle Follow Up
 - Mr. Kane inquired about the timing for implementation and an update on timing for the adjacent Holland Lane project. Chairman Lewis inquired about the ownership of the roadway.

CONSENT ITEMS

6. **ISSUE:** City Code Amendment – Residential Permit Parking Fee Increase

DISCUSSION: The Board did not request a presentation on the item. Mr. Kane indicated his support to increase the residential parking fees and encouraged City staff to study the City of Annapolis’ approach to valuing residential parking fees, indicating the City could have increased the proposed parking fee further. Ms. Ebbers agreed with Mr. Kane’s statements and encouraged the permit fees to be examined each year to allow for gradual fee increases.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane requested the item be removed from Consent.

Mr. Kane made a motion, seconded by Ms. Ebbers to recommend that the Board recommend the City Council approve the amendment to the City Code to increase the Residential Permit Parking (RPP) Fees. The motion carried unanimously.

7. **ISSUE:** Residential Permit Parking – 800 Block of North Columbus Street

DISCUSSION: The Board did not request a presentation on the item. Mr. Kane requested clarification on the City Policy allowing the new development to obtain residential parking permits. Mr. Devilliers responded that the applicant completed an on-street parking utilization study and demonstrated the project met the City’s Policy requirements allowing for residential parking permits. Ms. North confirmed the analysis and clarified the building use was residential. Ms. Malik inquired if adjacent retail uses would change the application of the City’s Policy to which Ms. North responded the Policy is applied solely to the building.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane requested the item be removed from Consent.

Ms. Ebbers made a motion, seconded by Ms. Phelps to recommend that the Board recommend the Director of T&ES install 2-hour parking restrictions from 8:00 a.m. to 5:00 p.m., Monday through Friday, Residential Permit Parking District (RPPD) 3 permit holders exempt on the 800 block of North Columbus Street. The motion carried unanimously.

PUBLIC HEARING ITEMS

8. **ISSUE:** Parklet Application – 220 North Lee Street (Mystic Bar & Grill)

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane requested clarification on the location of the on-street loading zone. Mr. Devilliers responded that the loading zone is located to the south of the requested parklet.

PUBLIC TESTIMONY:

Mr. Richard Dezio testified in opposition to the request.

Mr. John Seravalli testified in support.

Mr. Ralph Davis testified in support.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Bonnard that the Board recommend the Director of T&ES approve a commercial parklet for Mystic Bar & Grill on the 200 block of North Lee Street. The motion carried unanimously.

INFORMATION ITEMS

9. **STAFF UPDATES:** Mr. Devilliers provided the Board with an update regarding potential updates to the City's Food Truck Policy. The presentation outlined engagement, timing and potential revisions. Staff sought feedback from the Board regarding options for identifying vending locations for food trucks, noise considerations, fines and vending duration.

Vice Chair Tucker inquired how nearby jurisdictions regulate food trucks to which Mr. Devilliers responded that Arlington allows food trucks anywhere as long as they followed posted parking signs. Vice Chair Tucker found this to be a reasonable approach and encouraged staff to include that as an option for food truck locations.

Ms. Ebbers seconded Vice Chair Tucker's suggestion that food trucks could vend anywhere as long as they followed posted parking signs and asked if food trucks would be subject to the current commercial vehicle parking fines. Mr. Devilliers confirmed that food trucks would be added to the existing regulations for commercial vehicles with an escalating fine.

Mr. Kane echoed support to allow food trucks to vend anywhere as long as they followed existing parking regulations and encouraged deregulation. Mr. Kane also encouraged the City to identify potential off-street parking solutions for food trucks and a limited approach to regulate amplified noise from food trucks.

Ms. Bonnard inquired about food truck regulation and fines and if there were opportunities to regulate the number of food trucks within a specific area, Mr. Devilliers responded that regulation was not feasible without an online reservation system.

Ms. Mihalik inquired how proposed regulations would align with RPCA's existing policies within parks and Mr. Devilliers indicated that the policy would be for the public right of way and would not impact RPCA's policy. Ms. Mihalik voiced concern that there be enough enforcement that food trucks do not impact roadway safety.

Chair Lewis supported decreased regulation for food trucks but found a buffer of 200 feet from existing restaurants would be a reasonable vending location. He also inquired about upcoming opportunities for public feedback and engagement on the topic.

10. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:
- Budget discussions are ongoing, and the overall budget is tight however it currently appears that the budget for transportation needs may remain stable; however future budgets may be more difficult to maintain.
 - Key performance indicators for the Alexandria Mobility Plan were released and look great. Mr. Kane would be interested in obtaining more detailed information.

ADJOURNMENT

Chairman Lewis moved to adjourn the meeting, seconded by Ms. Tucker. The motion carried unanimously. The meeting adjourned at 8:13 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 28, 2025

DOCKET ITEM: 5

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Updates on Major Projects

The Board has made recommendations on several major projects over the last year. Updates on these projects are provided below:

Holland Lane Corridor Improvements

Background: At its July 2024 public hearing, the Board endorsed a design concept that included new crosswalks, protected bicycle lanes, a reduction in travel lanes, and No Turn on Red restrictions.

Update: The project is at the 90% design stage. Design is expected to be complete before summer, and implementation will occur thereafter, pending delivery of all required materials and equipment. At this time, implementation is expected to take place in late summer of this year. Additional information is on the project webpage: <https://www.alexandriava.gov/transportation-planning/project/holland-lane-corridor-improvements>

South Pickett Street Corridor Improvements

Background: At its July 2024 public hearing, the Board endorsed a design concept that included new crosswalks, protected bicycle lanes, a center turn lane, a reduction in travel lanes, No Turn on Red restrictions, and a speed limit reduction from 35 to 25 MPH.

Update: The project team is in the process of procuring an engineering consultant to complete detailed design of the project. Design is expected to be complete in approximately Summer 2026. In the meantime, the City reduced the speed limit this month to provide interim safety improvements on the corridor. Additional information is on the project webpage: <https://www.alexandriava.gov/transportation-planning/project/south-pickett-street-corridor-improvements>

Eisenhower Avenue Corridor Improvements

Background: At its July 2024 public hearing, the Board endorsed a design concept that included new crosswalks, protected two-way bicycle lanes, a reduction in travel lanes, relocation of left turns, No Turn on Red restrictions, and a speed limit reduction from 35 to 25 MPH.

Update: The project team is in the process of pursuing grant funding to support project design and construction. In the meantime, the City reduced the speed limit this month to provide interim safety improvements on the corridor. Additional information is on the project webpage: <https://www.alexandriava.gov/transportation-planning/project/eisenhower-avenue-corridor-improvements>

King Street and Beauregard Intersection Improvement

Background: The King-Beauregard Intersection Improvement Project includes new sidewalk connection, additional lanes, and pedestrian refuge islands within the intersection. This project has experienced a significant extension in the schedule. Thus, the design has been revised to match the City's vision and goal to ensure all modes of transportation have safe access through the intersection. This revision includes, modifying ADA curb ramps, modifying the median, and updating signing and striping plan.

Update: The City has submitted its 100% Design plans to VDOT and is currently going through VDOT review. Once all the critical issues have been resolved, the City plans to move forward to Right of Way and Construction phase of the project. The solicitation of the Construction is slated for late this summer.

East Abingdon Drive Bike Lanes

Background: Along East Abingdon Drive, there is a gap of about 600 feet in which people walking and biking all share a 4 foot wide sidewalk or walk and bike in traffic. The primary purpose of this project is to fill this gap to improve safety and comfort for people walking and biking by providing a two-way bicycle lane on East Abingdon Drive to connect the Mount Vernon Trail. The Board approved changes to East Abingdon Drive at their October 23, 2023 meeting consistent with Option 2.

Update: In order for the City to perform any work, there needs to be an easement with the National Park Service (NPS). Staff has been working with NPS for the last several years on determining the best type of easement and the survey requirements. Staff is meeting every 1-2 months with NPS to move the project along. Somewhat related to this project, NPS will be performing emergency repairs this summer on the Mt. Vernon Trail and will temporarily stripe East Abingdon Drive with the cross section that the Board approved (the cycletrack only). Staff and NPS are working to accelerate the easement process so that this striping can remain.

B. Dockless Mobility Program Update

A data-driven process is used to review applications for the Dockless Mobility program on a yearly basis. Incumbent applicants were evaluated using their Mobility Data Specification (MDS) data feed, monthly data reports, and the City's Alex311 system to consider their compliance and operational metrics in the City. New applicants were required to submit references from jurisdictions they currently operate. A survey of each reference was included in the evaluation of non-incumbent applicants.

Based on the evaluations, permits were awarded for the current permit year (April 1, 2025 – March 31, 2026) to Lime and GCOO. Their permitted vehicle caps are listed below. GCOO is a South Korean-based company that is operating in the City for the first time this year. They currently operate in Los Angeles and Memphis.

	E-Scooters	E-Bikes
Lime	600	100
GCOO	500	0
Total	1,100	100
City Vehicle Limit*	1,200	800

**Vehicle cap is only for permitted dockless operators and does not include Capital Bikeshare.*



Figure 1: Lime scooter and e-bike



Figure 2: GCOO scooter

In 2024, permitted dockless operators reported a combined record-breaking 270,869 trips, surpassing the ride total of 249,033 trips from the 2019 pilot. Since the pandemic greatly impacted ridership, the number of trips taken has steadily grown. 2025 is continuing that trend with March 2025 being the highest ridership month ever with 41,452 trips. Additionally, the highest ridership days were March 29 and 30, with 2,765 and 2,194 trips respectively.

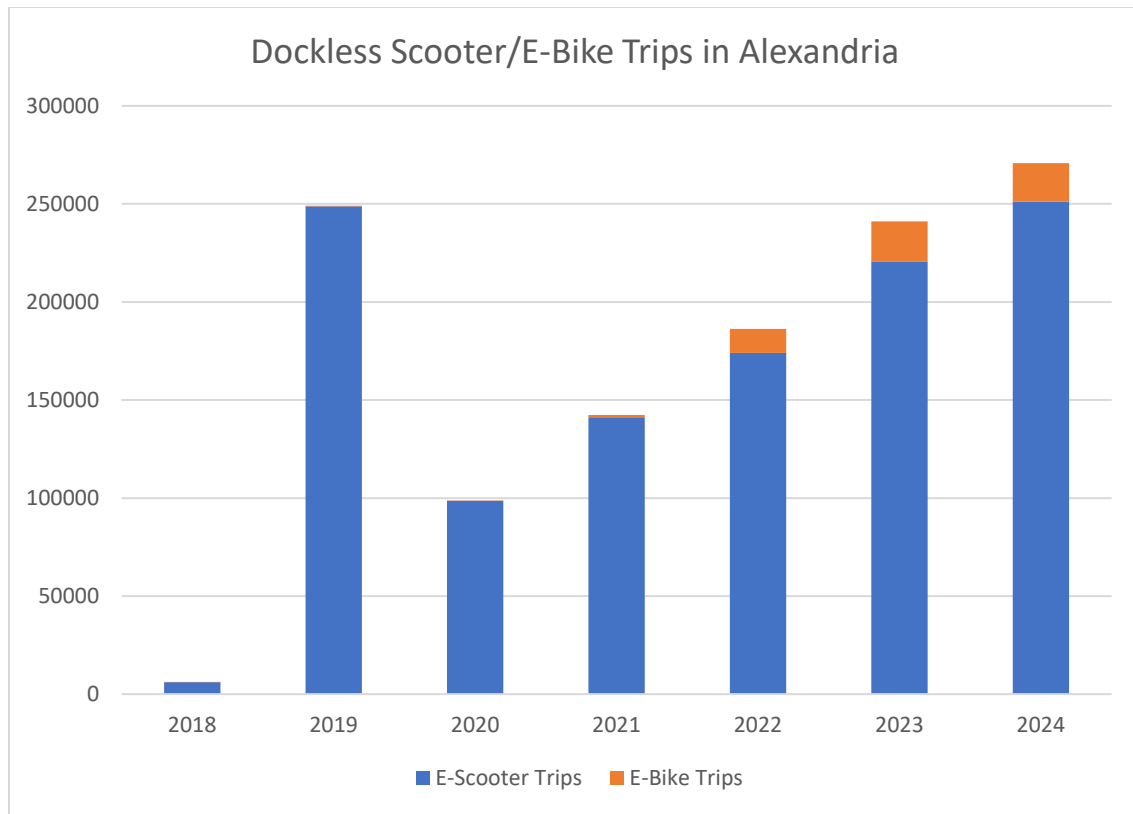


Figure 3: Dockless Scooter and E-Bike Trips in Alexandria from 2018 -2024

The City has installed 50 parking corrals around the City and plans to install more in 2025. Corrals are geofenced so they appear as preferred parking locations in the apps of dockless operators. Additionally, many corrals have bike racks, which allow them to be suitable for parking personal, as well as for-rent, scooters and bikes.

C. Seminary West Safety Improvements

The City kicked off its Seminary West Safety Improvements earlier this year. This section of Seminary Road is among the City’s highest-crash corridors; 12 people have been killed or seriously injured along it in the past eight years. The City has received numerous complaints about safety throughout this segment. The goal of the Seminary West Safety Improvements Project is to implement safety improvements on a half mile segment of Seminary Road between North Beauregard Street and the City line, including the intersection of Seminary Road and South George Mason Drive, but excluding the intersection of Seminary Road and North Beauregard Street. The proposed improvements (which would include three conceptual corridor design alternatives) will aim to improve mobility, access, comfort, and safety for all roadway users, with potential improvements including crosswalks, medians, static and dynamic signs, managed lanes, signals and signal timing, bus stop and sidewalk improvements, turn-calming treatments, and lane modifications.

Earlier this year, the City was awarded a technical assistance grant through the [Metropolitan Washington Council of Governments' Regional Roadway Safety](#) Program to study the Seminary Road corridor, identify potential improvements, and develop concept designs. The City will be

gathering community input, with a project information form being available at the end of April and a community meeting in early to mid-May. More information is available on the [project website](#).

D. VDOT I-495 Southside Express Lanes Study

VDOT is leading a study for extending express lanes on I-495 from the Springfield Interchange to the Woodrow Wilson Bridge. Previously in September 2023, VDOT provided 9 alternatives (plus a no-build alternative) to potentially be considered within NEPA:

- No Build
- Transportation System Management/Transportation Demand Management (TSM/TDM)
- Part-Time Shoulder Use
- Standalone Transit
- Transit TSM/TDM
- One General Purpose Lane (each direction - repurposing two lanes into toll lanes)
- Two General Purpose Lanes (each direction - repurposing four lanes into toll lanes)
- Two express lanes in each direction (each direction - adding four additional lanes)
- One express lane in each direction (each direction - adding two additional lanes)
- Two additional reversible express (toll) lanes

Previous community input was addressed via a letter from the City to [VDOT in October 2023](#) that included the following feedback that was heard from community members:

- The criteria provided, including “continuity of the Express Lane system,” seem to bias the selection of alternatives towards those that include new Express Lanes, rather than those that prioritize transit and transportation demand management measures.
- Increasing the number of travel lanes may lead to additional demand, therefore increased traffic on the facility over time and increased traffic on local street.
- Express Lane options could add constraints to providing future transit options, specifically Metrorail lines on this corridor and across the Woodrow Wilson Bridge, in the future.

VDOT has selected two of the original design options (Two express lanes in each direction and One express lane in each direction) for further analysis in the NEPA process, along with the no-build scenario (as required), and has hosted a series of public hearings to provide information to the public and get feedback. Key updates on the project include:

- VDOT is studying the following NEPA alternatives:
 - No Build
 - One additional express lane in each direction
 - Two additional express lanes in each direction
- Public input throughout Spring 2025
- Several community meetings have been held, including an in-person meeting which was held in Alexandria on April 9.
- The City continues to have concerns similar to those raised in October 2023, including:

- Potential for induced demand and increased congestion, including cut-through traffic on local streets
- Insufficient support for active transportation options
- Lack of emphasis on mitigation measures
- Selection of a preferred alternative (June 2025) prior to completion of the traffic analysis of impacts on local streets or air quality analysis (Fall 2025)

Staff will prepare a letter summarizing the City's concerns before the public comment deadline. VDOT is expected to recommend a preferred alternative in May 2025 with public hearings on the recommended alternative anticipated for June 2025. Public hearings on the Environmental Assessment are expected to be held in winter 2025.

Helpful links include:

- [City's Project Website](#)
- [VDOT's project webpage](#)
- [VDOT's Virtual Engagement Room](#)
- [VDOT's online comment form](#) (open through April 21)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 28, 2025
DOCKET ITEM: 6
ISSUE: All-Way Stop – Intersection of North Fayette Street/North Fayette Street

REQUESTED BY: Staff

LOCATION: North Fayette Street/ North Fayette Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install an all-way stop at the intersection of North Fayette Street and North Fayette Street.

BACKGROUND: North Fayette Street is a mostly north-south local street, with a short portion that runs east-west in the Braddock Metro Neighborhood (Attachment 1). Recent redevelopment on North Fayette Street has resulted in an increase in traffic, necessitating additional traffic control, including a new traffic signal at the intersection of North Henry Street/North Fayette Street. Currently, partial stop control is present at the intersection of Fayette Street/Fayette Street, with drivers required to stop at all approaches except the westbound approach. Adjacent to the intersection is a school, a mixed-use apartment building, and storage facility.

Recently, the City received a resident request to install an all-way stop at this intersection (Attachment 2).

DISCUSSION: The Federal Highway Administration's Manual on Uniform Traffic Control Devices 11th Edition (MUTCD) sets standards and guidance for the intersection control measures. According to the MUTCD, the following warrants should be considered when evaluating the appropriateness of all-way stop control:

- Warrant A: Crash Experience
- Warrant B: Sight Distance
- Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection
- Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)
- Warrant E: Other Factors

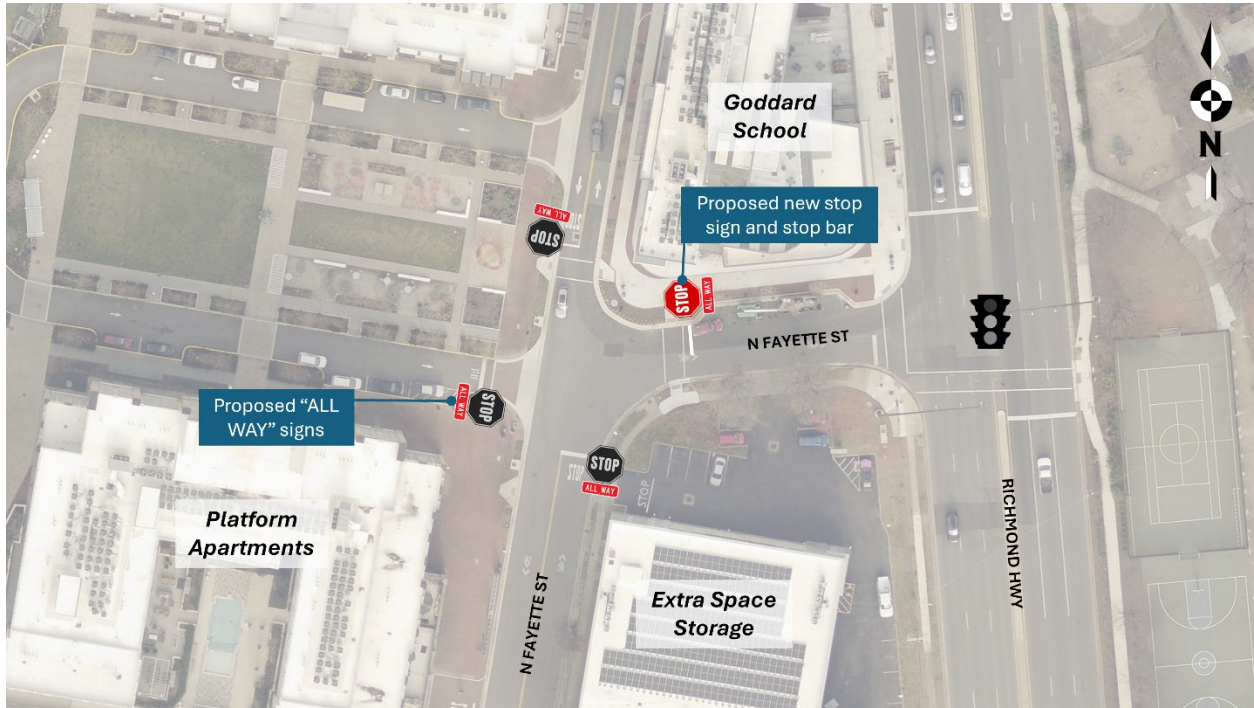
This location meets Warrant E: Other Factors. This is intended to account for other factors not addressed in the other all-way stop control warrants. Other factors may include, but not be limited to, the need to control left-turn conflicts, or where pedestrian and bicyclist movements

support the installation of an all-way stop. In this case, this is the only intersection on Fayette Street for seven blocks that is not an all-way stop. Additionally, this is a T-intersection where the through street stops and the non-through street does not. Because all traffic on westbound Fayette Street must turn either left or right, drivers must slow down before turning, which can be misinterpreted by others as drivers preparing to stop. Additionally, there is a one-way driveway that exits onto Fayette Street near the intersection, so of four intersection approaches, three have stop control, and one does not. The combination of these conditions defies driver expectations and creates confusion about who has the right-of-way. An all-way stop would provide greater clarity to all users regarding intersection operations.

OUTREACH: Staff reached out to the Goddard School, Platform Apartments, and West Old Town Civic Association. At the time the docket was finalized, staff received only one comment inquiring why a stop sign was needed and expressing concern about traffic back-ups onto Route 1. Staff replied to the comment and provided additional information. (Attachment 3).

ATTACHMENT 1: PROJECT LOCATION

Aerial:



Street view (looking west):



ATTACHMENT 2: RESIDENT REQUEST



- [Close Window](#)
- [Print This Page](#)
- [Expand All | Collapse All](#)

Case: 24-00036283

Case Owner	Planning TES	Service Request Id	24-00036283
Subject	TES-Mobility, Access, and Traffic Safety	SR Ext ID	
Priority	Standard	Status	Closed
Case Origin	API	Sub-Status	
Description	The two way stop at the three way intersection at Fayette and Second Street (plus driveway coming out of the complex) seems to be causing a lot of confusion. Second Street doesn't seem like a necessary route for cars to be turning in and going south (left) on Fayette, but sometimes there are 5-6 cars in a row that are doing that, while everyone else is waiting and unsure if another car is coming and it is safe to go - since 2nd street is so short. Many don't seem to process that they don't have a stop sign coming from Route 1. It is perhaps more confusing because you can go through that intersection frequently without seeing any cars trying to make that turn. Curious if this area is on your radar for an additional stop sign or turn/access limitations. I know we don't want to slow down buses here. --- You guys are amazing!	Service Request Source	Web
Service Department	Transportation & Environmental Services	Service Request Comments	
ServedP	Yes		
Selected Location			

SLA Information

Expected Start Date	2/10/2025 11:26 AM	Date/Time Opened	12/5/2024 9:31 AM
Expected Date/Time		Updated Date/Time	2/10/2025 11:27 AM
SLA Status	Missed	Date/Time Closed	2/10/2025 11:26 AM

Contact Information

Contact Name	Jen Monaco	Contact Phone	[REDACTED]
Account Name	Customer	Contact Email	[REDACTED]

Location Information

Address	1195 N FAYETTE ST	Location	38°49'3"N 77°2'59"W
Served	Yes	Selected Location	
Trash Zone	Monday	Location Details	

ATTACHMENT 3: RESIDENT COMMENTS

From: Alexandria Carroll
Sent: Friday, April 4, 2025 4:18 PM
To: Dino Drudi <dino.drudi@gmail.com>
Cc: Donna Reuss <djureuss555@gmail.com>; Johnc457@gmail.com
Subject: RE: North Fayette Street Stop Sign

Good afternoon Dino,

Thank you for the question. At a four-legged intersection, having all but one approach be stop controlled defies driver expectations and creates confusion about who has to stop and who has the right of way. Staff considered potential impacts of the stop sign and do not have concerns about significant delays to Metroway or traffic backing up onto Route 1.

Alex Carroll (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
alexandriava.gov

From: Dino Drudi <dino.drudi@gmail.com>
Sent: Friday, April 4, 2025 3:43 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Donna Reuss <[djreuss555@gmail.com](mailto:djureuss555@gmail.com)>; Johnc457@gmail.com
Subject: Re: North Fayette Street Stop Sign

Thank you for alerting us. I thought that the small segment going out to Route 1 was renamed Second St when the DSUP was approved in December 2018. A stop sign at this location would slow down the Metroway bus and potentially cause a backup extending to the far right lane on Route 1. If there are stop signs at the other three entrances to this intersection, why is a fourth needed?

On Thu, Apr 3, 2025 at 3:50 PM Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:

Good afternoon!

I hope this message finds you well. I am reaching out because the City of Alexandria is proposing to install an all-way stop at the intersection of [North Fayette Street/North Fayette Street](#). Currently, three of the four approaches to the intersection have a stop sign – this would ensure each approach has a stop sign. This can help minimize confusion about who has the right-of-way.

This item will be considered by the [Traffic & Parking Board](#) at its April 28 Public Hearing. If you have any questions or comments, please send them to me by **April 27**. This item is expected to be part of the consent agenda, so your attendance at the hearing is not required. However, I did want to give you the opportunity to provide comments for the Board to consider.

Thank you, and please let me know if you have any questions or concerns. Please also feel free to share within your networks.

Alex Carroll (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
alexandriava.gov

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 28, 2025
DOCKET ITEM: 7
ISSUE: No Turn on Red Restrictions – Intersection of Fern Street and North Quaker Lane

REQUESTED BY: Resident

LOCATION: Fern Street at North Quaker Lane

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install no turn on red restrictions for Fern Street turning onto North Quaker Lane.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation’s National Roadway Safety Strategy and involves taking preventative action to minimize crashes. To work toward our Vision Zero goal, the City prioritizes safety improvements in areas with higher crash history or crash risk.

Fern Street is a local street, with a short portion that runs east-west and north-south (Attachment 1 & 2). There are a mix of commercial uses along this corridor, along with the recently completed Linsay Lexus car dealership. There is often heavy foot and vehicular traffic around the commercial establishments in this corridor. As Fern Street connects with Kenwood Avenue immediately to the east of North Quaker Lane, the intersection of North Quaker Lane and Fern Street often handles cut-through traffic and leads to an increased potential for pedestrian and vehicular conflict points.

A resident request for safety improvements at the intersection of Fern Street and North Quaker Lane was received via Alex311 (Attachment 3). Upon review of site conditions and limited visibility, staff determined that “No Turn on Red” (NTOR) restrictions for Fern Street turning onto North Quaker Lane are needed and will help achieve the City’s Vision Zero goal (Attachment 4). NTOR restrictions already exist for North Quaker Lane turning into Fern Street (Attachment 5).

DISCUSSION: The City is addressing safety issues by proposing the installation of new “No Turn on Red” (NTOR) restrictions at the signalized intersection of Fern Street and North Quaker Lane, for vehicles turning from Fern Street onto North Quaker Lane. There are existing NTOR restrictions at this signalized intersection for vehicles turning from North Quaker Lane onto Fern

Street. Citywide, between 2016 and 2020, there were 46 crashes involving pedestrians in which drivers were making a right turn, accounting for 16% of crashes in which a person was killed or seriously injured. Near the intersection of Fern Street and North Quaker Lane between 2016 and 2023 there were twelve total crashes. Of these crashes, five were angle collisions (see Attachment 6).

NTOR restrictions are a low-cost safety treatment that protects pedestrians by reducing collisions between pedestrians and motorists turning right at a red light. Drivers seeking to turn right on a red light often do not see pedestrians crossing from the right, especially as their attention is focused on finding a gap in traffic moving from the left. By pulling into the crosswalk, these drivers also force pedestrians to make riskier maneuvers when crossing the streets. NTOR restrictions protect pedestrians by limiting these dangerous interactions. NTOR restrictions also increase safety for people driving by reducing potential collisions between through vehicles and turning vehicles, particularly in busy areas where finding a gap in traffic can be difficult.

OUTREACH: The City held a public comment period on the NTOR restrictions from March 24, 2025, through April 14, 2025. Comments were to be submitted via email. The City announced this comment opportunity in several ways:

- Staff posted a notice about NTOR restrictions and announced public comment opportunity on the [webpage](#).
- Staff posted notice signs at the intersection impacted by the proposed NTOR restrictions.
- Staff emailed the following stakeholder group: North Ridge Citizens' Association.

Staff did not receive any emails during the comment period.

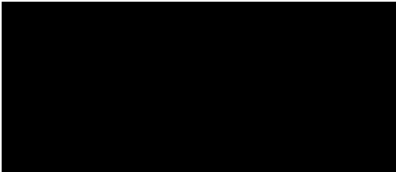
ATTACHMENT 1: LOCATION



ATTACHMENT 2: STREETVIEW



ATTACHMENT 3: ALEX311 REQUEST

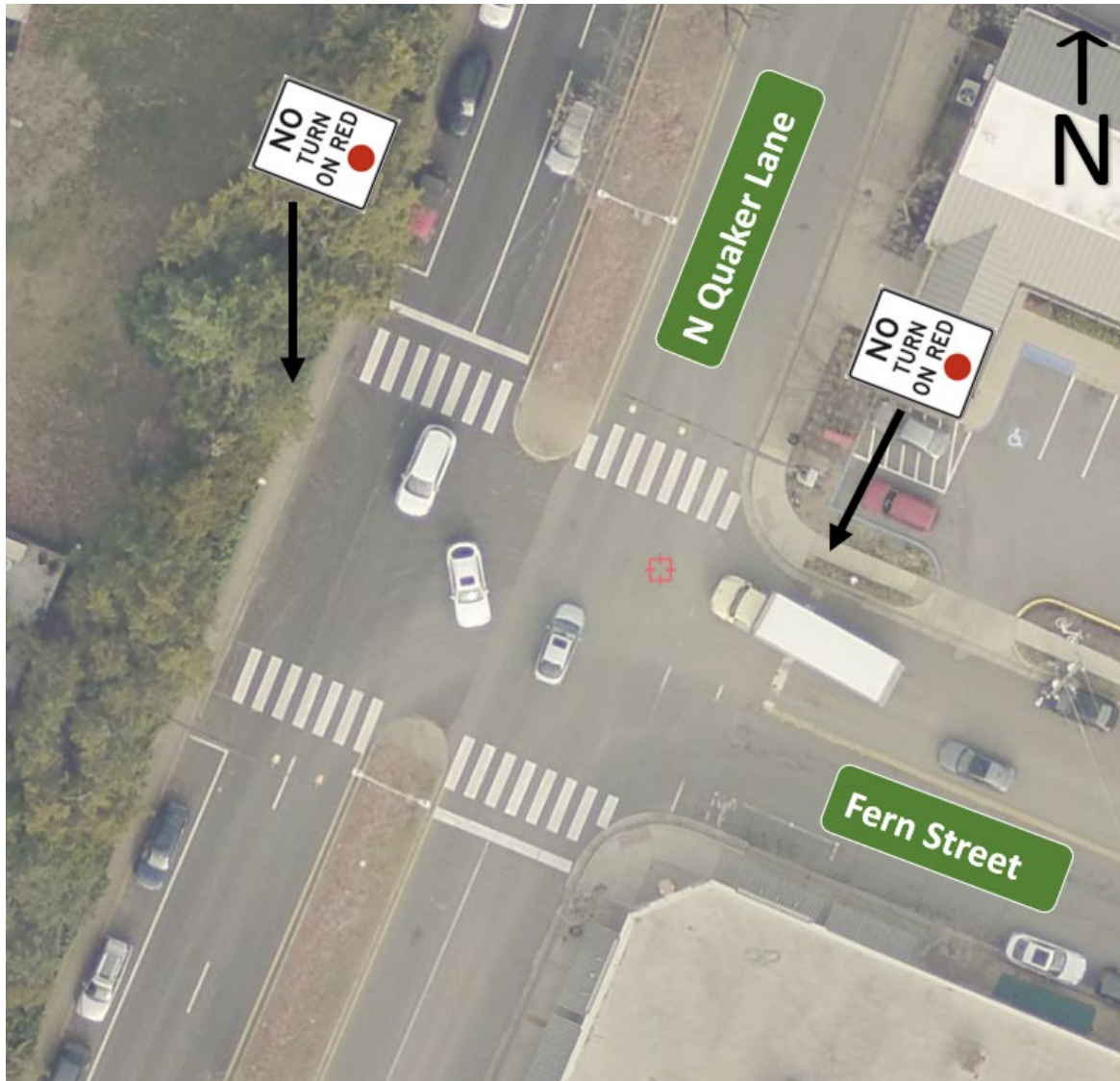
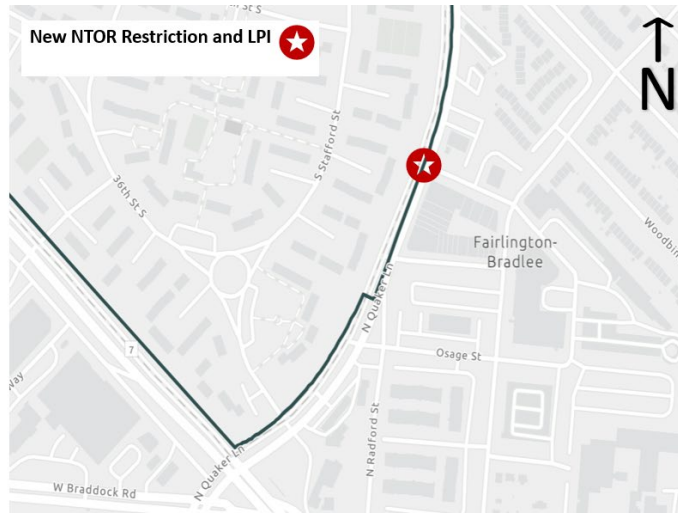
Case Owner	Planning TES	Service Request Id	25-00006116
Subject	TES-Traffic Sign	SR Ext ID	
Priority	Standard	Status	Closed
Case Origin	API	Sub-Status	
Description	I am requesting that a "No Turn on Red" sign be installed at the traffic light facing Fern St. at the intersection of Fern St. and N. Quaker Lane. The restricted visibility to the left while stopped on Fern St. makes a right turn on red extremely hazardous.	Service Request Source	Web
Service Department	Transportation & Environmental Services	Service Request Comments	
ServedP			
Selected Location			

ATTACHMENT 4: PROPOSED NO TURN ON RED

NO TURN ON RED

Turning onto N Quaker Lane

- Fern Street

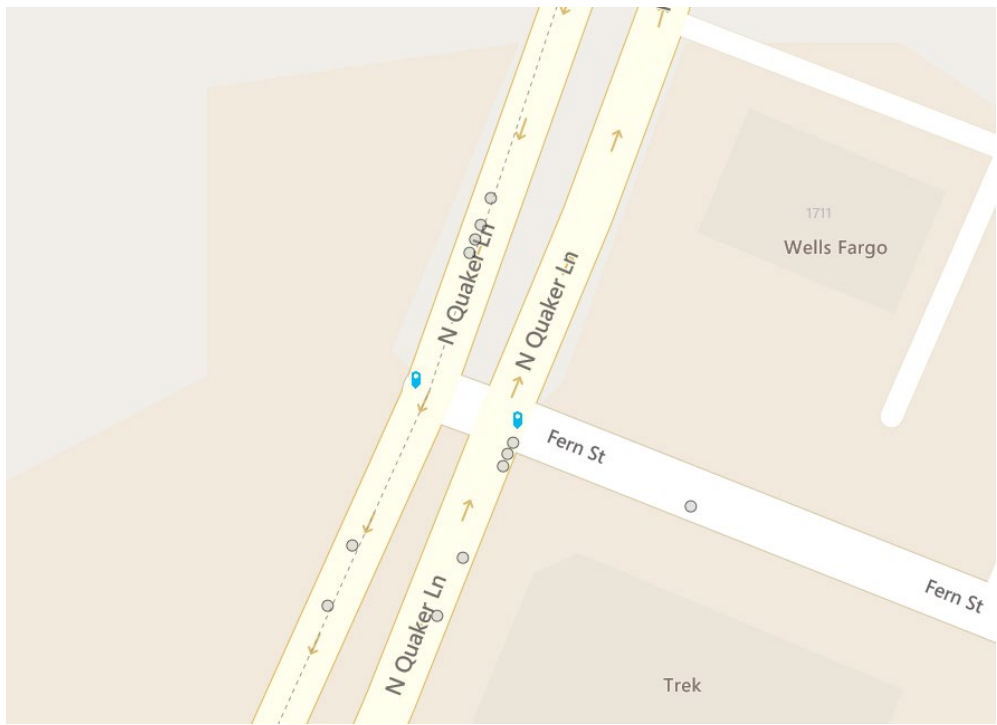


ATTACHMENT 5: EXISTING NO TURN ON RED



ATTACHMENT 6: CRASH HISTORY

This image shows the location and extent of the data collected.



Source: vdot.maps.arcgis.com

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 28, 2025
DOCKET ITEM: 8
ISSUE: Loading Zone – 1001 North Fairfax Street

REQUESTED BY: Vinci School, 1001 North Fairfax Street

LOCATION: 1001 North Fairfax Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install ‘Loading Zone 7:30 a.m. to 9 a.m. 4:30 p.m. to 5:30 p.m. Monday-Friday’ signage for the four parking spaces in front of 1001 North Fairfax Street.

BACKGROUND: The Vinci School located at 1001 North Fairfax Street, submitted a request (Attachment 1) for a new time-delimited loading zone on North Fairfax Street to accommodate the students being dropped off in the mornings and picked up in the afternoons.

The Vinci School is located on the ground floor of a multistory office building on a office/commercial block of North Fairfax Street near other daycares and day schools. The Perfect Pita is situated across Canal Center Plaza from the Vinci School. The school requested that four parking spaces on the 1000 block of North Fairfax Street be converted to loading from 7:30 a.m. to 9 a.m. and from 4:30 p.m. to 5:30 p.m., Monday through Friday. These parking spaces are currently non-metered and restricted to 2-hour parking, 8 a.m. to 5 p.m., Monday through Friday. There are no posted parking restrictions on the west side of the block (Attachment 2).

DISCUSSION: The petition is supported by the 1001 North Fairfax Street property owner, Akridge, as well as by Perfect Pita and the St. Anthony Day School at 321 First Street.

Providing a variety of ways to access businesses also supports the Curb Space Prioritization Framework (see below) and helps to designate areas along the curb that address the needs of the adjacent land uses. Per the Framework, Access for People and Access for Goods are the highest priority for Office & Commercial areas. A dedicated space for people and goods to be picked up and dropped off is consistent with the priorities for using the curb.

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

OUTREACH: Staff notified the North Old Town Independent Citizens’ Association and the Old Town North Community Partnership of the request on April 11, 2025. As of the posting of this docket, neither association indicated any concerns with the request.

ATTACHMENT 1: ON-STREET PARKING MODIFICATION REQUEST FORM

ON-STREET PARKING MODIFICATION REQUEST FORM



Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (*What are you trying to solve/address?*):

We share the existing loading zone with the public for our parents to drop off or to pick up students at our school.

The public loading zone is often occupied full, causing great inconvenience for parents with small children

It's also a safety concern as parents park across the street but rush to drop off without using the proper crossing.

Type of On-Street Parking Modification Requested:

- Loading Zone Removal Loading Zone Addition
 Parking Removal No Parking Sign Removal
 Parking Restriction Change (Non-RPP)
Proposed restrictions _____

Location: 1001 N Fairfax Street, entrance of the garage
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 4
It can be a dedicated loading zone from 7:30-9am and from 4:30-5:30pm.

Project Champion (Point of Contact) Information:

Name: Dan Yang _____

Address: 1001 N Fairfax Street, Alexandria, VA 22314 _____

Email: dan.yang@vincischool.org _____

Phone Number: 571-278-1439 _____

- Best Way to Contact:** Email Phone
Best Time of Day to Contact: Morning Afternoon



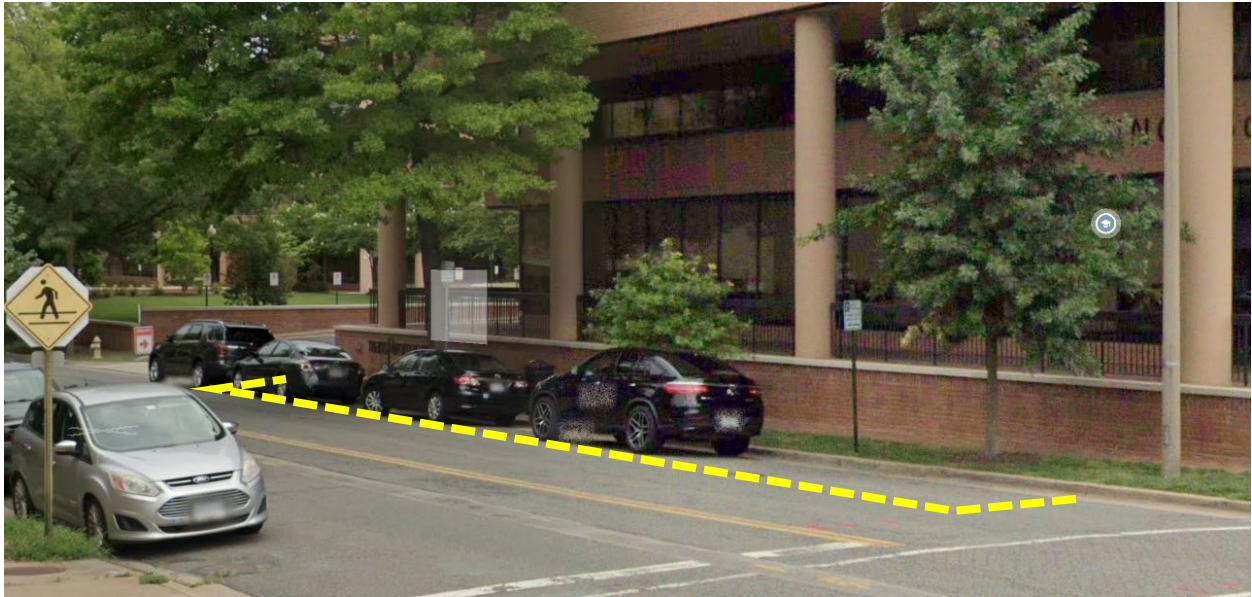
We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners' / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Dan Yang	Support	3/22/25	VINCI School	Owner/Occupant	dan.yang@vincischool.org
Tyson Jackson	Support		1199 N Fairfax	Manager/Agent of Owner	tjackson@akridge.com
Cole D. dd	Support		The Perfect Pita	Manager	cmdodd47@gmail.com
Robyn Everhart	Support		321 First St	Director	St. Anthony Day School
Christal E.	Support		1001 N. Fairfax St	Director	vincialexandria north@gmail.com
Lisa Stein	Support		Vinci School	Parent	lisambrossman@gmail.com
Joe Carzo	Support		Vinci	Parent	Joe.Carzo@gmail.com
Sarah Carzo	Support		Vinci	Parent	@gmail.com

ATTACHMENT 2: LOCATIONS

StreetView



Northbound North Fairfax Street from Montgomery Street

Aerial



City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 28, 2025

DOCKET ITEM: 9

ISSUE: Parking Restrictions Modification – 800 block of North Fairfax Street and 200 block of Montgomery Street

REQUESTED BY: Melissa Gladden/Residents of 801 North Fairfax Street

LOCATION: 800 block of North Fairfax Street and 200 block of Montgomery Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES restrict parking to 2 hours from 8 a.m. to 5 p.m., Monday through Friday, District 9 permitholders exempt, for the approximately eight on-street parking spaces along the east side of North Fairfax Street immediately south of Montgomery Street, and to 2 hours from 9 a.m. to 5 p.m., Monday through Saturday, District 9 permitholders exempt, for the approximately nine on-street parking spaces along the south side of the 200 block of Montgomery Street.

BACKGROUND: 801 North Fairfax Street is a multifamily condominium building completed in 2022, replacing a former office building. Being on North Fairfax Street and so close to offices, commercial, and retail space, the parking in front of 801 North Fairfax Street is currently—and has been for decades—restricted to 2 hours, 8 a.m. to 5 p.m., Monday through Friday (permitholders not exempt; see Attachment 1).

DISCUSSION: Now that the office building no longer exists and the corner is fully residential, the homeowners of these condominiums have submitted a petition (Attachment 2) requesting that these seventeen total spaces be signed with the same parking restrictions but with District 9 permitholders exempt. The parking restrictions on the remainder of the 800 block of North Fairfax Street will remain 2-hour parking, 8 a.m. to 5 p.m., Monday through Friday, District 9 permitholders *not* exempt. For consistency with the on-street parking adjacent to other residential buildings, staff support the residents' request. Staff is recommending slightly different restrictions on the south side of the 200 block of Montgomery Street for block consistency purposes because, in July 2023, the Board approved restricting the north side of that block to 2-hour parking from 9 a.m. to 5 p.m., Monday through Saturday, District 9 permitholders exempt.

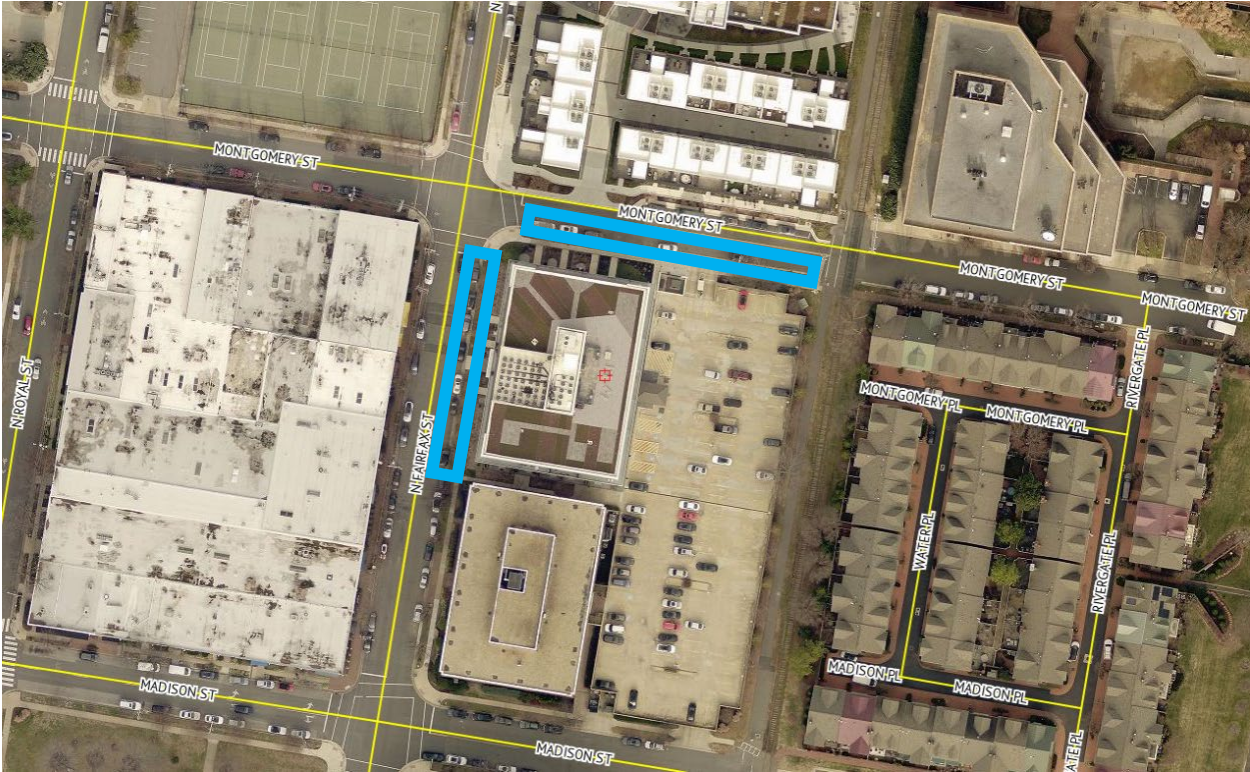
Although this building does have off-street parking for the residents, the residents are not prohibited from obtaining on-street Residential Parking Permits. Since this development is an office-to-residential conversion, it did not require City Council approval, and the policy on when to issue permits to new residential developments did not apply. Therefore, these residents are

eligible and per the City Code may request permitholder-exempt parking restrictions on their block.

The residents of 801 North Fairfax Street also requested to convert the three easternmost parking spaces on the 200 block of Montgomery Street into a loading zone for construction and delivery vehicles for other nearby properties due to the construction in the area. However, due to this curb space's low visibility and distance from retail and front entrances, staff does not support converting this curb space into a loading zone from general parking. If loading issues arise in the future, staff recommend a loading zone closer to the building's entrance.

OUTREACH: City staff notified the North Old Town Independent Citizens' Association and the Old Town North Community Partnership via email about this request on April 11, 2025. Neither association indicated any concerns with the request as of the posting of this docket.

ATTACHMENT 1: LOCATION



ATTACHMENT 2: PETITION



**Petition for Adding, Modifying, or Removing
Residential Permit Parking Signage in an Existing District**

Block Contact: Melissa Gladden

Address: c/o Associa/SCS, POB 221350, Chantilly, VA 20153

Telephone: 703-631-2003 **Email:** mgladden@scs-management.com

District: City of Alexandria

Proposed Change (Select one)

- Add new signage Modify existing signage Remove existing signage

Block (e.g. the 100 block of Main Street):

Fairfax Street (801 block) and Montgomery Street (first half of block in front of 801 North bldg)

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

No time frame is listed on the signage in front of 801 N and Montgomery Street (in front of 801)

Proposed Restrictions (Select an option on each line):

- Two Hours** Three Hours
- 8AM-5PM 8AM-11PM 8AM-2AM (next day)*
- Monday-Friday Monday-Saturday
- No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:	
Mail: Department of Transportation and Environmental Services Mobility Services Division – Parking Planner 421 King Street, Suite 235 Alexandria, VA 22314	Email: max.devilliers@alexandriava.gov Phone: (703) 746-4245



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:
 ___ to have **LOADING ZONE DURING BUSINESS HOURS 8a-4p Mon-Fri** added to the Montgomery side ___
 ___ street of 801 North building from the dumpster enclosure to the end of Montgomery Street _____

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners'/ condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Kimberly Rienecke	SUPPORT	<i>Kimberly Rienecke</i> DocuSigned by: 41BF5EC7CCCA402	1/30/2025	owner	
PHILIP LOPRINZI	SUPPORT	<i>PHILIP LOPRINZI</i> DocuSigned by: 4F860286629489	1/31/2025	owner	
Bruce Louie	SUPPORT	<i>Bruce Louie</i> DocuSigned by: 8E58D4C980144A8	1/30/2025	owner	
Kim Dixon	SUPPORT	<i>Kim Dixon</i> DocuSigned by: 5E8D1D38CF884B1	1/30/2025	owner	
Brian Tringali	SUPPORT	<i>Brian Tringali</i> DocuSigned by: CB158BF8F254471	1/31/2025	OWNER	
Michelle Jackson	support	<i>Michelle Jackson</i> Signed by: C7AD84E1B2AD474	1-30-2025	OWNER	
Sheila Yahyazadeh	SUPPORT	<i>Sheila Yahyazadeh</i> DocuSigned by: 70096232E9114B0	1/30/2025	OWNER	
Hugh Fuller	SUPPORT	<i>Hugh Fuller</i> Signed by: E78C0D08A4497	1/30/2025	owner	
Laura Benton	SUPPORT	<i>Laura Benton</i> DocuSigned by: E78C0D08A4497	1/30/2025	OWNER	
Virginia Metallo	SUPPORT	<i>Virginia Metallo</i> DocuSigned by: 57411631969F493	1/30/2025	owner	
Caroline Tringali	SUPPORT	<i>Caroline Tringali</i> Signed by: BD2AEC581007456	1/30/2025	OWNER	



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:
 ___ to have **LOADING ZONE DURING BUSINESS HOURS 8a-4p Mon-Fri** added to the Montgomery side ___
 ___ street of 801 North building from the dumpster enclosure to the end of Montgomery Street _____

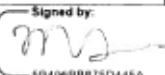
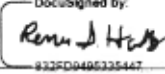
(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners' / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Zongmin Li	SUPPORT	<small>DocuSigned by:</small> Zongmin Li 1/30/2025	1/30/2025	OWNER	
John Bruce	SUPPORT	<small>DocuSigned by:</small> John Bruce 1/30/2025	1/30/2025	OWNER	
Kris Avedon	SUPPORT	<small>DocuSigned by:</small> Kris Avedon 1/30/2025	1/30/2025	OWNER	
Mike Huang	SUPPORT	<small>Signed by:</small> Mike Huang 1/30/2025	1/30/2025	OWNER	
Teresa Butler	SUPPORT	<small>DocuSigned by:</small> Teresa Butler 2/3/2025	2/3/2025	OWNER	
Joellen Pisarczyk	SUPPORT	<small>DocuSigned by:</small> Joellen Pisarczyk 2/1/2025	2/1/2025	OWNER	
Elizabeth Wozoski	SUPPORT	<small>Signed by:</small> Elizabeth Wozoski 1/31/2025	1/31/2025	OWNER	
Sara Greene	SUPPORT	<small>DocuSigned by:</small> Sara Greene 1/31/2025	1/31/2025	OWNER	
Ivor Bloom	SUPPORT	<small>DocuSigned by:</small> Ivor Bloom 1/31/2025	1/31/2025	OWNER	
Sarah Chamberlin	SUPPORT	<small>DocuSigned by:</small> Sarah Chamberlin 1/16/2025	1/16/2025	occupant	
Julia Malloy	SUPPORT	<small>Signed by:</small> Julia Malloy 2/7/2025	2/7/2025	OWNER	



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:
 ___ to have **LOADING ZONE DURING BUSINESS HOURS 8a-4p Mon-Fri** added to the Montgomery side ___
 ___ street of 801 North building from the dumpster enclosure to the end of Montgomery Street _____

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners'/ condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
JoAnn Lafon support email approval attached owner					
Ning Han	SUPPORT	 Signed by: 2/14/2025		owner	
Renee Handley	support	 DocuSigned by: 2/17/2025		owner	
<p>Re: Petition for new Signage - 801 North</p> <p>JoAnn Lafon <jlafon1934@gmail.com> To: Melissa Gladden Fri 2/14/2025 8:17 AM</p> <p>The sender (jlafon1934@gmail.com) is from outside your organization.</p> <p>Start your reply all with: <input type="button" value="No worries!"/> <input type="button" value="No need to apologize"/> <input type="button" value="No worries! Thank you!"/> <input type="button" value="Feedback"/></p> <p>Warning: This message has been flagged for containing suspicious keywords or content. Please use extreme caution when clicking links or opening attachments. When in doubt, contact the Service Desk.</p> <p>Caution: [EXTERNAL EMAIL] This email originated from outside the company.</p> <p>Absolutely I do agree with you. Sorry I didn't sign the petition. Sent from my iPhone</p> <p>On Feb 14, 2025, at 6:00 AM, Melissa Gladden <mjgladden@scs-management.com> wrote:</p> <p>Greetings You were recently sent a DocuSign on a petition that we are doing to try and update the signs around our building to allow for more parking for our residents and their visitors. Please see attached. We will be sending the petition to the City by end of the month and just in case you did not see the TS post or the DocuSign, I wanted to give you the opportunity to utilize your voice in making our building around the building better. Please let me know if you wish to contribute your signature to this.</p>					



Petition for Adding, Modifying, or Removing Residential Permit Parking Signage in an Existing District

Block Contact: Melissa Gladden

Address: c/o Associa/SCS, POB 221350, Chantilly, VA 20153

Telephone: 703-631-2003 Email: mgladden@scs-management.com

District: City of Alexandria

Proposed Change (Select one)

Add new signage Modify existing signage Remove existing signage

Block (e.g. the 100 block of Main Street):

Montgomery Street (second half of block below parking structure for 801North bldg)

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

None at this time

Proposed Restrictions (Select an option on each line):

Other Request – Sign that states Loading Zone 8a-5p Mon-Fri for the area on Montgomery street (on the 801 North side) just AFTER the entrance to the upper parking deck entrance (schematic attchd)

- 8AM-5PM 8AM-11PM 8AM-2AM (next day)*
- Monday-Friday Monday-Saturday
- No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72


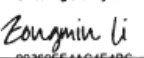

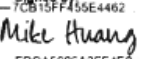
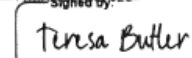
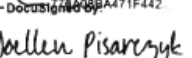
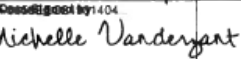
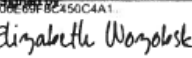
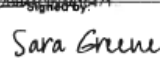
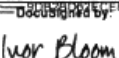
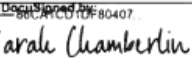

Submit Completed Petition to:
 Mail: Department of Transportation and Environmental Services
 Mobility Services Division – Parking Planner
 421 King Street, Suite 235
 Alexandria, VA 22314
 Email: max.devilliers@alexandriava.gov
 Phone: (703) 746-4245

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number City of Alexander. To add 2 hr [parking UNLESS parking pass – location **Fairfax Street/Montgomery Street //** (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Kimberly Rienecke	<small>DocuSigned by:</small> Kimberly Rienecke	UNIT 217		1/30/2025
PHILIP LOPRINZI	<small>DocuSigned by:</small> PHILIP LOPRINZI	UNIT 322		1/31/2025
Brian Tringali	<small>Signed by:</small> Brian Tringali	UNIT 311		1/31/2025
Bruce Louie	<small>DocuSigned by:</small> Bruce Louie	Unit 219		1-31-2025
Kim Dixon	<small>DocuSigned by:</small> Kim Dixon	Unit 219		1-31-2025
Michelle Jackson	<small>Signed by:</small> Michelle Jackson	220		1/30/2025
Sheila Yahyazadeh	<small>DocuSigned by:</small> Sheila Yahyazadeh	418		1-30-2024
Hugh Fuller	<small>Signed by:</small> Hugh Fuller	131		1/30/2025
Laura Benton	<small>DocuSigned by:</small> Laura Benton	421		1/30/2025
Virginia Metallo	<small>DocuSigned by:</small> Virginia Metallo	209		1/30/2025
Caroline Tringali	<small>Signed by:</small> Caroline Tringali	312		1/30/2025

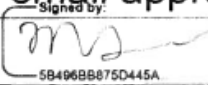
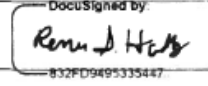

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number City of Alexander. To add 2 hr [parking UNLESS parking pass – location **Fairfax Street/Montgomery Street //** (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
John Bruce		409		1/30/2025
Zongmin Li		409		1/30/2025
Kris Avedon				1/30/2025
Mike Huang		Unit 415		1/30/2025
Teresa Butler		414		2/3/2025
Joellen Pisarczyk		314		2/1/2025
Michelle Vanderzant		220		1/31/2025
Elizabeth Wozobski		417		1/31/2025
Sara Greene		Unit 422		1/31/2025
Ivor Bloom		313		1/31/2025
Sarah Chamberlin		Unit 137		2/6/2025
Julia Malloy		413		2/7/2025

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number City of Alexander. To add 2 hr [parking UNLESS parking pass – location **Fairfax Street/Montgomery Street //** (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
JoAnn Lafon		email approval attached	unit 412	2-14-25
Ning Han		unit 133		2/14/2025
Renee Handley		unit 222		2/17/2025

Re: Petition for new Signage - 801 North



Joann Lafon <jlafon1934@gmail.com>
To: Melissa Gladden

Reply Reply All Forward Feb 14/2025 9:17 AM

This sender jlafon1934@gmail.com is from outside your organization.

Start your reply all with:

Warning: This message has been flagged for containing suspicious keywords or content. Please use extreme caution when clicking links or opening attachments. When in doubt, contact the Service Desk.

Caution: [EXTERNAL EMAIL] This email originated from outside the company.

Absolutely I do agree with you. Sorry I didn't sign the petition.
Sent from my iPhone

On Feb 14, 2025, at 6:00 AM, Melissa Gladden <mgladden@scs-management.com> wrote:

Greetings You were recently sent a DocuSign on a petition that we are doing to try and update the signs around our building to allow for more parking for our residents and their visitors. Please see attached. We will be sending the petition to the City by end of the month and just in case you did not see the TS post or the DocuSign, I wanted to give you the opportunity to utilize your voice in making our parking around the building better. Please let me know if you wish to contribute your signature to this