

Traffic Commission Minutes

City of Rock Hill, South Carolina

June 16, 2021

A public hearing of the Traffic Commission was held Wednesday, June 16, 2021, at 10:30 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

MEMBERS PRESENT: Kathy Pender, Jimmy Bagley, Captain Roderick Stinson, Steven Varnadore, Terrence Nealy, and Clifton Goolsby

MEMBERS ABSENT: Ivan McCorkle

STAFF PRESENT: Chris Herrmann, Arthdale Brown, Michael Sandifer, Jason Vance and Rob Walsh

1. Call to Order

Chair Pender called the meeting to order at 10:30 a.m.

2. Approval of Minutes of the May 19, 2021, meeting.

Chair Pender asked if there were any additions, corrections or deletions from the May 19, 2021 meeting. Mr. Goolsby then made a motion that the minutes be approved as presented; this was seconded by Mr. Nealy and was unanimously approved.

3. Citizen Issues: Opportunity for citizens to address the Traffic Commission.

A. Saluda Road

Ms. Heather Thomson (363 Bellingrath Blvd) voiced concerns regarding safety at the intersection of Saluda Road / Bellingrath Blvd and requested consideration of a traffic signal. Ms. Thomson noted the high degree of difficulty of left turning movements from Bellingrath Blvd to Saluda Road due to high traffic volumes and high speeds.

B. Mabry Estates / Brewington Park

Mr. Bill Winslow (4672 Madeline Drive) voiced concerns regarding on-street parking and speeding. Mr. Winslow explained that on-street parking needs to be limited at the intersection of Madeline Drive / Kenbridge Lane as parked cars can inhibit sight distance and visibility.

C. Pineview Road

Ms. Sara Hollingsworth (445 Pineview Road) voiced concerns regarding speeding on Pineview Road. Ms. Hollingsworth requested consideration of speed limit signage or traffic calming measures. Ms. Hollingsworth added that residents had witnessed the car lots on Tucker Street utilizing Pineview Road to test drive vehicles, doing so in a reckless manner.

Mr. Arthur Barnes (475 Pineview Road) voiced concerns regarding speeding on Pineview Road. Mr. Barnes reiterated concerns regarding the car lots utilizing Pineview Road to test drive vehicles at a high speed. Mr. Barnes requested consideration of speed limit signage or traffic calming, as well as increased enforcement. Mr. Barnes added that on-street parking has become an issue at the end at Pineburr Lane where school buses can no longer turn-around.

4. Old Business

A. Myrtle Drive

Staff member Chris Herrmann briefly summarized discussion related to Myrtle Drive from the previous meeting. Mr. Herrmann noted that a petition was received by the Mayor's Office requesting consideration of traffic calming measures on Myrtle Drive due to speeding and safety concerns. Mr. Herrmann explained that staff had completed a site assessment to evaluate existing conditions. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann then reviewed results of the traffic study completed, noting that AADT levels were approximately 800 trips per day. The study also captured a 50th percentile speed of 22 MPH and an 85th percentile speed of 30 MPH. Discussion then followed regarding the traffic study results. Mr. Herrmann explained that the completed traffic study was assuming a 35 MPH un-posted speed limit. However staff were able to confirm that the correct speed limit for the roadway was 25 MPH which was historically posted and the signage must have been knocked down and never replaced. Mr. Herrmann continued, noting that Public Works have now posted 25 MPH signage for bi-directional traffic on Myrtle Drive near Charlotte Ave and near Eden Terrace.

Discussion then transitioned regarding the request for traffic calming measures. Mr. Goolsby explained that the change in speed limit would have implications to any potential cost-sharing. Mr. Herrmann noted that staff would recommend completing an additional traffic study in coming months to analyze the impact of the posted speed limit and potential changes to the need for traffic calming.

Traffic Commission then requested that staff coordinate with Neighborhood Services to provide guidance on the requests for traffic calming measures with the neighborhood. Traffic Commission also requested that Public Works add warning flags to signage to warn drivers of the correction in the speed limit.

B. University Drive

Mr. Herrmann briefly summarized discussion related to University Drive from the previous meeting. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann then reviewed action items that are being processed based on recommendations made by Traffic Commission at the April meeting. These include: targeted police enforcement, addressing overgrown vegetation on Colony Road, consideration of stop bars at intersections, ensuring speed limit signs are posted in the correct locations, and coordinating with Winthrop University regarding bus traffic.

Mr. Herrmann then reviewed the results of the traffic study completed, noting that AADT levels were approximately 3,725 trips per day. The study captured a 50th percentile speed of 39 MPH and an 85th percentile speed of 45 MPH. Discussion then followed regarding the results of the study.

Mr. Herrmann then briefly reviewed the traffic calming measures that have identified by staff for consideration as requested by Traffic Commission at the previous meeting. These include: speed humps, speed tables, choke points, mini-roundabouts at Colony Road and at Stonehill Place, or a mix of all these measures. Mr. Herrmann explained

that these measures vary in cost between \$18,000 and \$30,000. Discussion then followed regarding the costs and benefits of these measures. Mr. Walsh explained that the speed humps and choke points could be implemented in such a way as to not interfere with the existing bike lanes on University Drive, however mini-roundabouts would require transition points with sharrows. Mr. Varnadore then inquired whether the mini-roundabouts would fit within the existing right-of-way? Mr. Goolsby responded that staff would need to complete assessments to further evaluate that. Mr. Bagley noted a concern regarding long-term impacts to emergency vehicles and waste management trucks with vertical traffic calming measures like speed humps, speed tables, and with mounting the mini-roundabout as well. Mr. Goolsby explained that he would be in support of horizontal traffic calming such as chicanes or choke points. Mr. Goolsby added that the choke points that were implemented on Fieldcrest Circle led to a significant decrease in speeds. Chair Pender then noted that it would be beneficial to get input from the Neighborhood Association on which traffic calming measures they would support.

Traffic Commission requested that staff complete an on-site assessment to evaluate which traffic calming measures could be implemented within the existing right-of-way, as well as more refined estimates on cost. Traffic Commission also requested that staff coordinate with Neighborhood Services to receive input from the Neighborhood Association.

C. Saluda Road

Mr. Herrmann briefly summarized discussion related to Saluda Road from the previous meeting. Mr. Herrmann noted that concerns were provided to the Mayor's Office regarding safety along Saluda Road. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann then reviewed recent accident history for Saluda Road, highlighting hotspots where there is an increased number of access points and intersections. Mr. Herrmann noted that this is typical of what is seen on other arterial roadways and the frequency of accidents is comparable to roadways that carry similar volumes.

Mr. Herrmann then explained that this particular section of Saluda Road between SC 901 and Rambo Road is planned for a widening project by York County Pennies for Progress. The project will include a 5 lane widening from SC 901 to Rawlsville Road, a 3 lane widening from Rawlsville Road to Rambo Road, and an intersection improvement and signalization at Rawlsville Road. Mr. Herrmann then noted that two intersections with Saluda Road will also be closed as a part of the project, those being Harper Gault Road and the westernmost segment of Country Club Drive. All of these improvements are expected to improve safety along Saluda Road. Mr. Herrmann added that the project is currently in the ROW Acquisition phase and is anticipated to begin construction in 2023 with completion anticipated for late 2024.

Mr. Herrmann then reviewed the results of the traffic study completed, noting that AADT levels were approximately 9,800 trips per day. The study was completed on two different segments of Saluda Road which have different speed limits. The segment from Mt Holly Road to Bellingrath Blvd has a speed limit of 35 MPH and the study captured a 50th percentile speed of 40 MPH and an 85th percentile speed of 47 MPH. The segment from Bellingrath Blvd to Rambo Road has a speed limit of 45 MPH and the study captured a 50th percentile speed of 45 MPH and an 85th percentile speed of 55 MPH. Discussion

then followed regarding the results of the study.

In regards to the request for a traffic signal, Mr. Goolsby explained that a signal warrant analysis is required which will evaluate safety, turning movements, and pedestrian traffic amongst other things. Mr. Sandifer noted that this analysis will be performed as the Pennies for Progress improvement is completed to evaluate whether conditions change as a result of the widening. Mr. Goolsby then stated that it would be worth considering now as this residential area continues to grow, adding that staff will need to coordinate with SCDOT regarding the latest data.

Traffic Commission requested that staff coordinate with SCDOT to evaluate the intersection of Saluda / Bellingrath for potential signalization. Traffic Commission also requested targeted police enforcement for the areas within City limits, and for RHPD to coordinate with the York County Sheriff's Office and State Police regarding enforcement along Saluda Road beyond the City limits.

D. Flint Street

Mr. Herrmann briefly summarized discussion related to Flint Street from the previous meeting. Mr. Herrmann noted that a concern was received regarding speeding at the intersection of Flint Street / Stonewall Street. Mr. Herrmann explained that staff had completed a site assessment to evaluate existing conditions. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits, signage, road width, grading and curvature.

Mr. Herrmann reviewed the results of the traffic study completed, noting that AADT levels were approximately 450 trips per day on Flint Street. That study also captured a 50th percentile speed of 20 MPH and an 85th percentile speed of 27 MPH. Mr. Herrmann then reviewed the results of a traffic study completed on Stonewall Street which captured AADT levels of approximately 1,400 trips per day. This study also captured a 50th percentile speed of 26 MPH and an 85th percentile speed of 32 MPH. As a point of reference, Mr. Herrmann added that the posted speed limit for both roadways is 35 MPH. Discussion then followed regarding the traffic study results. Mr. Herrmann stated that the study results do not provide evidence of significant speeding issues.

Mr. Herrmann then explained that RHPD had increased their patrol in the area and addressed the concerns voiced by the resident. Traffic Commission then requested that targeted enforcement continue as needed.

E. Status Report

Mr. Herrmann briefly summarized the Status Report which outlines follow-up action items from the previous meetings.

5. New Business

A. Eden Terrace

Mr. Herrmann reviewed a request from a resident regarding speeding concerns and safety on Eden Terrace. Mr. Herrmann explained that staff had conducted an on-site assessment to evaluate existing conditions. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits, signage, road width, grading and curvature.

Mr. Herrmann reviewed the results of the traffic study completed, noting that AADT levels were approximately 4,000 trips per day on Eden Terrace. That study also captured a 50th

percentile speed of 30 MPH and an 85th percentile speed of 39 MPH. As a point of reference, Mr. Herrmann noted that the posted speed limit is 35 MPH. Discussion then followed regarding the results of the study. Mr. Herrmann stated that the study results do not provide evidence of significant speeding issues.

Traffic Commission requested targeted enforcement by RHPD as needed regarding safety and compliance of stop signs as were noted in the concerns of the resident.

B. Mabry Estates / Brewington Park

Mr. Herrmann reviewed a request provided by residents related to speeding and on-street parking. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann then noted that staff had completed a site assessment to evaluate existing conditions, also highlighting that a traffic study was completed on Mabry Parkway in July of 2019. Mr. Herrmann reviewed the results of the traffic study completed, noting that AADT levels were approximately 1,100 trips per day on Mabry Parkway. That study also captured a 50th percentile speed of 27 MPH and an 85th percentile speed of 33 MPH. As a point of reference, the posted speed limit on Mabry Parkway is 25 MPH.

Mr. Herrmann then explained that in 2019 the Traffic Commission had recommended traffic calming measures be implemented on Montgomery Drive and Mabry Parkway. Mr. Goolsby then explained the recommendation was to address Montgomery Drive first based on the concentration of through traffic on that road. Mr. Goolsby added that under the City's traffic calming policy this qualified for shared cost with the neighborhood association, however the neighborhood was unable to acquire the required 2/3 approval. Mr. Herrmann then stated that since the traffic calming measures were never implemented the same concerns still exist today.

In regards to the speeding concerns, Mr. Herrmann stated that staff would recommend either posting the speed limit on each roadway or posting a neighborhood speed limit at all access points from main roadways. Mr. Goolsby noted that given the high number of roadways, the neighborhood speed limit may be the best approach in this situation. Captain Stinson agreed, adding this approach would better support enforcement efforts by RHPH.

Discussion then followed regarding the regulations of on-street parking. Mr. Goolsby explained that on-street parking in this neighborhood area has been discussed by Traffic Commission in the past. As a point of reference, Mr. Goolsby noted that parking improvements and additional parking were recommended to the neighborhood association. Captain Stinson added that state law prohibits on-street parking within 30 feet of an intersection. Mr. Nealy noted that Public Works could implement "No Parking" signage at the intersection of Madeline Drive / Kenbridge Lane to address the concerns. Captain Stinson stated that this would better support enforcement efforts by RHPD.

Traffic Commission recommended that staff coordinate with Public Works to have "No Parking" signage implemented at Madeline Drive / Kenbridge; as well as having the 25 MPH Neighborhood Speed Limit posted for all directional traffic at all six main access points.

C. Pineview Road

Mr. Herrmann reviewed concerns regarding speeding on Pineview Road. Mr. Herrmann then provided an overview of the area; highlighting roadway termini, speed limits,

signage, road width, grading and curvature. Mr. Herrmann then added that limited connectivity does not provide opportunity for through traffic on Pineview Road.

In regards to the speeding concerns, Mr. Herrmann explained that this roadway is owned and maintained by SCDOT, thus any recommendation from Traffic Commission would be forwarded on for their consideration. Discussion then followed regarding the on-street parking concerns. Members discussed that the end of Pineburr Lane was acquired by the City to allow for turnarounds to be performed by school buses.

Traffic Commission recommended that staff complete a traffic study and on-site assessment which will be reviewed at the next meeting. Traffic Commission also recommended that staff coordinate with Rock Hill School District regarding any issues with access of school buses.

7. Next Meeting: August 18th, 2021 at 10:30 AM in Council Chambers at City Hall.

8. Adjourn:

There being no further business, Ms. Pender made a motion to adjourn. Mr. Goolsby seconded, and the motion carried unanimously. The meeting adjourned at 12:00 p.m.