



Planning, Streets and Traffic Committee

5:00 p.m., Monday, August 24, 2020

Join via internet at:

<https://us02web.zoom.us/j/84560244398?pwd=ZXQ5dy92VEh5dnNUdlZKNGRkSnNRdz09>

Or call: 312-626-6799 or 929-436-2866 or 301-715-8592 or 346-248-7799 or 669-900-6833

Webinar ID: 845 6024 4398

Password: 886472

AGENDA

Bill No. 7878 - A Bill to establish a no parking zone on the south side of Livingston Avenue from Burgess Street to a point 110ft east of Burgess Street and amending the Traffic Control Map and Traffic Control File, established by the code of the City of Charleston, West Virginia, two thousand and three, as amended, Traffic Laws, Section 263, Division 2, Article 4, Chapter 114, to conform therewith.

Bill No. 7879 - A Bill to establish a Stop intersection on 24th Street West at 6th Avenue West by placing a stop sign on the corner of 24th Street West and amending the Traffic Control Map and Traffic Control File, established by the code of the City of Charleston, West Virginia, two thousand and three, as amended, Traffic Laws, Section 263, Division 2, Article 4, Chapter 114, to conform therewith.

Miscellaneous

Approval of the Minutes of the July 27, 2020 meeting

1 **Bill No. 7878**

2 Passed by Council:

3 Introduced in Council

4 **August 3, 2020**

5 Introduced by:

Referred to

6 **Chuck Overstreet**

Planning, Streets and Traffic

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11 **Bill No. 7878** - A Bill to establish a no parking zone on the south side of Livingston
12 Avenue from Burgess Street to a point 110ft east of Burgess Street and amending the
13 Traffic Control Map and Traffic Control File, established by the code of the City of
14 Charleston, West Virginia, two thousand and three, as amended, Traffic Laws, Section
15 263, Division 2, Article 4, Chapter 114, to conform therewith.

16 Be it Ordained by the Council of the City of Charleston, West Virginia:

17 Section 1. A Bill to establish a no parking zone on the south side of Livingston Avenue
18 from Burgess Street to a point 110ft east of Burgess Street

19 Section 2. The Traffic Control Map and Traffic Control File, established by the code
20 of the City of Charleston, West Virginia, two thousand and three, as amended, Traffic
21 Laws, Section 263, Division 2, Article 4, Chapter 114, shall be and hereby are
22 amended, to conform to this Ordinance.

23 Section 3. All prior Ordinances, inconsistent with this Ordinance are hereby
24 repealed to the extent of said inconsistency.

1 **Bill No. 7879**

2 Passed by Council:

3 Introduced in Council

4 **August 3, 2020**

5 Introduced by:

Referred to

6 **Pat Jones**

Planning, Streets and Traffic

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10 **Bill No. 7879** - A Bill to establish a Stop intersection on 24th Street West at 6th Avenue
11 West by placing a stop sign on the corner of 24th Street West and amending the Traffic
12 Control Map and Traffic Control File, established by the code of the City of Charleston,
13 West Virginia, two thousand and three, as amended, Traffic Laws, Section 263, Division
14 2, Article 4, Chapter 114, to conform therewith.

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16 **Be it Ordained by the Council of the City of Charleston, West Virginia:**

17 Section 1. Stop intersection on 24th Street West at 6th Avenue West by placing a stop
18 sign on the corner of 24th Street West

19 Section 2. The Traffic Control Map and Traffic Control File, established by the code
20 of the City of Charleston, West Virginia, two thousand and three, as amended, Traffic
21 Laws, Section 263, Division 2, Article 4, Chapter 114, shall be and
22 hereby are amended, to conform to this Ordinance.

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24 Section 3. All prior Ordinances, inconsistent with this Ordinance are hereby
25 repealed to the extent of said inconsistency.

Planning, Streets and Traffic Committee

July 27, 2020

via Zoom video conference

In response to the COVID-19 pandemic, the meeting of the Planning, Streets & Traffic Committee of City Council was conducted electronically. The meeting was made available to the public as a live stream via Zoom (per the agenda).

Members Present

Mary Beth Hoover
Naomi Bays
Becky Ceperley
Will Laird
Chad Robinson
Sam Minardi

Members Absent

Adam Knauff

Staff Present

Lori Brannon
Terri Allen
Mackenzie Spencer
Matt Hartline
Mayor Amy Goodwin

Call to Order: Mary Beth Hoover

Bill 7874 – Establishing a no parking zone for the 1100 block of Livingston Avenue on the south side of the street and amending the traffic control map/file accordingly.

MS. HOOVER: We had a long discussion about this case at our last meeting. This is a very difficult bill. We're looking at a very small street up on the West Side hill where people are parking on the sidewalk, and we're getting complaints. There is no easy solution here, but I did see an email from Councilman Chuck Overstreet with suggestions.

MR. OVERSTREET: The suggestion is to install a sign in front of the complainant's house near the southwest corner of the block that prohibits parking from there to the corner. Can Matt Hartline clarify whether that is possible?

MR. HARTLINE: It is possible and the bill can be written to indicate the prohibition for whatever length the committee designates.

MR. OVERSTREET: Renters across the street are abusing the sidewalks and giving the complainant some grief over a variety of things. I think if such a sign were installed it may adequately address the situation. It would prevent people from blocking this man's access to his driveway.

MS. HOOVER: I was concerned this would open up a can of worms. I get this on the East End a lot where people call and complain that they get home from work and can't find a place to park in front of their homes. My answer is that this is East End living. If we install a sign that says no parking it means no parking for anyone, the complainant included.

MR. OVERSTREET: The complainant has a 2-3 car driveway and doesn't park on the street. His driveway is sometimes blocked by other people's vehicles.

MR. OVERSTREET: He also doesn't park there because people sometimes park on the other side of the street where there is no sidewalk and the street is very narrow so cars would not be able to get through if people were parked on both sides.

MS. BAYS: He's near Burgess in a brick house? He has a carport and a driveway that holds 2 cars and he's upset because people are parking in front of his house?

MR. OVERSTREET: He's upset because people park in front of his house on the sidewalk and block access to his driveway.

MAYOR GOODWIN: Does this man have any exceptionalities, any challenges Councilmember Overstreet?

MR. OVERSTREET: No. The grandfather who does not live on the street is just a grumpy old guy. And the grandson lives there.

MS. HOOVER: We should clarify. If you look on google maps, people are parking on the sidewalk. The gentleman who has been complaining is calling the cops to get people ticketed. The street is very narrow and when you look at it we thought maybe parking on one side or the other. But there are 7 or 8 houses on both sides of the street. So if you choose one side, the property owners on the other are upset. The sign proposed today may be a reasonable solution for now and see then what the feedback from the neighbors is. How do others feel about that?

MR. ROBINSON: I had a call after our last meeting from Yvonne Wilkes. How does this affect her?

MR. OVERSTREET: She lives about mid-block in a duplex on opposite side of the street from the complainant. She has always parked on the curb. In fact, the only accident I ever had when I was with the Fire Department was at this location and it was because the vehicles were NOT parked on the curb. It wouldn't really affect her that much. I thought her neighbor across the street might be on the call to address this as she was last month. This is just a really tight street.

MS. BAYS: I'm looking at 1196 on google maps which is across the street. There is a stone wall and it looks like at one point there may have been a parking pad at one time, and there's another cutout on the street that looks like it might've been the same. I'm not about appeasing one person or setting some precedent. I wonder if we could convince the owner to recreate that parking area.

MR. HARTLINE: If we were to do that, there would have to be a curb cut put in. I don't know the distance, but it looks like it would gain about 3 or 4 ft which could make a real difference. But at a minimum we'd have to do a curb cut and put in gravel.

MS. HOOVER: Matt, is what Naomi's proposing possible?

MR. HARTLINE: It is possible. It's just a matter of the property owner coming in and getting permission to do the curb cut there.

MS. HOOVER: So it would be at the cost of the property owner.

MR. HARTLINE: Yes.

MS. ALLEN: My question for Mr. Overstreet. If we put up a sign that said no parking here to corner are we talking about the sidewalk side or the curb side?

MR. OVERSTREET: The sidewalk side. The young man lives in the brick house on the sidewalk side and the renters on the other side of the street are parking on his side of the street and blocking his access.

MR. HARTLINE: I'm looking on google earth here and it looks like it's about 107 ft from the wood pole to the corner we're talking about.

MS. CEPERLEY: I suggest we do both. Install the no parking here to corner sign and contact the owner to encourage them to do the parking pad.

MS. HOOVER: If that's the way we want to move forward, I want to ask Matt and Terri about next steps. I assume the bill would have to be rewritten? Or amend the existing bill?

MR. OVERSTREET: What if the property owner says no?

MS. CEPERLEY: We wouldn't put that in the bill. We're not requiring it, just inquiring about it. And he could say no.

MS. HOOVER: The bill would just be the no parking sign from the spot we decide to put it. Is that correct Matt?

MR. HARTLINE: You could do either an amendment or a rewrite, but it will be a lot cleaner if we rewrite it.

MS. HOOVER: It would be best if Matt and Mr. Overstreet determined the best location for the sign and we work on a new bill for next month. We can do a quick meeting in the interim if needed. Is the time it takes to rewrite and introduce a new bill too long, Mr. Overstreet?

MR. OVERSTREET: No. I can tell the neighborhood that we're working toward a solution and progress is being made.

MS. HOOVER: Does anyone have any other questions or comments about the new direction we're taking with Bill #7874? None? Then let's move on to the next item on the agenda and continue the discussion on this matter at our next meeting.

Bill 7875 – Establishing a 10 MPH speed limit on Woodward Court from Orchard Street to the end of Woodward Court no parking zone for the 1100 block of Livingston Avenue on the south side of the street and amending the traffic control map/file accordingly.

MS. HOOVER: Mr. Overstreet, you sponsored the bill. Would you like to address the committee about this?

MR. OVERSTREET: I'd rather have Matt address this.

MR. HARTLINE: The total length of the street is about 250 ft and it's a dead end. The street itself is just 10 ft wide, which is the minimum we can have. All the houses are built right on top of the road, and when you get in there, there's no way to turn around. It's just really constricted and you just have to go slow to navigate it.

MS. BAYS: I'm looking at it now and I drove through there. It looks like the street is in the rear of the houses.

MR. HARTLINE: On the east side of the street all the houses face Woodward Court. The other side faces a walkway to the next street.

MS. CEPERLEY: What's the current speed limit?

MR. HARTLINE: The current speed limit is 25 mph, the default when a street isn't signed.

Motion and vote: On the motion of Councilwoman Ceperley, seconded by Councilwoman Bays, the Committee voted unanimously to approve the bill.

MS. HOOVER: Next on the agenda is a request to reduce the speed limit on Virginia Avenue to 25 MPH. Matt do you want to start this conversation?

MR. HARTLINE: Currently the speed limit is 30 MPH, which used to be the default for unsigned streets. If the committee would like to reduce the speed to 25 MPH, we can do that without taking it to the full City Council. I've been contacted by several residents there requesting this. Many of the streets in the Kanawha City neighborhood have already been reduced to 25 MPH. All the concerns came to me through the QAlert system.

MR. LAIRD: I would certainly be in support of changing all those streets to 25 MPH. I do know that in recent conversation with Councilman King he's interested in looking at 20 MPH.

MR. ROBINSON: If possible, can we go ahead and include Virginia, Staunton, Noyes and Kanawha in this request? That way its consistent throughout the Kanawha City neighborhood. I don't agree with going down to 20, unless we see that 25 mph isn't working.

MR. HARTLINE: The committee can reduce any street to 25 mph.

MAYOR GOODWIN: If you guys would like me to pull the amount of constituent complaints or concerns we've gotten on this we can do that. This is the number one thing we're approached about in the Kanawha City neighborhood.

MR. LAIRD: It is the number one complaint I get as well. I also get complaints that 25 is too fast. There are no sidewalks there, and when you're walking in the street and someone drives by at 25 mph, it feels faster than you think. I support going to 25 mph for the streets we've discussed. We also need to look at the cross streets. Fiftieth St is signed at 30 mph.

MR. HARTLINE: I'll have to research it, but anything that isn't ordinances can be taken to 25 mph without full council action.

MS. HOOVER: I agree with the consistency. I think we also probably need to get with the Traffic Division of the Police Department and prepare. Maybe we could coordinate with them to place the sign that flashes your speed when you're driving too fast.

MR. LAIRD: Can I just say for the record that we're not interested in raising any revenue from giving people tickets. We just want people to slow down.

The committee agreed and unanimously approved the request, as amended to include Staunton, Noyes, and cross streets.

MR. ROBINSON: I have a request. I'd like to talk about small signage under the speed limit signs. I know we can't put signs that say slow children playing, but I'd like Matt to come back to us with a price and a list of quotes we could put around the city underneath our speed limit signs. Things like "Welcome Walkers" or "Welcome Bikers."

MAYOR GOODWIN: Chad, I think that's a really good idea and a great reminder that we all kind of tune out the speed limit signs and this is a good reminder of why we're reducing speed limits.

MR. MINARDI: Why can't we use the slow children playing signs? I remember some discussion about this when I served on this committee previously. I thought that was just the preference of the previous administration? I don't know if that's changed.

MR. HARTLINE: The slow children playing signs are considered a nonstandard sign by the federal government. We're not supposed to post any nonstandard signs.

MAYOR GOODWIN: It's certainly not the position of this administration. When my kids were young and playing in the street, we bought signs and set them up in the middle of the street while they were playing to slow people down.

MR. HARTLINE: We can put yellow and black signs beneath the speed limit signs but they shouldn't say children at play because you should never encourage children to play in the street. You can't modify a speed limit sign, but you could do a separate auxiliary sign in yellow and black with any of the phrases the committee mentioned. Just no encouragement of kids playing in the street.

The committee then discussed the fact that children play in the streets is a reality we have to deal with regardless of what the signs say and explored ideas for other phrases that could be used like kid-friendly, dogs welcome, respect the limit, set the pace. The committee also discussed the frequency of the signs appearing on the streets with Mr. Hartline's suggestion being every other block. Ms. Ceperley recommended a subset of the committee work with Matt to identify a couple of phrases and designs we could consider at our next meeting. The committee agreed.

Minutes of the June 22, 2020 meeting: Becky Ceperley moved to approve the minutes of the last meeting. Chad Robinson seconded the motion, and the Committee voted 6-0 to approve the previous meeting minutes.

Adjournment.