



CITY OF FREDERICKSBURG, VIRGINIA
CITY COUNCIL
MINUTES
Council Chambers, 715 Princess Anne Street
Fredericksburg, Virginia 22401

ITEM #9A

HON. MARY KATHERINE GREENLAW, MAYOR
HON. WILLIAM C. WITHERS, JR., VICE -MAYOR, WARD TWO
HON. KERRY P. DEVINE, AT-LARGE
HON. MATTHEW J. KELLY, AT-LARGE
HON. JASON N. GRAHAM, WARD ONE
HON. DR. TIMOTHY P. DUFFY, WARD THREE
HON. CHARLIE L. FRYE, JR., WARD FOUR

Council Work Session
October 8, 2019

School Working Group Discussion
Planning Issues

The Council of the City of Fredericksburg, Virginia held a work session on Tuesday, October 8, 2019, beginning at 6:00 p.m. in the City Hall, Executive Suite.

Council Present. Mayor Mary Katherine Greenlaw Presiding. Vice-Mayor William C. Withers, Jr., Councilors Kerry P. Devine, Timothy P. Duffy, Charlie L. Frye, Jr. (6:17) Jason N. Graham and Matthew J. Kelly.

Also Present. City Manager Timothy J. Baroody, Assistant City Manager Mark Whitley, Assistant City Manager Doug Fawcett, City Attorney Kathleen A. Dooley, Chief David Nye, Community Planning and Building Services Director Charles Johnston, Business Development Manager Angela Freeman, Transportation Administrator Erik Nelson, Public Information Officer Sonya Cantu and Clerk of Council Tonya B. Lacey.

Downtown Pedestrian and Vehicular Traffic Safety Measures – Current and Potential. Staff presented a PowerPoint which discussed the current downtown environment, enforcement issues, potential future actions, and the role of everyone in improving safety. (See Attachment I for more information.)

City Attorney Dooley explained the proposed amendments to the “pedestrian in roadway” code section. The purpose for this section was to facilitate normal flow of traffic on public streets and highways and to promote the safety and convenience of motorists and pedestrians on public streets. Ms. Dooley also discussed its impact on speech activities. (See Attachment II for more information.)

Councilor Graham said he would like to see greater enforcement for yielding to pedestrians. He also asked for clarification on when the speed tables would be completed at Sophia and the Riverfront Park. Mr. Fawcett said the plan was to resurface Sophia Street and install them at that

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time. Councilor Graham asked if there was any way not to do the speed tables because they could be hard for kids to get around and Mr. Fawcett said he would take that into consideration. Councilor Graham said he was in support of staff's recommendation of no red light cameras.

Councilor Duffy asked what the ideas were to promote pedestrian/vehicle safe behaviors. Chief Nye said they did a "Feet First" promotion which emphasized people walking. Mr. Fawcett said they would work on the education piece.

Councilor Graham asked if there was any interest in the 3D crosswalks and Mr. Fawcett said they were not consistent with the Manual on Uniform Traffic Control Devices (MUTCD).

Parking Actions Related to Start of Riverfront Park Construction. Mr. Fawcett explained that the Executive Plaza lot would convert to public parking (approximately 39 spaces). He addressed the mud which was coming from a lot that was not actually a lot but people have been using it. He said it would be lost because it is a part of the Riverfront Park. Mr. Fawcett said there is parking along the front of Riverfront Park was all parking and it was very lightly used. He said they would be extending the parking in the garage from three free hours to four hours free.

Mr. Baroody said that would give approximately 72 parking space.

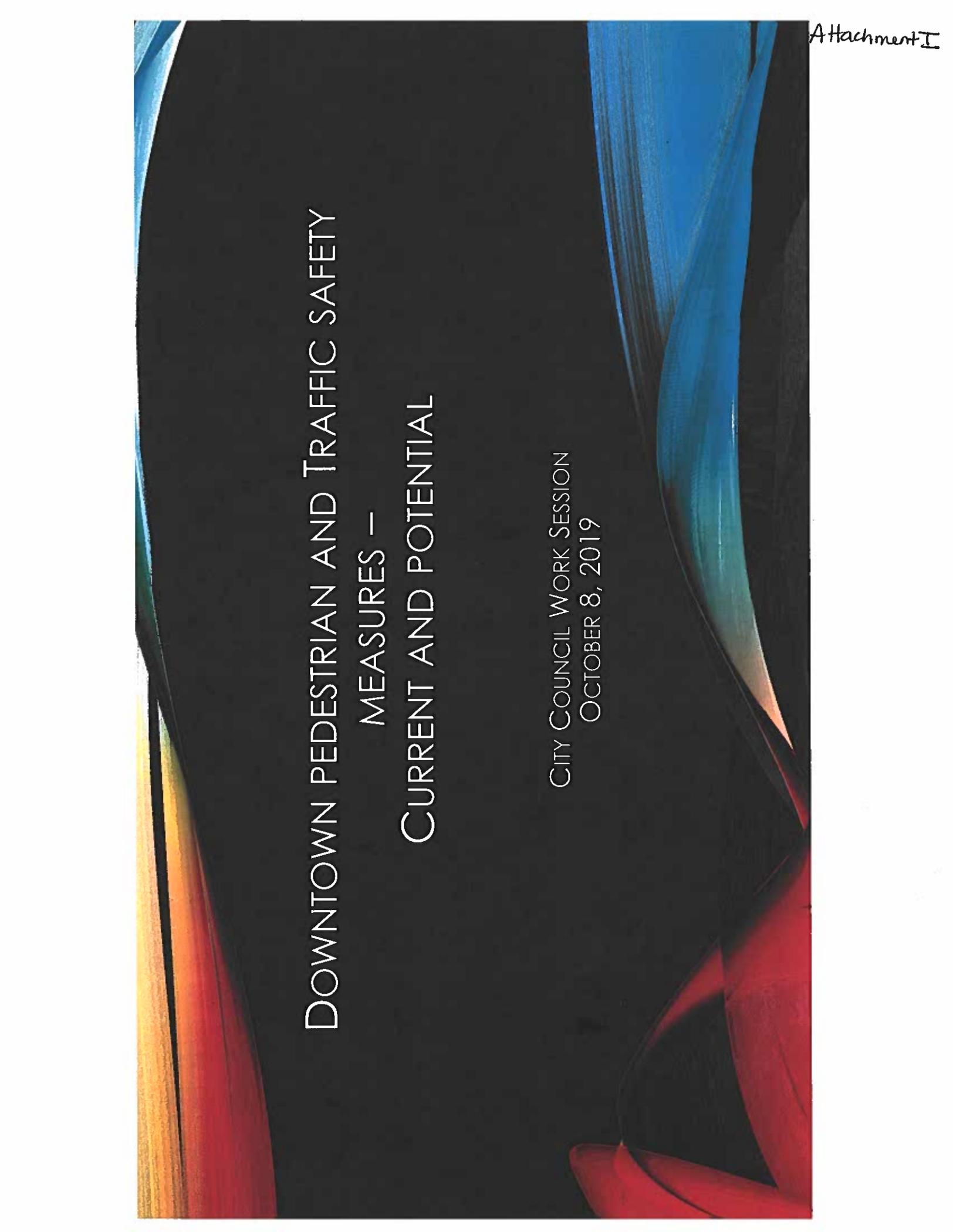
Councilor Kelly was concerned that there would be an issue with parking on the weekends and as the Chatham Bridge work begins. Mr. Fawcett explained that there may be some that will have to move into the parking garage and that was the reason for extending the hours of free parking from three hours to four hours.

Mr. Baroody said they would be talking with Main Street to try and find a good balance.

Councilor Duffy asked if this could be sent to the Parking Advisory group to take a look at it.

Adjournment. There being no further business to come before the Council at this time. Mayor Greenlaw declared the session officially adjourned at 7:08 p.m.

Tonya B. Lacey
Clerk of Council
City of Fredericksburg



DOWNTOWN PEDESTRIAN AND TRAFFIC SAFETY
MEASURES –
CURRENT AND POTENTIAL

CITY COUNCIL WORK SESSION
OCTOBER 8, 2019



THIS PRESENTATION

- Current Downtown Environment
- Enforcement Issues
- Potential Future Actions
- The Role Everyone Can Play in Improving Safety
- Questions and Comments

PEDESTRIAN SAFETY DOWNTOWN - GENERAL

- Downtown's Walk Score is an impressive **91** (of a possible 100)

Walk Score	Bike Score
90-100	Biker's Paradise – daily errands can be accomplished on a bike

- The City's Overall Walk Score is **45**.

Walk Score	Bike Score
25-49	Somewhat Bikeable – minimal bike infrastructure

Source: Walk Score

SIGN STANDARDIZATION

-FAR LEFT / NEAR RIGHT ONE WAY SIGNS

-SPEED LIMIT SIGNAGE

-OBJECT MARKER SIGNAGE

Manual on Uniform
Traffic Control Devices
For Streets and Highways

2009 Edition

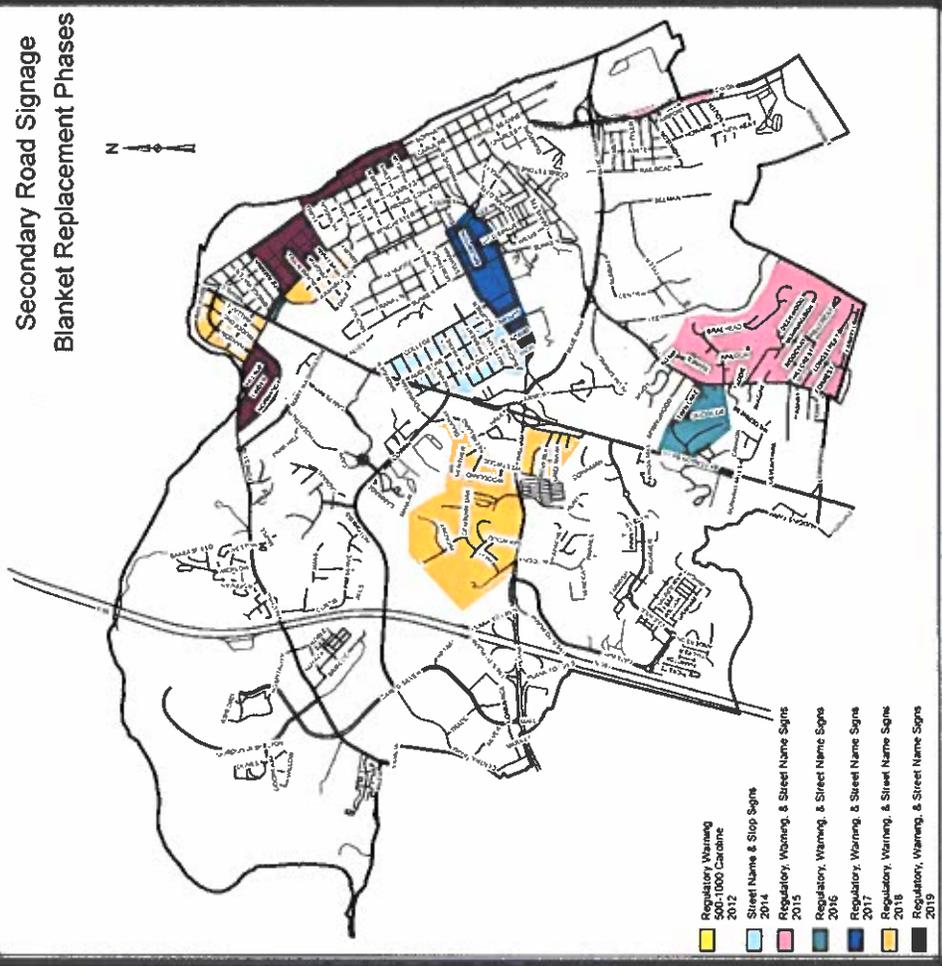
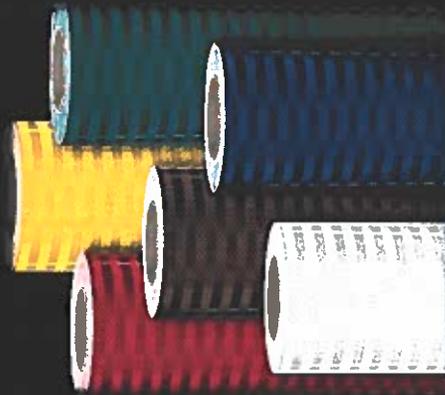


HIGH INTENSITY PRISMATIC (HIP) SIGN UPGRADES

REGULATORY SIGNS

WARNING SIGNS

STREET NAME SIGNS



RADAR FEEDBACK SIGNS

Radar speed signs are an **effective and affordable** tool to slow drivers down.

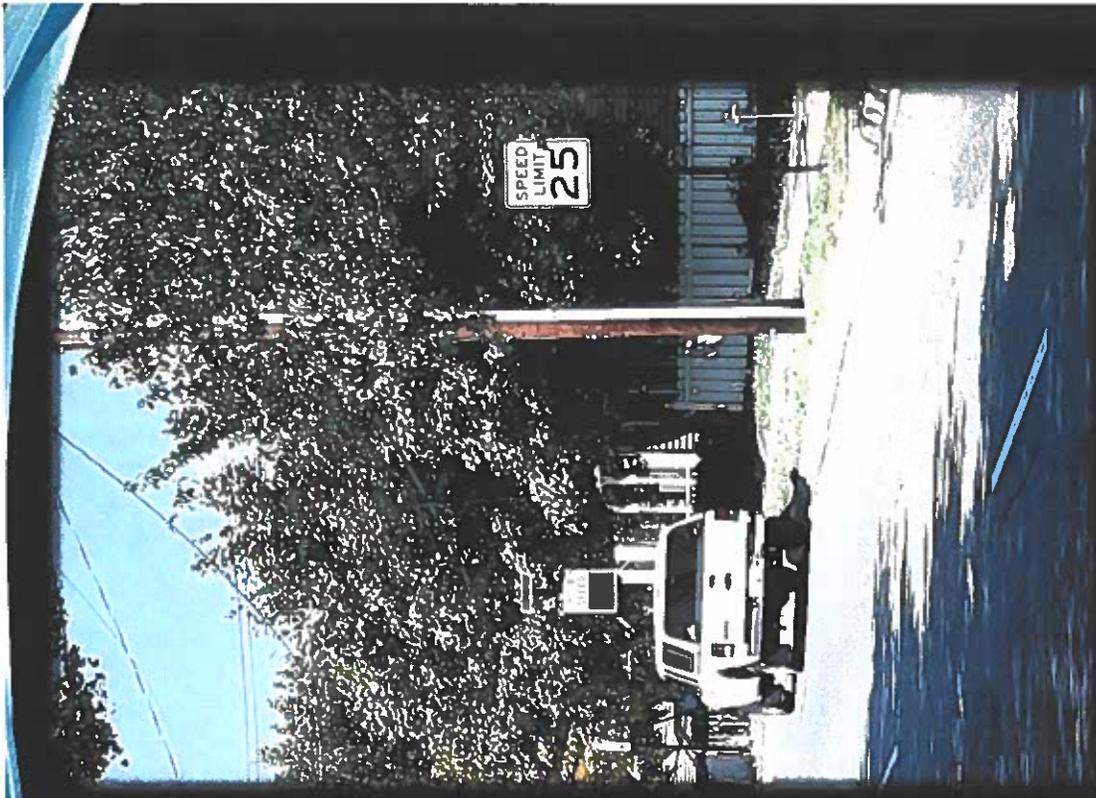
Studies have shown radar signs produce **10-20% reductions in average roadway speeds**, along with an increase in compliance with the posted speed limit.



RADAR FEEDBACK SIGNS

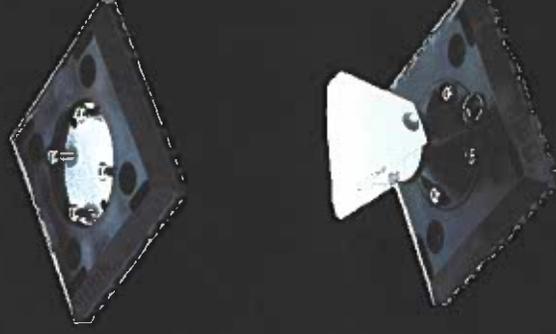
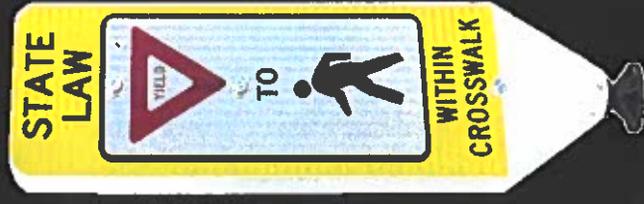
LOCATIONS

- 1407 Caroline St
- 1900 Washington Ave
- 921 William St



IN-STREET PEDESTRIAN CROSSWALK SIGNS

Alert motorists to local laws concerning yielding to or stopping for pedestrians in crosswalks ideal for mid-block crosswalk identification.



IN-STREET PEDESTRIAN CROSSWALK SIGNS

IN-STREET YIELD SIGN LOCATIONS

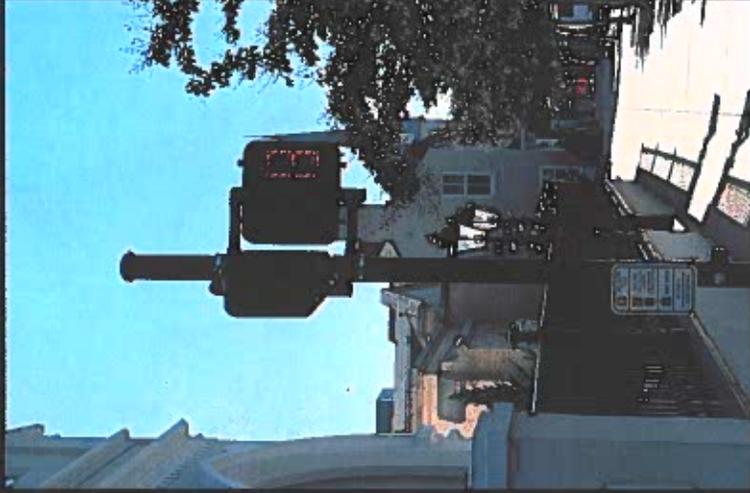
- Amelia St @ Charles St
- Caroline St @ Wolfe St
- Caroline St @ Charlotte St
- Caroline St @ Hanover St
- Caroline St @ Lewis St
- Caroline St @ Germania St
- Caroline St @ Pitt St
- College Ave @ Payne St
- Fall Hill Ave/Canal St @ Rappahannock Canal path
- Fall Hill Ave @ Hunter St
- Fall Hill Ave @ Germania St/ Washington Ave
- Fall Hill Ave @ Linden Ave
- Princess Anne St @ Hanover St
- Princess Anne St @ Charlotte St
- Princess Anne St @ Wolfe St
- Princess Anne St @ Hunter St
- Stafford Ave @ Brent St
- Washington Ave @ Rappahannock Canal path
- William St @ Charles St
- Hanover @ Kenmore
- Airport Ave



NEW TRAFFIC SIGNALS



- Amelia Street/Caroline Street
- Amelia Street/Princess Anne Street
- Amelia Street/Prince Edward Street
- Lafayette Boulevard/Princess Anne Street
- Lafayette Boulevard/Caroline Street

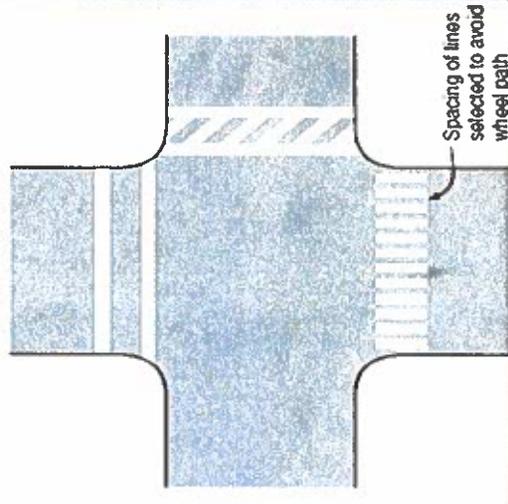


CONTINENTAL STYLE CROSSWALKS

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to intersections.

Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by traffic signals or STOP signs.

Figure 3B-19. Examples of Crosswalk Markings



CONTINENTAL STYLE CROSSWALKS



DOWNTOWN LOCATIONS

- Prince Edward St @ Amelia St
- Prince Edward St @ William St
- Prince Edward St @ George St
- Charles St @ Amelia St
- Charles St @ William St
- Princess Anne St @ Amelia St
- Princess Anne St @ William St
- Princess Anne St @ George St
- Princess Anne St @ Hanover St
- Princess Anne St @ Charlotte St
- Princess Anne St @ Wolfe St
- Princess Anne St @ Lafayette Blvd
- Caroline St @ Amelia St
- Caroline St @ William St
- Caroline St @ George St
- Caroline St @ Hanover St
- Caroline St @ Charlotte St
- Caroline St @ Wolfe St
- Caroline St @ Lafayette Blvd



TRAFFIC CALMING

CURB EXTENSIONS / "BUMP OUTS"

Extend the sidewalk or curb line out into the parking lane, reducing the effective street width.

Curb extensions significantly improve pedestrian crossings by:

- reducing the pedestrian crossing distance (and thus, the time pedestrians are in the street); and
- improving the ability of pedestrians and motorists to see each other.



SIGNALIZED PEDESTRIAN LPI CROSSWALKS



LEADING PEDESTRIAN INTERVAL

An LPI gives pedestrians an **advance walk signal** before motorists get a green signal, giving the pedestrian several seconds to start crossing before a concurrent signal is provided to vehicles.

This makes **pedestrians more visible to motorists** and motorists more likely to yield to them.

SPEED TABLES & RAISED PEDESTRIAN WALKWAYS

TRAFFIC CALMING RAISED PAVEMENT LOCATIONS

- 1400 Bik Airport Ave
- 1700 Bik Airport Ave
- 1800 Bik Airport Ave
- Charles St @ Hanson Ave
- Wellford St @ Hanson Ave
- Woodford St @ Hanson Ave
- Washington Ave @ Canal Path



Speed tables are **midblock traffic calming devices** that raise the entire wheelbase of a vehicle to reduce its traffic speed.

Speed tables are **longer than speed humps and flat-topped.**

ADDITIONAL IMPROVEMENTS

COMPLETED
APRIL 19, 2019



CAROLINE ST @ HERNDON ST



- Additional Pedestrian Crossing marked in thermoplastic.
- Remarkered Yellow and White Gore in thermoplastic.
- Installed Yield to Pedestrians signage.
- Trimmed trees for sight distance visibility.

ADDITIONAL IMPROVEMENTS

COMPLETED
AUGUST 28, 2019

CAROLINE STREET @ PITT STREET

Additional pedestrian crossing marked in thermoplastic.

Installed additional STOP sign on left.

Trimmed trees for sight distance visibility.



RECENT IMPROVEMENTS

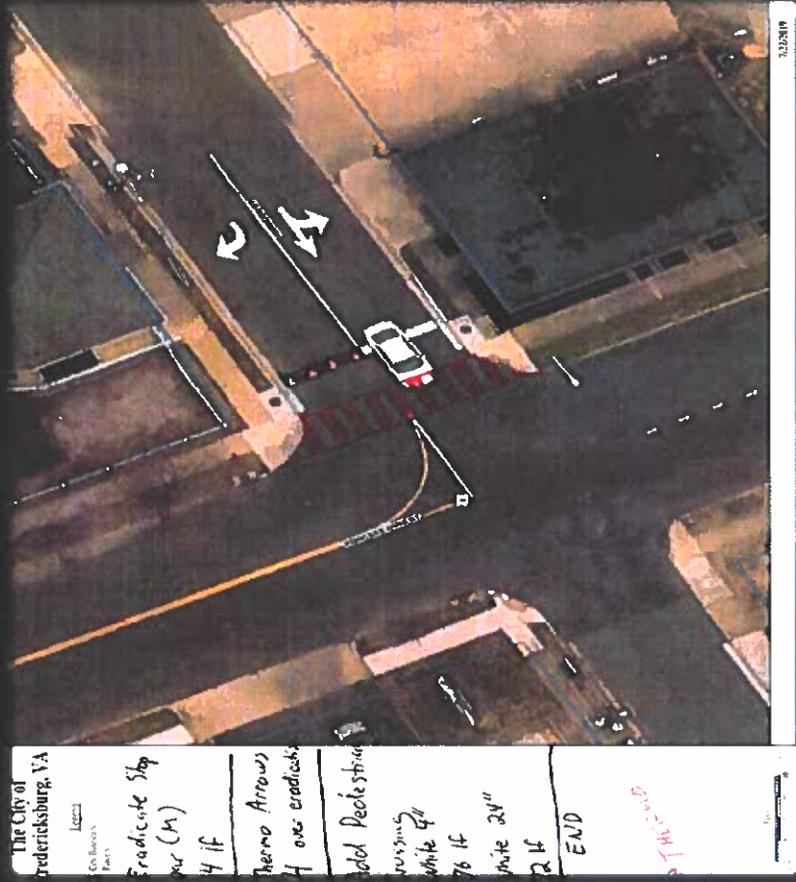
COMPLETED SEPTEMBER 23, 2019

PRINCESS ANNE STREET @ HERNDON STREET

Eradicated right lane stop bar.

Added Pedestrian Crossing and Yield triangles marked in thermoplastic.

Installed Yield to Pedestrians sign.



CONNECTED CITY INITIATIVE

TRAVEL SAFELY MOBILE APP & CONNECTED VEHICLE EQUIPMENT PILOT DEMO



Making cities smarter
The Glance Smart City Supervisory System™ allows cities to manage all their traffic and ITS assets under one, easy-to-use web-based application.

Connect and monitor all your devices

- Simple to deploy and easy to maintain. Glance allows for low friction delivery and connection of your ITS devices
- Reduce downtime and improve response times by knowing the location and status of each unit before sending service personnel
- Self-configuring communications alleviate the need for costly and time-consuming manual configuration
- Instant status change notifications are delivered via SMS/Email when exception events occur so you are aware of any changes to the network

Gain unparalleled insight to your traffic systems with Glance.



The Glance Smart City Supervisory System automatically connects all your ITS devices into a single, easy-to-use application that is accessible in the cloud or on-premise.



Intersections

Monitor and control all your traffic intersection camera equipment. Information includes ACC power, battery back up, camera flash, stop time, door switcher, fan status and more.



Pedestrian Safety

Early view and control of school bus stop signs. Glance provides a network of knowledge that makes your roads safer for motorists, cyclists and pedestrians.



Preemption

Provides green lights to emergency vehicles using the latest GPS, Cellular and Radio technologies. Utilize adaptive preemption to ensure your emergency vehicles always receive green lights.



ITS Management

Glance enables the control of dynamic message signs, portable signs, overhead detection systems, wrong way detection, warning signals and many more.



Mobile

Track vehicles in real-time and play back events to see how events responded. Glance provides dynamic information overlays that draw maps of the current roadway conditions.



Parking

Glance provides parking solutions to cities and parking facilities. The system displays real-time parking information from facilities onto electronic signs throughout your city.

Bring smart city technology directly to your citizens

Extend smart city technology to your citizens with Glance Travelsafely. The app combines Smart City solutions with advances in Connected Vehicle technology to create a network of knowledge that makes your roads safer for motorists, cyclists and pedestrians.



Partner with Applied Information and let our team of experts connect your organization to your transportation system can save lives, improve efficiencies and drive COMMUNITY.



Traffic Summons Report

Dates	Speeding violations	Red Light violations	Other	Total
October – December 2016	285	72	527	884
January – March 2017	236	52	650	938
April – June 2017	328	46	663	1037
July – September 2017	255	66	586	907
Total:	1104	236	2426	3766
Dates	Speeding violations	Red Light violations	Other	Total
October – December 2017	486	73	766	1325
January – March 2018	647	95	889	1631
April – June 2018	621	82	794	1497
July – September 2018	376	55	679	1110
Total:	2130	305	3128	5563
Dates	Speeding violations	Red Light violations	Other	Total
October – December 2018	384	73	814	1271
January – March 2019	537	115	1212	1864
April 2019 – June 2019	597	118	1075	1790
July – September 2019	584	156	1207	1947
Total:	2102	462	4308	6872

Downtown Traffic Safety Detail

September 2019

Violations	How many?
Drive Suspended	2
DUI	1
Expired Inspection	10
Expired OLN (Drivers License)	1
Expired State Registration	9
Fail to Carry Registration	1
Fail to Obey Highway Sign	22
Fail to Obey Traffic Signal	2
Fail to Signal Lane Change	5
Fail to Yield Right of Way	1
Fail to Yield to a Pedestrian	1
Failure to Carry a License	5
Improper Right Turn	1
No Insurance	1
No Registration	2
Red Light	5
Seatbelt	2
Speeding	13
Stop Sign	56

Total Violations

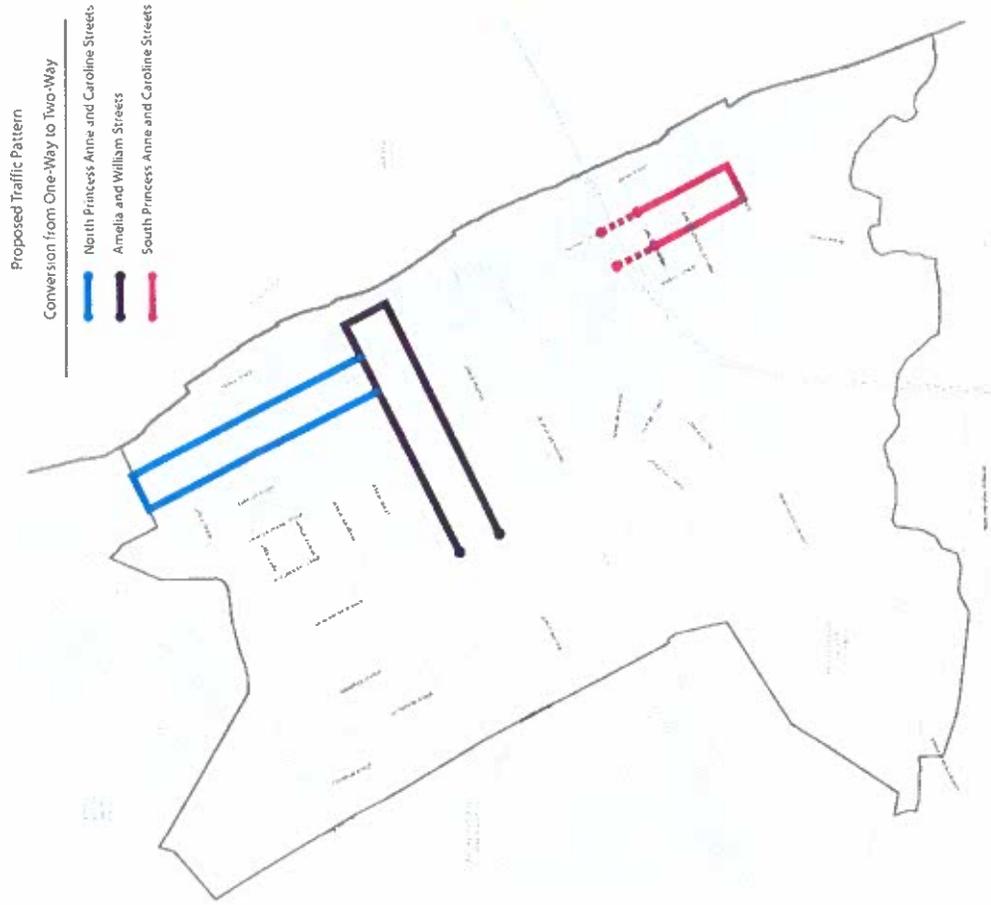
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DOWNTOWN PEDESTRIAN SAFETY/TRAFFIC MANAGEMENT PLAN

- Identify the impacts to changing traffic patterns on Downtown streets
- Develop appropriate solutions
- Evaluate additional traffic calming practices
- Evaluate additional bicycle route and pedestrian improvements

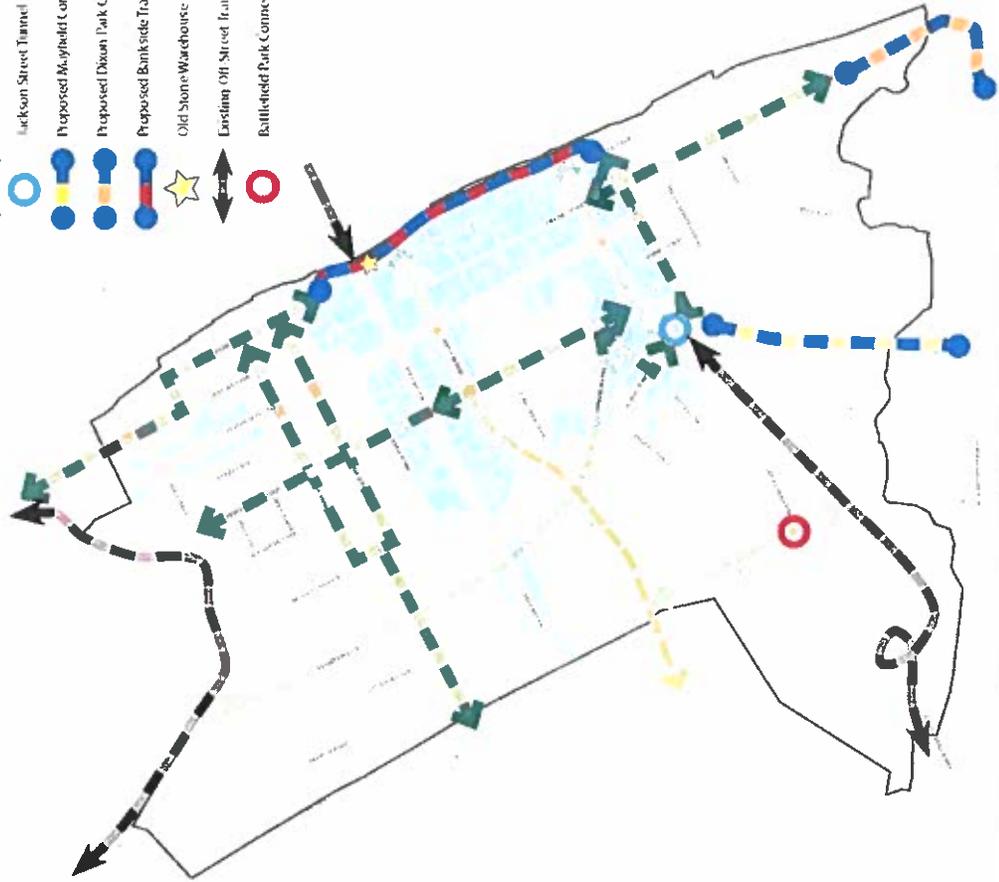
CONVERT ONE-WAY TO TWO-WAY TRAFFIC



EXPAND BICYCLE CORRIDORS

Bicycle Corridor Legend:

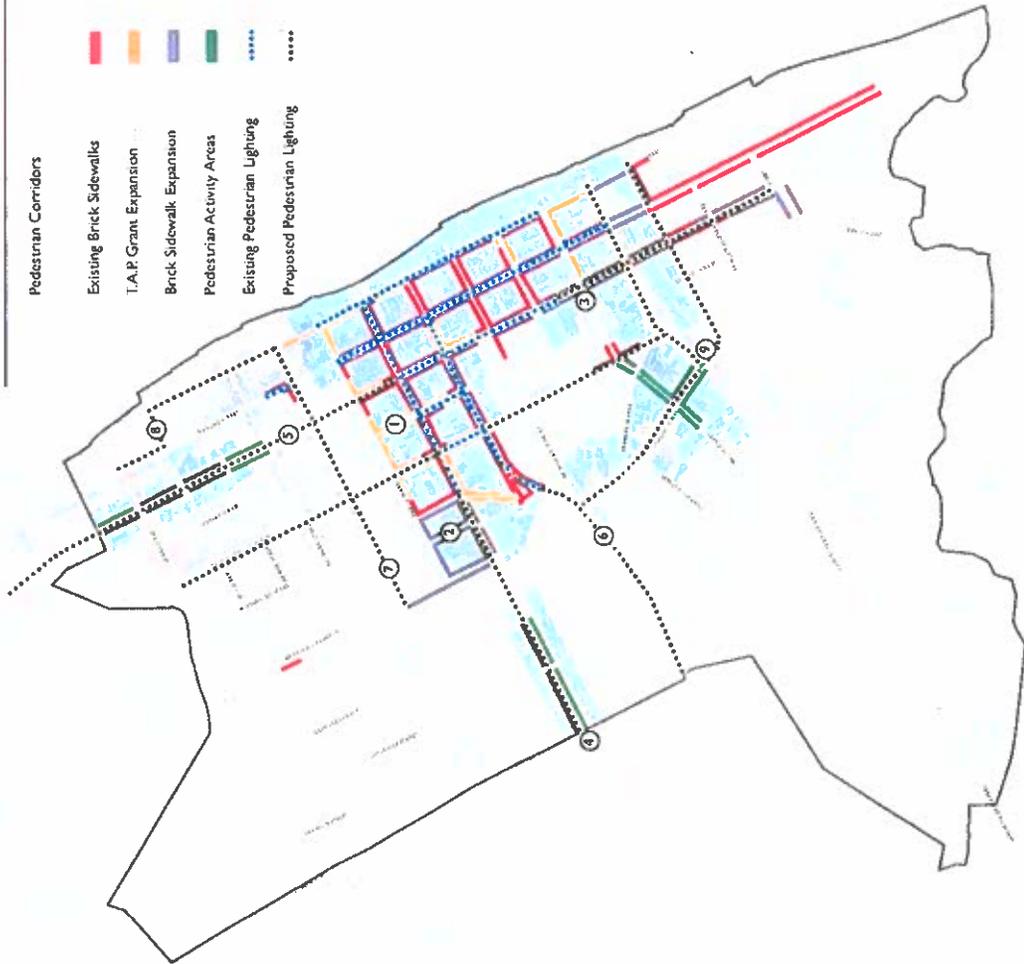
- Planned Shared Roadways
- Bicycle Boulevard Expansion
- Jackson Street Tunnel
- Proposed Mayfield Connector
- Proposed Dixon Park Connector
- Proposed Bankside Trail
- Old Stone Warehouse
- Existing Off Street Trails
- Battlefield Park Connector



UPGRADE PEDESTRIAN CORRIDORS

Walkability Legend:

- Pedestrian Corridors
- Existing Brick Sidewalks
- T.A.P. Grant Expansion
- Brick Sidewalk Expansion
- Pedestrian Activity Areas
- Existing Pedestrian Lighting
- Proposed Pedestrian Lighting





POTENTIAL FUTURE IMPROVEMENTS

- Pedestrian improvements at Princess Anne and George Streets
- Speed tables on Sophia Street at Riverfront Park
- Reduce speed limit on Caroline Street
 - To 20 MPH in central business district
 - To 25 MPH (Herndon Street to Amaret Street)
- Pedestrian improvements associated with Lafayette Boulevard roundabout at Kenmore and Charles Streets.

□ RED LIGHT CAMERA ENFORCEMENT

BY STATE LAW, FREDERICKSBURG:

COULD HAVE CAMERAS AT **TWO** INTERSECTIONS.

WOULD HAVE TO JUSTIFY SELECTION OF THE INTERSECTIONS FOR INSTALLATION OF CAMERAS.

RED LIGHT CAMERA ENFORCEMENT, ALTHOUGH SUPPORTED BY MANY, HAS BECOME **CONTROVERSIAL** IN RECENT YEARS. (AT LEAST FIFTEEN STATES HAVE OUTLAWED THEIR USE.)

STAFF DOES NOT RECOMMEND PURSUING THIS OPTION AT THIS TIME.



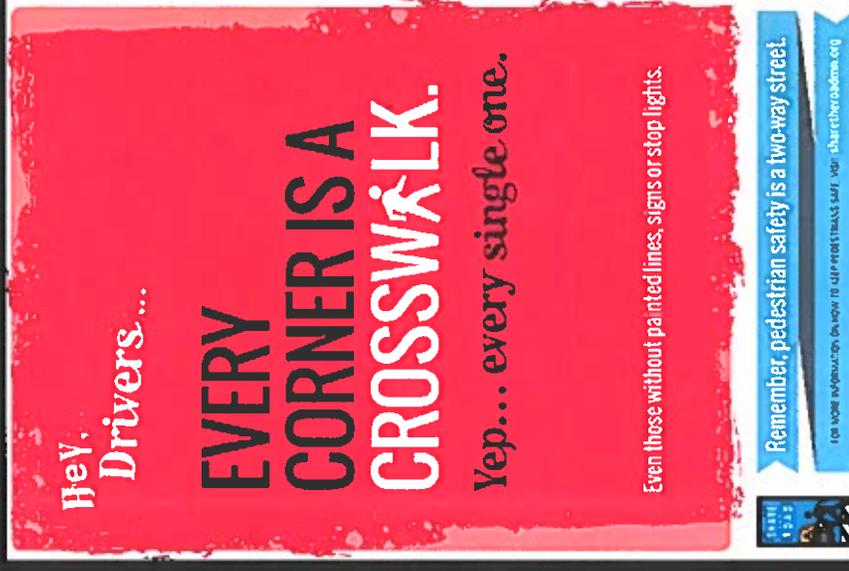
AMENDMENT TO CITY CODE – STANDING IN THE ROADWAY

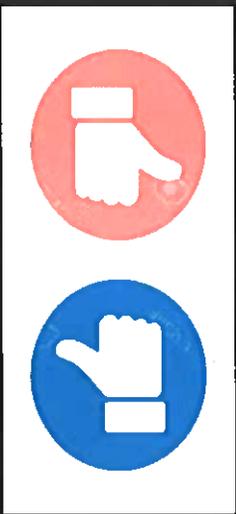
Ordinance is scheduled
for first reading later
this evening.



THE ROLE EVERYONE CAN PLAY IN IMPROVING SAFETY

- **Drivers**
 - Be on high alert in heavy pedestrian areas
 - **Yield** to pedestrians in crosswalks (**It's the law!**)
- **Pedestrians**
 - **Cross only at crosswalks** (or at nearest intersection if no crosswalk nearby)
 - Never enter the travel lane from between parked cars
 - **Do not assume** a driver has seen you; **Make eye contact** with the driver before entering the travel lane
 - Be a "**Defensive Walker**"





??????????





MEMORANDUM

TO: City Council

FROM: Kathleen Dooley, City Attorney
David W. Nye, Chief of Police

DATE: September 30, 2019

RE: Proposed amendments to City Code §66-56

Issue:

Shall City Council amend City Code §66-56, "Pedestrians in roadway," to repeal the prohibition against standing, sitting, or laying within three feet of the public roadway shoulder?

Recommendation:

Yes. Council may narrow the reach of this ordinance and still accomplish the purpose of the ordinance, which is to facilitate the normal flow of traffic on public streets and highways and to promote the safety and convenience of motorists and pedestrians on the public streets. The existing prohibition reaches many places where people may safely stand, sit, or lay. Because the ordinance regulates speech activities, it is very important to narrow the scope of the ordinance to better fit the public interests that it promotes.

Background:

• **The purpose of the ordinance and its impact on speech activities:**

The purpose of City Code §66-56 is to facilitate the normal flow of traffic on public streets and highways and to promote the safety and convenience of motorists and pedestrians on the public streets. Generally speaking, this section prohibits people from standing, sitting, or laying in the public streets and public street medians in specific places where this activity would be dangerous to the pedestrian or would interfere with the normal flow of motor

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vehicle traffic. Those specific places are: (1) where the roadway has four or more travel lanes, including when those lanes are divided by a median; (2) where the roadway has a posted speed limit of 35 miles per hour or greater; (3) within 75 feet of any intersection that has a posted speed limit of 35 miles per hour or greater on one of the intersecting roadways, or within 75 feet of any intersection that is controlled by a traffic light. The ordinance provides exceptions to the prohibition, for pedestrians legally crossing the street, emergency personnel and public employees or contractors performing work, and persons occupying public rights of way under a special events permit.

The prohibition in City Code §66-56 currently applies to any place “within three feet of the public roadway shoulder.” The “roadway shoulder” is defined as “that part of a roadway between the portion regularly traveled by vehicular traffic and the lateral curbline or ditch.”¹ The “roadway” itself is “that portion of a highway improved, designed, or ordinarily used for vehicular travel.” Many public sidewalks throughout the City, for example, are located within three feet of the roadway shoulder. Standing or walking outside the roadway shoulder, even within three feet of the roadway shoulder, need not be prohibited.

- **Constitutional protections for speech activities:**

The ordinance is not a direct prohibition of speech as such. However, to the extent that a person may stand or sit in the regulated areas for the purpose of speaking – for example soliciting funds or donations, panhandling, promoting commercial activity, distributing pamphlets, or conveying a political message – that conduct is regulated or prohibited by the ordinance, and the ordinance is therefore subject to review under the First Amendment.

Public streets and sidewalks are “traditional public forums” – places which by long tradition have been devoted to public assembly and debate – where legal protections of speech are particularly strong, and where the rights of the government to limit speech are sharply circumscribed.

The government’s power to regulate speech in a traditional public forum is limited, though not foreclosed. A restriction on speech in a public forum will pass constitutional muster only if (1) it is content-neutral; (2) it is narrowly tailored to serve a significant governmental interest; and (3) it leaves open ample alternative channels for communication of the information. These regulations are generally considered “time, place, and manner”

¹ This definition is derived from Code of Virginia §46.2-100, the “Definitions” section of the Motor Vehicle code.

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restrictions, which typically are valid exercises of the police power (protection of public health, safety, and welfare) of the government. The element of “narrow tailoring” means that the regulation does not “burden substantially more speech than is necessary to further the government’s legitimate interests.” The regulation need not be the least restrictive or least intrusive means of serving the government’s interests, but it should not regulate expression in such a manner that a substantial portion of the burden on speech does not serve to advance the government’s legitimate goals.

- **Recommendation to narrow the scope of the ordinance:**

The ordinance as it currently stands is content-neutral but not as “narrowly tailored” as it should be. The proposed amendment will leave a robust prohibition that accomplishes the public purposes of the ordinance and also conforms to Constitutional protections for speech activities.

Fiscal Impact:

None.



October 8, 2019
Regular Meeting
Ordinance No. 19-__

MOTION:

SECOND:

RE: Amending City Code §66-56, "Pedestrians in Roadway" to Repeal the Prohibition Against Standing Within Three Feet of the Public Roadway Shoulder

ACTION: APPROVED: Ayes: 0; Nays: 0

FIRST READ: _____ **SECOND READ:** _____

Sec. I Introduction.

The purpose of City Code §66-56 is to facilitate the normal flow of traffic on public streets and highways and to promote the safety and convenience of motorists and pedestrians on the public streets. Generally speaking, this section prohibits people from standing, sitting, or laying in the public streets and public street medians in specific places where this activity would be dangerous to the pedestrian or would interfere with the normal flow of motor vehicle traffic. The section provides exceptions, including for pedestrians legally crossing the street, or persons occupying public rights of way under a special events permit.

The prohibition is not a direct prohibition of speech as such. However, to the extent that a person may stand or sit in the regulated areas for the purpose of speaking – for example soliciting funds or donations, panhandling, promoting commercial activity, distributing pamphlets, or conveying a political message – that conduct is regulated or prohibited by the ordinance, and the ordinance is therefore subject to review under the First Amendment.

The prohibition in City Code §66-56 currently applies to any place "within three feet of the public roadway shoulder," an area which includes some places where a person may safely stand. In adopting this ordinance, City Council intends to narrow the scope of the prohibition to meet the significant public interests of facilitating the normal flow of traffic on public roadways and the promotion of the safety and convenience of persons on the public streets and in other public places.

Sec. II. City Code amendment.

City Code §66-56 is hereby amended as follows:

Sec. 66-56. Pedestrians in roadway.

- A. Purpose. The purpose of this section is to facilitate the normal flow of traffic on public roadways and to promote the safety and convenience of persons on the public streets and in other public places.
- B. Definitions. For the purposes of this section, the following terms shall have the meanings indicated:

INTERSECTION

Shall have the same meaning as in Code of Virginia, § 46.2-100.

MOTOR VEHICLE

Shall have the same meaning as in Code of Virginia, § 46.2-100.

ROADWAY

That portion of a highway improved, designed, or ordinarily used for vehicular travel.

ROADWAY MEDIAN

A physical barrier or barriers or unpaved area that divides two or more roadways.

ROADWAY SHOULDER

That part of a roadway between the portion regularly traveled by vehicular traffic and the lateral curbline or ditch.

TRAFFIC LIGHT

A traffic control signal, intersection control beacon, or beacon as defined by the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

C. No person shall stand, sit, or lay in the public roadway, public roadway median, *or* public roadway shoulder, ~~or within three feet of the public roadway shoulder:~~

- (1) Where the roadway has four or more travel lanes, including when those lanes are divided by a median; *or*
- (2) Where the roadway has a posted speed limit of 35 miles per hour or greater; *or*
- (3) Within 75 feet of any intersection that has a posted speed limit of 35 miles per hour or greater on one of the intersecting roadways; *or*
- (4) Within 75 feet of any intersection that is controlled by a traffic light.

D. The prohibition in § 66-56C does not apply to:

- (1) Pedestrians legally crossing the street;
- (2) Emergency personnel and City, state, and federal employees and contractors when performing within the course of their duties;
- (3) Activities within the scope of a special event permit approved under Chapter 66, Article II, of the City Code.

(4) Emergency situations.

E. Penalties. Violation of this section shall constitute a misdemeanor punishable by 10 hours of community service. Any person convicted of a third or subsequent violation of this article is guilty of a misdemeanor punishable by confinement in jail for not more than 12 months and a fine of not less than \$250 or more than \$2,500, either or both. In lieu of the imposition of a fine and confinement in jail for a third or subsequent offense, the court may order the defendant to perform a mandatory minimum of 20 hours of community service.

Sec. III. Effective date.

This ordinance becomes effective immediately.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Approved as to form:

Kathleen Dooley, City Attorney

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Ordinance No. 19- duly adopted at a meeting of the City Council meeting held Date, 2019 at which a quorum was present and voted.

Tonya B. Lacey, CMC
Clerk of Council