



Planning, Streets and Traffic Committee

5:00 p.m., Monday, February 22, 2021

Join via internet at:

<https://us02web.zoom.us/j/83867524534?pwd=Qy9xazExUys1cmZQQidLWFhGeE5JZz09>

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

Webinar ID: 838 6752 4534

Password: 002337

AGENDA

Continued from the previous meeting

Bill No. 7891 - A Bill creating a no outlet on Overbrook Road, a public thoroughfare, in the City of Charleston, West Virginia and updating the traffic control map and traffic control file consistent with this Bill.

Discussion

Auxiliary Signs

Miscellaneous

Approval of the Minutes of the January 25, 2021 meeting

***Meetings may be recorded and broadcast via internet <https://charlestonwv.civicclerk.com>**

Bill No. 7891

Introduced in Council

Passed by Council

January 19, 2021

Introduced by

Referred to
**Planning/Streets & Traffic
Committee**
Finance Committee

Sam Minardi and Brent Burton

Bill No. 7891 - A Bill creating a no outlet on Overbrook Road, a public thoroughfare, in the City of Charleston, West Virginia and updating the traffic control map and traffic control file consistent with this Bill.

BE IT ORDAINED BY THE CITY COUNCIL OF CHARLESTON, WEST VIRGINIA

1. The Council of the City of Charleston, West Virginia finds and determines that prior hereto a request has been made to create a no outlet on Overbrook Road to reduce excessive vehicular traffic on the public thoroughfare, in order to maintain public safety.

2. That Overbrook Road was intended to serve a residential community but is now being used as a main thoroughfare and short-cut connecting to other public streets, and as a result there has been an increase in accidents not reported to the Charleston Police Department or near-accidents as caught on video by homeowners and reported on news outlets, the said increase in vehicular traffic creating an unreasonable danger to public safety to the residents of Overbrook Road and to other vehicular and pedestrian traffic on Overbrook Road.

3. That Overbrook Road is approximately 12 feet in width in certain locations and thus can only accommodate one vehicle when said road is a two way street.

4. That other alternatives, including expansion and re-design of Overbrook Road are not viable options due to cost, available width of the existing right-of-way, and current terrain and street design.

5. That it is prudent to designate a portion of Overbrook Road as having no outlet and restricting its use as a public thoroughfare for local and public safety traffic only.

6. That a no outlet segment of Overbrook Road be and is hereby created, reserving, however, unto the City of Charleston or unto any public utility, all right, title and interest said City or utility may now have in the public thoroughfare comprising Overbrook Road.

7. That no person shall construct improvements or take any other actions which would use the no outlet segment for their personal use or benefit.

29 8. That the no outlet segment, including placement of applicable signage, shall be designed
30 by the City Engineer and City Traffic Director, or designees, to accomplish the public purposes as
31 articulated in this Ordinance.

32 9. That the traffic control file and traffic control map shall be updated consistent with this
33 ordinance.

34 10. All prior ordinances, or parts of ordinances, inconsistent with this ordinance are hereby
35 repealed to the extent of such inconsistency.



1
OF 1

SHEET NUMBER			
DATE	BY	CHECKED	DATE
05/25/2023	XXX	XXX	04/27/2023
SCALE	AS SHOWN	DATE	SCALE

CITY OF CHARLESTON
OVERBROOK ROAD, CHARLESTON, WV
PROPOSED TURNAROUND

REVISIONS	
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DOUBLE TURNAROUND

Cost Estimate

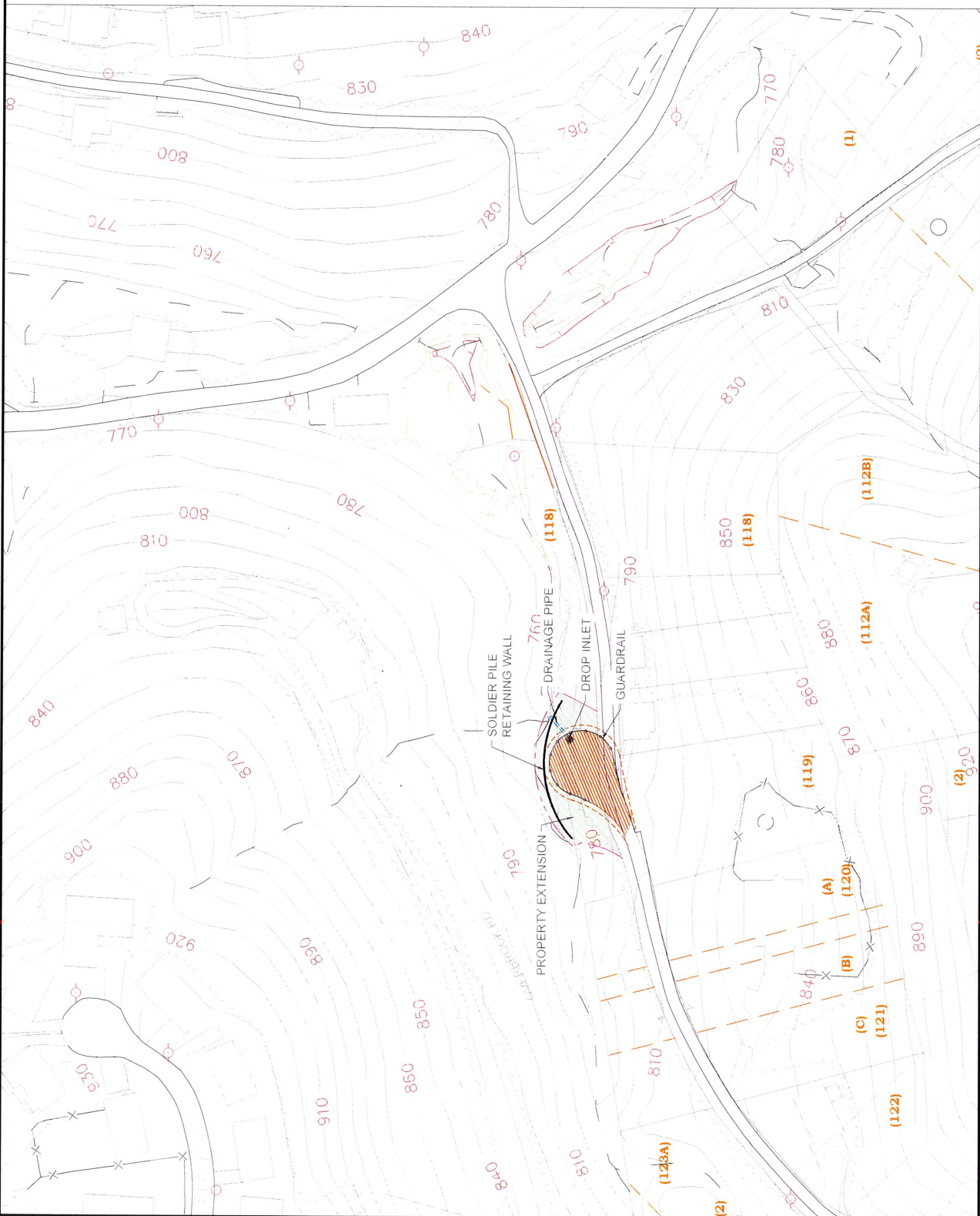
February 1, 2021

	Description	Units	Bid Quantity	Unit Cost	Total Cost
	GENERAL				
1	MOBILIZATION	LS	1	\$ 5,000.00	\$ 5,000.00
2	CLEARING AND GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
3	FILL EXCAVATION	CY	4130	\$ 20.00	\$ 82,600.00
4	6" AGGREGATE BASE COURSE	TN	250	\$ 90.00	\$ 22,500.00
5	FABRIC	SY	1200	\$ 3.00	\$ 3,600.00
6	2" ASPHALT BASE COURSE	TN	110	\$ 135.00	\$ 14,850.00
7	1.5" ASPHALT WEARING COURSE	TN	83	\$ 110.00	\$ 9,130.00
8	GUARDRAIL	LF	140	\$ 20.00	\$ 2,800.00
9	36" HDPE PIPE	LF	190	\$ 170.00	\$ 32,300.00
10	DROP INLET	EA	1	\$ 3,500.00	\$ 3,500.00
11	RIP RAP STONE	CY	78	\$ 100.00	\$ 7,800.00
12	PROPERTY PURCHASE	SF	13100	\$ 1.24	\$ 16,244.00
	SUBTOTAL GENERAL				\$ 194,080.00
	TOTAL BASE BID				\$ 194,080.00

DATE	SCALE	DATE	SCALE
08/21/2018	AS SHOWN	08/21/2018	AS SHOWN
DESIGNED	XXX	APPROVED	XXX
DRAWN	XXX	DATE	DATE

CITY OF CHARLESTON
OVERBROOK ROAD, CHARLESTON, WV
PROPOSED TURNAROUND

STATUS
FOR REVIEW



SINGLE TURNAROUND

Cost Estimate

February 1, 2021

	Description	Units	Bid Quantity	Unit Cost	Total Cost
	GENERAL				
1	MOBILIZATION	LS	1	\$ 15,000.00	\$ 15,000.00
2	CLEARING AND GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
3	FILL EXCAVATION	CY	2150	\$ 30.00	\$ 64,500.00
4	6" AGGREGATE BASE COURSE	TN	107	\$ 90.00	\$ 9,630.00
5	FABRIC	SY	430	\$ 3.00	\$ 1,290.00
6	2" ASPHALT BASE COURSE	TN	50	\$ 135.00	\$ 6,750.00
7	1.5" ASPHALT WEARING COURSE	TN	35	\$ 110.00	\$ 3,850.00
8	GUARDRAIL	LF	200	\$ 20.00	\$ 4,000.00
9	RIP RAP	CY	3	\$ 100.00	\$ 324.00
10	SOLDIER PILE 12x53	LF	1050	\$ 100.00	\$ 105,000.00
11	STEEL WALE 10x42	LF	136	\$ 85.00	\$ 11,560.00
12	CONCRETE LAGGING	SF	2720	\$ 20.00	\$ 54,400.00
13	DROP INLET	EA	1	\$ 5,000.00	\$ 5,000.00
14	24" HDPE PIPE	LF	25	\$ 150.00	\$ 3,750.00
15	PROPERTY PURCHASE	SF	7160	\$ 1.50	\$ 10,740.00
	SUBTOTAL GENERAL				\$ 305,794.00
	TOTAL BASE BID				\$ 305,794.00



Email: dan.vriendt@cityofcharleston.org

February 2, 2021

Dan Vriendt, Director
Kanawha County Planning Department
P.O. Box 2749
Charleston, WV 25301

Re: Bill Number 7891, Overbrook Road Street Closing

Dear Director Vriendt:

Following the public hearing on the above Bill Number 7891 on January 25, 2021, I was contacted by one of the concerned residents of Overbrook Road regarding my position on the bill. I told him that I would be happy to look at the road and see if there was a solution. I have had the opportunity to look at this situation twice, in addition to probably 50 plus years of occasionally using the road.

The Basic problem is the road is extremely narrow at the Oakwood and Hickory Roads intersection. It is built into a hillside, along a creek and bank and it would be expensive to widen it. The Oakwood Road access is directly into a highly traveled school flow of traffic for Overbrook, John Adams and George Washington Schools. It is also immediately adjacent to the access to Carroll Road at Oakwood Road. There is also on a steep incline in a narrow location.

While I emphasize with the residents on this road, I do not see any way to have an equitable solution for people living near the Oakwood Road area and those living near the Hickory Road area if access was limited. If the road was one way the neighbors would probably be the biggest violators.

Some type of signage or reduced speed may assist but it will not prevent people using this as a shortcut, which is also done on Carroll and Ravinia Roads. It is similar to



January 25, 2021

Email: d.vriendt@cityofCharleston.org

Dan Vriendt, Director
City of Charleston Planning Department
P.O. Box 2749
Charleston, WV 25301

Re: Bill Number 7891, Overbrook Road Street Closing

Dear Director Vriendt:

This past week I received a Public Meeting Notice on the above-styled bill. I have property abutting the Overbrook and Hickory Road area. The bill is patently deficient on its face because it represents a bill that has been poorly drafted, which has no resolution.

Overbrook Road is like many city streets and hilly areas, that are substandard and that will never be improved to the ideal standard. It is narrow and steep, and over the years developments have occurred, which creates more traffic. It also empties into the Oakwood Road area at Overbrook School, which is highly congested.

1014 Bridge Road, Charleston, West Virginia 25314 • P.O. Box 271, Charleston, West Virginia 25321

(304) 343-5695 • Fax (304) 343-5694 • www.goldmanassociates.org

*Dan Vriendt, Director
City of Charleston
January 25, 20212
Page 2*

The reason I say this bill is poorly written and deficient is as follows:

1. There is no recommendation is how to remedy the situation
 - a. Would it be by signage;
 - b. Would it be by placing Jersey Barriers at Oakwood Road so that all traffic flowed to Hickory;
 - c. Would the road become one-way; or
 - d. Would it be best to make a turn-around at the entrance to Woodoak Lane or another place along the way?

This bill should not see the light of day.

Sincerely yours,



Jay Goldman, President

JG:jlbg

Vriendt, Dan

From: shoesnow <shoesnow@frontier.com>
Sent: Saturday, January 30, 2021 4:27 PM
To: Vriendt, Dan
Subject: [Possible SPAM] Bill 7891

This email originated from an outside source: Do not open attachments or links unless you know the content is safe. Forward suspicious emails as an attachment to: helpdesk@cityofcharleston.org

I'm inquiring about the web meeting held on January 25, 2021 regarding the Overbrook Road street closing. Due to the short timeframe of receiving the meeting notice (i.e. envelope postmarked January 20, 2021) prior to the meeting date I was unable to participate online.

Is there a transcript of the meeting available? Also is there an open period or forum to respond regarding this issue?

Due to the existing traffic congestion at the confluence of Overbrook Road, Carroll Road and Brawley Road with Oakwood Road at Overbrook Elementary School and the existing thru traffic on Carroll Road from both Hickory Road and Oakwood Road, I am concerned about the closing of Overbrook Road as a thru street and the additional traffic and congestion resulting on Carroll Road from Oakwood Road, Hickory Road, Brawley Road and Overbrook Road and potential additional safety concerns.

Any information would be helpful.

Thank you.

Stephen Schumacher
870 Carroll Road
Charleston WV 25314
Sent from my Galaxy

Vriendt, Dan

From: Debora Price <debprice302@gmail.com>
Sent: Friday, January 22, 2021 12:43 PM
To: Vriendt, Dan
Subject: Overbrook Rd closing meeting Jan 25, 5:00 pm

This email originated from an outside source: Do not open attachments or links unless you know the content is safe. Forward suspicious emails as an attachment to: helpdesk@cityofcharleston.org

Dan, I will be participating from home on Monday for the meeting referenced above. I am submitting concerns I have by email today in case you need to review with others for answers prior to the meeting. I am aware of the speeding & increased traffic on our street & can understand why closure to only local traffic is being considered, but I do have concerns & they are:

1. What fire/EMS station currently responds to our area? Will this change & if so what kind of increase in response time do you foresee, if any?
2. If the proposed change has residents exiting the neighborhood onto Oakwood Road, has a plan been developed to get emergency vehicles into the neighborhood when Overbrook Elementary school traffic is heavy in the mornings & evenings? Currently it's almost impossible to get in or out during these times for residents who work.
3. Does the city intend to keep the hill cleared which exits onto Oakwood Road during ice & snow? Generally crews don't enter our neighborhood very early to clear road & I cannot get enough traction to make the hill, especially if I have to stop for another vehicle, so I exit via Hickory Road. If this is to be the route for emergency personnel it's the same concern.
4. We have had trees fall blocking traffic from one end or the other. Again, will preference be given to clear such ASAP for emergency vehicles to get through?

Two suggestions/concerns while you're looking at traffic for this road:

There is now a sign on the Oakwood Road end of Overbrook which states downhill traffic must yield. There's nowhere to yield for downhill traffic. There are 5 areas to pull over coming uphill in order to yield. The sign needs changed & moved. Secondly, there's a run of Overbrook Road which needs guardrail to avoid a 70 ft drop to the creek below, even if only local traffic uses.

Thanks
Debora Price
816 Overbrook Road

Sent from my iPhone

Petition of Residents of Overbrook Rd. or adjacent street

To: City of Charleston Council Members and Mayor Goodwin

As a resident of Overbrook Rd. or an adjacent street, I hereby support Bill No. 7891 which would designate Overbrook Rd. as a no outlet Road. Overbrook Rd. is currently a two-way street which can only fit one vehicle at a time on most parts of the road. Overbrook Rd. has experienced an inordinate amount of traffic for a street that is not properly designed or structured to handle two-way traffic. Non-residents frequently travel the road at excessively high speeds which make the road dangerous for residents. Residents do not feel safe to use the road by car, foot, or bicycle, nor safe to physically be in their own yards due to traffic running off the road. Numerous accidents causing costly property damage to multiple residents have occurred due to the inordinate amount of traffic and frequent speeding on Overbrook Rd. Other adequate routes exist in our area which would allow non-residents to more safely travel to parts of South Hills. Subsequently, reducing excessive non-resident traffic on Overbrook Rd. will create a safer residential area for property owners. Accordingly, I hereby request the City of Charleston to pass Bill No. 7891 and thereby stop the excessively dangerous traffic that occurs on Overbrook Rd.

Andrew Gault

838 OVERBROOK RD.

Chandra O'Connor

839 Overbrook Rd.

Sarah Ch Stewart

840 Overbrook Rd.

Richard H. Miller

901 Woodcreek LN.

Richard L. Nichols

901 Woodcreek LN.

Janice

839 Overbrook Rd

Jessie Lindsay

837 Overbrook Rd

J. Ryan

837 Overbrook Rd

Petition of Residents of Overbrook Rd. or adjacent street

To: City of Charleston Council Members and Mayor Goodwin

As a resident of Overbrook Rd. or an adjacent street, I hereby support Bill No. 7891 which would designate Overbrook Rd. as a no outlet Road. Overbrook Rd. is currently a two-way street which can only fit one vehicle at a time on most parts of the road. Overbrook Rd. has experienced an inordinate amount of traffic for a street that is not properly designed or structured to handle two-way traffic. Non-residents frequently travel the road at excessively high speeds which make the road dangerous for residents. Residents do not feel safe to use the road by car, foot, or bicycle, nor safe to physically be in their own yards due to traffic running off the road. Numerous accidents causing costly property damage to multiple residents have occurred due to the inordinate amount of traffic and frequent speeding on Overbrook Rd. Other adequate routes exist in our area which would allow non-residents to more safely travel to parts of South Hills. Subsequently, reducing excessive non-resident traffic on Overbrook Rd. will create a safer residential area for property owners. Accordingly, I hereby request the City of Charleston to pass Bill No. 7891 and thereby stop the excessively dangerous traffic that occurs on Overbrook Rd.

Srinivasan Srinivasan

[Signature]

Vikram Varambani

Bhargavi Srinivasan

Kristin Hicks

Rich O'Neal

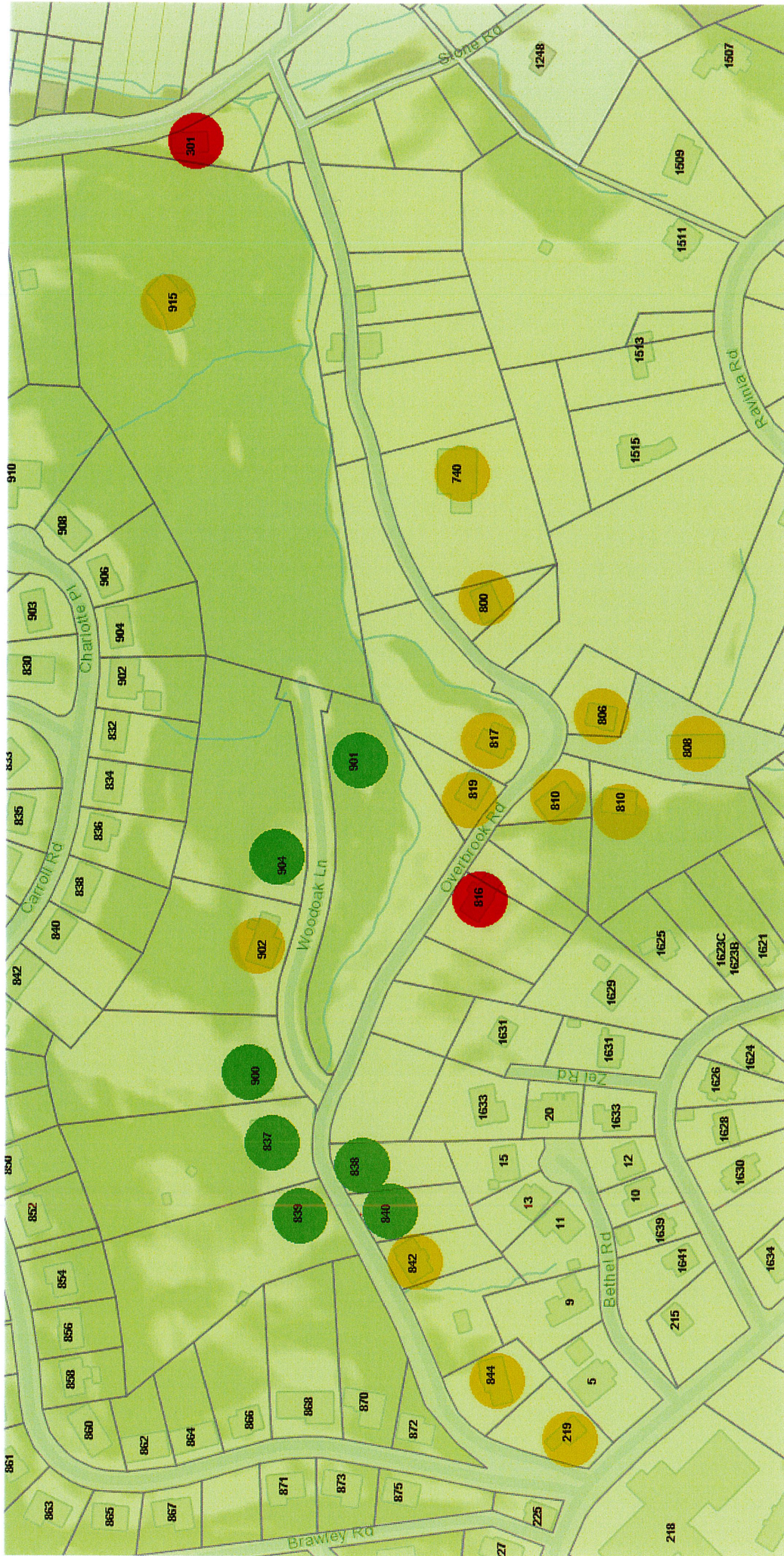
Srinivasan Srinivasan

ARCHANA NARASIMHAN 1/24/21

Vikram Varambani

BHARGAVI SRINIVASAN

Richard O'Neal - 904 Woodcreek Ln.



7 IN FAVOR
2 OPPOSED
12 NO RESPONSE

Planning, Streets and Traffic Committee
January 25, 2020 @ 5:00 PM
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
Adam Knauff
Chad Robinson
Sam Minardi

Staff Present

Mayor Goodwin
Chris Knox
Dan Vriendt
Matt Hartline
Lori Brannon
Jonathan Storage
Jessie Redden
Mackenzie Spenser

Call to Order: Mary Beth Hoover

Resolution No. 415-21 – A resolution to establish an honorary street in the memory and service of Patrolman Cassie Johnson along the full length of Garrison Avenue.

MS. HOOVER: Dan, would you like to speak on this? I think we have Lt. Noland also on the line for this.

MR. VRIENDT: The idea for the request came from Lt. Jamey Noland and the members of D-Shift who approached Councilwoman Shannon Snodgrass to sponsor the request. There is a letter in your packet from Councilwoman Snodgrass and petition signed by all the members of D-Shift in support of the request.

The Municipal Planning Commission held a public hearing on the matter and unanimously recommended approval of the request.

In your packet is a couple of mock-ups of what the sign will look.

I want to thank Matt Hartline's office for working with the family and coming up with a unique sign. As you remember, the Martin Luther King sign was the traditional brown sign with white lettering. Matt did some research and found out we can use this royal blue background on these signs, which really personalizes it. He has been working with the family on the design of the sign and they are supportive of the request.

I just want to point out that this naming does not change any addresses on Garrison Avenue. This just adds an honorary name underneath Garrison Avenue. This will not affect anybody's post office addresses.

Other than that, we recommend approval. Be happy to answer any questions.

MS. HOOVER: We do have a hand raised and it's on the phone. I was wondering if that is Shannon. Is that Shannon's number?

MS. SNODGRASS: Thank you Chairman Hoover and Dan for all the hard work with this. The letter is in the packet, but this is such a tribute from the guys who worked with Cassie. *(Proceeds to read memorandum from Councilwoman Snodgrass to Dan Vriendt, Director of Planning dated December 4, 2020.)*

LIEUTENANT NOLAND: Just wanted to thank everyone that's been a part of this process. Members of D Shift and myself greatly appreciate everyone who has worked hard on this matter. We felt this was one of the many ways we could honor Cassie for years and decades to come. She worked so hard for the City of Charleston and gave the ultimate sacrifice to the citizens of Charleston, especially this area of the city on Garrison Avenue. She worked that area very hard and she inspired other officers to do the same. We felt that this was a wonderful way to pay tribute to our fallen sister.

MS. HOOVER: I agree.

COUNCILMAN KNAUFF: As the ward representative for the area, I would like to say the following neighborhood watches and groups do support that. I would like to put on record that, first of all, Garrison Avenue Neighborhood Watch, Bigley and Beyond Neighborhood Watch, the Bigley Avenue Economic Development Foundation and the Capitol & Mid-Western baseball leagues have all reached out to me in support of this.

MS. HOOVER: Anybody else?

MS. CEPERLY: I'm ready to move the bill whenever we are ready.

Motion and vote: On the motion of Councilwoman Ceperley, seconded by Councilman Knauff, the Committee voted 6-0 to pass Resolution 415-21.

MS. HOOVER: I would just like to say our deepest sympathies not only to the D Shift, but also to the Charleston Police Department and all of our first responders. This was something that got the whole city carried as we saw with all the social media and everything that our hearts just still ache for this tragic loss. Thank you all for being on the call.

Councilman Will Laird joined the meeting.

REQUEST: Bill No. 7891 - A Bill creating a no outlet on Overbrook Road, a public thoroughfare, in the City of Charleston, West Virginia and updating the traffic control map and traffic control file consistent with this Bill.

MR. VRIENDT: Overbrook Road is a substandard street which narrows to 12 feet in certain locations. Other roads in the vicinity have similar attributes such as Hickory, Pleasant and Stone Roads. Overbrook Road is a through street which offers alternative means of ingress and egress throughout the South Hills.

High levels of road connectivity are a cornerstone of good transportation planning. It allows for: more efficient travel through continuous, direct, and faster routes to destinations; reduces congestion by letting traffic spread out; improves vehicle distributions; increases utility efficiency, such as easier maintenance, and more efficient trash service; and offers alternative means of egress in case of an emergency, which improves emergency service response times.

The bill fails to designate where the road should be terminated. Additionally, terminating the road will mean some residents will be cut off from Oakwood Road, the primary transit route. Terminating the road will require the creation of a cul-de-sac for emergency and service vehicles. This undertaking would be an exceedingly expensive due to the topography. Lori can you please share your screen and show map exhibit that Chris Knox prepared that shows what a 60-foot cul-de-sac looks like.

We received a letter of opposition from Jay Goldman who owns a house at Overbrook and Hickory. He states the bill should not see the light of day because its deficient and lacking in detail. We also received a letter of concern from Debora Price at 816 Overbrook Road who lists four concerns in her letter. The letter was email to the committee members last Friday. Today we received a petition signed by at least 7 of the household on Overbrook Road and Woodoak Lane. It appears there are 7 households in favor; 2 with concerns and/or opposition and 12 households we did not hear from.

Staff feels the bill is substantially incomplete. The Planning, Engineering, and Traffic Engineering Departments recommends the request be tabled until such time as the design, engineering, location, cost, and funding of the cul-de-sac have been determined. Additionally, we would like to see a signed petition submitted by the affected property owners showing consensus to the request should be submitted.

There are potentially other options that could be explored before taking this bold action which is not in the larger public's interest and is far less expensive.

MR. MINARDI: Thank you, Madam Chair. Dan, Matt and Chris, thank you guys. Overbrook Road is not a new issue. We know that.

I think it was probably about five years ago when we passed a bill that put a yield sign and the stop sign coming out of Woodoak, which is a side street. Trying to do our part to make it a little safer. I think that bill failed to accomplish what we hoped it would. All the residents who live over there, I'm sure would all agree, that there is a dramatic increase in traffic and that traffic is travelling at far to great a speed. It is a public safety issue. I certainly understand that we want to review this and look at alternatives and look at the cost estimates of a no-outlet. I'm fully supportive of that. Let's look at all the available options and also the cost impacts. I do know that we have been dealing with this for some time. There are a number of residents that have experienced property damage. There is a number of small children that live on the street. We owe it to them as a council to find a resolution to this one way or the other.

As we study it, my only concern would be, I don't want it to go into perpetuity. I don't want to put a clock on you guys by saying we need to hear back within a set number of days, but I would hope that we can complete our work to review the cost estimates and other alternatives in a pretty rapid fashion because it's been going on a number of years. You said it yourself, Dan, in some cases this road is a narrow 12 feet

in width. It's a two-way street. I know we've done a lot of things over there. For instance, I know just recently there was a traffic study done to determine the number of vehicles and the speed. I've never seen the results from that. I'd be curious to see that. I think that should be part of our decision-making process.

As we do this and do our due diligence, I hope we take into account the public safety aspect. In all fairness, I have heard from people on both sides of this. A very good friend of mine who lives on the street, didn't know he lived on the street, called me Friday afternoon. He had some concerns. Also, I've been dealing with a couple of property owners specifically, up at the top of the hill, they are directly impacted and have had two incidents. They own two homes on the street and both mailboxes have been run over. I think we have video so it's possible to show just so you guys can get a grasp of just how serious the issue is. We have to find a resolution to this. I recommend that everyone take a look at that. I know it was emailed out to everyone. If we can show it now it would be great.

MS. HOOVER: That's being pulled up right now. *(Video from WCHS Channel 8 News from October 20, 2020 was played.)*

I do have one question. How long will it take to get a study done? Chris or Matt can you answer that? How long do you guys think this would take? What's a reasonable amount of time?

MR. KNOX: It depends on what you want in the study, I guess. If we are talking about estimates, a few weeks.

MS. HOOVER: Where are we going to put a cul-de-sac and how much is it going to cost to do that?

MR. KNOX: I think at any location down through there you're going to find that we don't have the property, so there will be property acquisitions. That would be a guess as an appraised value. Most places are going to require retaining walls. We could put something together in a couple of weeks, but it's not going to be a very accurate estimate.

MS. HOOVER: Okay.

MR. VRIENDT: I would just add that I think our opinion wouldn't even change with cost estimates and the study. As a part of good transportation planning, we feel you shouldn't close down roads. Every street in the City of Charleston, the number one complaint we have is speeding. It's in every one of our neighborhoods. There's really nothing unique about this road as compared to any other kind of suburban windy road in Charleston.

MS. HOOVER: Understood.

MR. KNAUFF: I don't know if this would come out in a study or not or whether to ask Dan or Matt or Chris, but with the new traffic pattern coming off of Oakwood Road, do we expect more issues on a street like Overbrook? Or less? Or do we know?

MR. KNOX: I don't know. I'm not sure if Matt wants to chime in. I don't know if it'll make a difference or not.

MR. HARTLINE: At this point, I don't think there is a way to know, at least what kind of traffic is going to move to use that road or move away from that road until it occurs.

MS. HOOVER: Right.

MR. KNAUFF: I agree. I have no idea. I was going to suggest have that be part of the study but I don't want to hold up the time frame of study or plan.

MR. MINARDI: The most important part of a study is making sure we get it right. I hear you Chris. I don't want to have an incomplete study done and, just because it'd done in two or three weeks, if it takes more time than that, that's fine, as long as we have proper information so we can make the right decision here. There are not a lot of residents on the street. I believe there are 11 homes on Overbrook itself. Woodoak has another 5. Then there is a small townhouse complex with, I believe, four units in it. There are not a lot of residents, but for the number of residents, the number of cars is somewhere in the 250+ range on a daily basis. That's a pretty well-traveled road and I think we saw how windy it is and how narrow it is in stretches. Public safety has to be a part of the decision-making but, at the same time, I hear you when you have residents on both side of the issue it makes it a complicated decision. I respect that. But, number one, let's make sure we get it right, as we go through the study.

MS. BAYS: I have a couple of questions. One is for Matt. With the new traffic pattern that's being built right now, at Hickory, if I am understanding that correctly, there will be a light there?

MR. HARTLINE: There will not be a light.

MS. BAYS: There will not be a light. So, if you are exiting Hickory, what are your options?

MR. HARTLINE: You turn right.

MS. BAYS. You turn right? At some point you're able to come back around and go towards South Ridge, right?

MR. HARTLINE: To the best of knowledge, you have to turn right, which is the way it is now. Then if you want to come back, go down the road and find a place to turn around.

MS. BAYS: So, you will not be able to turn if you're going towards South Ridge, if you're going southbound, you will not be able to turn into Hickory from southbound, right?

MR. HARTLINE: I'm not sure about that, but I think you may. I'm not sure.

MS. BAYS: I suspect, because I was one of the parents who did this very thing, my daughter went to Overbrook and I used Overbrook. I used that shortcut for all of her elementary school. It was the easiest way to do it. I suspect that there is a lot of people that do that. I suspect the new traffic pattern will

impact that. I think we need more details on that. Then, as someone who lived on Warwick, which is off of Carroll Road, these roads can't handle any more traffic. If we shut it off from Overbrook and people want to shuttle over and go through Carroll to get their kids to Overbrook or shoot up and go over to GW, the roads can't handle it. The buses can barely get through Carroll. They can't handle any more traffic. It is a mad house going through there in the mornings and in the evenings.

Any traffic study that we do now, we don't have the kids in school, so we don't have the numbers. There's a lot more information that we need to go through. We really need to dig into it and get a better sense of what's going. Especially with the new traffic pattern on 119. People are going to lose the mind and they are going to try and find another way in and out. There has to be other options, rather than just shutting it off. I don't know what those are. Speedbumps? I have no idea.

MS. HOOVER: I have one more question. With this study, will the fire department be included? I know that's an issue on a lot of our roads up on the hill. Does the committee have any other questions or concerns? If not, I'm going to see what some of the attendees have to say.

MS. PRICE: I've got some questions. If Dan could review the plans one more time and let me ask him to make sure I know which end of Overbrook we're looking to close. Is it the Oakwood Road end or the Hickory Road end of Overbrook?

MS. HOOVER: I think that's the big question.

MS. PRICE: So, it hasn't been decided yet?

MR. VRIENDT: That correct. It has not been decided.

MS. HOOVER: I think that's why we would need the study.

MR. VRIENDT: It could be closed at one end or the other or in the middle somewhere.

MS. PRICE: If you're in the middle somewhere, where are you needing property in order to do what you might be willing to do?

MS. HOOVER: Chris, can you answer that?

MR. KNOX: Yes. Wherever we put a turnout we would need property. 70-foot of right-of-way is needed for a 60-foot circular turn around.

MS. PRICE: The reason why I ask is because we do own two lots just above our home, which I need to discuss with my husband, but if it was going to make things better for everyone on this street and traffic-wise, it's something that we could look to deed over to the city, if that's what they need.

MS. HOOVER: Okay. I think it's something that has to be further discussed and I think that's what we're probably going to try to determine within the next month or two.

MS. HOOVER: I would assume that you are for this? We want to hear what's for and against in the neighborhood. Is that correct?

MS. PRICE: I'm not exactly opposed to it. I just need to understand it better.

MS. HOOVER: Before we would ever do anything, we would make sure all the neighbors actually knew. I think that's one of the problems about how the bill is currently written. We are probably going to have to hold off on that a little bit.

MS. PRICE: Alright. Thanks so much.

MS. HOOVER: S. Dalton are you on the line?

MR. DALTON: Yes. Can you hear me?

MS. HOOVER: Yes.

MR. DALTON: My name is Steve Dalton, resident at 810 Overbrook. I was calling in opposition to the cutoff. As Naomi mentioned, just as far as it's convenient, the emergency standpoint is very beneficial, as far as having access both ways. I would state that the concern wouldn't be regarding speed being the issue. I can actually speak for myself in regard to having my mailbox hit several years ago as a result of someone coming around at nighttime and hitting it. Also, another concern I would have would be property value impact, depending on the location.

MS. HOOVER: Thank you so much.

MR. HARASIMHAM: Is it possible to reduce the speed? They go at very high speed and sometimes and there is no way to stop them. My neighbor tried to stop one of them and they came after her. It is not good because we do not know if they are carrying guns. It is a suspicion that many of these people are dealing with the drugs. I think you're going to have a big-time problem if people with drugs start running around this area. If the police come after them, they will probably run into somebody's house and find a way to escape.

If you don't want to close one end of the street, my request to you is, is it possible to put speed bumps and speed barriers to condone the speed at least.

MS. HOOVER: Speed bumps is something that's talked about a lot in the City, but it's something that we don't typically do in our city, just for the fact of snow removal and, as someone who lives in the flats of Charleston, I've gotten that request a couple of times and then everyone complains to me that we don't remove snow. I do know they are removing the snow in your neighborhood. Matt do you want to speak on that?

MR. HARTLINE: What we are preliminary looking at are "rumble bars". They are kind of a miniature speed bumps but you put them close together and they alert you that you are going across them. They are kind

of loud but they do the job of getting your attention, forcing you to slow down inherently. They kind be strategically placed down through there to hopefully help with this.

MS. HOOVER: I would assume you are talking about like what is on the highway? When you drift over to the left?

MR. HARTLINE: They are not concave they are convex. They don't go down.

MS. HOOVER: They go up. Okay.

MR. OCONNER: This is James O'Conner. Thank you for having us on today to speak. I have been a resident with my family on Overbrook Road for over eight years. During that time, speed has always been a dramatic issue with where we live, as others have reiterated. The one thing we have really noticed over the last couple of years is the volume of traffic and the aggressive driving of the people who are on the road. We are not sure why that's happened or if GPS on people's cars are now showing them how to get through a shortcut from Hickory to Oakwood, but that has increased dramatically over the past two or three years. Matter of fact, Matt Hartline came out and did a traffic study back early this fall. This study showed 300-350 cars a day on average. There are approximately 20 residences directly on or off of Overbrook. There were also cars that went over 45 mph in a 25-mph zone. Somebody is going to be killed. From the video we saw, unfortunately it did not have any audio, but you would have heard the crash. The speed the people are traveling is a real problem. That study was done prior to school being in session. Obviously, from what Naomi mentioned, the traffic is a lot. That would only drive up the amount of traffic we are having. That is a big deal, not just the speed, but the volume.

The other part is the whole design and structure of the road being only 12-feet wide. Most city streets, when you have two-way traffic, are 20-feet wide at least. If there is any section of this road that is more than 12-feet wide, it's because it's paved drainage. That's not safe for people to be hitting at 35 mph trying to pass each other. That happens constantly, every day, in front of my house. We see near head-on collisions all the time. Matter of fact, I can't mow my grass safely because we have so many people that leave the road and come into my yard. They drive into my driveway all the time to pass people.

Lastly, I think the main thing is that it's not safe for people to walk on, just to and from school. The entry way of Overbrook Road is 50 feet from the school. So, you can imagine that a lot of kids are walking up and down that road. It's not safe to ride bikes, walk your pets, and kids can't play in their driveways or front yards. We've had three accidents in our property in the last three months that have caused thousands of dollars of damage.

In closing, I just want to say that having two ways in and out of the street is a matter of convenience, but I think, to gain safety for all residents on the road is going to be dramatically better and far out-weigh the loss convenience for a few people. The reason the bill was written or the City engineers to look at this and give their opinion on where they think is the best place and most cost-effective way. That was to allow them to make the decision, not to say, "Hey. This is where we want it." We could have done that. We could have suggested that, but that's not what the intent was. It was to allow the City engineers to come up with what they think is the safest and the cheapest way to do it.

I would ask all the Committee members here today, if you would please take time out of your busy schedules, I would love for you to come drive this road and experience it yourself. I'm certain once you come up and down this road a few times and you see what we're dealing with day to day, having people that have to drive into private driveways to allow traffic to go by or to have to back up down one-lane roads with no pull-off and no guardrail, it's just unbelievable unsafe. It doesn't matter if you put down a strip or you change a traffic pattern or put up a stop sign, it's not going to control the amount and volume of the people who are travelling through here for their convenience, not the people who live on the road. The easy thing to do ultimately, is to do nothing. But I want you to understand how it is difficult and the right thing to do. Do something major and get something down and I'm asking for your support for the bill that we've put forth. Thank you.

MS. HOOVER: Thank you, James. Anyone from the Committee have any more questions?

MR. ROBINSON: What was the cost figures for a cul-de-sac? If we did do a cul-de-sac, turn around zone, what would those cost be?

MR. KNOX: I haven't actually put together an actual estimate, but it would well be into six figures. A couple hundred thousand dollars.

MR. ROBINSON: Would that eliminate the issue of, whatever end you close, James, would that eliminate backing up if another car was coming toward you?

MR. KNOX: No. It's still going to be 12-feet wide.

MR. ROBINSON: So, closing the one end is not going to eliminate the 12-foot width and on-coming traffic for residents of the street.

MR. KNOX: That's correct.

MS. BAYS: I just wanted to say that I have driven this road a few times in the last week or so. I know that we can't put in a temporary cul-de-sac, is there some way for like day that we can pretend, put temporary barriers up and see how it works out. Is that a possibility? Is there anything like that we can try?

MR. VRIENDT: No. That doesn't address the needs for what emergency vehicles will use and service trucks will use to back out of the road. It would certainly decrease the traffic volume during that time period, but it doesn't solve the other aspects of the emergency vehicles and service vehicles.

MS. BAYS: I guess my thinking behind that was to get the residents to see how this might affect their lives. It's one thing to think that you want this. It's another thing to live with it for a day and try to go about your daily business. Just trying to do a real-life study of how that would go down.

MR. MINARDI: Wasn't this road shut down for a while not too long ago, the Hickory end? I thought there was paving or something going on down there.

MR. KNOX: We built a retaining wall a few years ago on the bottom end of it.

MR. MINARDI: It was shut down for several weeks if I remember right.

MR. KNOX: For a month approximately.

MR. KNAUFF: Has anyone on staff looked at the possibility of making it a one-way street?

MR. HARTLINE: No, not to my knowledge. Making it a one-way street may actually increase the speeding issue. You basically have a 12-foot road one way.

MR. KNAUFF: There might be less traffic with people trying to drive up to the school. With the new traffic pattern, I think it's something to consider. If all the traffic is going to be directed right off Oakwood, maybe going ahead, and exploring the idea of forcing all the traffic going down this road in a similar direction. Not saying it's a great solution, but something maybe worth looking at.

MS. HOOVER: Actually, that just kind of came to my mind as something that needs to be looked at. When you look at a narrow road, sometimes making it one-way is the way to go.

MR. MINARDI: I was just going to say, I think a whole bunch of alternatives have been discussed in the past. I remember mentioning the one-way and I think that was a non-starter with several people, not just residents, but I think with staff. We talked about stop signs, rumble strips, etc. We do know that shutting it down is going to solve a lot of the problems because you can't use the street. It's a traumatic step, granted, and I certainly don't want to do anything that would create more danger than what we have. Let's just look at the study and take the appropriate path. I think that is what the intent of this bill was. Like one of the speakers said, it was drafted the intent to give engineers and the City the flexibility to look at alternatives. Where would be the best place to locate a turn-around or a no-outlet cul-de-sac that was necessary? This was a discussion start. It's one that's been needed for a long time. We really need to find some kind of resolution. I know we're not going to get there tonight, but this is a really good first step. I look forward to hearing back from Chris, Matt and Dan and anyone else. I volunteer right now that I'm more than happy to work with you guys as much as possible so that we can get this thing done.

Motion and vote: On the motion of Councilwoman Ceperley, seconded by Councilman Minardi, the Committee voted 7-0 to table Bill 7891 until the next meeting, which is scheduled for February 22, 2021 at 5:00 p.m., in order to give the City time to perform a study with cost estimates for the cul-de-sac.

MS. HOOVER: The next item on the agenda is auxiliary signs. Councilman Knauff, I didn't know if you guys had any updates from our last minute.

MR. KNAUFF: No.

MS. HOOVER: We'll keep it on the agenda and bring it up again next month.

MR. KNAUFF: That works for me if it works for Councilmen Robinson and Laird.

Minutes of the December 28, 2020 meeting: On the motion of Councilwoman Bays, seconded by Councilman Minardi, the Committee voted 6-0 to approve the minutes of the December 28, 2020 meeting.

Adjournment.