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17 pages

Chik Fil A - Traffic and Parking News articles from across the nation

Kim S - Camom <CAmom2345@hotmail.com>

Mon, Dec 4, 2017 at 11:34 AM

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Hello again,

I thought I would help you in your internet searches of locating articles where Chik-Fil-A is not a good neighbor to the area residents and businesses that have to live with its overwhelming popularity that never seems to die down. Attached are just a smattering of the many many articles regarding the non-neighborly traffic and parking issues generated by Chik Fil A.








Park Village residents will have to live with your decisions for generations. Please do not allow fast food drive throughs on the location at Saratoga Road and El Dorado Hills boulevard. Park Village is a residential neighborhood just FEET away from this spot of land. There are only 60 parking spaces for 3 businesses, that is not going to cut it. NO TOURIST SERVING BUSINESSES OR RV ATTRACTING BUSINESS are to be considered for that location. This is a decision that has already been made, do not rescind it for any reason.

Thank you,

Kim Shultz

Sent from Outlook

7 attachments

-  **Chik - Bellvue.docx**
136K
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Chick-fil-A brings crowds, long traffic backups to Bellevue

Originally published May 1, 2015 at 8:15 pm Updated May 2, 2015 at 10:28 am

On Friday, cars line up to enter the drive-through lane and people on foot wait in line outside the Chick-fil-A restaurant in Bellevue, at 116th Avenue Northeast and Northeast Eighth Street. (Ellen M. Banner/The Seattle Times)

Fans of the new Chick-fil-A restaurant in Bellevue are creating backups onto I-405, overflowing into nearby parking lots and creating litter and grumpy neighbors. The city says the crush that started more than three weeks ago may not die down.

Share story

By

[Lynn Thompson](#)

Seattle Times staff reporter

The 100 people camped out in the parking lot the night before the state's first Chick-fil-A restaurant opened April 9 were apparently not a tipoff to Bellevue officials that they had a crowd problem on their hands.

The magnitude quickly became apparent the next day. Traffic backed up at nearby Northeast Eighth Street and 116th Avenue Northeast. It backed up onto exits from Interstate 405 — 30-minute-long backups, according to neighbors.

Eager for the signature crispy Southern-fried chicken sandwich on a soft white bun with two pickle slices, customers have overflowed the parking lot and left their cars at the Whole Foods kitty-corner across the intersection, at the corner Arco station, at the recreational marijuana store across the street.

"It's been absolutely nuts," said Alex Nguyen, assistant manager of Bel-Mar, the marijuana store.

Featured Video

[Seattle's Poem \(2:41\)](#)

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According to complaints to the city, customers have traipsed through beauty bark and ivy landscaping, darted across five-lane arterials and left their empty take-out boxes and bags strewn around the neighborhood.

“I’ve been doing this for 30 years and I’ve never seen anything like it,” said Chris Dreaney, a transportation manager for the city.

“We had the impression it was going to be popular. Enthusiasm and excitement at first, then trailing off to normal levels. We’re certainly surprised that the turnout has stayed so strong,” she said.

On Thursday, Bellevue announced the latest attempt to manage traffic over the past three weeks. Off-duty Bellevue police officers paid by Chick-fil-A directed cars in and out of the restaurant parking lot and the drive-through line, until capacity was reached.

More were admitted as others left. If there wasn’t room, customers were told to circle the block.

That strategy followed three weeks of a single police officer directing traffic, lane closures, flashing electronic sign boards approaching the intersection, and for the past three days, a flashing sign on I-405 suggesting alternate exits, which, according to Bellevue police, nobody read.

What’s the draw?

Joy Adiletta, a native of Southwest Virginia, stood in line opening day (she said it wrapped around the building three times) and returned on Friday. She quickly volunteered that she isn’t a fan of the company’s politics. The Baptist corporate owners gave millions to anti-gay initiatives and causes, but following protests at stores across the country in 2012, including kiss-ins by gay couples, said they’d stay out of politics.

“They haven’t changed their views, they’ve just gotten quieter,” Adiletta said. Still, she was back for more. This was the fast food of her childhood, she explained, and recommended a nuggets meal.

“Whole chicken, hand battered with all these crispy bits that have come out of the hot peanut oil,” she said.

Further back in line, Benjamin Arai, a California native, was also visiting for the second time, despite his less-than-enthusiastic initial review.

“McDonald’s chicken sandwiches are way better,” he said.

The Bellevue franchise owner, Valerie Artis, also a California transplant, cruised through the restaurant and the parking lot outside, overseeing a staff of dozens. By far the best-dressed person on the premises, Artis wore a calf-length black jersey dress, a black-and-white checked jacket and a red scarf, perfectly cast in the role of gracious hostess.

Asked what she called the young employees walking alongside cars in the takeout line, offering menus and relaying orders back to the kitchen, she said, “Family. I call them my family.”

The city said Artis has been great to work with, offering suggestions for how to manage the crowds. Artis, in turn, says the same about the city.

“We did not expect the outpouring,” she said, despite the company’s practice with every opening around the country of offering a year’s worth of free meals to the first 100 customers.

City officials say the new flagging strategy has helped traffic flow more smoothly. But they acknowledge it's not sustainable.

"It's not how we want our public streets to operate," said Dreaney, the city transportation manager.

Her best hope? Another store opened in Tacoma last week with a third scheduled for Lynnwood on May 7.

"We hope that people enjoy Chick-fil-A in Bellevue, but that fewer of them do so," she said.

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City, county money sought to help with traffic at planned Chick-Fil-A

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Eat more chicken. Create more traffic.

A potential new Chick-Fil-A location on Highway 84 East across from Southeast Alabama Medical Center could create traffic congestion and a problem for emergency vehicles looking to access SAMC from Highway 84.

The Commercial Development Authority of Dothan is asking for money from the City of Dothan and Houston County to pay for traffic improvements at the project site, but not everyone is ready to sign the check.

The authority is asking Houston County to provide \$75,000 for the project, which would create a controlled left-in only median on U.S. 84 East just inside Ross Clark Circle. While plans have not yet been approved, the new Chick-Fil-A would locate on the west side of the current Waffle House restaurant.

The controlled access median would allow motorists traveling east on Highway 84 a left-in to Chick-Fil-A and vehicles traveling west on Highway 84 a left-in to access the SAMC emergency room and other services. Although Highway 84 is a federal highway, it does not appear federal or state funds are available for the project, nor does it appear the state is willing to put another traffic light on a federal highway.

The authority estimates the improvements would cost between \$200,000 and \$300,000.

“We have a convoluted intersection there where the development is going to take place,” said Dothan Area Chamber of Commerce President Matt Parker, representing the Dothan Commercial Development Authority. “Of course there is a big concern for the safety of the patients at SAMC and the need for quick access. We also realize there is an interest for developing that corridor as well.”

If approved by both entities, the city and county would absorb the cost of the intersection improvements. District 4 Commissioner Brandon Shoupe said he believed the cost of the project should be spread around to those who benefit.

“If this is going to benefit the Medical Center, why shouldn’t it share in the cost? It is not a stretch to assume the adjacent property values will go up. Are any adjacent property owners sharing in the cost? The issue I have is if we were awash with cash in terms of roads, law enforcement, emergency responders, then this would be a no-brainer. But we can’t even give our employees a cost of living adjustment. We don’t have a lot of money to give out,” Shoupe said.

County Commission Chairman Mark Culver said he supports the project because he said the county will see a return on investment.

“This is the way we get funds to spend,” Culver said. “We create economic development and we create opportunities for folks and help jobs get created and help people come and spend money. We help put people to work so they have money to spend. A lot of people a year from now will tell you there will be a lot of benefit to this project for the county.”

It is difficult to imagine the project coming to fruition without the proposed traffic enhancements. The other standalone Chick-Fil-A on Ross Clark Circle near Sam’s has caused traffic problems in the past and an east side location would bring plenty of traffic as well. Further, an 84 East corridor development plan is in its infancy, but the nearby location of the Alabama College of Osteopathic Medicine has already spurred some development on the east side and more is expected. That means an already busy traffic area near Ross Clark Circle will only get busier in the future.

According to 2016 traffic counts from the Alabama Department of Transportation about 19,760 vehicles travel the area of Highway 84 East just inside Ross Clark Circle in a given 24-hour period, while about 25,140 vehicles pass the intersection with Highway 84 East on Ross Clark Circle.

“These are the things we try to look at; true blue public infrastructure to enhance the community. Plus, it gets rid of some of the blight,” Parker said.

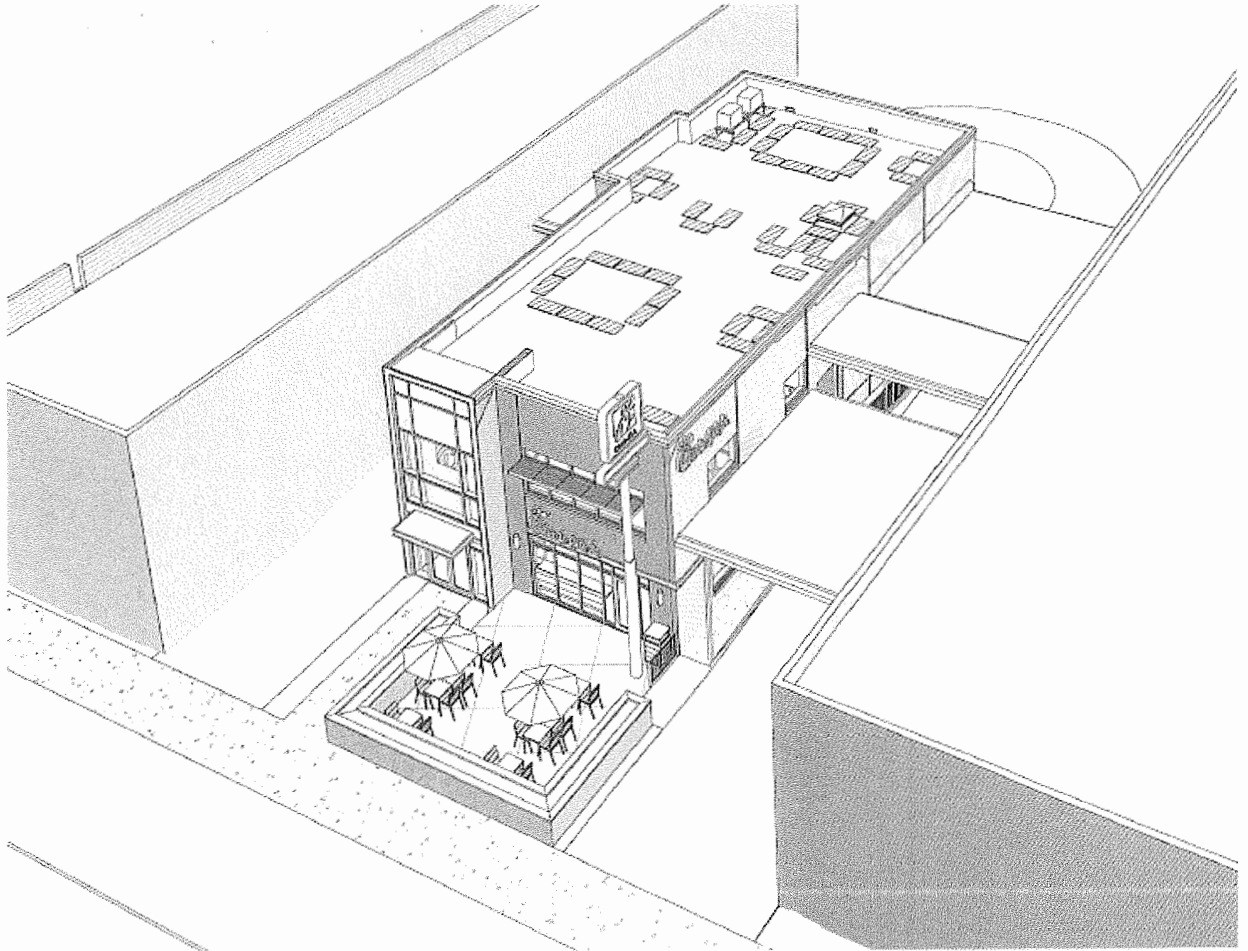
The project calls for the demolition of current vacant structures near Waffle House.

The item was discussed during the Houston County Commission Administrative Meeting Thursday. Commissioners are scheduled to vote on the \$75,000 request during the commission’s regularly scheduled meeting Monday at 10 a.m. at the Houston County Administration Building.

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Opinion: Chick-fil-A's continued pedestrian problem

April 27, 2016 by [11 Comments](#)



PATIO PERSPECTIVE 3

An early rendering of a Van Ness Chick-fil-A and drive-thru, as viewed from above.

by Marlene Berlin

Chick-fil-A still doesn't get it.

Representatives of the restaurant chain were out in full force at the April 19th ANC 3F meeting. Corporate Chick-fil-A showed up this time, along with franchise owners from the Columbia Heights and Bowie,

Maryland locations. An engineer and transportation consultants were there for backup. This would be their third presentation before the ANC about their plans to take over the present Burger King site and drive-thru. ([View the Livestream here](#), presentation begins at 1:10:30)

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The advertisement is a dark rectangular box. At the top center is a white button with the text 'LEARN MORE'. Below this, on the left, is the logo for 'vn VAN NESS MAIN STREET'. To the right of the logo, the text 'Creating a Vibrant Van Ness' is written in a large, white, sans-serif font. Below this, the text 'LEARN MORE AT: VANNESS MAINSTREET.ORG' is written in a smaller, white, sans-serif font. At the bottom of the box are four circular social media icons for Facebook, Twitter, Instagram, and LinkedIn.

They came to address issues raised by the ANC and community members when Chick-fil-A's traffic consultants gave their report to ANC 3F in February. So one might think they'd talk about pedestrian safety – which had been left out of the original plan entirely. But no. Again, the presentation focused on vehicle traffic control. It was as if pedestrians did not exist or were such a minor factor, they were not worth considering.

As I listened to them explain in great detail how cars could be handled efficiently in the queue, I realized they were still viewing this location through one lens – a car-centered one – and in an urban area, no less.

But in addition to attracting more motorists (200 to 300% more), the new restaurant presumably would also attract more pedestrians. Chick-fil-A has mentioned in great detail how many cars they expect through the drive-thru at peak times. However, the company has not mentioned how much walk-in traffic it hopes to attract.

So I decided to ask about their expectations in generating pedestrian traffic. I did not think this was an unreasonable question since we have more than 30 high-rise residential buildings lining Connecticut Avenue in ANC 3F, and most are within a ten-minute walk of this site.

Advertisements

John Martinez, Chick-fil-A's development manager, responded that the pedestrian traffic along Connecticut Avenue currently could not support this restaurant. I tried again. He said this was proprietary information that they could not reveal. This I did not quite understand since they provided projections for drive-thru traffic. I tried a different tack, asking about comparisons to their other urban models. They responded that they could not make comparisons given this location was so unique. I countered that with that fact they had compared this location to suburban areas that also are unlike Van Ness.

Finally, Nathaniel Coates, Chick-fil-A's architectural design manager, admitted they did have high hopes for pedestrian traffic. Chick-fil-A plans substantial renovations – almost a complete tear-down of the existing building, and adding an outdoor café. It would not be making this kind of investment unless it expected a substantial number of dine-in and take out customers. But in the end they could not or did want to provide the numbers of pedestrians they expected to generate.

Whether pedestrians will feel welcome is another question. Increased pedestrian and motorist traffic will lead to an increase in pedestrian and motorist conflicts where the drive-thru meets the sidewalk.

DDOT's Public Space Committee is scheduled to decide the drive-thru question at its meeting tomorrow (April 28th). Several community members, including our ANC commissioners will be giving testimony and presenting a petition in opposition to the drive-thru.

Efforts to alleviate Chick-fil-A related traffic given approval by Planning Commission

Posted by [David Walsh](#)
Date: September 06, 2017
[Leave a comment](#)

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By LANDON WOODROOF

The traffic is unavoidable at certain times of day. You turn into the Brentwood Place Shopping Center off of Franklin Road and get stuck in an overflow of cars from Chick-fil-A whether you are planning to go to the restaurant or not.

On Tuesday night, the Brentwood Planning Commission recommended approval of two agenda items aimed partially at alleviating the restaurant-related traffic congestion.

The first item concerns a redesign of the Brentwood Place parking lot in front of Stein Mart, while the other involves an expansion and redesign of the Chick-fil-A restaurant itself.

Brentwood Place wants to re-stripe the parking lot in front of Stein Mart to make the spaces angled rather than horizontal. This will add 42 additional spots to the lot. While it is going about making these changes, Brentwood Place has agreed to make other modifications that will hopefully help drivers dealing with Chick-fil-A traffic.

The foremost improvement in this regard will be the creation of an extra bypass lane coming in from Franklin Road at the main, signal entrance to Brentwood Place, across from Brentwood United Methodist Church. There is currently only one lane entering the shopping center at the signal. The plan presented Tuesday night would keep that lane, but add another lane just to its south. The intent is for this lane to allow drivers to glide to the right past backed up cars waiting to get into Chick-fil-A.

At the left end of the circled part of the image you can see the additional bypass lane that is being added for cars entering the Brentwood Place Shopping Center.

The space for bypass lane is being created from removing trees and a few parking spaces to the south of the current entrance drive.

Planning Commissioner Ken Travis wondered if this would really solve the issue. If traffic is backed up badly enough going into Chick-fil-A would people even be able to get to the bypass lane, which would kind of branch off from the main lane after a person had already driven a short distance into the shopping center?

"Is there anyway where that could be a complete straight shot in there?" he asked.

City Manager Kirk Bednar said it was possible, but would take a lot of work.

"Physically can it be done?" he asked. "Yes, it can be done, but you're talking a significant project to move that light and deal with all the utilities."

The Brentwood Place plan would also relocate an access point to the main entry drive from the Stein Mart parking lot so that access point does not sit directly across the drive from an access point into Chick-fil-A. It is hoped that by staggering these entryways, traffic can be improved.

Hindman spoke in favor of the plan.

"We are significantly increasing the capacity," he said. "This plan increases traffic flow, increases parking, increases green space and improves Chick-fil-A."

The plan was unanimously approved by the Planning Commission.

The second half of the Planning Commission's look at tackling the Chick-fil-A traffic conundrum came from a plan presented by Chick-fil-A representatives.

This plan would make a number of changes to the restaurant's design to bring it up to date with the chain's newer stores and also to help it deal with high customer volume and vehicle traffic.

This image shows the redesign plan for the Chick-fil-A, including a dedicated double lane drive-through.

"This is one of our most successful Chick-fil-As," Evan Foster, who works at the Chick-fil-A Support Center in Atlanta, said. "That's why we're here today. We have a very successful town and a very successful Chick-fil-A, which creates a lot of traffic."

Foster said he has been working on solving the issues at this restaurant location for three years.

"I would just say the end result is pretty much everything we can do without scrapping the building and rebuilding it," he said.

One of the main changes discussed dealt with the building's drive-through lanes and the parking adjacent to those lanes on the south side of the building.

"Right now we really have what we call a single approach multilane and our customers have turned it into a double approach," Foster said. "It wasn't really designed to have two full lanes. It's one lane that splits into two and comes back into one. We want to fix that and put in two full lanes."

In order to create two full drive through lanes, the restaurant will turn the angled parking on the south side of the building into parallel parking. That will also allow the creation of an additional 18-foot wide lane that can be used to bypass the drive through and go around the building.

The two full drive through lanes will be partially covered by canopies, which restaurant operator Barry Hooper said would allow workers to take orders outside more often.

As part of this project, the order point for drivers will actually be moved back farther from Franklin Road.

"That can add two to four cars in the drive through stack, just pushing that back," Foster said.

Additionally, the restaurant's kitchen and preparation area for drive-through orders will be expanded.

Foster said the kitchen was out of date and that the staging area for drive-through orders was inadequate for a restaurant that now sees 65 percent of its business come through the drive-through window.

The Brentwood restaurant presently serves about 140 cars per hour during peak times, Foster said.

"If we can increase the number of cars by 60 to 70 cars in an hour that would greatly enhance the situation," he said.

Most of the commissioners were on board with Chick-fil-A's ideas.

"In my opinion, anything will help," Planning Commissioner Carole Crigger said. "It's a total mess right now."

In the end, only Commissioner Brandon Oliver voted against recommending the restaurant's plan.

"This has gone from just a restaurant with a simple drive-through to mass food production," he said. "I think we have to look at the precedent we're setting as a council to say, Hey listen we're gonna allow every drive through that gets popular to keep expanding, and it's no longer one car coming through and getting served. We're just gonna make it as wide as we can to get as many people through there as possible." He also specifically took issue with the idea of the canopies, saying that were "out of touch with this city."

Canopies shown during the meeting that Chick-fil-A's Evan Foster said resemble the ones planned for Brentwood's store.

Hper was pleased with the commission's vote. He said the redesigns will have a positive impact on his business's ability to serve its customers.

"This is huge," he said. "This will allow us to do things more efficient. I know it will help growth, but to me it's actually handling currently what we're doing. We're behind on getting these improvements."

Foster said the next steps in the process involve design work and permitting for the project. The construction process itself could close the restaurant for anywhere from four to eight weeks. He said the company was shooting for work to be done in the first quarter of 2018.

Foster said the company is currently looking for another location near this area to help further alleviate traffic at the Brentwood store and meet consumer demand.

Bellevue Chick-fil-A causing traffic backups, forces city to implement mitigation plan

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By Kipp Robertson

April 17, 2015 at 6:20 am



Bellevue's Chick-fil-A has caused enough traffic issues since it opened just over a week ago that the city was forced to create a mitigation plan, including closing the right lane leading to the restaurant on 116th Avenue NE. (Image courtesy of City of Bellevue)

Check current traffic conditions.

Bellevue's Chick-fil-A has caused enough traffic issues since it opened just over a week ago that the city was forced to create a mitigation plan.

Lanes on NE Eighth Street and 116th Avenue NE are closed to help control the volume of cars going to the restaurant, Bellevue Police Officer Seth Tyler said.

“Since [the restaurant opened] we’ve been seeing very heavy traffic associated with the opening of the restaurant,” Tyler said.

Related: Fans flock to grand opening of Bellevue’s new Chick-fil-A

Backups have been reported on local streets near the restaurant and I-405.

In addition to the lane closures, the city of Bellevue required the operator of the restaurant to hire off-duty law enforcement to help control traffic. Tyler said there are two officers working at a time during business hours. They’re helping people get in and out of the restaurant’s parking lot and making sure the intersection of NE Eighth Street and 116th Avenue NE is not blocked.

The officers are contracted through a third-party company, so Tyler didn’t know how much it cost to have them on duty. However, the normal overtime rate is about \$66, he said.

“It’s not an insignificant amount,” Tyler said. “But it was required by the city to have those officers there to mitigate traffic.”

Traffic is expected to be affected by the restaurant for at least another week; the city will keep its mitigation efforts up until traffic dies down. Since implementing the plan, Tyler said he has seen a reduction in traffic backups.

A second Chick-fil-A opened Thursday in Tacoma. The hope, Tyler said, is it will take some pressure off the Bellevue location. A third location opens in Lynnwood on May 7.

Chick-fil-A Drive-Through Posing Problems

Cars Backing Up Along State Street; City Hall to Post Signs

Tuesday, February 19, 2013

By [Nick Welsh](#) ([Contact](#))

Two weeks after its grand opening on outer State Street, Chick-fil-A is still experiencing such intense interest that it's causing drive-through customers to back up on State Street and trigger complaints from neighborhood residents. Santa Barbara police were initially wary that such concerns might be politically motivated — Chick-fil-A's anti-gay corporate philanthropy generated considerable media attention and political opposition — but upon investigation concluded the problems were real. As a result, City Hall will be posting three new signs along State Street warning motorized customers not to block the right-hand lane. Drive-ins are against city ordinance and can no longer be approved, but Chick-fil-A took over one of the last approved drive-ins in the city from the now-defunct Burger King.

Newly-opened drive-thru Chick-fil-A causing traffic nightmare for DC neighborhood

By: [Tisha Lewis](#), [fox5dc.com](#) staff

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Posted: Jun 06 2017 10:59PM EDT

Video Posted: Jun 06 2017 10:57PM EDT

WASHINGTON - A new drive-thru-only Chick-fil-A restaurant on Capitol Hill is ruffling more than a few feathers. Residents say the hot spot is causing a traffic nightmare in their neighborhood.

This Chick-fil-A location on Maryland Avenue in Northeast D.C. recently opened up for business last week. However, as customers head to the restaurant during the breakfast, lunch and dinner rush, a FOX 5 viewer says it is also creating traffic havoc in the area.

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Karl Frasier sent us video showing the gridlock caused by the line of cars waiting to get to the drive-thru and it has gotten so congested that a D.C. police officer is seen directing traffic entering and exiting the drive-thru.

Image Gallery [3 PHOTOS](#)

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Residents say this has been a familiar scene since this Chick-fil-A restaurant opened. H.J. Amons Sr. said he called the District's Department of Transportation about the issue.

"I told them that we had a problem out here, that traffic was backed up and we need to send somebody out to make an impact study," he said. "They said they would send someone out and they did. They responded the same day. The result is that they sent two to three traffic officers out to divert and control traffic."

In addition to the officers directing traffic, the restaurant has changed the drive-thru's entrance and exit to one-way only to help with traffic flow. But residents want more than that to solve the problem.

"We really need DDOT to step in and close this G Street entrance/exit," said one resident. "This is a residential neighborhood. There is no reason that traffic for this business should be traveling and frankly impeding fire trucks and residents all the same, which is what we have seen in the last week."

"We already discussed this with Chick-fil-A and our ANC dating back to November 2016," said another resident. "We are hoping that it is reconsidered and implemented. It's greatly affecting our community and we are just asking for this entrance and exit to be closed."

FOX 5 has reached out to Chick-fil-A and DDOT for comment and is still awaiting a response as of Tuesday night.