

Snee Farm Community Foundation

Monthly Meeting: April 16, 2024

April 16, 2024 / 6:00 PM / SF Club or Virtual

Call to order: 6:08 pm ET

Attendees:

Board: Adrian, Nicole, David, Mario, Allyson and Carrie

Special Guests:

- Morgan Bryant (Snee Farm HOA Attorney)
- Town of Mt Pleasant

James Anton: Town of Mt Pleasant, Deputy Director, Capital Projects & Transportation

- Working with the Snee Farm HOA for the past 2-3 years on high level discussions on community wide traffic calming.
- Tonight, first phase approach for Law Lane and Parkway Drive; these floated to our discussions early on to address concerns around speeding and the lack of pedestrian facilities.
- Town has two programs that encapsulate these; 1) traffic calming that was established in early 2000's 2) relatively new, implemented in the past five years Pedestrian and Bicycle Accomodation Plan, funds allocated to finding neighborhoods like Snee Farm and Brickyard that are old neighborhoods and implementing these facilities where they make sense.
- General maintenance funding that is typically funded about half a million a year.
- Start: Law Lane prompted this whole discussion around traffic calming.
- Board showed an interest to look at a more holistic view of the neighborhood from a traffic calming perspective that morphed into pedestrian/bike safety and traffic related; in addition to police enforcement, dissemination of information as far as golf carts.
- Law is a state road, SCDOT ownership, 50ft right of way; traffic calming was implemented as part of the successful application.
- Parkway Drive includes both traffic calming and sidewalk discussions.
- This is the third listening session with the Snee Farm neighborhood and we are here to provide facts, listen to the community and meet with the board.
- Sidewalks for both Law Lane and Parkway Drive:looking at 4-5 ft sidewalks at minimum.
- Area of review is does the sidewalk get designed on the back of the curb or have a grass merge area that is about 3 feet that separates the roadway from the pedestrian facility.
- When thinking about pedestrian safety, the further you can get the users away from the roadway, the safer it is from an accident history and safety standpoint.

- Town or State does own 13 ft of right of way from the back of the curb. You as home owners maintain that, and as we move forward we will work with each of the homeowners, depending on what side of the road the sidewalk is decided upon.
- These are the high level discussion points but [the website](#) has some more information as well as images of recent sidewalk projects.
 - [If the link doesn't work, go to <https://www.tompssc.com/> and search under:
 - Departments (top menu)
 - Engineering and Development Services
 - Programs

President: Adrian Cain

Talking points to come in future meeting minutes.

The Snee Farm HOA hosted a listening forum for the Town of Mt Pleasant representatives to hear from our neighbors tonight and collect questions for the Town of Mt Pleasant.

Questions from our residents and responses from the town and board:

1. Concern about how to park multiple vehicles and wear and tear of the driveway on streets where sidewalks are being considered.
 - a. (Board) There have been questions about the integration of driveways and the town has assured us that the contractors will work with those driveways to integrate them in the best fashion possible.
2. Will my home be affected by the sidewalks?
 - a. (Town) Law Lane and Parkway Drive are in discussion but there has been no decision yet on what side the sidewalks will be placed, if they are placed. If placed, they will be 5-8 ft from the curb.
3. How are homes on the corner of streets being considered for sidewalks being affected?
 - a. (Town) The sidewalks have not yet been approved, but if they are then a design process will be completed to review the homes and how they will be impacted.
4. There has been reference to incidents on streets. Please elaborate.
 - a. (Town) We pulled crash incidents from a bike and pedestrian perspective and none have been reported. But just because crash history doesn't exist, it doesn't mean the potential is not there. We are being more proactive to address this.
 - b. (Board) Years ago there was a person hit by a golf cart but it was not officially reported.
5. Do we get to vote on which side the sidewalk will be?
 - a. (Board) Board has decided to pursue a vote on the approval for sidewalks and the Town agreed.
 - b. (Board) Side of the street the sidewalk will be placed has not yet been decided.
 - c. (Board) The Town will do its assessment on what side is the best should sidewalks be passed.
 - d. (Board) It has always been that the decision to have sidewalks will be based on a vote of residents along the affected street.

- e. (Board) If the town is to determine through their assessment that one side is necessary over another, then only those residents on that side of the road will be voting.
 - f. (Board) There will be a separate vote for speed suppression/speed humps.
- 6. What determines "incidents" on a roadway?
 - a. (Town) Near misses have not been documented but the town will be discussing with the police department on any incident reports.
- 7. What's the percentage of the vote needed to pass?
 - a. (Town) First there are two programs we are speaking to, traffic calming and sidewalks.
 - b. (Town) This is unprecedented for the town to take votes and engage in this activity with a board. The town does their engineering judgment and analysis but we are working with the HOA board to engage in that activity and allow the board to make that decision.
 - c. (Board) The board has not yet discussed this but will do so in coming executive meetings. In the ballot the threshold will be clear.
- 8. If a resident parks on the sidewalk and someone gets hurt, is the homeowner responsible?
 - a. (Morgan B) If it's a violation of an ordinance, it's basic negligence when it comes to an accident. Violating an ordinance plays a part in whether or not you were negligent in causing harm to another.
- 9. Can a resident with a sidewalk park in the street overnight?
 - a. (Morgan B) An amendment to the ADAR would be required to change the overnight parking policy. It requires 75% of the homeowners (891 homes) to change.
- 10. Places with existing sidewalks, have there been any accidents where pedestrians were walking and were hit?
 - a. (Town) Always a possibility but no more of risk that currently exists with people walking in the roadway. In recent reports looking at incidents town wide, there is not a systemic issue.
 - b. (Town) Installation of the sidewalks, there are still people that won't want to use it. We do have a recent ordinance on bicycles on sidewalks (recommend you all to read that).
- 11. Is the town planning any encouragement to cut through on Parkway due to traffic?
 - a. (Town) The town doesn't have any influence that promotes the use of Snee Farm as a designated cut through.
- 12. Question about speed limits within the neighborhood and can we lower it?
 - a. (Town) Some roads are state roads and some are town. The standard for state roads is 30 mph, versus the town at 25 mph. On the Snee Farm roads, the average speed limit assessed is 30 mph right now.
 - b. (Town) To artificially reduce the speed limit from 25 to 20, you'll have people who abide by the speed limit going 20 mph and everyone who was going 30 will continue. Roadways are designed for speed, regardless of what is posted. By artificially setting a speed limit low, you have now varied the difference between

the vehicles that are traveling on the roadway and now increasing the likelihood of incidents and higher likelihood of serious injury and injury provoking.

- c. (Board) We have been in many discussions with increased patrols of speed and police. We are a town of 100,000 people and the town has an obligation to patrol all of the neighborhoods and they have limited resources. There have been discussions with the mayor on whether or not the neighborhood could potentially pay for additional patrol and then there is an equity attached to it as other neighborhoods could request one as well. We have explored the notion of additional patrols and looked and examined this previously.
13. Is blocking a sidewalk a town issue?
 - a. (Town) It will be enforced by the police but with 100 miles of sidewalks, that's a low priority. If someone calls about it, they will knock on your door to educate you.
 14. How are mailboxes addressed?
 - a. (Town) It is not intended to move mailboxes and interrupt mail delivery. We will work with the residents to determine any changes to mailboxes.
 15. Will setbacks be changed with the implementation of sidewalks?
 - a. (Town) No
 16. Rumors suggesting instead of there being a dead end of Law Lane, that there would be a cut through for vehicular traffic to connect with Highway 17?
 - a. (Board) Never been a conversation on vehicular traffic, and not something that is being discussed.
 - b. (Board) There have been discussions around people walking around the pump station and residents have brought this forward as a concern. However tonight's discussion is only focused on the discussion of speed suppression and sidewalks.
 17. Are there plans for sidewalks on the other side of Law Lane than is currently being discussed?
 - a. (Town) Not been talked about because a speed study was done on that side of Law but it did not meet speed suppression needs. There could be options for the neighborhood to pay for signage.
 18. Does flooding become an issue with sidewalks and has the town taken this into account?
 - a. (Town) Yes, the town has taken this into account and they do full drainage analysis to ensure whatever we are adding is not going to negatively impact the area. If they are, they will work through a mitigation toolbox.