

The minutes of the Public Hearing of the Roads, Drainage and Traffic Committee of the Town of James Island held on Tuesday, November 3, 2003 at 5:00 p.m. at Town Hall, 1246 Camp Road.

The meeting was called to order by Councilman Parris Williams, Chairman of the Roads, Drainage and Traffic Committee. The Pledge of Allegiance was recited. The meeting was being held in compliance with the regulations of the Freedom of Information Act and according to Robert's Rules of Order. Proper notice had been duly given.

Mr. Williams addressed the audience stating that many residents had contacted the Town about traffic calming devices in their neighborhoods to slow down speeders. Approximately 22 residents have expressed an interest in getting speed humps as well as individuals from various neighborhoods attending the Roads, Drainage and Traffic Committee meeting held on October 6.

Mr. Williams introduced Mayor Clark, Councilman Bill Woolsey, Leonard Blank, Chairman, Planning Commission, Marie Copeland, Clerk-Treasurer, Susan Milliken, member, Roads, Drainage and Traffic Committee, and James Island High School media.

Mr. Williams asked Susan Milliken to give an overview of the Proposed Traffic Calming Policy. She reported that the Town had heard many complaints from residents of James Island regarding speed cut-through traffic on residential streets. The Roads, Drainage and Traffic Committee has looked very carefully at proposing a Traffic Calming Policy for the Town of James Island. Mrs. Milliken explained that several other policies were considered that included plans from the Town of Mt. Pleasant, the City of Charleston and Charleston County. Speed humps are a part of traffic calming; however, there are other alternatives that the Town is looking into. A sub-committee was formed to develop a proposed traffic calming policy for the Town; it has looked carefully at Mt. Pleasant's plan and determined that it best suited the needs of James Island. The policy is a point system based on accidents, citations and different elements that will help prioritize roads for traffic calming based on problems on individual streets.

Councilman Woolsey reviewed the proposed Traffic Calming Policy explaining its guidelines and procedures. After the completion of the application, a form will be given to neighborhood associations (if one exists) to keep them informed about requests for traffic calming devices in the respective neighborhoods. The Roads and Traffic Committee will develop a program area for streets; if the street is the sole access to other streets, everyone in the area will be in the program area. However, if there is a single street, the program area will be for that particular street. Citizens interested in speed humps will be given a petition and will need 75% of the people in the program area to be in agreement for the speed humps or some other form of traffic

calming device. The Committee will determine a set of priorities for funding traffic studies. The Town Council will determine whether it is able to fund a traffic study and how many it is able to fund. Charleston County conducted traffic studies last spring and we will be able to use those studies for the next two years for people who live on streets already studied. We have adequate data from the County to make determinations on eligibility. Mr. Woolsey briefly explained the criteria for speed humps. There must be at least 500-cars as an average daily traffic count and 15% of the traffic has to be 5 mph over the speed limit. Speed humps must remain in place for 2 years, but can be removed at the request of 75% of the people in the program area.

Mr. Williams explained the procedures which were to be followed. He stated that those in favor and those opposing speed humps would be allowed 3 minutes to state their opinions and that the time limit would be adhered to.

### **Citizen's Comments:**

**Rhonda Roark**, 1620 Teal Marsh Road, Mrs. Roark expressed concern about residents speeding through her neighborhood, breaking the 25 mph speed limit. She further stated that most cars speed through at 45 to 55 mph and on some nights as much as 65-75 mph. She is worried about the children in the neighborhood as well as residents who back out of their driveway. She is in favor of speed humps.

**Lynn Jenkinson**, 1815 Biltmore Drive: Mrs. Jenkinson shared that there have been several accidents in her neighborhood. She is in favor of speed humps. There are some concerns about the effects of speed humps when an elderly person has to be transported to a hospital in emergency vehicles. She noted that there will be major problems if speeding is not slowed down. Mrs. Jenkinson asked for additional information about the studies already done. Susan Milliken responded that there were a number of streets that Charleston County took counts on and measured speed last spring. This information is available at Town Hall for anyone who wants to review it.

**James Thornal**, 830 Burnet Drive: Attended last month's meeting and expressed a desire for the installation of speed humps on Burnet Drive. His neighborhood is receiving excess cut-through traffic. Mr. Thornal is in favor of the Proposed Traffic Calming Policy and would like to see it implemented.

**Arthur Jenkins**, 958 Nabors Drive: Mr. Jenkins calculated that Nabors Drive is .045 miles long with a speed limit of 25 mph. He would personally like to see either a minimum of 6 speed humps or speed humps placed 350 feet apart (whichever is greater). He said there are two curves on Nabors Drive and speed humps are needed at each end of the curve. He felt that many people use Nabors Drive for cut-thru traffic. There is a need for additional "speed limit strictly enforced" and "no cut-thru" traffic signs.

**Bill Woolsey:** Reviewed a letter from Barbara Gray. Copy attached.

**Lori Booze-** 975 Nabors Drive: is in favor of speed humps as a last resort. She said other methods to slow speeding have been tried, such as, extra police patrol, signage, and stop signs, but they have not worked. People are going to use streets for cut-thru traffic; the only way to slow them down effectively is by use of speed humps.

**Clyde Everett** -955 Nabors Drive: A speeding car slammed into his car that was parked in the driveway causing total damage. Two months ago, another car came through his yard causing damage to the yard. His neighbor's car was hit will parked in her driveway. Mr. Everett expressed concern that, if this continues, something more serious is going to happen; someone may be killed. He is in favor of speed humps because people are going to speed.

**Connie Harbert** -839 Burnet Drive: expressed concern for her small children as well as other children in the neighborhood. She is in favor of speed humps.

**Dennis Joye** - 836 Burnet Drive: agreed with many of the comments made previously. The traffic on Burnet has gotten so bad that their granddaughter cannot go across the street without an adult's supervision. Cars race up and down streets constantly. Help is desperately needed! He asked, since some of the streets have already been studied, would requests have to be re-initiated or still valid. Mr. Woolsey said if the Town's policy passes, it would not be necessary to conduct another study. It would be necessary, however, to have petitions done. Mr. Joye questioned Mayor Clark on the status of making Fred and Burnet a 3-way stop and the presence of police patrol in the area. Mayor Clark stated that progress has been made with the police and asked if he noticed police officers in the area. Mr. Joye said he has not seen an officer in the area; Mayor Clark will send another letter to request service law enforcement to patrol the area.

**Lt. Greg Kent** - 833 Burnet Drive: requested speed humps for his street. He also stated that he drives EMS and fire trucks. In driving over speed humps it takes an average of 5 seconds or less to transverse speed humps with a 67,000 lb. ladder truck that does not include equipment; a total of 30 seconds is lost in a mile and a half. He said there are five different types of speed humps that can be installed. He suggested that the committee amend the policy to include other types of speed hump designs. Mt. Pleasant's plan is the best he has seen and suggested that we look at their plan. He said emergency vehicles should be able to go across speed humps at 25mph. Neighbors are willing to pay the expense of installing speed humps out of their pockets on Burnett Drive.

**Wanda McEvers** - 820 Burnet Drive: in favor of speed humps.

**Lloyd Clayton** - 1771 Gilbert Street: With the increase of traffic on James Island, people constantly use other streets as cut thru to avoid traffic. There is a sharp curve on Santee and speed humps are needed before and after the curves. The installation of a 4-Way Stop on Santee would also be helpful.

**Jade Alderman**- 955 Nabors Drive: Her grandparents watch her children during the week. The children are not allowed to play in the front yard. Mrs. Alderman has spoken with the Sheriff's Office and had been given reports of accidents in the area dating back to January. There is a desperate need for speed humps and is in favor of having them.

**Nick Latto**- corner of Foxcroft & Grand Concourse: Mr. Latto expressed a need for at least 4 speed humps in his neighborhood. He said even though signs are posted that says "No Thru Traffic/Children at Play"; people continue to disobey the laws. Law enforcement is needed to help enforce these signs. This street is not a thru street; neighbors would not have a problem with it being closed. His children are not allowed to play in the front yard or to go across the street by themselves. Mr. Latto felt that more help from law enforcement was needed vs. speed humps, but he would definitely take the speed humps.

**Leisil Paradis** - 897 Regatta Road: Mrs. Paradis teaches at James Island Charter High School. It is obvious that signs for "no thru traffic" are being disobeyed. There are lines of cars half-way down Grand Concourse; students and parents taking their children to school are speeding through the neighborhood. There are many young children in the area who do not know the difference between a driveway and a road. The roads are very unsafe for these children. If something is not done, a child is going to get hit by a car; this might be the only way to get something done. Would like one of the entrances into Harbor Woods closed.

**Fred Neville** -1056 Grand Concourse: In favor of speed humps; there is a serious problem with volume. A baptist church and recreation center will be on Ft. Johnson Road in 5 years; will speed humps alter the volume?

**Bruce Boast** -677 Port Circle: Opposed to speed humps, especially on Mikell Drive. He uses Burnet Drive as a cut thru but observes the speed limit by driving 25mph or less.

At the conclusion of the public comment portion, committee member Susan Milliken read a statement concerning the traffic calming program. (copy attached).

Susan Milliken made a motion to amend the Proposed Traffic Calming Program to add a speed hump design and alternatives to traffic calming. The motion was seconded by Councilman Williams and was unanimously approved.

Susan Milliken made a motion that the Roads, Drainage and Traffic Committee recommend to Town Council the adoption of the Proposed and Amended Traffic Calming Program and to immediately begin accepting applications for traffic calming devices from residents who desire them. The motion was seconded by Mayor Mary Clark and was unanimously approved.

Councilman Williams made closing remarks and invited all present to participate and become members of the Roads, Drainage and Traffic Committee.

There being no further business to discuss, the public hearing adjourned at 7:00 p.m.