

Traffic Commission Minutes

City of Rock Hill, South Carolina

March 23, 2022

A public hearing of the Traffic Commission was held Wednesday, March 23, 2022 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

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

MEMBERS ABSENT:

STAFF PRESENT: Chris Herrmann, Leah Youngblood, Arthdale Brown, Jason Weil, Vic Edwards and Rob Walsh

1. Call to Order

Mr. Lindsay called the meeting to order at 10:00 a.m.

2. Approval of Minutes of the February 23, 2022, meeting.

Mr. Lindsay asked if there were any additions, corrections or deletions from the February 23, 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. Briarwood Drive

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 an un-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 highlighted that Traffic Commission had not previously reviewed this location.

Mr. Herrmann then transitioned to review the results of the traffic study completed in February. AADT levels captured during that study were approximately 470 trips per day. The study for this roadway captured a 50th percentile speed of 21 MPH and an 85th percentile speed of 32 MPH.

Mr. Chad George (165 Briarwood Drive) voiced concerns regarding speeding and safety on Briarwood Drive. Mr. George requested a reduction of the speed limit from 35 MPH due to the roadway being in a residential area. Mr. George also noted a slight grade change in the roadway which adds to his concerns of speeding on the roadway.

Mr. Edwards then explained that SCDOT also completed a traffic study on this roadway which showed an 85th percentile speed of 34 MPH, which was slightly higher than the results of the study completed by RHPD. However, Mr. Edwards stated that utilizing the 85th percentile speed captured during both studies, the roadway appears to be correctly posted with a 35 MPH Speed Limit. Discussion then followed regarding the engineering standards of posted speed limits on roadways.

In regards to the concern of the grade change, Mr. Walsh noted this may require evaluation by SCDOT regarding potential signage for advisory or warning speed in addition to the posted speed limit.

Mr. Bagley then noted that connectivity on this roadway is limited, thus this is not a scenario where cut-through traffic is creating the concern. The traffic is most likely residents of this neighborhood or visitors. Mr. Bagley advised that targeted enforcement by RHPD may be the best way to address the concerns presented. Also noting that the targeted enforcement can be focused on the results found within the study. Mr. Lindsay then inquired whether outreach and education of the neighborhood would be possible? Mr. Brown noted that this could be done by Housing & Neighborhood Services as a follow-up to this meeting.

Traffic Commission then requested RHPD to engage in targeted enforcement, as well as Housing & Neighborhood Services to provide outreach and education following the meeting. Traffic Commission also requested staff to coordinate with SCDOT regarding evaluation of the grade of this roadway to determine whether additional advisory or warning signage is necessary.

B. Millhouse Drive

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 the City of Rock Hill. Mr. Herrmann added that there is a posted speed limit of 25 MPH on this roadway. Mr. Herrmann next summarized the last review of this area by Traffic Commission, which occurred in October 2018. Mr. Goolsby then provided a summary of actions taken on this roadway, including the implementation of a three-way stop controlled intersection at Millhouse Drive / Stonehenge Drive. Mr. Goolsby noted that the three-way stop was implemented following recommendation by City Council.

Mr. Herrmann then transitioned to review the results of the traffic study completed in February. AADT levels captured during that study were approximately 360 trips per day. The study for this roadway captured a 50th percentile speed of 26 MPH and an 85th percentile speed of 31 MPH. Mr. Herrmann also summarized recent targeted enforcement that was initiated by RHPD, which resulted in 10 warnings related to compliance of the stop signs at Millhouse Drive / Stonehenge Drive.

Mr. Neal Barber (650 Stonehenge Drive) voiced concerns regarding safety and speeding on Millhouse Drive. Mr. Barber thanked RHPD for their recent targeted enforcement, however the Stonewood Neighborhood encourages more citations to be issued.

Captain Stinson then discussed how warnings are used as an educational approach to enforcement, however once a warning is issued that is tracked within the system at RHPD and the next transgression is generally met with a citation for that offense. Mr. Lindsay then asked if this can be shared by the HOA so that advanced warning is given to all residents of this approach by RHPD? Mr. Barber affirmed that this would be shared in the HOA newsletter.

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

C. Annafrel Street

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 SCDOT. Mr. Herrmann noted that the posted speed limit is 35 MPH on this roadway. Mr. Herrmann next summarized that the intersection of Annafrel Street / Willowbrooke Ave was reviewed by Traffic Commission in January 2022. Resulting action items from that meeting included a recommendation for staff to further evaluate the crash data and provide more information at a future meeting.

Mr. Herrmann then transitioned to review the results of the traffic study completed in February. AADT levels captured during that study were approximately 935 trips per day. The study for this roadway captured a 50th percentile speed of 31 MPH and an 85th percentile speed of 37 MPH. Mr. Edwards explained that SCDOT had also completed a study of their own on this roadway, the results of which showed similar data including an 85th percentile speed of 37 MPH.

Sarah Sellars (329 Annafrel Street) provided a letter which she requested to be read by Mr. Herrmann during the meeting, as she was unable to attend in person. Ms. Sellars' letter noted concerns of speeding and safety.

Discussion then followed regarding the results of both studies. Captain Stinson noted that RHPD would be placing their speed trailer on Annafrel Street when available.

Mr. Herrmann then transitioned to discuss the previous review of the intersection of Annafel / Willowbrooke from the January meeting. Mr. Herrmann summarized analysis that was completed by staff as a part of the Low Cost Safety Improvement Program. Mr. Walsh explained that advanced warning signs have already been placed at this location by SCDOT. Mr. Goolsby then reviewed the crash diagram provided by staff and noted the width of the roadway adds to the difficulty and concern for safety at this location due to drivers crossing four lanes on Willowbrooke from Annafrel. Discussion then followed regarding potential considerations for enhanced signage.

Mr. Herrmann then noted observations made by staff during an on-site assessment, which included sight distance and visibility due to a fence on the northeast quadrant of the intersection, as well as grade changes on Willowbrooke. Mr. Herrmann also highlighted overgrown vegetation that needs addressing in order to improve sight distance and visibility on the western side of Willowbrooke.

Traffic Commission then recommended targeted enforcement to be conducted by RHPD. Traffic Commission also requested that staff coordinate with Public Works to address the overgrown vegetation on Willowbrooke.

D. Kallaramo Road

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 split for this particular roadway between the City of Rock Hill and SCDOT. The City of Rock Hill maintains the section of Kallaramo Road from Wendover Court to Matthews Drive. SCDOT maintains the section from Wendover Court to India Hook Road. Mr. Herrmann then reviewed the history of this location, noting previous implementation of speed humps in 2005. Mr. Herrmann then summarized that the last review of this location by Traffic Commission, which occurred in April 2009. Mr. Herrmann noted that no action was taken, though Traffic Commission found that results

of a traffic study confirmed the speed humps implemented were performing as expected.

Mr. Herrmann then transitioned to review the results of the traffic study completed in December. AADT levels captured during that study were approximately 310 trips per day. The study for this roadway captured a 50th percentile speed of 22 MPH and an 85th percentile speed of 27 MPH.

Mr. Wayne Edwards (1747 Kallaramo Road) voiced concerns regarding speeding and safety on Kallaramo Road, as well as cut-through traffic from Ebinport Road and India Hook Road. Mr. Edwards then requested removal of the speed humps that have been implemented on Kallaramo Road. In place of the speed humps, Mr. Edwards requested three-way stop controlled intersections to be implemented at Kallaramo / Lynn Circle and Kallaramo / Wendover Court.

Discussion then followed regarding the traffic calming in place on Kallaramo Road. Mr. Edwards of SCDOT noted that these are parabolic speed humps which help to reduce speeds however they do have less of an abrupt impact on vehicles that are traveling near the recommended speed. Mr. Edwards of SCDOT explained that these speed humps are vastly different than the speed bumps that can be found in commercial parking lots. These latter type of traffic calming are not recommended to be utilized on public roadways due to the abrupt impact and maintenance concerns on emergency vehicles and waste management trucks.

In regards to the requests for three-way stop controlled intersections, Mr. Goolsby provided feedback regarding engineering standards for stop controlled intersections. Mr. Goolsby noted that Traffic Commission does not advise utilizing stop signs as a method of traffic calming. Mr. Goolsby explained that stop controlled intersections are recommended in locations where sight distance and visibility are limited or in locations where drivers need to be directed on who has the right-of-way. Mr. Edwards of SCDOT also noted that there are certain warrants using engineering standards that should be met before a stop sign is implemented on a public roadway.

Traffic Commission then recommended that targeted enforcement be conducted by RHPD. Traffic Commission also recommended staff to coordinate with SCDOT regarding an evaluation for whether the warrants are met for four-way stop controlled intersections at Kallaramo / Lynn Circle and Kallaramo / Wendover Court.

E. White Street / Chatham Ave Intersection

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 City of Rock Hill. Mr. Herrmann noted that the posted speed limit is 25 MPH on Chatham Ave and 35 MPH on White Street. Mr. Herrmann next explained that this location had not previously been reviewed by the Traffic Commission.

Mr. Herrmann then outlined concerns noted by Ms. Leigh Ann Cherry of TLG Doors & Hardware (407 Chatham Ave). Mr. Herrmann explained that deliveries to and from Ms. Cherry's business are experienced significant delays and congestion due to train blockages that occur on White Street. Ms. Cherry had requested city staff to implement additional signage to indicate available detour routes via Chatham Ave to Village Way to Wilson Street.

Discussion then followed regarding these requests. Mr. Herrmann outlined that most of this issue should be addressed with the upcoming Downtown Traffic Management Project

which be initiated in 2023. Mr. Walsh provided an overview of the planned project which will include an ITS component, as well as physical improvements to Wilson Street. Mr. Bagley then noted that temporary signage could be placed to direct detour traffic to help resolve the issue now as the project has yet to be initiated. Mr. Walsh stated that signage on this portion of White Street would be consistent with the approach currently taken on Wilson Street. Mr. Goolsby then emphasized that these would need to be temporary signs that city staff will plan to remove once the Downtown Traffic Management Project is completed.

Traffic Commission then recommended staff to coordinate with Public Works to implement additional temporary signage to direct detour traffic.

F. Neely Road / College Plaza Intersection

Mr. Herrmann explained that a capacity improvement at this location is planned through York County Pennies for Progress. Mr. Herrmann stated that this will be a three-lane widening project with an intersection improvement planned for Neely Road / Rawlsville Road. Mr. Herrmann noted that the planning stage of this project has been initiated and York County staff have reached out to city staff regarding potential closure of accesses at College Plaza Blvd and Aaron Ave. County staff also requested feedback from city staff regarding the crosswalk located north of College Plaza Blvd.

Discussion then followed regarding the current City project to improve stormwater infrastructure as well as roadway connectivity within the College Downs neighborhood. Mr. Herrmann noted that the access from Aaron Ave may be obsolete when the improvements are completed in the neighborhood, as that access point was created due to flooding issues blocking access for some residents. Mr. Edwards of SCDOT noted that a traffic study was recently completed as a part of the Pennies for Progress project, that study recommended the closure of two of the three access points for the neighborhood at College Plaza Blvd and Aaron Ave. Mr. Bagley inquired whether it would be acceptable to redesignate the two roadways at College Plaza Blvd for one way traffic? This would leave one access as ingress only and the other access as egress only. Mr. Edwards stated that he would not be opposed to this approach, as long as improvements are made to expand the greenspace here and reduce the pavement width.

In regards to the access at Aaron Ave, Mr. Edwards suggested utilizing grass pavers where this access can be utilized in emergency situations only. Discussion then followed regarding this approach, those in attendance were in favor of moving forward with grass pavers in place of completely closing this access point.

Mr. Edwards then transitioned to explain that SCDOT will be requesting that the crosswalk be removed as a part of the Pennies for Progress project due to safety concerns involving mid-block crosswalks.

Traffic Commission then recommended that staff provide these suggestions to York County and return with feedback as necessary.

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 scheduled for April 20th, 2022 at 10:00 AM in Council Chambers.

6. Adjourn:

There being no further business, Mr. Lindsay made a motion to adjourn. Mr. Bagley seconded, and the motion carried unanimously. The meeting adjourned at 11:45 AM.