

Traffic Commission Minutes

City of Rock Hill, South Carolina

January 19, 2022

A public hearing of the Traffic Commission was held Wednesday, January 19, 2022 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

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

MEMBERS ABSENT:

STAFF PRESENT: Chris Herrmann, Leah Youngblood, Rhea Farris, and Rob Walsh

1. Call to Order

Ms. Pender called the meeting to order at 10:00 a.m.

2. Approval of Minutes of the November 217, 2021, meeting.

Ms. Pender asked if there were any additions, corrections or deletions from the November 17, 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. Business:

A. Eden Terrace

Staff Member Chris Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann noted that the roadway has a posted speed limit of 35 MPH. Mr. Herrmann then explained that ownership and maintenance responsibilities are held by SCDOT, thus any recommendation would need to be coordinated with SCDOT. Mr. Herrmann next summarized the last review of this area by Traffic Commission, which occurred in October 2021. Resulting action items from that meeting included a request for staff to review the future phases of Miracle Park to examine what pedestrian infrastructure is planned.

Mr. Herrmann then transitioned to review the results of the traffic study completed in October. For the segment of Eden Terrace between Richmond Drive and University Drive, AADT levels were approximately 7,250 trips per day. The study for this segment captured a 50th percentile speed of 34 MPH and an 85th percentile speed of 39 MPH. For the segment of Eden Terrace between Myrtle Drive and Richmond Drive, AADT levels were approximately 5,260 trips per day. The study for this segment captured a 50th percentile speed of 37 MPH and an 85th percentile speed of 42 MPH.

Mr. Donn Sinclair (948 Myrtle Drive) voiced concerns regarding speeding and safety on Eden Terrace. Mr. Sinclair requested a reduction of the speed limit from 35 MPH to 25 MPH on Eden Terrace. Mr. Sinclair also requested consideration of a 4-way stop at the intersection of Eden Terrace / Richmond Drive.

Mr. Herrmann then noted that staff had previously received other concerns regarding pedestrian safety along Eden Terrace. The resident (Mike Sickles, 812 Patton Street)

requested consideration of a crosswalk near Patton Street for access to the Shared Use Path along the southern side of Eden Terrace.

Mr. Herrmann explained that staff had reviewed the future phases of Miracle Park in regards to plans for future pedestrian infrastructure and connectivity to the existing network. The future phases of the park include sidewalk extending along the northern side of Eden Terrace to the intersection of Eden Terrace / Richmond Drive and continuing north on to the intersection of Cherry / Richmond. However, Mr. Herrmann pointed out that the plans do not currently include any ADA crossings for the intersection of Eden Terrace / Richmond Drive. Chair Pender then inquired whether staff would continue coordinating with SCDOT regarding a potential crossing at the intersection of Eden Terrace / Richmond Drive? Mr. Goolsby stated that this intersection has been evaluated for a crossing in the past. The stop-controlled movement for north/south traffic on Richmond Drive and Winthrop Eagle Loop was a significant factor in not establishing a crossing location here previously.

Mr. Herrmann then continued, explaining that SCDOT has recently removed the signage for the mid-block crossing that was previously located near the southwest access to Miracle Park. Mr. Herrmann stated that SCDOT has noted safety concerns for the reasoning of removing this signage for the mid-block crossing location. Mr. Farris (Rock Hill Parks, Recreation & Tourism Supervisor) then highlighted that this creates a safety concern as overflow parking for special events at the park is provided at Winthrop Coliseum, making it difficult for pedestrians to access the park coming from the overflow parking location without a proper crossing point.

Mr. Goolsby explained that the preferred location for a crossing point for pedestrians to cross Eden Terrace would be at the 4-way stop-controlled intersection of Eden Terrace / Myrtle Drive. Mr. Farris then explained that this crossing and a connection to the existing sidewalk to Miracle Park had been explored during the first phase of the park, however this was unsuccessful due to not having support of one property owner along Eden Terrace. Discussion then followed regarding potential for establishing this pedestrian connection and a new crossing at this intersection in the future. Mr. Goolsby added that feedback from SCDOT will be needed as this section of Eden Terrace up to Myrtle Drive is owned and maintained by the State. Ms. Pender acknowledged that SCDOT representatives were not able to attend this meeting due to their preparation for winter weather expected this week.

In regards to the request for a 4-way stop at the intersection of Richmond Drive / Eden Terrace, Mr. Herrmann noted that staff can coordinate with SCDOT regarding such a request however it would need to be proven that such a change is warranted. The warrants for this change would have to be proven by a pedestrian count and a turning movement count. Mr. Herrmann noted that staff would prefer to complete these counts after the future phases of the park are completed and that is anticipated in 2024. Mr. Walsh noted that he would not expect the warrants to be met for a 4-way stop in this location even when the future phases of the park are complete, however he agreed it would be best to wait for full build-out of the park to conduct any counts to study this.

In regards to the request for a decrease in the speed limit, Ms. Pender noted that such a change would require feedback from SCDOT who are unable to attend today.

Traffic Commission then requested staff to continue coordination with SCDOT and provide feedback as needed.

B. Montclair Drive

Mr. Herrmann provided an overview of the area; highlighting termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann then explained that ownership and maintenance responsibilities are held by SCDOT. Mr. Herrmann added that there is an un-posted speed limit of 35 MPH on this roadway. Mr. Herrmann then noted that Traffic Commission has not reviewed this location in the past.

Mr. Herrmann then briefly summarized concerns brought forth by a resident regarding speeding. Mr. Herrmann noted that the concerned resident inquired about the city installing “Slow, Children at Play” signs. Mr. Herrmann stated that he had explained that city staff do not install these signs for various safety related reasons. Mr. Herrmann also reviewed the results of an on-site assessment completed by staff. Mr. Herrmann highlighted safety concerns at the intersection of Montclair Dr / Parkwood Dr, noting that there is a 90 degree turn that currently has no signage posted for advance warning or advisory speed.

Traffic Commission then recommended targeted enforcement to be conducted by RHPD. Traffic Commission also recommended staff request SCDOT to evaluate the intersection of Montclair Dr / Parkwood Dr for consideration of any improvements since it is a state owned and maintained roadway.

C. Fieldcrest Circle

Mr. Herrmann provided an overview of the area; highlighting termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann explained that ownership and maintenance responsibilities are held by the City of Rock Hill. Mr. Herrmann added that there is a 25 MPH posted speed limit on Fieldcrest Circle. Mr. Herrmann then noted staff received concerns regarding truck traffic. Mr. Herrmann highlighted that there is a “No Thru Trucks” sign posted near Covenant Church Drive. Mr. Goolsby then briefly reviewed the history of this location as Traffic Commission has reviewed this roadway several times in the past, the last review occurred in 2019 after the implementation of traffic calming on Fieldcrest Circle. Mr. Herrmann then stated that the resulting action item from the last review in March of 2019 was targeted enforcement by RHPD.

Mr. Herrmann then transitioned to review the results of a traffic study completed on December 14, 2021. AADT levels were approximately 1,372 trips per day. The study captured a 50th percentile speed of 28 MPH and an 85th percentile speed of 32 MPH. Mr. Herrmann added that vehicle classification data captured during the study showed that 0.82% of traffic was considered to be Busses & Trucks and 0.45% was considered to be Tractor Trailers. Discussion then followed regarding these results. Mr. Goolsby and Mr. Walsh agreed that the data was not alarming nor surprising as Fieldcrest Circle is an interconnected roadway just north of a Major Arterial (Celanese Road), even though it is a residential neighborhood.

Mr. Goolsby then referenced the “Thru Trucks Prohibited” sign and stated that the full zone needs to be established so drivers and residents know where thru trucks are prohibited. Captain Stinson agreed with this, noting that an additional sign would help with enforcement. Discussion then followed regarding whether a second sign was posted previously and may have been removed or knocked down and never replaced.

Traffic Commission then recommended staff to coordinate with Public Works to research

whether an additional sign was previously posted near Riverview Road indicating “Thru Trucks Prohibited”.

D. Kentwood Drive

Mr. Herrmann provided an overview of the area; highlighting termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann explained that ownership and maintenance responsibilities are held by SCDOT. Mr. Herrmann then noted staff received safety concerns regarding on-street parking. Specifically, the concern was regarding on-street parking occurring within close proximity of the intersection of Kentwood Drive and Mt. Gallant Road.

Discussion then followed regarding the concerns noted. Mr. Walsh noted that targeted enforcement may be the best approach to enforce the City Ordinance that it is illegal to park within 30 feet of an intersection. Captain Stinson agreed seeing that it could potentially be numerous offenders exhibiting this particular behavior, however on-street parking is otherwise legal along this roadway.

Traffic Commission then recommended targeted enforcement by RHPD. Traffic Commission also recommended staff to communicate with ownership of the Townhomes located at 923 Kentwood Drive to remind them of laws and regulations regarding on-street parking.

E. Cross Trail Ridge

Mr. Herrmann provided an overview of the area; highlighting termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann explained that ownership and maintenance responsibilities are held by the City of Rock Hill. Mr. Herrmann noted staff received concerns regarding speeding. Mr. Herrmann explained that the roadway is posted with a 25 MPH speed limit.

Mr. Herrmann then transitioned to review the results of a traffic study completed on December 18, 2021. AADT levels were approximately 450 trips per day. The study captured a 50th percentile speed of 24 MPH and an 85th percentile speed of 30 MPH. Discussion then followed regarding these results.

Traffic Commission then recommended targeted enforcement to be conducted by RHPD.

F. Willowbrook Ave

Mr. Herrmann provided an overview of the area; highlighting termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann then highlighted the intersection of Willowbrook Ave / Annafrel St, adding that this location was also identified as a priority in the Low Cost Safety Improvement Program. Mr. Herrmann then reviewed the recent accident history at this location.

Mr. Herrmann then reviewed sight distance and visibility concerns that occur at the southwest quadrant of the intersection due to grades and overgrown vegetation. Discussion then followed regarding the concerns noted by staff. Mr. Walsh inquired whether the crash data and crash diagram for this intersection has been analyzed? Mr. Herrmann responded that the data has been requested but is still in process. Captain Stinson then noted a frequency for disregarding stop signs on Annafrel at this location.

Mr. Herrmann noted recent improvements from Public Works that were completed on Willowbrook Ave which included new striping, stop bars and crosswalks that have been

implemented. Mr. Walsh suggested further analysis into the crash data to evaluate whether any low-cost safety improvements are needed. Mr. Goolsby then added that Route 4 of the My Ride Transit may be adjusted in the near future to extend to the area of this intersection, which may impact additional pedestrian traffic.

Traffic Commission then recommended staff to further evaluate the crash data and provide further information at a future meeting.

4. Other Items

A. Status Report

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

5. Next Meeting:

Mr. Herrmann explained that the next meeting has been re-scheduled for February 23rd due to schedule conflicts. Mr. Herrmann noted that this meeting is anticipated to be held at 10:00 AM in Council Chambers.

6. Adjourn:

There being no further business, Ms. Pender made a motion to adjourn. Mr. Bagley seconded, and the motion carried unanimously. The meeting adjourned at 11:05 AM.