

## Traffic Commission Minutes

City of Rock Hill, South Carolina

April 20, 2022

A public hearing of the Traffic Commission was held Wednesday, April 20, 2022 at 10:00 a.m. in City Council Chambers at City Hall, 155 Johnston Street, Rock Hill SC.

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

**MEMBERS ABSENT:** Derrick Lindsay

**STAFF PRESENT:** Chris Herrmann, Leah Youngblood, Arthdale Brown, Jason Weil, Tommy Feemster and Rob Walsh

### 1. Call to Order

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

### 2. Approval of Minutes of the March 23, 2022, meeting.

Mr. Bagley asked if there were any additions, corrections or deletions from the March 23, 2022 meeting minutes. Mr. Nealy then made a motion that the minutes be approved as presented; this was seconded by Mr. Goolsby and was unanimously approved.

### 3. Business:

#### A. Park Avenue

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 the City of Rock Hill. Mr. Herrmann next highlighted that Traffic Commission had not previously reviewed this location.

Mrs. Shelly Krepps (409 Park Ave) voiced concerns regarding parking on Park Ave. Mrs. Krepps requested additional signage for limiting parking. Mrs. Krepps outlined issues with on-street parking that are affecting her business, School Days Learning Center and impacting the safety of both parents and children at her daycare facility. Mrs. Krepps also noted that on-street parking is impacting garbage pickup along her street.

Discussion then followed regarding existing signage along Park Ave which limits on-street parking. Mrs. Krepps noted that there is existing loading zone signs, however those were designated for the Hope House and that has moved away from this location. Mr. Bagley suggested relocating those signs so that School Days Learning Center would be covered within the loading zone. Captain Stinson added that the Police Department can coordinate with Winthrop Police to address the issue. Mr. Goolsby then stated that it may make sense to plan for a parking assessment to be completed in this area since on-street parking along many streets near Winthrop University seem to be encountering this issue.

Traffic Commission then requested Public Works to replace the existing loading zone signage along Park Ave to include School Days Learning Center. Traffic Commission also recommended that RHPD coordinate with Winthrop Police to engage in targeted enforcement.

Mr. Herrmann then transitioned to highlight an additional on-street parking issue on Park Ave Extension at the intersection with Cherry Road. Mr. Herrmann summarized on-street parking issues where cars are being parked illegally, within 30 feet of the intersection. Mr. Herrmann noted that records show that “No Parking Here to Corner” signs were in existence along the roadway but are now missing.

Traffic Commission requested Public Works to replace the “No Parking Here to Corner” sign on Park Ave for southbound traffic headed towards Cherry Road.

## **B. Community Street**

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 highlighted that Traffic Commission has not previously reviewed this location.

Mr. Herrmann summarized the request made by Mr. Randy Gibson (403 Community Street) which noted concerns regarding safety and on-street parking. Mr. Herrmann stated that Mr. Gibson requested additional “No Parking Here to Corner” signage on Community Street.

Mr. Walsh noted that Traffic Commission has previously addressed similar requests from two different educational approaches, the first has been communicating with residents the rules and regulations regarding on-street parking and the second has been with RHPD. Mr. Weil noted that providing letters on cars that are parked in the area can sometimes assist with the overall educational process. Mr. Bagley noted that the educational approach may be the best first step and agreed that letters can be provided to both residences and cars parked along the street. Captain Stinson noted that RHPD can assist with education if need be.

Traffic Commission then recommended staff to provide letters to residents on Community Street, as well as providing letters on cars parked along the street.

## **C. Southland Park Neighborhood**

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 shared by both City of Rock Hill and SCDOT. Mr. Herrmann noted that the posted speed limit on Southland Drive is 25 MPH while most other roadways have a 35 MPH speed limit. Mr. Herrmann next summarized that this area was last reviewed by Traffic Commission in July 2019.

Mr. Herrmann then summarized that Mr. James Cathcart (1073 Southland Drive) had requested review by Traffic Commission and noted a request for consideration of traffic calming. Discussion then followed regarding speed limit signage within the neighborhood. Mr. Goolsby noted that the main accesses into the neighborhood area off of Mt Holly Road are posted as 35 MPH, while Southland Drive is the only roadway posted with a lesser speed limit. Mr. Goolsby then stated it may make sense to implement a neighborhood speed limit and post it on Pearson Drive and Glenarden Drive. Mr. Bagley suggested reducing the speed limit and implementing a neighborhood speed limit. Mr. Herrmann reminded Traffic Commission that such a change would require coordination

with SCDOT since they own the section of Pearson Drive off of Mt Holly Road and it would also require approval from City Council. Mr. Feemster then noted that a change may be acceptable to SCDOT seeing that this is in a purely residential neighborhood area.

Discussion continued regarding which speed would be most appropriate for the neighborhood area. Mr. Goolsby expressed reservation in reducing the neighborhood speed limit to 25 when Glenarden Drive is so wide, perhaps more suitable for a 30 MPH speed limit. However, Mr. Goolsby also noted that since Southland Drive is currently posted at 25 MPH there may be resistance from the neighborhood in raising the speed limit. Mr. Goolsby suggested that one approach could be to implement curve warning signs along Southland Drive which have a 25 MPH Advisory Speed plate. Mr. Walsh then noted that the last traffic study from January 2019 showed an 85<sup>th</sup> percentile speed of 30 MPH, which would support Mr. Goolsby's thoughts.

Captain Stinson then advised communication to be provided to the neighborhood regarding any changes that will occur, as well as noting targeted enforcement to be conducted once the changes have been implemented. Mr. Brown agreed that this could be done.

Mr. Bagley stated that he will discuss with Councilman Sutton when he would like to sponsor this as an upcoming agenda item with City Council. In the meantime, staff can initiate traffic studies to have the most recent data available to review with Traffic Commission at the May meeting, prior to recommending a change to move forward with City Council.

Traffic Commission then recommended staff to complete traffic studies on Southland Drive and Glenarden Drive and to provide further information at the May meeting.

#### **D. Fewell Park Neighborhood**

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 in this area are shared by the City of Rock Hill and SCDOT. Mr. Goolsby then summarized that Traffic Commission has previously reviewed concerns in this area. Resulting action items included implementation of a 2-5 skip line on Alexander Road at the intersection with Glendale Drive. Mr. Goolsby noted that previous discussion also included consideration of a neighborhood speed limit for roadway connections from Ebenezer Road and India Hook Road.

Mr. Weil then summarized feedback received from representatives of the neighborhood, noting that staff had not yet received information pinpointing which roadway or roadways were the priority of focus.

Discussion then followed regarding the neighborhood speed limit being applied. Those present agreed that this would be the best approach to address the concerns. Mr. Bagley asked if any recent speed data was available in the area? Mr. Herrmann responded none were available within the last three years. Mr. Weil added that staff can request more feedback from the neighborhood on which roadway should be the priority to analyze.

Traffic Commission then recommended that staff engage the representatives from the neighborhood regarding which roadway is their main priority of concern. Traffic Commission also requested staff to coordinate with SCDOT to evaluate placement of 25 MPH Neighborhood Speed Limit signage on accesses from Ebenezer Road and India Hook Road.

## **E. Beaty Estates Neighborhood**

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. Mr. Herrmann next explained that this location was last reviewed by the Traffic Commission in November 2021 when curve warning signs with advisory speeds were added to the intersection of Marydale Lane / North Ave.

Mr. Andrew Cassell and Mrs. Melissa Cassell (1139 Hermitage Road) voiced concerns regarding speeding and safety on Marydale Lane, as well as cur-through traffic from Cherry Road to Charlotte Ave. Mr. Cassell noted that the width of the roadway and grade changes seem to impact the speeding. Mrs. Cassell noted that residents have attempted to utilize on-street parking to slow traffic, however this seems to be ineffective. Mr. Cassell then explained that delivery drivers from FedEx, Amazon, and UPS also seem to be speeding. Mrs. Cassell then requested consideration for traffic calming in the form of speed humps on Marydale Lane. Mrs. Cassell noted that she has initiated a petition for the neighborhood as well as received a letter of support from a Rock Hill School District Board Member due to proximity to Richmond Drive Elementary School.

Discussion then followed regarding this request. Mr. Bagley noted that staff can initiate a traffic study to evaluate speed data and the need for traffic calming. Mr. Goolsby then outlined the current process for considering traffic calming on city streets.

Traffic Commission then recommended staff to initiate a traffic study on Marydale Lane. Traffic Commission also requested that RHPD reach out to delivery companies to request adherence to speed limits in this area.

## **F. University Drive**

Mr. Herrmann provided an overview of the area; highlighting termini, speed limits, signage, road width, grading and curvature. Mr. Herrmann highlighted that this roadway is classified as a Major Collector. Mr. Herrmann then reviewed action items that have been processed based on previous recommendations made by Traffic Commission in the past year. These include: targeted police enforcement, addressing overgrown vegetation on Colony Road, implementation of stop bars at intersections, ensuring speed limit signs are posted in correct locations, coordination with Winthrop University regarding bus traffic, and initiation of a traffic calming experiment which was conducted in April.

Mr. Herrmann then reviewed results of the traffic study that was completed in May 2021, noting that AADT levels were approximately 3,725 trips per day. The study captured a 50<sup>th</sup> percentile speed of 39 MPH and an 85<sup>th</sup> percentile speed of 45 MPH. Mr. Herrmann then briefly summarized discussion from previous meetings regarding the potential use of traffic calming on this roadway, focused on choke points which would not have adverse impacts to the existing roadway and bike lanes.

Mr. Herrmann then summarized the results of the traffic calming experiment that was completed on University Drive, simulating up to five choke points through three different phases over a span of three weeks. Mr. Herrmann outlined that phase one of the experiment included two choke points on University Drive near the northern leg of Colony Road and near Phelps Street. Phase One resulted in a decrease of up to 6.8% in the 50<sup>th</sup> percentile speed and up to 6.7% reduction in the 85<sup>th</sup> percentile speed. Phase Two of the experiment included a third choke point implemented north of Stonehill Place.

Phase Two resulted in a decrease of up to 5.5% in the 50<sup>th</sup> percentile speed and up to 3.2% in the 85<sup>th</sup> percentile speed. Phase Three of the experiment included five choke points between Greenwood Lane and Phelps Street. Phase Three resulted in a decrease of up to 6.8% in the 50<sup>th</sup> percentile speed and up to 5.4% decrease in the 85<sup>th</sup> percentile speed.

Mr. Steve McClelland (1602 Stonehill Place) and Mr. Ray Logan (705 Ferndale Drive) spoke in regards to the results of the traffic calming experiment. Mr. McClelland noted that residents were in hopes that the experiment would show more of a decrease in speeding. Mr. McClelland stated that there seems to be more support for speed humps rather than choke points, following the experiment.

Discussion then followed regarding the results of the traffic calming experiment. Mr. Goolsby stated that the experiment did not show as significant of a decrease as what was seen with the experiment that was previously completed on Fieldcrest Circle, prior to choke points being implemented there. Mr. Goolsby then asked that since the neighborhood is supportive, would city staff be open to some variation of speed humps? Mr. Walsh highlighted safety concerns with speed humps impacting bicycle traffic in the bike lanes, with vehicular traffic traveling into the bike lanes in attempts to evade the speed humps. Mr. Walsh then suggested that staff further examine the data from the traffic studies to further evaluate what impact the choke points had on reducing the higher speeds.

Traffic Commission then recommended that staff to re-evaluate the data from the studies and provide further information at the May 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 scheduled for May 18<sup>th</sup>, 2022 at 10:00 AM in Council Chambers.

#### **6. Adjourn:**

There being no further business, Mr. Bagley made a motion to adjourn. Mr. Goolsby seconded, and the motion carried unanimously. The meeting adjourned at 11:30 AM.