

# Memo

**To:** Board of Managers  
**CC:** Shana Davis-Cook, Village Manager  
**From:** John M. Fitzgerald, Chief of Police   
**Date:** April 29, 2014  
**Re:** Itemized List of Policy-Related Sign Recommendations for Board Action

This memo details the sign type, location and recommendations (from both Chief Fitzgerald and the Traffic Committee) for each of the policy-related items that emanated from the recent sign survey. The policy-related items are:

- I. The disposition of 8 'Children at Play' signs;
- II. The consistent placement of 40 'Bump' warning signs;
- III. The placement of 24 additional 'No Parking' signs;
- IV. The addition of 3 'No Trucks' signs at Village entry points;
- V. The placement of 1 additional 'Stop' sign and 1 additional 'Yield' sign; and
- VI. Re-authorization of existing official signs.

## I. 'Children at Play' signs

There are 8 such signs in the Village at the following locations:

1.	5515 Center Street
2.	5508 Montgomery Street
3.	3 Grafton Street
4.	Grafton Street west of Cedar Parkway
5.	Hesketh Street west of Cedar Parkway
6.	4 W. Kirke Street
7.	W. Lenox Street at Magnolia Parkway
8.	102 E. Lenox

**Chief's recommendation:** Remove all 8 signs.

**Traffic Committee's recommendation:** Unanimous concurrence with Chief's recommendation.

### Important note for the Board:

I received a few emails supporting the existing 'Children at Play' signs. The below table is a brief summary of the residents' concerns, and the full text of each email is attached to this memo.

Name and address	'Children at Play' Sign location	Position
Maria and Chris Manning 104 E. Lenox Street	102 E. Lenox	Mr. and Mrs. Manning are concerned about cut-through traffic and they feel that the sign on their block should remain. They state that removing the sign would be a step in the wrong direction.

Mr. Kelly Kramer 119 E. Melrose	All	Mr. Kramer is concerned about the speed of vehicles that take a short cut through the Village. He stated that removing signs that would otherwise remind drivers about the presence of children seems like a step in the wrong direction.
Ms. Martha Mohler 5609 Grove Street	All	Ms. Mohler feels that 'Children at Play' signs have value. Rather than removing them, she would like to see more Children at Play signs added to intersections throughout the Village.

**Motion:** I hereby move that staff be directed to (remove all existing 'Children at Play' signs) (remove none of the existing 'Children at Play' signs) (remove the 'Children at Play' signs at the following locations only): \_\_\_\_\_

**II. 'Bump' Warning Signs**

There are 56 such signs in the Village; 40 of them are not adjacent to the nearest speed hump. Those 40 locations are listed in the below table:

	Street	Specific Location
1.		EB between 3720 and 3718
2.		EB @ 3804
3.	Broad Branch	NB between 6305 and 6307
4.		SB just S of Newlands
5.		SB @ Oxford
6.	Cedar	SB near 5914
7.	Center	WB @ 5516
8.		EB @ 5511
9.		WB @ 5506
10.	E. Lenox	WB between 11 and 9 R side
11.		EB alongside 5903 Connecticut on Irving side
12.	Grafton	WB @ 13
13.		EB @ 8
14.		WB @ 3
15.		EB @ 22
16.		EB @ 116
17.		WB @ 109
18.		EB @ 108
19.		WB @ 101
20.	Grove	WB @ 5512
21.	Hesketh	EB @ 30
22.		WB across from 6
23.		EB @ 12
24.	Oliver	EB @ 3903
25.		WB @ All Saints

26.	Oxford	WB in front of #4A
27.		WB in front of #11
28.		EB between 10 and 12
29.		WB in front of #33
30.	Primrose	WB in front of 207
31.		EB in front of 204
32.		EB in front of 110
33.		between 106 and 108
34.		WB in front of 23
35.		EB between 16 and 18
36.		in front of 7
37.	Quincy	WB across from 8
38.		EB between 10 and 12
39.		WB in front of 25
40.	Summerfield	NB between 111 and 109

**Chief's recommendation:**

- All 'Bump' warning signs should be placed directly adjacent (or as directly adjacent as possible) to each speed hump; the placement of our signs varies widely. The forty signs in the table above should be moved so that they are directly adjacent to the relevant hump.
- We should amend the Village Speed Hump Policy to reflect the sign placement policy described in the above bullet. I have attached the Speed Hump Policy with proposed language to reflect the recommended change.

**Traffic Committee's recommendation:** Unanimous concurrence with Chief's recommendation.

**Motions:**

- I hereby move to adopt the amended Speed Hump policy (as written) (with the following amendments): \_\_\_\_\_ .
- I hereby move that the Board direct staff to move all 'Bump' warning signs so that they comply with the amended Speed Hump policy.

**III. Additional 'No Parking Any Time' Signs**

There are 44 'Stop' signs in the Village that do not have NPAT signs near them to denote the area where parking is prohibited. After reviewing our data to determine where violations are most prevalent, we recommend that NPAT signs be placed at 21 locations (see the table immediately below) near 'Stop' signs to clearly identify the area where parking is prohibited. Additionally, we recommend adding 3 NPAT signs at two locations that are unrelated to 'Stop' signs.

<b>'Stop' Sign-Related NPAT Signs</b>		
	<b>Street</b>	<b>Specific Location</b>
1.	Belmont	NB @ Oliver
2.	Bradley	EB @ Georgia
3.	E. Irving	WB @ Connecticut

4.		WB @ Brookville
5.		EB @ Brookville
6.	E. Kirke	WB @ Connecticut
7.		WB @ Brookville east of Intersection
8.	Grove	EB @ Oliver
9.		WB @ Cedar
10.		SB @ Grafton 20' N
11.		SB @ Park
12.		NB @ Montgomery
13.		NB @ Center
14.	Oxford	WB @ Connecticut
15.		WB @ Broad Branch E of Intersection
16.		EB @ Broad Branch W of intersection
17.		EB @ Brookville
18.		WB @ Brookville E of intersection
19.	Primrose	EB @ Brookville W of intersection
20.	W. Kirke	WB @ Connecticut
21.		WB @ Cedar

As detailed in the February 26, 2014 memo to the Traffic Committee, I have recommended a total of 9 additional parking restriction signs. Six of the 9 signs are for NPAT signs around the perimeter of Laurel Park. The need for these 6 signs will be reviewed at a later time as a part of the planned study of the overall traffic flow in the area of the Village Hall; the recommendation for these 6 signs is tabled for the time being. The remaining 3 recommended NPAT signs are as follows:

Other NPAT Signs		
	Location	Number of Signs and Sign Type
1.	WB Oxford between Broadbranch and Brookville (south curb of the Betty English Garden)	1 'No Parking Any Time' sign with a 2-headed arrow
2.	EB Bradley Lane from Connecticut to the speed hump east of the driveway for 1 Quincy	2 'No Parking Any Time' signs; the one nearest Connecticut will have a 2-headed arrow; the one further from Connecticut will have a 1-headed arrow pointing toward Connecticut

**Chief's recommendation:** Install the additional 24 NPAT signs.

**Traffic Committee's recommendation:** The Committee concurred with the Chief's recommendation with one abstention regarding the 21 'Stop' sign-related NPAT signs, and the Committee concurred with the Chief's recommendation to add the other 3 NPAT signs.

**Motion:** I hereby move to adopt Resolution #05-01-14 Section 1 (as drafted) (as modified to exclude 'No Parking' signs at the following locations) \_\_\_\_\_

#### IV. Additional 'No Trucks' Signs

We identified three entry points into the Village without 'No Trucks' signs as follows:

1.	NB Nevada Avenue at Western Avenue
2.	WB Newlands Street at Brookville Road (west of the intersection)
3.	EB Newlands @ Connecticut (on the south leg of Newlands 'circle')

**Chief's recommendation:** Install the 3 additional signs.

**Traffic Committee's recommendation:** Unanimous concurrence with Chief's recommendation.

#### Note for the Board:

Mr. Robert Goodwin of 3710 Bradley Lane brought to my attention that there is one additional location that lacks a 'No Trucks' sign at a Village entry point: eastbound Bradley Lane @ Brookville Road. He is correct. I evaluated that intersection to see where such a sign might be placed considering that the Village boundary is nearby, and a sign could easily be placed on the Brookville Road side of the wooden utility pole on the Village (south) side of Bradley without causing any additional visual clutter.

**Motion:** I hereby move to adopt Resolution #05-01-14 Section 2 (as drafted) (as modified to include/exclude) the following locations: \_\_\_\_\_.

#### V. Additional 'Stop' and 'Yield' Signs

I have recommended the installation of one additional 'Stop' sign and one additional 'Yield' sign as follows:

1.	On Magnolia Parkway at Chevy Chase Circle: <b>change the 'Yield' sign to a 'Stop' sign</b>
2.	On Laurel Parkway at W. Melrose Street: <b>install a 'Yield' sign giving W. Melrose the right-of-way</b>

**Chief's recommendation:** Install the 2 signs.

**Traffic Committee's recommendation:** The Committee concurs with two members opposed.

**Motion:** I hereby move to adopt Resolution #05-01-14 Section 3 (as drafted) (as modified to exclude the following location): \_\_\_\_\_.

**VI. Re-Authorization of Existing Official Signs**

The resolution memo from Village counsel includes an ordinance to re-authorize all existing official signs that were identified during last Fall’s inventory. The listing of those traffic control signs are attached to counsel’s memorandum at Attachment 1. Suggested language for a motion is to re-authorize the list of existing signs is below:

**Motion:** I hereby move to adopt Resolution #05-01-14 Section 4 (as drafted) (as modified to exclude the following signs): \_\_\_\_\_ .

**VII. Resident Requests for Additional Signage**

During the comment period, I received three requests for additional signs that were not listed among our recommendations. The requests are as follows:

Name and address	Type and location of sign requested	Rationale
Katie and Andrew Herman 22 W. Irving with support from 5 other households:  Paula & Duane Gibson of 23 W. Irving  Margaret & Brendan Babbington of 25 W. Irving  Margaret & Carter Griffin of 26 W. Irving  Charlotte & Aaron Kramer of 27 W. Irving  Elizabeth & Tom Dupree of 8 Magnolia	‘Stop’ (preferably) or ‘Yield’ in both directions on Cedar at W. Irving	With a sidewalk on only one side and the elementary school bus stop at Cedar and Hesketh, they describe that <i>‘children often walk in the street alongside cars parked on the east side of Cedar Parkway’</i> and that <i>‘pedestrians must navigate one lane of traffic with vehicles potentially approaching from both directions.’</i>
Marjorie Elson 108 Summerfield	‘No Parking Any Time’ at EB Oxford near Summerfield	When a car is parked too close to the intersection on EB Oxford, it narrows the roadway such that two cars cannot pass in opposing directions on Oxford. A car turning left from Summerfield onto Oxford cannot make the turn if another car is approaching on EB Oxford.

Attachments:

- Email from Maria and Chris Manning of 104 W. Lenox
- Email from Mr. Kelly Kramer of 119 E. Melrose
- Email from Ms. Martha Mohler of 5609 Grove
- Speed Hump Policy with draft language amendments
- Letter from Katie and Andrew Herman of 22 W. Irving
- Email from Ms. Marjorie Elson of 108 Summerfield Road

From: Chris Manning [<mailto:chrismanningdc@gmail.com>]  
Sent: Sunday, April 06, 2014 4:47 PM  
To: Village, Chevy Chase  
Cc: Maria Manning  
Subject: Request to Preserve "Children at Play" sign at 102 East Lenox Street

Dear Board of Managers:

We are writing in response to the Traffic Committee's recent recommendation to remove all of the "Children at Play" signs in the Village, including the one next door to us at 102 East Lenox Street. We respectfully request that this Children at Play sign be preserved.

We have two young children. They are at the ages where they frequently play in our yard and visit with their friends nearby, including one who often visits his grandparents next door at 102 East Lenox. They enjoy walking near the street to visit their friends or to walk with us to church or to the stores along Connecticut Avenue. In addition, our driveway is sloped downhill such that any loose balls are at risk of rolling into the street. Obviously, we have taught our children not to walk in or play near the street, to be extremely careful about cars, and not to chase loose balls into the street, but we cannot be there all of the time to protect them. If the Children at Play sign causes one driver to pay closer attention at a critical moment, it is worth preserving the sign.

Indeed, we are particularly concerned about the possible removal of the sign because East Lenox has become such a cut-through street for drivers trying to shave off time between Connecticut Avenue/Brookville Road and Western Avenue. Drivers are either racing down the hill towards Nevada and Western, or they disobey the stop sign at Nevada and Lenox in order to race up to Brookville/Connecticut as quickly as possible. We welcome efforts by the Village to discourage drivers to use East Lenox and East Melrose as cut-through streets. In our view, the removal of a Children at Play sign is a step in the wrong direction. If anything, we should be reminding drivers that they are driving through a residential neighborhood wherever they enter the Village.

Chris attended the March Board meeting at which the Committee's recommendations were discussed, and he had a chance to speak with Chief Fitzgerald after the meeting about some of the theories behind the recommendations. We appreciate the time and study that was put into this process. Respectfully, however, we do not think that the theories discussed at the meeting apply in the case of this particular sign. This particular Children at Play sign is still relevant, given the number children (ours and others) who live on our block. (By our count, there are school-age children who live or visit at least five houses on our block.) The sign does not contribute to a visual clutter problem, as it is the only sign on the block and is of modest size. Finally, while we cannot speak to the driver confusion issue discussed at the March meeting -- i.e., whether drivers would be confused about whether there are any children on other blocks that have no Children at Play signs -- we would submit that this is a reason to explore updated signage on other blocks, but not the removal of signage on blocks where children do live and play.

Again, we very much respect the time and thought that has been put into the Committee's recommendations. In this case, however, we request that this particular Children at Play sign remain in place.

Thank you for your consideration.

Very truly yours,  
/s/  
Maria and Chris Manning  
104 East Lenox Street

From: Kramer, Kelly [<mailto:KKramer@mayerbrown.com>]

Sent: Sunday, April 06, 2014 6:22 PM

To: Village, Chevy Chase

Subject: Children at Play Signs

All:

I understand that the Village is considering removing "Children at Play" signs. I do not think that would be a good idea.

We live on East Melrose Street and my two young daughters often play outside. Unfortunately, many drivers use East Melrose Street as a short cut between Connecticut and Western Avenues. Many of those drivers also drive too fast. Removing signs that would otherwise remind drivers about the the presence of children seems like a step in the wrong direction.

Thank you considering my views.

Regards,

Kelly Kramer

**From:** mohlerwc@aol.com [mailto:mohlerwc@aol.com]

**Sent:** Sunday, April 20, 2014 7:21 PM

**To:** Village, Chevy Chase

**Subject:** comments on traffic recommendations of March 20014:

To: Police Chief Fitzgerald, Chevy Chase Village

From: Martha Mohler 5609 Grove Street

Date: April 20, 20014

comments on traffic recommendations of March 20014:

I believe there should be wider notice and more time for comment before action is taken on the some of the traffic recommendations.

Busy families with small children do not always study reports posted in the Village Crier and cvillage.org (especially during family holidays and Spring Break from schools).

1) Although planners consider it ideal that "no children should be at play in the roadways," this is not reality in Chevy Chase Village. Children are in the streets on bicycles, scooters, skateboards, rollerblades, and they run into the streets to retrieve balls. I doubt there has been a day since my childhood in the Village (1930's) when there were no children at play in our streets.

The Children at Play signs do have value if they remind drivers to be careful. In addition to the regular in and out traffic, drivers cut through the Village to avoid slow progress on Connecticut Ave., Western Ave. and Brookville Rd. Rather than removing the Children at Play signs we might well consider placing some at more of these intersections.

2) A three-way stop would enhance safety at the West Irving Street and Cedar Parkway intersection, as does the one at West Kirke Street and Cedar Parkway.

January 12, 2011- May 12, 2014

## **A Speed Hump Policy**

Without credible criteria to support or reject Village appeals for speed humps, resident and Board of Manager deliberations dwelled on assumptions and perceptions over the value and utility of humps. The Board faced both an acceleration in residents' appeals for humps and rising resistance to humps from neighbors who drive over them and help pay for them. To discourage reliance on disputable assumptions, the Board established an Ad hoc Speed Hump Committee of residents in September, 2010 and asked that it prepare a policy based on objective criteria and asked it to propose parameters for the adoption and removal of speed humps. This policy is the result of the committee's discussions during two formal meetings, frequent interaction via e-mail, a public hearing in December, 2010 and a board discussion at its regular meeting in January, 2011. It was approved then by a unanimous vote.

### **Applying for Speed Humps**

Householders, including owners and tenants who are registered to vote in Montgomery County and who reside along secondary residential streets—that is, all except those with homes fronting the state roads--Western and Connecticut Avenues and Brookville Road--may apply for speed humps provided they have not applied for the same location within the previous three years.

To begin the process, two or more householders, and no more than one from one home, may write to the Village Manager to propose the installation of humps along their block or a segment of their street incorporating part of a street longer than a block. To be eligible, the site must be at least 600 feet long, or 400 feet if it lacks sidewalks. For example, a 500-foot-long block may qualify if it is included with a 100-foot segment of the next block along the same street. A proposed road segment may not include other traffic calming devices, such as stop signs or speed humps installed earlier.

Within one month of receiving the request and finding the site qualified for consideration for humps, the Village staff will notify all households along the proposed street segment that neighbors, identified in the notification, have requested speed humps. The notice also explains the costs and procedures for installing and removing humps and includes a questionnaire.

The questionnaire, to be returned to the Village manager within one month, must be signed and completed by no more than one owner or tenant per household and include his or her telephone number, home address and if possible an email address.

The questionnaire asks householders to indicate approval or disapproval of hump installations or to indicate abstention from expressing a view. At least 75 percent of the householders must express support for humps for the application to proceed. An abstention or a refusal to sign the questionnaire is counted as disapproval. If in spite of reasonable efforts, the staff cannot reach owners or tenants, their inaccessibility is counted as disapproval.

The questionnaire also asks those who approve of the humps to indicate acceptance of two conditions:

- That they along with any of their children between five and twelve years old and their children's supervisors will make all reasonable efforts to attend a one-hour traffic and street safety workshop conducted by the Police Department before speed humps are installed.
- That they indicate their agreement to accept the installation of speed humps and hump warning signs in front of any of their homes so the Public Works Department can consider all locations when designating the safest and most suitable locations.

Once a site qualifies for consideration for humps with the approval of at least 75 percent of all householders, the staff will verify the questionnaire's signatures against voter registrations, property tax records, property ownership and/or proof of residence.

The Village will also send advisory notices of a speed hump application to Montgomery County Fire and Rescue services, and to all householders whose only direct access to or from Western, Wisconsin and Connecticut Avenues or Brookville Road would be impeded by humps on the applicants' block or street segment and invite them to comment. (*Access to and from Western Avenue for the dead-end blocks of Grove, Center and Montgomery Streets abutting the Belmont buffer, for example, would be impeded by humps along parts of Kirkside Drive.*) Their responses, if any, are informative and nonbinding but may be considered by the Board of Managers in approving or rejecting an application.

## Getting Speed Humps Approved

Upon submission of the questionnaires, the Police Department will determine 1) the traffic volume in vehicles per day along the applicant street segment and 2) the speed for every vehicle traversing the segment. The police will collect the data for 24 hours each day over a two-week period. If snow or other weather conditions distort the measurements, the survey will be repeated.

For the application to qualify, traffic volume along a designated block or street segment must exceed 300 vehicles a day and the 85<sup>th</sup> percentile speed along a street segment must exceed the posted limit of 25 m.p.h. by at least 5 m.p.h.

The application will be reviewed by the Traffic Committee which, in addition to reviewing the data provided with the application, may also consider any topographical features unique to the designated block or street segment which could significantly increase the threat to pedestrians and/or residents of the block or segment by traffic exceeding the speed limit.

*For comparison with this proposal, the Montgomery County criteria for authorizing speed humps like those in the Village include traffic volume along the applicant site of a minimum of 1,000 vehicles a day, an 85<sup>th</sup> percentile speed exceeding a 25-m.p.h. limit by 7 m.p.h., a minimum street segment length of 1,000 feet and a minimum distance between humps of 500 feet. At least 80 percent of householders along the site and 50 percent of directly affected householders must approve the installation of humps.*

Within two months of completion of Police Department's survey and receiving comment, if any, from Montgomery County fire, rescue and ambulance services, from impacted households adjacent to applicant blocks, and from the Traffic Committee, the Village Manager will refer the application to the Board of Managers with an estimate of the cost of installing the humps and comment on where in the budget the Village might accommodate the cost.

The Board will schedule a public hearing on the application during a regular monthly board meeting no more than two months after its submission by the manager.

At that meeting or no later than the next, the Board will vote to approve or reject the application depending on whether it has met the criteria for speed humps. Upon approval, the Board will authorize the installation of the humps at a date to be determined by budgetary constraints and weather conditions.

At times of multiple approvals of hump applications, the Board will schedule installations by determining the urgency based upon a sliding scale of 85<sup>th</sup> percentile speeds along the applicant blocks and street segments. The Board will give the highest priority to applications showing the highest 85<sup>th</sup> percentile speeds.

### **Placing and Installing Speed Humps**

Humps may not be installed along segments of street of less than 600 feet in length or less than 400 feet at locations lacking sidewalks. A block less than 600 feet may qualify if a continuation of its street extends beyond the block's intersection is included in an application.

Humps may not be installed within 150 feet of an intersection, near a curve or a hill that obstructs a driver's view of a hump or pedestrians from less than 200 feet, on

slopes having grades exceeding eight percent, or wherever they would abut or obstruct driveways, fire hydrants, storm grates, or water valves. More than one hump may be installed where the designated street segment allows at least 300 feet between humps. Following these criteria, the Public Works Department, after consultation with the Police Department and the Traffic Committee, will determine the most suitable locations for humps.

In size and configuration, while taking account of road widths and unusual roadway configurations, speed humps will be uniform throughout the Village. Most of those currently installed in the Village and in Montgomery County are the three-inch-high Watts Profile humps. As the budget permits and roads are repaved, older nonconforming humps will be modified to meet the Watts Profile standard.

As a visual aid for approaching drivers, each flank of a hump will be striped with two reflective white inverted V's.

Yellow road warning (diamond-shaped with black lettering on a yellow field) signs saying "BUMP" and "15 MPH" will be installed on each side of the road right next to each speed hump. at locations the Public Works Department finds most suitable. If obstructions prevent placement right next to the speed hump, the sign will be placed on the approach to, and as close as reasonably possible to, the speed hump.

## Removing Speed Humps

Speed humps may be removed under either of two conditions:

First, if householders request removal when their block or street segment is scheduled for repaving in the normal course of street maintenance. The humps can be scraped away then at a negligible cost. One month before repaving any Village street with humps installed, the Village staff will ask householders to approve or disapprove the removal by returning a questionnaire within two weeks. At least 75 percent must agree to the removal.

Second, if householders request removal of speed humps along the block or segment of street where humps were installed at least three years earlier and agree to pay the full cost. Within one month of receiving the request, the Village staff will ask the householders to approve or disapprove the removal. Seventy-five percent must approve. Both abstentions and the lack of response from absent or inaccessible householders will be counted as opposing removal. If the Board of Managers approves the request, the supporting owners will pay for the removal by a method to be determined by the Board of Managers.

**Katie & Andrew Herman**  
**22 West Irving Street**  
**Chevy Chase, MD 20815**

April 22, 2014

Shana Davis-Cook, Village Manager  
John Fitzgerald, Chief of Police  
Chevy Chase Village  
5906 Connecticut Avenue  
Chevy Chase, MD 20815

Dear Ms. Davis-Cook and Chief Fitzgerald:

We write on behalf of six families from W. Irving Street – all with children between the ages of three and fourteen. Their names and addresses are listed below.

We ask that before finalizing the Village Sign Survey you consider including additional signs not currently listed in the report: *stop* signs (preferably), or *yield* signs, positioned in both directions of Cedar Parkway near the corner of W. Irving Street.

This intersection is heavily traveled by vehicles heading toward Western Avenue during morning rush hour and back into the neighborhood during the evening. Pedestrians heading both to the Metro and to public school bus stops for Rosemary Hills Primary and Somerset Elementary Schools must navigate the intersection. The Rosemary Hills bus stop, designed by Montgomery County Public Schools, sits on the northeast corner of the Cedar Parkway and Hesketh Street intersection. *There is no sidewalk on the east side of Cedar Parkway leading to this bus stop and children often walk in the street alongside cars parked on the east side of Cedar Parkway.* Because cars are always parked on both sides of Cedar Parkway, pedestrians must navigate one lane of traffic with vehicles potentially approaching from both directions.

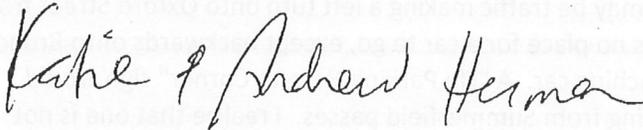
At present there is no signage in either direction, except for a single 25 mile per hour sign just south of W. Kirke Street. Many mornings, as our children walk to the bus stop, we experience cars speeding along Cedar Parkway heading south. In the evenings, cars returning to the neighborhood from the south make fast turns onto W. Irving Street from Cedar Parkway or speed straight down Cedar.

We ask you to observe this intersection during rush hour periods and to consider adding signage along Cedar Parkway near this dangerous intersection. A short visit on any rush hour morning will demonstrate our safety concerns. Many of the homes in this immediate area have been sold

in the past few years, and we now have more than 15 young children living on just W. Irving Street alone. We would request that you consider their safety before finalizing the signage plan.

Thank you very much for your consideration.

Sincerely,



Katie & Andrew Herman  
22 W. Irving Street

With support from:

Paula & Duane Gibson  
23 W. Irving Street

Margaret & Brendan Babbington  
25 W. Irving Street

Margaret & Carter Griffin  
26 W. Irving Street

Charlotte & Aaron Kramer  
27 W. Irving Street

Elizabeth & Tom Dupree  
8 Magnolia Parkway (corner of W. Irving Street)

From: Marjorie Elson [<mailto:marjorie.elson@gmail.com>]  
Sent: Saturday, April 19, 2014 7:26 PM  
To: Village, Chevy Chase  
Subject: Signs

It occurred to me that a location where there is no signage where a "No Parking" sign would be extremely useful is the 100 block of Oxford Street. At the same time that one is making a right turn off of Broad Branch Road onto Oxford Street, there may be traffic making a left turn onto Oxford Street from Summerfield Road. On such occasions, there is no place for a car to go, except backwards onto Broad Branch, with the risk of backing into an approaching car. A "No Parking Here to Corner" sign would provide a place to wait while the car approaching from Summerfield passes. I realize that one is not supposed to park too near an intersection, and that is what I was told when I called the Village office about this concern, but, people ignore that rule in the absence of signage and, also, it may be that the usual allowable distance a car may be from an intersection may be insufficient to allow a car to pull over. Thank you. Marjorie Elson, 108 Summerfield Road.

Resolution No.: 05-01-14

Introduced: 05-12-14

Adopted: 05-12-14

Effective: 05-26-14

## BOARD OF MANAGERS

### FOR

### CHEVY CHASE VILLAGE, MD

**SUBJECT: AN ORDINANCE TO ADOPT TRAFFIC AND PARKING CONTROLS AS AUTHORIZED BY CHAPTER 13 “TRAFFIC CONTROL GENERALLY”, SEC. 13-3. “RESTRICTION OF TRAFFIC AND PARKING”**

WHEREAS, §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, authorizes the Board of Managers to adopt such ordinances as it deems necessary to assure the good government of Chevy Chase Village; to protect and preserve the rights, property and privileges of the Village; to preserve peace and good order; to secure persons and property from danger and destruction; and to protect the health, comfort and convenience of Village residents; and

WHEREAS, §25-102 of the Transportation Article, Annotated Code of Maryland, authorizes the Board of Managers to regulate the stopping, standing, or parking of vehicles and to regulate traffic by means of police officers or traffic control devices; and

WHEREAS, pursuant to Sec. 13-3 of the Village Code, the Board of Managers is authorized to adopt uncodified ordinances to restrict and/or limit the movement of automobiles

CAPS  
[Brackets]  
Asterisks \*\*\*

: Indicate matter added to existing law.  
: Indicate matter deleted from law.  
: Indicate matter remaining unchanged in existing law but not set forth in Ordinance

or other vehicles on the streets and roads under the jurisdiction of the Village and the parking of automobiles or other vehicles on the streets under the jurisdiction of the Village when the Board determines that it is necessary for the safety and control of vehicular or pedestrian traffic; and

WHEREAS, Section 77-14(a) of the Chevy Chase Village Charter authorizes the Board of Managers to adopt such ordinances as it deems necessary with respect to sanitation, care of property, and other police and health regulations; and

WHEREAS, after proper notice to the public, the Board of Managers conducted a public hearing at which it considered the following ordinance in public session assembled on the 12<sup>th</sup> day of May, 2014; and

WHEREAS, the Board of Managers finds that the ordinance as hereinafter set forth is necessary to assure the good government of the Village; for the protection and preservation of the Village's property, rights and privileges; for the preservation of peace and good order; for securing persons and property from violence, danger and destruction; and for the protection and promotion of the health, comfort, and convenience of the residents of the Village.

NOW THEREFORE, the Board of Managers of Chevy Chase Village does hereby adopt the following ordinance:

AN ORDINANCE TO ADOPT TRAFFIC AND PARKING CONTROLS  
AS AUTHORIZED BY CHAPTER 13 "TRAFFIC CONTROL GENERALLY",  
SEC. 13-3. "RESTRICTION OF TRAFFIC AND PARKING"

SECTION 1. BE IT ORDAINED AND ORDERED this 12<sup>th</sup> day of May, 2014, by the Board of Managers of Chevy Chase Village, acting under and by virtue of the authority granted to it by §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, Sec. 13-3 of the Village Code and Section 77-14 of the Village Charter that "No parking at any time" signs are authorized to be installed at the following locations:

<b>Locations for No Parking Any Time Signs</b>		
	<b>Street</b>	<b>Specific Location</b>
1.	Belmont	NB @ Oliver
2.	Bradley	EB @ Georgia
3.	E. Irving	WB @ Connecticut
4.		WB @ Brookville
5.		EB @ Brookville
6.	E. Kirke	WB @ Connecticut
7.		WB @ Brookville east of Intersection
8.	Grove	EB @ Oliver
9.		WB @ Cedar
10.		SB @ Grafton 20' N
11.		SB @ Park
12.		NB @ Montgomery
13.		NB @ Center
14.	Oxford	WB @ Connecticut
15.		WB @ Broad Branch E of Intersection
16.		EB @ Broad Branch W of intersection
17.		EB @ Brookville
18.		WB @ Brookville E of intersection
19.	Primrose	EB @ Brookville W of intersection
20.	W. Kirke	WB @ Connecticut
21.		WB @ Cedar
22.	WB Oxford	between Broadbranch and Brookville (south curb of the Betty English Garden) one sign with a 2-headed arrow
23.	EB Bradley Lane	from Connecticut to the speed hump east of the driveway for 1 Quincy, two signs; the one nearest Connecticut will have a 2-headed arrow; the one further from Connecticut will have a 1-headed arrow pointing toward Connecticut

SECTION 2.

AND BE IT FURTHER ORDAINED AND ORDERED, this 12<sup>th</sup> day of May, 2014, by the Board of Managers of Chevy Chase Village, acting under and by virtue of the authority granted to it by §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, Sec. 13-3 of the Village Code and Section 77-14 of the Village Charter that “No Trucks” signs are authorized to be installed at the following locations:

1.	NB Nevada Avenue at Western Avenue
2.	WB Newlands Street at Brookville Road (west of the intersection)
3.	EB Newlands @ Connecticut (on the south leg of Newlands 'circle')

SECTION 3.

AND BE IT FURTHER ORDAINED AND ORDERED, this 12<sup>th</sup> day of May, 2014, by the Board of Managers of Chevy Chase Village, acting under and by virtue of the authority granted to it by §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, Sec. 13-3 of the Village Code and Section 77-14 of the Village Charter that “Stop” and “Yield” signs are authorized to be installed at the following locations:

1.	On Magnolia Parkway at Chevy Chase Circle: <b>a ‘Stop’ sign to replace a Yield sign</b>
2.	On Laurel Parkway at W. Melrose Street: <b>a ‘Yield’ sign giving W. Melrose the right-of-way</b>

SECTION 4.

AND BE IT FURTHER ORDAINED AND ORDERED, this 12<sup>th</sup> day of May, 2014, by the Board of Managers of Chevy Chase Village, acting under and by virtue of the authority granted to it by §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, Sec. 13-3 of the Village Code and Section 77-14 of the Village Charter that the attached listing of traffic control signs, referenced at Attachment 1 and incorporated herein by reference, be and they are ratified, adopted and authorized to be installed.

SECTION 5.

AND BE IT FURTHER ORDAINED AND ORDERED, this 12<sup>th</sup> day of May, 2014, by the Board of Managers of Chevy Chase Village, acting under and by virtue of the authority granted to it by §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, and Section 77-14 of the Village Charter that:

- (1) If any part of provision of this ordinance is declared by a court of competent jurisdiction to be invalid, the part of provision held to be invalid shall not affect the validity of the ordinance as a whole or any remaining part thereof; and

(2) This ordinance shall take effect on the 26<sup>th</sup> day of May, provided the same is posted at the Village Office for fourteen (14) days prior thereto.

CHEVY CHASE VILLAGE

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Patricia Baptiste, Chairman  
Board of Managers  
Chevy Chase Village

ATTEST:

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Richard Ruda, Secretary

## Addendum to Resolution # 05-01-2014

	A	B	C	D
1				
2	<p><b>Legend for sign types:</b> NPAT = No parking any time; NP2 = 2 hour restricted parking; NP4 = 4 hour restricted parking; HP = Handicapped parking; S = Stop; S4 = 4-way stop; SA = All-way stop; Y = Yield; DNE = Do not enter; PE = Photo enforced; SPxx = Speed limit XXmph (example: SP25 = speed limit 25 mph);</p>			
3	Street name	Location (reference to nearest address, intersection or other landmark)	Sign type(s)	# of signs
4	Belmont	SB across from 5613	NP2	1
5	Belmont	SB between park and 5607	NP2	1
6	Belmont	NB @ 5607	NP2	1
7	Belmont	SB across from 5607	NP2	1
8	Belmont	NB between 5611 and 5613	NP2	1
9	Belmont	NB In front of 5613	NP2	1
10	Belmont	SB @ Buffer zone	NPAT	1
11	Belmont	SB @ park	NPAT; NP2	3
12	Belmont	NB @ Park	NPAT; NP2 (same pole)	2
13	Belmont	NB @ Oliver	One way	1
14	Belmont	NB @ Oliver	S; No left turn (same pole)	2
15	Bradley	EB @ Connecticut	No thru trucks over 3/4 ton	1
16	Bradley	EB 100' W of Brookville	NPAT	1
17	Bradley	EB @ Georgia	S	1
18	Bradley	EB @ Brookville	S	1
19	Broad Branch	NB on triangle	NPAT	1
20	Broad Branch	NB @ Brookville	S	1
21	Broad Branch	SB @ Western	S	1
22	Cedar	NB @ Alley across from 5500	No thru traffic	1
23	Cedar	NB @ Western	No trucks	3
24	Cedar	SB @ 5514 closer to Center	NP2	1
25	Cedar	SB @ 5514	NP2	1
26	Cedar	SB @ 5510	NP2	1
27	Cedar	NB prior to Oliver	NP2	1
28	Cedar	NB @ 5515	NP2	1
29	Cedar	SB @ Grafton	NP2	1
30	Cedar	NB between Grafton and Hesketh	NP2	1
31	Cedar	SB 5510 closer to 5500	NP2	2
32	Cedar	SB between Oliver and Center	NP2	2
33	Cedar	SB @ Western 40' N	NPAT	1

## Addendum to Resolution # 05-01-2014

	A	B	C	D
34	Cedar	SB 5500 @ Alley	NPAT	1
35	Cedar	SB @ 5500	NPAT	1
36	Cedar	NB across from 5500	NPAT	1
37	Cedar	NB @ 5511	NPAT	1
38	Cedar	SB In front of 5500	NPAT	1
39	Cedar	NB 40' N of Western	NPAT	1
40	Cedar	SB @ 5514	NPAT	1
41	Cedar	SB @ 5510	NPAT	1
42	Cedar	NB prior to Oliver	NPAT	1
43	Cedar	SB @ 5516	NPAT	1
44	Cedar	NB @ 5515	NPAT	1
45	Cedar	SB @ Grafton	NPAT	1
46	Cedar	NB @ grafton between Oliver and grafton	NPAT	1
47	Cedar	NB @ Oliver between Oliver and Grafton	NPAT	1
48	Cedar	SB @ Grafton between Oliver and Grafton	NPAT	1
49	Cedar	SB @ 5700	NPAT	1
50	Cedar	NB between Grove and Center	NPAT; NP2	3
51	Cedar	SB @ 5802	NPAT; NP2 (same pole)	2
52	Cedar	NB across from 5802	NPAT; NP2 (same pole)	2
53	Cedar	NB @ W. Lenox	S	1
54	Cedar	SB @ grove	SA	1
55	Cedar	NB @ Grove	SA	1
56	Cedar	NB @ Oliver	SA	1
57	Cedar	SB @ Center	SA	1
58	Cedar	NB @ Center	SA	1
59	Cedar	SB @ Grafton	SA	1
60	Cedar	NB @ grafton	SA	1
61	Cedar	SB @ Oliver	SA	1
62	Cedar	SB @ w. Kirke	SA	1
63	Cedar	NB @ W. Kirke	SA	1
64	Cedar	SB @ Hesketh	SA	1
65	Cedar	NB @ Hesketh	SA	1
66	Center	WB W of Kirkside on EB side	No exit to WISC	1
67	Center	EB @ 5415	NP2	1
68	Center	WB @ 5406	NP2	1
69	Center	EB @ 5405	NP2	1
70	Center	WB W of Kirkside	NP2	1
71	Center	EB @ 5507	NP2	1
72	Center	WB @ 5506	NP2	1
73	Center	EB @ 5605	NP2	1

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	A	B	C	D
74	Center	EB @ 5411	NP2	2
75	Center	WB @ 5400	NP2	2
76	Center	EB W of Kirkside	NP2	2
77	Center	WB @ 5512	NP2	2
78	Center	EB @ 5511	NP2	2
79	Center	WB @ 5605	NP2	2
80	Center	EB @ 5605	NPAT	1
81	Center	WB @ 5503	NPAT; NP2	3
82	Center	WB W of Cedar	NPAT; NP2	3
83	Center	EB @ 5503	NPAT; NP2	3
84	Center	EB @ Cedar	NPAT; NP2	3
85	Center	EB E of Cedar	NPAT; NP2 (same pole)	2
86	Center	WB @ Kirkside	SA	1
87	Center	EB @ Kirkside	SA	1
88	Center	EB @ Oliver	SA	1
89	Center	WB @ Cedar	SA	1
90	Center	EB @ Cedar	SA	1
91	E. Irving	WB @ Western	no trucks	1
92	E. Irving	WB @ Brookville on W side of intersection	No trucks	1
93	E. Irving	WB Right side just off Connecticut	no trucks	2
94	E. Irving	south side mid way between Western@Brokville	NP2	1
95	E. Irving	65' Western	NPAT	1
96	E. Irving	in front 9 E. Irving	NPAT	1
97	E. Irving	WB @ Connecticut	S	1
98	E. Irving	WB @ Western	S	2
99	E. Irving	WB @ Brookville	S4	1
100	E. Irving	EB @ Brookville	S4	1
101	E. Kirke	EB just off Connecticut R side	no trucks	1
102	E. Kirke	WB @ Brookville on W of intersection	no trucks	1
103	E. Kirke	WB @ Connecticut	S	1
104	E. Kirke	WB @ Brookville east of Intersection	S	1
105	E. Kirke	EB @ Brookville	S	3
106	E. Lenox	EB @ Brookville east of intersection on R	No trucks	1
107	E. Lenox	WB @ Brookville W of intersection On R	No Trucks	1
108	E. Lenox	EB just off Connecticut R side	No trucks	1
109	E. Lenox	WB @ Brookville	S	1

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	A	B	C	D
110	E. Lenox	EB @ Brookville	S	1
111	E. Lenox	WB @ Connecticut	S	3
112	E. Lenox	EB @ Nevada R side	SA	1
113	E. Lenox	EB just Prior to #4 on R	SP25	2
114	E. Melrose	WB @ Brookville west of intersection on R	No trucks	1
115	E. Melrose	EB @ Brookville east of intersection on R	No trucks	1
116	E. Melrose	EB @ Connecticut	No trucks	1
117	E. Melrose	EB @ Nevada	S	1
118	E. Melrose	WB @ Nevada coming out of cul-de-sac	S	1
119	E. Melrose	WB @ Connecticut	S	3
120	E. Melrose	EB @ Brookville	S4	3
121	E. Melrose	EB in front #2	SP25	1
122	E. Melrose	WB in front #15	SP25	1
123	Grafton	Wisconsin EB	No trucks	2
124	Grafton	WB @ Wisc	DNE; DNE (same pole)	2
125	Grafton	WB W of Kirkside	DNE; No exit to Wisc	2
126	Grafton	WB on E side @ Kirkside	DNE; No exit to Wisc	2
127	Grafton	WB @ 23	NP2	1
128	Grafton	EB @ 140	NP2	1
129	Grafton	WB @ 15	NP2	1
130	Grafton	EB @ 136	NP2	1
131	Grafton	EB @ 26	NP2	1
132	Grafton	EB @ 110	NP2	1
133	Grafton	WB @ 107	NP2	1
134	Grafton	WB @ 127	NP2	1
135	Grafton	EB @ 8	NP2; NP4 (same pole)	2
136	Grafton	WB @ 3	NP2; NP4 (same pole)	2
137	Grafton	WB @ CCC	NP4	1
138	Grafton	WB @ 3	NP4	2
139	Grafton	EB @ 140	NPAT	1
140	Grafton	WB @ CCC	NPAT	1
141	Grafton	EB @ 10 W. Kirke	NPAT	1
142	Grafton	EB @ 8	NPAT	1
143	Grafton	WB @ 127	NPAT	1
144	Grafton	EB @ 102	NPAT; NP2 (same pole)	2
145	Grafton	EB @ 127	NPAT; NP2 (same pole)	2
146	Grafton	EB 146	NPAT; NP2 (same pole)	2
147	Grafton	EB @ 142	NPAT; NP2 (same pole)	2
148	Grafton	EB @ 125	NPAT; NP2 (same pole)	2
149	Grafton	WB @ 101	NPAT; NP2 (same pole)	2

**Addendum to  
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	A	B	C	D
150	Grafton	EB @ 46	NPAT; NP2 (same pole)	2
151	Grafton	WB @ 125	NPAT; NP2 (same pole)	2
152	Grafton	EB @ All Saints	NPAT; NP4	2
153	Grafton	EB @ CCC	S	1
154	Grafton	EB @ Cedar	SA	1
155	Grafton	WB @ Cedar	SA	1
156	Grafton	EB @ Kirkside	SA	1
157	Grafton	WB @ Kirkside	SA	1
158	Grafton	EB @ 125	SP 25	1
159	Grafton	WB @ 3	SP 25	1
160	Grafton	WB @ 101	SP 25	1
161	Grafton	EB @ 46	SP 25	1
162	Grafton	EB @ 144	SP 25	2
163	Grove	EB @ 5621	NP2	1
164	Grove	WB @ 5620	NP2	1
165	Grove	WB W of Cedar	NP2	1
166	Grove	EB @ 5613	NP2	1
167	Grove	WB @ 5504	NP2	1
168	Grove	EB @ 5507	NP2	1
169	Grove	WB @ 5514	NP2	1
170	Grove	EB @ 5515	NP2	1
171	Grove	WB @ 5412	NP2	1
172	Grove	EB @ 5625	NP2	2
173	Grove	WB E of Cedar	NP2	2
174	Grove	WB @ 5608	NP2	2
175	Grove	WB @ 5414	NP2	2
176	Grove	WB W of Cedar	NPAT	1
177	Grove	EB W of Kirkside	NPAT	1
178	Grove	EB @ 5420	NPAT	2
179	Grove	EB @ 5410	NPAT	2
180	Grove	EB @ 5416	NPAT	2
181	Grove	WB @ W of Kirkside	NPAT; NP2	3
182	Grove	WB @ Oliver	NPAT; NP2	3
183	Grove	EB E of Cedar	NPAT; NP2	3
184	Grove	EB W of Cedar	NPAT; NP2 (same pole)	2
185	Grove	WB @ Kirkside	NPAT; NP2 (same pole)	2
186	Grove	EB E of @ Kirkside	NPAT; NP2 (same pole)	2
187	Grove	EB @ Oliver	SA	1
188	Grove	WB @ Cedar	SA	1
189	Grove	WB @ Kirkside	SA	1
190	Grove	EB @ Cedar	SA	1
191	Grove	EB @ Kirkside	SA	1
192	Hesketh	EB @ Kirkside	Keep right (graphic)	1

## Addendum to Resolution # 05-01-2014

	A	B	C	D
193	Hesketh	WB @ 27	NP2	1
194	Hesketh	WB @ 112	NP2	1
195	Hesketh	WB @ 129	NP2	1
196	Hesketh	WB across from 104	NP2	1
197	Hesketh	WB @ 3	NP2	1
198	Hesketh	EB @ 10	NP2	1
199	Hesketh	WB @ 17	NP2	1
200	Hesketh	EB @ 22	NP2	1
201	Hesketh	EB @ 130	NPAT	1
202	Hesketh	EB @ 108	NPAT	1
203	Hesketh	EB @ 106	NPAT	1
204	Hesketh	EB @ 138	NPAT	1
205	Hesketh	EB @ 126	NPAT	1
206	Hesketh	EB @ 140	NPAT	1
207	Hesketh	EB @ 112	NPAT	1
208	Hesketh	EB @ 124	NPAT	1
209	Hesketh	WB @ 125	NPAT	1
210	Hesketh	EB 50' W of Cedar	NPAT	1
211	Hesketh	EB @ 120	NPAT	1
212	Hesketh	EB @ 2	NPAT; NP2 (same pole)	2
213	Hesketh	WB @ 143	NPAT; NP2 (same pole)	2
214	Hesketh	WB @ 121	NPAT; NP2 (same pole)	2
215	Hesketh	EB @ 30	NPAT; NP2 (same pole)	2
216	Hesketh	WB across from 4	NPAT; NP2 (same pole)	2
217	Hesketh	WB @ Kirkside	S	1
218	Hesketh	WB @ Cedar	SA	1
219	Hesketh	EB @ Cedar	SA	1
220	Hesketh	WB 30' W of Cedar	SP 25	1
221	Hesketh	EB @ 30	SP 25	1
222	Hesketh	WB across from 2	SP 25	1
223	Hesketh	EB @ Magnolia	Y	1
224	Kirkside	NB @ Hesketh island	Keep right	1
225	Kirkside	NB @ Western NW corner	No trucks	1
226	Kirkside	NB across from 5704	NP2	1
227	Kirkside	NB @ 5803	NP2	1
228	Kirkside	NB @ 5615	NP2	1
229	Kirkside	NB across from 5700	NP2	1
230	Kirkside	SB @ 5702	NP2	1
231	Kirkside	SB @ 5704	NP2	1
232	Kirkside	SB between 5600 and 5604	NP2	1
233	Kirkside	NB @ 5515	NP2	1
234	Kirkside	NB @ 5501 driveway	NP2	1
235	Kirkside	NB in front 5505	NP2	2

**Addendum to  
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	A	B	C	D
236	Kirkside	NB between 5601 and 5603	NP2	2
237	Kirkside	NB between Grafton and Hesketh	NPAT	1
238	Kirkside	NB between Grafton and Hesketh across from 5902	NPAT	1
239	Kirkside	SB @ Western 30' N	NPAT	1
240	Kirkside	NB @ 5803	NPAT	1
241	Kirkside	NB @ 5615	NPAT	1
242	Kirkside	SB @ 5704	NPAT	1
243	Kirkside	NB @ Western 30' N	NPAT	1
244	Kirkside	SB across from 5505	NPAT	1
245	Kirkside	SB @ 5501	NPAT	2
246	Kirkside	SB @ 5614	NPAT; NP2	3
247	Kirkside	NB @ 5611	NPAT; NP2	3
248	Kirkside	SB in front of 5500	NPAT; NP2	3
249	Kirkside	SB @ 5514	NPAT; NP2	3
250	Kirkside	NB @ Western 50' N	NPAT; NP2 (same pole)	2
251	Kirkside	SB @ Grafton 20' N	NPAT; NP2 (same pole)	2
252	Kirkside	SB @ 126 Hesketh	NPAT; NP2 (same pole)	2
253	Kirkside	NB N of Oliver	NPAT; NP2 (same pole)	2
254	Kirkside	SB @ 5800	NPAT; NP2 (same pole)	2
255	Kirkside	SB @ 5610	NPAT; NP2 (same pole)	2
256	Kirkside	NB in front of 5511	NPAT; NP2 (same pole)	2
257	Kirkside	SB @ Western	S	1
258	Kirkside	SB @ Grove	SA	1
259	Kirkside	SB @ Park	SA	1
260	Kirkside	NB @ Montgomery	SA	1
261	Kirkside	NB @ Center	SA	1
262	Kirkside	SB @ Grafton	SA	1
263	Kirkside	NB @ Hesketh	SA	1
264	Kirkside	NB @ Oliver	SA	1
265	Kirkside	SB @ Oliver	SA	1
266	Kirkside	NB @ Grafton	SA	1
267	Kirkside	NB @ Park	SA	1
268	Kirkside	SB @ Center	SA	1
269	Kirkside	SB @ Montgomery	SA	1
270	Kirkside	NB @ Grove	SA	1
271	Kirkside	SB @ 5704	SP 25	1
272	Kirkside	NB @ 5501 driveway	SP 25	1
273	Laurel PKWY	SB Laurel @ small island behind Public Works Yard	NPAT	1
274	Laurel PKWY	SE @ W. Kirke about 15' from stop sign	NPAT	1

**Addendum to  
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	A	B	C	D
275	Laurel PKWY	NB Laurel W. Lenox S of Intersection	NPAT	1
276	Laurel PKWY	SB	NPAT	1
277	Laurel PKWY	SB @ W. Lenox	NPAT	1
278	Laurel PKWY	SB @ W. Lenox	NPAT	1
279	Laurel PKWY	NW @ W. kirke	NPAT	3
280	Laurel PKWY	SE @ the rear of 7 W. Kirke	Postal employee parking M-F 8A-5P, SAT 8A-1P	1
281	Laurel PKWY	EB @ rear gate to 7 W. Kirke	Postal employee parking M-F 8A-5P, SAT 8A-1P	1
282	Laurel PKWY	SE @ W. Kirke	S	1
283	Magnolia	NWB @ CCC	No trucks	3
284	Magnolia	11 Magnolia @ grass driveway	NPAT	1
285	Magnolia	NB @ W. Lenox	S	1
286	Magnolia	NB @ W. Irving	SA	1
287	Magnolia	SB @ W. Irving	SA	1
288	Magnolia	NB @ W. Kirke	SA	1
289	Magnolia	SB @ w. Kirke	SA	1
290	Magnolia	3 Magnolia facing NWB traffic	SP 25	1
291	Magnolia	SB @ w. Kirke	SP 25	1
292	Montgomery	WB @ Kirkside on E	No exit to WISC	1
293	Montgomery	EB @ E of Kirkside	NP2	1
294	Montgomery	WB @ 5506	NP2	1
295	Montgomery	EB @ 5616	NP2	1
296	Montgomery	EB @ 5513	NP2	1
297	Montgomery	WB W of Kirkside	NP2	2
298	Montgomery	WB @ 5502	NP2	2
299	Montgomery	WB @ 5617	NPAT; NP2	3
300	Montgomery	WB @ 5500	NPAT; Zone1 (same pole)	3
301	Montgomery	EB @ 5501	NPAT; Zone1; (same pole)	2
302	Montgomery	EB @ Oliver	SA	1
303	Montgomery	EB @ Kirkside	SA	1
304	Montgomery	WB @ E of Kirkside	SA	1
305	Montgomery	EB @ 5503	Zone1 PP only	1
306	Montgomery	WB @ 5502	Zone1 PP only	1
307	Montgomery	WB @ 5504	Zone1 PP only	1
308	Montgomery	EB @ 5507	Zone1 PP only	2
309	Montgomery	EB @ 5509	Zone1 PP Only (Beyond this point>)	1
310	Montgomery	WB @ 5508	Zone1 PP Only (Beyond this point>)	1
311	Nevada	NB @ E. Melrose	S	3

**Addendum to  
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	A	B	C	D
312	Nevada	SB @ E. Lenox	SA	1
313	Nevada	NB @ E. Lenox	SA	1
314	Nevada	SB @ Western	SA	1
315	Nevada	NB @ E. Lenox	SP25	1
316	Nevada	NB 30' N of Westren	SP25	2
317	Newlands	EB @ Brookville east of Intersection	No trucks	1
318	Newlands	WB @ Broadbranch	No trucks	1
319	Newlands	WB @ Brookville east of Intersection	S	1
320	Newlands	EB @ Broadbranch	S	1
321	Newlands	EB @ Brookville W of intersection	S	1
322	Newlands	WB in front of #15	SP25	1
323	Newlands Circle	EB N leg @ Connecticut	No trucks	1
324	Newlands Circle	WB S leg of Circle @ Connecticut	S	1
325	Newlands Circle	WB N leg @ Connecticut	S	3
326	Oliver	WB @ Western	20 MPH School zone	2
327	Oliver	EB @ Cedar	20 MPH Zone; NPAT; NP2	2
328	Oliver	WB @ Wisc	DNE	1
329	Oliver	WB @ Wisc on E side	DNE	1
330	Oliver	WB @ Kirkside	DNE	1
331	Oliver	WB @ Kirkside on E side	DNE; No exit to Wisc	2
332	Oliver	EB @ Western	End School zone	1
333	Oliver	4109 @ Alley	No thru traffic	1
334	Oliver	WB Alley @ 3908	No thru traffic	1
335	Oliver	EB @ Wisc	No thru traffic	2
336	Oliver	WB @ Western	No trucks; No exit to Wisc	2
337	Oliver	EB @ Western	No turn on RED	1
338	Oliver	EB @ 4113 Oliver	NP2	1
339	Oliver	WB @ 4107	NP2	1
340	Oliver	EB @ 4031	NP2	1
341	Oliver	EB @ 4107	NP2	1
342	Oliver	WB @ 4100	NP2	1
343	Oliver	WB @ 4005	NP2	1
344	Oliver	WB @ 4015	NP2	1
345	Oliver	EB @ 3912	NP2	1
346	Oliver	WB 3907	NP2	1
347	Oliver	WB @ 3909	NP2	1
348	Oliver	EB @ 3908	NP2	1
349	Oliver	WB @ 3911	NP2	2

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	A	B	C	D
350	Oliver	WB @ 3925	NP2	2
351	Oliver	WB @ 3903	NP2 0830A-0530P M-SAT	1
352	Oliver	EB @ 3907	NP2 8A-0530P	2
353	Oliver	EB @ Western	NPAT	1
354	Oliver	EB @ 4031	NPAT	1
355	Oliver	EB @ 4107	NPAT	1
356	Oliver	WB @ 4100	NPAT	1
357	Oliver	EB @ 3905	NPAT	1
358	Oliver	WB @ Western	NPAT	1
359	Oliver	EB @ 4016	NPAT; NP2	3
360	Oliver	EB @ 4023	NPAT; NP2	3
361	Oliver	WB @ 4031	NPAT; NP2	3
362	Oliver	WB E of Cedar	NPAT; NP2	3
363	Oliver	EB @ 4007	NPAT; NP2	3
364	Oliver	EB @ 3931	NPAT; NP2	3
365	Oliver	EB @ Grove	NPAT; NP2	3
366	Oliver	WB @ 4113 Oliver	NPAT; NP2 (same pole)	2
367	Oliver	EB @ 4111 Oliver	NPAT; NP2 (same pole)	2
368	Oliver	EB @ 4100	NPAT; NP2 (same pole)	2
369	Oliver	WB @ 3933	NPAT; NP2 (same pole)	2
370	Oliver	EB @ 3933	NPAT; NP2 (same pole)	2
371	Oliver	EB @ 3920	NPAT; NP2 (same pole)	2
372	Oliver	WB @ 4109	One way	1
373	Oliver	WB @ Wisc	One way	1
374	Oliver	EB @ 4109 Alley	One way	1
375	Oliver	WB @ Park	SA	1
376	Oliver	WB @ 3909	SA	1
377	Oliver	EB @ Kirkside	SA	1
378	Oliver	EB @ Park	SA	1
379	Oliver	WB @ Kirkside	SA	1
380	Oliver	EB @ Cedar	SA	1
381	Oliver	EB @ Grove	SA	3
382	Oliver	WB @ Cedar	SA; End school zone (same pole)	2
383	Oliver	EB @ 3933	School zone SP 20; PE; Fines double 6A-6P M-F	3
384	Oliver	EB @ 3908	School zone SP 20; PE; Fines double 6A-6P M-F	3
385	Oliver	WB @ Western	School zone SP 20; PE; Fines double 6A-6P M-F	3
386	Oliver	WB Alley @ 3908	SP 10	1
387	Oxford	EB @ Connecticut	No Trucks	1

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	A	B	C	D
388	Oxford	WB @ Brookville W of Intersection	No trucks	1
389	Oxford	EB @ Primrose E of Intersection	No trucks	1
390	Oxford	WB @ Connecticut	S	3
391	Oxford	WB @ Broad Branch E of Intersection	S	2
392	Oxford	EB @ Broad Branch W of intersection	S; no trucks	2
393	Oxford	EB @ Brookville	S4	1
394	Oxford	WB @ Brookville E of intersection	S4	1
395	Oxford	EB @ Primrose E of Intersection	S4	1
396	Oxford	WB @ Primrose E of Intersection	S4	4
397	Oxford	EB 100' from Connecticut	SP25	1
398	Park	WB @ Kirkside	Local traffic only	1
399	Park	WB @ 5508	NP2	1
400	Park	WB @ 5500	NP2	1
401	Park	WB @ 5605	NP2	1
402	Park	WB @ Kirkside	NP2	1
403	Park	EB @ 5517	NPAT	1
404	Park	WB @ Kirkside	NPAT; NP2	3
405	Park	EB @ Kirkside	NPAT; NP2 (same pole)	2
406	Park	EB @ 5605	NPAT; NP2 (same pole)	2
407	Park	EB Park @ Oliver	SA	1
408	Park	WB @ Kirkside	SA	1
409	Park	EB @ Kirkside	SA	1
410	Primrose	EB @ Brookville E of intersection	No thru trucks over 3/4 tone	1
411	Primrose	WB @ Brookville W of Intersection	No trucks	1
412	Primrose	EB @ Connecticut	No trucks	1
413	Primrose	In front of 109 WB	NPAT	1
414	Primrose	In front of 110	NPAT	1
415	Primrose	Between 108 and 110	NPAT	1
416	Primrose	In front of 108	NPAT	1
417	Primrose	EB @ Western	S	1
418	Primrose	WB @ Connecticut	S	1
419	Primrose	WB @ Oxford E of Intersection	S4	1

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	A	B	C	D
420	Primrose	EB @ Oxford W of Intersection	S4	1
421	Primrose	WB @ Brookville	S4	3
422	Primrose	EB @ Brookville W of intersection	S4	3
423	Primrose	WB in front of 209	SP 15 ; No trucks	2
424	Primrose	WB @ Oxfrud W of Intersection	SP 25	1
425	Primrose	Between 27 and 25 WB	SP 25	1
426	Quincy	WB @ Brookville	No trucks	1
427	Quincy	EB @ Connecticut	No trucks	1
428	Quincy	EB in front of 36	NPAT	1
429	Quincy	EB 50' E of Connecticue	NPAT both directions	1
430	Quincy	WB 75' before Connecticut	NPAT both directions	1
431	Quincy	WB E of Sauls driveway	NPAT pointing west	1
432	Quincy	WB 2 Connecticut	S	3
433	Quincy	EB @ Brookville	S	3
434	Summerfield	NB @ Western	No trucks	2
435	Summerfield	SB R side 50' from Oxford	NPAT	1
436	Summerfield	SB L side 50' from Oxford	NPAT	1
437	Summerfield	SB @ Western	S	1
438	Summerfield	NB @ Oxford	S	1
439	W. Irving	EB @ Connecticut	No trucks	1
440	W. Irving	WB @ Cedar	S	1
441	W. Irving	EB @ Connecticut	S	1
442	W. Irving	EB @ Magnolia	SA	1
443	W. Irving	WB @ Magnolia	SA	1
444	W. Kirke	Connecticut @ NW corner	No trucks	1
445	W. Kirke	WB @ Laurel	NPAT	1
446	W. Kirke	WB @ Connecticut	S	1
447	W. Kirke	EB @ Magnolia	S4	1
448	W. Kirke	WB @ Magnolia	S4	1
449	W. Kirke	WB @ Cedar	SA	1
450	W. Kirke	WB @ 7	SP 25	1
451	W. Kirke	EB @ 32	SP 25	1
452	W. Lenox	EB at post office about 40' from stop sign	20 min parking M-F 8A-5P, SAT 8A-1P; HP (same pole)	2
453	W. Lenox	EB at Laurel	20 min parking M-F 8A-5P, SAT 8A-1P; NPAT(same pole) to corner	2

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	A	B	C	D
454	W. Lenox	Connecticut @ W. Lenox NW facing WB traffic	DNE	1
455	W. Lenox	Connecticut @ W. Lenox SW corner facing WB traffic	DNE	1
456	W. Lenox	WB @ Cedar	No Exit	1
457	W. Lenox	Connecticut @ W. Lenox NW corner facing SB traffic	No right turn sign	1
458	W. Lenox	EB 9 @ Laurel	NPAT	1
459	W. Lenox	WB 9 @ Laurel	NPAT	1
460	W. Lenox	EB at post office about 30' from stop sign	NPAT and HP (same pole)	2
461	W. Lenox	Connecticut @ W. Lenox NW corner	one way	3
462	W. Lenox	EB @ Laurel	One way arrow (2 side sign)	1
463	W. Lenox	NB Cedar at W. Lenox	Right Turn only	1
464	W. Lenox	Connecticut @ W Lenox EB	S	1
465	W. Lenox	EB @ Magnolia	SP 25	2
466	W. Lenox	EB 9 @ Laurel	Y	1
467	W. Melrose	WB W. Melrose @ Connecticut	No trucks	1
468	W. Melrose	WB W. Melrose @ Connecticut about	NPAT	1
469	W. Melrose	EB W. Melrose @ Connecticut	S	1
470				
471			<b>Sign count</b>	<b>641</b>
472				
473				