

Traffic Commission Minutes

City of Rock Hill, South Carolina

February 23, 2022

A public hearing of the Traffic Commission was held Wednesday, February 23, 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, and Clifton Goolsby

MEMBERS ABSENT: Ivan McCorkle, Captain Rod Stinson

STAFF PRESENT: Chris Herrmann, Leah Youngblood, Arthdale Brown, Jason Weil, Officer Michael Peek, Tommy Feemster 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 January 19, 2022, meeting.

Ms. Pender asked if there were any additions, corrections or deletions from the January 19, 2022 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 January 2022. Resulting action items from that meeting included a request for staff to coordinate with SCDOT regarding safe crossing locations in this vicinity.

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. Sinclair also noted a willingness to provide funding for the completion of the sidewalk on the northern side of Eden Terrace from the current termination to the intersection of Eden Terrace / Myrtle Drive if a

crosswalk and a 4-way stop is implemented at the intersection of Eden Terrace / Richmond Drive / Winthrop Eagle Loop.

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. Mr. Herrmann pointed out that the plans do not currently include any ADA crossings for the intersection of Eden Terrace / Richmond Drive. Mr. Herrmann then noted that staff continue to coordinate with SCDOT regarding a potential crossing at the intersection of Eden Terrace / Richmond Drive, as requested by Traffic Commission at the January meeting. Mr. Feemster noted that SCDOT will consider options that are provided by the City of Rock Hill as the future phases of Miracle Park are planned. Mr. Feemster then added that SCDOT would advise RHPD and / or Winthrop Police to assist with events held at Miracle Park to help direct both motor vehicle traffic and pedestrian traffic.

In regards to the request for a 4-way stop at the intersection of Richmond Drive / Eden Terrace, Mr. Goolsby 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 explained 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, Mr. Feemster noted that SCDOT would not support a reduction in the speed limit based on the results of the traffic study.

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

B. Friedheim Road

Mr. Herrmann provided an overview of the area; highlighting termini, 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 next summarized the last review of this area by Traffic Commission, which occurred in November 2021. Resulting action items from that meeting included a request for SCDOT to complete a traffic study.

Mr. Herrmann then transitioned to review the results of the traffic study completed on January 14th, 2022. For the segment of Friedheim Road between Heckle Blvd and Barnes Street, AADT levels were approximately 1,760 trips per day. The study for this segment captured a 50th percentile speed of 34 MPH and an 85th percentile speed of 38 MPH. For the segment of Friedheim Road between Baker Street and Ogden Road, AADT levels

were approximately 1,740 trips per day. The study for this segment captured a 50th percentile speed of 31 MPH and an 85th percentile speed of 36 MPH. For the segment of Friedheim Road between Ogden Road and Simpson Street, AADT levels were approximately 4,800 trips per day. The study for this segment captured a 50th percentile speed of 34 MPH and an 85th percentile speed of 39 MPH.

Ms. Naomi Carpenter (423 Friedheim Road) voiced concerns regarding safety and speeding on Friedheim Road. Ms. Carpenter thanked the Traffic Commission and SCDOT for completing the traffic study. Ms. Carpenter then requested consideration of sidewalks along Friedheim Road, consideration of a reduction of the speed limit from 35 MPH to 25 MPH, as well as additional stop signage being added to intersections along Friedheim Road.

Tommy Feemster, Assistant District Traffic Engineer, SCDOT then reviewed results of analysis performed by SCDOT regarding turning movements along Friedheim Road. Mr. Feemster explained that the volumes found at the minor street intersections did not meet the warrants required for a stop sign to be added. Specifically Mr. Feemster highlighted the intersection at Friedheim Road / Ogden Road. At this intersection the volumes reflected justification for the stop sign that exists for eastbound traffic from Friedheim Road since it is the lower volume roadway. Mr. Feemster continued, explaining that the study did not reflect a need for a full stop to be considered at this intersection for both roadways. Discussion then followed regarding the safety concerns related to implementing stop signs when they are not warranted.

In regards to the request to reduce the speed limit from 35 MPH to 25 MPH, Mr. Feemster advised that SCDOT would not support a reduction in the speed limit based on the data presented in the traffic study.

In regards to the request for additional sidewalks along Friedheim Road, Mr. Herrmann noted that there are currently no sidewalks along the majority of Friedheim Road from Ogden Road to Heckle Blvd. Mr. Goolsby then explained that this is something that city staff can consider through coordination with SCDOT as a future project. Mr. Herrmann added that given the length of this section at over 2,500 feet and recent escalation in construction costs, such a project would cost hundreds of thousands of dollars.

Mr. Herrmann then inquired as to why the 25 MPH School Zone signage has been applied to Ogden Road and not Friedheim Road? Mr. Feemster noted that he would look in to this and provide more information at a later date.

Traffic Commission then recommended targeted enforcement to be conducted by RHPD. Traffic Commission also requested SCDOT to provide the hourly breakdown of the data from the traffic study to assist RHPD in their targeted enforcement.

C. Ogden Road

Mr. Herrmann provided an overview of the area; highlighting termini, signage, road width, grading and curvature. Mr. Herrmann explained that ownership and maintenance responsibilities are held by the SCDOT. Mr. Herrmann noted that the posted speed limit is 35 MPH on this roadway. Mr. Herrmann next summarized that this item was requested for review in relation to the Friedheim Road item at the November 2021 meeting.

Specifically, concerns were regarding speeding and safety concerns related to bicycle traffic. Resulting action items from that discussion from that meeting included a request for SCDOT to complete a traffic study.

Mr. Herrmann then transitioned to review the results of a traffic study completed on January 14th, 2022. AADT levels were approximately 3,110 trips per day. The study captured a 50th percentile speed of 33 MPH and an 85th percentile speed of 39 MPH.

In regards to the concerns of safety related to bicycle traffic, Mr. Herrmann explained that Ogden Road is included in two designated bike routes established by York County. The Central York County Route or Bike Route 1 runs along Ogden Road from Ralls Road to SC 324. The Reservation Route or Bike Route 2 runs along Friedheim Road and Ogden Road from Black Street to Robertson Road. Mr. Herrmann noted that “Share the Road” signs are posted along Ogden Road in several locations, as are Bike Route signs that are maintained by York County. However, Mr. Herrmann highlighted that no such signage could be found for northbound travel on Ogden Road from Crawford Road toward Heckle Blvd. Mr. Herrmann stated that posting this signage may help to clarify that this roadway is included in the York County Bike Routes.

Traffic Commission then recommended targeted enforcement to be conducted by RHPD. Traffic Commission then requested SCDOT to provide the hourly breakdown of the data from the traffic study to assist RHPD in their targeted enforcement. Traffic Commission also requested staff to coordinate with SCDOT and York County regarding the “Share the Road” signage and the Bike Route signage.

D. E Main Street / Confederate Ave

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 for this particular location are held by City of Rock Hill. Mr. Goolsby then reviewed the history of this location, noting previous evaluation of the crash history and implementation of enlarged stop signs as well as “Crossing Traffic Does Not Stop” plaques. Mr. Herrmann then summarized that the last review of this location by Traffic Commission, which occurred in June 2017. Mr. Goolsby added that during that meeting staff discussed the possibility of removing the crosswalks that are located across E Main Street, however the decision at that time was such action was not appropriate.

Mr. Herrmann then provided an overview of recent crash history, noting an increase in the frequency of accidents at this intersection. Most of these accidents are the result of northbound or southbound traffic on Confederate Ave disregarding the stop signs, failing to yield ROW, or failing to stop. Discussion then followed regarding the concerns noted.

Mr. Bagley then stated that he felt that the crosswalks should be removed due to the safety concerns. Ms. Pender then inquired as to why the crosswalks were implemented in the first place? Mr. Bagley responded that they were added as a part of a beautification and streetscape project. Mr. Nealy added that he would support removing the crosswalks from E Main Street.

Traffic Commission then recommended Public Works to remove the crosswalks on E Main Street at this intersection.

E. India Hook / Celanese Intersection

Mr. Herrmann explained that an intersection improvement at this location is planned

through RFATS and SCDOT. That project is scheduled to initiate construction in the fall of 2022. Mr. Herrmann then reviewed aspects of this project which include additional thru lanes and turn lanes being added to India Hook Road and additional left turn storage being added to Celanese Road. The project will also impact access in this vicinity as controlled access will be implemented to several driveway locations approaching the intersection. Lastly, Mr. Herrmann highlighted crosswalks which are planned to be included in this project. Mr. Herrmann explained that staff wanted to share this information with Traffic Commission and would like to provide the information to various departments in preparation for construction to begin.

Traffic Commission then recommended staff to coordinate internally as well as with SCDOT as the project nears the start of construction.

4. Other Items

A. Status Report

Mr. Herrmann briefly summarized the Status Report which outlines follow-up action items from the previous meetings. Mr. Goolsby noted that the work planned for Hampton Street related to the overhead charger for the My Ride Transit Buses is now cancelled as the overhead charger is now planned to be located within Parking Deck B at University Center at the new transit hub.

Mr. Herrmann then transitioned to explain that traffic patterns may be changing on Eastview Road due to changes made by York Prep Academy for their school drop-off and pickup patterns. Mr. Herrmann noted that City staff and SCDOT staff will continue monitoring and provide feedback as necessary.

Mr. Herrmann next highlighted that staff had found no evidence to suggest that a “No Thru Trucks” sign had ever been located near the intersection of Riverview Road / Fieldcrest Circle. Mr. Nealy suggested that Public Works implement a new sign near this intersection to mirror the sign that exists near Ligon Drive.

5. Next Meeting:

Mr. Herrmann explained that the next meeting has been re-scheduled for March 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 11:20 AM.